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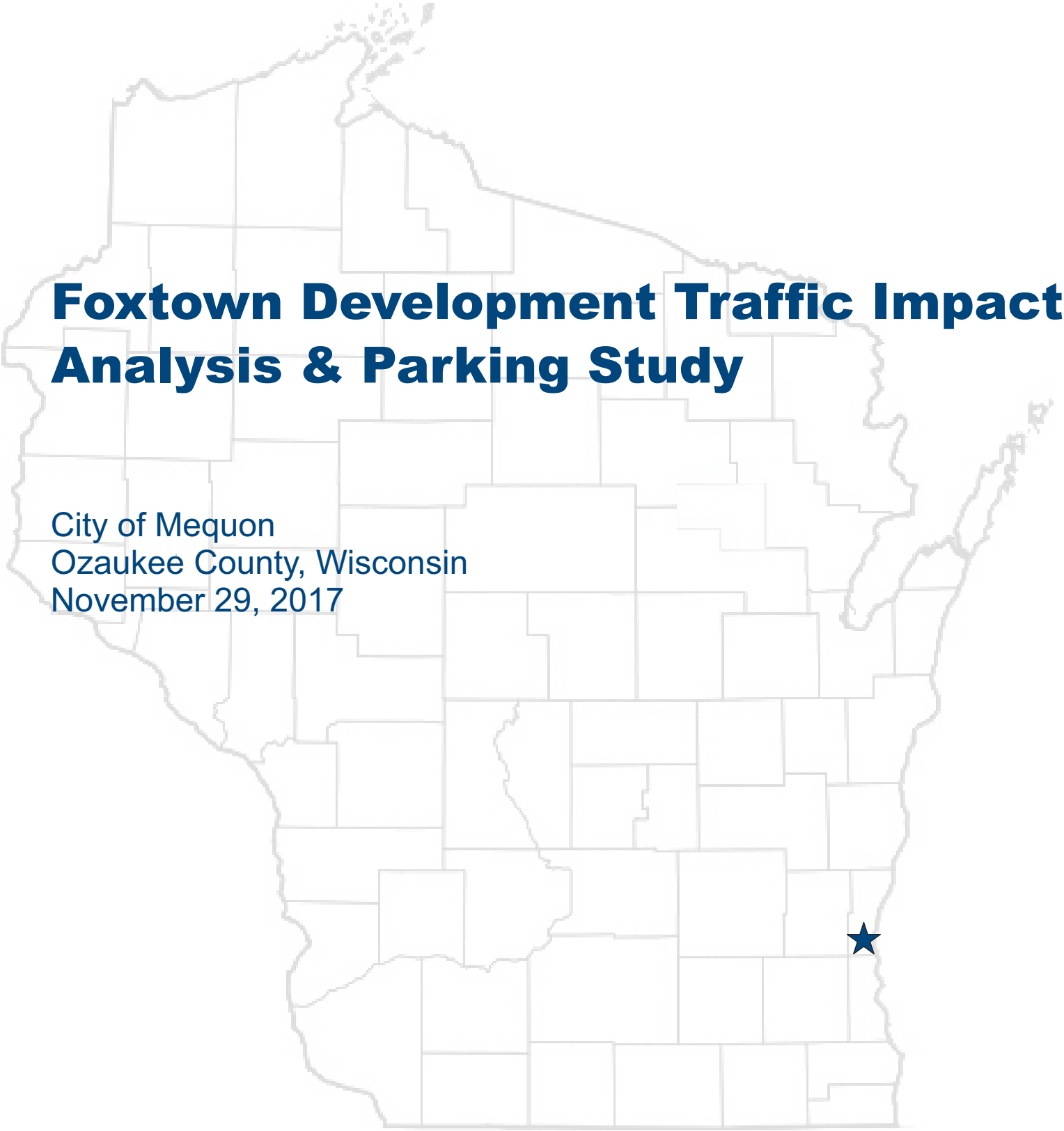
Foxtown Development Traffic Impact Analysis & Parking Study

City of Mequon
Ozaukee County, Wisconsin
November 29, 2017



TRAFFIC IMPACT ANALYSIS & PARKING STUDY FOR:

FOXTOWN DEVELOPMENT

CITY OF MEQUON, OZAUKEE COUNTY, WISCONSIN

DATE SUBMITTED: November 29, 2016

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Foxtown Development
Traffic Impact Analysis & Parking Study
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CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

Foxtown Ventures proposes to redevelop 13.97 acres south of Mequon Road between Buntrock Avenue and the railroad tracks in the City of Mequon, Ozaukee County, Wisconsin. This study evaluates peak hour traffic impacts to the surrounding street system from the proposed mixed-use development site (Foxtown). It also evaluates the planned parking availability and expected demand from the different uses on site.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the development and conclusions based on the findings of the traffic impact analysis (TIA).

B1. Study Area

The intersections evaluated in this study include the Mequon Road intersections with Buntrock Avenue, the Police and Fire Station driveway, and Industrial Drive. It also includes the proposed Foxtown development site driveways to Buntrock Avenue and Industrial Drive.

B2. Proposed Development

Background traffic volumes include the expected traffic volumes from full buildout of the Mequon Town Center I and II developments. These developments are expected to include residential, restaurant, office, and retail land uses.

The proposed Foxtown Development is expected to be constructed in several different development phases between 2018 and 2022. For the purposes of this study, an initial buildout scenario was evaluated for the year 2019 for all proposed buildings west of Industrial Drive. These buildings are expected to be used for restaurant, office, and residential uses. Full buildout of the entire site was evaluated for the year 2023. Full buildout uses include restaurant, office, retail, and residential uses.

B3. Site Generated Traffic

The traffic volumes expected to be generated by Foxtown development was estimated based on the size and type of the proposed uses, and on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, Ninth Edition, 2012*. At initial buildout, the development is expected to generate about 1,680 daily driveway trips, with 55 occurring during the weekday AM peak hour and 140 occurring during the weekday PM peak hour. At full buildout, the site is expected to generate 4,260 daily driveway trips (includes externally linked trips); with 140 occurring during the weekday AM peak hour and 375 occurring during the weekday PM peak hour.

B4. Proposed Access

An access driveway for the brewery/restaurant located in the southeast corner of the Mequon Road/Buntrock Avenue intersection is proposed to be located on Buntrock Avenue, across from the Aurora driveway. Due to the grade differential between Buntrock Avenue and Industrial Drive, a retaining wall will be constructed on the east side of the brewery/restaurant parking area. No cross-access will therefore be possible between this development and the rest of the Foxtown development uses. Three access roads will be constructed along Industrial Drive to serve the remaining Foxtown development land uses.

B5. Recommended Intersection Recommendations

The following intersection improvements (shown on Exhibit 1-1) are recommended to maintain acceptable traffic volume levels during the peak hours.

Exhibit 1-1. Background Improvement (Full Buildout of Mequon Town Center I and II)

- Mequon Road & Buntrock Avenue: reconfigure the northbound and southbound approaches with a left-turn lane and shared through/right-turn lane. Stripe the northbound left-turn lane with 100 feet of storage plus taper. Stripe the southbound left-turn lane with 75 feet of storage plus taper.

Exhibit 1-2. Foxtown Development – Initial Buildout Intersection Recommendations

- Buntrock Avenue & Restaurant/Brewery Driveway: construct the driveway with a single shared turn lane and stop sign control at Buntrock Avenue.
- Industrial Drive & Site Road A: construct the roadway on the west side of Industrial Drive for access to Buildings B and C. Construct the roadway with a single eastbound shared turn lane and stop sign control at Industrial Drive.

Exhibit 1-3. Foxtown Development – Full Buildout Intersection Recommendations

- Industrial Drive & Site Road A: construct the roadway on the east side of Industrial Drive for access to Buildings D and E1. Construct the roadway with a single westbound shared turn lane and stop sign control at Industrial Drive.
- Industrial Drive & Site Road B: construct the roadway on the east side of Industrial Drive for access to Buildings E1 and E2. Construct the roadway with a single westbound shared turn lane and stop sign control at Industrial Drive.
- Industrial Drive & Site Road C: construct the roadway on the east side of Industrial Drive for access to Buildings E2, E3, and F. Construct the roadway with a single westbound shared turn lane and stop sign control at Industrial Drive.
- Industrial Drive & Mequon Road: Install traffic signals with a westbound left-turn phase and signal pre-emption for the railroad crossing east of Industrial Drive. With traffic signal control, it is recommended to reconfigure the northbound Industrial Drive approach with a 235-foot left-turn lane (plus taper) and shared through/right-turn lane. As development occurs within the Foxtown development, it is recommended to re-evaluate the Industrial Drive/Mequon Road intersection to determine when traffic volume levels meet or exceed warrant volume thresholds for traffic signal installation. Traffic signals are expected to allow for safe pedestrian travel across Mequon Road at Industrial Drive, plus create consistent traffic gaps for pedestrians crossing the uncontrolled pedestrian crossing at the Ozaukee Interurban Trail.

The traffic signal at Industrial Drive is proposed to be coordinated with the adjacent traffic signals at Buntrock Avenue and Cedarburg Road. The closely-spaced coordinated traffic signals will meter eastbound and westbound Mequon Road traffic between these signals, resulting in very low through-movement queues.

Industrial Drive has a low posted speed limit and relatively low traffic volumes projected with full buildout of the Foxtown development. Therefore, on-street parking is expected to operate safely and efficiently during the peak hours and throughout the day. Due to the high volume of through traffic on Mequon Road during the peak hours, on-street parking is not recommended along Mequon Road. Based on the parking study completed for the Foxtown development, with

a shared parking agreement between Building A and Building C, no on-street parking along Mequon Road is necessary to accommodate the projected parking demands.

If Mequon Road is reconstructed in the future to remove the auxiliary lanes, it is recommended that right-turn lanes be striped on Mequon Road at each study intersection. Based on queue storage and the distance required for deceleration within the turn lane, it is recommended that each right-turn lane be striped with a minimum of 150 feet (250 feet is desirable) of storage plus an appropriately designed taper length. Due to the presence of the existing police and fire station driveway on the north side of Mequon Road, the minimum 150-feet of storage cannot be constructed for the westbound right-turn lane at Buntrock Road. Likewise, the railroad tracks across Mequon Road prevent the minimum 150-feet of storage to be striped for the westbound right-turn movement at Industrial Drive/Mequon Town Center II driveway. At these locations only, it is therefore recommended that the right-turn lane be maximized within the available space. The recommended right-turn lane storage with reconstruction of Mequon Road is shown on Exhibit 1-4.

B6. Parking Study

The expected parking demand for each building area of the Foxtown development was compared to the planned parking availability in the surface lots, underground or garaged parking, and along Industrial Drive. The parking demand was calculated for typical weekdays and Saturdays and summer weekdays and Saturdays (to include outdoor terrace dining space) using average and high (worst-case) parking demand rates published in the *ITE Parking Generation Manual, 4th Edition.* The parking demands were calculated for each hour between 6:00 a.m. and 9:00 a.m. to determine if/when the parking lot would be "full" (over 85 percent occupied), and how much overflow parking would be needed to accommodate the demand. Below is a summary of the parking demand analysis and recommendations for additional parking supply:

- Building A: The parking area is expected to be full for several hours during each weekday and Saturday evening with both average and high parking demands. Up to 56 additional parking spaces are needed to meet the highest parking demand. The overflow parking can be accommodated by the surplus of surface lot spaces and underground valet spaces available in the nearby Building C. Due to grades, The Foxtown development roadway system is not directly connected to the access for Building A. To maximize available parking in Building A and facilitate wayfinding between Building A, Building C, and other available parking supplied for the Foxtown development, it is recommended to implement the following:
    - Require employees to park in the Building C surface lot.
    - Install signs for pedestrian travel between Buildings A and C.
    - Valet park in Building C with key card access on busy nights and weekends.
    - Overflow parking in adjacent Building B and Spectrum parking lots on busy nights and weekends. Pedestrian access will be constructed between the parking areas in Buildings A and B.
- Building B: This building will have a shared parking agreement with the adjacent Spectrum Investment Advisors building, to increase Building B's 80-space parking supply to 119 spaces on weekday evenings and weekends when the Spectrum building is closed. This parking supply is expected to accommodate the peak parking demands for Building B, and also allow for some overflow parking from Building A.
- Building C: The 224 surface lot and underground parking spaces are expected to accommodate the peak parking demands for Building C. There is expected to be a

surplus of parking so that the surface lot may be available for overflow parking from nearby Buildings A, B, D, E1, E2, and E3.

- Building D: The peak parking demand is expected to exceed the supply of 132 parking spaces for one or more hours between 5:00 p.m. and 8:00 p.m. during different days and parking scenarios. Up to 44 additional parking spaces are needed to meet the highest parking demand. The overflow parking is expected to be accommodated by the 59 on-street spaces proposed along Industrial Drive. Due to proximity, the overflow parking is also expected to be accommodated by the parking available for Buildings C (surface lot), E1, E2, and E3, which are expected to have peak parking demands at different hours than Building D.
- Buildings E1 and E2: The peak parking demand is expected to exceed the supply of 159 total parking spaces between both buildings for six hours on a typical weekday under high/worst-case parking demand conditions. The parking supply is expected to accommodate the average parking demand for both the typical weekday and Saturday scenario. Up to 29 additional spaces are needed to meet the highest parking demand. The overflow parking can be accommodated by the 59 on-street spaces proposed along Industrial Drive or within the adjacent parking areas for Building C (surface lot) or D.
- Building E3: The peak parking demand is expected to exceed the supply of 24 surface lot parking spaces for most of the daytime hours (7:00 a.m. to 5:00 p.m.) on a typical weekday under both average and high/worst-case parking demand conditions. The office was estimated to be closed on Saturdays. Up to 21 additional spaces are needed to meet the highest parking demand. Similar to Buildings E1 and E2, overflow parking can be accommodated by the 59 on-street spaces proposed along Industrial Drive (at least 31 are within close proximity to Building E3), or within the adjacent surface lot for Buildings C (surface lot) or D.
- Buildings F: The 71 garage spaces and adjacent on-street parking spaces are expected to accommodate the peak parking demands for Buildings F.

B7. Conclusion

With the intersection improvements recommended above, all study intersections are expected to operate acceptably during the weekday peak hour time periods. With the shared parking agreements between Building B and the adjacent Spectrum building, as well as the shared parking agreements between owners within the Foxtown development site, there is expected to be an adequate parking supply for all uses within the Foxtown development.

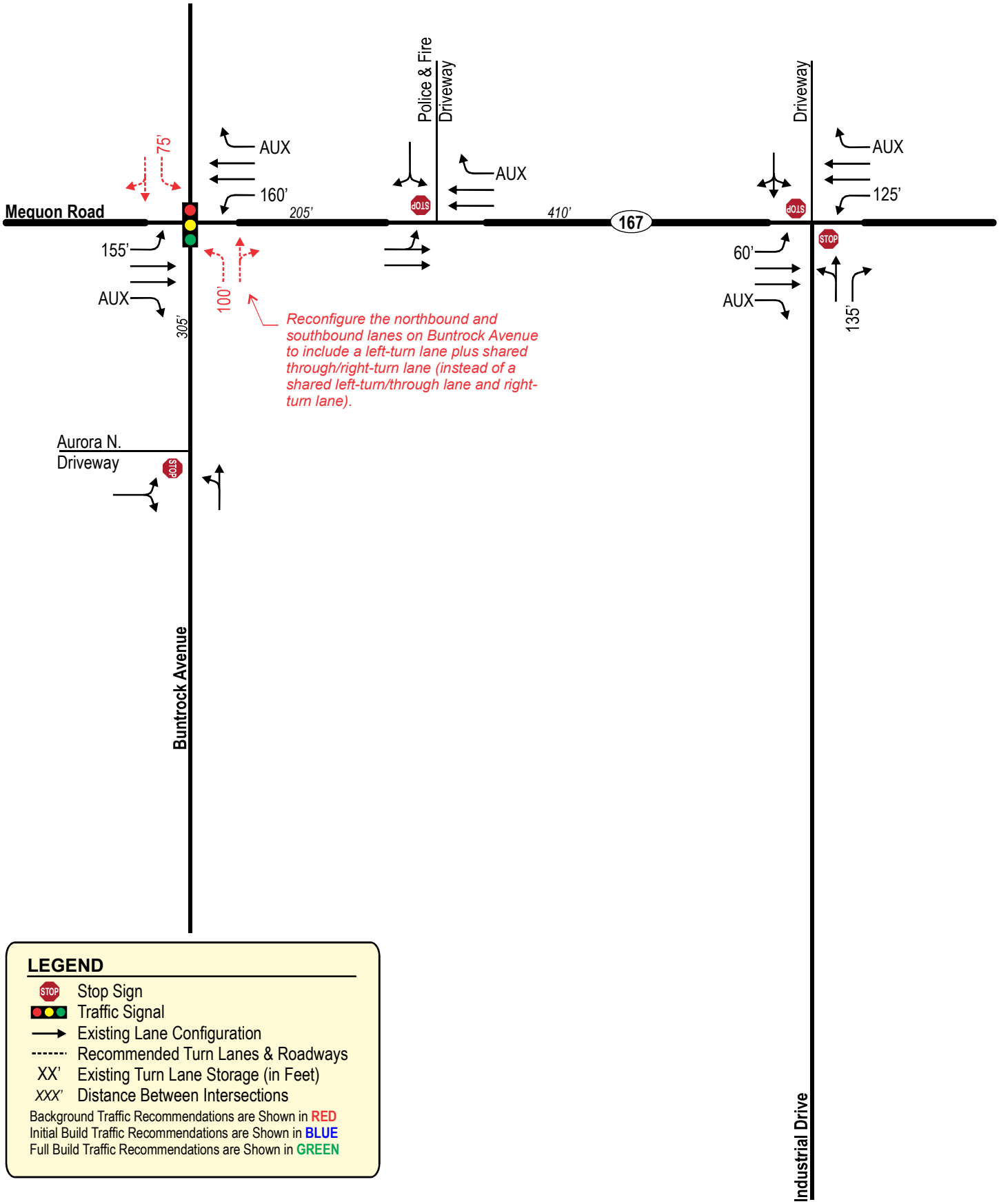

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EXHIBIT 1-1
BACKGROUND TRAFFIC
INTERSECTION RECOMMENDATIONSW

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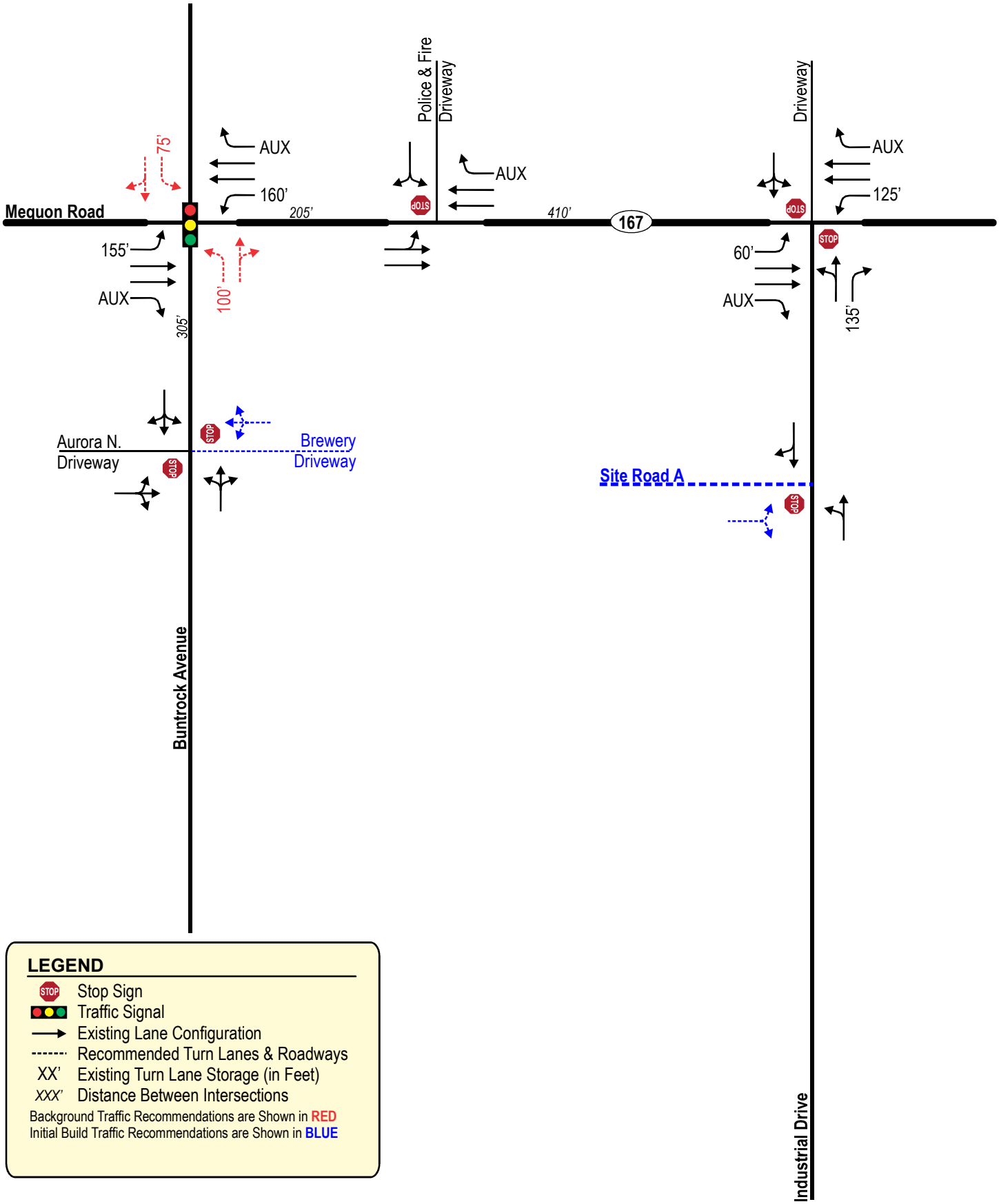

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EXHIBIT 1-2
FOXTOWN DEVELOPENT INITIAL BUILDOUT INTERSECTION RECOMMENDATIONS

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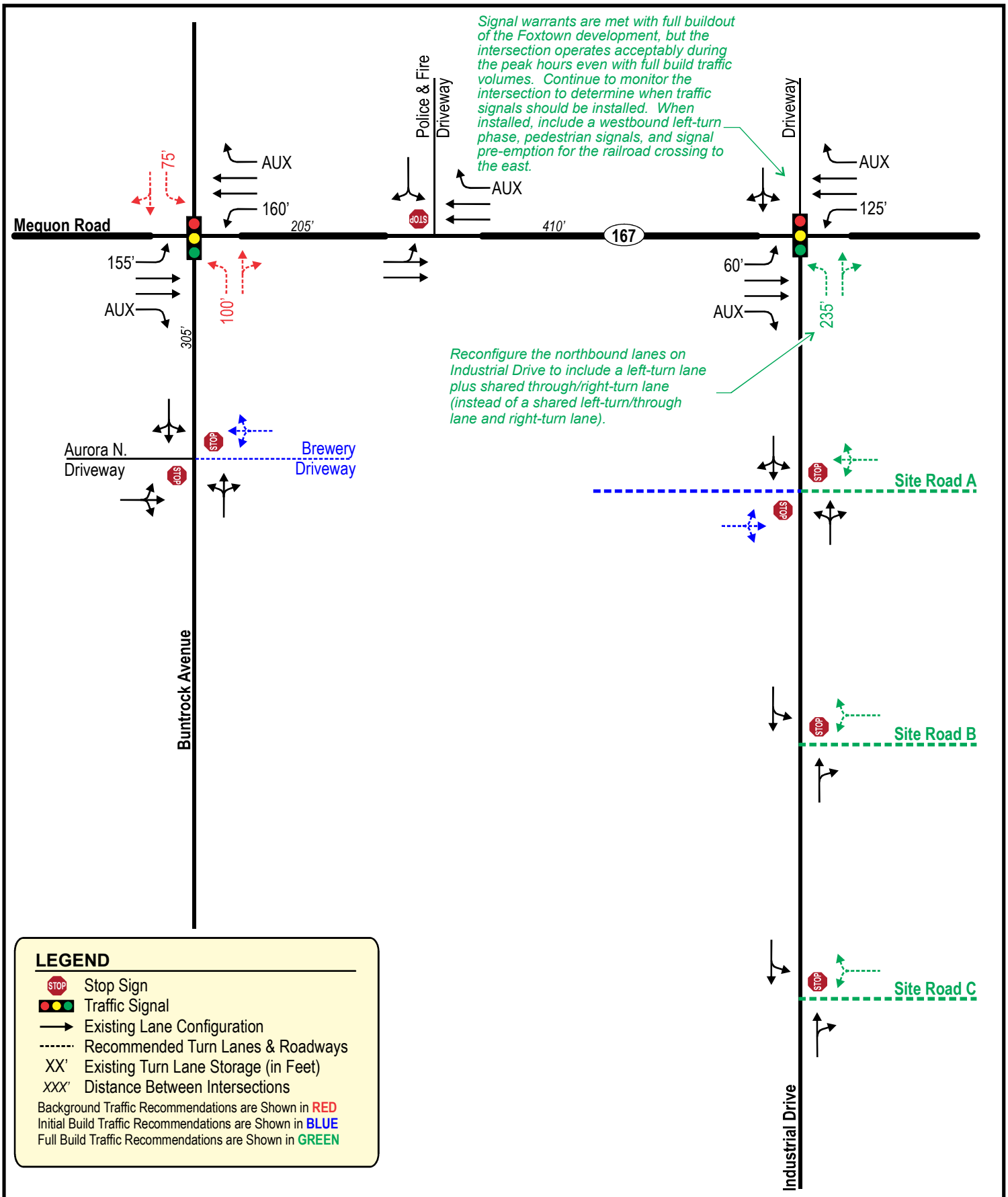

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EXHIBIT 1-3
FOXTOWN DEVELOPENT FULL BUILDOUT INTERSECTION RECOMMENDATIONS

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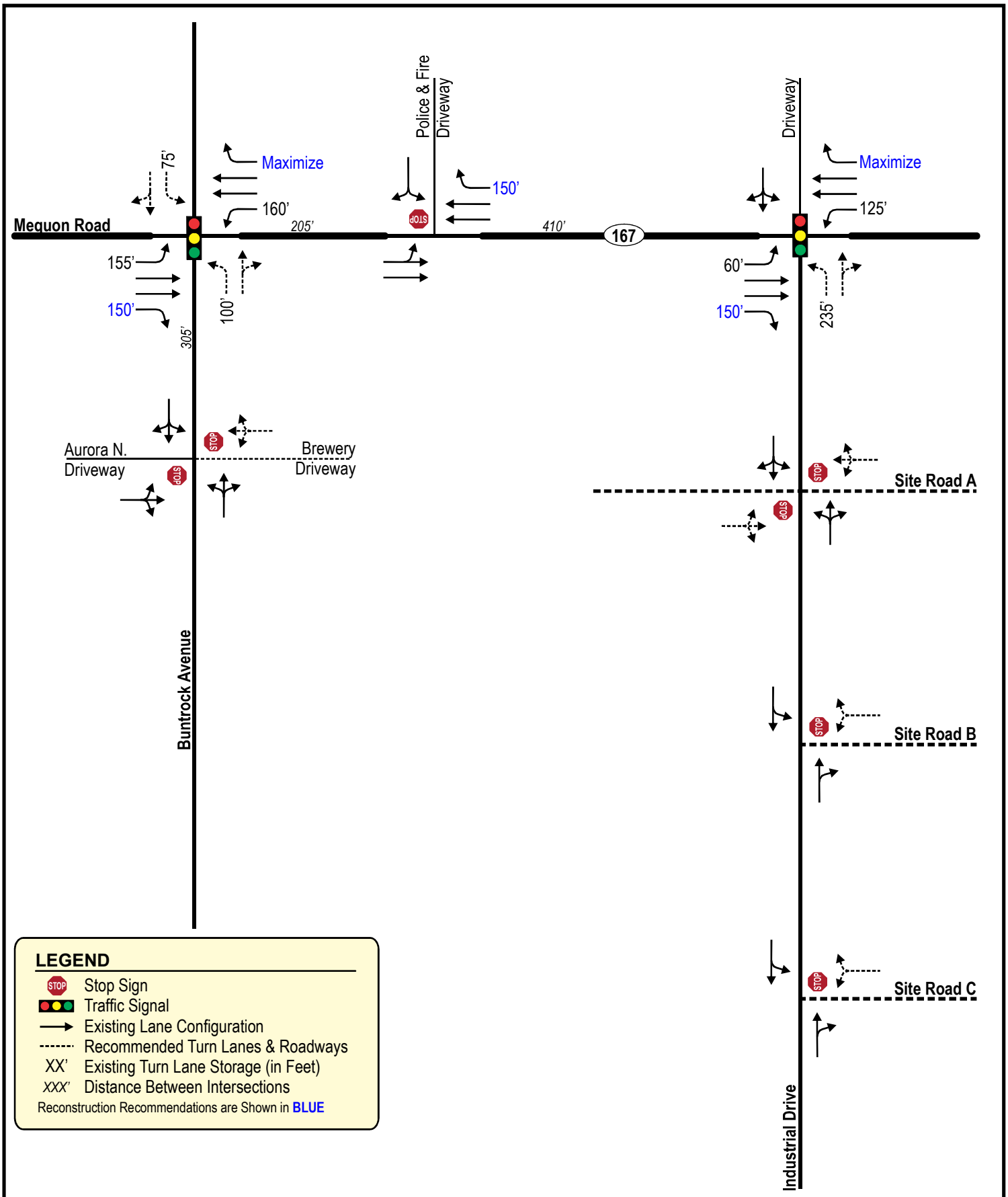

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EXHIBIT 1-4
POTENTIAL RECONSTRUCTION OF MEQUON ROAD INTERSECTION RECOMMENDATIONS

MEQUON, WISCONSIN

CHAPTER II – PROPOSED DEVELOPMENT

PART A – ON-SITE DEVELOPMENT

A1. Development Description and Site Location

The 14-acre site will be redeveloped into a mixed-use development with restaurants, retail businesses, office space, and residential buildings. The former lumber shed plus outbuildings and brewery building on site will be renovated as part of this project. The remaining buildings, which include the former school bus terminal, Schmitt Ready Mix, and Gateway Farms will be demolished. A map illustrating the location of the proposed Foxtown development is shown in Exhibit 2-1.

A2. Site Plan

A conceptual site plan for the proposed development is shown in Exhibit 2-2. The different buildings proposed for the Foxtown Ventures project are proposed to be constructed during several different development phases between the fall of 2018 and the summer of 2022. This report evaluates an initial buildout phase in 2019 (all development west of Industrial Drive) and full buildout of the entire site (all developments on site) by 2023.

Initial Buildout (West of Industrial Drive):

- Building A: Restaurant and Brewery – 5,000 square feet for the restaurant
- Building B: Restaurant – 3,500 square feet
- Building B: Office – 3,500 square feet
- Building C: Apartments – 96 units

Additional Buildout (East of Industrial Drive):

- Building D: Hamburger Hall/Beer Hall – 6,540 square feet restaurant
- Building D: Retail – 6,540 square feet
- Buildings E1 and E2: Apartments – 20 total units
- Buildings E1 and E2: Retail – 23,000 total square feet
- Buildings E1 and E2: Office – 23,000 total square feet
- Building E3: Office – 11,000 square feet
- Buildings F: Single-family residential – 21 units

A3. Site Access

Access to Building A will be through one driveway ("Brewery Driveway") to Buntrock Avenue. This access could line up across from the existing Aurora north driveway on the west side of Buntrock Avenue. Land slopes downward from Buntrock Avenue to Industrial Drive, requiring retaining walls to separate the different elevations for the parking and access for Building A and Building B.

Access to Buildings B and C will be via a new roadway ("Site Road A") on the west side of Industrial Drive. Access to Buildings D, E1, E2, E3, and F will be via new roadways ("Site Road A," "Site Road B," and "Site Road C") on the east side of Industrial Drive.

Sidewalks are proposed throughout the development fronting all new site roadways, along both sides of Industrial Drive, along Buntrock Road in front of Building A, and along some drive aisles and parking areas. Pedestrian access will be constructed across the grade-separated parking areas for Building A, Building B, and the Spectrum building.

PART B – STUDY AREA

The primary influence area for this traffic study includes the City of Mequon, Village of Thiensville, Village of Germantown, and other surrounding communities.

The study area includes the following existing intersections. The intersection control type is listed after each intersection.

- Mequon Road & Buntrock Avenue (traffic signal);
- Mequon Road & Police/Fire Driveway (one-way stop); and
- Mequon Road & Industrial Drive (two-way stop).

The study area also includes future site intersections at Buntrock Avenue (brewery driveway) and Industrial Drive (Site Roads A, B, and C).

PART C – OFF-SITE LAND USE AND DEVELOPMENT

Mequon Town Center I, located northwest of Mequon Road & Cedarburg Road, has approximately 3,600-square feet of space available and is expected to be filled by an office user. Mequon Town Center II is located between Buntrock Avenue and the railroad tracks on the north side of Mequon Road. This 13.9-acre development is proposed to be constructed with 201 residential units, a 5,000-square foot restaurant, and 21,400 square feet of retail space. Both the Mequon Town Center I and Mequon Town Center II developments have been previously approved and are therefore included in the background traffic analysis for this report.

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

The study area roadways are discussed below:

Mequon Road is a four-lane divided east-west arterial highway with auxiliary lanes and a posted speed limit of 40 mph. According to the Wisconsin Department of Transportation (WisDOT), the Year 2013 annual average daily traffic (AADT) volume was approximately 20,900 vehicles per day (vpd) between Buntrock Avenue and Industrial Drive. In 2017, this volume reduced to 17,200 vpd, showing a decline in traffic volumes in the area. Mequon Road is also designated as State Trunk Highway (STH) 167 and is a connecting highway.

Buntrock Avenue is a two-lane undivided north/south street with a posted speed limit of 25 mph. According to WisDOT, the Year 2010 AADT volume was approximately 1,500 vpd north of the study area.

Industrial Drive is a two-lane undivided north/south street that intersects Mequon Road as a tee-intersection from the south and has a posted speed limit of 25 mph. According to WisDOT, the Year 2013 AADT volume was approximately 3,000 vpd south of its intersection with Buntrock Avenue.

D2. Pedestrian & Bicycle Accommodations

Pedestrian sidewalk is currently provided on both sides of Mequon Road.

The auxiliary lanes along Mequon Road accommodate bicycles, as do the paved shoulders along Buntrock Avenue south of Mequon Road. The Ozaukee Interurban Trail runs north/south, parallel to the railroad tracks, and accommodates bicycles and pedestrians.

D3. Transit Accommodations

No regularly scheduled transit exists within the study area.

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EXHIBIT 2-1
PROJECT LOCATION MAP

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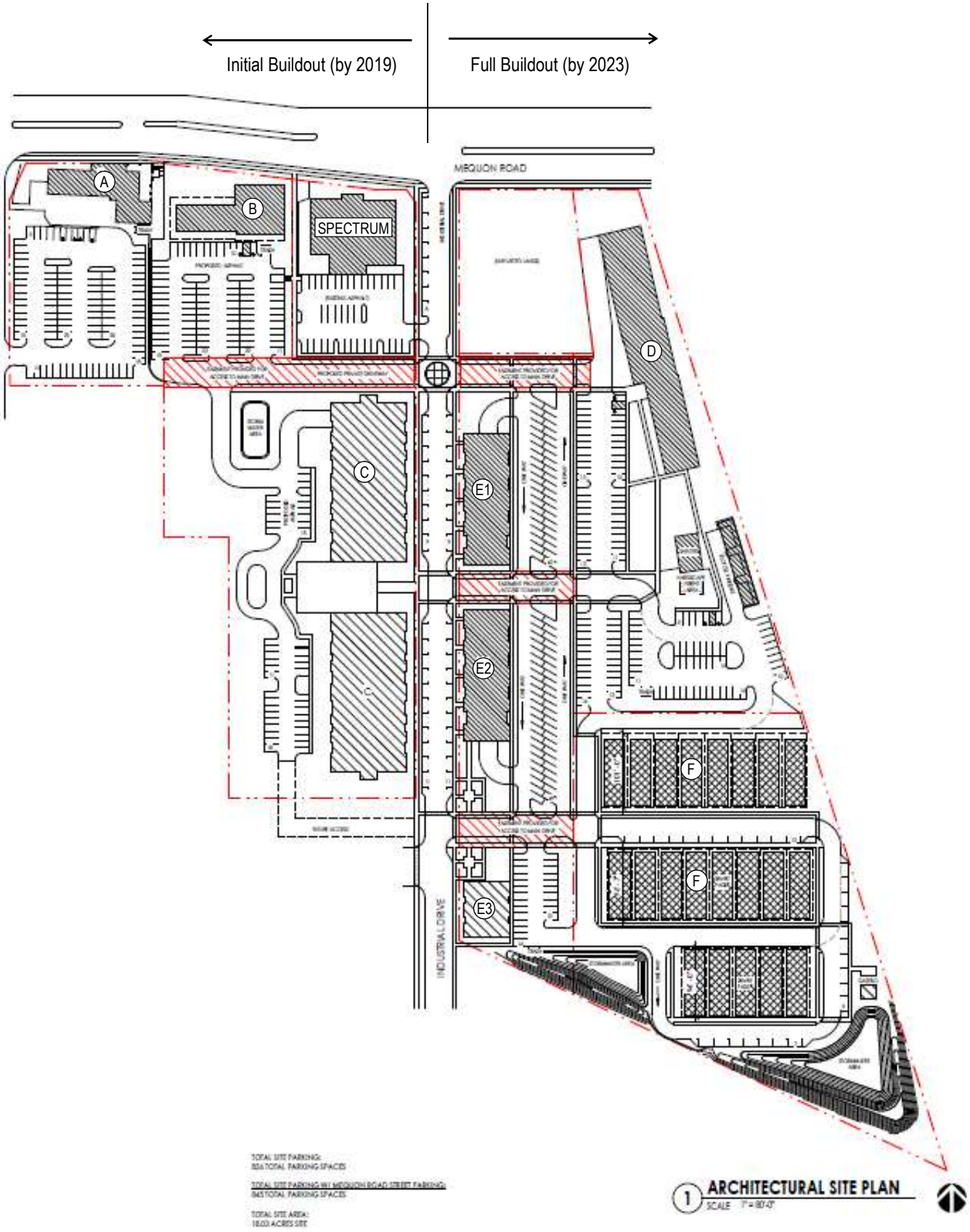

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EXHIBIT 2-2
CONCEPTUAL SITE PLAN
FOXTOWN DEVELOPMENT

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CHAPTER III – BACKGROUND TRAFFIC CONDITIONS

PART A – PHYSICAL CHARACTERISTICS

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

PART B – EXISTING TRAFFIC VOLUMES

Turning movement traffic counts were collected at the Mequon Road & Buntrock Avenue, Mequon Road & Police/Fire Driveway, and Mequon Road & Industrial Drive/East Driveway intersections on November 1, 2017. Based on the turning movement counts, the weekday morning (AM) peak hour was identified as 7:00 to 8:00 a.m. and the weekday evening (PM) peak hour was identified as 4:30 to 5:30 p.m. The existing traffic volumes are shown on Exhibit 3-2. The traffic counts used to determine peak hour factors and truck percentages for the analysis have been included in Appendix A.

During the traffic counts, field staff noted times and durations of traffic backups on westbound Mequon Road that extended up to or past the Industrial Drive intersection. Some traffic queues were noted to back up to or through the median opening/driveway for the police/fire driveway, but these all cleared quickly as the traffic signal cycled from red to green on Mequon Road. Traffic backed up to Industrial Drive only one time during the weekday evening traffic counts. This backup coincided with a train crossing Mequon Road just east of Industrial Drive.

PART C – BACKGROUND TRAFFIC VOLUMES

This study evaluates site development for the initial buildout in the year 2019 and full buildout by the year 2023. A review of historical traffic volumes along Mequon Road show that daily traffic volumes have been declining from 2010 to 2016. Therefore, this study does not include annual traffic growth increases for the year 2019 or the year 2023 to account for background development outside of the study area. Instead, all background traffic growth is attributable to approved off-site developments adjacent to the study area.

The adjacent off-site developments included in this study are the Mequon Town Center I and II developments. Peak hour traffic expected from these developments was obtained from the October 25, 2016 *Mequon Town Center II Traffic Impact Analysis*. This report determined that the additional office-related traffic from the Mequon Town Center I development is negligible and would not impact the study intersections during the peak hours. The projected peak hour traffic from Mequon Town Center II is shown on Exhibit 3-3.

The Mequon Town Center II new trips were added to the existing traffic volumes to generate the Year 2019 Background Traffic Volumes evaluated in this report. The Year 2019 Background traffic volumes are shown on Exhibit 3-4.

PART D – CAPACITY LEVEL OF SERVICE

D1. Level of Service Definitions

Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

> **LOS A** is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find

freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.

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

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

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

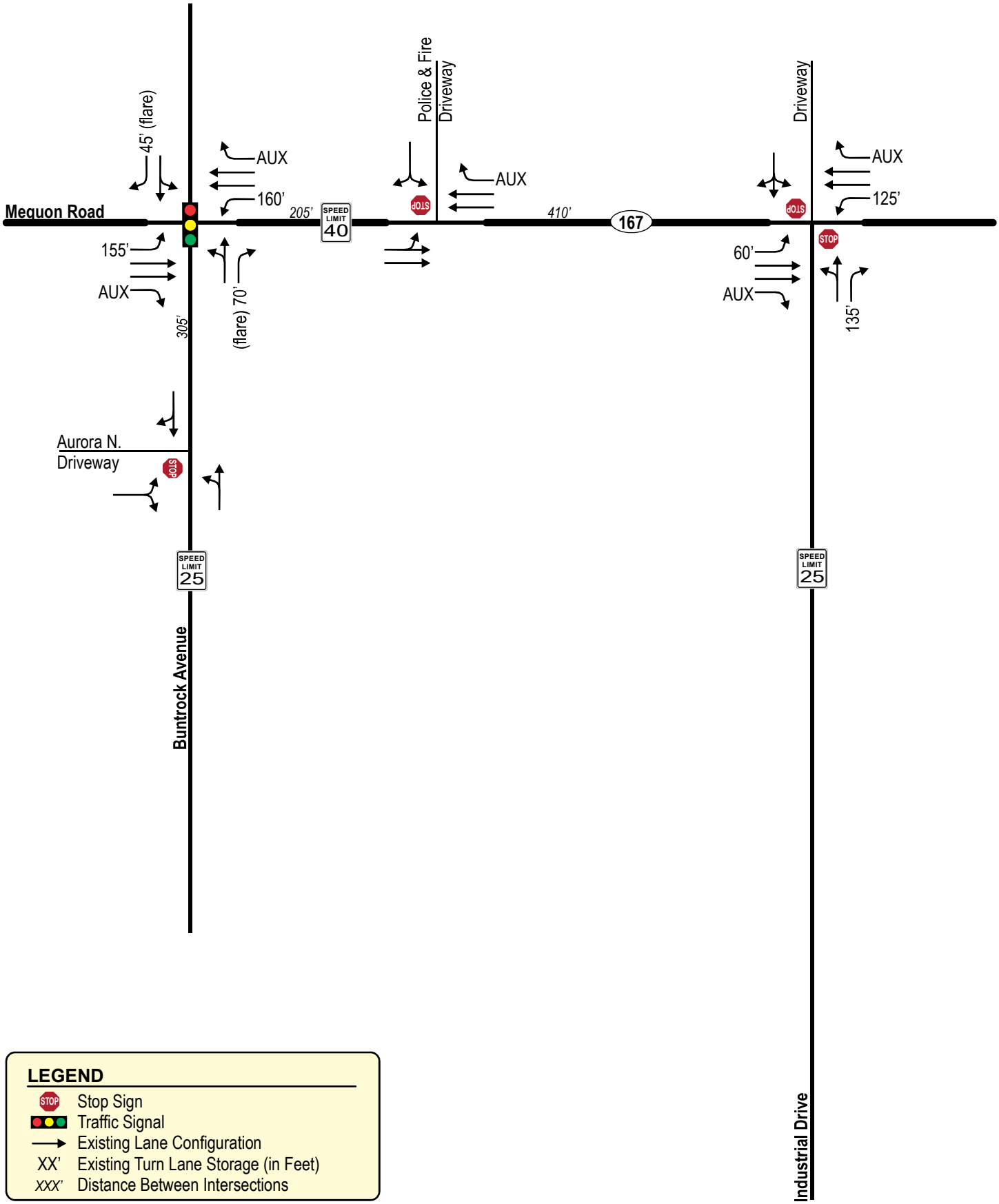
LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

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

D2. Year 2019 Background Traffic Operations

The Year 2019 Background traffic analysis was conducted using the existing intersection geometrics and existing traffic signal phasing/timing. As shown on Exhibit 3-5, the northbound traffic movements at the Mequon Road/Buntrock Avenue intersection are expected to operate unacceptably at LOS E and F during the weekday AM and PM peak hours. Adjusting the green splits to allow for more northbound/southbound green time is expected to reduce delays to acceptable levels during the weekday AM peak hour, but not the weekday PM peak hour. Mitigating delays for both peak hours would therefore require reconfiguring the northbound and southbound lanes to include an exclusive left-turn lane plus shared through/right-turn lane (instead of the existing shared left-turn/through lane plus exclusive right-turn lane).

Exhibit 3-5 shows the expected intersection LOS and Exhibit 3-6 shows the expected 95th percentile queues with the reconfigured turn lanes at Buntrock Avenue. The peak hour Synchro model analysis files for the Year 2019 Background condition are located in Appendix B.



