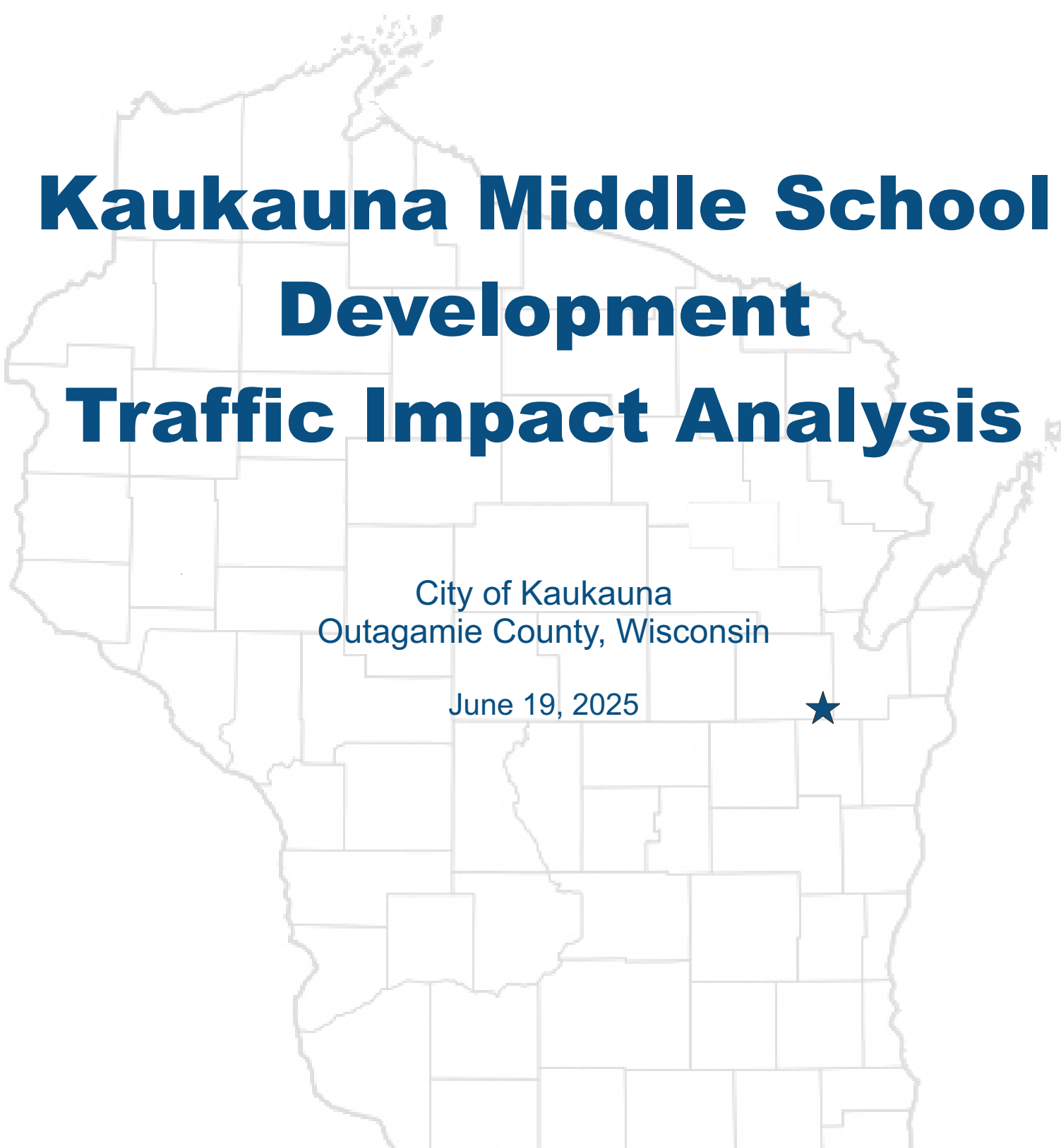




Kaukauna Middle School Development Traffic Impact Analysis

City of Kaukauna
Outagamie County, Wisconsin

June 19, 2025



TRAFFIC IMPACT STUDY FOR:

KAUKAUNA MIDDLE SCHOOL

CITY OF KAUKAUNA, OUTAGAMIE COUNTY, WISCONSIN

DATE SUBMITTED: June 19, 2025

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**Kaukauna Middle School
Traffic Impact Analysis
Table of Contents**

LIST OF EXHIBITS	ii
LIST OF APPENDICES	iv
CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY.....	1
Part A – Purpose of Report and Study Objectives	1
Part B – Executive Summary	1
CHAPTER II – PROPOSED DEVELOPMENT.....	10
Part A – Development Site	10
Part B – Study Area	11
Part C – Off-Site Land Use and Development.....	11
Part D – Site Accessibility	12
CHAPTER III – ANALYSIS OF EXISTING CONDITIONS.....	14
Part A – Physical Characteristics	14
Part B – Traffic Volumes	14
Part C – Capacity Level of Service.....	14
Part D – Sources of Data.....	16
CHAPTER IV – FORECASTED TRAFFIC.....	17
Part A – Traffic Forecasting	17
Part B – Background, Full Build & Total Traffic	20
CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS	22
Part A – Site Access.....	22
Part B – Capacity Level of Service Analysis.....	22
Part C – Queueing Analysis.....	26
Part D – Warrant Analysis	26
Part E – Traffic Control Comparison.....	27
CHAPTER VI – RECOMMENDATIONS AND CONCLUSION	29
Part A – Recommendations	29
Part B – Conclusion	34

LIST OF EXHIBITS

Exhibit 1-1	Project Overview Map
Exhibit 1-2A.....	Conceptual Site Plan – Proposed School Area
Exhibit 1-2B.....	Conceptual Site Plan – Off-site Development Area
Exhibit 1-3	Recommended Modifications
Exhibit 2-1	Project Overview Map
Exhibit 2-2A.....	Conceptual Site Plan – Proposed School Area
Exhibit 2-2B.....	Conceptual Site Plan – Off-site Development Area
Exhibit 3-1	Existing Transportation Detail
Exhibit 3-2A.....	Existing Traffic Volumes – Existing Middle School Site
Exhibit 3-2B.....	Existing Traffic Volumes – Proposed Middle School Site (Raw Data)
Exhibit 3-2C.....	Existing Traffic Volumes – Proposed Middle School Site (Balanced)
Exhibit 3-2D.....	Background Traffic Volumes – Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail
Exhibit 3-2E	Redistributed Trips – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive)
Exhibit 3-2F	Redistributed Trips –Left-in/Right-in/Right-out at Ann Street
Exhibit 3-2G.....	Redistributed Trips –Left-in/Right-in/Right-out at Konkapot Trail Road
Exhibit 3-2H.....	Redistributed Trips – No Exit at High School West Driveway (During Afternoon Peak Hour)
Exhibit 3-3	Existing Traffic Operations
Exhibit 4-3A.....	On-Site (Proposed Middle School) Trip Generation & Distribution Tables
Exhibit 4-3B.....	Off-Site Trip Generation & Distribution Tables
Exhibit 4-4	Trip Distribution Diagram
Exhibit 4-5A.....	On-Site New Trips – Access Scenario 1 (Full Access at Fieldcrest Drive)
Exhibit 4-5B.....	On-Site New Trips – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive)
Exhibit 4-9A.....	Off-Site New Trips – Access Scenario 1 (Full Access at Fieldcrest Drive)
Exhibit 4-9B.....	Off-Site New Trips – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive)
Exhibit 4-11A....	Full Build Traffic Volumes – Access Scenario 1 (Full Access at Fieldcrest Drive)
Exhibit 4-11B....	Full Build Traffic Volumes – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive)

Exhibit 4-11C....Full Build Traffic Volumes – Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, Full Access at High School West Driveway

Exhibit 4-11D....Full Build Traffic Volumes – Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, No Exit at High School West Driveway

Exhibit 4-14A....Total Traffic Volumes – Access Scenario 1 (Full Access at Fieldcrest Drive)