LEGEND

- STOP Stop Sign
- Traffic Signal
- → Existing Lane Configuration
- XX' Existing Turn Lane Storage (in Feet)
- *XXX'* Distance Between Intersections

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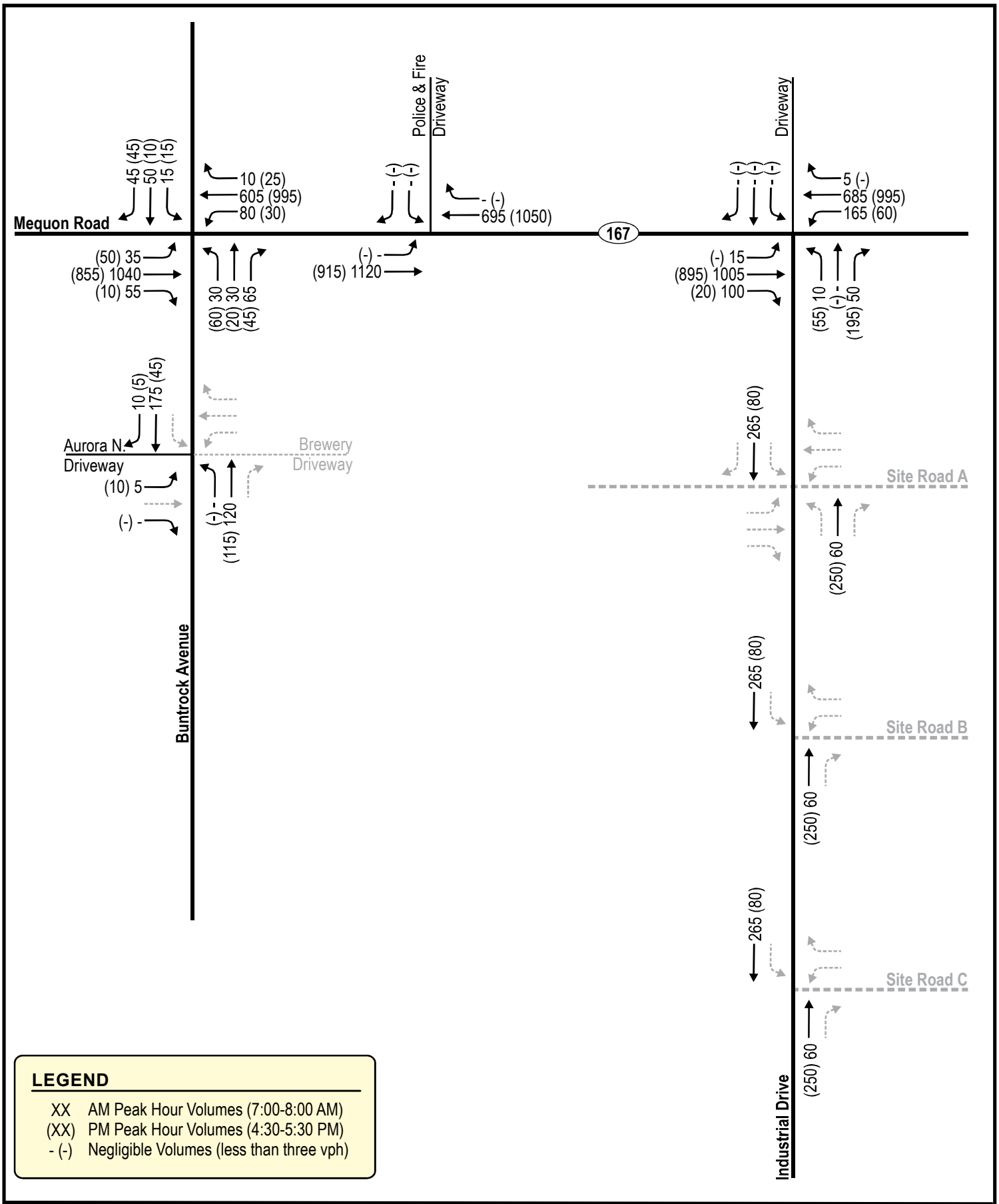
EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

MEQUON, WISCONSIN



LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
- (-)	Negligible Volumes (less than three vph)

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EXHIBIT 3-2
EXISTING TRAFFIC VOLUMES

MEQUON, WISCONSIN

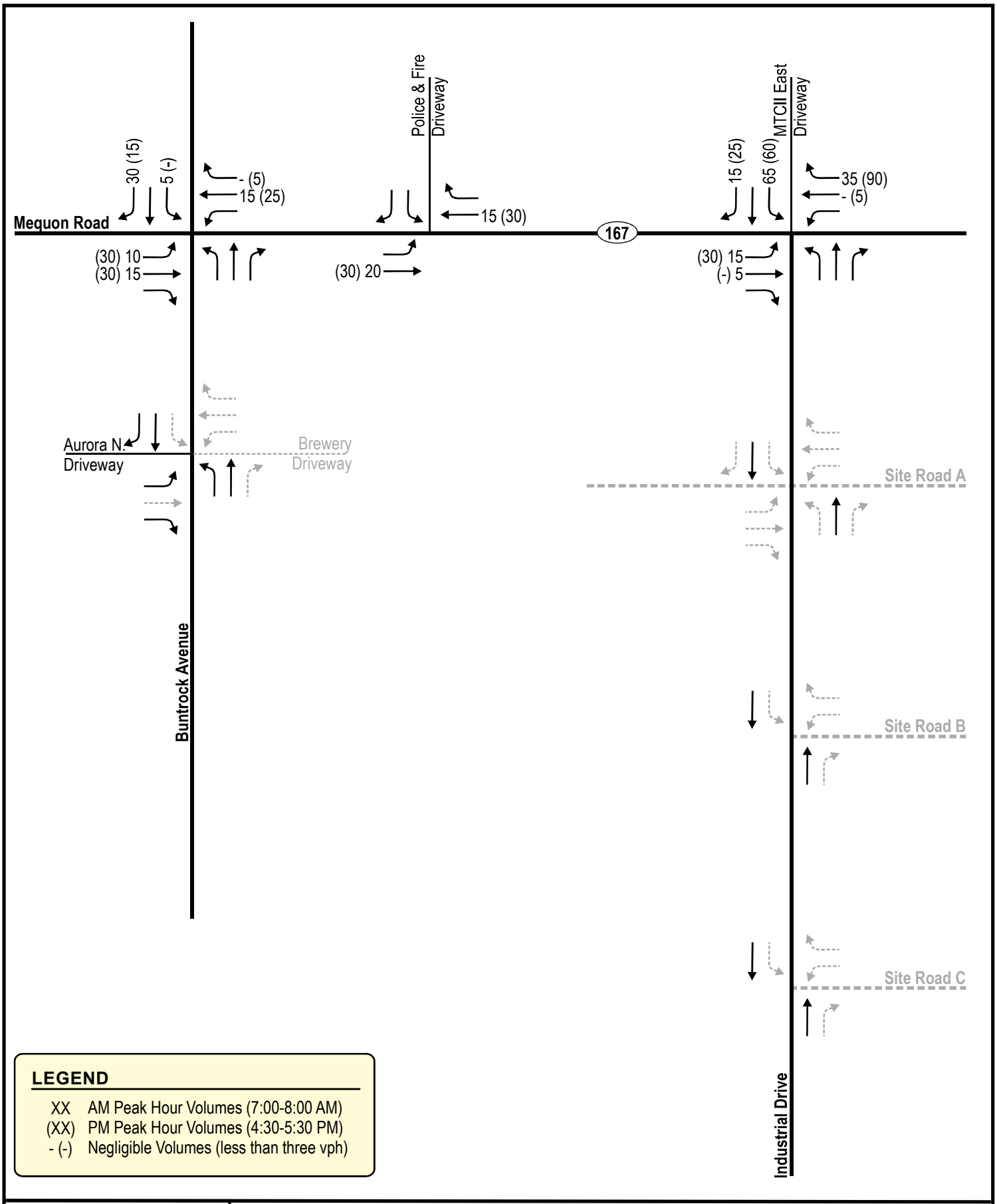

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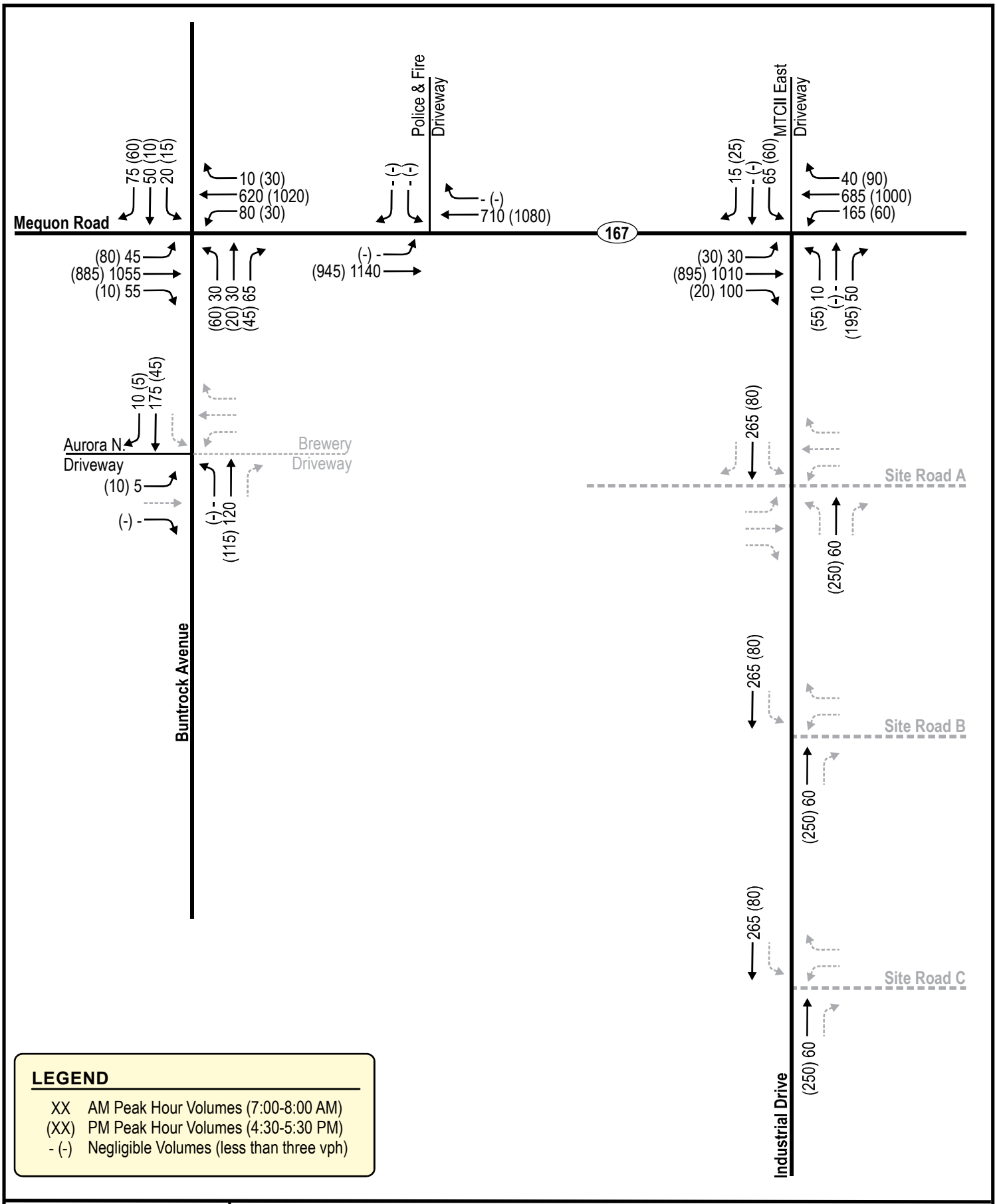
EXHIBIT 3-3
MEQUON TOWN CENTER II - FULL BUILD NEW TRIPS

MEQUON, WISCONSIN



LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
- (-)	Negligible Volumes (less than three vph)

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EXHIBIT 3-4
YEAR 2019 BACKGROUND TRAFFIC VOLUMES

MEQUON, WISCONSIN

Year 2019 Background Traffic Capacity/LOS Analysis
Existing Transportation System

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Mequon Road & Buntrock Avenue	Traffic Signal	AM	B	B	B	B	A	A	**E**	**E**	C	D	D	C
		PM	B	B	A	A	A	A	**F**	**F**	C	C	C	C
Mequon Road & Median Opening	Stop Sign	AM	A	A	-	-	A	A	-	-	-	B	-	B
		PM	A	A	-	-	A	A	-	-	-	B	-	B
Mequon Road & Industrial Drive	Stop Sign	AM	A	A	A	A	A	A	C	C	B	C	C	C
		PM	A	A	A	A	A	A	B	B	B	C	C	C

Year 2019 Background Traffic Capacity/LOS Analysis
Improved Transportation System

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Mequon Road & Buntrock Avenue	Traffic Signal	AM	A	A	A	A	A	A	D	D	D	D	D	D
		PM	A	A	A	A	A	A	D	D	D	D	D	D
Mequon Road & Median Opening	Stop Sign	AM	A	A	-	-	A	A	-	-	-	B	-	B
		PM	A	A	-	-	A	A	-	-	-	B	-	B
Mequon Road & Industrial Drive	Stop Sign	AM	A	A	A	A	A	A	C	C	B	C	C	C
		PM	A	A	A	A	A	A	B	B	B	C	C	C

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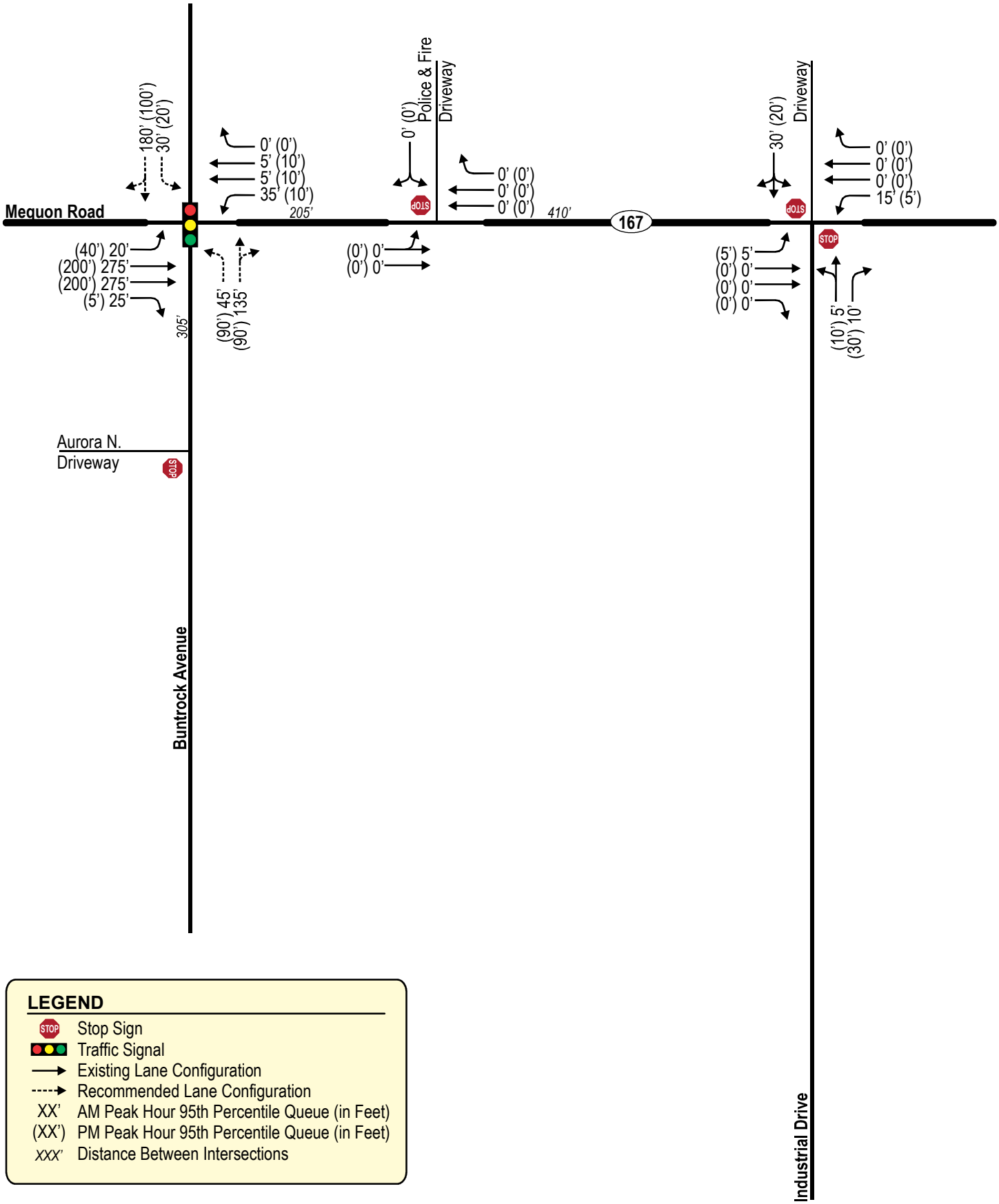
EXHIBIT 3-5
YEAR 2019 BACKGROUND TRAFFIC CAPACITY/LOS ANAYSIS

MEQUON, WISCONSIN



LEGEND

- STOP Stop Sign
- Traffic Signal
- Existing Lane Configuration
- Recommended Lane Configuration
- XX' AM Peak Hour 95th Percentile Queue (in Feet)
- (XX') PM Peak Hour 95th Percentile Queue (in Feet)
- *XXX'* Distance Between Intersections

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EXHIBIT 3-6
YEAR 2019 BACKGROUND TRAFFIC
95TH PERCENTILE QUEUES

MEQUON, WISCONSIN

CHAPTER IV – FUTURE TRAFFIC CONDITIONS

PART A – SITE TRAFFIC FORECASTING

The traffic volumes expected to be generated by the Foxtown Ventures development were estimated based on the size and type of the proposed uses, and on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, Ninth Edition, 2012*.

A1. Trip Generation

The initial buildout trip generation table for the Foxtown Ventures development is shown on Exhibit 4-1. Initial buildout includes all proposed developments (Buildings A, B, and C) west of Industrial Drive. The full buildout trip generation table, which includes initial buildout uses, is shown on Exhibit 4-2.

Linked trips were estimated for both the initial and full buildout traffic scenarios. A linked trip occurs when a motorist visits more than one land use within a development prior to leaving the development area (e.g. an apartment resident visits the restaurant without entering the street network). At initial buildout, five percent of the total new trips are expected to be internally linked between the office, residential, and restaurant land uses. At full buildout, five percent of the total new trips are expected to be internally linked between all land uses on site. An additional five percent of the total new trips are expected to be externally linked between the Mequon Town Center II development north of Mequon Road and the proposed Foxtown Ventures development.

After linked trip reductions, initial buildout of the Foxtown Ventures development is expected to generate 1,680 new trips on a typical weekday. During the weekday AM peak hour, initial buildout is expected to generate 55 driveway trips (15 entering and 40 exiting). During the weekday PM peak hour, initial buildout is expected to generate 140 driveway trips (85 entering and 55 exiting).

At full buildout, there is expected to be about 220 daily trips, 20 weekday AM peak hour trips, and 20 weekday PM peak hours trips externally linked between the Mequon Town Center II development and the Foxtown Ventures development. Additional full buildout new trips are expected to total 4,040 during a typical weekday. During the weekday AM peak hour, the full buildout is expected to generate an additional 130 new trips (65 entering and 65 exiting). During the weekday PM peak hour, full buildout is expected to generate an additional 355 new trips (180 entering and 175 exiting).

A3. Trip Distribution

Both trip generation tables include the expected trip distribution of new trips to/from the study area roadways. The trip distribution was estimated based on existing traffic volumes on the study area roadways. The trip distribution was estimated as follows:

- 40 percent to/from the west on Mequon Road
- 40 percent to/from the east on Mequon Road
- 10 percent to/from the north on Buntrock Avenue
- 5 percent to/from the south on Buntrock Avenue
- 5 percent to/from the south on Industrial Drive

A4. Mode Split

Pedestrians and bicyclists may use their respective modes to access the identified development. However, these modes are expected to make up a very small portion of the overall trips to/from

the study area. Therefore, for the purpose of this TIA, all trips to/from the proposed development were assumed to occur via motor vehicle.

A5. Trip Assignment

The Foxtown Ventures development initial and full buildout trips were assigned to the study area intersections based on the estimated trip distribution. The Foxtown Ventures development initial buildout new trips are shown on Exhibit 4-3. At full buildout, the Foxtown Ventures new trips are shown on Exhibit 4-4A and the externally linked trips are shown on Exhibit 4-4B. The full buildout driveway trips (new trips plus pass-by trips and externally linked trips) are shown on Exhibit 4-4C.

PART B – BUILD TRAFFIC

The background traffic plus on-site development traffic is referred to as Build traffic in this report. The initial buildout new trips from Exhibit 4-3 were added to the Year 2019 Background traffic volumes on Exhibit 3-4 to generate the Year 2019 Build traffic volumes. The Year 2019 Build traffic volumes are shown on Exhibit 4-5.

The full buildout driveway trips from Exhibit 4-4C were added to the Year 2019 Background traffic volumes on Exhibit 3-4 to generate the Year 2023 Build traffic volumes. The Year 2023 Build traffic volumes are shown on Exhibit 4-6.

Foxtown Ventures Initial Buildout (West of Industrial Drive)
Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Building A (High-Turnover Restaurant)	932	5,000 SF	640 (127.15)				30 (60%)	20 (40%)	50 (9.85)
Building B (High-Turnover Restaurant)	932	3,500 SF	450 (127.15)				20 (60%)	15 (40%)	35 (9.85)
Buillding B (Office)	710	3,500 SF	40 (11.03)	5 (88%)	0 (12%)	5 (1.56)	0 (17%)	5 (83%)	5 (1.49)
Building C (Apartments)	220	96 Units	640 (6.65)	10 (20%)	40 (80%)	50 (0.51)	40 (65%)	20 (35%)	60 (0.62)
Total Trips			**1,770**	**15**	**40**	**55**	**90**	**60**	**150**
Minus InternallyLinked Trips		*5%*	*-90*	*0*	*0*	*0*	*-5*	*-5*	*-10*
Total Driveway Trips			**1,680**	**15**	**40**	**55**	**85**	**55**	**140**

Notes:

The proposed restauraunts will not be open for breakfast. Therefore, no trip generation was used for the AM peak hour.
The total size of Building A does not include brewery operations space.
The total size of Building B does not include a second-story covered patio adjacent to the office space.

TRIP DISTRIBUTION (New Trips)

W. on Mequon Road	40%	670	5	15	35	20
E. on Mequon Road	40%	670	5	20	35	20
N. on Buntrock Avenue	10%	170	0	5	5	5
S. on Buntrock Avenue	5%	85	0	0	5	5
S. on Industrial Drive	5%	85	5	0	5	5
	100%	***1680***	***15***	***40***	***85***	***55***

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EXHIBIT 4-1
TRIP GENERATION TABLE - INITIAL BUILDOUT
FOXTOWN DEVELOMPENT

MEQUON, WISCONSIN

Foxtown Ventures Full Buildout (East and West of Industrial Drive)
Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Building A (High-Turnover Restaurant)	932	5,000 SF	640 (127.15)				30 (60%)	20 (40%)	50 (9.85)
Building B (High-Turnover Restaurant)	932	3,500 SF	450 (127.15)				20 (60%)	15 (40%)	35 (9.85)
Buillding B (Office)	710	3,500 SF	40 (11.03)	5 (88%)	0 (12%)	5 (1.56)	0 (17%)	5 (83%)	5 (1.49)
Building C (Apartments)	220	96 Units	640 (6.65)	10 (20%)	40 (80%)	50 (0.51)	40 (65%)	20 (35%)	60 (0.62)
Building D (High-Turnover Restaurant)	932	6,540 SF	830 (127.15)				40 (60%)	25 (40%)	65 (9.85)
Building D (Shopping Center)	820	6,540 SF	280 (42.70)	5 (62%)	0 (38%)	5 (0.96)	10 (48%)	15 (52%)	25 (3.71)
Building E1 & E2 (Apartments)	220	20 Units	130 (6.65)	0 (20%)	10 (80%)	10 (0.51)	5 (65%)	5 (35%)	10 (0.62)
Building E1 & E2 (Shopping Center)	820	23,000 SF	980 (42.70)	10 (62%)	10 (38%)	20 (0.96)	40 (48%)	45 (52%)	85 (3.71)
Building E1 & E2 (Office)	710	23,000 SF	250 (11.03)	30 (88%)	5 (12%)	35 (1.56)	5 (17%)	30 (83%)	35 (1.49)
Building E3 (Office)	710	11,000 SF	120 (11.03)	15 (88%)	0 (12%)	15 (1.56)	5 (17%)	10 (83%)	15 (1.49)
Buildings F (Condominium/Townhomes)	230	21 Units	120 (5.81)	0 (17%)	10 (83%)	10 (0.44)	5 (67%)	5 (33%)	10 (0.52)
Total Trips			**4,480**	**75**	**75**	**150**	**200**	**195**	**395**
Minus InternallyLinked Trips		*5%*	*-220*	*-5*	*-5*	*-10*	*-10*	*-10*	*-20*
Minus Externally Linked Trips		*5%*	*-220*	*-5*	*-5*	*-10*	*-10*	*-10*	*-20*
Total Linked Trips (Minus)			**-440**	**-10**	**-10**	**-20**	**-20**	**-20**	**-40**
Total Driveway Trips			**4,040**	**65**	**65**	**130**	**180**	**175**	**355**

Notes:

The proposed restauraunts will not be open for breakfast. Therefore, no trip generation was used for the AM peak hour.
The proposed restauraunts will not be open for breakfast. Therefore, no trip generation was used for the AM peak hour.
The total size of Building A does not include brewery operations space.
The total size of Building B does not include a second-story covered patio adjacent to the office space.

TRIP DISTRIBUTION (New Trips)

W. on Mequon Road	40%	1620	25	25	70	70
E. on Mequon Road	40%	1620	25	25	70	70
N. on Buntrock Avenue	10%	400	5	5	20	15
S. on Buntrock Avenue	5%	200	5	5	10	10
S. on Industrial Drive	5%	200	5	5	10	10
	100%	***4040***	***65***	***65***	***180***	***175***

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EXHIBIT 4-2
TRIP GENERATION TABLE - FULL BUILDOUT
FOXTOWN DEVELOMPENT

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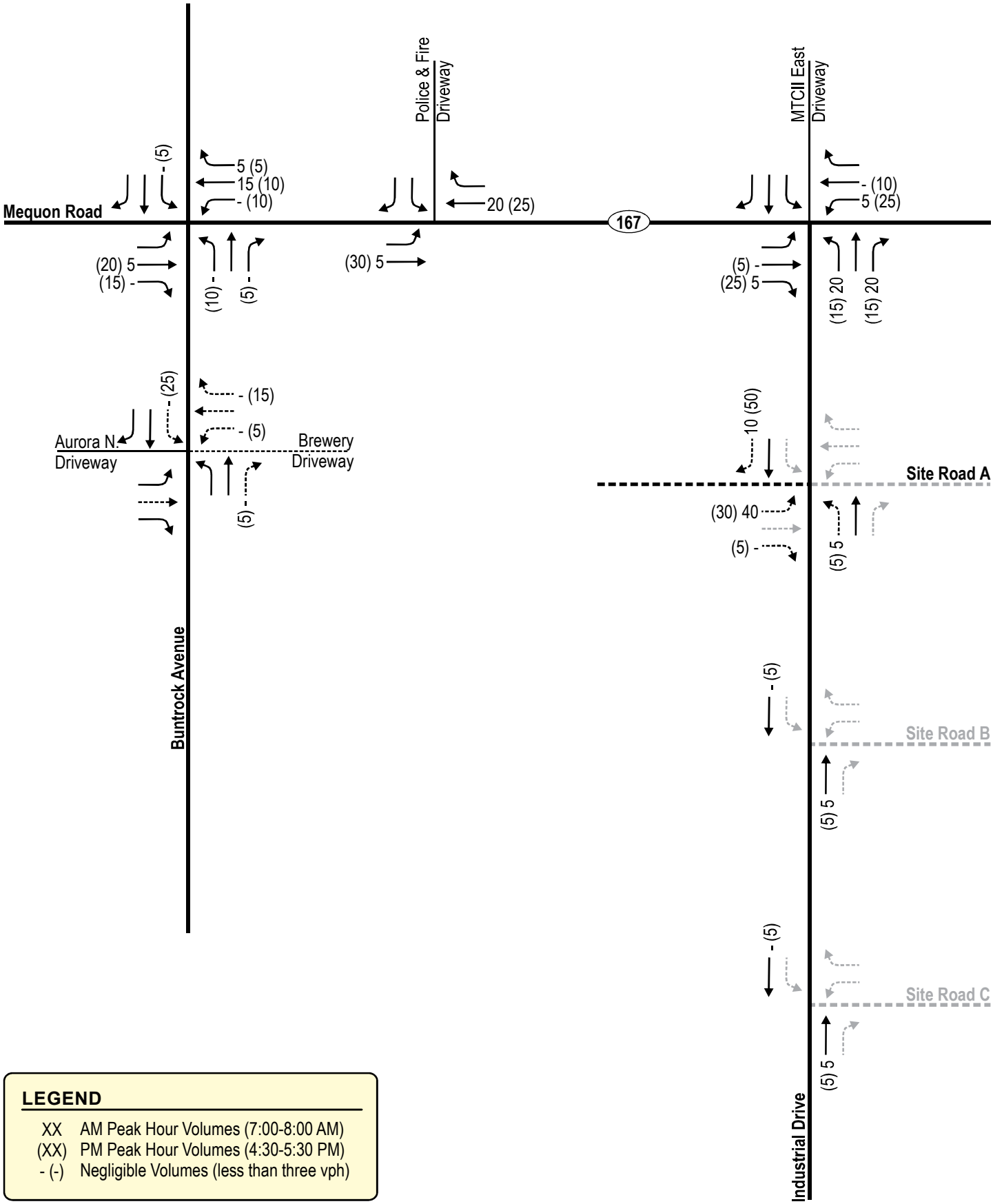

LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
- (-)	Negligible Volumes (less than three vph)

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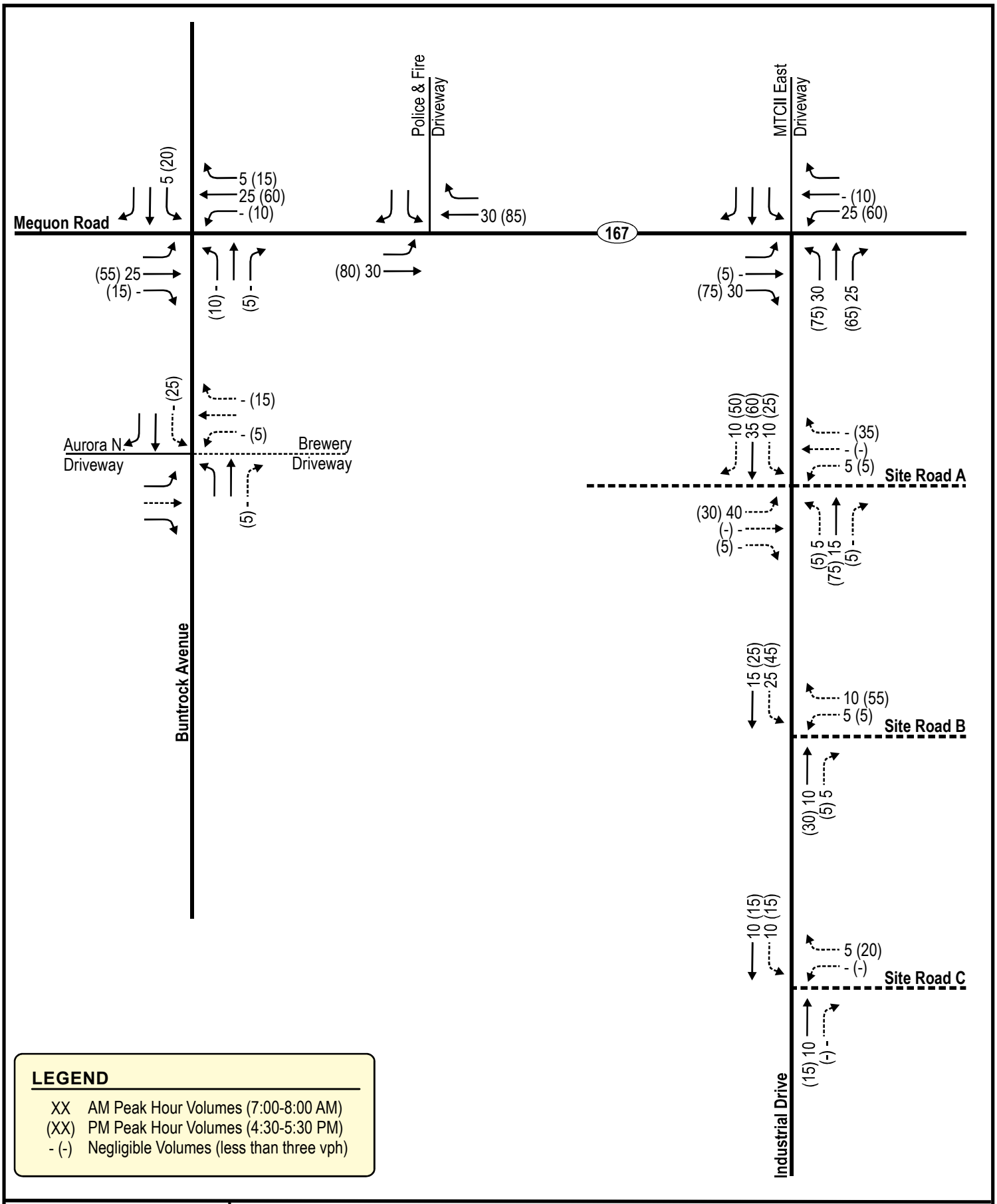
EXHIBIT 4-3
FOXTOWN DEVELOPMENT INITIAL BUILDOUT NEW TRIPS

MEQUON, WISCONSIN



LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
- (-)	Negligible Volumes (less than three vph)

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EXHIBIT 4-4A
FOXTOWN DEVELOPMENT FULL BUILDOUT NEW TRIPS

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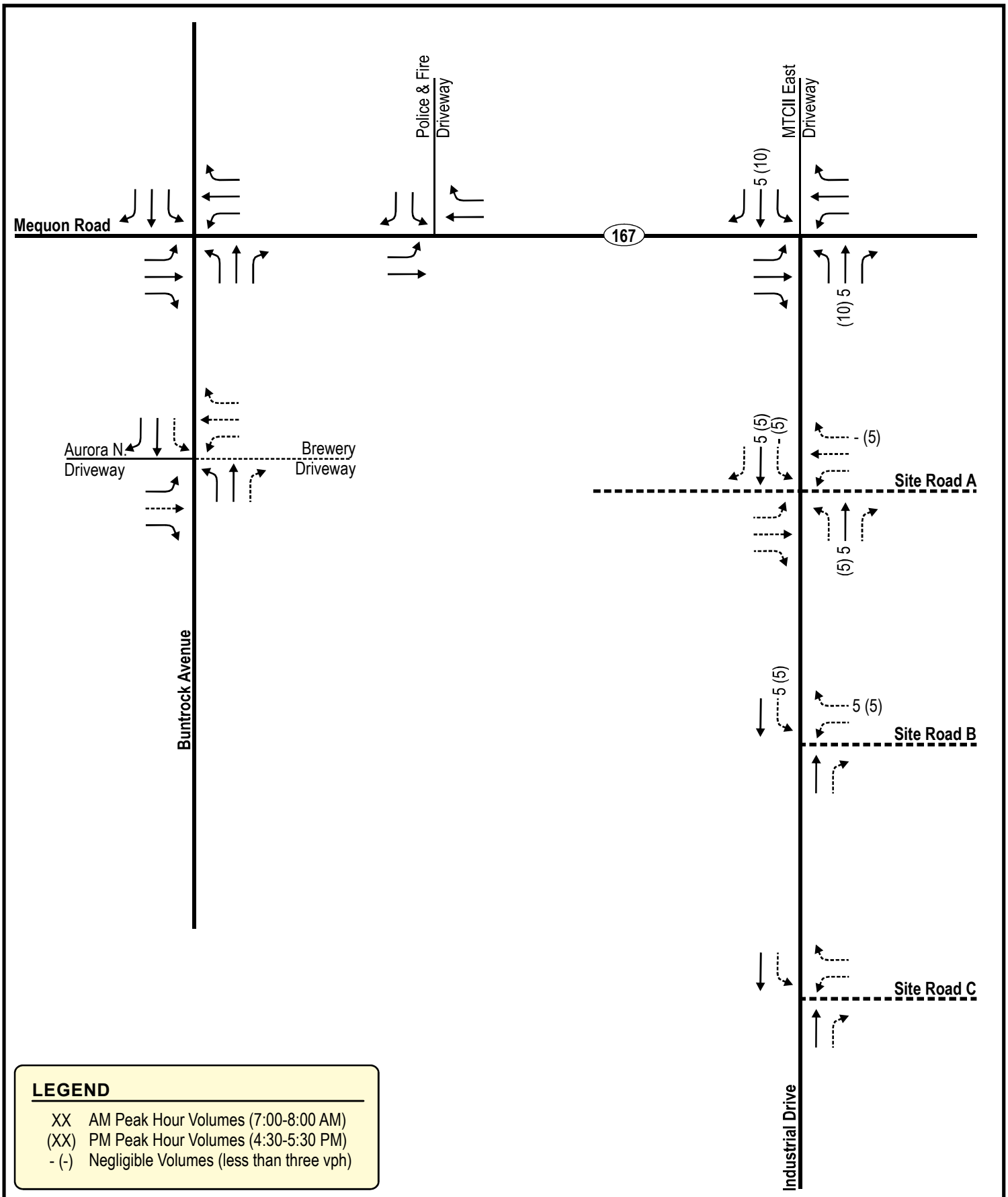

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EXHIBIT 4-4B
FOXTOWN DEVELOPMENT FULL BUILDOUT
EXTERNALLY LINKED TRIPS

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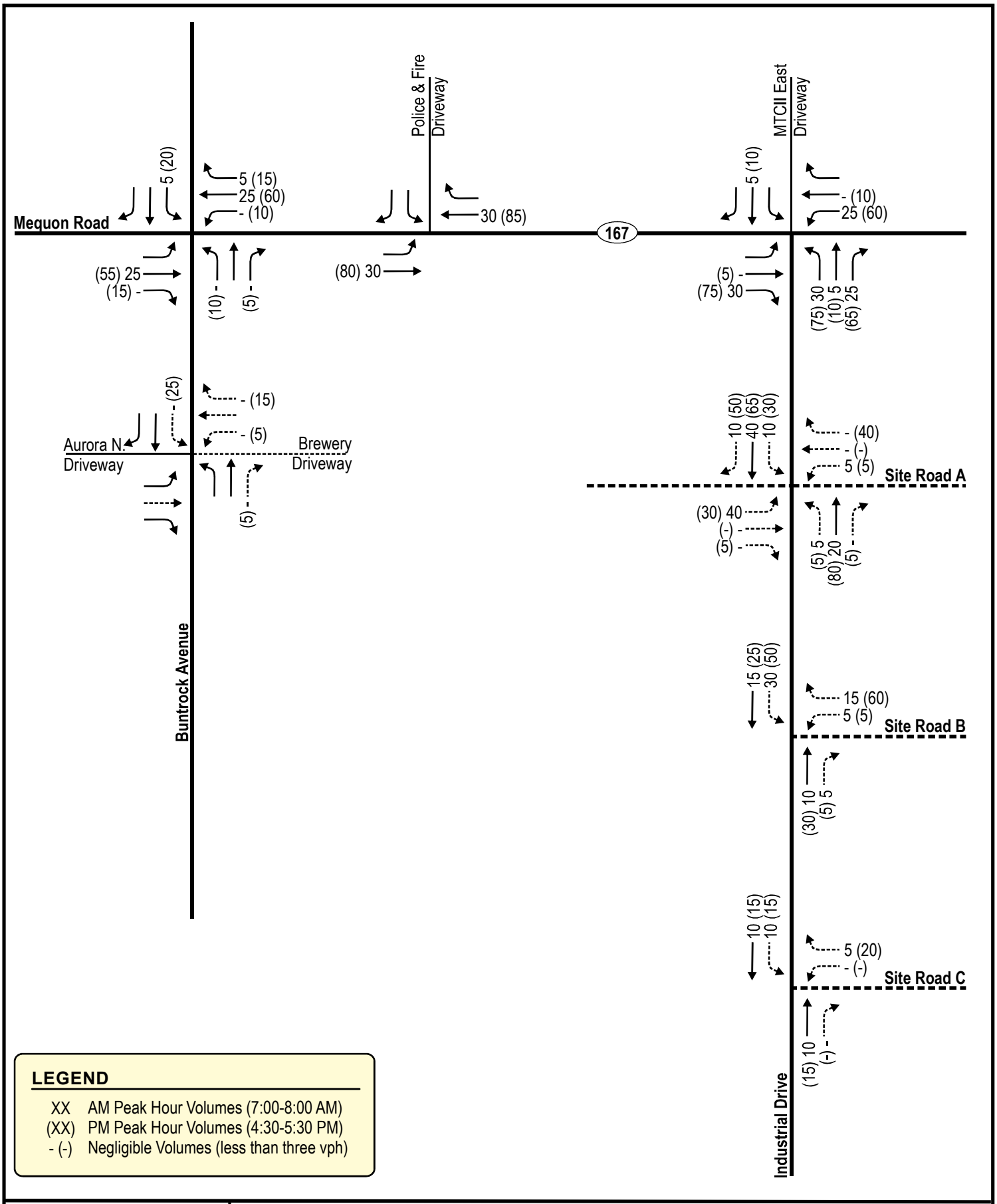

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EXHIBIT 4-4C
FOXTOWN DEVELOPMENT FULL BUILDOUT DRIVEWAY TRIPS

MEQUON, WISCONSIN

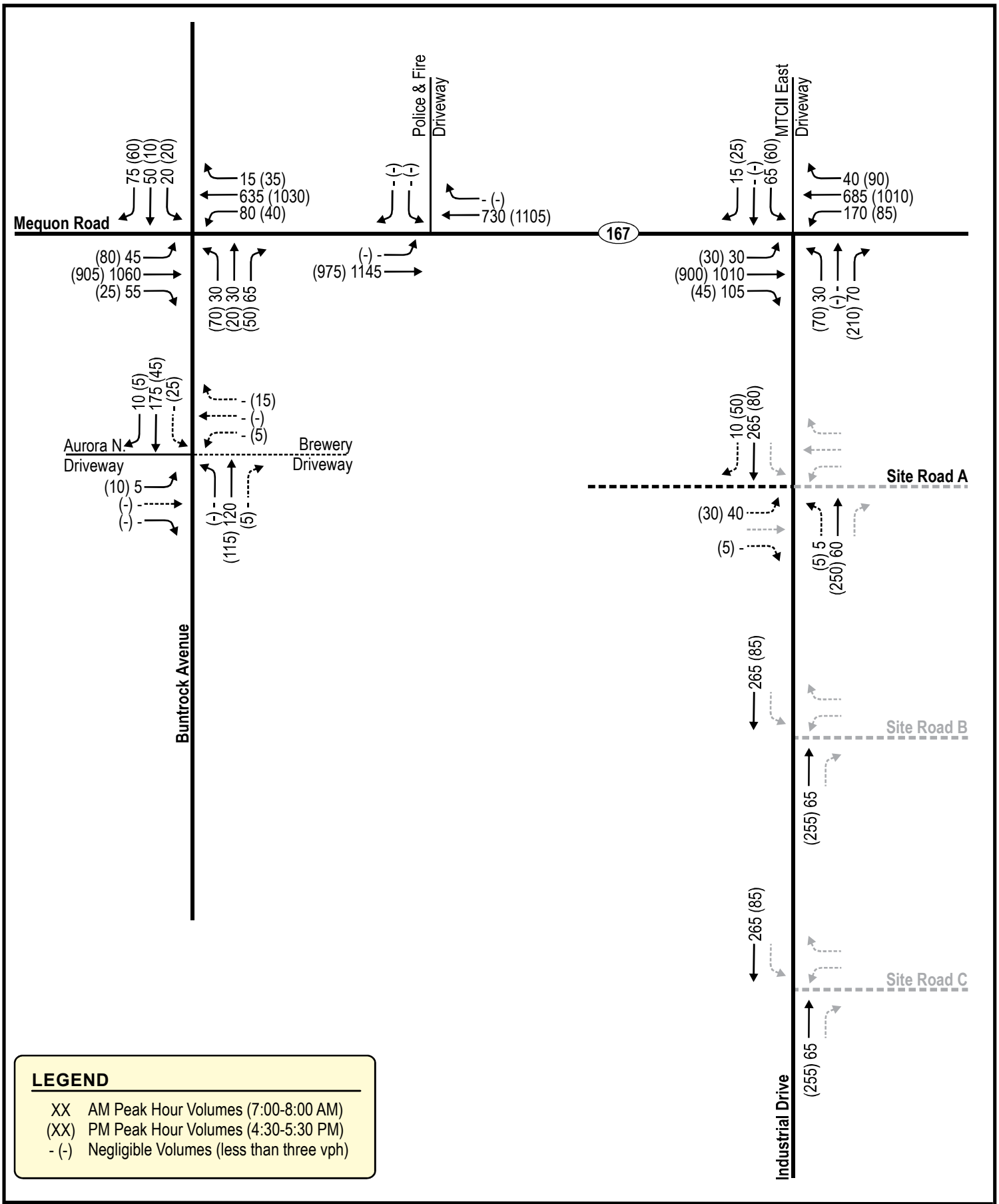

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EXHIBIT 4-5
YEAR 2019 BUILD TRAFFIC VOLUMES

MEQUON, WISCONSIN

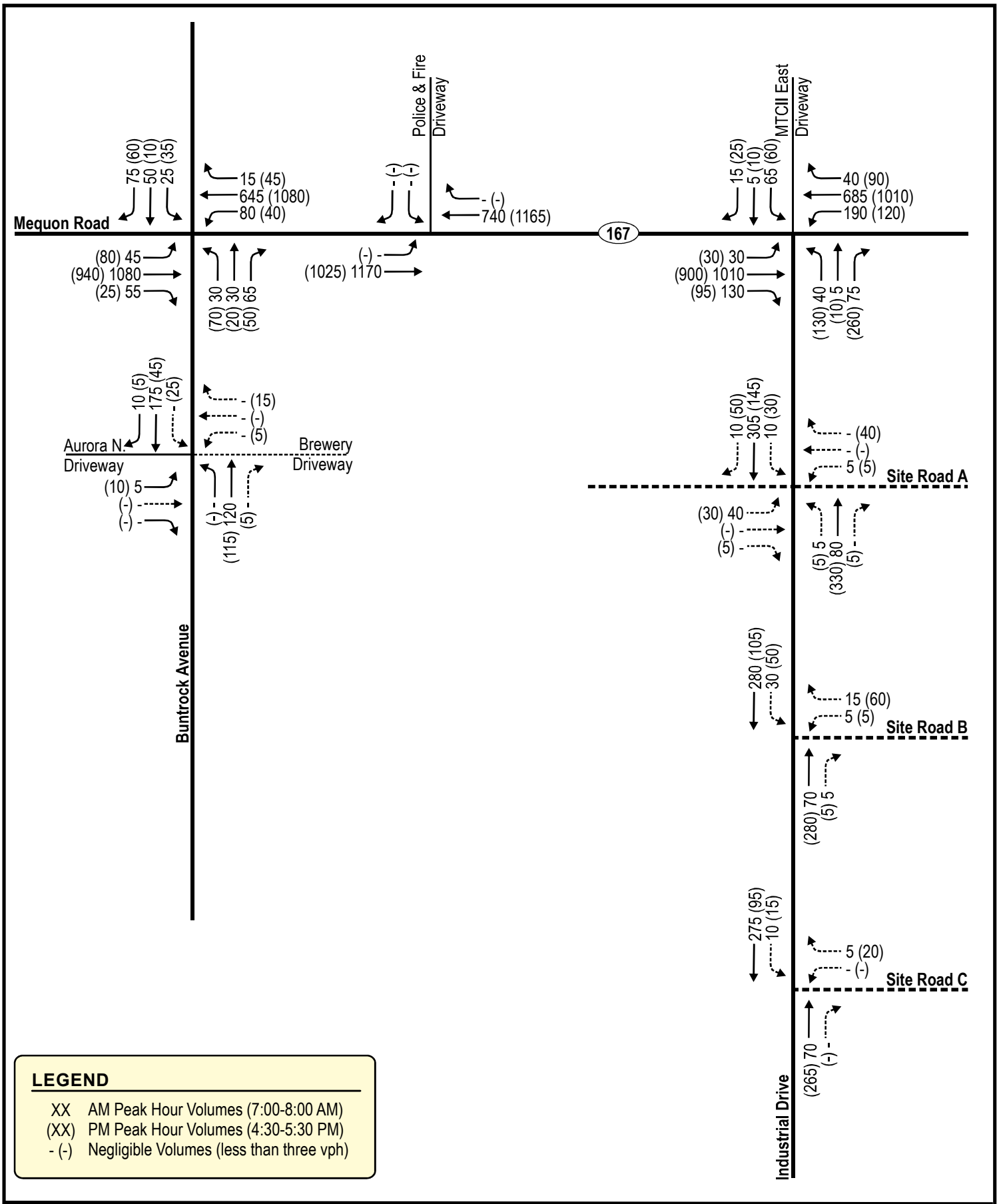

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EXHIBIT 4-6
YEAR 2023 BUILD TRAFFIC VOLUMES

MEQUON, WISCONSIN

CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – CAPACITY LEVEL OF SERVICE ANALYSIS

The build traffic analysis was conducted using the existing intersection geometrics and traffic control, plus Buntrock Avenue lane reconfiguration recommended for the Year 2019 Background traffic condition. It also includes stop sign control and single, shared through and turning lanes at the site intersections with Buntrock Avenue and Industrial Drive.

A1. Year 2019 Build Traffic Analysis

Exhibit 5-1 shows the peak hour level of service tables for the Year 2019 Build traffic condition. The Year 2019 Build traffic 95th percentile queues are shown on Exhibit 5-2. The peak hour Synchro model analysis files for the Year 2019 Build condition are located in Appendix C.

As shown, all traffic movements at the study intersections are expected to operate at LOS D or better during the peak hour with the initial buildout of the proposed Foxtown development. Traffic queues with the initial buildout of this development are expected to be low and similar to traffic queues for the Year 2019 Background traffic condition.

A2. Year 2023 Build Traffic Analysis

Exhibit 5-3 shows the peak hour level of service tables for the Year 2023 Build traffic condition with the existing traffic control at the study intersections. Exhibit 5-3 also shows the peak hour level of service with traffic signal control at the Mequon Road/Industrial Drive intersection. For improved safety with traffic signal control, it also recommended to reconfigure the northbound Industrial Drive approach with a left-turn lane and shared through/right-turn lane. As discussed in Part B below, the intersection is expected to meet warrants for traffic signal control with the full buildout traffic volumes from the Foxtown development.

The Year 2023 Build traffic 95th percentile queues are shown on Exhibit 5-4 with the traffic signal and northbound turn lane recommendations at Mequon Road/Industrial Drive. The peak hour Synchro model analysis files for the Year 2023 Build condition are located in Appendix C.

As shown, all traffic movements at the study intersections are expected to continue to operate at LOS D or better during the peak hour with the full buildout of the proposed Foxtown development and with either stop sign control or traffic signal control at the Mequon Road/Industrial Drive intersection. With actuated-coordinated traffic signals and a westbound left-turn phase at the Mequon Road/Industrial Drive intersection, eastbound and westbound queues are expected to be low and not back up through the police/fire station driveway, the railroad tracks, or the Ozaukee Interurban Trail. Northbound queues on Industrial Drive, however, may back up through the Site Road A intersection, temporarily blocking traffic at Site Road A. When traffic signals are installed at the Mequon Road/Industrial Drive intersection, it is recommended that the traffic signal green splits, phasing, and offsets be evaluated to provide the most efficient operations with the lowest queues during the peak hours.

PART B – TRAFFIC SIGNAL WARRANT ANALYSIS

Warrants should be viewed as guidelines in helping decide whether traffic signal control may be installed. Meeting warrants does not translate to a legal requirement for their installation.

Traffic signal control was investigated for the Mequon Road & Industrial Drive intersection with the Year 2019 Build and Year 2023 Build traffic volumes in accordance with the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD). Mequon Road is posted at 40 mph and the City of Mequon population is greater than 10,000 people. Mequon Road was therefore analyzed as the "major street" and Industrial Drive/East Driveway was analyzed as the "minor street".

The warrant analysis was conducted based on the hourly turning movement count performed by TADI at Mequon Road & Industrial Drive in November 2017. On-site and off-site development-related traffic was then layered over the existing traffic based on the WisDOT hourly distributions of traffic for residential and commercial land use types.

B1. Year 2019 Build Warrant Analysis

Based on the warrant analysis (included in Appendix D), traffic signals *are not expected to be warranted* at the Mequon Road/Industrial Drive intersection with full buildout of the Mequon Town Center II development and initial buildout of the Foxtown development. The peak hour traffic analysis indicated that acceptable traffic operations are expected at this intersection with the Year 2019 Build traffic volumes. Therefore, this intersection is recommended to remain under stop sign control for the initial buildout of the Foxtown development.

B2. Year 2023 Build Warrant Analysis

Based on the warrant analysis (also included in Appendix D), traffic signals *are expected to be warranted* at the Mequon Road/Industrial Drive intersection with full buildout of the Mequon Town Center II development and full buildout of the Foxtown development. Specifically, Warrant 2, Four-Hour Volume is fully met, and Warrant 1, Eight-Hour Vehicular Volume is nearly met.

The peak hour traffic analysis indicated that acceptable traffic operations are expected at this intersection with the Year 2023 Build traffic volumes. Stop sign control, however, does not provide gaps in traffic or protected movements for pedestrians crossing Mequon Road. With traffic signal control, safe pedestrian crossing can be added across Mequon Road to the Mequon Town Center II development to the north at Industrial Drive. Traffic signal control can also improve the vehicle platooning and traffic gaps for pedestrians crossing the Ozaukee Interurban Trail to the east.

It is recommended that the Mequon Road/Industrial Drive intersection remain under two-way stop sign control until traffic volumes increase as predicted to meet or exceed volume thresholds for signal warrants. If follow-up studies indicate warrants are met, then it is recommended to install traffic signals at the intersection. Due to the railroad crossing located just east of the intersection, it is recommended that the signal be designed with signal pre-emption.

Year 2019 Build Traffic Capacity/LOS Analysis
Improved Transportation System

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Mequon Road & Buntrock Avenue	Traffic Signal	AM	A	A	A	A	A	A	D	D	D	D	D	D
		PM	A	A	A	A	A	A	D	D	D	D	D	D
Mequon Road & Median Opening	Stop Sign	AM	A	A	-	-	A	A	-	-	-	B	-	B
		PM	A	A	-	-	A	A	-	-	-	B	-	B
Mequon Road & Industrial Drive	Stop Sign	AM	A	A	A	A	A	A	C	C	B	C	C	C
		PM	A	A	A	A	A	A	B	B	B	C	C	C
Industrial Drive & Site Road A	Stop Sign	AM	B	-	B	-	-	-	A	A	-	-	A	A
		PM	B	-	B	-	-	-	A	A	-	-	A	A
Buntrock Avenue & Brewery Driveway/Aurora Driveway	Stop Sign	AM	B	B	B	B	B	B	A	A	A	A	A	A
		PM	B	B	B	A	A	A	A	A	A	A	A	A

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EXHIBIT 5-1
YEAR 2019 BUILD TRAFFIC CAPACITY/LOS ANAYSIS

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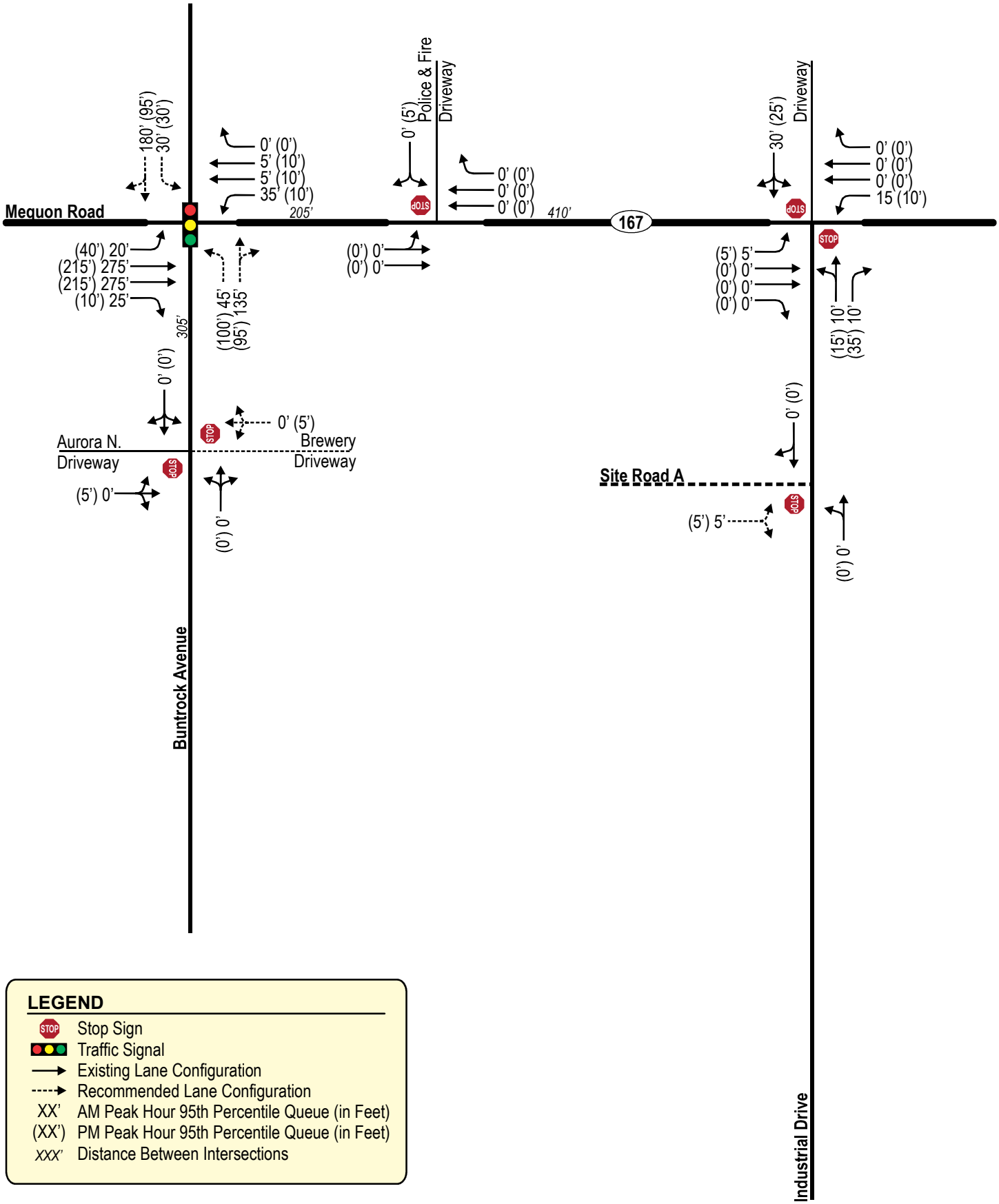

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EXHIBIT 5-2
YEAR 2019 BUILD TRAFFIC
95TH PERCENTILE QUEUES

MEQUON, WISCONSIN

Year 2023 Build Traffic Capacity/LOS Analysis
Improved Transportation System

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Mequon Road & Buntrock Avenue	Traffic Signal	AM	A	A	A	A	A	A	D	D	D	D	D	D
		PM	A	A	A	A	A	A	D	D	D	D	D	D
Mequon Road & Median Opening	Stop Sign	AM	A	A	-	-	A	A	-	-	-	B	-	B
		PM	A	A	-	-	A	A	-	-	-	B	-	B
Mequon Road & Industrial Drive	Stop Sign	AM	A	A	A	A	A	A	C	C	B	C	C	C
		PM	A	A	A	A	A	A	C	C	B	C	C	C
Industrial Drive & Site Road A	Stop Sign	AM	B	B	B	B	B	B	A	A	A	A	A	A
		PM	B	B	B	B	B	B	A	A	A	A	A	A
Industrial Drive & Site Road B	Stop Sign	AM	-	-	-	A	-	A	-	A	A	A	A	-
		PM	-	-	-	B	-	B	-	A	A	A	A	-
Industrial Drive & Site Road C	Stop Sign	AM	-	-	-	A	-	A	-	A	A	A	A	-
		PM	-	-	-	B	-	B	-	A	A	A	A	-
Buntrock Avenue & Brewery Driveway/Aurora Driveway	Stop Sign	AM	B	B	B	B	B	B	A	A	A	A	A	A
		PM	B	B	B	A	A	A	A	A	A	A	A	A

Year 2023 Build Traffic Capacity/LOS Analysis
Improved Transportation System (Additional Improvements)

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Mequon Road & Buntrock Avenue	Traffic Signal	AM	A	A	A	A	A	A	D	D	D	D	D	D
		PM	A	A	A	A	A	A	D	D	D	D	D	D
Mequon Road & Median Opening	Stop Sign	AM	A	A	-	-	A	A	-	-	-	B	-	B
		PM	A	A	-	-	A	A	-	-	-	B	-	B
Mequon Road & Industrial Drive	Traffic Signal	AM	A	A	A	A	A	A	D	D	D	D	D	D
		PM	A	A	A	A	A	A	D	D	D	D	D	D
Industrial Drive & Site Road A	Stop Sign	AM	B	B	B	B	B	B	A	A	A	A	A	A
		PM	B	B	B	B	B	B	A	A	A	A	A	A
Industrial Drive & Site Road B	Stop Sign	AM	-	-	-	A	-	A	-	A	A	A	A	-
		PM	-	-	-	B	-	B	-	A	A	A	A	-
Industrial Drive & Site Road C	Stop Sign	AM	-	-	-	A	-	A	-	A	A	A	A	-
		PM	-	-	-	B	-	B	-	A	A	A	A	-
Buntrock Avenue & Brewery Driveway/Aurora Driveway	Stop Sign	AM	B	B	B	B	B	B	A	A	A	A	A	A
		PM	B	B	B	A	A	A	A	A	A	A	A	A

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EXHIBIT 5-3
YEAR 2023BUILD TRAFFIC CAPACITY/LOS ANAYSIS

MEQUON, WISCONSIN

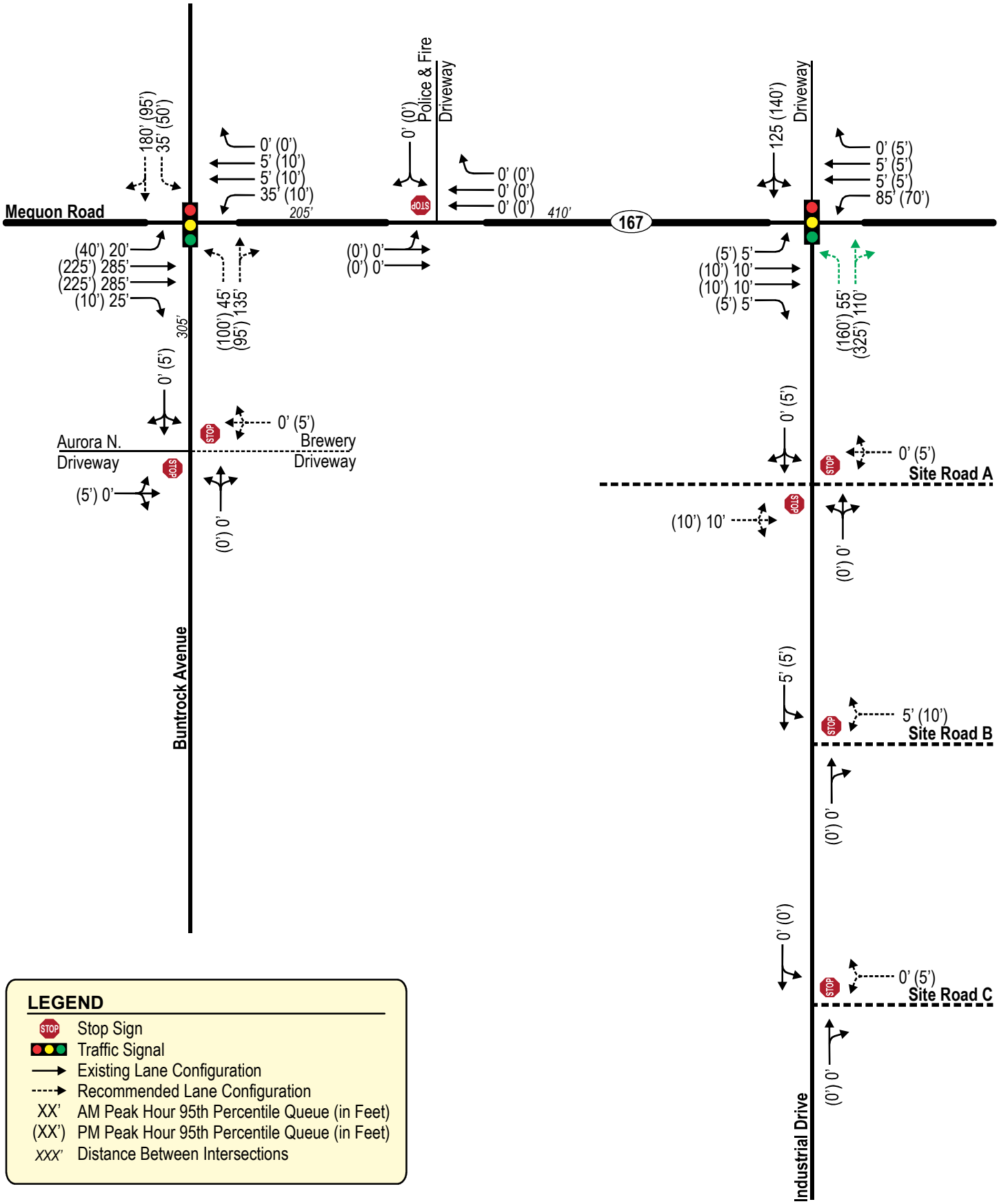

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EXHIBIT 5-4
YEAR 2023 BUILD TRAFFIC
95TH PERCENTILE QUEUES

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CHAPTER VI – PARKING ANALYSIS

PART A – INTRODUCTION

The expected parking demand for each building area of the Foxtown development was compared to the planned parking availability in the surface lots, underground or garaged parking, and on the street. The parking demand was estimated for a typical weekday and typical Saturday (average parking activity), as well as a peak weekday and peak Saturday (high parking activity, representing worst-case conditions). The restaurants in Buildings A and B have outdoor terraces for dining during warm weather. Therefore, the parking demand for these uses includes terrace space in an additional summer scenario.

PART B – PROPOSED PARKING SUPPLY

The parking supply for the proposed Foxtown development is shown on Exhibit 6-1. This exhibit identifies the number of surface lot and underground or garage parking spaces provided for each building area (Buildings A through F), as well as the number of Industrial Drive on-street spaces available for additional parking. The exhibit also shows the number of shared-agreement parking spaces between the Spectrum building and Building B.

The number of available spaces for each Building shown on the site plan is also listed below:

- Building A: 97 surface lot parking spaces. This lot is grade-separated from the adjacent lot for Building B.
- Building B: 80 surface lot parking spaces, with an additional 39 spaces available through a shared agreement with the Spectrum building. Spectrum employees will be allowed to park in the Building B parking areas when the restaurant is closed and when Spectrum employee parking needs are the greatest. In turn, restaurant patrons may park in the Spectrum lot on weekends and weekday evenings after Spectrum is closed and when the restaurant is the busiest.
- Building C: 180 underground parking spaces (key-card only access for residents) and 44 surface lot spaces. Up to 20 underground spaces will be made available for valet parking from Building A (valets will have key card for access). There will also be a shared parking agreement in place to allow all users of the Foxtown development to park in the Building C surface lot.
- Building D: 132 surface lot parking spaces.
- Building E1: 34 underground parking spaces and 42 surface lot parking spaces.
- Building E2: 34 underground parking spaces and 49 surface lot parking spaces.
- Building E3: 24 surface lot parking spaces.
- Buildings in area F: 42 personal garage parking spaces, with 29 additional spaces on the drive aisles surrounding the residential development area. For this study, it was assumed that only residents and their guests will use these on-street parking spaces in this area. Therefore, the 29 on-street spaces were included in the total available parking for Buildings F.
- Industrial Drive: 59 total on-street parking spaces. Eight existing spaces are located adjacent to the Spectrum building, 18 spaces are proposed between Buildings C and E1, 22 spaces are proposed between Building C and E2, and 11 spaces are proposed adjacent to Building E3.

Based on the layout of the Foxtown development, the parking areas for Buildings C, D, E1, E2, and E3 are all within a 400-foot walking distance to each different building. Most people are willing to walk 400 feet to their destination without considering it to be an inconvenience. During busier days, it is likely that people will park in adjacent lots within the Foxtown development area if the parking for any individual building gets too full.

PART C – EXPECTED PARKING DEMAND

Parking demand for the proposed Foxtown development was based national parking generation rates for different land use types and sizes as published in the *ITE Parking Generation Manual, 4th Edition.* The parking generation manual provides typical/average rates as well as worst-case/high parking demand for each land use. The manual also provides the hourly distribution of parking (6:00 a.m. to 9:00 p.m.) throughout weekdays and Saturdays for each land use.

For each building shown on the Foxtown development site plan, the hourly parking demand was calculated for each individual use proposed for the building. The individual hourly demands were then summed to generate a total building hourly parking demand. The individual land use hourly parking demands calculated for each building are located in Appendix E.

The total hourly parking demands were compared to the proposed surface lot or underground/garage parking supply for each building on site. For Building B, which will have a shared parking agreement with the Spectrum building, the site supply was calculated as 80 surface lot spaces from 6:00 a.m. to 5:00 p.m., and then as 119 spaces (which includes the 39 Spectrum building parking spaces) from 5:00 p.m. to 9:00 p.m. While on-street parking was not figured into the parking supply for the individual parking lots, it was included in the total shared parking supply and is considered as overflow parking for the development as a whole.

The percent occupancy for each hour was calculated to determine if the building's parking supply reached 85 percent occupancy during any hour of the day. A parking lot is considered "full" in suburban areas when the occupancy rate (number of spaces filled/vacant spaces) is 85 percent or greater. This is because some spaces are not usable for all patrons (e.g. handicapped spaces, spaces designated for specific retailers, poorly parked vehicles taking up two spaces, snow storage covering spaces, etc.).

B1. Building A (Restaurant/Brewery) Parking Demand

Building A is proposed to be a 6,750 square-foot two-story restaurant and brewery, with 1,584 square feet of covered terraces for outdoor dining in warmer weather. Since the brewery equipment and operations do not contribute significantly to the parking demand, this estimated space was subtracted from the building size, leaving 5,000 square feet evaluated for the restaurant.

Parking for Building A is limited to the 97 spaces in the adjacent surface parking lot. Due to the sloping land on the site, the parking areas between Buildings A and B will be separated by a retaining wall. Pedestrian access will be constructed between the parking areas for Buildings A and B.

The parking demand for Building A is shown on Exhibit 6-2. The parking demand was calculated for a typical weekday, typical Saturday, summer weekday, and summer Saturday. The summer Saturday parking demand includes the additional outdoor dining space on the building's terraces. For all four demand scenarios, the ITE average and high parking demand rates were applied.

As shown, the average parking demand at the restaurant is expected to be accommodated with the available parking supply for all hours during the typical weekday and Saturday scenarios.

During the summer weekday and Saturday, the average parking demand is expected to exceed 85 percent occupancy for one or more hours between 5:00 p.m. and 8:00 p.m., requiring up to an additional 25 parking spaces to meet the demand (at the 85 percent occupancy level).

During high-volume conditions, the parking demand is expected to exceed the parking supply for all four scenarios for one or more hours between 4:00 p.m. and 9:00 p.m. The additional parking needed to meet the demand is up to 18 spaces during the typical scenario (outdoor terraces not in use), and up to 56 spaces during the summer scenario (outdoor terraces in use).

Overflow parking needed for Building A can be met with the parking supply in the nearby Building C. A shared parking agreement will be in place allowing all Foxtown development traffic to utilize the 44 surface lot spaces behind Building C. In addition, Building A will be allowed up to 20 valet parking spaces in the underground lot under Building C.

To help maximize parking within the Building A lot and facilitate wayfinding for the Building A users, it is recommended to:

- Implement a policy for all Building A employees to park in Building C surface lot parking spaces.
- Install signs directing pedestrians to and from the Building C parking area and Building A.
- Offer valet parking during busier weekday and Saturday evenings. Building C will provide up to 20 valet parking spaces (with key-card entry).

B2. Building B (Restaurant/Office) Parking Demand

Building B is proposed to be a 7,000 square-foot, two-story building with a first-floor restaurant and banquet facility and second-floor office. A 673-square foot second story covered patio will be available for office and restaurant use.

Parking for Building B includes the 80-space surface lot behind Building B plus an additional 39 surface lot spaces in the adjacent Spectrum Investment Advisors building. Spectrum Investment Advisors will be able to use the Building B parking lot when the restaurant is closed on Mondays (the day in which off-site Spectrum sales employees are in the office). In turn, Building B users will be able to park in the Spectrum lot during weekday evenings and weekends when Spectrum is closed. Although the two parking areas are expected to be grade separated, a pedestrian stairway will be constructed to connect the two lots.

The calculated parking demand for Building B is shown on Exhibit 6-3. Similar to Building A, the parking demand was calculated for a typical weekday, typical Saturday, summer weekday, and summer Saturday. The summer Saturday parking demand includes the additional second story covered patio that could be used for additional dining space for the restaurant/banquet hall. For all four demand scenarios, the ITE average and high parking demand rates were applied.

As shown, the average and high parking demands for the restaurant and office are expected to be accommodated with the available parking supply for Building B. No additional overflow parking is expected to be necessary. To reduce circulation within the parking lot and throughout other areas of the Foxtown development, it is recommended that portable signs be used to direct customers to the Spectrum Investment Advisors lot if the Building B lot is full.

During busy nights and weekends, there is expected to be additional parking supply available within the Building B and Spectrum lots to accommodate parking for adjacent uses within the Foxtown development. Therefore, overflow parking needed for Building A can also be accommodated in the Building B and Spectrum lots.

B3. Building C (Apartments) Parking Demand

Building C is a three-story building for 96 luxury apartments with an additional level for underground parking. There will be 160 spaces available in the underground parking level plus 44 spaces in the surface lot behind Building C. Because the apartments will have walk-up units from Industrial Drive, it is expected that some apartment residents and guests will use the on-street parking spaces along Industrial Drive.

The calculated parking demand for Building C is shown on Exhibit 6-4. Only a typical weekday and Saturday scenario was evaluated for Building C since the parking demand is not expected to significantly increase during the summer months. As shown, the average and high parking demands for the typical and weekday scenario are expected to be met with the available parking supply (underground and surface spaces) for Building C. There is also expected to be a surplus of parking for use by Building A and other buildings within the Foxtown development area.

B4. Building D (Retail/Restaurant) Parking Demand

Building D is proposed to include retail and restaurant/beer hall space within the 13,081 re-purposed existing building on the east side of the site. Half of the space was assumed to be used for retail space and the other half for the restaurant/beer hall space. Building D will have 132 surface lot parking spaces.

The calculated parking demand for Building D is shown on Exhibit 6-5. The parking demand was calculated for a typical weekday and Saturday scenario using the average and high demand parking rates from ITE. As shown, the average parking demand for Building D is expected to be accommodated by the parking supply during the typical weekday. During the typical Saturday, the average parking demand is expected to exceed 85 percent occupancy for one hour between 6:00 p.m. and 7:00 p.m., requiring an additional 11 parking spaces to meet the demand.

The high parking demand for Building D is expected to exceed 85 percent occupancy on both a typical weekday and typical Saturday for two or more hours between 5:00 p.m. and 8:00 p.m. Up to 44 additional parking spaces would be needed to meet the high parking demand. The high typical parking demand can be accommodated by the 59 on-street parking spaces proposed along Industrial Drive. It can also be accommodated in the excess parking supply that may be available in the adjacent Foxtown development parking areas. The restaurant, retail, and office parking for Buildings A, B, D, E1, E2, and E3 will be shared for users of the entire Foxtown development. A shared parking analysis showing the total parking supply and demand for these buildings is discussed in Section B8.

B5. Buildings E1 and E2 (Retail/Office/Apartments) Parking Demand

Buildings E1 and E2 are similar three-story buildings with ground-level retail (11,500 square feet), second-story offices (11,500 square feet), and third-floor extended-stay residential units (10) in each building. The offices were estimated to be closed on Saturdays. Underground parking is proposed for both buildings. Building E1 will have 34 underground spaces and 42 surface lot parking spaces. Building E2 will have 34 underground spaces and 49 surface lot parking spaces.

As shown on Exhibit 6-6, the Building E1 and E2 average parking demand for a typical weekday and typical Saturday, as well as the high parking demand for a typical weekday, is expected to be accommodated by the total available parking supply for both buildings. The high parking demand for a typical Saturday is expected to exceed 85 percent occupancy for up to six hours between 10:00 a.m. and 4:00 p.m. At least 29 additional parking spaces are expected to be needed to meet the parking demand during this time.

The high typical weekday parking demand can be accommodated by the 59 on-street parking spaces proposed along Industrial Drive. The overflow onto the Industrial Drive on-street spaces is not expected to interfere with the overflow parking from Building D since the peak parking demands occur during different times of the day. Overflow parking for Buildings E1 and E2 may also occur in the available spaces in the Building D parking area. The shared parking analysis for Buildings A, B, D, E1, E2, and E3 is discussed in Section B8.

B6. Building E3 (Office) Parking Demand

Building E3 is a two-story 11,000 square foot building estimated for office use. The parking supply for Building E3 includes 24 surface lot spaces. The office was estimated to be closed on Saturday.

As shown on Exhibit 6-7, the average and high parking demand for Building E3 is expected to exceed 85 percent occupancy for most of the hours between 7:00 a.m. and 5:00 p.m. on a typical weekday. At least 13 additional spaces are expected to be needed based on the average demand and at least 21 spaces are needed based on the high demand for Building E3.

This demand can be accommodated by the 31 on-street parking spaces proposed along Industrial Drive that are within the vicinity of Building E3. However, some of these parking spaces may be used by the overflow required for Buildings E1 and E2. Under high demand conditions, the peak parking demand hours for Buildings E1, E2, and E3 are expected to occur at the same time.

Overflow parking for Building E3 may also occur in the available spaces in the adjacent parking areas. The shared parking analysis for Buildings A, B, D, E1, E2, and E3 is discussed in Section B8.

B7. Buildings F (Single-Family Residential) Parking Demand

The Buildings F represent a "pocket neighborhood" with 21 single-family "porch homes" with a two-car garage for each unit and 29 additional on-street spaces surrounding the homes. As shown on Exhibit 6-8, the average and high parking demands for a typical weekday and Saturday are expected to be accommodated by the available parking proposed for this area.

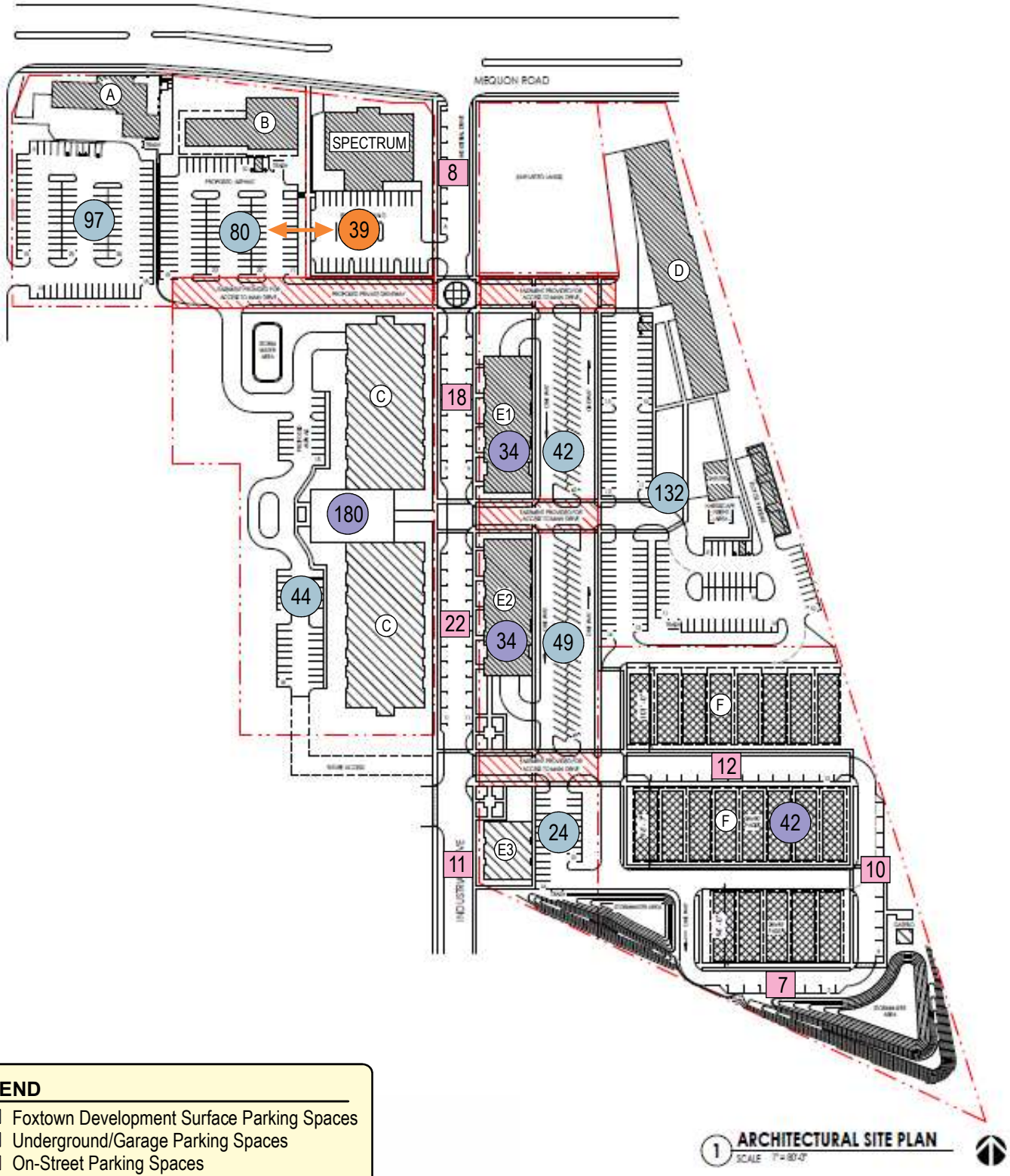
B7. Shared Parking Demand for Buildings A, B, D, E1, E2, and E3

A shared parking study was completed to compare the total parking demand to the total parking supply for the Foxtown development site. During busy parking times, it is expected that users will park in adjacent or nearby parking lots within the Foxtown development site if their destination lot is full. Except for the private garage and on-street spaces for the Building F area and the private underground spaces for Building C, all on-site parking spaces will be shared with all buildings on the Foxtown site. Due to the private parking supply, the parking demands for Building C and the Building F area were not included in the shared parking study.

Exhibit 6-9 shows the typical and summer weekday and Saturday parking total parking supply, parking demand, and percent occupancy by hour of the day. The total parking supply includes the spaces in the surface lots, underground lots, and along Industrial Drive for Buildings A, B, D, E1, E2, and E3. It also includes the 44 surface lot spaces for Building C that will be available to other Foxtown development users. It does not include the spaces for the Spectrum building that will be shared only with Building B.

As shown, the total parking demand for the Foxtown development site (excluding Building C and the Building F area demand) is expected to be well below the total provided parking supply available to Buildings A, B, D, E1, E2, and E3. It is also expected to be well below the 85th percent level when a parking area is considered "full." With shared parking between Buildings A, B, D, E1, E2, and E3, the Foxtown development will have a peak parking occupancy of up to

61 percent on a typical weekday and up to 66 percent on a typical Saturday (based on ITE's high demand/worst-case parking rates). The development will have a peak parking occupancy of up to 67 percent on a summer weekday and up to 74 percent on a summer Saturday.



LEGEND

- Foxtown Development Surface Parking Spaces
- Underground/Garage Parking Spaces
- On-Street Parking Spaces
- Shared Parking Spaces (Spectrum Building)

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EXHIBIT 6-1
FOXTOWN DEVELOPMENT PROPOSED PARKING SUPPLY

MEQUON, WISCONSIN

Building A: Restaurant/Brewery

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	97	0	0%	0	0%
7 AM to 8 AM	97	0	0%	0	0%
8 AM to 9 AM	97	0	0%	0	0%
9 AM to 10 AM	97	3	3%	4	4%
10 AM to 11 AM	97	4	4%	6	6%
11 AM to Noon	97	10	10%	13	13%
Noon to 1 PM	97	31	32%	41	42%
1 PM to 2 PM	97	25	26%	32	33%
2 PM to 3 PM	97	17	18%	22	23%
3 PM to 4 PM	97	12	12%	16	16%
4 PM to 5 PM	97	14	14%	18	19%
5 PM to 6 PM	97	38	39%	50	52%
6 PM to 7 PM	97	60	62%	78	80%
7 PM to 8 PM	97	64	66%	83	86%
8 PM to 9 PM	97	52	54%	67	69%
9 PM to 10 PM	97	53	55%	70	72%
Overflow Spaces Needed		0		1	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	97	0	0%	0	0%
7 AM to 8 AM	97	0	0%	0	0%
8 AM to 9 AM	97	0	0%	0	0%
9 AM to 10 AM	97	4	4%	5	5%
10 AM to 11 AM	97	5	5%	7	7%
11 AM to Noon	97	16	16%	20	21%
Noon to 1 PM	97	32	33%	40	41%
1 PM to 2 PM	97	41	42%	52	54%
2 PM to 3 PM	97	36	37%	45	46%
3 PM to 4 PM	97	30	31%	37	38%
4 PM to 5 PM	97	49	51%	61	63%
5 PM to 6 PM	97	62	64%	78	80%
6 PM to 7 PM	97	78	80%	98	101%
7 PM to 8 PM	97	73	75%	91	94%
8 PM to 9 PM	97	55	57%	68	70%
9 PM to 10 PM	97	26	27%	32	33%
Overflow Spaces Needed		0		18	

Summer Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	97	0	0%	0	0%
7 AM to 8 AM	97	0	0%	0	0%
8 AM to 9 AM	97	0	0%	0	0%
9 AM to 10 AM	97	4	4%	6	6%
10 AM to 11 AM	97	6	6%	8	8%
11 AM to Noon	97	14	14%	18	19%
Noon to 1 PM	97	42	43%	54	56%
1 PM to 2 PM	97	33	34%	43	44%
2 PM to 3 PM	97	23	24%	30	31%
3 PM to 4 PM	97	16	16%	21	22%
4 PM to 5 PM	97	19	20%	24	25%
5 PM to 6 PM	97	51	53%	66	68%
6 PM to 7 PM	97	80	82%	104	107%
7 PM to 8 PM	97	85	88%	111	114%
8 PM to 9 PM	97	69	71%	90	93%
9 PM to 10 PM	97	71	73%	93	96%
Overflow Spaces Needed		3		34	

Summer Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	97	0	0%	0	0%
7 AM to 8 AM	97	0	0%	0	0%
8 AM to 9 AM	97	0	0%	0	0%
9 AM to 10 AM	97	5	5%	6	6%
10 AM to 11 AM	97	7	7%	9	9%
11 AM to Noon	97	21	22%	26	27%
Noon to 1 PM	97	43	44%	53	55%
1 PM to 2 PM	97	55	57%	69	71%
2 PM to 3 PM	97	48	49%	60	62%
3 PM to 4 PM	97	39	40%	49	51%
4 PM to 5 PM	97	65	67%	82	85%
5 PM to 6 PM	97	83	86%	104	107%
6 PM to 7 PM	97	104	107%	130	134%
7 PM to 8 PM	97	97	100%	121	125%
8 PM to 9 PM	97	73	75%	91	94%
9 PM to 10 PM	97	34	35%	43	44%
Overflow Spaces Needed		25		56	

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EXHIBIT 6-2
BUILDING A PARKING DEMAND
RESTAURANT/BREWERY

MEQUON, WISCONSIN

Building B: Restaurant/Office

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	80	0	0%	0	0%
7 AM to 8 AM	80	6	8%	7	9%
8 AM to 9 AM	80	8	10%	10	13%
9 AM to 10 AM	80	11	14%	14	18%
10 AM to 11 AM	80	13	16%	16	20%
11 AM to Noon	80	17	21%	22	28%
Noon to 1 PM	80	32	40%	41	51%
1 PM to 2 PM	80	26	33%	33	41%
2 PM to 3 PM	80	21	26%	26	33%
3 PM to 4 PM	80	17	21%	22	28%
4 PM to 5 PM	80	17	21%	22	28%
5 PM to 6 PM	119	33	28%	43	36%
6 PM to 7 PM	119	46	39%	60	50%
7 PM to 8 PM	119	47	39%	61	51%
8 PM to 9 PM	119	38	32%	49	41%
9 PM to 10 PM	119	39	33%	51	43%
Overflow Spaces Needed		0		0	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	119	0	0%	0	0%
7 AM to 8 AM	119	0	0%	0	0%
8 AM to 9 AM	119	0	0%	0	0%
9 AM to 10 AM	119	3	3%	4	3%
10 AM to 11 AM	119	4	3%	5	4%
11 AM to Noon	119	11	9%	14	12%
Noon to 1 PM	119	23	19%	29	24%
1 PM to 2 PM	119	30	25%	38	32%
2 PM to 3 PM	119	26	22%	33	28%
3 PM to 4 PM	119	22	18%	27	23%
4 PM to 5 PM	119	36	30%	45	38%
5 PM to 6 PM	119	46	39%	57	48%
6 PM to 7 PM	119	57	48%	71	60%
7 PM to 8 PM	119	53	45%	66	55%
8 PM to 9 PM	119	40	34%	50	42%
9 PM to 10 PM	119	19	16%	24	20%
Overflow Spaces Needed		0		0	

Summer Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	80	0	0%	0	0%
7 AM to 8 AM	80	6	8%	7	9%
8 AM to 9 AM	80	8	10%	10	13%
9 AM to 10 AM	80	12	15%	15	19%
10 AM to 11 AM	80	14	18%	17	21%
11 AM to Noon	80	19	24%	24	30%
Noon to 1 PM	80	36	45%	47	59%
1 PM to 2 PM	80	30	38%	37	46%
2 PM to 3 PM	80	23	29%	30	38%
3 PM to 4 PM	80	19	24%	24	30%
4 PM to 5 PM	80	19	24%	25	31%
5 PM to 6 PM	119	38	32%	50	42%
6 PM to 7 PM	119	54	45%	71	60%
7 PM to 8 PM	119	56	47%	73	61%
8 PM to 9 PM	119	45	38%	59	50%
9 PM to 10 PM	119	47	39%	61	51%
Overflow Spaces Needed		0		0	

Summer Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	119	0	0%	0	0%
7 AM to 8 AM	119	0	0%	0	0%
8 AM to 9 AM	119	0	0%	0	0%
9 AM to 10 AM	119	3	3%	4	3%
10 AM to 11 AM	119	5	4%	6	5%
11 AM to Noon	119	14	12%	17	14%
Noon to 1 PM	119	28	24%	35	29%
1 PM to 2 PM	119	36	30%	45	38%
2 PM to 3 PM	119	31	26%	39	33%
3 PM to 4 PM	119	26	22%	32	27%
4 PM to 5 PM	119	43	36%	54	45%
5 PM to 6 PM	119	54	45%	68	57%
6 PM to 7 PM	119	68	57%	85	71%
7 PM to 8 PM	119	63	53%	79	66%
8 PM to 9 PM	119	48	40%	60	50%
9 PM to 10 PM	119	22	18%	28	24%
Overflow Spaces Needed		0		0	

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EXHIBIT 6-3
BUILDING B PARKING DEMAND
RESTAURANT/OFFICE

MEQUON, WISCONSIN

Building C: Apartments

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	224	109	49%	171	76%
7 AM to 8 AM	224	87	39%	138	62%
8 AM to 9 AM	224	76	34%	119	53%
9 AM to 10 AM	224	60	27%	95	42%
10 AM to 11 AM	224	51	23%	81	36%
11 AM to Noon	224	48	21%	76	34%
Noon to 1 PM	224	45	20%	71	32%
1 PM to 2 PM	224	51	23%	81	36%
2 PM to 3 PM	224	65	29%	102	46%
3 PM to 4 PM	224	59	26%	93	42%
4 PM to 5 PM	224	52	23%	82	37%
5 PM to 6 PM	224	70	31%	110	49%
6 PM to 7 PM	224	81	36%	129	58%
7 PM to 8 PM	224	78	35%	123	55%
8 PM to 9 PM	224	89	40%	140	63%
9 PM to 10 PM	224	91	41%	143	64%
Overflow Spaces Needed		0		0	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	224	93	42%	103	46%
7 AM to 8 AM	224	89	40%	98	44%
8 AM to 9 AM	224	65	29%	72	32%
9 AM to 10 AM	224	56	25%	62	28%
10 AM to 11 AM	224	49	22%	55	25%
11 AM to Noon	224	44	20%	48	21%
Noon to 1 PM	224	41	18%	45	20%
1 PM to 2 PM	224	43	19%	47	21%
2 PM to 3 PM	224	48	21%	54	24%
3 PM to 4 PM	224	57	25%	63	28%
4 PM to 5 PM	224	63	28%	70	31%
5 PM to 6 PM	224	69	31%	77	34%
6 PM to 7 PM	224	88	39%	97	43%
7 PM to 8 PM	224	97	43%	107	48%
8 PM to 9 PM	224	99	44%	109	49%
9 PM to 10 PM	224	99	44%	109	49%
Overflow Spaces Needed		0		0	

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EXHIBIT 6-4
BUILDING C PARKING DEMAND
APARTMENTS

MEQUON, WISCONSIN

Building D: Restaurant/Retail

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	132	0	0%	0	0%
7 AM to 8 AM	132	1	1%	1	1%
8 AM to 9 AM	132	3	2%	4	3%
9 AM to 10 AM	132	10	8%	14	11%
10 AM to 11 AM	132	17	13%	22	17%
11 AM to Noon	132	29	22%	37	28%
Noon to 1 PM	132	60	45%	77	58%
1 PM to 2 PM	132	50	38%	64	48%
2 PM to 3 PM	132	39	30%	51	39%
3 PM to 4 PM	132	32	24%	40	30%
4 PM to 5 PM	132	32	24%	41	31%
5 PM to 6 PM	132	62	47%	81	61%
6 PM to 7 PM	132	93	70%	120	91%
7 PM to 8 PM	132	100	76%	130	98%
8 PM to 9 PM	132	82	62%	106	80%
9 PM to 10 PM	132	80	61%	105	80%
Overflow Spaces Needed		0		21	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	132	0	0%	0	0%
7 AM to 8 AM	132	2	2%	3	2%
8 AM to 9 AM	132	5	4%	6	5%
9 AM to 10 AM	132	16	12%	20	15%
10 AM to 11 AM	132	21	16%	26	20%
11 AM to Noon	132	38	29%	47	36%
Noon to 1 PM	132	63	48%	77	58%
1 PM to 2 PM	132	75	57%	93	70%
2 PM to 3 PM	132	67	51%	83	63%
3 PM to 4 PM	132	58	44%	71	54%
4 PM to 5 PM	132	81	61%	101	77%
5 PM to 6 PM	132	98	74%	122	92%
6 PM to 7 PM	132	121	92%	149	113%
7 PM to 8 PM	132	109	83%	135	102%
8 PM to 9 PM	132	85	64%	105	80%
9 PM to 10 PM	132	43	33%	54	41%
Overflow Spaces Needed		11		44	

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EXHIBIT 6-5
BUILDING D PARKING DEMAND
RESTAURANT/RETAIL

MEQUON, WISCONSIN

Buildings E1 & E2: Residential/Office/Retail

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	159	23	14%	36	23%
7 AM to 8 AM	159	60	38%	80	50%
8 AM to 9 AM	159	79	50%	101	64%
9 AM to 10 AM	159	97	61%	123	77%
10 AM to 11 AM	159	116	73%	145	91%
11 AM to Noon	159	127	80%	160	101%
Noon to 1 PM	159	127	80%	159	100%
1 PM to 2 PM	159	118	74%	148	93%
2 PM to 3 PM	159	125	79%	157	99%
3 PM to 4 PM	159	117	74%	147	92%
4 PM to 5 PM	159	104	65%	131	82%
5 PM to 6 PM	159	81	51%	105	66%
6 PM to 7 PM	159	71	45%	94	59%
7 PM to 8 PM	159	61	38%	82	52%
8 PM to 9 PM	159	59	37%	80	50%
9 PM to 10 PM	159	44	28%	61	38%
Overflow Spaces Needed		0		29	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	159	19	12%	21	13%
7 AM to 8 AM	159	28	18%	31	19%
8 AM to 9 AM	159	32	20%	36	23%
9 AM to 10 AM	159	52	33%	60	38%
10 AM to 11 AM	159	60	38%	70	44%
11 AM to Noon	159	68	43%	80	50%
Noon to 1 PM	159	74	47%	87	55%
1 PM to 2 PM	159	75	47%	88	55%
2 PM to 3 PM	159	75	47%	88	55%
3 PM to 4 PM	159	72	45%	84	53%
4 PM to 5 PM	159	63	40%	74	47%
5 PM to 6 PM	159	58	36%	68	43%
6 PM to 7 PM	159	66	42%	76	48%
7 PM to 8 PM	159	54	34%	62	39%
8 PM to 9 PM	159	55	35%	64	40%
9 PM to 10 PM	159	50	31%	57	36%
Overflow Spaces Needed		0		0	

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EXHIBIT 6-6
BUILDINGS E1 AND E2 PARKING DEMAND
RETAIL/OFFICE/APARTMENTS

MEQUON, WISCONSIN

Building E3: Office

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	24	0	0%	0	0%
7 AM to 8 AM	24	18	75%	22	92%
8 AM to 9 AM	24	25	104%	30	125%
9 AM to 10 AM	24	30	125%	36	150%
10 AM to 11 AM	24	31	129%	38	158%
11 AM to Noon	24	31	129%	37	154%
Noon to 1 PM	24	28	117%	34	142%
1 PM to 2 PM	24	24	100%	29	121%
2 PM to 3 PM	24	26	108%	32	133%
3 PM to 4 PM	24	25	104%	31	129%
4 PM to 5 PM	24	22	92%	27	113%
5 PM to 6 PM	24	14	58%	17	71%
6 PM to 7 PM	24	8	33%	9	38%
7 PM to 8 PM	24	0	0%	0	0%
8 PM to 9 PM	24	0	0%	0	0%
9 PM to 10 PM	24	0	0%	0	0%
Overflow Spaces Needed		13		21	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	24	0	0%	0	0%
7 AM to 8 AM	24	0	0%	0	0%
8 AM to 9 AM	24	0	0%	0	0%
9 AM to 10 AM	24	0	0%	0	0%
10 AM to 11 AM	24	0	0%	0	0%
11 AM to Noon	24	0	0%	0	0%
Noon to 1 PM	24	0	0%	0	0%
1 PM to 2 PM	24	0	0%	0	0%
2 PM to 3 PM	24	0	0%	0	0%
3 PM to 4 PM	24	0	0%	0	0%
4 PM to 5 PM	24	0	0%	0	0%
5 PM to 6 PM	24	0	0%	0	0%
6 PM to 7 PM	24	0	0%	0	0%
7 PM to 8 PM	24	0	0%	0	0%
8 PM to 9 PM	24	0	0%	0	0%
9 PM to 10 PM	24	0	0%	0	0%
Overflow Spaces Needed		0		0	

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EXHIBIT 6-7
BUILDING E3 PARKING DEMAND
OFFICE

MEQUON, WISCONSIN

Buildings F: Single-Family Residential

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	71	35	49%	41	58%
7 AM to 8 AM	71	28	39%	33	46%
8 AM to 9 AM	71	25	35%	29	41%
9 AM to 10 AM	71	20	28%	23	32%
10 AM to 11 AM	71	17	24%	20	28%
11 AM to Noon	71	16	23%	18	25%
Noon to 1 PM	71	15	21%	17	24%
1 PM to 2 PM	71	17	24%	20	28%
2 PM to 3 PM	71	21	30%	25	35%
3 PM to 4 PM	71	19	27%	22	31%
4 PM to 5 PM	71	17	24%	20	28%
5 PM to 6 PM	71	23	32%	27	38%
6 PM to 7 PM	71	27	38%	31	44%
7 PM to 8 PM	71	25	35%	30	42%
8 PM to 9 PM	71	29	41%	34	48%
9 PM to 10 PM	71	30	42%	35	49%
Overflow Spaces Needed		0		0	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	71	36	51%	42	59%
7 AM to 8 AM	71	35	49%	40	56%
8 AM to 9 AM	71	25	35%	30	42%
9 AM to 10 AM	71	22	31%	26	37%
10 AM to 11 AM	71	19	27%	22	31%
11 AM to Noon	71	17	24%	20	28%
Noon to 1 PM	71	16	23%	18	25%
1 PM to 2 PM	71	17	24%	19	27%
2 PM to 3 PM	71	19	27%	22	31%
3 PM to 4 PM	71	22	31%	26	37%
4 PM to 5 PM	71	25	35%	29	41%
5 PM to 6 PM	71	27	38%	31	44%
6 PM to 7 PM	71	34	48%	40	56%
7 PM to 8 PM	71	38	54%	44	62%
8 PM to 9 PM	71	38	54%	45	63%
9 PM to 10 PM	71	38	54%	45	63%
Overflow Spaces Needed		0		0	

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EXHIBIT 6-8
BUILDING F PARKING DEMAND
SINGLE-FAMILY HOUSING

MEQUON, WISCONSIN

Shared Parking: Buildings A, B, D, E1, E2, and E3

Typical Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	595	23	4%	36	6%
7 AM to 8 AM	595	85	14%	110	18%
8 AM to 9 AM	595	115	19%	145	24%
9 AM to 10 AM	595	151	25%	191	32%
10 AM to 11 AM	595	181	30%	227	38%
11 AM to Noon	595	214	36%	269	45%
Noon to 1 PM	595	278	47%	352	59%
1 PM to 2 PM	595	243	41%	306	51%
2 PM to 3 PM	595	228	38%	288	48%
3 PM to 4 PM	595	203	34%	256	43%
4 PM to 5 PM	595	189	32%	239	40%
5 PM to 6 PM	595	228	38%	296	50%
6 PM to 7 PM	595	278	47%	361	61%
7 PM to 8 PM	595	272	46%	356	60%
8 PM to 9 PM	595	231	39%	302	51%
9 PM to 10 PM	595	216	36%	287	48%
Overflow Spaces Needed		0		0	

Typical Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	595	19	3%	21	4%
7 AM to 8 AM	595	30	5%	34	6%
8 AM to 9 AM	595	37	6%	42	7%
9 AM to 10 AM	595	75	13%	89	15%
10 AM to 11 AM	595	90	15%	108	18%
11 AM to Noon	595	133	22%	161	27%
Noon to 1 PM	595	192	32%	233	39%
1 PM to 2 PM	595	221	37%	271	46%
2 PM to 3 PM	595	204	34%	249	42%
3 PM to 4 PM	595	182	31%	219	37%
4 PM to 5 PM	595	229	38%	281	47%
5 PM to 6 PM	595	264	44%	325	55%
6 PM to 7 PM	595	322	54%	394	66%
7 PM to 8 PM	595	289	49%	354	59%
8 PM to 9 PM	595	235	39%	287	48%
9 PM to 10 PM	595	138	23%	167	28%
Overflow Spaces Needed		0		0	

Summer Weekday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	595	23	4%	36	6%
7 AM to 8 AM	595	85	14%	110	18%
8 AM to 9 AM	595	115	19%	145	24%
9 AM to 10 AM	595	153	26%	194	33%
10 AM to 11 AM	595	184	31%	230	39%
11 AM to Noon	595	220	37%	276	46%
Noon to 1 PM	595	293	49%	371	62%
1 PM to 2 PM	595	255	43%	321	54%
2 PM to 3 PM	595	236	40%	300	50%
3 PM to 4 PM	595	209	35%	263	44%
4 PM to 5 PM	595	196	33%	248	42%
5 PM to 6 PM	595	246	41%	319	54%
6 PM to 7 PM	595	306	51%	398	67%
7 PM to 8 PM	595	302	51%	396	67%
8 PM to 9 PM	595	255	43%	335	56%
9 PM to 10 PM	595	242	41%	320	54%
Overflow Spaces Needed		0		0	

Summer Saturday Hour	Site Supply	Avg. Demand Site Demand	Avg. Demand % Occ.	High Demand Site Demand	High Demand % Occ.
6 AM to 7 AM	595	19	3%	21	4%
7 AM to 8 AM	595	30	5%	34	6%
8 AM to 9 AM	595	37	6%	42	7%
9 AM to 10 AM	595	76	13%	90	15%
10 AM to 11 AM	595	93	16%	111	19%
11 AM to Noon	595	141	24%	170	29%
Noon to 1 PM	595	208	35%	252	42%
1 PM to 2 PM	595	241	41%	295	50%
2 PM to 3 PM	595	221	37%	270	45%
3 PM to 4 PM	595	195	33%	236	40%
4 PM to 5 PM	595	252	42%	311	52%
5 PM to 6 PM	595	293	49%	362	61%
6 PM to 7 PM	595	359	60%	440	74%
7 PM to 8 PM	595	323	54%	397	67%
8 PM to 9 PM	595	261	44%	320	54%
9 PM to 10 PM	595	149	25%	182	31%
Overflow Spaces Needed		0		0	

Notes:

Site Supply includes all surface, underground, and on-street parking spaces available within the Foxtown Development Buildings A, B, D, and E.
Site supply does not include Spectrum building spaces available to Building B or Building C underground spaces avaiable to Building A valet.
Building C underground supply or demand is not included in this shared parking analysis due to key-card only parking for apartment tenants.
Building C surface lot supply (44 spaces) was included in the analysis since parking will be available for use by all Foxtown development users.
Building F supply or demand is not included in this shared parking analysis due to private parking spaces allocated to each single-family home.

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EXHIBIT 6-9
SHARED PARKING DEMAND
BUILDINGS A, B, D, E1, E2, AND E3

MEQUON, WISCONSIN

CHAPTER VII – SUMMARY AND CONCLUSION

PART A – TRAFFIC IMPACT ANALYSIS RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, LOS D or better was used to define desirable peak hour operating conditions. *Improvements listed below are for jurisdictional consideration and are not legally binding.*

A1. Background Development Traffic Recommendations

With full buildout of the Mequon Town Center II development, the northbound traffic movements at the Mequon Road/Buntrock Avenue intersection are expected to operate unacceptably at LOS E and F during the peak hours. To mitigate these delays, it is recommended to reconfigure the northbound and southbound lanes to include an exclusive left-turn lane and shared through/right-turn lane. With this change, all movements at the intersection are expected to improve to acceptable levels.

A2. Foxtown Development Initial Buildout Traffic Recommendations

With the initial buildout traffic from the proposed Foxtown development, plus the Buntrock Avenue reconfigured turn lanes, all turning movements at the study intersections are expected to operate acceptably at LOS D or better during the peak hours. The intersection geometrics recommended for the site access driveway to Buntrock Avenue and initial buildout access roads to Industrial Drive are listed below:

- Construct the Building A driveway to Buntrock Avenue with stop sign control on the driveway approach and a single exit lane for all turning movements. Buntrock Avenue is expected to have relatively low through traffic volumes during the peak hours. Therefore, turn lanes are not expected to be necessary on Buntrock Avenue.
- Construct the access road to Buildings B and C ("Site Road A") on the west side of Industrial Drive as shown on the site plan. Construct the eastbound approach with a single turn lane and stop sign control.

A3. Foxtown Development Full Buildout Traffic Recommendations

With the full buildout traffic from the proposed Foxtown development, plus the Buntrock Avenue reconfigured turn lanes, all turning movements at the study intersections are expected to operate acceptably at LOS D or better during the peak hours. However, traffic signal warrants are expected to be met at the Mequon Road/Industrial Drive intersection with full buildout traffic volumes. Traffic signals would reduce vehicle delays from Industrial Drive, increase pedestrian crossing opportunities along Mequon Road, and increase pedestrian safety at the Mequon Road crossing for the Ozaukee Interurban Trail. Traffic signals and other intersection modifications for the full buildout condition that are in additional to the initial buildout condition are listed below:

- Construct Site Road A on the east side of Industrial Drive just north of Building E1 as shown on the site plan. Construct the westbound approach with a single turn lane and stop sign control.

- Construct Site Road B on the east side of Industrial Drive between Building E1 and Building E2 as shown on the site plan. Construct the westbound approach with a single turn lane and stop sign control.
- Construct Site Road C on the east side of Industrial Drive between Building E2 and Building E3 as shown on the site plan. Construct the westbound approach with a single turn lane and stop sign control.
- Install traffic signals at the Mequon Road/Industrial Drive intersection with a westbound left-turn phase, pedestrian signals, and signal pre-emption for the railroad crossing to the east. With traffic signal control, reconfigure the northbound Industrial Drive approach with an exclusive left-turn lane and shared through/right-turn lane. Prior to installing traffic signals, it is recommended that a follow-up study be conducted at this intersection to determine if signal warrants are met. Traffic signals are expected to allow for safe pedestrian travel across Mequon Road at Industrial Drive, plus create consistent traffic gaps for pedestrians crossing the uncontrolled pedestrian crossing at the Ozaukee Interurban Trail.

Industrial Drive has a low posted speed limit and relatively low traffic volumes projected with full buildout of the Foxtown development. Therefore, on-street parking is expected to operate safely and efficiently during the peak hours and throughout the day. Due to the high volume of through traffic on Mequon Road during the peak hours, on-street parking is not recommended along Mequon Road. Based on the parking study completed for the Foxtown development, with a shared parking agreement between Building A and Building C, no on-street parking along Mequon Road is necessary to accommodate the projected parking demands.

PART B – PARKING STUDY RECOMMENDATIONS

The expected parking demand for each building area of the Foxtown development was compared to the planned parking availability in the surface lots, underground or garaged parking, and along Industrial Drive. The parking demand was calculated for typical weekdays and Saturdays and summer weekdays and Saturdays (to include outdoor terrace dining space) using average and high (worst-case) parking demand rates published in the *ITE Parking Generation Manual, 4th Edition.* The parking demands were calculated for each hour between 6:00 a.m. and 9:00 a.m. to determine if/when the parking lot would be "full" (over 85 percent occupied), and how much overflow parking would be needed to accommodate the demand if over 85% occupancy. Below is a summary of the parking demand analysis and recommendations for additional parking supply:

- <u>Building A</u>: The parking area is expected to be full for several hours during each weekday and Saturday evening with both average and high parking demands. Up to 56 additional parking spaces are needed to meet the highest parking demand. The overflow parking can be accommodated by the surplus of surface lot spaces and underground valet spaces available in the nearby Building C. Due to grades, The Foxtown development roadway system is not directly connected to the access for Building A. To maximize available parking in Building A and facilitate wayfinding between Building A, Building C, and other available parking supplied for the Foxtown development, it is recommended to implement the following:
    - Require employees to park in the Building C surface lot.
    - Install signs for pedestrian travel between Buildings A and C.
    - Valet park in Building C with key card access on busy nights and weekends.

  - Overflow parking in adjacent Building B and Spectrum parking lots on busy nights and weekends. Pedestrian access will be constructed between the parking areas in Buildings A and C.

- Building B: This building will have a shared parking agreement with the adjacent Spectrum Investment Advisors building, to increase Building B's 80-space parking supply to 119 spaces on weekday evenings and weekends when the Spectrum building is closed. This parking supply is expected to accommodate the peak parking demands for Building B, and also allow for some overflow parking from Building A.
- Building C: The 224 surface lot and underground parking spaces are expected to accommodate the peak parking demands for Building C. There is expected to be a surplus of parking so that the surface lot may be available for overflow parking from nearby Buildings A, B, D, E1, E2, and E3.
- Building D: The peak parking demand is expected to exceed the supply of 132 parking spaces for one or more hours between 5:00 p.m. and 8:00 p.m. during different days and parking scenarios. Up to 44 additional parking spaces are needed to meet the highest parking demand. The overflow parking is expected to be accommodated by the 59 on-street spaces proposed along Industrial Drive. Due to proximity, the overflow parking is also expected to be accommodated by the parking available for Buildings C (surface lot), E1, E2, and E3, which are expected to have peak parking demands at different hours than Building D.
- Buildings E1 and E2: The peak parking demand is expected to exceed the supply of 159 total parking spaces between both buildings for six hours on a typical weekday under high/worst-case parking demand conditions. The parking supply is expected to accommodate the average parking demand for both the typical weekday and Saturday scenario. Up to 29 additional spaces are needed to meet the highest parking demand. The overflow parking can be accommodated by the 59 on-street spaces proposed along Industrial Drive or within the adjacent parking areas for Building C (surface lot) or D.
- Building E3: The peak parking demand is expected to exceed the supply of 24 surface lot parking spaces for most of the daytime hours (7:00 a.m. to 5:00 p.m.) on a typical weekday under both average and high/worst-case parking demand conditions. The office was estimated to be closed on Saturdays. Up to 21 additional spaces are needed to meet the highest parking demand. Similar to Buildings E1 and E2, overflow parking can be accommodated by the 59 on-street spaces proposed along Industrial Drive (at least 31 are within close proximity to Building E3), or within the adjacent surface lot for Buildings C (surface lot) or D.
- Buildings F: The 71 garage spaces and adjacent on-street parking spaces are expected to accommodate the peak parking demands for Buildings F.