Exhibit 4-14B....Total Traffic Volumes – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive)

Exhibit 4-14C....Total Traffic Volumes – Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, Full Access at High School West Driveway

Exhibit 4-14D....Total Traffic Volumes – Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, No Exit at High School West Driveway

Exhibit 5-3A.....Full Build (Access Scenario 1) Traffic Operations – No Modifications

Exhibit 5-3B.....Full Build (Access Scenario 2) Traffic Operations – No Modifications

Exhibit 5-6A.....Total (Access Scenario 1) Traffic Operations – No Modifications

Exhibit 5-6B.....Total (Access Scenario 2) Traffic Operations – No Modifications

Exhibit 5-9Existing/Background Traffic Operations – With Modifications

Exhibit 5-12A....Full Build (Access Scenario 2, Full Access at High School West Driveway) Traffic Operations – With Modifications

Exhibit 5-12B....Full Build (Access Scenario 2, No Exit at High School West Driveway) Traffic Operations – With Modifications

Exhibit 5-15A....Total (Access Scenario 2, Full Access at High School West Driveway) Traffic Operations – With Modifications

Exhibit 5-15B....Total (Access Scenario 2, No Exit at High School West Driveway) Traffic Operations – With Modifications

Exhibit 5-16A....Full Build Traffic Operations Comparison Table

Exhibit 5-16B....Total Traffic Operations Comparison Table

Exhibit 5-18Existing Traffic – Maximum Queue Lengths

Exhibit 5-19Background Traffic – Maximum Queue Lengths

Exhibit 5-21A....Full Build ((Access Scenario 2, Full Access at High School West Driveway) Traffic – Maximum Queue Lengths

Exhibit 5-21B....Full Build (Access Scenario 2, No Exit at High School West Driveway) Traffic – Maximum Queue Lengths

Exhibit 5-24A....Total ((Access Scenario 2, Full Access at High School West Driveway) Traffic – Maximum Queue Lengths

Exhibit 5-24B....Total (Access Scenario 2, No Exit at High School West Driveway) Traffic – Maximum Queue Lengths

LIST OF APPENDICES

Appendix A.....Traffic

PHF & Truck Percentage Summary Table
Existing Turning Movement Counts
Traffic Signal Plans and Timings
Saturation Flow Rate Calculations
Trip Generation Calculation & Comparison Tables
Special Event Peak Hour Volume Calculations
Linked Trip Calculations
Middle School Boundary Limits

Appendix B...Peak Hour Analysis Outputs

Existing Traffic
Full Build Traffic – Access Scenario 1 (Full Access at Fieldcrest Drive)
Full Build Traffic – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive)
Total Traffic – Access Scenario 1 (Full Access at Fieldcrest Drive)
Total Traffic – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive)

Appendix C...Peak Hour Improvement Analysis Outputs

Existing/Background Traffic – With Modifications
Full Build Traffic – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, Full Access at High School West Driveway) – With Modifications
Full Build Traffic – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, No Exit at High School West Driveway) – With Modifications
Total Traffic – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, Full Access at High School West Driveway) – With Modifications
Total Traffic – Access Scenario 2 (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, No Exit at High School West Driveway) – With Modifications

Appendix D...Traffic Signal Warrant Analysis

STH 55 & Morningside Drive/Proposed West Access Drive - Full Build Traffic
STH 55 & Morningside Drive/Proposed West Access Drive - Total Traffic

Appendix E...Intersection Control Evaluation (ICE)

STH 55 & Morningside Drive/Proposed West Access Drive

CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

The Kaukauna Area School District is planning to construct a new Middle School to be located on a vacant parcel of land east of State Trunk Highway (STH) 55, south of County Trunk Highway (CTH) CE and southwest of the current high school in the City of Kaukauna and the Town of Buchanan, Outagamie County, Wisconsin. A new middle school with two outlots for potential future development, which are expected to include commercial and residential land uses along with a connection roadway to the Kaukauna High School, are being proposed for the development site.