PART C – CONCLUSION

With the intersection improvements recommended above, all study intersections are expected to operate acceptably during the weekday peak hour time periods. With the shared parking agreements between Building B and the adjacent Spectrum building, as well as the shared parking agreements between owners within the Foxtown development site, there is expected to be an adequate parking supply for all uses within the Foxtown development.

APPENDIX A

EXISTING TRAFFIC COUNTS

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Buntrock Avenue and STH 167 - Mequon Road

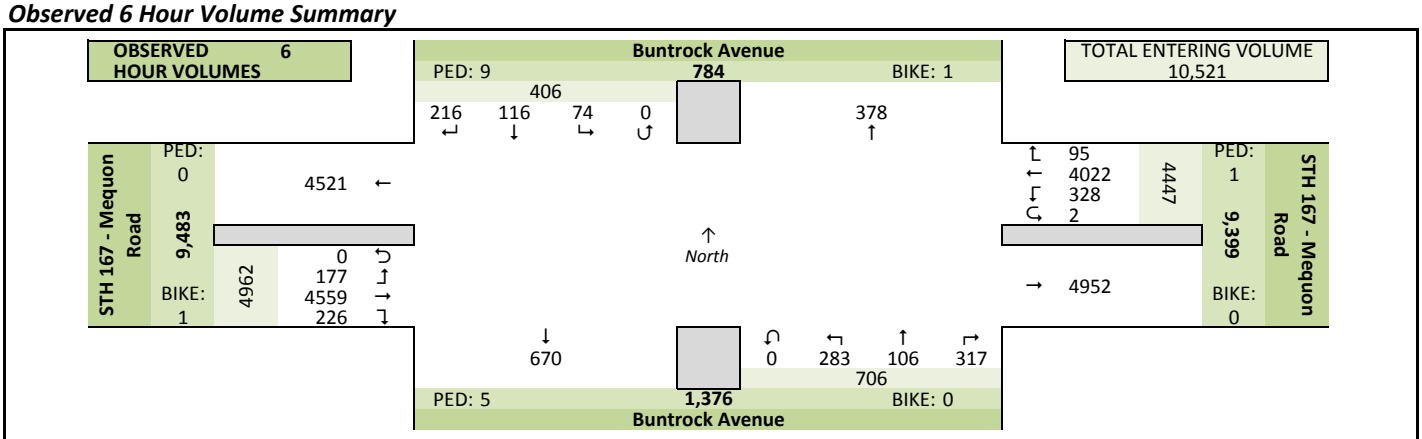
Site Information

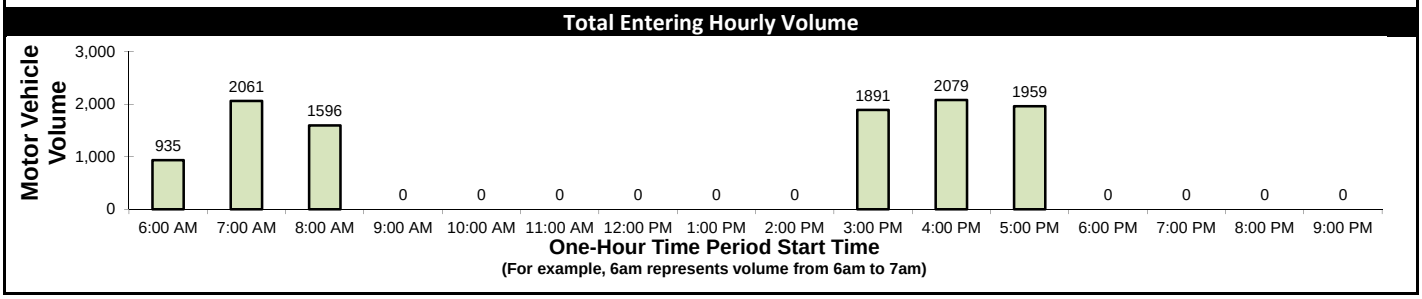
Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Buntrock Avenue		
East Leg	STH 167 - Mequon Road		
South Leg	Buntrock Avenue		
West Leg	STH 167 - Mequon Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

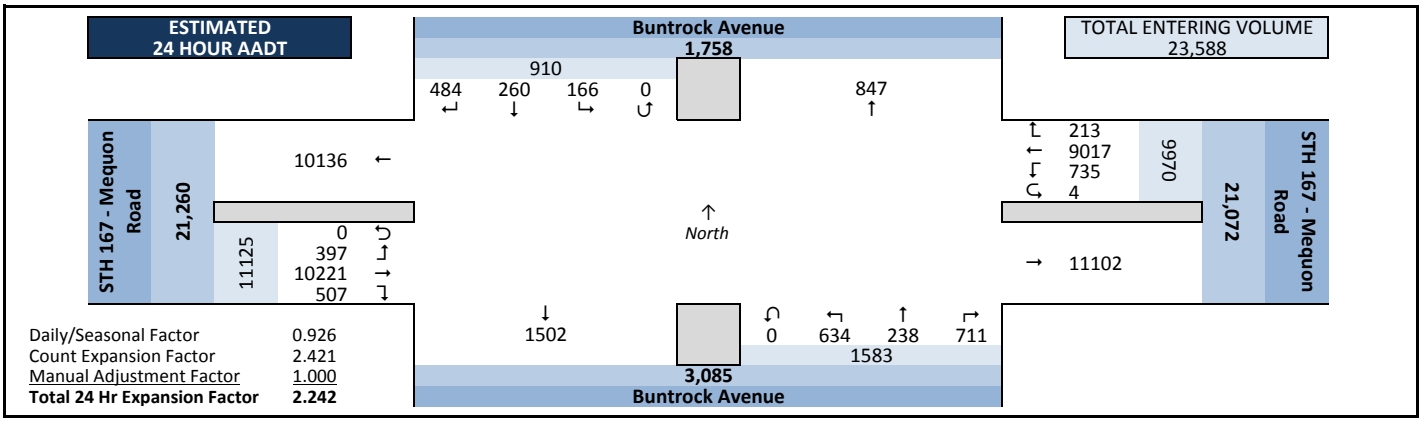
Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Wednesday, November 01, 2017			Weather	
AM Peak Period	Wednesday, November 01, 2017			Clear & Dry	
Midday Peak Period	Wednesday, November 01, 2017			Clear & Dry	
PM Peak Period	Wednesday, November 01, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.926	Count Expansion Factor	2.421		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Lee Oestreich			
	Midday Peak Period	None			
	PM Peak Period	Larry Numerich			
Comments	2016 DOT Seasonal Factors				

Observed 6 Hour Volume Summary





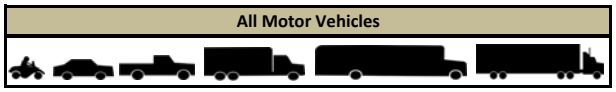
Estimated 24 Hour AADT



Intersection Traffic Volume Report

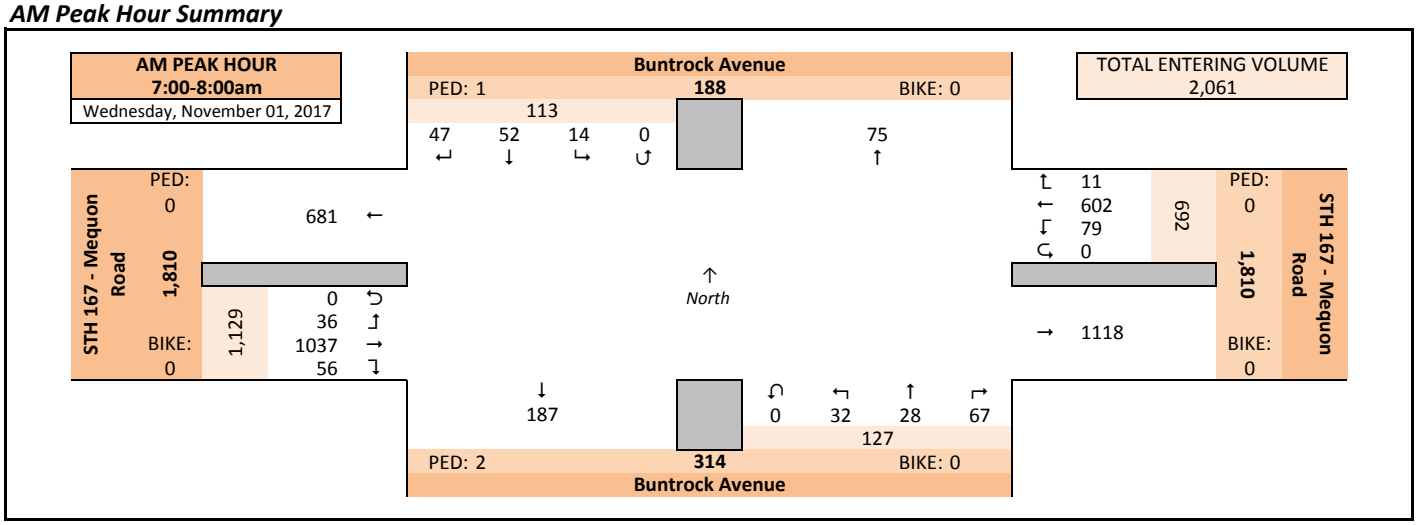
Count Basics			Page 2 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

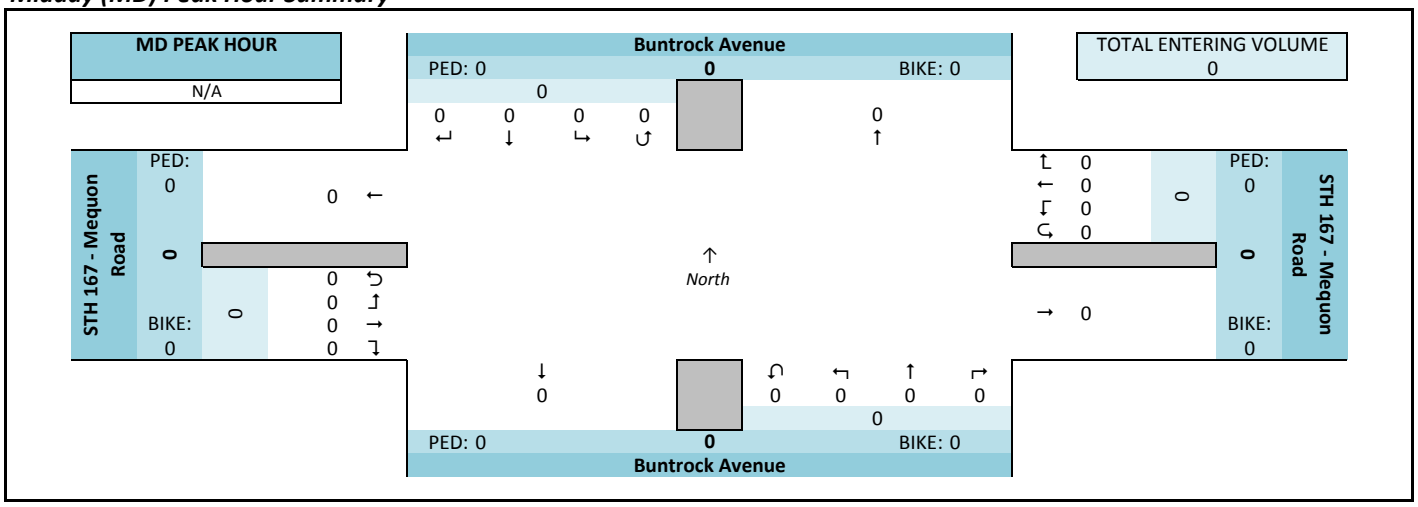


Buntrock Avenue and STH 167 - Mequon Road

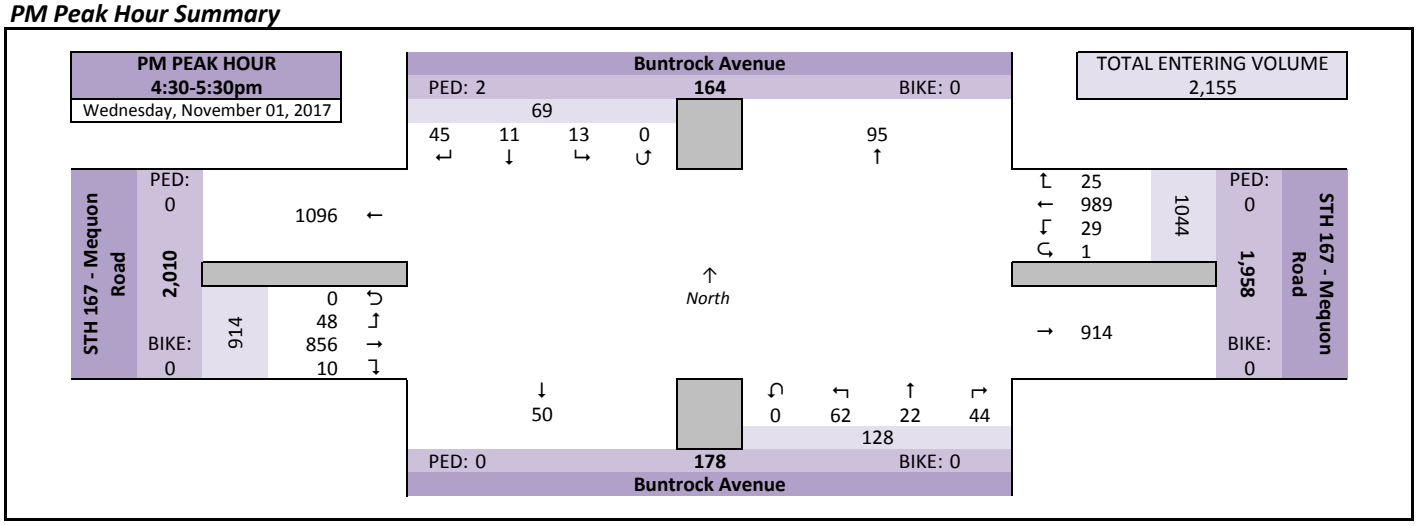
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Buntrock Avenue and STH 167 - Mequon Road

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 01, 2017		From North					From East					From South					From West					
	AM Peak Hour	Buntrock Avenue					STH 167 - Mequon Road					Buntrock Avenue					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	7	3	3	0	13	3	121	8	0	132	2	0	2	0	4	3	277	8	0	288	437
	7:15 AM	8	4	3	0	15	2	171	18	0	191	6	3	4	0	13	7	274	5	0	286	505
	7:30 AM	15	30	2	0	47	2	162	31	0	195	25	12	10	0	47	14	248	12	0	274	563
	7:45 AM	17	15	6	0	38	4	148	22	0	174	34	13	16	0	63	32	238	11	0	281	556
	Peak Hour Volume	47	52	14	0	113	11	602	79	0	692	67	28	32	0	127	56	1037	36	0	1129	2061
	Rounded Hourly Volume	45	50	15	0	110	10	600	80	0	690	65	30	30	0	125	55	1035	35	0	1125	2050
	% Single Unit Trucks	2.1	9.6	0.0	0.0	5.3	0.0	2.7	2.5	0.0	2.6	7.5	3.6	9.4	0.0	7.1	7.1	3.3	8.3	0.0	3.6	3.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	1.3
	% Trucks (Total)	2.1	9.6	0.0	0.0	5.3	0.0	5.1	2.5	0.0	4.8	7.5	3.6	9.4	0.0	7.1	7.1	4.3	8.3	0.0	4.6	4.9
	Peak Hour Factor (PHF)	0.69	0.43	0.58	0.00	0.60	0.69	0.88	0.64	0.00	0.89	0.49	0.54	0.50	0.00	0.50	0.44	0.94	0.75	0.00	0.98	0.92

N/A		From North					From East					From South					From West					
	MD Peak Hour	Buntrock Avenue					STH 167 - Mequon Road					Buntrock Avenue					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 01, 2017		From North					From East					From South					From West					
	PM Peak Hour	Buntrock Avenue					STH 167 - Mequon Road					Buntrock Avenue					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	11	2	4	0	17	11	232	8	0	251	13	5	19	0	37	1	180	8	0	189	494
	4:45 PM	12	5	3	0	20	3	237	9	1	250	10	5	12	0	27	6	234	19	0	259	556
	5:00 PM	12	3	2	0	17	6	256	9	0	271	11	8	26	0	45	1	227	13	0	241	574
	5:15 PM	10	1	4	0	15	5	264	3	0	272	10	4	5	0	19	2	215	8	0	225	531
	Peak Hour Volume	45	11	13	0	69	25	989	29	1	1044	44	22	62	0	128	10	856	48	0	914	2155
	Rounded Hourly Volume	45	10	15	0	70	25	990	30	0	1045	45	20	60	0	125	10	855	50	0	915	2155
	% Single Unit Trucks	0.0	0.0	7.7	0.0	1.4	0.0	2.4	6.9	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.1	0.0	2.0	2.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4	2.1	0.0	1.4	0.8
	% Trucks (Total)	0.0	0.0	7.7	0.0	1.4	0.0	2.8	6.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	4.2	0.0	3.4	2.9
	Peak Hour Factor (PHF)	0.94	0.55	0.81	0.00	0.86	0.57	0.94	0.81	0.25	0.96	0.85	0.69	0.60	0.00	0.71	0.42	0.91	0.63	0.00	0.88	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Buntrock Avenue			STH 167 - Mequon Road			Buntrock Avenue			STH 167 - Mequon Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
	Total	1	0	1	0	0	0	2	0	2	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	0	2	0	0	0	0	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

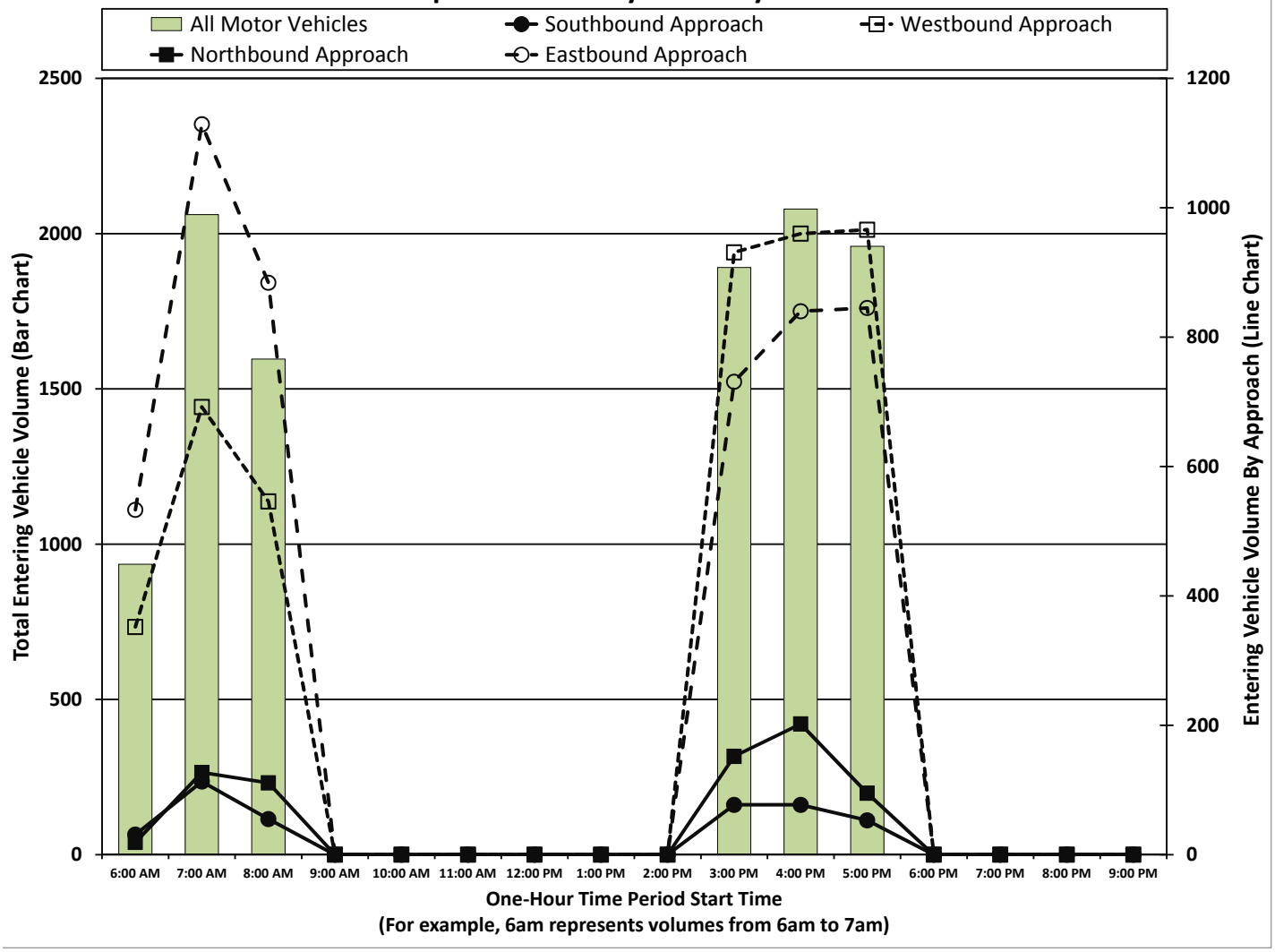
All Motor Vehicles

Buntrock Avenue and STH 167 - Mequon Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (Buntrock Avenue)					From East (STH 167 - Mequon Road)					From South (Buntrock Avenue)					From West (STH 167 - Mequon Road)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	27	2	2	0	31	2	338	12	0	352	11	1	7	0	19	11	510	12	0	533	935	885	50
AM	7:00 AM	47	52	14	0	113	11	602	79	0	692	67	28	32	0	127	56	1037	36	0	1129	2061	1821	240
AM	8:00 AM	21	22	12	0	55	8	460	77	1	546	64	13	34	0	111	83	777	24	0	884	1596	1430	166
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	36	26	15	0	77	22	810	99	0	931	68	17	67	0	152	44	657	30	0	731	1891	1662	229
PM	4:00 PM	54	8	15	0	77	25	897	37	1	960	74	30	98	0	202	24	777	39	0	840	2079	1800	279
PM	5:00 PM	31	6	16	0	53	27	915	24	0	966	33	17	45	0	95	8	801	36	0	845	1959	1811	148
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		216	116	74	0	406	95	4022	328	2	4447	317	106	283	0	706	226	4559	177	0	4962	10521	9409	1112

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			Page 5 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Buntrock Avenue and STH 167 - Mequon Road

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum	PHF
AM Peak Period	6:00 AM	4	0	1	0	5	0	54	1	0	55	1	0	1	0	2	0	93	1	0	94	156	935	0.69
	6:15 AM	6	0	0	0	6	1	53	2	0	56	2	0	0	0	2	2	124	2	0	128	192	1216	0.70
	6:30 AM	11	0	0	0	11	0	116	4	0	120	4	0	2	0	6	7	102	3	0	112	249	1529	0.76
	6:45 AM	6	2	1	0	9	1	115	5	0	121	4	1	4	0	9	2	191	6	0	199	338	1843	0.82
	7:00 AM	7	3	3	0	13	3	121	8	0	132	2	0	2	0	4	3	277	8	0	288	437	2061	0.92
	7:15 AM	8	4	3	0	15	2	171	18	0	191	6	3	4	0	13	7	274	5	0	286	505	2043	0.91
	7:30 AM	15	30	2	0	47	2	162	31	0	195	25	12	10	0	47	14	248	12	0	274	563	1923	0.85
	7:45 AM	17	15	6	0	38	4	148	22	0	174	34	13	16	0	63	32	238	11	0	281	556	1707	0.77
	8:00 AM	7	4	4	0	15	3	152	14	0	169	11	2	6	0	19	18	190	8	0	216	419	1596	0.90
	8:15 AM	8	4	2	0	14	2	108	17	0	127	9	3	0	0	12	10	216	6	0	232	385		
	8:30 AM	1	4	4	0	9	3	106	23	0	132	8	1	4	0	13	16	172	5	0	193	347		
	8:45 AM	5	10	2	0	17	0	94	23	1	118	36	7	24	0	67	39	199	5	0	243	445		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	10	2	5	0	17	7	187	20	0	214	8	1	13	0	22	7	146	9	0	162	415	1891	0.93
	3:15 PM	10	8	3	0	21	5	192	24	0	221	28	9	26	0	63	4	156	11	0	171	476	2010	0.94
	3:30 PM	5	5	3	0	13	3	212	27	0	242	25	5	21	0	51	9	171	5	0	185	491	2029	0.95
	3:45 PM	11	11	4	0	26	7	219	28	0	254	7	2	7	0	16	24	184	5	0	213	509	2032	0.95
	4:00 PM	13	1	7	0	21	4	200	12	0	216	37	13	50	0	100	11	180	6	0	197	534	2079	0.93
	4:15 PM	18	0	1	0	19	7	228	8	0	243	14	7	17	0	38	6	183	6	0	195	495	2119	0.92
	4:30 PM	11	2	4	0	17	11	232	8	0	251	13	5	19	0	37	1	180	8	0	189	494	2155	0.94
	4:45 PM	12	5	3	0	20	3	237	9	1	250	10	5	12	0	27	6	234	19	0	259	556	2107	0.92
	5:00 PM	12	3	2	0	17	6	256	9	0	271	11	8	26	0	45	1	227	13	0	241	574	1959	0.85
	5:15 PM	10	1	4	0	15	5	264	3	0	272	10	4	5	0	19	2	215	8	0	225	531		
	5:30 PM	6	0	4	0	10	9	214	9	0	232	5	2	8	0	15	2	177	10	0	189	446		
	5:45 PM	3	2	6	0	11	7	181	3	0	191	7	3	6	0	16	3	182	5	0	190	408		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		216	116	74	0	406	95	4022	328	2	4447	317	106	283	0	706	226	4559	177	0	4962	10521		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume	PHF
AM	7:00 AM	47	52	14	0	113	11	602	79	0	692	67	28	32	0	127	56	1037	36	0	1129	2061	0.92
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	45	11	13	0	69	25	989	29	1	1044	44	22	62	0	128	10	856	48	0	914	2155	0.94

Intersection Traffic Volume Report

Count Basics			Page 6 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Buntrock Avenue and STH 167 - Mequon Road

15-Minute Automobile Data

15-Minute Time Period Start Time	From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period																						
6:00 AM	4	0	1	0	5	0	49	1	0	50	1	0	1	0	2	0	83	1	0	84	141	869
6:15 AM	6	0	0	0	6	0	50	2	0	52	2	0	0	0	2	2	114	2	0	118	178	1144
6:30 AM	11	0	0	0	11	0	103	4	0	107	4	0	2	0	6	7	96	3	0	106	230	1449
6:45 AM	6	2	1	0	9	1	109	5	0	115	4	0	4	0	8	2	180	6	0	188	320	1755
7:00 AM	7	3	3	0	13	3	113	8	0	124	2	0	2	0	4	3	264	8	0	275	416	1961
7:15 AM	8	4	3	0	15	2	163	18	0	183	5	3	4	0	12	7	262	4	0	273	483	1929
7:30 AM	15	25	2	0	42	2	157	29	0	188	25	12	8	0	45	12	239	10	0	261	536	1795
7:45 AM	16	15	6	0	37	4	138	22	0	164	30	12	15	0	57	30	227	11	0	268	526	1582
8:00 AM	5	4	4	0	13	2	144	14	0	160	11	1	4	0	16	17	174	4	0	195	384	1472
8:15 AM	6	3	1	0	10	2	100	15	0	117	8	3	0	0	11	10	195	6	0	211	349	
8:30 AM	1	3	4	0	8	3	100	21	0	124	7	1	4	0	12	16	159	4	0	179	323	
8:45 AM	5	10	2	0	17	0	88	22	1	111	35	7	23	0	65	37	181	5	0	223	416	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period																						
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period																						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	9	0	4	0	13	5	182	17	0	204	7	1	13	0	21	6	137	9	0	152	390	1770
3:15 PM	9	6	3	0	18	5	187	21	0	213	27	5	21	0	53	2	150	11	0	163	447	1881
3:30 PM	4	5	3	0	12	3	190	26	0	219	25	5	18	0	48	9	162	4	0	175	454	1906
3:45 PM	10	10	3	0	23	6	204	24	0	234	5	2	7	0	14	24	180	4	0	208	479	1930
4:00 PM	11	1	7	0	19	4	191	12	0	207	34	12	46	0	92	10	167	6	0	183	501	1985
4:15 PM	16	0	1	0	17	7	218	8	0	233	14	7	17	0	38	5	173	6	0	184	472	2044
4:30 PM	11	2	4	0	17	11	225	8	0	244	13	5	19	0	37	1	172	7	0	180	478	2093
4:45 PM	12	5	3	0	20	3	230	7	1	241	10	5	12	0	27	6	222	18	0	246	534	2050
5:00 PM	12	3	1	0	16	6	249	9	0	264	11	8	26	0	45	1	221	13	0	235	560	1920
5:15 PM	10	1	4	0	15	5	257	3	0	265	10	4	5	0	19	2	212	8	0	222	521	
5:30 PM	6	0	4	0	10	9	208	9	0	226	5	2	8	0	15	2	172	10	0	184	435	
5:45 PM	2	2	6	0	10	7	180	3	0	190	7	3	6	0	16	3	180	5	0	188	404	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	202	104	70	0	376	90	3835	308	2	4235	302	98	265	0	665	214	4322	165	0	4701	9977	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:00 AM	46	47	14	0	107	11	571	77	0	659	62	27	29	0	118	52	992	33	0	1077	1961
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	45	11	12	0	68	25	961	27	1	1014	44	22	62	0	128	10	827	46	0	883	2093

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Buntrock Avenue and STH 167 - Mequon Road

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

15-Minute Time Period Start Time		From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	35
	6:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	6	44
	6:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9	51
	6:45 AM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	7	0	0	7	14	64
	7:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15	74
	7:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	9	1	0	10	13	84
	7:30 AM	0	5	0	0	5	0	4	2	0	6	0	0	2	0	2	2	5	2	0	9	22	99
	7:45 AM	1	0	0	0	1	0	5	0	0	5	4	1	1	0	6	2	10	0	0	12	24	97
	8:00 AM	2	0	0	0	2	1	4	0	0	5	0	1	2	0	3	1	10	4	0	15	25	95
	8:15 AM	2	1	1	0	4	0	4	2	0	6	1	0	0	0	1	0	17	0	0	17	28	
	8:30 AM	0	1	0	0	1	0	4	2	0	6	1	0	0	0	1	0	11	1	0	12	20	
	8:45 AM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	2	14	0	0	16	22	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	2	1	0	4	2	4	3	0	9	1	0	0	0	1	1	4	0	0	5	19	95
	3:15 PM	1	2	0	0	3	0	2	3	0	5	1	4	4	0	9	2	3	0	0	5	22	101
	3:30 PM	1	0	0	0	1	0	17	1	0	18	0	0	3	0	3	0	6	1	0	7	29	94
	3:45 PM	1	1	1	0	3	1	12	4	0	17	2	0	0	0	2	0	2	1	0	3	25	77
	4:00 PM	2	0	0	0	2	0	7	0	0	7	3	1	4	0	8	1	7	0	0	8	25	67
	4:15 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	1	7	0	0	8	15	52
	4:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	12	45
	4:45 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	8	0	0	8	15	40
	5:00 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	10	28
	5:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8	
	5:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	
	5:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		14	12	4	0	30	5	124	20	0	149	15	8	17	0	40	12	152	11	0	175	394	

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

Hourly Time Period Start Time		From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:00 AM	1	5	0	0	6	0	16	2	0	18	5	1	3	0	9	4	34	3	0	41	74
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	1	0	1	0	24	2	0	26	0	0	0	0	0	0	17	1	0	18	45

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Buntrock Avenue and STH 167 - Mequon Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	31
	6:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	28
	6:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	29
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	24
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	26
	7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9	30
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	29
	7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	28
	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10	29
	8:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	26
	3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	7	28
	3:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	29
	3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	25
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	27
	4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	23
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	17
	4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	7	17
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	11
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	63	0	0	63	0	0	1	0	1	0	85	1	0	86	150	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Buntrock Avenue) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	29
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Buntrock Avenue and STH 167 - Mequon Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (Buntrock Avenue)					From East (STH 167 - Mequon Road)					From South (Buntrock Avenue)					From West (STH 167 - Mequon Road)					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15	66
	6:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	10	0	0	10	14	72
	6:30 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	6	0	0	6	19	80
	6:45 AM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	11	0	0	11	18	88
	7:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	21	100
	7:15 AM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	12	1	0	13	22	114
	7:30 AM	0	5	0	0	5	0	5	2	0	7	0	0	2	0	2	2	9	2	0	13	27	128
	7:45 AM	1	0	0	0	1	0	10	0	0	10	4	1	1	0	6	2	11	0	0	13	30	125
	8:00 AM	2	0	0	0	2	1	8	0	0	9	0	1	2	0	3	1	16	4	0	21	35	124
	8:15 AM	2	1	1	0	4	0	8	2	0	10	1	0	0	0	1	0	21	0	0	21	36	
	8:30 AM	0	1	0	0	1	0	6	2	0	8	1	0	0	0	1	0	13	1	0	14	24	
	8:45 AM	0	0	0	0	0	0	6	1	0	7	1	0	1	0	2	2	18	0	0	20	29	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	2	1	0	4	2	5	3	0	10	1	0	0	0	1	1	9	0	0	10	25	121
	3:15 PM	1	2	0	0	3	0	5	3	0	8	1	4	5	0	10	2	6	0	0	8	29	129
	3:30 PM	1	0	0	0	1	0	22	1	0	23	0	0	3	0	3	0	9	1	0	10	37	123
	3:45 PM	1	1	1	0	3	1	15	4	0	20	2	0	0	0	2	0	4	1	0	5	30	102
	4:00 PM	2	0	0	0	2	0	9	0	0	9	3	1	4	0	8	1	13	0	0	14	33	94
	4:15 PM	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	1	10	0	0	11	23	75
	4:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	1	0	9	16	62
	4:45 PM	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	12	1	0	13	22	57
	5:00 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	14	39
	5:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10	
	5:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11	
	5:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		14	12	4	0	30	5	187	20	0	212	15	8	18	0	41	12	237	12	0	261	544	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (Buntrock Avenue)					From East (STH 167 - Mequon Road)					From South (Buntrock Avenue)					From West (STH 167 - Mequon Road)					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	1	5	0	0	6	0	31	2	0	33	5	1	3	0	9	4	45	3	0	52	100
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	1	0	1	0	28	2	0	30	0	0	0	0	0	0	29	2	0	31	62

Intersection Traffic Volume Report

Count Basics			Page 10 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

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

Buntrock Avenue and STH 167 - Mequon Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (Buntrock Avenue)					From East (STH 167 - Mequon Road)					From South (Buntrock Avenue)					From West (STH 167 - Mequon Road)					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	10.6	9.6	7.1
	6:15 AM	0.0	0.0	0.0	0.0	0.0	100.0	5.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.8	7.3	5.9
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.2	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.4	7.6	5.2
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.0	0.0	100.0	0.0	0.0	11.1	0.0	5.8	0.0	0.0	5.5	5.3	4.8
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.5	4.8	4.9
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.2	16.7	0.0	0.0	0.0	7.7	0.0	4.4	20.0	0.0	4.5	4.4	5.6
	7:30 AM	0.0	16.7	0.0	0.0	10.6	0.0	3.1	6.5	0.0	3.6	0.0	0.0	20.0	0.0	4.3	14.3	3.6	16.7	0.0	4.7	4.8	6.7
	7:45 AM	5.9	0.0	0.0	0.0	2.6	0.0	6.8	0.0	0.0	5.7	11.8	7.7	6.2	0.0	9.5	6.2	4.6	0.0	0.0	4.6	5.4	7.3
	8:00 AM	28.6	0.0	0.0	0.0	13.3	33.3	5.3	0.0	0.0	5.3	0.0	50.0	33.3	0.0	15.8	5.6	8.4	50.0	0.0	9.7	8.4	7.8
	8:15 AM	25.0	25.0	50.0	0.0	28.6	0.0	7.4	11.8	0.0	7.9	11.1	0.0	0.0	0.0	8.3	0.0	9.7	0.0	0.0	9.1	9.4	
	8:30 AM	0.0	25.0	0.0	0.0	11.1	0.0	5.7	8.7	0.0	6.1	12.5	0.0	0.0	0.0	7.7	0.0	7.6	20.0	0.0	7.3	6.9	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.4	4.3	0.0	5.9	2.8	0.0	4.2	0.0	3.0	5.1	9.0	0.0	0.0	8.2	6.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	10.0	100.0	20.0	0.0	23.5	28.6	2.7	15.0	0.0	4.7	12.5	0.0	0.0	0.0	4.5	14.3	6.2	0.0	0.0	6.2	6.0	6.4
	3:15 PM	10.0	25.0	0.0	0.0	14.3	0.0	2.6	12.5	0.0	3.6	3.6	44.4	19.2	0.0	15.9	50.0	3.8	0.0	0.0	4.7	6.1	6.4
	3:30 PM	20.0	0.0	0.0	0.0	7.7	0.0	10.4	3.7	0.0	9.5	0.0	0.0	14.3	0.0	5.9	0.0	5.3	20.0	0.0	5.4	7.5	6.1
	3:45 PM	9.1	9.1	25.0	0.0	11.5	14.3	6.8	14.3	0.0	7.9	28.6	0.0	0.0	0.0	12.5	0.0	2.2	20.0	0.0	2.3	5.9	5.0
	4:00 PM	15.4	0.0	0.0	0.0	9.5	0.0	4.5	0.0	0.0	4.2	8.1	7.7	8.0	0.0	8.0	9.1	7.2	0.0	0.0	7.1	6.2	4.5
	4:15 PM	11.1	0.0	0.0	0.0	10.5	0.0	4.4	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	16.7	5.5	0.0	0.0	5.6	4.6	3.5
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4.4	12.5	0.0	4.8	3.2	2.9
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	22.2	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.3	0.0	5.0	4.0	2.7
	5:00 PM	0.0	0.0	50.0	0.0	5.9	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	2.4	2.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	1.9	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	2.5	
	5:45 PM	33.3	0.0	0.0	0.0	9.1	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		6.5	10.3	5.4	0.0	7.4	5.3	4.6	6.1	0.0	4.8	4.7	7.5	6.4	0.0	5.8	5.3	5.2	6.8	0.0	5.3	5.2	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (Buntrock Avenue)					From East (STH 167 - Mequon Road)					From South (Buntrock Avenue)					From West (STH 167 - Mequon Road)					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	2.1	9.6	0.0	0.0	5.3	0.0	5.1	2.5	0.0	4.8	7.5	3.6	9.4	0.0	7.1	7.1	4.3	8.3	0.0	4.6	4.9
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	0.0	7.7	0.0	1.4	0.0	2.8	6.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	4.2	0.0	3.4	2.9

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Buntrock Avenue and STH 167 - Mequon Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach Buntrock Avenue			Crossing East Approach STH 167 - Mequon Road			Crossing South Approach Buntrock Avenue			Crossing West Approach STH 167 - Mequon Road			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	8:15 AM	0	0	0	1	0	1	2	0	2	0	0	0	3	
	8:30 AM	2	0	2	0	0	0	0	0	0	0	1	1	3	
	8:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	3
	3:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	3
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		9	1	10	1	0	1	5	0	5	0	1	1	17	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Median East of Buntrock and STH 167 - Mequon Road

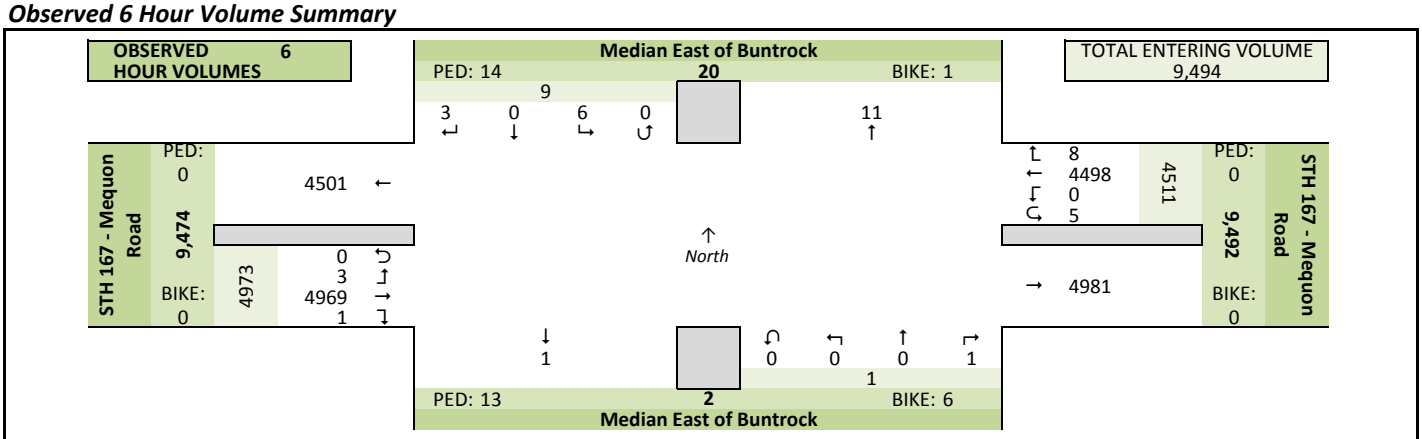
Site Information

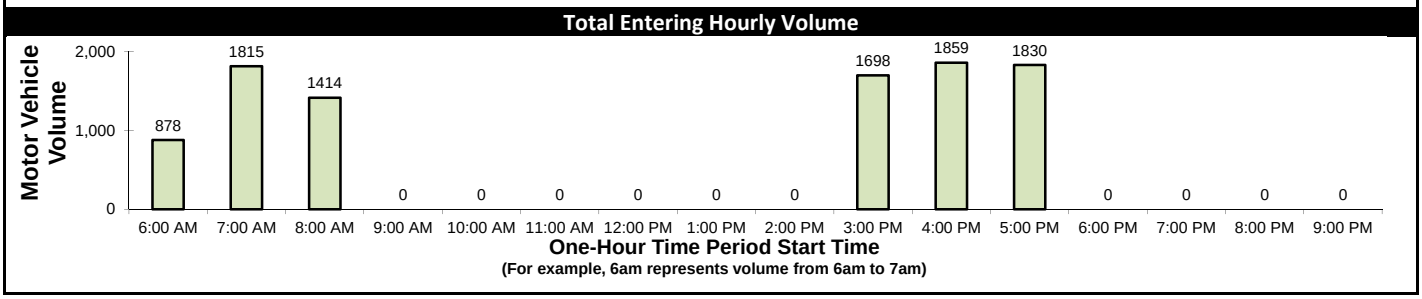
Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	Median East of Buntrock		
East Leg	STH 167 - Mequon Road		
South Leg	Median East of Buntrock		
West Leg	STH 167 - Mequon Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children		None	
Elementry school age children		None	
Visually impaired (white cane/helper dog)		None	
Elderly/disabled (except wheelchairs)		None	
Wheelchairs/electric scooters		None	
Other (describe)	None	None	

Count Information

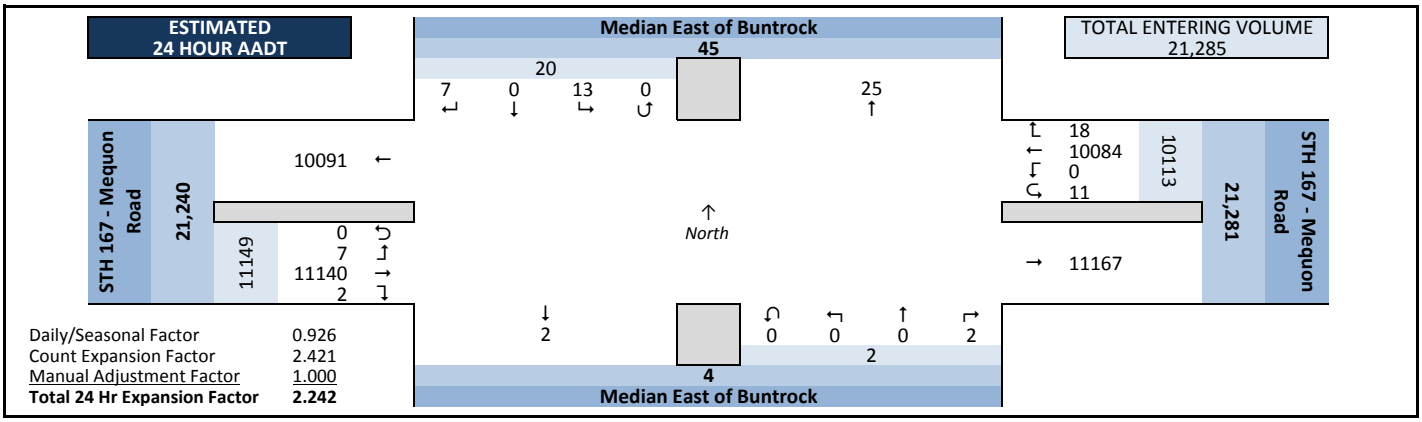
Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Wednesday, November 01, 2017			Weather	
AM Peak Period	Wednesday, November 01, 2017			Clear & Dry	
Midday Peak Period	Wednesday, November 01, 2017			Clear & Dry	
PM Peak Period	Wednesday, November 01, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.926	Count Expansion Factor	2.421		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	RP Andryk			
	Midday Peak Period	None			
	PM Peak Period	Wendy Picard			
Comments	2016 DOT Seasonal Factors				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

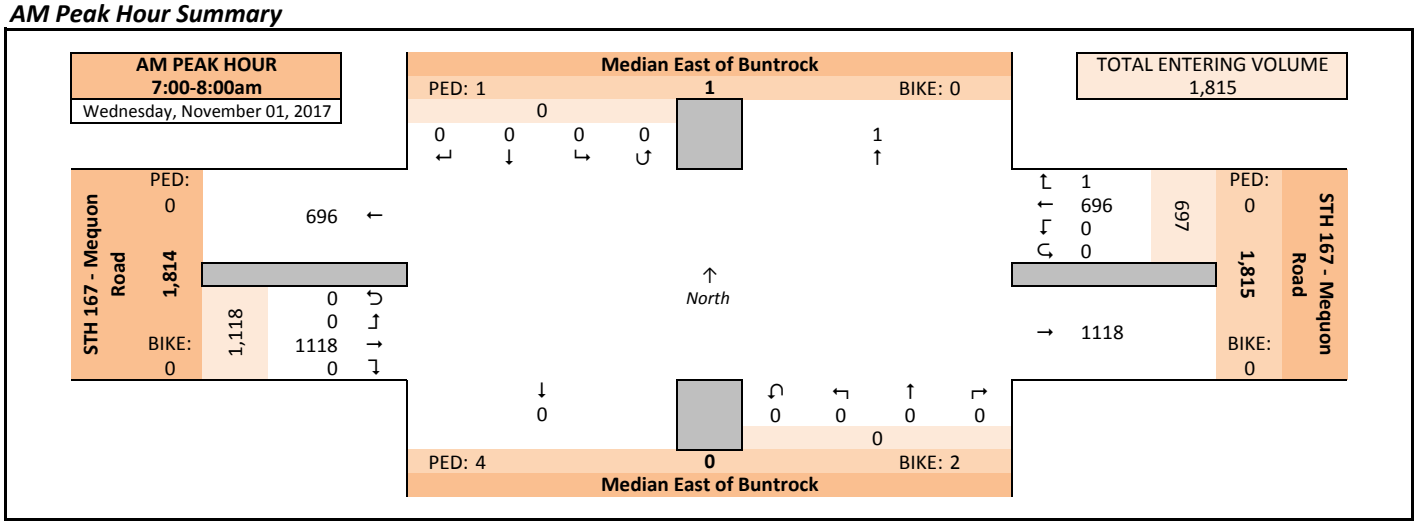
Count Basics			Page 2 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

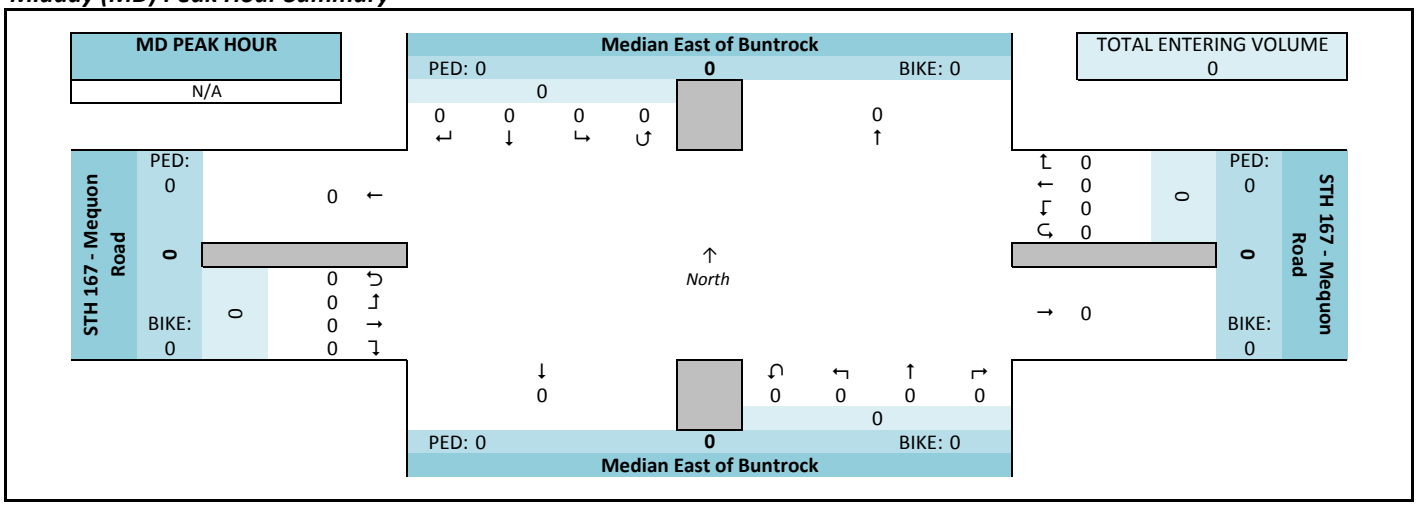
All Motor Vehicles

Median East of Buntrock and STH 167 - Mequon Road

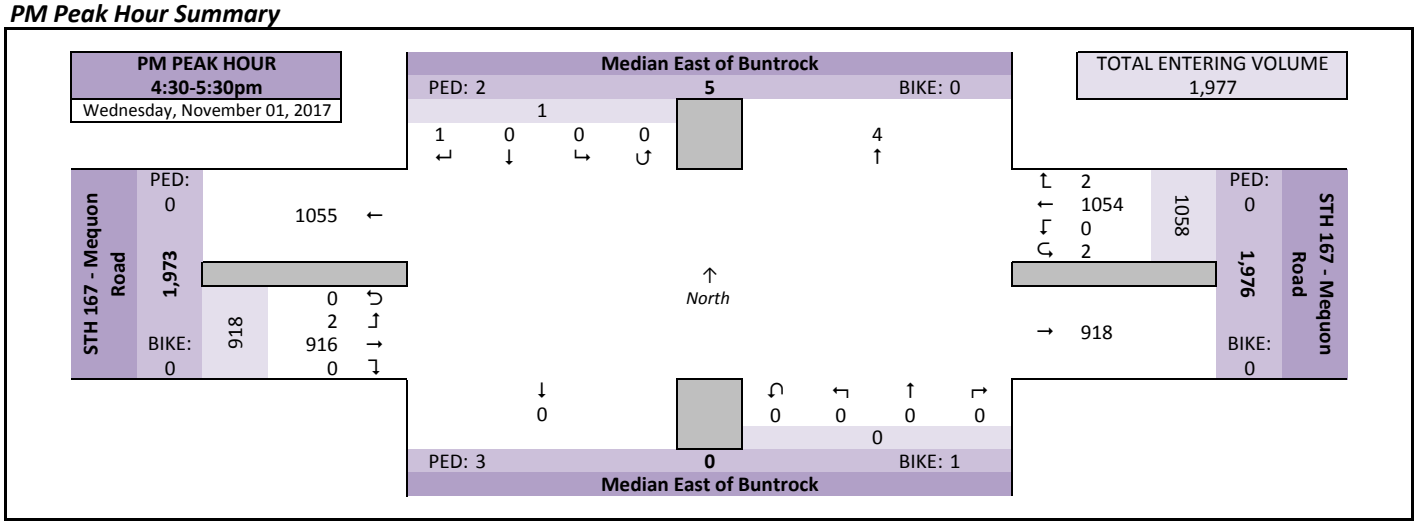
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Median East of Buntrock and STH 167 - Mequon Road

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 01, 2017		From North					From East					From South					From West					
	AM Peak Hour	Median East of Buntrock					STH 167 - Mequon Road					Median East of Buntrock					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	0	280	0	0	280	416
	7:15 AM	0	0	0	0	0	0	186	0	0	186	0	0	0	0	0	0	283	0	0	283	469
	7:30 AM	0	0	0	0	0	0	185	0	0	185	0	0	0	0	0	0	278	0	0	278	463
	7:45 AM	0	0	0	0	0	1	189	0	0	190	0	0	0	0	0	0	277	0	0	277	467
	Peak Hour Volume	0	0	0	0	0	1	696	0	0	697	0	0	0	0	0	0	1118	0	0	1118	1815
	Rounded Hourly Volume	0	0	0	0	0	0	695	0	0	695	0	0	0	0	0	0	1120	0	0	1120	1815
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	3.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	1.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	4.6
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.25	0.92	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.99	0.00	0.00	0.99	0.97

N/A		From North					From East					From South					From West					
	MD Peak Hour	Median East of Buntrock					STH 167 - Mequon Road					Median East of Buntrock					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 01, 2017		From North					From East					From South					From West					
	PM Peak Hour	Median East of Buntrock					STH 167 - Mequon Road					Median East of Buntrock					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	0	252	0	1	253	0	0	0	0	0	0	195	2	0	197	450
	4:45 PM	0	0	0	0	0	0	257	0	0	257	0	0	0	0	0	0	251	0	0	251	508
	5:00 PM	0	0	0	0	0	1	270	0	0	271	0	0	0	0	0	0	242	0	0	242	513
	5:15 PM	1	0	0	0	1	1	275	0	1	277	0	0	0	0	0	0	228	0	0	228	506
	Peak Hour Volume	1	0	0	0	1	2	1054	0	2	1058	0	0	0	0	0	0	916	2	0	918	1977
	Rounded Hourly Volume	0	0	0	0	0	0	1055	0	0	1055	0	0	0	0	0	0	915	0	0	915	1970
	% Single Unit Trucks	100.0	0.0	0.0	0.0	100.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.9
	% Trucks (Total)	100.0	0.0	0.0	0.0	100.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	3.0
	Peak Hour Factor (PHF)	0.25	0.00	0.00	0.00	0.25	0.50	0.96	0.00	0.50	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.25	0.00	0.91	0.96

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Median East of Buntrock			STH 167 - Mequon Road			Median East of Buntrock			STH 167 - Mequon Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	7:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
	7:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	7:45 AM	1	0	1	0	0	0	0	2	2	0	0	0	3
	Total	1	0	1	0	0	0	4	2	6	0	0	0	7
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	1	1	2	0	0	0	2
	4:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	0	2	0	0	0	3	1	4	0	0	0	6

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

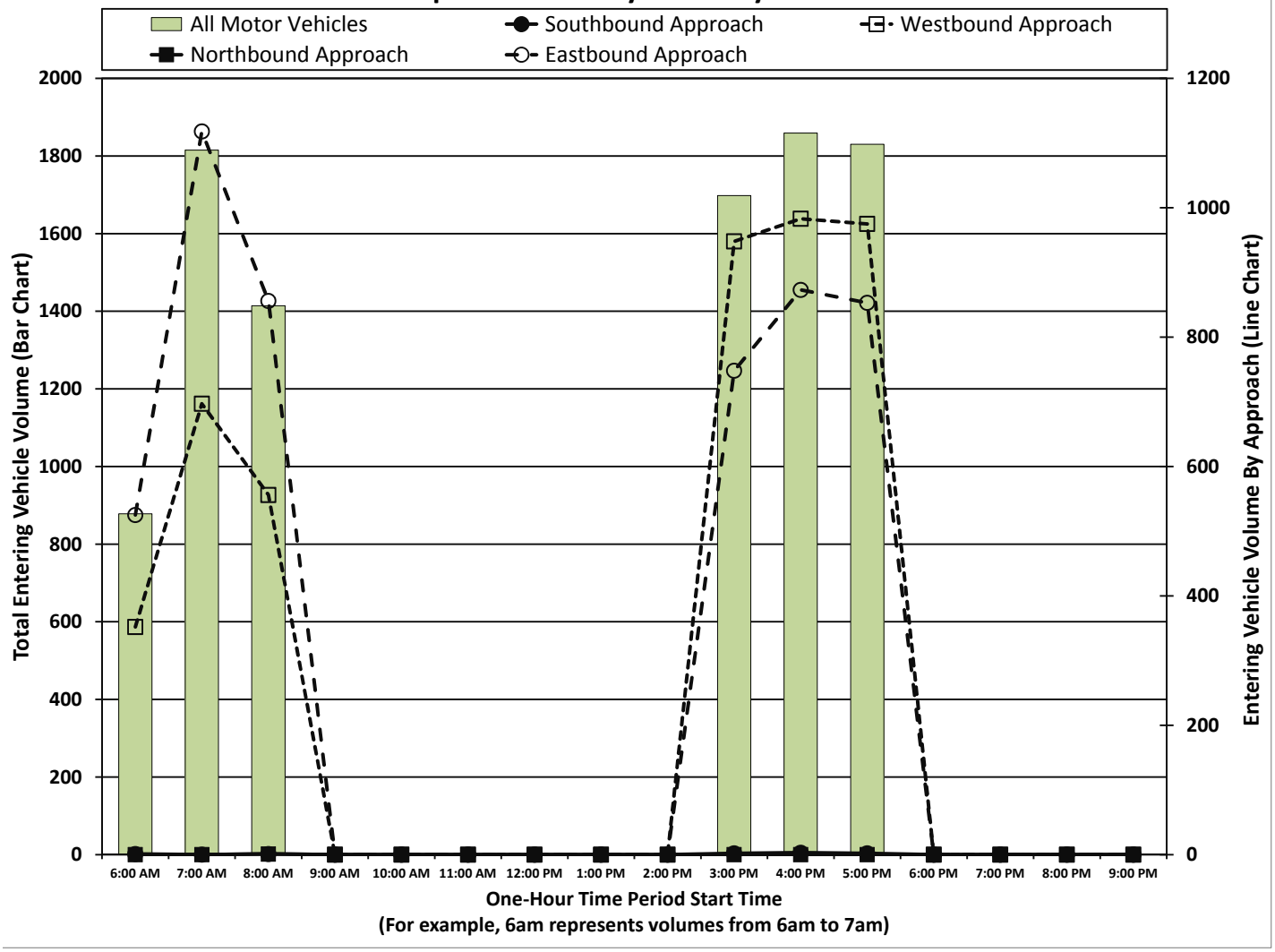
Median East of Buntrock and STH 167 - Mequon Road

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	1	0	1	0	352	0	0	352	0	0	0	0	0	0	525	0	0	525	878	877	1
	7:00 AM	0	0	0	0	0	1	696	0	0	697	0	0	0	0	0	0	1118	0	0	1118	1815	1815	0
	8:00 AM	1	0	0	0	1	2	554	0	0	556	1	0	0	0	1	1	855	0	0	856	1414	1412	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	1	0	1	0	2	1	945	0	2	948	0	0	0	0	0	0	748	0	0	748	1698	1696	2
	4:00 PM	0	0	3	0	3	1	981	0	1	983	0	0	0	0	0	0	871	2	0	873	1859	1856	3
	5:00 PM	1	0	1	0	2	3	970	0	2	975	0	0	0	0	0	0	852	1	0	853	1830	1828	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		3	0	6	0	9	8	4498	0	5	4511	1	0	0	0	1	1	4969	3	0	4973	9494	9484	10

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Median East of Buntrock and STH 167 - Mequon Road

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	1	0	1	0	55	0	0	55	0	0	0	0	0	0	95	0	0	95	151	878	0.69
	6:15 AM	0	0	0	0	0	0	55	0	0	55	0	0	0	0	0	0	125	0	0	125	180	1143	0.69
	6:30 AM	0	0	0	0	0	0	123	0	0	123	0	0	0	0	0	0	106	0	0	106	229	1432	0.76
	6:45 AM	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	0	199	0	0	199	318	1666	0.89
	7:00 AM	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	0	280	0	0	280	416	1815	0.97
	7:15 AM	0	0	0	0	0	0	186	0	0	186	0	0	0	0	0	0	283	0	0	283	469	1783	0.95
	7:30 AM	0	0	0	0	0	0	185	0	0	185	0	0	0	0	0	0	278	0	0	278	463	1672	0.90
	7:45 AM	0	0	0	0	0	1	189	0	0	190	0	0	0	0	0	0	277	0	0	277	467	1531	0.82
	8:00 AM	0	0	0	0	0	1	166	0	0	167	1	0	0	0	1	1	215	0	0	216	384	1414	0.92
	8:15 AM	0	0	0	0	0	1	132	0	0	133	0	0	0	0	0	0	225	0	0	225	358		
	8:30 AM	0	0	0	0	0	0	139	0	0	139	0	0	0	0	0	0	183	0	0	183	322		
	8:45 AM	1	0	0	0	1	0	117	0	0	117	0	0	0	0	0	0	232	0	0	232	350		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	219	0	1	220	0	0	0	0	0	0	160	0	0	160	380	1698	0.94
	3:15 PM	0	0	1	0	1	0	229	0	0	229	0	0	0	0	0	0	187	0	0	187	417	1771	0.98
	3:30 PM	0	0	0	0	0	0	247	0	1	248	0	0	0	0	0	0	203	0	0	203	451	1802	0.99
	3:45 PM	1	0	0	0	1	1	250	0	0	251	0	0	0	0	0	0	198	0	0	198	450	1801	0.99
	4:00 PM	0	0	2	0	2	1	225	0	0	226	0	0	0	0	0	0	225	0	0	225	453	1859	0.91
	4:15 PM	0	0	1	0	1	0	247	0	0	247	0	0	0	0	0	0	200	0	0	200	448	1919	0.94
	4:30 PM	0	0	0	0	0	0	252	0	1	253	0	0	0	0	0	0	195	2	0	197	450	1977	0.96
	4:45 PM	0	0	0	0	0	0	257	0	0	257	0	0	0	0	0	0	251	0	0	251	508	1953	0.95
	5:00 PM	0	0	0	0	0	1	270	0	0	271	0	0	0	0	0	0	242	0	0	242	513	1830	0.89
	5:15 PM	1	0	0	0	1	1	275	0	1	277	0	0	0	0	0	0	228	0	0	228	506		
	5:30 PM	0	0	0	0	0	1	235	0	1	237	0	0	0	0	0	0	189	0	0	189	426		
	5:45 PM	0	0	1	0	1	0	190	0	0	190	0	0	0	0	0	0	193	1	0	194	385		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		3	0	6	0	9	8	4498	0	5	4511	1	0	0	0	1	1	4969	3	0	4973	9494		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	0	0	0	0	0	1	696	0	0	697	0	0	0	0	0	0	1118	0	0	1118	1815	0.97
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	1	0	0	0	1	2	1054	0	2	1058	0	0	0	0	0	0	916	2	0	918	1977	0.96

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Median East of Buntrock and STH 167 - Mequon Road

15-Minute Automobile Data

15-Minute Time Period		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	1	0	1	0	50	0	0	50	0	0	0	0	0	0	85	0	0	85	136	812
	6:15 AM	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	115	0	0	115	166	1071
	6:30 AM	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	99	0	0	99	210	1352
	6:45 AM	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	189	0	0	189	300	1589
	7:00 AM	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	0	267	0	0	267	395	1732
	7:15 AM	0	0	0	0	0	0	179	0	0	179	0	0	0	0	0	0	268	0	0	268	447	1695
	7:30 AM	0	0	0	0	0	0	178	0	0	178	0	0	0	0	0	0	269	0	0	269	447	1574
	7:45 AM	0	0	0	0	0	1	179	0	0	180	0	0	0	0	0	0	263	0	0	263	443	1426
	8:00 AM	0	0	0	0	0	1	156	0	0	157	1	0	0	0	1	1	199	0	0	200	358	1306
	8:15 AM	0	0	0	0	0	1	122	0	0	123	0	0	0	0	0	0	203	0	0	203	326	
	8:30 AM	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	0	168	0	0	168	299	
	8:45 AM	1	0	0	0	1	0	108	0	0	108	0	0	0	0	0	0	214	0	0	214	323	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	208	0	1	209	0	0	0	0	0	0	150	0	0	150	359	1599
	3:15 PM	0	0	1	0	1	0	219	0	0	219	0	0	0	0	0	0	180	0	0	180	400	1667
	3:30 PM	0	0	0	0	0	0	222	0	1	223	0	0	0	0	0	0	194	0	0	194	417	1694
	3:45 PM	0	0	0	0	0	1	230	0	0	231	0	0	0	0	0	0	192	0	0	192	423	1713
	4:00 PM	0	0	2	0	2	1	215	0	0	216	0	0	0	0	0	0	209	0	0	209	427	1776
	4:15 PM	0	0	1	0	1	0	236	0	0	236	0	0	0	0	0	0	190	0	0	190	427	1848
	4:30 PM	0	0	0	0	0	0	246	0	1	247	0	0	0	0	0	0	187	2	0	189	436	1917
	4:45 PM	0	0	0	0	0	0	247	0	0	247	0	0	0	0	0	0	239	0	0	239	486	1895
	5:00 PM	0	0	0	0	0	1	263	0	0	264	0	0	0	0	0	0	235	0	0	235	499	1790
	5:15 PM	0	0	0	0	0	1	269	0	1	271	0	0	0	0	0	0	225	0	0	225	496	
	5:30 PM	0	0	0	0	0	1	229	0	1	231	0	0	0	0	0	0	183	0	0	183	414	
	5:45 PM	0	0	1	0	1	0	189	0	0	189	0	0	0	0	0	0	190	1	0	191	381	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	6	0	7	8	4277	0	5	4290	1	0	0	0	1	1	4713	3	0	4717	9015	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	1	664	0	0	665	0	0	0	0	0	0	1067	0	0	1067	1732
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	2	1025	0	2	1029	0	0	0	0	0	0	886	2	0	888	1917

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Median East of Buntrock and STH 167 - Mequon Road

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

15-Minute Time Period Start Time		From North (Median East of Buntrock) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Median East of Buntrock) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	33
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	43
	6:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	48
	6:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14	51
	7:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15	56
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	11	55
	7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11	66
	7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19	74
	8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14	76
	8:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	18	0	0	18	22	
	8:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19	
	8:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	16	0	0	16	21	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15	75
	3:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12	78
	3:30 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	6	0	0	6	26	79
	3:45 PM	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	0	4	0	0	4	22	63
	4:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18	56
	4:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13	48
	4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	43
	4:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15	41
	5:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10	29
	5:15 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8	
	5:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	0	0	0	2	0	154	0	0	154	0	0	0	0	0	0	169	0	0	169	325	

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

Hourly Time Period Start Time		From North (Median East of Buntrock) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Median East of Buntrock) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:00 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	37	0	0	37	56
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	0	18	0	0	18	43

Intersection Traffic Volume Report

Count Basics		*Page 8 of 11*
Start Date: Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Median East of Buntrock and STH 167 - Mequon Road

15-Minute Semi-Truck Data

15-Minute Time Period		↓ From North					← From East					↑ From South					→ From West						
		Median East of Buntrock					STH 167 - Mequon Road					Median East of Buntrock					STH 167 - Mequon Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10	33
	6:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	29
	6:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11	32
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	26
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	27
	7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11	33
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	32
	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	31
	8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12	32
	8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
	8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	24
	3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	26
	3:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	29
	3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	25
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	27
	4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	23
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	17
	4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	17
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	11
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	87	0	0	87	154	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Total
		Median East of Buntrock					STH 167 - Mequon Road					Median East of Buntrock					STH 167 - Mequon Road					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	16	0	0	16	32
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Median East of Buntrock and STH 167 - Mequon Road

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15	66
	6:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	14	72
	6:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	19	80
	6:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18	77
	7:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	21	83
	7:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	22	88
	7:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16	98
	7:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	24	105
	8:00 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	26	108
	8:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	32	
	8:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	23	
	8:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	18	0	0	18	27	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	21	99
	3:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	17	104
	3:30 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	9	0	0	9	34	108
	3:45 PM	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	0	6	0	0	6	27	88
	4:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	26	83
	4:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	21	71
	4:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14	60
	4:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	22	58
	5:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14	40
	5:15 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	10	
	5:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	0	0	0	2	0	221	0	0	221	0	0	0	0	0	0	256	0	0	256	479	

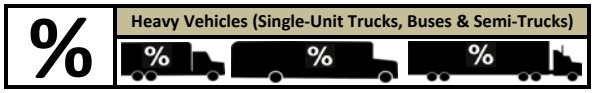
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	51	0	0	51	83
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	0	0	1	0	29	0	0	29	0	0	0	0	0	0	30	0	0	30	60

Intersection Traffic Volume Report

Count Basics			Page 10 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Median East of Buntrock and STH 167 - Mequon Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					Total Heavy Vehicle	Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.5	9.9	7.5
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	8.0	7.8	6.3
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.6	8.3	5.6
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.7	4.6
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	5.0	4.6
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	4.7	4.9
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	3.5	5.9
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.1	5.1	6.9
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.4	6.8	7.6
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.8	8.9	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	8.2	7.1	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.8	7.7	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	6.2	5.5	5.8
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.7	4.1	5.9
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.0	0.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	7.5	6.0
	3:45 PM	100.0	0.0	0.0	0.0	100.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	6.0	4.9
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	5.7	4.5
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	4.7	3.7
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	4.1	3.1	3.0
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.8	4.3	3.0
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	2.7	2.2
	5:15 PM	100.0	0.0	0.0	0.0	100.0	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	2.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	2.8	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	1.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		66.7	0.0	0.0	0.0	22.2	0.0	4.9	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.1	5.0	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (Median East of Buntrock)					From East (STH 167 - Mequon Road)					From South (Median East of Buntrock)					From West (STH 167 - Mequon Road)					Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	4.6
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	100.0	0.0	0.0	0.0	100.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	3.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Median East of Buntrock and STH 167 - Mequon Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach Median East of Buntrock			Crossing East Approach STH 167 - Mequon Road			Crossing South Approach Median East of Buntrock			Crossing West Approach STH 167 - Mequon Road			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
	7:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	6
	7:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
	7:45 AM	1	0	1	0	0	0	0	2	2	0	0	0	3	8
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	8:15 AM	1	0	1	0	0	0	2	0	2	0	0	0	3	
	8:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	
	8:45 AM	2	0	2	0	0	0	1	0	1	0	0	0	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	8
	3:15 PM	2	0	2	0	0	0	0	2	2	0	0	0	4	9
	3:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
	3:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
	4:00 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	7
	4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
	4:30 PM	0	0	0	0	0	0	1	1	2	0	0	0	2	6
	4:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	4
	5:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	1	1	0	0	0	0	1	1	0	0	0	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		14	1	15	0	0	0	13	6	19	0	0	0	34	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Industrial Drive and STH 167 - Mequon Road

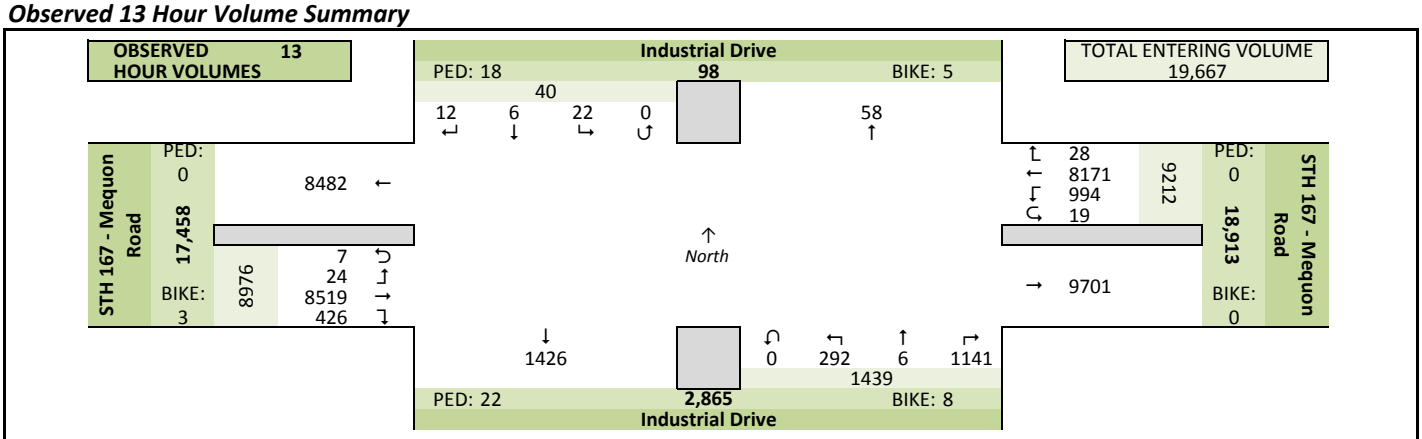
Site Information

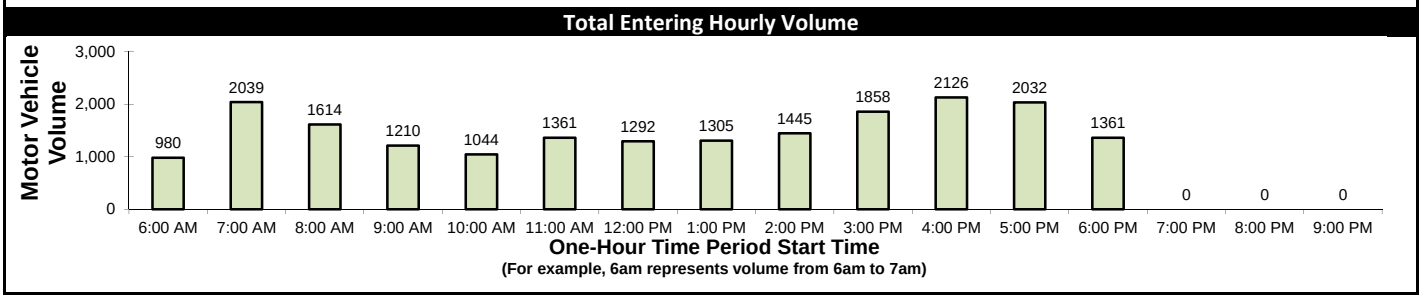
Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Industrial Drive		
East Leg	STH 167 - Mequon Road		
South Leg	Industrial Drive		
West Leg	STH 167 - Mequon Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

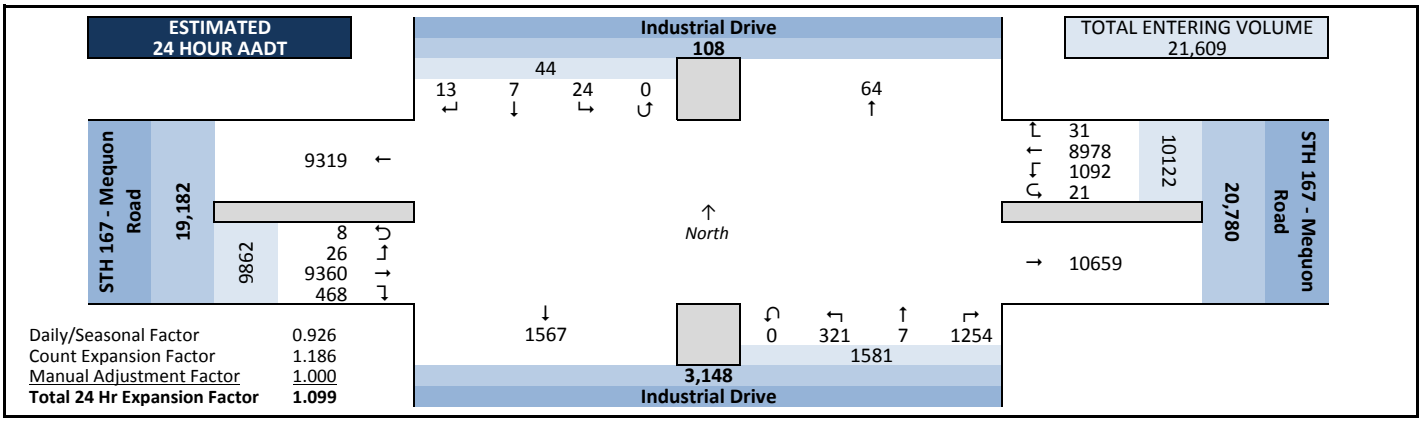
Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Wednesday, November 01, 2017			Weather	
AM Peak Period	Wednesday, November 01, 2017			Clear & Dry	
Midday Peak Period	Wednesday, November 01, 2017			Clear & Dry	
PM Peak Period	Wednesday, November 01, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	11:30-12:30am	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	11:30-12:30am	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.926	Count Expansion Factor	1.186		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Jeff Schleif			
	PM Peak Period	JK Bieberitz			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	0.926
Count Expansion Factor	1.186
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.099**

Intersection Traffic Volume Report

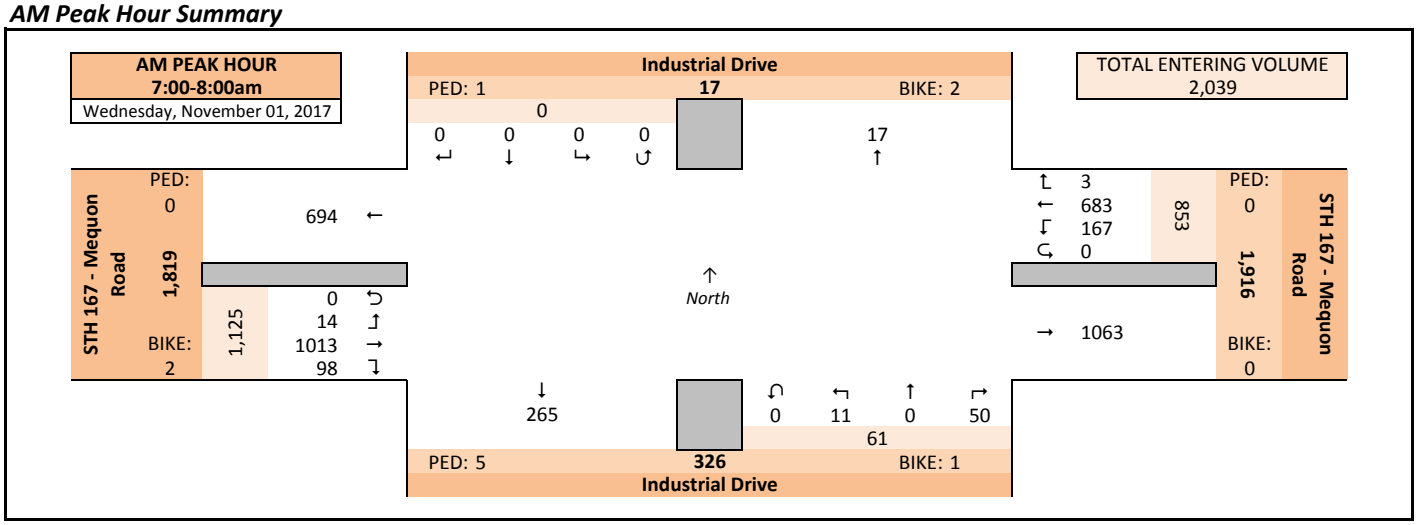
Count Basics			Page 2 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

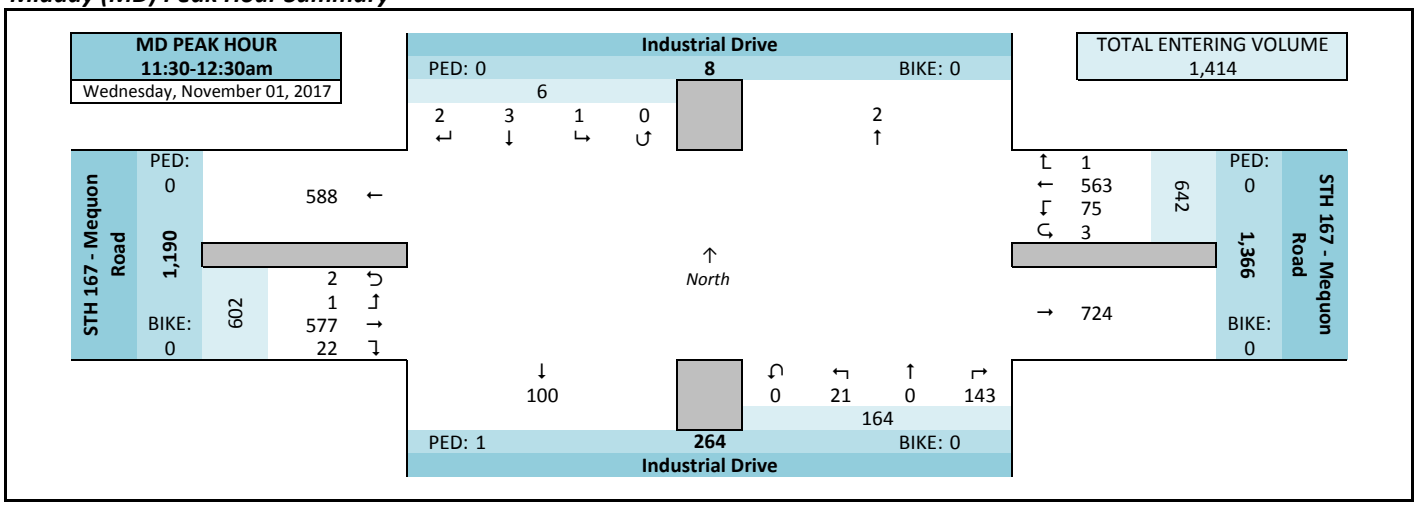
All Motor Vehicles

Industrial Drive and STH 167 - Mequon Road

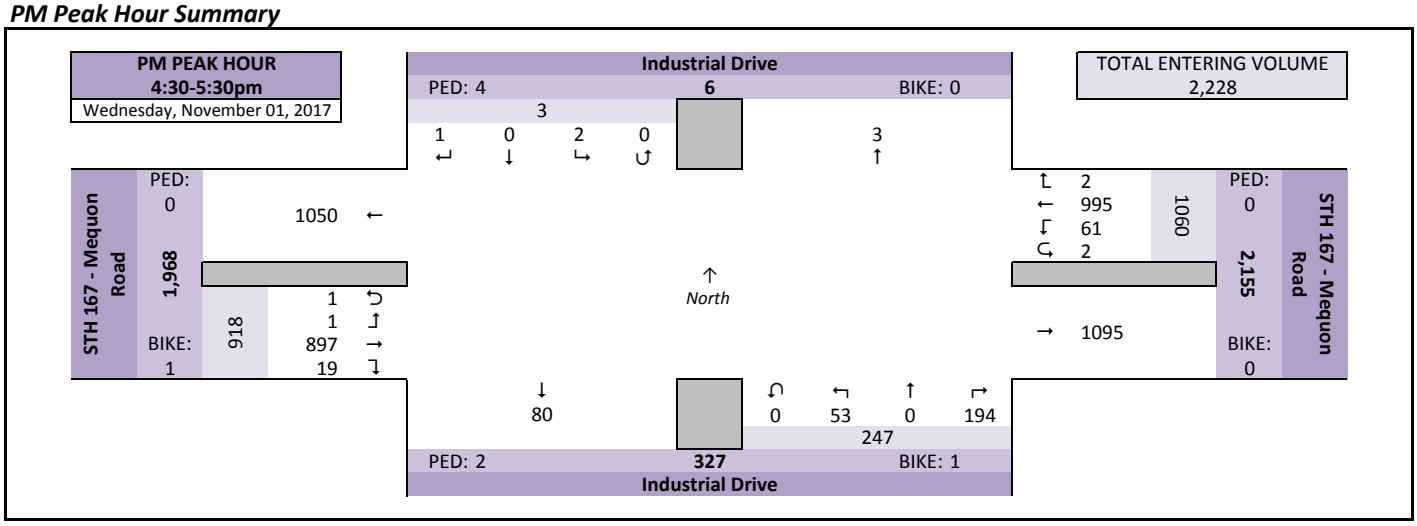
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Industrial Drive and STH 167 - Mequon Road

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 01, 2017		From North					From East					From South					From West					
	AM Peak Hour	Industrial Drive					STH 167 - Mequon Road					Industrial Drive					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	0	131	29	0	160	12	0	3	0	15	22	259	2	0	283	458
	7:15 AM	0	0	0	0	0	1	186	41	0	228	7	0	4	0	11	28	260	7	0	295	534
	7:30 AM	0	0	0	0	0	1	191	44	0	236	13	0	1	0	14	21	231	5	0	257	507
	7:45 AM	0	0	0	0	0	1	175	53	0	229	18	0	3	0	21	27	263	0	0	290	540
	Peak Hour Volume	0	0	0	0	0	3	683	167	0	853	50	0	11	0	61	98	1013	14	0	1125	2039
	Rounded Hourly Volume	0	0	0	0	0	5	685	165	0	855	50	0	10	0	60	100	1015	15	0	1130	2045
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.6	1.2	0.0	2.3	20.0	0.0	9.1	0.0	18.0	0.0	3.7	0.0	0.0	3.3	3.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.6	0.0	1.6	2.0	0.0	0.0	0.0	1.6	1.0	1.1	0.0	0.0	1.1	1.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.8	0.0	4.0	22.0	0.0	9.1	0.0	19.7	1.0	4.7	0.0	0.0	4.4	4.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.75	0.89	0.79	0.00	0.90	0.69	0.00	0.69	0.00	0.73	0.87	0.96	0.50	0.00	0.95	0.94

Wednesday, November 01, 2017		From North					From East					From South					From West					
	MD Peak Hour	Industrial Drive					STH 167 - Mequon Road					Industrial Drive					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	0	0	0	0	0	0	144	11	1	156	38	0	4	0	42	5	157	0	0	162	360
	11:45 AM	2	3	1	0	6	0	146	17	1	164	32	0	4	0	36	4	173	0	2	179	385
	12:00 PM	0	0	0	0	0	1	133	22	0	156	41	0	5	0	46	8	115	1	0	124	326
	12:15 PM	0	0	0	0	0	0	140	25	1	166	32	0	8	0	40	5	132	0	0	137	343
	Peak Hour Volume	2	3	1	0	6	1	563	75	3	642	143	0	21	0	164	22	577	1	2	602	1414
	Rounded Hourly Volume	0	5	0	0	5	0	565	75	5	645	145	0	20	0	165	20	575	0	0	595	1410
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.7	12.0	0.0	4.7	7.7	0.0	9.5	0.0	7.9	9.1	3.8	0.0	0.0	4.0	4.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.8	5.3	0.0	3.1	2.8	0.0	0.0	0.0	2.4	4.5	3.1	0.0	0.0	3.2	3.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.6	17.3	0.0	7.8	10.5	0.0	9.5	0.0	10.4	13.6	6.9	0.0	0.0	7.1	7.8
	Peak Hour Factor (PHF)	0.25	0.25	0.25	0.00	0.25	0.25	0.96	0.75	0.75	0.97	0.87	0.00	0.66	0.00	0.89	0.69	0.83	0.25	0.25	0.84	0.92

Wednesday, November 01, 2017		From North					From East					From South					From West					
	PM Peak Hour	Industrial Drive					STH 167 - Mequon Road					Industrial Drive					STH 167 - Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	1	0	1	1	236	15	1	253	56	0	15	0	71	3	187	0	0	190	515
	4:45 PM	1	0	0	0	1	0	243	19	1	263	48	0	9	0	57	5	249	1	1	256	577
	5:00 PM	0	0	0	0	0	0	253	13	0	266	51	0	14	0	65	4	241	0	0	245	576
	5:15 PM	0	0	1	0	1	1	263	14	0	278	39	0	15	0	54	7	220	0	0	227	560
	Peak Hour Volume	1	0	2	0	3	2	995	61	2	1060	194	0	53	0	247	19	897	1	1	918	2228
	Rounded Hourly Volume	0	0	0	0	0	0	995	60	0	1055	195	0	55	0	250	20	895	0	0	915	2220
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.5	13.1	0.0	3.1	1.0	0.0	0.0	0.0	0.8	26.3	1.7	0.0	0.0	2.2	2.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.3	0.0	0.6	0.5	0.0	0.0	0.0	0.4	0.0	1.3	0.0	0.0	1.3	0.9
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.9	16.4	0.0	3.7	1.5	0.0	0.0	0.0	1.2	26.3	3.0	0.0	0.0	3.5	3.3
	Peak Hour Factor (PHF)	0.25	0.00	0.50	0.00	0.75	0.50	0.95	0.80	0.50	0.95	0.87	0.00	0.88	0.00	0.87	0.68	0.90	0.25	0.25	0.90	0.97

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Industrial Drive			STH 167 - Mequon Road			Industrial Drive			STH 167 - Mequon Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	1	1	0	0	0	1	0	1	0	1	1	3
	7:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	3
	7:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	7:45 AM	1	1	2	0	0	0	0	1	1	0	1	1	4
	Total	1	2	3	0	0	0	5	1	6	0	2	2	11
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	1	0	1	0	0	0	1
PM	4:30 PM	2	0	2	0	0	0	1	1	2	0	1	1	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	Total	4	0	4	0	0	0	2	1	3	0	1	1	8

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

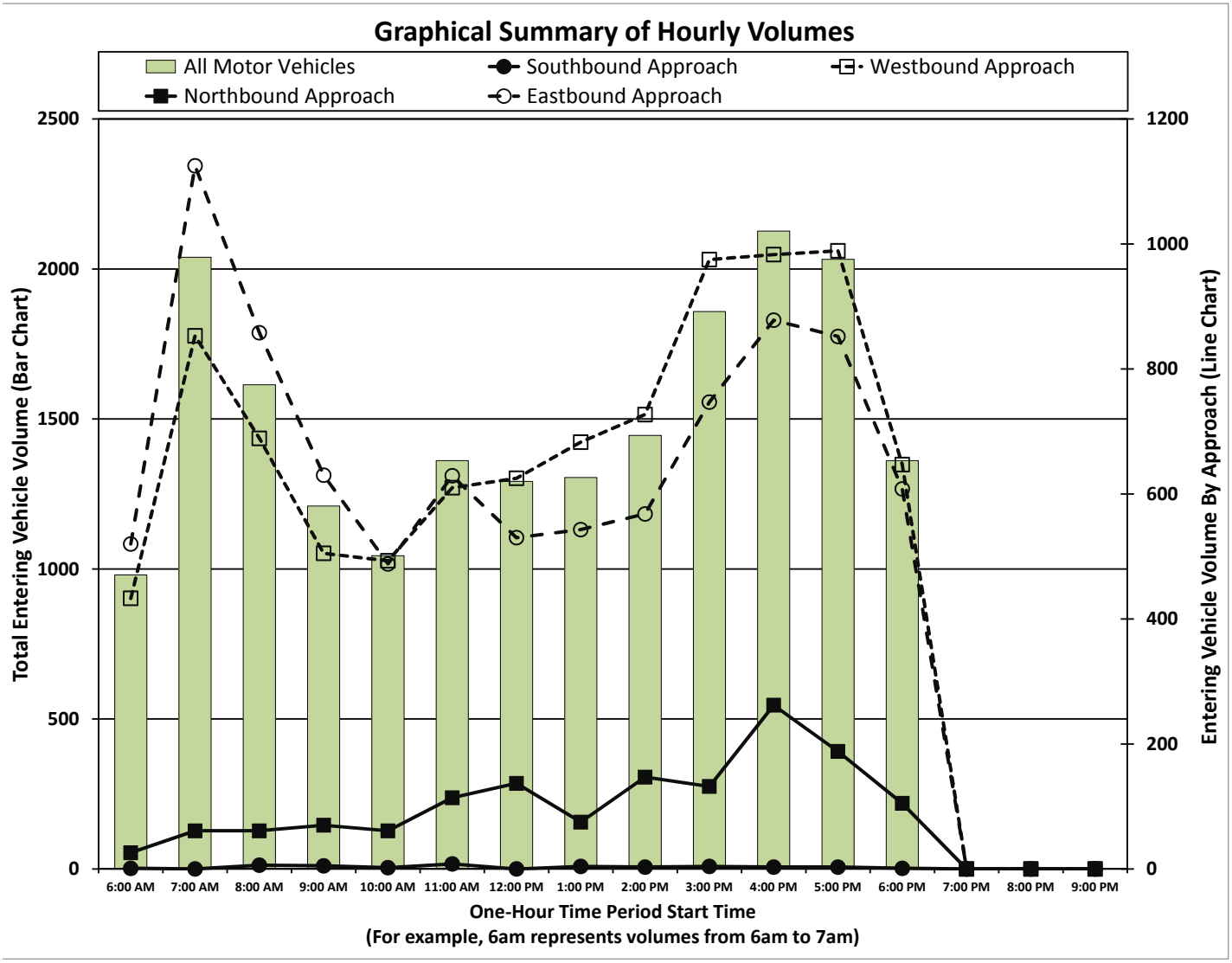
Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

Industrial Drive and STH 167 - Mequon Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (Industrial Drive)					From East (STH 167 - Mequon Road)					From South (Industrial Drive)					From West (STH 167 - Mequon Road)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	1	0	0	0	1	0	344	88	1	433	17	1	8	0	26	72	448	0	0	520	980	953	27
	7:00 AM	0	0	0	0	0	3	683	167	0	853	50	0	11	0	61	98	1013	14	0	1125	2039	1978	61
	8:00 AM	3	0	3	0	6	3	547	138	1	689	52	2	7	0	61	55	801	2	0	858	1614	1547	67
	9:00 AM	1	0	4	0	5	2	446	56	1	505	50	0	20	0	70	30	599	0	1	630	1210	1135	75
MD	10:00 AM	0	2	0	0	2	3	441	49	0	493	42	1	18	0	61	14	473	0	1	488	1044	981	63
	11:00 AM	3	3	2	0	8	1	555	52	2	610	99	0	15	0	114	20	607	0	2	629	1361	1239	122
	12:00 PM	0	0	0	0	0	2	524	98	1	625	115	0	22	0	137	23	504	3	0	530	1292	1155	137
	1:00 PM	1	1	2	0	4	3	575	101	4	683	62	1	12	0	75	26	517	0	0	543	1305	1226	79
PM	2:00 PM	0	0	3	0	3	1	676	48	2	727	121	0	26	0	147	21	545	1	1	568	1445	1295	150
	3:00 PM	2	0	2	0	4	6	914	53	2	975	99	0	33	0	132	19	727	0	1	747	1858	1722	136
	4:00 PM	1	0	2	0	3	3	918	58	4	983	207	1	54	0	262	17	857	3	1	878	2126	1861	265
	5:00 PM	0	0	3	0	3	1	934	53	1	989	150	0	38	0	188	17	835	0	0	852	2032	1841	191
	6:00 PM	0	0	1	0	1	0	614	33	0	647	77	0	28	0	105	14	593	1	0	608	1361	1255	106
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		12	6	22	0	40	28	8171	994	19	9212	1141	6	292	0	1439	426	8519	24	7	8976	19667	18188	1479



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Industrial Drive and STH 167 - Mequon Road

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (Industrial Drive) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Industrial Drive) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	53	16	1	70	1	0	1	0	2	17	78	0	0	95	167	980	0.69
	6:15 AM	0	0	0	0	0	0	53	19	0	72	1	0	3	0	4	15	106	0	0	121	197	1271	0.69
	6:30 AM	1	0	0	0	1	0	119	22	0	141	10	1	2	0	13	12	96	0	0	108	263	1608	0.75
	6:45 AM	0	0	0	0	0	0	119	31	0	150	5	0	2	0	7	28	168	0	0	196	353	1852	0.87
	7:00 AM	0	0	0	0	0	0	131	29	0	160	12	0	3	0	15	22	259	2	0	283	458	2039	0.94
	7:15 AM	0	0	0	0	0	1	186	41	0	228	7	0	4	0	11	28	260	7	0	295	534	2025	0.94
	7:30 AM	0	0	0	0	0	1	191	44	0	236	13	0	1	0	14	21	231	5	0	257	507	1892	0.88
	7:45 AM	0	0	0	0	0	1	175	53	0	229	18	0	3	0	21	27	263	0	0	290	540	1754	0.81
	8:00 AM	0	0	2	0	2	0	167	42	1	210	16	0	3	0	19	15	198	0	0	213	444	1614	0.91
	8:15 AM	1	0	1	0	2	3	130	33	0	166	12	2	2	0	16	13	203	1	0	217	401	1487	0.93
	8:30 AM	1	0	0	0	1	0	137	30	0	167	6	0	1	0	7	15	178	1	0	194	369	1381	0.86
	8:45 AM	1	0	0	0	1	0	113	33	0	146	18	0	1	0	19	12	222	0	0	234	400	1292	0.81
	9:00 AM	0	0	0	0	0	2	116	16	0	134	13	0	5	0	18	8	156	0	1	165	317	1210	0.95
	9:15 AM	1	0	2	0	3	0	99	13	0	112	14	0	4	0	18	4	158	0	0	162	295	1138	0.89
	9:30 AM	0	0	0	0	0	0	109	12	0	121	11	0	4	0	15	8	136	0	0	144	280	1108	0.87
	9:45 AM	0	0	2	0	2	0	122	15	1	138	12	0	7	0	19	10	149	0	0	159	318	1078	0.85
Midday Peak Period	10:00 AM	0	0	0	0	0	1	103	13	0	117	13	0	3	0	16	7	105	0	0	112	245	1044	0.92
	10:15 AM	0	1	0	0	1	2	112	14	0	128	8	0	6	0	14	3	118	0	1	122	265	1105	0.90
	10:30 AM	0	0	0	0	0	0	105	8	0	113	7	1	5	0	13	4	120	0	0	124	250	1150	0.93
	10:45 AM	0	1	0	0	1	0	121	14	0	135	14	0	4	0	18	0	130	0	0	130	284	1260	0.88
	11:00 AM	0	0	1	0	1	1	125	8	0	134	16	0	2	0	18	7	146	0	0	153	306	1361	0.88
	11:15 AM	1	0	0	0	1	0	140	16	0	156	13	0	5	0	18	4	131	0	0	135	310	1381	0.90
	11:30 AM	0	0	0	0	0	0	144	11	1	156	38	0	4	0	42	5	157	0	0	162	360	1414	0.92
	11:45 AM	2	3	1	0	6	0	146	17	1	164	32	0	4	0	36	4	173	0	2	179	385	1358	0.88
	12:00 PM	0	0	0	0	0	1	133	22	0	156	41	0	5	0	46	8	115	1	0	124	326	1292	0.94
	12:15 PM	0	0	0	0	0	0	140	25	1	166	32	0	8	0	40	5	132	0	0	137	343	1321	0.93
	12:30 PM	0	0	0	0	0	0	123	23	0	146	21	0	4	0	25	8	125	0	0	133	304	1315	0.93
	12:45 PM	0	0	0	0	0	1	128	28	0	157	21	0	5	0	26	2	132	2	0	136	319	1299	0.91
	1:00 PM	0	0	1	0	1	1	150	37	1	189	14	0	4	0	18	9	138	0	0	147	355	1305	0.92
	1:15 PM	0	0	1	0	1	1	145	25	1	172	17	0	4	0	21	4	139	0	0	143	337	1279	0.95
	1:30 PM	1	0	0	0	1	0	133	24	1	158	16	0	1	0	17	4	108	0	0	112	288	1277	0.95
	1:45 PM	0	1	0	0	1	1	147	15	1	164	15	1	3	0	19	9	132	0	0	141	325	1360	0.92
PM Peak Period	2:00 PM	0	0	1	0	1	0	143	17	2	162	35	0	7	0	42	8	116	0	0	124	329	1445	0.88
	2:15 PM	0	0	0	0	0	0	153	12	0	165	22	0	2	0	24	6	140	0	0	146	335	1536	0.91
	2:30 PM	0	0	1	0	1	1	166	6	0	173	45	0	12	0	57	4	135	0	1	140	371	1658	0.91
	2:45 PM	0	0	1	0	1	0	214	13	0	227	19	0	5	0	24	3	154	1	0	158	410	1792	0.89
	3:00 PM	0	0	1	0	1	2	216	14	0	232	25	0	4	0	29	3	154	0	1	158	420	1858	0.92
	3:15 PM	1	0	0	0	1	2	224	16	0	242	20	0	5	0	25	4	185	0	0	189	457	1983	0.91
	3:30 PM	0	0	1	0	1	2	230	14	0	246	34	0	16	0	50	7	201	0	0	208	505	2015	0.92
	3:45 PM	1	0	0	0	1	0	244	9	2	255	20	0	8	0	28	5	187	0	0	192	476	2025	0.93
	4:00 PM	0	0	0	0	0	2	207	12	0	221	75	0	16	0	91	7	225	1	0	233	545	2126	0.92
	4:15 PM	0	0	1	0	1	0	232	12	2	246	28	1	14	0	43	2	196	1	0	199	489	2157	0.93
	4:30 PM	0	0	1	0	1	1	236	15	1	253	56	0	15	0	71	3	187	0	0	190	515	2228	0.97
	4:45 PM	1	0	0	0	1	0	243	19	1	263	48	0	9	0	57	5	249	1	1	256	577	2183	0.95
	5:00 PM	0	0	0	0	0	0	253	13	0	266	51	0	14	0	65	4	241	0	0	245	576	2032	0.88
	5:15 PM	0	0	1	0	1	1	263	14	0	278	39	0	15	0	54	7	220	0	0	227	560	1845	0.82
	5:30 PM	0	0	2	0	2	0	230	12	0	242	34	0	3	0	37	3	186	0	0	189	470	1652	0.88
	5:45 PM	0	0	0	0	0	0	188	14	1	203	26	0	6	0	32	3	188	0	0	191	426	1519	0.89
	6:00 PM	0	0	0	0	0	0	176	5	0	181	27	0	10	0	37	6	165	0	0	171	389	1361	0.87
	6:15 PM	0	0	1	0	1	0	172	8	0	180	15	0	5	0	20	2	164	0	0	166	367		
	6:30 PM	0	0	0	0	0	0	151	9	0	160	18	0	9	0	27	2	148	0	0	150	337		
	6:45 PM	0	0	0	0	0	0	115	11	0	126	17	0	4	0	21	4	116	1	0	121	268		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		12	6	22	0	40	28	8171	994	19	9212	1141	6	292	0	1439	426	8519	24	7	8976	19667		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (Industrial Drive) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Industrial Drive) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume	PHF
AM	7:00 AM	0	0	0	0	0	3	683	167	0	853	50	0	11	0	61	98	1013	14	0	1125	2039	0.94
MD	11:30 AM	2	3	1	0	6	1	563	75	3	642	143	0	21	0	164	22	577	1	2	602	1414	0.92
PM	4:30 PM	1	0	2	0	3	2	995	61	2	1060	194	0	53	0	247	19	897	1	1	918	2228	0.97

Intersection Traffic Volume Report

Count Basics		*Page 6 of 11*
Start Date: Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Industrial Drive and STH 167 - Mequon Road

15-Minute Automobile Data

15-Minute Time Period		From North (Industrial Drive)					From East (STH 167 - Mequon Road)					From South (Industrial Drive)					From West (STH 167 - Mequon Road)					15-Min Totals	Hourly Sum
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	49	15	1	65	1	0	0	0	1	17	68	0	0	85	151	908
	6:15 AM	0	0	0	0	0	0	50	18	0	68	0	0	2	0	2	15	96	0	0	111	181	1193
	6:30 AM	1	0	0	0	1	0	108	22	0	130	9	1	1	0	11	12	90	0	0	102	244	1524
	6:45 AM	0	0	0	0	0	0	113	31	0	144	1	0	2	0	3	26	159	0	0	185	332	1771
	7:00 AM	0	0	0	0	0	0	123	29	0	152	10	0	3	0	13	21	248	2	0	271	436	1944
	7:15 AM	0	0	0	0	0	1	180	40	0	221	7	0	3	0	10	28	246	7	0	281	512	1921
	7:30 AM	0	0	0	0	0	1	184	44	0	229	12	0	1	0	13	21	223	5	0	249	491	1779
	7:45 AM	0	0	0	0	0	1	165	51	0	217	10	0	3	0	13	27	248	0	0	275	505	1627
	8:00 AM	0	0	2	0	2	0	158	41	1	200	11	0	3	0	14	14	183	0	0	197	413	1488
	8:15 AM	1	0	1	0	2	3	120	32	0	155	11	2	2	0	15	13	184	1	0	198	370	1367
	8:30 AM	1	0	0	0	1	0	129	28	0	157	3	0	1	0	4	15	161	1	0	177	339	1271
	8:45 AM	1	0	0	0	1	0	106	29	0	135	14	0	1	0	15	8	207	0	0	215	366	1183
	9:00 AM	0	0	0	0	0	2	105	14	0	121	13	0	2	0	15	8	147	0	1	156	292	1097
	9:15 AM	1	0	2	0	3	0	93	12	0	105	14	0	4	0	18	2	146	0	0	148	274	1023
	9:30 AM	0	0	0	0	0	0	102	11	0	113	11	0	3	0	14	6	118	0	0	124	251	984
	9:45 AM	0	0	2	0	2	0	108	13	1	122	6	0	6	0	12	9	135	0	0	144	280	963
Midday Peak Period	10:00 AM	0	0	0	0	0	1	93	12	0	106	8	0	3	0	11	5	96	0	0	101	218	929
	10:15 AM	0	1	0	0	1	2	97	10	0	109	5	0	5	0	10	3	111	0	1	115	235	986
	10:30 AM	0	0	0	0	0	0	100	8	0	108	5	1	3	0	9	1	112	0	0	113	230	1035
	10:45 AM	0	1	0	0	1	0	103	8	0	111	10	0	4	0	14	0	120	0	0	120	246	1138
	11:00 AM	0	0	1	0	1	1	118	6	0	125	11	0	1	0	12	6	131	0	0	137	275	1256
	11:15 AM	1	0	0	0	1	0	130	10	0	140	13	0	5	0	18	3	122	0	0	125	284	1280
	11:30 AM	0	0	0	0	0	0	138	11	1	150	30	0	3	0	33	4	146	0	0	150	333	1304
	11:45 AM	2	3	1	0	6	0	141	14	1	156	32	0	4	0	36	3	161	0	2	166	364	1251
	12:00 PM	0	0	0	0	0	1	124	17	0	142	36	0	5	0	41	7	108	1	0	116	299	1183
	12:15 PM	0	0	0	0	0	0	123	20	1	144	30	0	7	0	37	5	122	0	0	127	308	1212
	12:30 PM	0	0	0	0	0	0	117	21	0	138	19	0	4	0	23	5	114	0	0	119	280	1204
	12:45 PM	0	0	0	0	0	1	116	26	0	143	17	0	4	0	21	2	128	2	0	132	296	1177
	1:00 PM	0	0	1	0	1	1	140	33	1	175	13	0	3	0	16	9	127	0	0	136	328	1178
	1:15 PM	0	0	1	0	1	1	132	23	1	157	11	0	2	0	13	4	125	0	0	129	300	1142
	1:30 PM	1	0	0	0	1	0	114	19	1	134	14	0	1	0	15	3	100	0	0	103	253	1154
	1:45 PM	0	1	0	0	1	1	138	12	1	152	11	1	1	0	13	9	122	0	0	131	297	1245
PM Peak Period	2:00 PM	0	0	1	0	1	0	129	16	2	147	31	0	7	0	38	6	100	0	0	106	292	1324
	2:15 PM	0	0	0	0	0	0	147	10	0	157	18	0	2	0	20	5	130	0	0	135	312	1423
	2:30 PM	0	0	1	0	1	1	157	5	0	163	40	0	11	0	51	4	124	0	1	129	344	1544
	2:45 PM	0	0	1	0	1	0	200	8	0	208	17	0	3	0	20	1	145	1	0	147	376	1669
	3:00 PM	0	0	1	0	1	2	205	9	0	216	22	0	4	0	26	2	145	0	1	148	391	1739
	3:15 PM	1	0	0	0	1	2	215	11	0	228	18	0	4	0	22	3	179	0	0	182	433	1861
	3:30 PM	0	0	1	0	1	2	205	14	0	221	34	0	15	0	49	7	191	0	0	198	469	1893
	3:45 PM	1	0	0	0	1	0	224	7	2	233	19	0	8	0	27	5	180	0	0	185	446	1920
	4:00 PM	0	0	0	0	0	2	197	8	0	207	73	0	16	0	89	7	209	1	0	217	513	2024
	4:15 PM	0	0	1	0	1	0	220	10	2	232	27	1	14	0	42	1	188	1	0	190	465	2069
	4:30 PM	0	0	1	0	1	1	230	12	1	244	56	0	15	0	71	2	178	0	0	180	496	2154
	4:45 PM	1	0	0	0	1	0	233	15	1	249	47	0	9	0	56	2	240	1	1	244	550	2115
	5:00 PM	0	0	0	0	0	0	246	10	0	256	50	0	14	0	64	4	234	0	0	238	558	1986
	5:15 PM	0	0	1	0	1	1	257	14	0	272	38	0	15	0	53	6	218	0	0	224	550	1811
	5:30 PM	0	0	2	0	2	0	223	12	0	235	33	0	3	0	36	3	181	0	0	184	457	1624
	5:45 PM	0	0	0	0	0	0	187	14	1	202	24	0	6	0	30	3	186	0	0	189	421	1498
	6:00 PM	0	0	0	0	0	0	172	5	0	177	26	0	10	0	36	6	164	0	0	170	383	1340
	6:15 PM	0	0	1	0	1	0	171	6	0	177	15	0	5	0	20	2	163	0	0	165	363	
	6:30 PM	0	0	0	0	0	0	148	8	0	156	17	0	9	0	26	1	148	0	0	149	331	
	6:45 PM	0	0	0	0	0	0	114	10	0	124	16	0	4	0	20	4	114	1	0	119	263	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		12	6	22	0	40	28	7697	884	19	8628	1019	6	266	0	1291	385	8021	24	7	8437	18396	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (Industrial Drive)					From East (STH 167 - Mequon Road)					From South (Industrial Drive)					From West (STH 167 - Mequon Road)					Total Hourly Volume
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	3	652	164	0	819	39	0	10	0	49	97	965	14	0	1076	1944
MD	11:30 AM	2	3	1	0	6	1	526	62	3	592	128	0	19	0	147	19	537	1	2	559	1304
PM	4:30 PM	1	0	2	0	3	2	966	51	2	1021	191	0	53	0	244	14	870	1	1	886	2154

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Industrial Drive and STH 167 - Mequon Road

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

15-Minute Time Period		From North (Industrial Drive)					From East (STH 167 - Mequon Road)					From South (Industrial Drive)					From West (STH 167 - Mequon Road)					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	5	39
	6:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	5	0	0	5	8	50
	6:30 AM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	2	0	0	2	9	54
	6:45 AM	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	2	5	0	0	7	17	56
	7:00 AM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	0	9	0	0	9	16	68
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	10	0	0	10	12	73
	7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11	85
	7:45 AM	0	0	0	0	0	0	6	2	0	8	8	0	0	0	8	0	13	0	0	13	29	99
	8:00 AM	0	0	0	0	0	0	5	1	0	6	5	0	0	0	5	1	9	0	0	10	21	98
	8:15 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	16	0	0	16	24	95
	8:30 AM	0	0	0	0	0	0	6	2	0	8	3	0	0	0	3	0	14	0	0	14	25	84
	8:45 AM	0	0	0	0	0	0	4	4	0	8	4	0	0	0	4	4	12	0	0	16	28	78
	9:00 AM	0	0	0	0	0	0	6	2	0	8	0	0	3	0	3	0	7	0	0	7	18	78
	9:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	8	0	0	10	13	73
	9:30 AM	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	1	11	0	0	12	19	79
	9:45 AM	0	0	0	0	0	0	11	2	0	13	6	0	1	0	7	0	8	0	0	8	28	76
Midday Peak Period	10:00 AM	0	0	0	0	0	0	3	1	0	4	4	0	0	0	4	1	4	0	0	5	13	75
	10:15 AM	0	0	0	0	0	0	8	3	0	11	2	0	1	0	3	0	5	0	0	5	19	85
	10:30 AM	0	0	0	0	0	0	3	0	0	3	2	0	2	0	4	3	6	0	0	9	16	83
	10:45 AM	0	0	0	0	0	0	13	6	0	19	4	0	0	0	4	0	4	0	0	4	27	84
	11:00 AM	0	0	0	0	0	0	6	1	0	7	4	0	1	0	5	1	10	0	0	11	23	70
	11:15 AM	0	0	0	0	0	0	6	5	0	11	0	0	0	0	0	0	6	0	0	6	17	65
	11:30 AM	0	0	0	0	0	0	4	0	0	4	6	0	1	0	7	1	5	0	0	6	17	67
	11:45 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	7	0	0	8	13	65
	12:00 PM	0	0	0	0	0	0	6	4	0	10	4	0	0	0	4	0	4	0	0	4	18	67
	12:15 PM	0	0	0	0	0	0	8	3	0	11	1	0	1	0	2	0	6	0	0	6	19	70
	12:30 PM	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	1	7	0	0	8	15	79
	12:45 PM	0	0	0	0	0	0	9	1	0	10	3	0	0	0	3	0	2	0	0	2	15	89
	1:00 PM	0	0	0	0	0	0	8	4	0	12	0	0	1	0	1	0	8	0	0	8	21	98
	1:15 PM	0	0	0	0	0	0	12	1	0	13	4	0	0	0	4	0	11	0	0	11	28	103
	1:30 PM	0	0	0	0	0	0	13	4	0	17	2	0	0	0	2	0	6	0	0	6	25	89
	1:45 PM	0	0	0	0	0	0	7	3	0	10	3	0	2	0	5	0	9	0	0	9	24	85
PM Peak Period	2:00 PM	0	0	0	0	0	0	10	1	0	11	4	0	0	0	4	1	10	0	0	11	26	86
	2:15 PM	0	0	0	0	0	0	2	2	0	4	4	0	0	0	4	0	6	0	0	6	14	83
	2:30 PM	0	0	0	0	0	0	7	1	0	8	5	0	0	0	5	0	8	0	0	8	21	86
	2:45 PM	0	0	0	0	0	0	12	4	0	16	2	0	0	0	2	1	6	0	0	7	25	92
	3:00 PM	0	0	0	0	0	0	10	5	0	15	3	0	0	0	3	1	4	0	0	5	23	91
	3:15 PM	0	0	0	0	0	0	7	4	0	11	1	0	0	0	1	1	4	0	0	5	17	90
	3:30 PM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	6	0	0	6	27	88
	3:45 PM	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	0	5	0	0	5	24	76
	4:00 PM	0	0	0	0	0	0	7	4	0	11	1	0	0	0	1	0	10	0	0	10	22	72
	4:15 PM	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	1	5	0	0	6	15	62
	4:30 PM	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	1	6	0	0	7	15	55
	4:45 PM	0	0	0	0	0	0	8	3	0	11	1	0	0	0	1	3	5	0	0	8	20	48
	5:00 PM	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	3	0	0	3	12	31
	5:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	1	0	0	2	8	23
	5:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8	16
	5:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	10
	6:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4	10
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	
	6:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	325	91	0	416	101	0	19	0	120	29	318	0	0	347	883	

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

Hourly Time Period		From North (Industrial Drive)					From East (STH 167 - Mequon Road)					From South (Industrial Drive)					From West (STH 167 - Mequon Road)					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	18	2	0	20	10	0	1	0	11	0	37	0	0	37	68
MD	11:30 AM	0	0	0	0	0	0	21	9	0	30	11	0	2	0	13	2	22	0	0	24	67
PM	4:30 PM	0	0	0	0	0	0	25	8	0	33	2	0	0	0	2	5	15	0	0	20	55

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Industrial Drive and STH 167 - Mequon Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (Industrial Drive) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Industrial Drive) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	11	33
	6:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	28
	6:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	30
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	25
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6	27
	7:15 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	10	31
	7:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5	28
	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	28
	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10	28
	8:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	25
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	26
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	31
	9:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	35
	9:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	42
	9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	10	45
	9:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10	39
Midday Peak Period	10:00 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	1	5	0	0	6	14	40
	10:15 AM	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	0	2	0	0	2	11	34
	10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	32
	10:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11	38
	11:00 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	5	0	0	5	8	35
	11:15 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	3	0	0	4	9	36
	11:30 AM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	6	0	0	6	10	43
	11:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	8	42
	12:00 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	3	0	0	4	9	42
	12:15 PM	0	0	0	0	0	0	9	2	0	11	1	0	0	0	1	0	4	0	0	4	16	39
	12:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	2	4	0	0	6	9	32
	12:45 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	2	0	0	2	8	33
	1:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	6	29
	1:15 PM	0	0	0	0	0	0	1	1	0	2	2	0	2	0	4	0	3	0	0	3	9	34
	1:30 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	2	0	0	3	10	34
	1:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4	30
PM Peak Period	2:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	11	35
	2:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	9	30
	2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6	28
	2:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	1	3	0	0	4	9	31
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	28
	3:15 PM	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	0	2	0	0	2	7	32
	3:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	34
	3:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6	29
	4:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	10	30
	4:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	9	26
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	19
	4:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	7	20
	5:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	4	0	0	4	6	15
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11
	5:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5	12
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	11
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11
	6:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	
	6:30 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	4	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	149	19	0	168	21	0	7	0	28	12	180	0	0	192	388	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (Industrial Drive) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Industrial Drive) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:00 AM	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	14	0	0	14	28
MD	11:30 AM	0	0	0	0	0	0	16	3	0	19	4	0	1	0	5	2	13	0	0	15	39
PM	4:30 PM	0	0	0	0	0	0	12	1	0	13	2	0	0	0	2	0	14	0	0	14	29

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Industrial Drive and STH 167 - Mequon Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (Industrial Drive)					From East (STH 167 - Mequon Road)					From South (Industrial Drive)					From West (STH 167 - Mequon Road)					15-Min Totals	Hourly Sum
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	0	10	0	0	10	16	72
	6:15 AM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	10	0	0	10	16	78
	6:30 AM	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	6	0	0	6	19	84
	6:45 AM	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	2	9	0	0	11	21	81
	7:00 AM	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	1	11	0	0	12	22	95
	7:15 AM	0	0	0	0	0	0	6	1	0	7	0	0	1	0	1	0	14	0	0	14	22	104
	7:30 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	8	0	0	8	16	113
	7:45 AM	0	0	0	0	0	0	10	2	0	12	8	0	0	0	8	0	15	0	0	15	35	127
	8:00 AM	0	0	0	0	0	0	9	1	0	10	5	0	0	0	5	1	15	0	0	16	31	126
	8:15 AM	0	0	0	0	0	0	10	1	0	11	1	0	0	0	1	0	19	0	0	19	31	120
	8:30 AM	0	0	0	0	0	0	8	2	0	10	3	0	0	0	3	0	17	0	0	17	30	110
	8:45 AM	0	0	0	0	0	0	7	4	0	11	4	0	0	0	4	4	15	0	0	19	34	109
	9:00 AM	0	0	0	0	0	0	11	2	0	13	0	0	3	0	3	0	9	0	0	9	25	113
	9:15 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	2	12	0	0	14	21	115
	9:30 AM	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	2	18	0	0	20	29	124
	9:45 AM	0	0	0	0	0	0	14	2	0	16	6	0	1	0	7	1	14	0	0	15	38	115
Midday Peak Period	10:00 AM	0	0	0	0	0	0	10	1	0	11	5	0	0	0	5	2	9	0	0	11	27	115
	10:15 AM	0	0	0	0	0	0	15	4	0	19	3	0	1	0	4	0	7	0	0	7	30	119
	10:30 AM	0	0	0	0	0	0	5	0	0	5	2	0	2	0	4	3	8	0	0	11	20	115
	10:45 AM	0	0	0	0	0	0	18	6	0	24	4	0	0	0	4	0	10	0	0	10	38	122
	11:00 AM	0	0	0	0	0	0	7	2	0	9	5	0	1	0	6	1	15	0	0	16	31	105
	11:15 AM	0	0	0	0	0	0	10	6	0	16	0	0	0	0	0	1	9	0	0	10	26	101
	11:30 AM	0	0	0	0	0	0	6	0	0	6	8	0	1	0	9	1	11	0	0	12	27	110
	11:45 AM	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	1	12	0	0	13	21	107
	12:00 PM	0	0	0	0	0	0	9	5	0	14	5	0	0	0	5	1	7	0	0	8	27	109
	12:15 PM	0	0	0	0	0	0	17	5	0	22	2	0	1	0	3	0	10	0	0	10	35	109
	12:30 PM	0	0	0	0	0	0	6	2	0	8	2	0	0	0	2	3	11	0	0	14	24	111
	12:45 PM	0	0	0	0	0	0	12	2	0	14	4	0	1	0	5	0	4	0	0	4	23	122
	1:00 PM	0	0	0	0	0	0	10	4	0	14	1	0	1	0	2	0	11	0	0	11	27	127
	1:15 PM	0	0	0	0	0	0	13	2	0	15	6	0	2	0	8	0	14	0	0	14	37	137
	1:30 PM	0	0	0	0	0	0	19	5	0	24	2	0	0	0	2	1	8	0	0	9	35	123
	1:45 PM	0	0	0	0	0	0	9	3	0	12	4	0	2	0	6	0	10	0	0	10	28	115
PM Peak Period	2:00 PM	0	0	0	0	0	0	14	1	0	15	4	0	0	0	4	2	16	0	0	18	37	121
	2:15 PM	0	0	0	0	0	0	6	2	0	8	4	0	0	0	4	1	10	0	0	11	23	113
	2:30 PM	0	0	0	0	0	0	9	1	0	10	5	0	1	0	6	0	11	0	0	11	27	114
	2:45 PM	0	0	0	0	0	0	14	5	0	19	2	0	2	0	4	2	9	0	0	11	34	123
	3:00 PM	0	0	0	0	0	0	11	5	0	16	3	0	0	0	3	1	9	0	0	10	29	119
	3:15 PM	0	0	0	0	0	0	9	5	0	14	2	0	1	0	3	1	6	0	0	7	24	122
	3:30 PM	0	0	0	0	0	0	25	0	0	25	0	0	1	0	1	0	10	0	0	10	36	122
	3:45 PM	0	0	0	0	0	0	20	2	0	22	1	0	0	0	1	0	7	0	0	7	30	105
	4:00 PM	0	0	0	0	0	0	10	4	0	14	2	0	0	0	2	0	16	0	0	16	32	102
	4:15 PM	0	0	0	0	0	0	12	2	0	14	1	0	0	0	1	1	8	0	0	9	24	88
	4:30 PM	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	1	9	0	0	10	19	74
	4:45 PM	0	0	0	0	0	0	10	4	0	14	1	0	0	0	1	3	9	0	0	12	27	68
	5:00 PM	0	0	0	0	0	0	7	3	0	10	1	0	0	0	1	0	7	0	0	7	18	46
	5:15 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	1	2	0	0	3	10	34
	5:30 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	13	28
	5:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	5	21
	6:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	6	21
	6:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4	
	6:30 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	0	0	0	1	6	
	6:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	5	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	474	110	0	584	122	0	26	0	148	41	498	0	0	539	1271	

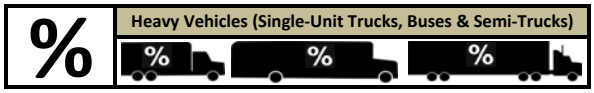
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (Industrial Drive) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Industrial Drive) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:00 AM	0	0	0	0	0	0	31	3	0	34	11	0	1	0	12	1	48	0	0	49	95
MD	11:30 AM	0	0	0	0	0	0	37	13	0	50	15	0	2	0	17	3	40	0	0	43	110
PM	4:30 PM	0	0	0	0	0	0	29	10	0	39	3	0	0	0	3	5	27	0	0	32	74

Intersection Traffic Volume Report

Count Basics			Page 10 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Industrial Drive and STH 167 - Mequon Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (Industrial Drive) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Industrial Drive) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.5	6.2	0.0	7.1	0.0	0.0	100.0	0.0	50.0	0.0	12.8	0.0	0.0	10.5	9.6	7.3
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.7	5.3	0.0	5.6	100.0	0.0	33.3	0.0	50.0	0.0	9.4	0.0	0.0	8.3	8.1	6.1
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.8	10.0	0.0	50.0	0.0	15.4	0.0	6.2	0.0	0.0	5.6	7.2	5.2
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.0	80.0	0.0	0.0	0.0	57.1	7.1	5.4	0.0	0.0	5.6	5.9	4.4
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.0	16.7	0.0	0.0	0.0	13.3	4.5	4.2	0.0	0.0	4.2	4.8	4.7
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	2.4	0.0	3.1	0.0	0.0	25.0	0.0	9.1	0.0	5.4	0.0	0.0	4.7	4.1	5.1
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.0	7.7	0.0	0.0	0.0	7.1	0.0	3.5	0.0	0.0	3.1	3.2	6.0
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.7	3.8	0.0	5.2	44.4	0.0	0.0	0.0	38.1	0.0	5.7	0.0	0.0	5.2	6.5	7.2
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.4	2.4	0.0	4.8	31.2	0.0	0.0	0.0	26.3	6.7	7.6	0.0	0.0	7.5	7.0	7.8
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3.0	0.0	6.6	8.3	0.0	0.0	0.0	6.2	0.0	9.4	0.0	0.0	8.8	7.7	8.1
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.8	6.7	0.0	6.0	50.0	0.0	0.0	0.0	42.9	0.0	9.6	0.0	0.0	8.8	8.1	8.0
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.2	12.1	0.0	7.5	22.2	0.0	0.0	0.0	21.1	33.3	6.8	0.0	0.0	8.1	8.5	8.4
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.5	12.5	0.0	9.7	0.0	0.0	60.0	0.0	16.7	0.0	5.8	0.0	0.0	5.5	7.9	9.3
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	7.7	0.0	6.2	0.0	0.0	0.0	0.0	0.0	50.0	7.6	0.0	0.0	8.6	7.1	10.1
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.4	8.3	0.0	6.6	0.0	0.0	25.0	0.0	6.7	25.0	13.2	0.0	0.0	13.9	10.4	11.2
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.5	13.3	0.0	11.6	50.0	0.0	14.3	0.0	36.8	10.0	9.4	0.0	0.0	9.4	11.9	10.7
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.7	7.7	0.0	9.4	38.5	0.0	0.0	0.0	31.2	28.6	8.6	0.0	0.0	9.8	11.0	11.0
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	13.4	28.6	0.0	14.8	37.5	0.0	16.7	0.0	28.6	0.0	5.9	0.0	0.0	5.7	11.3	10.8
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.4	28.6	0.0	40.0	0.0	30.8	75.0	6.7	0.0	0.0	8.9	8.0	10.0
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.9	42.9	0.0	17.8	28.6	0.0	0.0	0.0	22.2	0.0	7.7	0.0	0.0	7.7	13.4	9.7
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.6	25.0	0.0	6.7	31.2	0.0	50.0	0.0	33.3	14.3	10.3	0.0	0.0	10.5	10.1	7.7
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	37.5	0.0	10.3	0.0	0.0	0.0	0.0	0.0	25.0	6.9	0.0	0.0	7.4	8.4	7.3
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	21.1	0.0	25.0	0.0	21.4	20.0	7.0	0.0	0.0	7.4	7.5	7.8
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	17.6	0.0	4.9	0.0	0.0	0.0	0.0	0.0	25.0	6.9	0.0	0.0	7.3	5.5	7.9
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.8	22.7	0.0	9.0	12.2	0.0	0.0	0.0	10.9	12.5	6.1	0.0	0.0	6.5	8.3	8.4
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	12.1	20.0	0.0	13.3	6.2	0.0	12.5	0.0	7.5	0.0	7.6	0.0	0.0	7.3	10.2	8.3
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.9	8.7	0.0	5.5	9.5	0.0	0.0	0.0	8.0	37.5	8.8	0.0	0.0	10.5	7.9	8.4
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.4	7.1	0.0	8.9	19.0	0.0	20.0	0.0	19.2	0.0	3.0	0.0	0.0	2.9	7.2	9.4
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	10.8	0.0	7.4	7.1	0.0	25.0	0.0	11.1	0.0	8.0	0.0	0.0	7.5	7.6	9.7
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.0	8.0	0.0	8.7	35.3	0.0	50.0	0.0	38.1	0.0	10.1	0.0	0.0	9.8	11.0	10.7
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	20.8	0.0	15.2	12.5	0.0	0.0	0.0	11.8	25.0	7.4	0.0	0.0	8.0	12.2	9.6
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	20.0	0.0	7.3	26.7	0.0	66.7	0.0	31.6	0.0	7.6	0.0	0.0	7.1	8.6	8.5
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.8	5.9	0.0	9.3	11.4	0.0	0.0	0.0	9.5	25.0	13.8	0.0	0.0	14.5	11.2	8.4
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.9	16.7	0.0	4.8	18.2	0.0	0.0	0.0	16.7	16.7	7.1	0.0	0.0	7.5	6.9	7.4
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.4	16.7	0.0	5.8	11.1	0.0	8.3	0.0	10.5	0.0	8.1	0.0	0.0	7.9	7.3	6.9
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.5	38.5	0.0	8.4	10.5	0.0	40.0	0.0	16.7	66.7	5.8	0.0	0.0	7.0	8.3	6.9
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.1	35.7	0.0	6.9	12.0	0.0	0.0	0.0	10.3	33.3	5.8	0.0	0.0	6.3	6.9	6.4
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	31.2	0.0	5.8	10.0	0.0	20.0	0.0	12.0	25.0	3.2	0.0	0.0	3.7	5.3	6.2
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.9	0.0	0.0	10.2	0.0	0.0	6.2	0.0	2.0	0.0	5.0	0.0	0.0	4.8	7.1	6.1
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.2	22.2	0.0	8.6	5.0	0.0	0.0	0.0	3.6	0.0	3.7	0.0	0.0	3.6	6.3	5.2
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	33.3	0.0	6.3	2.7	0.0	0.0	0.0	2.2	0.0	7.1	0.0	0.0	6.9	5.9	4.8
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.2	16.7	0.0	5.7	3.6	0.0	0.0	0.0	2.3	50.0	4.1	0.0	0.0	4.5	4.9	4.1
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	20.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	33.3	4.8	0.0	0.0	5.3	3.7	3.3
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	21.1	0.0	5.3	2.1	0.0	0.0	0.0	1.8	60.0	3.6	0.0	0.0	4.7	4.7	3.1
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.8	23.1	0.0	3.8	2.0	0.0	0.0	0.0	1.5	0.0	2.9	0.0	0.0	2.9	3.1	2.3
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	2.6	0.0	0.0	0.0	1.9	14.3	0.9	0.0	0.0	1.3	1.8	1.8
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	2.9	0.0	0.0	0.0	2.7	0.0	2.7	0.0	0.0	2.6	2.8	1.7
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	7.7	0.0	0.0	0.0	6.2	0.0	1.1	0.0	0.0	1.0	1.2	1.4
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	3.7	0.0	0.0	0.0	2.7	0.0	0.6	0.0	0.0	0.6	1.5	1.5
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.6	25.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	1.1	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	11.1	0.0	2.5	5.6	0.0	0.0	0.0	3.7	50.0	0.0	0.0	0.0	0.7	1.8	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.9	9.1	0.0	1.6	5.9	0.0	0.0	0.0	4.8	0.0	1.7	0.0	0.0	1.7	1.9	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	5.8	11.1	0.0	6.3	10.7	0.0	8.9	0.0	10.3	9.6	5.8	0.0	0.0	6.0	6.5	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (Industrial Drive) Right	Thru	Left	U-Tn	Total	From East (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	From South (Industrial Drive) Right	Thru	Left	U-Tn	Total	From West (STH 167 - Mequon Road) Right	Thru	Left	U-Tn	Total	Hourly Heavy Vehicle Percent
AM	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.8	0.0	4.0	22.0	0.0	9.1	0.0	19.7	1.0	4.7	0.0	0.0	4.4	4.7
MD	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.6	17.3	0.0	7.8	10.5	0.0	9.5	0.0	10.4	13.6	6.9	0.0	0.0	7.1	7.8
PM	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	16.4	0.0	3.7	1.5	0.0	0.0	0.0	1.2	26.3	3.0	0.0	0.0	3.5	3.3

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, November 01, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Industrial Drive and STH 167 - Mequon Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach Industrial Drive			Crossing East Approach STH 167 - Mequon Road			Crossing South Approach Industrial Drive			Crossing West Approach STH 167 - Mequon Road			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:00 AM	0	1	1	0	0	0	1	0	1	0	1	1	3	11
	7:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	3	8
	7:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	9
	7:45 AM	1	1	2	0	0	0	0	1	1	0	1	1	4	10
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	8:15 AM	1	0	1	0	0	0	3	0	3	0	0	0	4	9
	8:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	5
	8:45 AM	1	0	1	0	0	0	2	0	2	0	0	0	3	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	9:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	9:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
PM Peak Period	2:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	6
	2:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
	2:30 PM	0	0	0	0	0	0	1	1	2	0	0	0	2	9
	2:45 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	9
	3:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	8
	3:15 PM	2	0	2	0	0	0	0	2	2	0	0	0	4	9
	3:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
	3:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	9
	4:00 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	8
	4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
	4:30 PM	2	0	2	0	0	0	1	1	2	0	1	1	5	8
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
	5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	7
	5:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	5
	5:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	2	3
	6:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		18	5	23	0	0	0	22	8	30	0	3	3	56	

Special Pedestrians

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

APPENDIX B

BACKGROUND TRAFFIC PEAK HOUR ANALYSIS OUTPUT

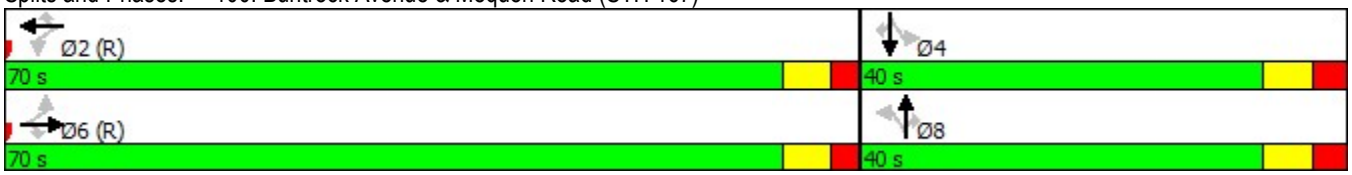
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1055	55	80	620	10	30	30	65	20	50	75
Future Volume (vph)	45	1055	55	80	620	10	30	30	65	20	50	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	0		70	0		45
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			1291			403	
Travel Time (s)		8.5			3.7			35.2			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	7%	7%	7%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	1147	60	87	674	11	0	66	71	0	76	82
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	6	6	6	2	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5	8.5	8.5	8.5	8.5
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1	31.1	31.1	31.1	31.1
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9	32.9	32.9	32.9	32.9
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4		7.1	7.1		7.1	7.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0	17.0	17.0	17.0	17.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
v/c Ratio	0.09	0.42	0.05	0.26	0.25	0.01		0.51	0.35		0.53	0.38
Control Delay	3.4	4.5	0.9	2.9	1.4	0.0		61.2	15.8		60.8	15.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	3.4	4.5	0.9	2.9	1.4	0.0		61.2	15.8		60.8	15.3
Queue Length 50th (ft)	6	103	0	5	21	0		46	0		53	0
Queue Length 95th (ft)	18	162	9	m11	31	m0		89	42		98	45
Internal Link Dist (ft)		419			139			1211			323	
Turn Bay Length (ft)	155			160					70			45
Base Capacity (vph)	562	2703	1222	330	2703	1218		426	501		475	517
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.09	0.42	0.05	0.26	0.25	0.01		0.15	0.14		0.16	0.16

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 7 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1055	55	80	620	10	30	30	65	20	50	75
Future Volume (veh/h)	45	1055	55	80	620	10	30	30	65	20	50	75
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1776	1776	1900	1810	1810
Adj Flow Rate, veh/h	49	1147	60	87	674	11	33	33	71	22	54	82
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	7	7	7	5	5	5
Cap, veh/h	489	1988	889	230	1988	889	49	33	451	42	81	460
Arrive On Green	0.58	0.58	0.58	1.00	1.00	1.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	732	3438	1538	448	3438	1538	1	109	1509	1	270	1538
Grp Volume(v), veh/h	49	1147	60	87	674	11	66	0	71	76	0	82
Grp Sat Flow(s),veh/h/ln	732	1719	1538	448	1719	1538	110	0	1509	271	0	1538
Q Serve(g_s), s	3.3	23.2	1.9	11.7	0.0	0.0	0.0	0.0	3.8	0.0	0.0	4.3
Cycle Q Clear(g_c), s	3.3	23.2	1.9	34.9	0.0	0.0	32.9	0.0	3.8	32.9	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	0.50		1.00	0.29		1.00
Lane Grp Cap(c), veh/h	489	1988	889	230	1988	889	82	0	451	123	0	460
V/C Ratio(X)	0.10	0.58	0.07	0.38	0.34	0.01	0.81	0.00	0.16	0.62	0.00	0.18
Avail Cap(c_a), veh/h	489	1988	889	230	1988	889	82	0	451	123	0	460
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.5	14.7	10.2	6.3	0.0	0.0	39.4	0.0	28.4	31.8	0.0	28.5
Incr Delay (d2), s/veh	0.4	1.2	0.1	4.7	0.5	0.0	40.2	0.0	0.1	6.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	16.9	1.5	3.1	0.2	0.0	5.2	0.0	2.9	3.5	0.0	3.3
LnGrp Delay(d),s/veh	10.9	15.9	10.3	11.0	0.5	0.0	79.6	0.0	28.4	38.4	0.0	28.6
LnGrp LOS	B	B	B	B	A	A	E		C	D		C
Approach Vol, veh/h		1256			772			137			158	
Approach Delay, s/veh		15.4			1.6			53.1			33.3	
Approach LOS		B			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		36.9		34.9		25.2		34.9
Green Ext Time (p_c), s		24.1		0.0		33.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1140	710	1	1	1
Future Volume (vph)	1	1140	710	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1176	732	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1140	710	1	1	1
Future Vol, veh/h	1	1140	710	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	1	1175	732	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	732	0	-	0	1322	366
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	4.2	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.25	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1179	-	-	-	*460	*799
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*605	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1179	-	-	-	*459	*799
Mov Cap-2 Maneuver	-	-	-	-	*508	-
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*604	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1179	-	-	-	621
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	8.1	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1010	100	165	685	40	10	1	50	65	1	15
Future Volume (vph)	30	1010	100	165	685	40	10	1	50	65	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			1256			290	
Travel Time (s)		6.8			21.9			34.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	20%	20%	20%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1074	106	176	729	43	0	12	53	0	86	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1010	100	165	685	40	10	1	50	65	1	15
Future Vol, veh/h	30	1010	100	165	685	40	10	1	50	65	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4	20	20	20	2	2	2
Mvmt Flow	32	1074	106	176	729	43	11	1	53	69	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	1074	0	0	1854	2218	537	1682	2218	364
Stage 1	-	-	-	-	-	-	1138	1138	-	1080	1080	-
Stage 2	-	-	-	-	-	-	716	1080	-	602	1138	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.9	6.9	7.3	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.7	4.2	3.5	3.52	4.02	3.32
Pot Cap-1 Maneuver	1201	-	-	*1019	-	-	65	40	*652	*116	49	*827
Stage 1	-	-	-	-	-	-	562	507	-	*407	420	-
Stage 2	-	-	-	-	-	-	735	387	-	*648	533	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	1201	-	-	*1019	-	-	54	32	*652	*90	40	*827
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	233	-	*281	231	-
Stage 1	-	-	-	-	-	-	547	494	-	*396	347	-
Stage 2	-	-	-	-	-	-	594	320	-	*578	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.7	11.8	20.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	652	1201	-	-	* 1019	-	-	319
HCM Lane V/C Ratio	0.033	0.082	0.027	-	-	0.172	-	-	0.27
HCM Control Delay (s)	15.6	11	8.1	-	-	9.3	-	-	20.4
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.6	-	-	1.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

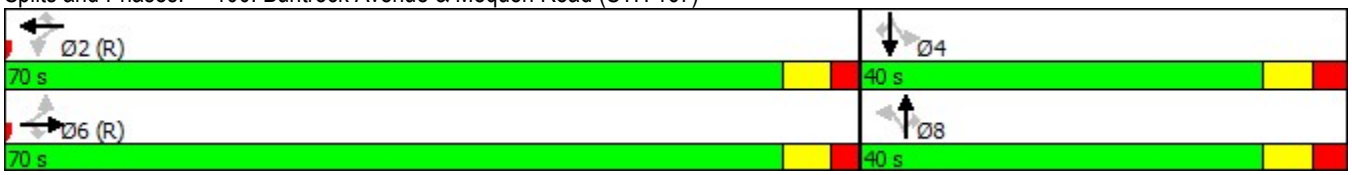
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	885	10	30	1020	30	60	20	45	15	10	60
Future Volume (vph)	80	885	10	30	1020	30	60	20	45	15	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	0		70	0		45
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			1291			403	
Travel Time (s)		8.5			3.7			35.2			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	941	11	32	1085	32	0	85	48	0	27	64
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8		8	4		4
Detector Phase	6	6	6	2	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5	8.5	8.5	8.5	8.5
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1	31.1	31.1	31.1	31.1
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9	32.9	32.9	32.9	32.9
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4		7.1	7.1		7.1	7.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0	17.0	17.0	17.0	17.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
v/c Ratio	0.23	0.33	0.01	0.07	0.38	0.02		0.57	0.23		0.18	0.29
Control Delay	5.7	4.0	0.0	1.0	1.3	0.1		61.7	15.0		46.2	14.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	5.7	4.0	0.0	1.0	1.3	0.1		61.7	15.0		46.2	14.2
Queue Length 50th (ft)	13	85	0	1	13	0		59	0		18	0
Queue Length 95th (ft)	39	140	0	m2	22	m0		106	34		44	39
Internal Link Dist (ft)		419			139			1211			323	
Turn Bay Length (ft)	155			160					70			45
Base Capacity (vph)	375	2852	1283	442	2852	1283		428	511		432	523
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.23	0.33	0.01	0.07	0.38	0.02		0.20	0.09		0.06	0.12

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 52 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	885	10	30	1020	30	60	20	45	15	10	60
Future Volume (veh/h)	80	885	10	30	1020	30	60	20	45	15	10	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1881	1881	1900	1881	1881
Adj Flow Rate, veh/h	85	941	11	32	1085	32	64	21	48	16	11	64
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	1	1	1	1	1	1
Cap, veh/h	353	2027	907	312	2027	907	58	11	478	52	24	478
Arrive On Green	0.58	0.58	0.58	1.00	1.00	1.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	497	3505	1568	581	3505	1568	1	38	1599	1	79	1599
Grp Volume(v), veh/h	85	941	11	32	1085	32	85	0	48	27	0	64
Grp Sat Flow(s),veh/h/ln	497	1752	1568	581	1752	1568	39	0	1599	80	0	1599
Q Serve(g_s), s	9.6	17.0	0.3	1.8	0.0	0.0	0.0	0.0	2.4	0.0	0.0	3.2
Cycle Q Clear(g_c), s	9.6	17.0	0.3	18.8	0.0	0.0	32.9	0.0	2.4	32.9	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	0.75		1.00	0.59		1.00
Lane Grp Cap(c), veh/h	353	2027	907	312	2027	907	69	0	478	76	0	478
V/C Ratio(X)	0.24	0.46	0.01	0.10	0.54	0.04	1.23	0.00	0.10	0.36	0.00	0.13
Avail Cap(c_a), veh/h	353	2027	907	312	2027	907	69	0	478	76	0	478
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	13.4	9.9	2.5	0.0	0.0	49.7	0.0	27.9	31.9	0.0	28.2
Incr Delay (d2), s/veh	1.6	0.8	0.0	0.7	1.0	0.1	183.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	13.2	0.3	0.6	0.5	0.0	10.1	0.0	1.9	1.1	0.0	2.6
LnGrp Delay(d),s/veh	13.4	14.1	9.9	3.2	1.0	0.1	232.7	0.0	27.9	33.0	0.0	28.2
LnGrp LOS	B	B	A	A	A	A	F		C	C		C
Approach Vol, veh/h		1037			1149			133			91	
Approach Delay, s/veh		14.0			1.1			158.8			29.6	
Approach LOS		B			A			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		20.8		34.9		19.0		34.9
Green Ext Time (p_c), s		38.2		0.0		39.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	945	1080	1	1	1
Future Volume (vph)	1	945	1080	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	985	1125	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	945	1080	1	1	1
Future Vol, veh/h	1	945	1080	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	1	984	1125	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1125	0	-	0	1619	563
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	4.16	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.23	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*982	-	-	-	*286	*660
Stage 1	-	-	-	-	*622	-
Stage 2	-	-	-	-	*682	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*982	-	-	-	*286	*660
Mov Cap-2 Maneuver	-	-	-	-	*501	-
Stage 1	-	-	-	-	*622	-
Stage 2	-	-	-	-	*681	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 982	-	-	-	570
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	8.7	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	895	20	60	1000	90	55	1	195	60	1	25
Future Volume (vph)	30	895	20	60	1000	90	55	1	195	60	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			1256			290	
Travel Time (s)		6.8			21.9			34.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	923	21	62	1031	93	0	58	201	0	89	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	895	20	60	1000	90	55	1	195	60	1	25
Future Vol, veh/h	30	895	20	60	1000	90	55	1	195	60	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	1	1	1
Mvmt Flow	31	923	21	62	1031	93	57	1	201	62	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1031	0	0	923	0	0	1625	2140	461	1679	2140	515
Stage 1	-	-	-	-	-	-	985	985	-	1155	1155	-
Stage 2	-	-	-	-	-	-	640	1155	-	524	985	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	*1019	-	-	*1061	-	-	*329	*191	*717	*329	*191	*689
Stage 1	-	-	-	-	-	-	*676	*592	-	*575	*520	-
Stage 2	-	-	-	-	-	-	*650	*520	-	*676	*592	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*1019	-	-	*1061	-	-	*295	*175	*717	*221	*175	*689
Mov Cap-2 Maneuver	-	-	-	-	-	-	*471	*374	-	*358	*372	-
Stage 1	-	-	-	-	-	-	*656	*574	-	*558	*489	-
Stage 2	-	-	-	-	-	-	*588	*489	-	*471	*574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	12.4	16
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	717	* 1019	-	-	* 1061	-	-	416
HCM Lane V/C Ratio	0.123	0.28	0.03	-	-	0.058	-	-	0.213
HCM Control Delay (s)	13.8	12	8.6	-	-	8.6	-	-	16
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	1.1	0.1	-	-	0.2	-	-	0.8

Notes

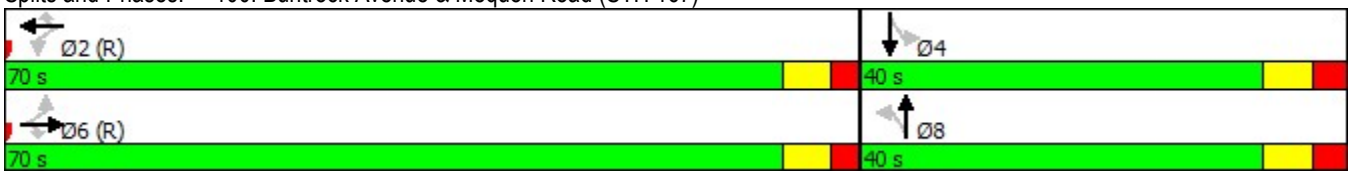
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1055	55	80	620	10	30	30	65	20	50	75
Future Volume (vph)	45	1055	55	80	620	10	30	30	65	20	50	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	100		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			1291			403	
Travel Time (s)		8.5			3.7			35.2			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	7%	7%	7%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	1147	60	87	674	11	33	104	0	22	136	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	6	6	6	2	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5		8.5	8.5	
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1		31.1	31.1	
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0		40.0	40.0	
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9		32.9	32.9	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5		1.5	1.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
v/c Ratio	0.09	0.43	0.05	0.26	0.25	0.01	0.34	0.49		0.19	0.63	
Control Delay	3.6	4.6	1.0	3.0	1.5	0.0	55.1	26.1		48.8	37.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.6	4.6	1.0	3.0	1.5	0.0	55.1	26.1		48.8	37.0	
Queue Length 50th (ft)	6	101	0	5	20	0	23	22		15	45	
Queue Length 95th (ft)	19	172	10	m12	33	m0	52	73		39	104	
Internal Link Dist (ft)		419			139			1211			323	
Turn Bay Length (ft)	155			160			100			75		
Base Capacity (vph)	561	2697	1219	329	2697	1215	319	526		373	542	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.43	0.05	0.26	0.25	0.01	0.10	0.20		0.06	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 7 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1055	55	80	620	10	30	30	65	20	50	75
Future Volume (veh/h)	45	1055	55	80	620	10	30	30	65	20	50	75
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1776	1776	1900	1810	1810	1900
Adj Flow Rate, veh/h	49	1147	60	87	674	11	33	33	71	22	54	82
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	7	7	7	5	5	5
Cap, veh/h	612	2565	1147	343	2565	1147	128	66	142	153	85	129
Arrive On Green	0.75	0.75	0.75	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	732	3438	1538	448	3438	1538	1190	503	1082	1248	649	986
Grp Volume(v), veh/h	49	1147	60	87	674	11	33	0	104	22	0	136
Grp Sat Flow(s),veh/h/ln	732	1719	1538	448	1719	1538	1190	0	1585	1248	0	1636
Q Serve(g_s), s	2.0	14.0	1.1	4.9	0.0	0.0	3.0	0.0	6.7	1.8	0.0	8.7
Cycle Q Clear(g_c), s	2.0	14.0	1.1	18.9	0.0	0.0	11.6	0.0	6.7	8.5	0.0	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.60
Lane Grp Cap(c), veh/h	612	2565	1147	343	2565	1147	128	0	208	153	0	215
V/C Ratio(X)	0.08	0.45	0.05	0.25	0.26	0.01	0.26	0.00	0.50	0.14	0.00	0.63
Avail Cap(c_a), veh/h	612	2565	1147	343	2565	1147	328	0	474	363	0	489
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	5.3	3.7	1.6	0.0	0.0	50.8	0.0	44.4	48.4	0.0	45.3
Incr Delay (d2), s/veh	0.3	0.6	0.1	1.8	0.3	0.0	0.4	0.0	0.7	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	11.0	0.9	1.4	0.2	0.0	1.8	0.0	5.4	1.2	0.0	7.2
LnGrp Delay(d),s/veh	4.1	5.9	3.8	3.4	0.3	0.0	51.2	0.0	45.1	48.5	0.0	46.4
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1256			772			137			158	
Approach Delay, s/veh		5.7			0.6			46.6			46.7	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		88.5		21.5		88.5		21.5
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		20.9		10.7		16.0		13.6
Green Ext Time (p_c), s		36.6		0.8		40.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1140	710	1	1	1
Future Volume (vph)	1	1140	710	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1176	732	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1140	710	1	1	1
Future Vol, veh/h	1	1140	710	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	1	1175	732	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	732	0	-	0	1322	366
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	4.2	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.25	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1179	-	-	-	*460	*799
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*605	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1179	-	-	-	*459	*799
Mov Cap-2 Maneuver	-	-	-	-	*508	-
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*604	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1179	-	-	-	621
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	8.1	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1010	100	165	685	40	10	1	50	65	1	15
Future Volume (vph)	30	1010	100	165	685	40	10	1	50	65	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			1256			290	
Travel Time (s)		6.8			21.9			34.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	20%	20%	20%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1074	106	176	729	43	0	12	53	0	86	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1010	100	165	685	40	10	1	50	65	1	15
Future Vol, veh/h	30	1010	100	165	685	40	10	1	50	65	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4	20	20	20	2	2	2
Mvmt Flow	32	1074	106	176	729	43	11	1	53	69	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	1074	0	0	1854	2218	537	1682	2218	364
Stage 1	-	-	-	-	-	-	1138	1138	-	1080	1080	-
Stage 2	-	-	-	-	-	-	716	1080	-	602	1138	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.9	6.9	7.3	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.7	4.2	3.5	3.52	4.02	3.32
Pot Cap-1 Maneuver	1201	-	-	*1019	-	-	65	40	*652	*116	49	*827
Stage 1	-	-	-	-	-	-	562	507	-	*407	420	-
Stage 2	-	-	-	-	-	-	735	387	-	*648	533	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	1201	-	-	*1019	-	-	54	32	*652	*90	40	*827
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	233	-	*281	231	-
Stage 1	-	-	-	-	-	-	547	494	-	*396	347	-
Stage 2	-	-	-	-	-	-	594	320	-	*578	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.7	11.8	20.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	652	1201	-	-	* 1019	-	-	319
HCM Lane V/C Ratio	0.033	0.082	0.027	-	-	0.172	-	-	0.27
HCM Control Delay (s)	15.6	11	8.1	-	-	9.3	-	-	20.4
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.6	-	-	1.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

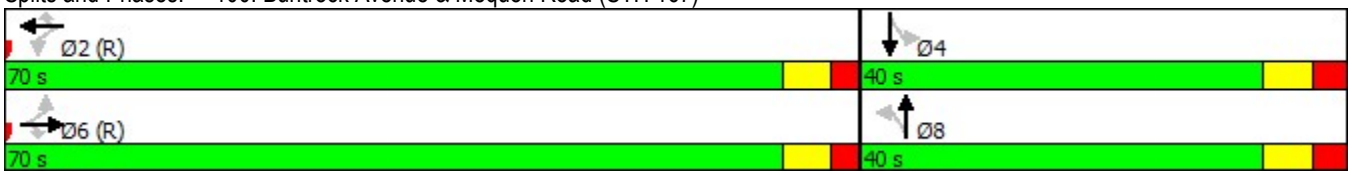
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	885	10	30	1020	30	60	20	45	15	10	60
Future Volume (vph)	80	885	10	30	1020	30	60	20	45	15	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	100		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			1291			403	
Travel Time (s)		8.5			3.7			35.2			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	941	11	32	1085	32	64	69	0	16	75	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	6	6	6	2	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5		8.5	8.5	
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1		31.1	31.1	
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0		40.0	40.0	
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9		32.9	32.9	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5		1.5	1.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
v/c Ratio	0.22	0.33	0.01	0.07	0.38	0.02	0.52	0.34		0.13	0.36	
Control Delay	5.1	3.6	0.0	0.8	0.9	0.0	61.6	24.0		46.7	19.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.1	3.6	0.0	0.8	0.9	0.0	61.6	24.0		46.7	19.2	
Queue Length 50th (ft)	12	78	0	1	12	0	44	14		11	7	
Queue Length 95th (ft)	35	128	0	m2	20	m1	86	55		32	50	
Internal Link Dist (ft)		419			139			1211			323	
Turn Bay Length (ft)	155			160			100			75		
Base Capacity (vph)	383	2886	1298	451	2886	1298	398	537		400	535	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.33	0.01	0.07	0.38	0.02	0.16	0.13		0.04	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 52 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	885	10	30	1020	30	60	20	45	15	10	60
Future Volume (veh/h)	80	885	10	30	1020	30	60	20	45	15	10	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	85	941	11	32	1085	32	64	21	48	16	11	64
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	1	1	1	1	1	1
Cap, veh/h	446	2681	1200	460	2681	1200	158	57	131	165	27	157
Arrive On Green	0.77	0.77	0.77	1.00	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	497	3505	1568	581	3505	1568	1332	510	1166	1340	240	1395
Grp Volume(v), veh/h	85	941	11	32	1085	32	64	0	69	16	0	75
Grp Sat Flow(s),veh/h/ln	497	1752	1568	581	1752	1568	1332	0	1676	1340	0	1635
Q Serve(g_s), s	5.3	9.5	0.2	0.7	0.0	0.0	5.2	0.0	4.2	1.2	0.0	4.7
Cycle Q Clear(g_c), s	5.3	9.5	0.2	10.2	0.0	0.0	9.9	0.0	4.2	5.4	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		0.85
Lane Grp Cap(c), veh/h	446	2681	1200	460	2681	1200	158	0	188	165	0	183
V/C Ratio(X)	0.19	0.35	0.01	0.07	0.40	0.03	0.40	0.00	0.37	0.10	0.00	0.41
Avail Cap(c_a), veh/h	446	2681	1200	460	2681	1200	407	0	501	415	0	489
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.7	4.1	3.1	0.6	0.0	0.0	50.0	0.0	45.2	47.7	0.0	45.4
Incr Delay (d2), s/veh	0.9	0.4	0.0	0.3	0.5	0.0	0.6	0.0	0.4	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	8.3	0.2	0.3	0.3	0.0	3.5	0.0	3.5	0.8	0.0	3.9
LnGrp Delay(d),s/veh	4.6	4.5	3.1	0.9	0.5	0.0	50.6	0.0	45.7	47.8	0.0	46.0
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1037			1149			133			91	
Approach Delay, s/veh		4.5			0.5			48.1			46.3	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.6		19.4		90.6		19.4
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		12.2		7.4		11.5		11.9
Green Ext Time (p_c), s		44.8		0.5		45.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	945	1080	1	1	1
Future Volume (vph)	1	945	1080	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	985	1125	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	945	1080	1	1	1
Future Vol, veh/h	1	945	1080	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	1	984	1125	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1125	0	-	0	1619	563
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	4.16	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.23	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*982	-	-	-	*286	*660
Stage 1	-	-	-	-	*622	-
Stage 2	-	-	-	-	*682	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*982	-	-	-	*286	*660
Mov Cap-2 Maneuver	-	-	-	-	*501	-
Stage 1	-	-	-	-	*622	-
Stage 2	-	-	-	-	*681	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 982	-	-	-	570
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	8.7	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	895	20	60	1000	90	55	1	195	60	1	25
Future Volume (vph)	30	895	20	60	1000	90	55	1	195	60	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			1256			290	
Travel Time (s)		6.8			21.9			34.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	923	21	62	1031	93	0	58	201	0	89	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	895	20	60	1000	90	55	1	195	60	1	25
Future Vol, veh/h	30	895	20	60	1000	90	55	1	195	60	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	1	1	1
Mvmt Flow	31	923	21	62	1031	93	57	1	201	62	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1031	0	0	923	0	0	1625	2140	461	1679	2140	515
Stage 1	-	-	-	-	-	-	985	985	-	1155	1155	-
Stage 2	-	-	-	-	-	-	640	1155	-	524	985	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	*1019	-	-	*1061	-	-	*329	*191	*717	*329	*191	*689
Stage 1	-	-	-	-	-	-	*676	*592	-	*575	*520	-
Stage 2	-	-	-	-	-	-	*650	*520	-	*676	*592	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*1019	-	-	*1061	-	-	*295	*175	*717	*221	*175	*689
Mov Cap-2 Maneuver	-	-	-	-	-	-	*471	*374	-	*358	*372	-
Stage 1	-	-	-	-	-	-	*656	*574	-	*558	*489	-
Stage 2	-	-	-	-	-	-	*588	*489	-	*471	*574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	12.4	16
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	717	* 1019	-	-	* 1061	-	-	416
HCM Lane V/C Ratio	0.123	0.28	0.03	-	-	0.058	-	-	0.213
HCM Control Delay (s)	13.8	12	8.6	-	-	8.6	-	-	16
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	1.1	0.1	-	-	0.2	-	-	0.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

APPENDIX C

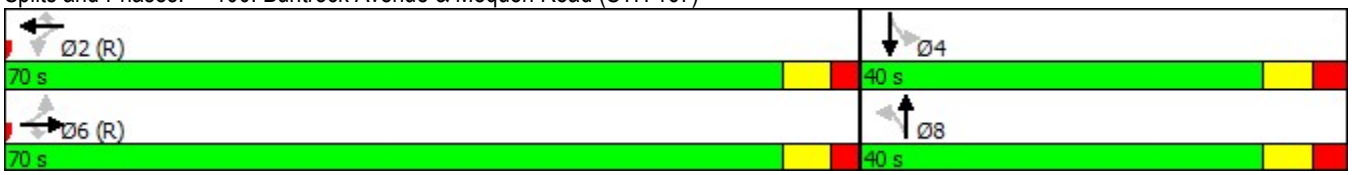
BUILD TRAFFIC PEAK HOUR ANALYSIS OUTPUT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1060	55	80	635	15	30	30	65	20	50	75
Future Volume (vph)	45	1060	55	80	635	15	30	30	65	20	50	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	100		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			315			403	
Travel Time (s)		8.5			3.7			8.6			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	7%	7%	7%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	1152	60	87	690	16	33	104	0	22	136	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	6	6	6	2	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5		8.5	8.5	
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1		31.1	31.1	
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0		40.0	40.0	
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9		32.9	32.9	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5		1.5	1.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
v/c Ratio	0.09	0.43	0.05	0.27	0.26	0.01	0.34	0.49		0.19	0.63	
Control Delay	3.6	4.6	1.0	3.1	1.5	0.0	55.1	26.1		48.8	37.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.6	4.6	1.0	3.1	1.5	0.0	55.1	26.1		48.8	37.0	
Queue Length 50th (ft)	6	101	0	5	21	0	23	22		15	45	
Queue Length 95th (ft)	19	174	10	m12	35	m0	52	73		39	104	
Internal Link Dist (ft)		419			139			235			323	
Turn Bay Length (ft)	155			160			100			75		
Base Capacity (vph)	552	2697	1219	326	2697	1215	319	526		373	542	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.43	0.05	0.27	0.26	0.01	0.10	0.20		0.06	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 7 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1060	55	80	635	15	30	30	65	20	50	75
Future Volume (veh/h)	45	1060	55	80	635	15	30	30	65	20	50	75
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1776	1776	1900	1810	1810	1900
Adj Flow Rate, veh/h	49	1152	60	87	690	16	33	33	71	22	54	82
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	7	7	7	5	5	5
Cap, veh/h	601	2565	1147	341	2565	1147	128	66	142	153	85	129
Arrive On Green	0.75	0.75	0.75	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	718	3438	1538	446	3438	1538	1190	503	1082	1248	649	986
Grp Volume(v), veh/h	49	1152	60	87	690	16	33	0	104	22	0	136
Grp Sat Flow(s),veh/h/ln	718	1719	1538	446	1719	1538	1190	0	1585	1248	0	1636
Q Serve(g_s), s	2.0	14.1	1.1	5.0	0.0	0.0	3.0	0.0	6.7	1.8	0.0	8.7
Cycle Q Clear(g_c), s	2.0	14.1	1.1	19.1	0.0	0.0	11.6	0.0	6.7	8.5	0.0	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.60
Lane Grp Cap(c), veh/h	601	2565	1147	341	2565	1147	128	0	208	153	0	215
V/C Ratio(X)	0.08	0.45	0.05	0.26	0.27	0.01	0.26	0.00	0.50	0.14	0.00	0.63
Avail Cap(c_a), veh/h	601	2565	1147	341	2565	1147	328	0	474	363	0	489
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	5.3	3.7	1.6	0.0	0.0	50.8	0.0	44.4	48.4	0.0	45.3
Incr Delay (d2), s/veh	0.3	0.6	0.1	1.8	0.3	0.0	0.4	0.0	0.7	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	11.0	0.9	1.4	0.2	0.0	1.8	0.0	5.4	1.2	0.0	7.2
LnGrp Delay(d),s/veh	4.1	5.9	3.8	3.4	0.3	0.0	51.2	0.0	45.1	48.5	0.0	46.4
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1261			793			137			158	
Approach Delay, s/veh		5.7			0.6			46.6			46.7	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		88.5		21.5		88.5		21.5
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		21.1		10.7		16.1		13.6
Green Ext Time (p_c), s		36.7		0.8		40.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1145	730	1	1	1
Future Volume (vph)	1	1145	730	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1181	753	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1145	730	1	1	1
Future Vol, veh/h	1	1145	730	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	1	1180	753	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	753	0	-	0	1345	376
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	592	-
Critical Hdwy	4.2	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.25	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1179	-	-	-	*460	*799
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*605	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1179	-	-	-	*459	*799
Mov Cap-2 Maneuver	-	-	-	-	*554	-
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*604	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1179	-	-	-	654
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	8.1	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1010	105	170	685	40	30	1	70	65	1	15
Future Volume (vph)	30	1010	105	170	685	40	30	1	70	65	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			305			290	
Travel Time (s)		6.8			21.9			8.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	20%	20%	20%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1074	112	181	729	43	0	33	74	0	86	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1010	105	170	685	40	30	1	70	65	1	15
Future Vol, veh/h	30	1010	105	170	685	40	30	1	70	65	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4	20	20	20	2	2	2
Mvmt Flow	32	1074	112	181	729	43	32	1	74	69	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	1074	0	0	1865	2228	537	1692	2228	364
Stage 1	-	-	-	-	-	-	1138	1138	-	1090	1090	-
Stage 2	-	-	-	-	-	-	727	1090	-	602	1138	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.9	6.9	7.3	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.7	4.2	3.5	3.52	4.02	3.32
Pot Cap-1 Maneuver	1201	-	-	*1019	-	-	63	40	*652	*113	49	*827
Stage 1	-	-	-	-	-	-	562	507	-	*399	414	-
Stage 2	-	-	-	-	-	-	720	382	-	*648	533	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	1201	-	-	*1019	-	-	52	32	*652	*84	39	*827
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	230	-	*269	227	-
Stage 1	-	-	-	-	-	-	547	494	-	*389	341	-
Stage 2	-	-	-	-	-	-	579	314	-	*558	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.8	12.7	21.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	652	1201	-	-	* 1019	-	-	307
HCM Lane V/C Ratio	0.093	0.114	0.027	-	-	0.177	-	-	0.281
HCM Control Delay (s)	16.1	11.2	8.1	-	-	9.3	-	-	21.2
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.4	0.1	-	-	0.6	-	-	1.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	1	5	60	265	10
Future Volume (vph)	40	1	5	60	265	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			25	25	
Link Distance (ft)	270			951	305	
Travel Time (s)	7.4			25.9	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	20%	20%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	69	293	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	1	5	60	265	10
Future Vol, veh/h	40	1	5	60	265	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	20	20	2	2
Mvmt Flow	43	1	5	64	282	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	361	287	293	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.3	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.38	-	-	-
Pot Cap-1 Maneuver	638	752	1173	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	635	752	1173	-	-	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1173	-	637	-	-
HCM Lane V/C Ratio	0.005	-	0.068	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	1	1	1	1	1	120	1	1	175	10
Future Volume (vph)	5	1	1	1	1	1	1	120	1	1	175	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		187			235			457			315	
Travel Time (s)		5.1			6.4			12.5			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	3	0	0	132	0	0	202	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	1	1	1	1	1	120	1	1	175	10
Future Vol, veh/h	5	1	1	1	1	1	1	120	1	1	175	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	1	1	1	1	1	130	1	1	190	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	332	332	196	332	336	131	201	0	0	132	0	0
Stage 1	198	198	-	133	133	-	-	-	-	-	-	-
Stage 2	134	134	-	199	203	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	621	588	845	621	585	919	1371	-	-	1453	-	-
Stage 1	804	737	-	870	786	-	-	-	-	-	-	-
Stage 2	869	785	-	803	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	618	587	845	618	584	919	1371	-	-	1453	-	-
Mov Cap-2 Maneuver	618	587	-	618	584	-	-	-	-	-	-	-
Stage 1	803	736	-	869	785	-	-	-	-	-	-	-
Stage 2	866	784	-	800	732	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	10.3	0.1	0
HCM LOS	B	B		

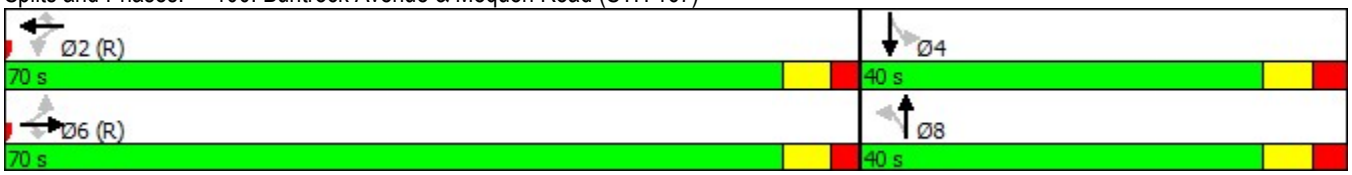
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1371	-	-	638	679	1453	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.005	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.7	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	905	25	40	1030	35	70	20	50	20	10	60
Future Volume (vph)	80	905	25	40	1030	35	70	20	50	20	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	100		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			315			403	
Travel Time (s)		8.5			3.7			8.6			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	963	27	43	1096	37	74	74	0	21	75	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	6	6	6	2	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5		8.5	8.5	
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1		31.1	31.1	
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0		40.0	40.0	
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9		32.9	32.9	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5		1.5	1.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
v/c Ratio	0.23	0.34	0.02	0.10	0.38	0.03	0.56	0.35		0.16	0.34	
Control Delay	5.5	3.9	0.7	1.2	1.3	0.1	63.1	22.4		46.6	18.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.5	3.9	0.7	1.2	1.3	0.1	63.1	22.4		46.6	18.5	
Queue Length 50th (ft)	13	85	0	1	15	0	51	14		14	7	
Queue Length 95th (ft)	37	138	4	m3	25	m0	96	57		37	49	
Internal Link Dist (ft)		419			139			235			323	
Turn Bay Length (ft)	155			160			100			75		
Base Capacity (vph)	373	2867	1290	436	2867	1290	398	539		398	535	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.34	0.02	0.10	0.38	0.03	0.19	0.14		0.05	0.14	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 52 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	905	25	40	1030	35	70	20	50	20	10	60
Future Volume (veh/h)	80	905	25	40	1030	35	70	20	50	20	10	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	85	963	27	43	1096	37	74	21	53	21	11	64
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	1	1	1	1	1	1
Cap, veh/h	437	2656	1188	439	2656	1188	168	57	143	170	29	167
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	490	3505	1568	561	3505	1568	1332	474	1196	1333	240	1395
Grp Volume(v), veh/h	85	963	27	43	1096	37	74	0	74	21	0	75
Grp Sat Flow(s),veh/h/ln	490	1752	1568	561	1752	1568	1332	0	1670	1333	0	1635
Q Serve(g_s), s	5.6	10.1	0.5	1.1	0.0	0.0	6.0	0.0	4.5	1.6	0.0	4.7
Cycle Q Clear(g_c), s	5.6	10.1	0.5	11.2	0.0	0.0	10.6	0.0	4.5	6.1	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		0.85
Lane Grp Cap(c), veh/h	437	2656	1188	439	2656	1188	168	0	200	170	0	195
V/C Ratio(X)	0.19	0.36	0.02	0.10	0.41	0.03	0.44	0.00	0.37	0.12	0.00	0.38
Avail Cap(c_a), veh/h	437	2656	1188	439	2656	1188	408	0	500	410	0	489
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	4.4	3.3	0.7	0.0	0.0	49.6	0.0	44.6	47.4	0.0	44.7
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.4	0.5	0.0	0.7	0.0	0.4	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	8.6	0.4	0.4	0.3	0.0	4.0	0.0	3.8	1.1	0.0	3.8
LnGrp Delay(d),s/veh	4.9	4.8	3.3	1.1	0.5	0.0	50.3	0.0	45.0	47.6	0.0	45.2
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1075			1176			148			96	
Approach Delay, s/veh		4.8			0.5			47.7			45.7	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		89.8		20.2		89.8		20.2
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		13.2		8.1		12.1		12.6
Green Ext Time (p_c), s		44.7		0.5		45.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	975	1105	1	1	1
Future Volume (vph)	1	975	1105	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1017	1151	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	975	1105	1	1	1
Future Vol, veh/h	1	975	1105	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	1	1016	1151	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1151	0	-	0	1661	576
Stage 1	-	-	-	-	1151	-
Stage 2	-	-	-	-	510	-
Critical Hdwy	4.16	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.23	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*941	-	-	-	*290	*632
Stage 1	-	-	-	-	*596	-
Stage 2	-	-	-	-	*656	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*941	-	-	-	*290	*632
Mov Cap-2 Maneuver	-	-	-	-	*485	-
Stage 1	-	-	-	-	*596	-
Stage 2	-	-	-	-	*655	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 941	-	-	-	549
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	8.8	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	900	45	85	1010	90	70	1	210	60	1	25
Future Volume (vph)	30	900	45	85	1010	90	70	1	210	60	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			305			290	
Travel Time (s)		6.8			21.9			8.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	928	46	88	1041	93	0	73	216	0	89	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	900	45	85	1010	90	70	1	210	60	1	25
Future Vol, veh/h	30	900	45	85	1010	90	70	1	210	60	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	1	1	1
Mvmt Flow	31	928	46	88	1041	93	72	1	216	62	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1041	0	0	928	0	0	1686	2206	464	1742	2206	521
Stage 1	-	-	-	-	-	-	990	990	-	1216	1216	-
Stage 2	-	-	-	-	-	-	696	1216	-	526	990	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	*1019	-	-	*1061	-	-	*329	*147	*717	*329	*147	*689
Stage 1	-	-	-	-	-	-	*676	*592	-	*506	*473	-
Stage 2	-	-	-	-	-	-	*650	*473	-	*676	*592	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*1019	-	-	*1061	-	-	*289	*130	*717	*210	*130	*689
Mov Cap-2 Maneuver	-	-	-	-	-	-	*461	*333	-	*325	*330	-
Stage 1	-	-	-	-	-	-	*656	*574	-	*491	*434	-
Stage 2	-	-	-	-	-	-	*572	*434	-	*457	*574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	12.7	17.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	459	717	* 1019	-	-	* 1061	-	-	384
HCM Lane V/C Ratio	0.159	0.302	0.03	-	-	0.083	-	-	0.231
HCM Control Delay (s)	14.3	12.2	8.6	-	-	8.7	-	-	17.2
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	1.3	0.1	-	-	0.3	-	-	0.9

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	5	5	250	80	50
Future Volume (vph)	30	5	5	250	80	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			25	25	
Link Distance (ft)	270			951	305	
Travel Time (s)	7.4			25.9	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	263	134	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	5	5	250	80	50
Future Vol, veh/h	30	5	5	250	80	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	31	5	5	258	82	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	376	108	134	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	625	946	1457	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	623	946	1457	-	-	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	774	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1457	-	655	-	-
HCM Lane V/C Ratio	0.004	-	0.055	-	-
HCM Control Delay (s)	7.5	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	1	5	1	15	1	115	5	25	45	5
Future Volume (vph)	10	1	1	5	1	15	1	115	5	25	45	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		187			235			457			315	
Travel Time (s)		5.1			6.4			12.5			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	22	0	0	128	0	0	80	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	1	5	1	15	1	115	5	25	45	5
Future Vol, veh/h	10	1	1	5	1	15	1	115	5	25	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	11	1	1	5	1	16	1	122	5	27	48	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	240	234	51	232	233	125	53	0	0	128	0	0
Stage 1	104	104	-	127	127	-	-	-	-	-	-	-
Stage 2	136	130	-	105	106	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	714	666	1017	723	667	926	1559	-	-	1464	-	-
Stage 1	902	809	-	877	791	-	-	-	-	-	-	-
Stage 2	867	789	-	901	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	690	653	1017	710	654	926	1559	-	-	1464	-	-
Mov Cap-2 Maneuver	690	653	-	710	654	-	-	-	-	-	-	-
Stage 1	901	794	-	876	790	-	-	-	-	-	-	-
Stage 2	850	788	-	882	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.4	0.1	2.5
HCM LOS	B	A		

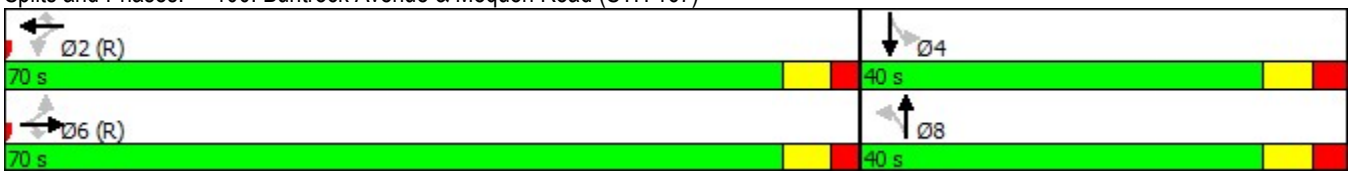
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1559	-	-	706	848	1464	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.026	0.018	-	-
HCM Control Delay (s)	7.3	0	-	10.2	9.4	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1080	55	80	645	15	30	30	65	25	50	75
Future Volume (vph)	45	1080	55	80	645	15	30	30	65	25	50	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	100		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			315			403	
Travel Time (s)		8.5			3.7			8.6			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	7%	7%	7%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	1174	60	87	701	16	33	104	0	27	136	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	6	6	6	2	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5		8.5	8.5	
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1		31.1	31.1	
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0		40.0	40.0	
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9		32.9	32.9	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5		1.5	1.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
v/c Ratio	0.09	0.44	0.05	0.27	0.26	0.01	0.34	0.49		0.23	0.63	
Control Delay	3.6	4.7	1.0	3.3	1.6	0.0	55.1	26.1		50.2	37.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.6	4.7	1.0	3.3	1.6	0.0	55.1	26.1		50.2	37.0	
Queue Length 50th (ft)	6	104	0	5	22	0	23	22		18	45	
Queue Length 95th (ft)	19	178	10	m12	36	m0	52	73		45	104	
Internal Link Dist (ft)		419			139			235			323	
Turn Bay Length (ft)	155			160			100			75		
Base Capacity (vph)	546	2697	1219	318	2697	1215	319	526		373	542	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.44	0.05	0.27	0.26	0.01	0.10	0.20		0.07	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 7 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1080	55	80	645	15	30	30	65	25	50	75
Future Volume (veh/h)	45	1080	55	80	645	15	30	30	65	25	50	75
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1776	1776	1900	1810	1810	1900
Adj Flow Rate, veh/h	49	1174	60	87	701	16	33	33	71	27	54	82
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	7	7	7	5	5	5
Cap, veh/h	595	2565	1147	334	2565	1147	128	66	142	153	85	130
Arrive On Green	0.75	0.75	0.75	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	711	3438	1538	437	3438	1538	1190	503	1082	1248	649	986
Grp Volume(v), veh/h	49	1174	60	87	701	16	33	0	104	27	0	136
Grp Sat Flow(s),veh/h/ln	711	1719	1538	437	1719	1538	1190	0	1585	1248	0	1636
Q Serve(g_s), s	2.1	14.5	1.1	5.3	0.0	0.0	3.0	0.0	6.7	2.3	0.0	8.7
Cycle Q Clear(g_c), s	2.1	14.5	1.1	19.8	0.0	0.0	11.6	0.0	6.7	9.0	0.0	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.60
Lane Grp Cap(c), veh/h	595	2565	1147	334	2565	1147	128	0	208	153	0	215
V/C Ratio(X)	0.08	0.46	0.05	0.26	0.27	0.01	0.26	0.00	0.50	0.18	0.00	0.63
Avail Cap(c_a), veh/h	595	2565	1147	334	2565	1147	328	0	474	363	0	489
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	5.4	3.7	1.7	0.0	0.0	50.8	0.0	44.4	48.6	0.0	45.3
Incr Delay (d2), s/veh	0.3	0.6	0.1	1.9	0.3	0.0	0.4	0.0	0.7	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	11.4	0.9	1.4	0.2	0.0	1.8	0.0	5.4	1.4	0.0	7.2
LnGrp Delay(d),s/veh	4.1	6.0	3.8	3.6	0.3	0.0	51.2	0.0	45.1	48.8	0.0	46.4
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1283			804			137			163	
Approach Delay, s/veh		5.8			0.6			46.6			46.8	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		88.4		21.6		88.4		21.6
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		21.8		11.0		16.5		13.6
Green Ext Time (p_c), s		36.6		0.8		40.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1170	740	1	1	1
Future Volume (vph)	1	1170	740	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1207	763	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1170	740	1	1	1
Future Vol, veh/h	1	1170	740	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	1	1206	763	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	763	0	-	0	1368	381
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	605	-
Critical Hdwy	4.2	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.25	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1179	-	-	-	*460	*799
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*579	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1179	-	-	-	*459	*799
Mov Cap-2 Maneuver	-	-	-	-	*537	-
Stage 1	-	-	-	-	*754	-
Stage 2	-	-	-	-	*578	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1179	-	-	-	642
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	8.1	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1010	130	190	685	40	40	5	75	65	5	15
Future Volume (vph)	30	1010	130	190	685	40	40	5	75	65	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			305			290	
Travel Time (s)		6.8			21.9			8.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	20%	20%	20%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1074	138	202	729	43	0	48	80	0	90	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1010	130	190	685	40	40	5	75	65	5	15
Future Vol, veh/h	30	1010	130	190	685	40	40	5	75	65	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4	20	20	20	2	2	2
Mvmt Flow	32	1074	138	202	729	43	43	5	80	69	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	1074	0	0	1909	2271	537	1737	2271	364
Stage 1	-	-	-	-	-	-	1138	1138	-	1133	1133	-
Stage 2	-	-	-	-	-	-	771	1133	-	604	1138	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.9	6.9	7.3	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.7	4.2	3.5	3.52	4.02	3.32
Pot Cap-1 Maneuver	1201	-	-	*1019	-	-	56	36	*652	*101	44	*827
Stage 1	-	-	-	-	-	-	562	507	-	*369	391	-
Stage 2	-	-	-	-	-	-	664	359	-	*648	533	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	1201	-	-	*1019	-	-	45	28	*652	*72	35	*827
Mov Cap-2 Maneuver	-	-	-	-	-	-	338	213	-	*246	210	-
Stage 1	-	-	-	-	-	-	547	494	-	*360	313	-
Stage 2	-	-	-	-	-	-	513	288	-	*548	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2	14	24.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	652	1201	-	-	* 1019	-	-	278
HCM Lane V/C Ratio	0.151	0.122	0.027	-	-	0.198	-	-	0.325
HCM Control Delay (s)	18.4	11.3	8.1	-	-	9.4	-	-	24.1
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.4	0.1	-	-	0.7	-	-	1.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1	1	5	1	1	5	80	1	10	305	10
Future Volume (vph)	40	1	1	5	1	1	5	80	1	10	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		270			234			280			305	
Travel Time (s)		7.4			6.4			7.6			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	20%	20%	20%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	7	0	0	91	0	0	346	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	1	5	1	1	5	80	1	10	305	10
Future Vol, veh/h	40	1	1	5	1	1	5	80	1	10	305	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	20	20	20	2	2	2
Mvmt Flow	43	1	1	5	1	1	5	85	1	11	324	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	448	448	330	448	452	86	335	0	0	86	0	0
Stage 1	351	351	-	96	96	-	-	-	-	-	-	-
Stage 2	97	97	-	352	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.3	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.38	-	-	2.218	-	-
Pot Cap-1 Maneuver	521	506	712	521	503	973	1130	-	-	1510	-	-
Stage 1	666	632	-	911	815	-	-	-	-	-	-	-
Stage 2	910	815	-	665	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	514	499	712	514	496	973	1130	-	-	1510	-	-
Mov Cap-2 Maneuver	514	499	-	514	496	-	-	-	-	-	-	-
Stage 1	663	626	-	906	811	-	-	-	-	-	-	-
Stage 2	903	811	-	657	623	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	11.7	0.5	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	517	548	1510	-	-
HCM Lane V/C Ratio	0.005	-	-	0.086	0.014	0.007	-	-
HCM Control Delay (s)	8.2	0	-	12.6	11.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	15	70	5	30	280
Future Volume (vph)	5	15	70	5	30	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Link Speed (mph)	25		25			25
Link Distance (ft)	292		320			280
Travel Time (s)	8.0		8.7			7.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	20%	20%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	79	0	0	330
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	15	70	5	30	280
Future Vol, veh/h	5	15	70	5	30	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	20	20	2	2
Mvmt Flow	5	16	74	5	32	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	439	77	0	0	80	0
Stage 1	77	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	575	984	-	-	1518	-
Stage 1	946	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	561	984	-	-	1518	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	828	1518	-
HCM Lane V/C Ratio	-	-	0.026	0.021	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	5	70	1	10	275
Future Volume (vph)	1	5	70	1	10	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Link Speed (mph)	25		25			25
Link Distance (ft)	541		422			320
Travel Time (s)	14.8		11.5			8.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	20%	20%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	75	0	0	304
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	70	1	10	275
Future Vol, veh/h	1	5	70	1	10	275
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	20	20	2	2
Mvmt Flow	1	5	74	1	11	293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	389	75	0	0	76	0
Stage 1	75	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	615	986	-	-	1523	-
Stage 1	948	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	609	986	-	-	1523	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1523	-
HCM Lane V/C Ratio	-	-	0.007	0.007	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	1	1	1	1	1	120	1	1	175	10
Future Volume (vph)	5	1	1	1	1	1	1	120	1	1	175	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		187			235			457			315	
Travel Time (s)		5.1			6.4			12.5			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	3	0	0	132	0	0	202	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	1	1	1	1	1	120	1	1	175	10
Future Vol, veh/h	5	1	1	1	1	1	1	120	1	1	175	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	1	1	1	1	1	130	1	1	190	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	332	332	196	332	336	131	201	0	0	132	0	0
Stage 1	198	198	-	133	133	-	-	-	-	-	-	-
Stage 2	134	134	-	199	203	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	621	588	845	621	585	919	1371	-	-	1453	-	-
Stage 1	804	737	-	870	786	-	-	-	-	-	-	-
Stage 2	869	785	-	803	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	618	587	845	618	584	919	1371	-	-	1453	-	-
Mov Cap-2 Maneuver	618	587	-	618	584	-	-	-	-	-	-	-
Stage 1	803	736	-	869	785	-	-	-	-	-	-	-
Stage 2	866	784	-	800	732	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	10.3	0.1	0
HCM LOS	B	B		

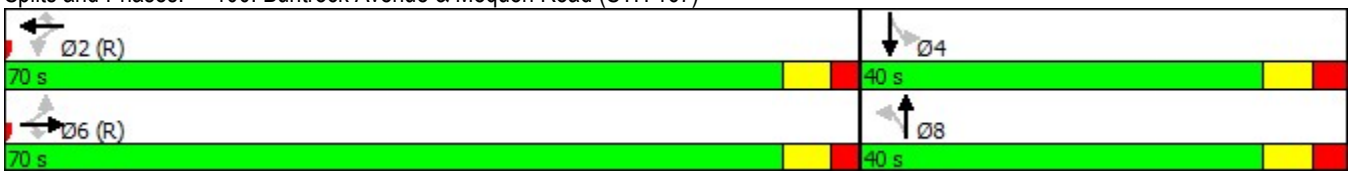
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1371	-	-	638	679	1453	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.005	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.7	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	940	25	40	1080	45	70	20	50	35	10	60
Future Volume (vph)	80	940	25	40	1080	45	70	20	50	35	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	160		0	100		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		499			219			315			403	
Travel Time (s)		8.5			3.7			8.6			11.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1000	27	43	1149	48	74	74	0	37	75	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2		2	8			4		
Detector Phase	6	6	6	2	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5		8.5	8.5	
Minimum Split (s)	37.4	37.4	37.4	34.4	34.4	34.4	31.1	31.1		31.1	31.1	
Total Split (s)	70.0	70.0	70.0	70.0	70.0	70.0	40.0	40.0		40.0	40.0	
Total Split (%)	63.6%	63.6%	63.6%	63.6%	63.6%	63.6%	36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	63.6	63.6	63.6	63.6	63.6	63.6	32.9	32.9		32.9	32.9	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4	2.4	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.5	5.5	5.5	5.5	5.5	5.5	1.5	1.5		1.5	1.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	24.0	24.0	24.0	21.0	21.0	21.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
v/c Ratio	0.24	0.35	0.02	0.10	0.40	0.04	0.56	0.35		0.28	0.34	
Control Delay	5.8	4.0	0.7	1.4	1.6	0.1	63.1	22.4		50.2	18.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.8	4.0	0.7	1.4	1.6	0.1	63.1	22.4		50.2	18.5	
Queue Length 50th (ft)	13	90	0	2	22	0	51	14		25	7	
Queue Length 95th (ft)	39	145	4	m3	35	m0	96	57		56	49	
Internal Link Dist (ft)		419			139			235			323	
Turn Bay Length (ft)	155			160			100			75		
Base Capacity (vph)	351	2867	1290	418	2867	1291	398	539		398	535	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.24	0.35	0.02	0.10	0.40	0.04	0.19	0.14		0.09	0.14	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 52 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 100: Buntrock Avenue & Mequon Road (STH 167)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	940	25	40	1080	45	70	20	50	35	10	60
Future Volume (veh/h)	80	940	25	40	1080	45	70	20	50	35	10	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	85	1000	27	43	1149	48	74	21	53	37	11	64
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	1	1	1	1	1	1
Cap, veh/h	415	2655	1188	423	2655	1188	168	57	143	171	29	167
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	461	3505	1568	542	3505	1568	1332	474	1196	1333	240	1395
Grp Volume(v), veh/h	85	1000	27	43	1149	48	74	0	74	37	0	75
Grp Sat Flow(s),veh/h/ln	461	1752	1568	542	1752	1568	1332	0	1670	1333	0	1635
Q Serve(g_s), s	6.0	10.6	0.5	1.2	0.0	0.0	6.0	0.0	4.5	2.9	0.0	4.7
Cycle Q Clear(g_c), s	6.0	10.6	0.5	11.9	0.0	0.0	10.6	0.0	4.5	7.4	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		0.85
Lane Grp Cap(c), veh/h	415	2655	1188	423	2655	1188	168	0	200	171	0	196
V/C Ratio(X)	0.20	0.38	0.02	0.10	0.43	0.04	0.44	0.00	0.37	0.22	0.00	0.38
Avail Cap(c_a), veh/h	415	2655	1188	423	2655	1188	408	0	500	410	0	489
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.0	4.5	3.3	0.8	0.0	0.0	49.6	0.0	44.6	48.0	0.0	44.7
Incr Delay (d2), s/veh	1.1	0.4	0.0	0.5	0.5	0.1	0.7	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	8.9	0.4	0.4	0.3	0.0	4.0	0.0	3.8	1.9	0.0	3.8
LnGrp Delay(d),s/veh	5.1	4.9	3.3	1.2	0.5	0.1	50.2	0.0	45.0	48.2	0.0	45.1
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1112			1240			148			112	
Approach Delay, s/veh		4.9			0.5			47.6			46.2	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		89.7		20.3		89.7		20.3
Change Period (Y+Rc), s		6.4		7.1		6.4		7.1
Max Green Setting (Gmax), s		63.6		32.9		63.6		32.9
Max Q Clear Time (g_c+I1), s		13.9		9.4		12.6		12.6
Green Ext Time (p_c), s		45.2		0.6		46.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1025	1165	1	1	1
Future Volume (vph)	1	1025	1165	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		219	397		363	
Travel Time (s)		3.7	6.8		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1069	1214	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1025	1165	1	1	1
Future Vol, veh/h	1	1025	1165	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	1	1068	1214	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1214	0	-	0	1750	607
Stage 1	-	-	-	-	1214	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	4.16	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.23	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*900	-	-	-	*257	*604
Stage 1	-	-	-	-	*570	-
Stage 2	-	-	-	-	*631	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*900	-	-	-	*256	*604
Mov Cap-2 Maneuver	-	-	-	-	*458	-
Stage 1	-	-	-	-	*570	-
Stage 2	-	-	-	-	*629	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 900	-	-	-	521
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	9	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	900	95	120	1010	90	130	10	260	60	10	25
Future Volume (vph)	30	900	95	120	1010	90	130	10	260	60	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	125		0	0		135	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		397			1284			305			290	
Travel Time (s)		6.8			21.9			8.3			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	928	98	124	1041	93	0	144	268	0	98	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	900	95	120	1010	90	130	10	260	60	10	25
Future Vol, veh/h	30	900	95	120	1010	90	130	10	260	60	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	0	125	-	0	-	-	135	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	1	1	1
Mvmt Flow	31	928	98	124	1041	93	134	10	268	62	10	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1041	0	0	928	0	0	1763	2279	464	1820	2279	521
Stage 1	-	-	-	-	-	-	990	990	-	1289	1289	-
Stage 2	-	-	-	-	-	-	773	1289	-	531	990	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	*1019	-	-	*1061	-	-	*329	*109	*717	*329	*109	*689
Stage 1	-	-	-	-	-	-	*676	*592	-	*434	*421	-
Stage 2	-	-	-	-	-	-	*650	*421	-	*676	*592	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*1019	-	-	*1061	-	-	*274	*93	*717	*178	*93	*689
Mov Cap-2 Maneuver	-	-	-	-	-	-	*439	*289	-	*254	*285	-
Stage 1	-	-	-	-	-	-	*656	*574	-	*420	*372	-
Stage 2	-	-	-	-	-	-	*537	*372	-	*403	*574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.9	14.7	22
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	423	717	* 1019	-	-	* 1061	-	-	309
HCM Lane V/C Ratio	0.341	0.374	0.03	-	-	0.117	-	-	0.317
HCM Control Delay (s)	17.9	13	8.6	-	-	8.8	-	-	22
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.5	1.7	0.1	-	-	0.4	-	-	1.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	5	5	1	40	5	330	5	30	145	50
Future Volume (vph)	30	1	5	5	1	40	5	330	5	30	145	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		270			234			280			305	
Travel Time (s)		7.4			6.4			7.6			8.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	47	0	0	350	0	0	232	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1	5	5	1	40	5	330	5	30	145	50
Future Vol, veh/h	30	1	5	5	1	40	5	330	5	30	145	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	31	1	5	5	1	41	5	340	5	31	149	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	611	593	175	593	616	343	201	0	0	345	0	0
Stage 1	237	237	-	353	353	-	-	-	-	-	-	-
Stage 2	374	356	-	240	263	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	406	418	868	417	406	700	1377	-	-	1220	-	-
Stage 1	766	709	-	664	631	-	-	-	-	-	-	-
Stage 2	647	629	-	763	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	372	404	868	403	393	700	1377	-	-	1220	-	-
Mov Cap-2 Maneuver	372	404	-	403	393	-	-	-	-	-	-	-
Stage 1	763	688	-	661	628	-	-	-	-	-	-	-
Stage 2	605	626	-	735	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	11.1	0.1	1.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	405	638	1220	-	-
HCM Lane V/C Ratio	0.004	-	-	0.092	0.074	0.025	-	-
HCM Control Delay (s)	7.6	0	-	14.8	11.1	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	60	280	5	50	105
Future Volume (vph)	5	60	280	5	50	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Link Speed (mph)	25		25			25
Link Distance (ft)	292		320			280
Travel Time (s)	8.0		8.7			7.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	294	0	0	160
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	60	280	5	50	105
Future Vol, veh/h	5	60	280	5	50	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	5	62	289	5	52	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	502	291	0	0	294	0
Stage 1	291	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	529	748	-	-	1273	-
Stage 1	759	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	506	748	-	-	1273	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	2.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	721	1273	-
HCM Lane V/C Ratio	-	-	0.093	0.04	-
HCM Control Delay (s)	-	-	10.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	20	265	1	15	95
Future Volume (vph)	1	20	265	1	15	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Link Speed (mph)	25		25			25
Link Distance (ft)	541		422			320
Travel Time (s)	14.8		11.5			8.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	274	0	0	113
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	20	265	1	15	95
Future Vol, veh/h	1	20	265	1	15	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	1	21	273	1	15	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	403	274	0	0	274	0
Stage 1	274	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	603	765	-	-	1295	-
Stage 1	772	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	596	765	-	-	1295	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	1295	-
HCM Lane V/C Ratio	-	-	0.029	0.012	-
HCM Control Delay (s)	-	-	9.9	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	1	5	1	15	1	115	5	25	45	5
Future Volume (vph)	10	1	1	5	1	15	1	115	5	25	45	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		187			235			457			315	
Travel Time (s)		5.1			6.4			12.5			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	22	0	0	128	0	0	80	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	1	5	1	15	1	115	5	25	45	5
Future Vol, veh/h	10	1	1	5	1	15	1	115	5	25	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	11	1	1	5	1	16	1	122	5	27	48	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	240	234	51	232	233	125	53	0	0	128	0	0
Stage 1	104	104	-	127	127	-	-	-	-	-	-	-
Stage 2	136	130	-	105	106	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	714	666	1017	723	667	926	1559	-	-	1464	-	-
Stage 1	902	809	-	877	791	-	-	-	-	-	-	-
Stage 2	867	789	-	901	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	690	653	1017	710	654	926	1559	-	-	1464	-	-
Mov Cap-2 Maneuver	690	653	-	710	654	-	-	-	-	-	-	-
Stage 1	901	794	-	876	790	-	-	-	-	-	-	-
Stage 2	850	788	-	882	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.4	0.1	2.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1559	-	-	706	848	1464	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.026	0.018	-	-
HCM Control Delay (s)	7.3	0	-	10.2	9.4	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

APPENDIX D

TRAFFIC SIGNAL WARRANT ANALYSIS

MEQUON ROAD/INDUSTRIAL DRIVE

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Mequon Road & Industrial Drive
County: Ozaukee
City: Mequon

Major Street: Mequon Road
Critical Approach Speed: 40 mph
Lanes: 2 or more lanes

Minor Street: Industrial Drive
Critical Approach Speed: 25 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 0%
From East (WB) 100%
From South (NB) 0%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
If it is a "T" intersection, inflate minor threshold to 150%?
Manually set volume level?

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2019 Build Traffic	Yes	6:00	AM	6:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:
Name: Tammi Czewski
Agency: TADI
Date: 11/10/2017

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	150	120
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	75	60
Number of Hours	1	4

Satisfied? No

Condition C: Combination of A & B at 80%

Satisfied? No

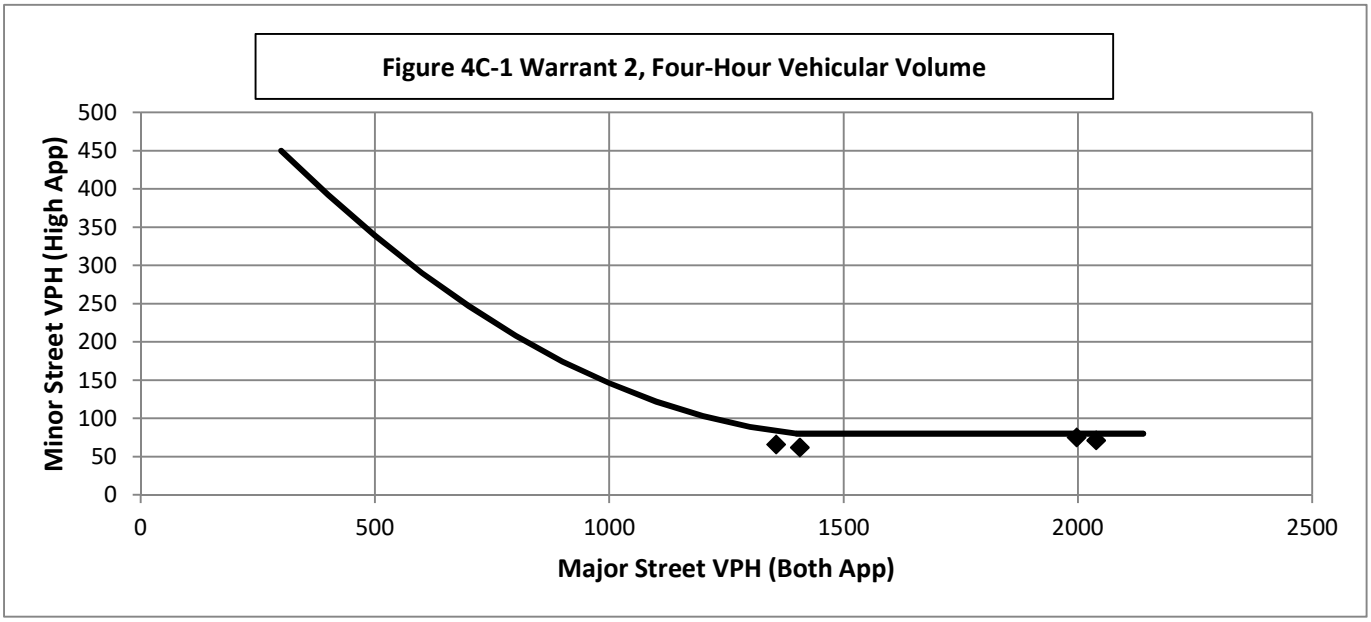
6:00 AM Enter Start Time (Military Time) (HH:MM)

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	Total
1	6:00	7:00	978	27	1005
2	7:00	8:00	2039	43	2082
3	8:00	9:00	1620	31	1651
4	9:00	10:00	1220	33	1253
5	10:00	11:00	1063	38	1101
6	11:00	12:00	1357	47	1404
7	12:00	13:00	1302	55	1357
8	13:00	14:00	1356	66	1422
9	14:00	15:00	1406	62	1468
10	15:00	16:00	1837	58	1895
11	16:00	17:00	1997	75	2072
12	17:00	18:00	2039	71	2110
13	18:00	19:00	0	0	0
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	17:00	13:00	14:00
Major Road Vol.	1997	2039	1356	1406
Minor Road Vol.	75	71	66	62



By: TSC
Date: 11/9/17

2017 Existing Traffic

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																0	0			
																104%	104%			<- % Reduction, Sensitivity Test
																0	0			
6-7am	1	0	0	0	344	88	17	1	8	72	448	0	979	0	0			0.0%	0.0%	
7-8am	0	0	0	3	683	167	50	0	11	98	1013	14	2039	0	0			0.0%	0.0%	
8-9am	3	0	3	3	547	138	52	2	7	55	801	2	1613	0	0			0.0%	0.0%	
9-10am	1	0	4	2	446	56	50	0	20	30	599	0	1208	0	0			0.0%	0.0%	
10-11am	0	2	0	3	441	49	42	1	18	14	473	0	1043	0	0			0.0%	0.0%	
11am-12pm	3	3	2	1	555	52	99	0	15	20	607	0	1357	0	0			0.0%	0.0%	
12-1pm	0	0	0	2	524	98	115	0	22	23	504	3	1291	0	0			0.0%	0.0%	
1-2pm	1	1	2	3	575	101	62	1	12	26	517	0	1301	0	0			0.0%	0.0%	
2-3pm	0	0	3	1	676	48	121	0	26	21	545	1	1442	0	0			0.0%	0.0%	
3-4pm	2	0	2	6	914	53	99	0	33	19	727	0	1855	0	0			0.0%	0.0%	
4-5pm	1	0	2	3	918	58	207	1	54	17	857	3	2121	0	0			0.0%	0.0%	
5-6pm	0	0	3	1	934	53	150	0	38	17	835	0	2031	0	0			0.0%	0.0%	
6-7pm														0	0			0.0%	0.0%	
7-8pm													0	0	0			0.0%	0.0%	
														0	0			0.0%	0.0%	
														0	0			0.0%	0.0%	
IN or OUT																				
PERECENTAGE																				

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																0%	0%			<- % Reduction, Sensitivity Test
																0	0			
6-7am														0	0					
7-8am														0	0					
8-9am														0	0					
9-10am														0	0					
10-11am														0	0					
11am-12pm														0	0					
12-1pm														0	0					
1-2pm														0	0					
2-3pm														0	0					
3-4pm														0	0					
4-5pm														0	0					
5-6pm														0	0					
6-7pm																				
7-8pm																				
IN or OUT																				
PERECENTAGE																				

MTCII Full Buildout New Trips (Apartments)

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																665	665			
																0%	0%			<- % Reduction, Sensitivity Test
																665	665			
6-7am	2	0	24	6	0	0	0	0	0	0	0	0	32	12	44			1.8%	6.6%	From WisDOT Apartments Dist.
7-8am	3	0	38	15	0	0	0	0	0	0	0	1	57	27	71			4.1%	10.7%	From WisDOT Apartments Dist.
8-9am	2	0	21	17	0	0	0	0	0	0	0	1	41	31	38			4.6%	5.7%	From WisDOT Apartments Dist.
9-10am	1	0	19	17	0	0	0	0	0	0	0	1	38	32	36			4.8%	5.4%	From WisDOT Apartments Dist.
10-11am	1	0	18	15	0	0	0	0	0	0	0	1	35	27	33			4.0%	5.0%	From WisDOT Apartments Dist.
11am-12pm	1	0	18	19	0	0	0	0	0	0	0	1	39	35	34			5.2%	5.1%	From WisDOT Apartments Dist.
12-1pm	1	0	19	25	0	0	0	0	0	0	0	2	47	47	36			7.0%	5.4%	From WisDOT Apartments Dist.
1-2pm	2	0	23	32	0	0	0	0	0	0	0	2	59	59	42			8.9%	6.3%	From WisDOT Apartments Dist.
2-3pm	2	0	24	29	0	0	0	0	0	0	0	2	57	54	45			8.1%	6.8%	From WisDOT Apartments Dist.
3-4pm	2	0	24	33	0	0	0	0	0	0	0	2	61	61	44			9.1%	6.6%	From WisDOT Apartments Dist.
4-5pm	3	0	34	35	0	0	0	0	0	0	0	3	75	65	63			9.8%	9.5%	From WisDOT Apartments Dist.
5-6pm	3	0	34	53	0	0	0	0	0	0	0	4	94	98	63			14.8%	9.5%	From WisDOT Apartments Dist.
6-7pm																				
7-8pm																				
IN or OUT	OUT		OUT	IN								IN								
PERECENTAGE	4.0%		54.0%	54.0%								4.0%								

MTCII Full Buildout New Trips (Retail)

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																455	455			
																0%	0%			<- % Reduction, Sensitivity Test
																455	455			
6-7am	0	0	1	2	0	0	0	0	0	0	0	2	5	4	1			0.8%	0.3%	From ITE Shopping Center Dist.
7-8am	2	0	2	5	0	0	0	0	0	0	0	4	13	9	4			2.0%	0.9%	From ITE Shopping Center Dist.
8-9am	2	0	3	8	0	0	0	0	0	0	0	6	19	14	5			3.1%	1.2%	From ITE Shopping Center Dist.
9-10am	4	0	5	15	0	0	0	0	0	0	0	10	34	25	9			5.5%	2.0%	From ITE Shopping Center Dist.
10-11am	8	0	12	19	0	0	0	0	0	0	0	13	52	32	20			7.0%	4.3%	From ITE Shopping Center Dist.
11am-12pm	11	0	17	23	0	0	0	0	0	0	0	15	66	38	28			8.4%	6.2%	From ITE Shopping Center Dist.
12-1pm	15	0	23	26	0	0	0	0	0	0	0	17	81	43	38			9.4%	8.3%	From ITE Shopping Center Dist.
1-2pm	16	0	23	22	0	0	0	0	0	0	0	15	76	37	39			8.2%	8.6%	From ITE Shopping Center Dist.
2-3pm	16	0	24	21	0	0	0	0	0	0	0	14	75	35	40			7.7%	8.9%	From ITE Shopping Center Dist.
3-4pm	16	0	24	21	0	0	0	0	0	0	0	14	75	35	40			7.8%	8.8%	From ITE Shopping Center Dist.
4-5pm	16	0	24	22	0	0	0	0	0	0	0	14	76	36	40			8.0%	8.9%	From ITE Shopping Center Dist.
5-6pm	17	0	25	23	0	0	0	0	0	0	0	15	80	38	42			8.4%	9.2%	From ITE Shopping Center Dist.
6-7pm																				
7-8pm																				
IN or OUT	OUT		OUT	IN								IN								
PERECENTAGE	40.0%		60.0%	60.0%								40.0%								

By: TSC
Date: 11/9/17

MTCII Full Buildout New Trips (Restaurant)

AADT IN	AADT OUT
320	320
0%	0%
320	320

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	1	0	2	3	0	0	0	0	0	0	0	2	8	5	3	1.5%	0.8%	From ITE High Turnover Rest. Dist.
7-8am	2	0	3	6	0	0	0	0	0	0	0	4	15	10	5	3.0%	1.7%	From ITE High Turnover Rest. Dist.
8-9am	3	0	4	7	0	0	0	0	0	0	0	5	19	12	7	3.6%	2.3%	From ITE High Turnover Rest. Dist.
9-10am	4	0	5	8	0	0	0	0	0	0	0	5	22	13	9	4.1%	2.7%	From ITE High Turnover Rest. Dist.
10-11am	4	0	6	7	0	0	0	0	0	0	0	4	21	11	10	3.3%	3.2%	From ITE High Turnover Rest. Dist.
11am-12pm	5	0	7	14	0	0	0	0	0	0	0	10	36	24	12	7.4%	3.8%	From ITE High Turnover Rest. Dist.
12-1pm	8	0	13	17	0	0	0	0	0	0	0	11	49	28	21	8.6%	6.6%	From ITE High Turnover Rest. Dist.
1-2pm	11	0	17	9	0	0	0	0	0	0	0	6	43	15	28	4.8%	8.6%	From ITE High Turnover Rest. Dist.
2-3pm	7	0	11	6	0	0	0	0	0	0	0	4	28	10	18	3.2%	5.5%	From ITE High Turnover Rest. Dist.
3-4pm	5	0	8	6	0	0	0	0	0	0	0	4	23	10	13	3.0%	4.0%	From ITE High Turnover Rest. Dist.
4-5pm	6	0	8	11	0	0	0	0	0	0	0	7	32	18	14	5.6%	4.5%	From ITE High Turnover Rest. Dist.
5-6pm	6	0	9	19	0	0	0	0	0	0	0	12	46	31	15	9.7%	4.6%	From ITE High Turnover Rest. Dist.
6-7pm																		
7-8pm																		
IN or OUT	OUT		OUT	IN								IN						
PERECENTAGE	40.0%		60.0%	60.0%								40.0%						

Foxtown Ventures (Restaurant A)

AADT IN	AADT OUT
305	305
0%	0%
305	305

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	2	0	0	0	0	0	1	0	3	5	2	1.5%	0.8%	From ITE High Turnover Rest. Dist.
7-8am	0	0	0	0	4	0	0	0	0	0	2	0	6	9	5	3.0%	1.7%	From ITE High Turnover Rest. Dist.
8-9am	0	0	0	0	4	0	0	0	0	0	3	0	7	11	7	3.6%	2.3%	From ITE High Turnover Rest. Dist.
9-10am	0	0	0	0	5	0	0	0	0	0	3	0	8	13	8	4.1%	2.7%	From ITE High Turnover Rest. Dist.
10-11am	0	0	0	0	4	0	0	0	0	0	4	0	8	10	10	3.3%	3.2%	From ITE High Turnover Rest. Dist.
11am-12pm	0	0	0	0	9	0	0	0	0	0	5	0	14	23	12	7.4%	3.8%	From ITE High Turnover Rest. Dist.
12-1pm	0	0	0	0	10	0	0	0	0	0	8	0	18	26	20	8.6%	6.6%	From ITE High Turnover Rest. Dist.
1-2pm	0	0	0	0	6	0	0	0	0	0	10	0	16	15	26	4.8%	8.6%	From ITE High Turnover Rest. Dist.
2-3pm	0	0	0	0	4	0	0	0	0	0	7	0	11	10	17	3.2%	5.5%	From ITE High Turnover Rest. Dist.
3-4pm	0	0	0	0	4	0	0	0	0	0	5	0	9	9	12	3.0%	4.0%	From ITE High Turnover Rest. Dist.
4-5pm	0	0	0	0	7	0	0	0	0	0	6	0	13	17	14	5.6%	4.5%	From ITE High Turnover Rest. Dist.
5-6pm	0	0	0	0	12	0	0	0	0	0	6	0	18	30	14	9.7%	4.6%	From ITE High Turnover Rest. Dist.
6-7pm																		
7-8pm																		
IN or OUT					IN						OUT							
PERECENTAGE					40.0%						40.0%							

Foxtown Ventures (Restaurant B)

AADT IN	AADT OUT
215	215
0%	0%
215	215

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	0	1	1	0	1	1	0	0	4	3	2	1.5%	0.8%	From ITE High Turnover Rest. Dist.
7-8am	0	0	0	0	0	2	2	0	2	3	0	0	9	6	4	3.0%	1.7%	From ITE High Turnover Rest. Dist.
8-9am	0	0	0	0	0	3	2	0	2	4	0	0	11	8	5	3.6%	2.3%	From ITE High Turnover Rest. Dist.
9-10am	0	0	0	0	0	4	2	0	3	4	0	0	13	9	6	4.1%	2.7%	From ITE High Turnover Rest. Dist.
10-11am	0	0	0	0	0	3	3	0	3	3	0	0	12	7	7	3.3%	3.2%	From ITE High Turnover Rest. Dist.
11am-12pm	0	0	0	0	0	6	3	0	4	7	0	0	20	16	8	7.4%	3.8%	From ITE High Turnover Rest. Dist.
12-1pm	0	0	0	0	0	7	6	0	6	8	0	0	27	18	14	8.6%	6.6%	From ITE High Turnover Rest. Dist.
1-2pm	0	0	0	0	0	4	7	0	8	5	0	0	24	10	18	4.8%	8.6%	From ITE High Turnover Rest. Dist.
2-3pm	0	0	0	0	0	3	5	0	5	3	0	0	16	7	12	3.2%	5.5%	From ITE High Turnover Rest. Dist.
3-4pm	0	0	0	0	0	2	4	0	4	3	0	0	13	6	9	3.0%	4.0%	From ITE High Turnover Rest. Dist.
4-5pm	0	0	0	0	0	5	4	0	5	5	0	0	19	12	10	5.6%	4.5%	From ITE High Turnover Rest. Dist.
5-6pm	0	0	0	0	0	8	4	0	5	9	0	0	26	21	10	9.7%	4.6%	From ITE High Turnover Rest. Dist.
6-7pm																		
7-8pm																		
IN or OUT						IN	OUT		OUT	IN								
PERECENTAGE						40.0%	40.0%		45.0%	45.0%								

Foxtown Ventures (Residential)

AADT IN	AADT OUT
305	305
0%	0%
305	305

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	0	2	8	0	9	2	0	0	21	5	20	1.8%	6.6%	From WisDOT Apartments Dist.
7-8am	0	0	0	0	0	5	13	0	15	6	0	0	39	13	33	4.1%	10.7%	From WisDOT Apartments Dist.
8-9am	0	0	0	0	0	6	7	0	8	6	0	0	27	14	17	4.6%	5.7%	From WisDOT Apartments Dist.
9-10am	0	0	0	0	0	6	6	0	7	7	0	0	26	15	16	4.8%	5.4%	From WisDOT Apartments Dist.
10-11am	0	0	0	0	0	5	6	0	7	5	0	0	23	12	15	4.0%	5.0%	From WisDOT Apartments Dist.
11am-12pm	0	0	0	0	0	6	6	0	7	7	0	0	26	16	16	5.2%	5.1%	From WisDOT Apartments Dist.
12-1pm	0	0	0	0	0	8	6	0	7	9	0	0	30	21	16	7.0%	5.4%	From WisDOT Apartments Dist.
1-2pm	0	0	0	0	0	11	8	0	9	12	0	0	40	27	19	8.9%	6.3%	From WisDOT Apartments Dist.
2-3pm	0	0	0	0	0	10	8	0	9	11	0	0	38	25	21	8.1%	6.8%	From WisDOT Apartments Dist.
3-4pm	0	0	0	0	0	11	8	0	9	13	0	0	41	28	20	9.1%	6.6%	From WisDOT Apartments Dist.
4-5pm	0	0	0	0	0	12	12	0	13	14	0	0	51	30	29	9.8%	9.5%	From WisDOT Apartments Dist.
5-6pm	0	0	0	0	0	18	12	0	13	20	0	0	63	45	29	14.8%	9.5%	From WisDOT Apartments Dist.
6-7pm														0	0			
7-8pm																		
12:00 AM																		
12:00 AM																		
IN or OUT						IN	OUT		OUT	IN								
PERECENTAGE						40.0%	40.0%		45.0%	45.0%								

Foxtown Ventures (Office)

	↓			←			↑			→				---		AADT IN	AADT OUT	
																20	20	
																0%	0%	<- % Reduction, Sensitivity Test
																20	20	
	MTCII East Driveway			Mequon Road			Industrial Drive			Mequon Road			Intersection			% AADT	% AADT	
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	IN	OUT	IN	OUT	Notes
6-7am	0	0	0	0	0	1	0	0	0	1	0	0	2	3	0	13.4%	1.7%	From WisDOT Office Dist.
7-8am	0	0	0	0	0	2	0	0	0	2	0	0	4	4	0	20.2%	1.9%	From WisDOT Office Dist.
8-9am	0	0	0	0	0	2	0	0	0	2	0	0	4	4	0	19.5%	1.3%	From WisDOT Office Dist.
9-10am	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0	7.9%	1.6%	From WisDOT Office Dist.
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2.6%	1.6%	From WisDOT Office Dist.
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2.8%	4.0%	From WisDOT Office Dist.
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2.9%	3.9%	From WisDOT Office Dist.
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3.0%	3.0%	From WisDOT Office Dist.
2-3pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.0%	6.6%	From WisDOT Office Dist.
3-4pm	0	0	0	0	0	0	2	0	2	0	0	0	4	0	4	2.2%	17.8%	From WisDOT Office Dist.
4-5pm	0	0	0	0	0	0	2	0	2	0	0	0	4	0	5	1.6%	22.6%	From WisDOT Office Dist.
5-6pm	0	0	0	0	0	0	1	0	1	0	0	0	2	0	3	1.4%	13.2%	From WisDOT Office Dist.
6-7pm																		
7-8pm																		
12:00 AM																		
12:00 AM																		
IN or OUT						IN	OUT		OUT	IN								
PERECENTAGE						40.0%	40.0%		45.0%	45.0%								

	↓			←			↑			→				---		AADT IN	AADT OUT	
																0	0	
																0%	0%	<- % Reduction, Sensitivity Test
																0	0	
	MTCII East Driveway			Mequon Road			Industrial Drive			Mequon Road			Intersection			% AADT	% AADT	
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	IN	OUT	IN	OUT	Notes
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-3pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-4pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-5pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-6pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-7pm																		
7-8pm																		
12:00 AM																		
12:00 AM																		
IN or OUT																		
PERECENTAGE																		

	↓			←			↑			→				---		AADT IN	AADT OUT	
																0	0	
																0%	0%	<- % Reduction, Sensitivity Test
																0	0	
	MTCII East Driveway			Mequon Road			Industrial Drive			Mequon Road			Intersection			% AADT	% AADT	
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	IN	OUT	IN	OUT	Notes
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-3pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-4pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-5pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-6pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-7pm																		
7-8pm																		
12:00 AM																		
12:00 AM																		
IN or OUT																		
PERECENTAGE																		

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Mequon Road & Industrial Drive
County: Ozaukee
City: Mequon

Major Street: Mequon Road
Critical Approach Speed: 40 mph
Lanes: 2 or more lanes

Minor Street: Industrial Drive
Critical Approach Speed: 25 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 0%
From East (WB) 100%
From South (NB) 0%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
If it is a "T" intersection, inflate minor threshold to 150%?
Manually set volume level?

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2023 Build Traffic	Yes	6:00	AM	6:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**Yes**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:
Name: Tammi Czewski
Agency: TADI
Date: 11/10/2017

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	150	120
Number of Hours	0	1

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	75	60
Number of Hours	6	7

Satisfied? No

Condition C: Combination of A & B at 80%

Satisfied? No

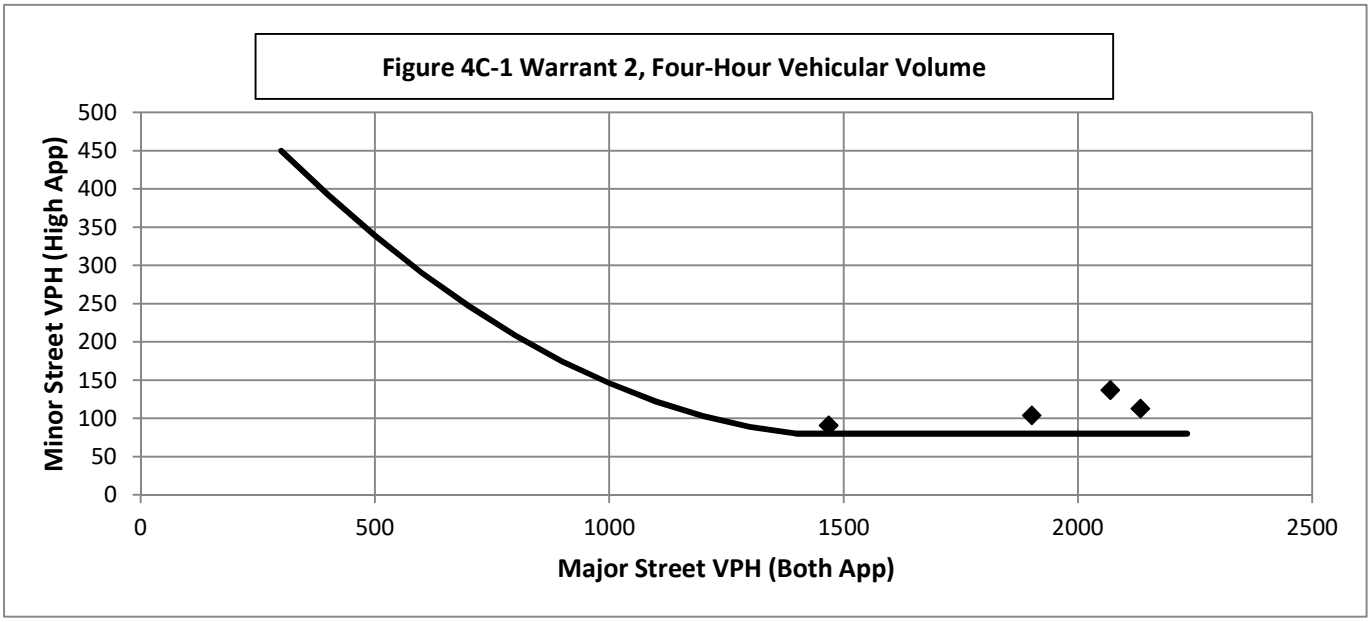
6:00 AM Enter Start Time (Military Time) (HH:MM)

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	Total
1	6:00	7:00	1011	28	1039
2	7:00	8:00	2093	48	2141
3	8:00	9:00	1682	36	1718
4	9:00	10:00	1276	46	1322
5	10:00	11:00	1119	53	1172
6	11:00	12:00	1435	60	1495
7	12:00	13:00	1392	83	1475
8	13:00	14:00	1428	81	1509
9	14:00	15:00	1468	91	1559
10	15:00	16:00	1901	104	2005
11	16:00	17:00	2069	137	2206
12	17:00	18:00	2133	113	2246
13	18:00	19:00	0	0	0
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? Yes
Manually Set To:

Hour Start	17:00	16:00	15:00	14:00
Major Road Vol.	2133	2069	1901	1468
Minor Road Vol.	113	137	104	91



By: TSC
Date: 11/9/17

2017 Existing Traffic

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																0	0			
																104%	104%			<- % Reduction, Sensitivity Test
																0	0			
6-7am	1	0	0	0	344	88	17	1	8	72	448	0	979	0	0			0.0%	0.0%	
7-8am	0	0	0	3	683	167	50	0	11	98	1013	14	2039	0	0			0.0%	0.0%	
8-9am	3	0	3	3	547	138	52	2	7	55	801	2	1613	0	0			0.0%	0.0%	
9-10am	1	0	4	2	446	56	50	0	20	30	599	0	1208	0	0			0.0%	0.0%	
10-11am	0	2	0	3	441	49	42	1	18	14	473	0	1043	0	0			0.0%	0.0%	
11am-12pm	3	3	2	1	555	52	99	0	15	20	607	0	1357	0	0			0.0%	0.0%	
12-1pm	0	0	0	2	524	98	115	0	22	23	504	3	1291	0	0			0.0%	0.0%	
1-2pm	1	1	2	3	575	101	62	1	12	26	517	0	1301	0	0			0.0%	0.0%	
2-3pm	0	0	3	1	676	48	121	0	26	21	545	1	1442	0	0			0.0%	0.0%	
3-4pm	2	0	2	6	914	53	99	0	33	19	727	0	1855	0	0			0.0%	0.0%	
4-5pm	1	0	2	3	918	58	207	1	54	17	857	3	2121	0	0			0.0%	0.0%	
5-6pm	0	0	3	1	934	53	150	0	38	17	835	0	2031	0	0			0.0%	0.0%	
6-7pm														0	0			0.0%	0.0%	
7-8pm													0	0	0			0.0%	0.0%	
														0	0			0.0%	0.0%	
														0	0			0.0%	0.0%	
IN or OUT																				
PERECENTAGE																				

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																0%	0%			<- % Reduction, Sensitivity Test
																0	0			
6-7am													0	0	0					
7-8am													0	0	0					
8-9am													0	0	0					
9-10am													0	0	0					
10-11am													0	0	0					
11am-12pm													0	0	0					
12-1pm													0	0	0					
1-2pm													0	0	0					
2-3pm													0	0	0					
3-4pm													0	0	0					
4-5pm													0	0	0					
5-6pm													0	0	0					
6-7pm																				
7-8pm																				
IN or OUT																				
PERECENTAGE																				

MTCII Full Buildout New Trips (Apartments)

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																665	665			
																0%	0%			<- % Reduction, Sensitivity Test
																665	665			
6-7am	2	0	24	6	0	0	0	0	0	0	0	0	32	12	44			1.8%	6.6%	From WisDOT Apartments Dist.
7-8am	3	0	38	15	0	0	0	0	0	0	0	1	57	27	71			4.1%	10.7%	From WisDOT Apartments Dist.
8-9am	2	0	21	17	0	0	0	0	0	0	0	1	41	31	38			4.6%	5.7%	From WisDOT Apartments Dist.
9-10am	1	0	19	17	0	0	0	0	0	0	0	1	38	32	36			4.8%	5.4%	From WisDOT Apartments Dist.
10-11am	1	0	18	15	0	0	0	0	0	0	0	1	35	27	33			4.0%	5.0%	From WisDOT Apartments Dist.
11am-12pm	1	0	18	19	0	0	0	0	0	0	0	1	39	35	34			5.2%	5.1%	From WisDOT Apartments Dist.
12-1pm	1	0	19	25	0	0	0	0	0	0	0	2	47	47	36			7.0%	5.4%	From WisDOT Apartments Dist.
1-2pm	2	0	23	32	0	0	0	0	0	0	0	2	59	59	42			8.9%	6.3%	From WisDOT Apartments Dist.
2-3pm	2	0	24	29	0	0	0	0	0	0	0	2	57	54	45			8.1%	6.8%	From WisDOT Apartments Dist.
3-4pm	2	0	24	33	0	0	0	0	0	0	0	2	61	61	44			9.1%	6.6%	From WisDOT Apartments Dist.
4-5pm	3	0	34	35	0	0	0	0	0	0	0	3	75	65	63			9.8%	9.5%	From WisDOT Apartments Dist.
5-6pm	3	0	34	53	0	0	0	0	0	0	0	4	94	98	63			14.8%	9.5%	From WisDOT Apartments Dist.
6-7pm																				
7-8pm																				
IN or OUT	OUT		OUT	IN								IN								
PERECENTAGE	4.0%		54.0%	54.0%								4.0%								

MTCII Full Buildout New Trips (Retail)

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
																455	455			
																0%	0%			<- % Reduction, Sensitivity Test
																455	455			
6-7am	0	0	1	2	0	0	0	0	0	0	0	2	5	4	1			0.8%	0.3%	From ITE Shopping Center Dist.
7-8am	2	0	2	5	0	0	0	0	0	0	0	4	13	9	4			2.0%	0.9%	From ITE Shopping Center Dist.
8-9am	2	0	3	8	0	0	0	0	0	0	0	6	19	14	5			3.1%	1.2%	From ITE Shopping Center Dist.
9-10am	4	0	5	15	0	0	0	0	0	0	0	10	34	25	9			5.5%	2.0%	From ITE Shopping Center Dist.
10-11am	8	0	12	19	0	0	0	0	0	0	0	13	52	32	20			7.0%	4.3%	From ITE Shopping Center Dist.
11am-12pm	11	0	17	23	0	0	0	0	0	0	0	15	66	38	28			8.4%	6.2%	From ITE Shopping Center Dist.
12-1pm	15	0	23	26	0	0	0	0	0	0	0	17	81	43	38			9.4%	8.3%	From ITE Shopping Center Dist.
1-2pm	16	0	23	22	0	0	0	0	0	0	0	15	76	37	39			8.2%	8.6%	From ITE Shopping Center Dist.
2-3pm	16	0	24	21	0	0	0	0	0	0	0	14	75	35	40			7.7%	8.9%	From ITE Shopping Center Dist.
3-4pm	16	0	24	21	0	0	0	0	0	0	0	14	75	35	40			7.8%	8.8%	From ITE Shopping Center Dist.
4-5pm	16	0	24	22	0	0	0	0	0	0	0	14	76	36	40			8.0%	8.9%	From ITE Shopping Center Dist.
5-6pm	17	0	25	23	0	0	0	0	0	0	0	15	80	38	42			8.4%	9.2%	From ITE Shopping Center Dist.
6-7pm																				
7-8pm																				
IN or OUT	OUT		OUT	IN								IN								
PERECENTAGE	40.0%		60.0%	60.0%								40.0%								

By: TSC
Date: 11/9/17

MTCII Full Buildout New Trips (Restaurant)

AADT IN	AADT OUT
320	320
0%	0%
320	320

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	1	0	2	3	0	0	0	0	0	0	0	2	8	5	3	1.5%	0.8%	From ITE High Turnover Rest. Dist.
7-8am	2	0	3	6	0	0	0	0	0	0	0	4	15	10	5	3.0%	1.7%	From ITE High Turnover Rest. Dist.
8-9am	3	0	4	7	0	0	0	0	0	0	0	5	19	12	7	3.6%	2.3%	From ITE High Turnover Rest. Dist.
9-10am	4	0	5	8	0	0	0	0	0	0	0	5	22	13	9	4.1%	2.7%	From ITE High Turnover Rest. Dist.
10-11am	4	0	6	7	0	0	0	0	0	0	0	4	21	11	10	3.3%	3.2%	From ITE High Turnover Rest. Dist.
11am-12pm	5	0	7	14	0	0	0	0	0	0	0	10	36	24	12	7.4%	3.8%	From ITE High Turnover Rest. Dist.
12-1pm	8	0	13	17	0	0	0	0	0	0	0	11	49	28	21	8.6%	6.6%	From ITE High Turnover Rest. Dist.
1-2pm	11	0	17	9	0	0	0	0	0	0	0	6	43	15	28	4.8%	8.6%	From ITE High Turnover Rest. Dist.
2-3pm	7	0	11	6	0	0	0	0	0	0	0	4	28	10	18	3.2%	5.5%	From ITE High Turnover Rest. Dist.
3-4pm	5	0	8	6	0	0	0	0	0	0	0	4	23	10	13	3.0%	4.0%	From ITE High Turnover Rest. Dist.
4-5pm	6	0	8	11	0	0	0	0	0	0	0	7	32	18	14	5.6%	4.5%	From ITE High Turnover Rest. Dist.
5-6pm	6	0	9	19	0	0	0	0	0	0	0	12	46	31	15	9.7%	4.6%	From ITE High Turnover Rest. Dist.
6-7pm																		
7-8pm																		
IN or OUT	OUT		OUT	IN								IN						
PERECENTAGE	40.0%		60.0%	60.0%								40.0%						

Foxtown Ventures (Restaurant A)

AADT IN	AADT OUT
305	305
0%	0%
305	305

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	2	0	0	0	0	0	1	0	3	5	2	1.5%	0.8%	From ITE High Turnover Rest. Dist.
7-8am	0	0	0	0	4	0	0	0	0	0	2	0	6	9	5	3.0%	1.7%	From ITE High Turnover Rest. Dist.
8-9am	0	0	0	0	4	0	0	0	0	0	3	0	7	11	7	3.6%	2.3%	From ITE High Turnover Rest. Dist.
9-10am	0	0	0	0	5	0	0	0	0	0	3	0	8	13	8	4.1%	2.7%	From ITE High Turnover Rest. Dist.
10-11am	0	0	0	0	4	0	0	0	0	0	4	0	8	10	10	3.3%	3.2%	From ITE High Turnover Rest. Dist.
11am-12pm	0	0	0	0	9	0	0	0	0	0	5	0	14	23	12	7.4%	3.8%	From ITE High Turnover Rest. Dist.
12-1pm	0	0	0	0	10	0	0	0	0	0	8	0	18	26	20	8.6%	6.6%	From ITE High Turnover Rest. Dist.
1-2pm	0	0	0	0	6	0	0	0	0	0	10	0	16	15	26	4.8%	8.6%	From ITE High Turnover Rest. Dist.
2-3pm	0	0	0	0	4	0	0	0	0	0	7	0	11	10	17	3.2%	5.5%	From ITE High Turnover Rest. Dist.
3-4pm	0	0	0	0	4	0	0	0	0	0	5	0	9	9	12	3.0%	4.0%	From ITE High Turnover Rest. Dist.
4-5pm	0	0	0	0	7	0	0	0	0	0	6	0	13	17	14	5.6%	4.5%	From ITE High Turnover Rest. Dist.
5-6pm	0	0	0	0	12	0	0	0	0	0	6	0	18	30	14	9.7%	4.6%	From ITE High Turnover Rest. Dist.
6-7pm																		
7-8pm																		
IN or OUT					IN						OUT							
PERECENTAGE					40.0%						40.0%							

Foxtown Ventures (Restaurant B, Restaurant D)

AADT IN	AADT OUT
610	610
0%	0%
610	610

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	0	4	2	0	2	4	0	0	12	9	5	1.5%	0.8%	From ITE High Turnover Rest. Dist.
7-8am	0	1	0	0	0	7	4	1	5	8	0	0	26	18	10	3.0%	1.7%	From ITE High Turnover Rest. Dist.
8-9am	0	1	0	0	0	9	6	1	6	10	0	0	33	22	14	3.6%	2.3%	From ITE High Turnover Rest. Dist.
9-10am	0	1	0	0	0	10	6	1	7	11	0	0	36	25	16	4.1%	2.7%	From ITE High Turnover Rest. Dist.
10-11am	0	1	0	0	0	8	8	1	9	9	0	0	36	20	20	3.3%	3.2%	From ITE High Turnover Rest. Dist.
11am-12pm	0	2	0	0	0	18	9	1	10	20	0	0	60	45	23	7.4%	3.8%	From ITE High Turnover Rest. Dist.
12-1pm	0	3	0	0	0	21	16	2	18	23	0	0	83	52	40	8.6%	6.6%	From ITE High Turnover Rest. Dist.
1-2pm	0	1	0	0	0	12	21	3	23	13	0	0	73	29	52	4.8%	8.6%	From ITE High Turnover Rest. Dist.
2-3pm	0	1	0	0	0	8	14	2	15	9	0	0	49	20	34	3.2%	5.5%	From ITE High Turnover Rest. Dist.
3-4pm	0	1	0	0	0	7	10	1	11	8	0	0	38	18	24	3.0%	4.0%	From ITE High Turnover Rest. Dist.
4-5pm	0	2	0	0	0	14	11	1	12	15	0	0	55	34	27	5.6%	4.5%	From ITE High Turnover Rest. Dist.
5-6pm	0	3	0	0	0	24	11	1	13	27	0	0	79	59	28	9.7%	4.6%	From ITE High Turnover Rest. Dist.
6-7pm																		
7-8pm																		
IN or OUT		IN				IN	OUT	OUT	OUT	IN								
PERECENTAGE		5.0%				40.0%	40.0%	5.0%	45.0%	45.0%								

Foxtown Ventures (Residential)

AADT IN	AADT OUT
425	425
0%	0%
425	425

<- % Reduction, Sensitivity Test

Start Time	MTCII East Driveway Right	MTCII East Driveway Thru	MTCII East Driveway Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Industrial Drive Right	Industrial Drive Thru	Industrial Drive Left	Mequon Road Right	Mequon Road Thru	Mequon Road Left	Intersection Totals	--- IN	--- OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	0	3	11	1	13	4	0	0	32	8	28	1.8%	6.6%	From WisDOT Apartments Dist.
7-8am	0	1	0	0	0	7	18	2	20	8	0	0	56	17	45	4.1%	10.7%	From WisDOT Apartments Dist.
8-9am	0	1	0	0	0	8	10	1	11	9	0	0	40	20	24	4.6%	5.7%	From WisDOT Apartments Dist.
9-10am	0	1	0	0	0	8	9	1	10	9	0	0	38	20	23	4.8%	5.4%	From WisDOT Apartments Dist.
10-11am	0	1	0	0	0	7	8	1	9	8	0	0	34	17	21	4.0%	5.0%	From WisDOT Apartments Dist.
11am-12pm	0	1	0	0	0	9	9	1	10	10	0	0	40	22	22	5.2%	5.1%	From WisDOT Apartments Dist.
12-1pm	0	2	0	0	0	12	9	1	10	14	0	0	48	30	23	7.0%	5.4%	From WisDOT Apartments Dist.
1-2pm	0	2	0	0	0	15	11	1	12	17	0	0	58	38	27	8.9%	6.3%	From WisDOT Apartments Dist.
2-3pm	0	2	0	0	0	14	12	1	13	15	0	0	57	34	29	8.1%	6.8%	From WisDOT Apartments Dist.
3-4pm	0	2	0	0	0	16	11	1	13	18	0	0	61	39	28	9.1%	6.6%	From WisDOT Apartments Dist.
4-5pm	0	2	0	0	0	17	16	2	18	19	0	0	74	42	40	9.8%	9.5%	From WisDOT Apartments Dist.
5-6pm	0	3	0	0	0	25	16	2	18	28	0	0	92	63	40	14.8%	9.5%	From WisDOT Apartments Dist.
6-7pm														0	0			
7-8pm																		
12:00 AM																		
12:00 AM																		
IN or OUT		IN				IN	OUT	OUT	OUT	IN								
PERECENTAGE		5.0%				40.0%	40.0%	5.0%	45.0%	45.0%								

Foxtown Ventures (Office)

	MTCII East Driveway			Mequon Road			Industrial Drive			Mequon Road			Intersection	---		AADT IN	AADT OUT	
																195	195	
																0%	0%	<- % Reduction, Sensitivity Test
																195	195	
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	IN	OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	1	0	0	0	10	1	0	1	12	0	0	25	26	3	13.4%	1.7%	From WisDOT Office Dist.
7-8am	0	2	0	0	0	16	2	0	2	18	0	0	40	39	4	20.2%	1.9%	From WisDOT Office Dist.
8-9am	0	2	0	0	0	15	1	0	1	17	0	0	36	38	3	19.5%	1.3%	From WisDOT Office Dist.
9-10am	0	1	0	0	0	6	1	0	1	7	0	0	16	15	3	7.9%	1.6%	From WisDOT Office Dist.
10-11am	0	0	0	0	0	2	1	0	1	2	0	0	6	5	3	2.6%	1.6%	From WisDOT Office Dist.
11am-12pm	0	0	0	0	0	2	3	0	4	2	0	0	11	5	8	2.8%	4.0%	From WisDOT Office Dist.
12-1pm	0	0	0	0	0	2	3	0	4	3	0	0	12	6	8	2.9%	3.9%	From WisDOT Office Dist.
1-2pm	0	0	0	0	0	2	2	0	3	3	0	0	10	6	6	3.0%	3.0%	From WisDOT Office Dist.
2-3pm	0	0	0	0	0	2	5	1	6	2	0	0	16	4	13	2.0%	6.6%	From WisDOT Office Dist.
3-4pm	0	0	0	0	0	2	14	2	16	2	0	0	36	4	35	2.2%	17.8%	From WisDOT Office Dist.
4-5pm	0	0	0	0	0	1	18	2	20	1	0	0	42	3	44	1.6%	22.6%	From WisDOT Office Dist.
5-6pm	0	0	0	0	0	1	10	1	12	1	0	0	25	3	26	1.4%	13.2%	From WisDOT Office Dist.
6-7pm																		
7-8pm																		
12:00 AM																		
12:00 AM																		

IN or OUT		IN				IN	OUT	OUT	OUT	IN		
PERECENTAGE		5.0%				40.0%	40.0%	5.0%	45.0%	45.0%		

Foxtown Ventures (Retail)

	MTCII East Driveway			Mequon Road			Industrial Drive			Mequon Road			Intersection	---		AADT IN	AADT OUT	
																600	600	
																0%	0%	<- % Reduction, Sensitivity Test
																600	600	
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	IN	OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	0	2	1	0	1	2	0	0	6	5	2	0.8%	0.3%	From ITE Shopping Center Dist.
7-8am	0	1	0	0	0	5	2	0	2	5	0	0	15	12	5	2.0%	0.9%	From ITE Shopping Center Dist.
8-9am	0	1	0	0	0	8	3	0	3	9	0	0	24	19	7	3.1%	1.2%	From ITE Shopping Center Dist.
9-10am	0	2	0	0	0	13	5	1	5	15	0	0	41	33	12	5.5%	2.0%	From ITE Shopping Center Dist.
10-11am	0	2	0	0	0	17	10	1	12	19	0	0	61	42	26	7.0%	4.3%	From ITE Shopping Center Dist.
11am-12pm	0	3	0	0	0	20	15	2	17	23	0	0	80	50	37	8.4%	6.2%	From ITE Shopping Center Dist.
12-1pm	0	3	0	0	0	22	20	3	23	25	0	0	96	56	50	9.4%	8.3%	From ITE Shopping Center Dist.
1-2pm	0	2	0	0	0	20	21	3	23	22	0	0	91	49	52	8.2%	8.6%	From ITE Shopping Center Dist.
2-3pm	0	2	0	0	0	18	21	3	24	21	0	0	89	46	53	7.7%	8.9%	From ITE Shopping Center Dist.
3-4pm	0	2	0	0	0	19	21	3	24	21	0	0	90	47	53	7.8%	8.8%	From ITE Shopping Center Dist.
4-5pm	0	2	0	0	0	19	21	3	24	22	0	0	91	48	53	8.0%	8.9%	From ITE Shopping Center Dist.
5-6pm	0	3	0	0	0	20	22	3	25	23	0	0	96	50	55	8.4%	9.2%	From ITE Shopping Center Dist.
6-7pm																		
7-8pm																		
12:00 AM																		
12:00 AM																		

IN or OUT		IN				IN	OUT	OUT	OUT	IN		
PERECENTAGE		5.0%				40.0%	40.0%	5.0%	45.0%	45.0%		

	MTCII East Driveway			Mequon Road			Industrial Drive			Mequon Road			Intersection	---		AADT IN	AADT OUT	
																0	0	
																0%	0%	<- % Reduction, Sensitivity Test
																0	0	
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	IN	OUT	% AADT IN	% AADT OUT	Notes
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-3pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3-4pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4-5pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5-6pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6-7pm																		
7-8pm																		
12:00 AM																		
12:00 AM																		

IN or OUT												
PERECENTAGE												

APPENDIX E

HOURLY PARKING DEMAND DATA

Building A

Typical	HT Restaurant							
	Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM		0	0	0		0	0	0
7 AM to 8 AM		0	0	0		0	0	0
8 AM to 9 AM		0	0	0		0	0	0
9 AM to 10 AM	5%	2	3	4	5%	3	4	5
10 AM to 11 AM	7%	3	4	6	7%	5	5	7
11 AM to Noon	16%	8	10	13	20%	14	16	20
Noon to 1 PM	49%	24	31	41	41%	28	32	40
1 PM to 2 PM	39%	19	25	32	53%	36	41	52
2 PM to 3 PM	27%	13	17	22	46%	31	36	45
3 PM to 4 PM	19%	9	12	16	38%	26	30	37
4 PM to 5 PM	22%	11	14	18	63%	43	49	61
5 PM to 6 PM	60%	30	38	50	80%	55	62	78
6 PM to 7 PM	94%	46	60	78	100%	68	78	98
7 PM to 8 PM	100%	49	64	83	93%	64	73	91
8 PM to 9 PM	81%	40	52	67	70%	48	55	68
9 PM to 10 PM	84%	41	53	70	33%	23	26	32

Summer	HT Restaurant							
	Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM		0	0	0		0	0	0
7 AM to 8 AM		0	0	0		0	0	0
8 AM to 9 AM		0	0	0		0	0	0
9 AM to 10 AM	5%	3	4	6	5%	5	5	6
10 AM to 11 AM	7%	5	6	8	7%	6	7	9
11 AM to Noon	16%	10	14	18	20%	18	21	26
Noon to 1 PM	49%	32	42	54	41%	37	43	53
1 PM to 2 PM	39%	26	33	43	53%	48	55	69
2 PM to 3 PM	27%	18	23	30	46%	42	48	60
3 PM to 4 PM	19%	12	16	21	38%	35	39	49
4 PM to 5 PM	22%	14	19	24	63%	57	65	82
5 PM to 6 PM	60%	39	51	66	80%	73	83	104
6 PM to 7 PM	94%	62	80	104	100%	91	104	130
7 PM to 8 PM	100%	66	85	111	93%	85	97	121
8 PM to 9 PM	81%	53	69	90	70%	64	73	91
9 PM to 10 PM	84%	55	71	93	33%	30	34	43

97 Site Parking

0 On-Street/Off-Site Parking

			Typical	Summer
	Land Use 932		**Bldg A**	**Bldg A**
Data	**High-Turnover (Sit-Down) Restaurant**		**4,784 SF**	**6,368 SF**
Wkdy	Avg.Pk Pkg Demand	13.30 (per 1k SF)	64	85
	High (85th %ile)	17.40 (per 1k SF)	83	111
	Low (33rd %ile)	10.30 (per 1k SF)	49	66
SAT	Avg.Pk Pkg Demand	16.30 (per 1k SF)	78	104
	High (85th %ile)	20.40 (per 1k SF)	98	130
	Low (33rd %ile)	14.30 (per 1k SF)	68	91

Building B

Typical	HT Restaurant								Office							
	Wkday Demand				Sat Demand				Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM		0	0	0		0	0	0		0	0	0	0%	0	0	0
7 AM to 8 AM		0	0	0		0	0	0	59%	5	6	7	0%	0	0	0
8 AM to 9 AM		0	0	0		0	0	0	79%	7	8	10	0%	0	0	0
9 AM to 10 AM	5%	2	2	3	5%	3	3	4	95%	9	9	11	0%	0	0	0
10 AM to 11 AM	7%	3	3	4	7%	4	4	5	100%	9	10	12	0%	0	0	0
11 AM to Noon	16%	6	7	10	20%	10	11	14	98%	9	10	12	0%	0	0	0
Noon to 1 PM	49%	18	23	30	41%	21	23	29	90%	8	9	11	0%	0	0	0
1 PM to 2 PM	39%	14	18	24	53%	27	30	38	77%	7	8	9	0%	0	0	0
2 PM to 3 PM	27%	10	13	16	46%	23	26	33	84%	8	8	10	0%	0	0	0
3 PM to 4 PM	19%	7	9	12	38%	19	22	27	81%	7	8	10	0%	0	0	0
4 PM to 5 PM	22%	8	10	13	63%	32	36	45	72%	6	7	9	0%	0	0	0
5 PM to 6 PM	60%	22	28	37	80%	40	46	57	46%	4	5	6	0%	0	0	0
6 PM to 7 PM	94%	34	44	57	100%	50	57	71	25%	2	2	3	0%	0	0	0
7 PM to 8 PM	100%	36	47	61	93%	47	53	66		0	0	0	0%	0	0	0
8 PM to 9 PM	81%	29	38	49	70%	35	40	50		0	0	0	0%	0	0	0
9 PM to 10 PM	84%	30	39	51	33%	17	19	24		0	0	0	0%	0	0	0

Summer	HT Restaurant								Office							
	Wkday Demand				Sat Demand				Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM	0%	0	0	0	0%	0	0	0	0%	0	0	0	0%	0	0	0
7 AM to 8 AM	0%	0	0	0	0%	0	0	0	59%	5	6	7	0%	0	0	0
8 AM to 9 AM	0%	0	0	0	0%	0	0	0	79%	7	8	10	0%	0	0	0
9 AM to 10 AM	5%	2	3	4	5%	3	3	4	95%	9	9	11	0%	0	0	0
10 AM to 11 AM	7%	3	4	5	7%	4	5	6	100%	9	10	12	0%	0	0	0
11 AM to Noon	16%	7	9	12	20%	12	14	17	98%	9	10	12	0%	0	0	0
Noon to 1 PM	49%	21	27	36	41%	24	28	35	90%	8	9	11	0%	0	0	0
1 PM to 2 PM	39%	17	22	28	53%	32	36	45	77%	7	8	9	0%	0	0	0
2 PM to 3 PM	27%	12	15	20	46%	27	31	39	84%	8	8	10	0%	0	0	0
3 PM to 4 PM	19%	8	11	14	38%	23	26	32	81%	7	8	10	0%	0	0	0
4 PM to 5 PM	22%	9	12	16	63%	38	43	54	72%	6	7	9	0%	0	0	0
5 PM to 6 PM	60%	26	33	44	80%	48	54	68	46%	4	5	6	0%	0	0	0
6 PM to 7 PM	94%	40	52	68	100%	60	68	85	25%	2	2	3	0%	0	0	0
7 PM to 8 PM	100%	43	56	73	93%	55	63	79	0%	0	0	0	0%	0	0	0
8 PM to 9 PM	81%	35	45	59	70%	42	48	60	0%	0	0	0	0%	0	0	0
9 PM to 10 PM	84%	36	47	61	33%	20	22	28	0%	0	0	0	0%	0	0	0

80 Site Parking

39 On-Street/Off-Site Parking

			Typical	Summer
	Land Use 932		**Bldg B**	**Bldg B**
Data	**High-Turnover (Sit-Down) Restaurant**		**3,500 SF**	**4,173 SF**
Wkdy	Avg.Pk Pkg Demand	13.30 (per 1k SF)	47	56
	High (85th %ile)	17.40 (per 1k SF)	61	73
	Low (33rd %ile)	10.30 (per 1k SF)	36	43
SAT	Avg.Pk Pkg Demand	16.30 (per 1k SF)	57	68
	High (85th %ile)	20.40 (per 1k SF)	71	85
	Low (33rd %ile)	14.30 (per 1k SF)	50	60

			Typical	Summer
	Land Use 701		**Bldg B**	**Bldg B**
Data	**Office Building**		**3,500 SF**	**3,500 SF**
Wkdy	Avg.Pk Pkg Demand	2.84 (per 1k SF)	10	10
	High (85th %ile)	3.45 (per 1k SF)	12	12
	Low (33rd %ile)	2.56 (per 1k SF)	9	9
SAT	Avg.Pk Pkg Demand		0	0
	High (85th %ile)		0	0
	Low (33rd %ile)		0	0

Building C

Typical	Residential							
	Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM	92%	60	109	171	94%	84	93	103
7 AM to 8 AM	74%	48	87	138	90%	80	89	98
8 AM to 9 AM	64%	42	76	119	66%	59	65	72
9 AM to 10 AM	51%	33	60	95	57%	51	56	62
10 AM to 11 AM	43%	28	51	81	50%	45	49	55
11 AM to Noon	41%	27	48	76	44%	39	44	48
Noon to 1 PM	38%	25	45	71	41%	37	41	45
1 PM to 2 PM	43%	28	51	81	43%	38	43	47
2 PM to 3 PM	55%	36	65	102	49%	44	48	54
3 PM to 4 PM	50%	33	59	93	58%	52	57	63
4 PM to 5 PM	44%	29	52	82	64%	57	63	70
5 PM to 6 PM	59%	39	70	110	70%	62	69	77
6 PM to 7 PM	69%	45	81	129	89%	79	88	97
7 PM to 8 PM	66%	43	78	123	98%	87	97	107
8 PM to 9 PM	75%	49	89	140	100%	89	99	109
9 PM to 10 PM	77%	50	91	143	100%	89	99	109

The shaded demands for the Residential land use were estimated by TADI as they are not provided from ITE in the parking manual.

224 Site Parking

20 On-Street/Off-Site Parking

			Typical
	Land Use 221		**Bldg C**
Data	**Low/Mid-Rise Apartment**		**96 Units**
Wkdy	Avg.Pk Pkg Demand	1.23 (per Unit)	118
	High (85th %ile)	1.94 (per Unit)	186
	Low (33rd %ile)	0.68 (per Unit)	65
SAT	Avg.Pk Pkg Demand	1.03 (per Unit)	99
	High (85th %ile)	1.14 (per Unit)	109
	Low (33rd %ile)	0.93 (per Unit)	89

Building D

Typical	HT Restaurant								Retail							
	Wkday Demand				Sat Demand				Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM		0	0	0		0	0	0		0	0	0		0	0	0
7 AM to 8 AM		0	0	0		0	0	0	5%	1	1	1	13%	2	2	3
8 AM to 9 AM		0	0	0		0	0	0	18%	3	3	4	27%	4	5	6
9 AM to 10 AM	5%	3	4	6	5%	5	5	7	38%	5	6	8	60%	10	11	13
10 AM to 11 AM	7%	5	6	8	7%	7	7	9	68%	10	11	14	75%	12	14	17
11 AM to Noon	16%	11	14	18	20%	19	21	27	91%	13	15	19	90%	14	17	20
Noon to 1 PM	49%	33	43	56	41%	38	44	55	100%	14	17	21	100%	16	19	22
1 PM to 2 PM	39%	26	34	44	53%	50	56	71	97%	14	16	20	100%	16	19	22
2 PM to 3 PM	27%	18	23	31	46%	43	49	61	95%	14	16	20	98%	16	18	22
3 PM to 4 PM	19%	13	17	22	38%	36	41	51	88%	13	15	18	91%	15	17	20
4 PM to 5 PM	22%	15	19	25	63%	59	67	84	78%	11	13	16	76%	12	14	17
5 PM to 6 PM	60%	40	52	68	80%	75	85	107	62%	9	10	13	67%	11	13	15
6 PM to 7 PM	94%	63	82	107	100%	94	107	133	64%	9	11	13	72%	12	14	16
7 PM to 8 PM	100%	67	87	114	93%	87	99	124	77%	11	13	16	51%	8	10	11
8 PM to 9 PM	81%	55	70	92	70%	65	75	93	70%	10	12	14	52%	8	10	12
9 PM to 10 PM	84%	57	73	96	33%	31	35	44	42%	6	7	9	44%	7	8	10

132 Site Parking

0 On-Street/Off-Site Parking

			Typical
	Land Use 932		**Bldg D**
Data	**High-Turnover (Sit-Down) Restaurant**		**6,540 SF**
Wkdy	Avg.Pk Pkg Demand	13.30 (per 1k SF)	87
	High (85th %ile)	17.40 (per 1k SF)	114
	Low (33rd %ile)	10.30 (per 1k SF)	67
SAT	Avg.Pk Pkg Demand	16.30 (per 1k SF)	107
	High (85th %ile)	20.40 (per 1k SF)	133
	Low (33rd %ile)	14.30 (per 1k SF)	94

			Typical
	Land Use 820		**Bldg D**
Data	**Shopping Center**		**6,540 SF**
Wkdy	Avg.Pk Pkg Demand	2.55 (per 1k SF)	17
	High (85th %ile)	3.16 (per 1k SF)	21
	Low (33rd %ile)	2.20 (per 1k SF)	14
SAT	Avg.Pk Pkg Demand	2.87 (per 1k SF)	19
	High (85th %ile)	3.40 (per 1k SF)	22
	Low (33rd %ile)	2.46 (per 1k SF)	16

Buildings E1, E2

Typical	Residential								Office								Retail							
	Wkday Demand				Sat Demand				Wkday Demand				Sat Demand				Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM	92%	13	23	36	94%	17	19	21		0	0	0	0%	0	0	0		0	0	0		0	0	0
7 AM to 8 AM	74%	10	18	29	90%	17	19	21	59%	35	39	47	0%	0	0	0	5%	3	3	4	13%	7	9	10
8 AM to 9 AM	64%	9	16	25	66%	12	14	15	79%	47	52	63	0%	0	0	0	18%	9	11	13	27%	15	18	21
9 AM to 10 AM	51%	7	13	20	57%	11	12	13	95%	56	62	75	0%	0	0	0	38%	19	22	28	60%	34	40	47
10 AM to 11 AM	43%	6	11	17	50%	9	10	11	100%	59	65	79	0%	0	0	0	68%	34	40	49	75%	42	50	59
11 AM to Noon	41%	6	10	16	44%	8	9	10	98%	58	64	78	0%	0	0	0	91%	46	53	66	90%	51	59	70
Noon to 1 PM	38%	5	9	15	41%	8	8	9	90%	53	59	71	0%	0	0	0	100%	51	59	73	100%	57	66	78
1 PM to 2 PM	43%	6	11	17	43%	8	9	10	77%	45	50	61	0%	0	0	0	97%	49	57	70	100%	57	66	78
2 PM to 3 PM	55%	7	14	21	49%	9	10	11	84%	49	55	67	0%	0	0	0	95%	48	56	69	98%	55	65	77
3 PM to 4 PM	50%	7	12	19	58%	11	12	13	81%	48	53	64	0%	0	0	0	88%	45	52	64	91%	51	60	71
4 PM to 5 PM	44%	6	11	17	64%	12	13	15	72%	42	47	57	0%	0	0	0	78%	39	46	57	76%	43	50	59
5 PM to 6 PM	59%	8	15	23	70%	13	14	16	46%	27	30	37	0%	0	0	0	62%	31	36	45	67%	38	44	52
6 PM to 7 PM	69%	9	17	27	89%	17	18	20	25%	15	16	20	0%	0	0	0	64%	32	38	47	72%	41	48	56
7 PM to 8 PM	66%	9	16	26	98%	18	20	22		0	0	0	0%	0	0	0	77%	39	45	56	51%	29	34	40
8 PM to 9 PM	75%	10	18	29	100%	19	21	23		0	0	0	0%	0	0	0	70%	35	41	51	52%	29	34	41
9 PM to 10 PM	77%	10	19	30	100%	19	21	23		0	0	0	0%	0	0	0	42%	21	25	31	44%	25	29	34

The shaded demands for the Residential land use were estimated by TADI as they are not provided from ITE in the parking manual.

159 Site Parking

20 On-Street/Off-Site Parking

Data	Land Use 221 Low/Mid-Rise Apartment		Typical Bldg E1, E2 20 Units
Wkdy	Avg.Pk Pkg Demand	1.23 (per Unit)	25
	High (85th %ile)	1.94 (per Unit)	39
	Low (33rd %ile)	0.68 (per Unit)	14
SAT	Avg.Pk Pkg Demand	1.03 (per Unit)	21
	High (85th %ile)	1.14 (per Unit)	23
	Low (33rd %ile)	0.93 (per Unit)	19

Data	Land Use 701 Office Building		Typical Bldg E1, E2 23,000 SF
Wkdy	Avg.Pk Pkg Demand	2.84 (per 1k SF)	65
	High (85th %ile)	3.45 (per 1k SF)	79
	Low (33rd %ile)	2.56 (per 1k SF)	59
SAT	Avg.Pk Pkg Demand		0
	High (85th %ile)		0
	Low (33rd %ile)		0

Data	Land Use 820 Shopping Center		Typical Bldg E1, E2 23,000 SF
Wkdy	Avg.Pk Pkg Demand	2.55 (per 1k SF)	59
	High (85th %ile)	3.16 (per 1k SF)	73
	Low (33rd %ile)	2.20 (per 1k SF)	51
SAT	Avg.Pk Pkg Demand	2.87 (per 1k SF)	66
	High (85th %ile)	3.40 (per 1k SF)	78
	Low (33rd %ile)	2.46 (per 1k SF)	57

Reduction for alternative modes of travel (walk/bike) applied to summer condition only when weather is nicer.
No walk/bike parking reduction expected to/from residential areas.

Building E3

Typical	Office							
	Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM		0	0	0	0%	0	0	0
7 AM to 8 AM	59%	17	18	22	0%	0	0	0
8 AM to 9 AM	79%	22	25	30	0%	0	0	0
9 AM to 10 AM	95%	27	30	36	0%	0	0	0
10 AM to 11 AM	100%	28	31	38	0%	0	0	0
11 AM to Noon	98%	28	31	37	0%	0	0	0
Noon to 1 PM	90%	25	28	34	0%	0	0	0
1 PM to 2 PM	77%	22	24	29	0%	0	0	0
2 PM to 3 PM	84%	24	26	32	0%	0	0	0
3 PM to 4 PM	81%	23	25	31	0%	0	0	0
4 PM to 5 PM	72%	20	22	27	0%	0	0	0
5 PM to 6 PM	46%	13	14	17	0%	0	0	0
6 PM to 7 PM	25%	7	8	9	0%	0	0	0
7 PM to 8 PM		0	0	0	0%	0	0	0
8 PM to 9 PM		0	0	0	0%	0	0	0
9 PM to 10 PM		0	0	0	0%	0	0	0

24 Site Parking

11 On-Street/Off-Site Parking

			Typical
	Land Use 701		**Bldg E3**
Data	**Office Building**		**11,000 SF**
Wkdy	Avg.Pk Pkg Demand	2.84 (per 1k SF)	31
	High (85th %ile)	3.45 (per 1k SF)	38
	Low (33rd %ile)	2.56 (per 1k SF)	28
SAT	Avg.Pk Pkg Demand		0
	High (85th %ile)		0
	Low (33rd %ile)		0

Building F

Typical	Residential							
	Wkday Demand				Sat Demand			
Hour	%	Low	Avg.	High	%	Low	Avg.	High
6 AM to 7 AM	92%	32	35	41	94%	33	36	42
7 AM to 8 AM	74%	26	28	33	90%	32	35	40
8 AM to 9 AM	64%	22	25	29	66%	23	25	30
9 AM to 10 AM	51%	18	20	23	57%	20	22	26
10 AM to 11 AM	43%	15	17	20	50%	18	19	22
11 AM to Noon	41%	14	16	18	44%	15	17	20
Noon to 1 PM	38%	13	15	17	41%	14	16	18
1 PM to 2 PM	43%	15	17	20	43%	15	17	19
2 PM to 3 PM	55%	19	21	25	49%	17	19	22
3 PM to 4 PM	50%	18	19	22	58%	20	22	26
4 PM to 5 PM	44%	15	17	20	64%	22	25	29
5 PM to 6 PM	59%	21	23	27	70%	25	27	31
6 PM to 7 PM	69%	24	27	31	89%	31	34	40
7 PM to 8 PM	66%	23	25	30	98%	34	38	44
8 PM to 9 PM	75%	26	29	34	100%	35	38	45
9 PM to 10 PM	77%	27	30	35	100%	35	38	45

The shaded demands for the Residential land use were estimated by TADI as they are not provided from ITE in the parking manual.

71 Site Parking includes street

0 On-Street/Off-Site Parking

Data	Land Use 210 Single-Family Housing		Typical Bldg F 21 Units
Wkdy	Avg.Pk Pkg Demand	1.83 (per Unit)	38
	High (85th %ile)	2.14 (per Unit)	45
	Low (33rd %ile)	1.67 (per Unit)	35
SAT	Avg.Pk Pkg Demand	1.83 (per Unit)	38
	High (85th %ile)	2.14 (per Unit)	45
	Low (33rd %ile)	1.67 (per Unit)	35

No Saturday rates. PM rates used for Saturday.

Hourly rates are from the apartment land use.