As part of the proposed middle school plans, WisDOT, Outagamie County and the City of Kaukauna have requested a traffic impact analysis be conducted to determine the additional traffic expected to be generated by the proposed middle school and to identify roadway modifications, if any, attributed to the new school for the Build traffic volume scenario. Traffic volumes from the identified offsite developments, located within the western portion of the site along STH 55, were also included in the Total traffic volume scenario used in this study.

This report documents the procedures, findings, and conclusions of the traffic impact analysis. The analysis identifies recommended modifications based on existing intersection geometrics, existing traffic volumes and additional traffic expected to be generated by the anticipated middle school and potential off-site developments located within the limits of the study area.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, descriptions of the proposed middle school and potential off-site developments and conclusions based on the findings of the TIA.

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

A street map illustrating the location of the existing and proposed schools is shown in [Exhibit 1-1](#). A copy of the conceptual site plan for the proposed middle school is illustrated in [Exhibit 1-2A](#) and a conceptual site plan showing the potential off-site development areas is provided in [Exhibit 1-2B](#). As identified by the study team, the study area for the proposed middle school includes the following intersections:

- STH 55/Crooks Avenue with Ann Street (two-way stop control)
- STH 55/Crooks Avenue with CTH CE/College Avenue (roundabout control)
- STH 55/Crooks Avenue with Morningside Drive/Proposed West Access Drive (current one-way stop control)
- STH 55/Crooks Avenue with Ridgecrest Lane (one-way stop control)
- STH 55/Crooks Avenue with CTH KK/Calumet Street (roundabout control)
- CTH CE/College Avenue with Fieldcrest Drive (two-way stop control)
- CTH CE/College Avenue with Konkapot Trail Road/Forefront Dermatology Access Driveway (two-way stop control)
- CTH CE/College Avenue with the High School West (and future Middle School) Access Driveway (one-way stop control)
- Loderbauer Road with CTH CE/College Avenue (traffic signal control)

- Loderbauer Road with the High School northern (and future Middle School) Access Driveway (traffic signal control)
- Loderbauer Road with the High School middle (and future Middle School) Access Driveway (one-way stop control)
- Loderbauer Road with the Proposed South Access Driveway (one-way stop control)

B2. On-Site Development Description

As shown on the conceptual site plan in [Exhibit 1-2A](#), the middle school is proposed within the southeast portion of the overall site with parking lots proposed on the west and south sides of the middle school. Sports fields are proposed to the south of the school building. The following land uses are assumed for the proposed middle school site:

- Middle School – 1,200 students

The numbers of students shown are the anticipated maximum population at the proposed middle school. A map showing the limits of the student population for the Kaukauna School District is provided in the appendix.

It is anticipated that construction of the school will occur over a two-year period starting in the year 2026. Therefore, full build out of the development site is expected by the start of the fall semester in the year 2028. Therefore, traffic volumes from the proposed middle school were included in the Full Build traffic volumes.

B3. Off-site Development Description

As shown on the conceptual site plan in [Exhibit 1-2B](#), two off-site development areas were identified within the limits of the development site; specifically, two outlots located immediately east of STH 55 and west of the proposed middle school. There are no known plans for the development of these two 30-acre parcels; however, for planning purposes, the following land uses were assumed on the parcels:

West Parcel

- Shopping Plaza (40-150k - Supermarket - No), ITE LU821 – 100,000 square feet (sf)
- Strip Retail Plaza (<40k), ITE LU822 – 20,000 sf
- General Office Building – ITE LU710 – 15,000 sf

East Parcel

- Multifamily Housing (Low-Rise/Not Close to Rail Transit), ITE LU220 – 200 units

As stated above, the timing for the build out of these two parcels is unknown at this time. For purposes of this study, it was assumed that the parcels would be fully built out within the next ten years. Therefore, traffic volumes from these developments were included in the Total traffic volumes.

B4. Site Generated Traffic

The traffic volumes expected to be generated by the proposed middle schools were calculated based on the trip rates for a middle school (LU522) as published in the *Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition*.

Under full build (highest student population) conditions and based on data provided by the school district, the proposed middle school development is expected to generate 2,270 weekday

daily trips: with 780 new trips in the AM peak hour, 380 new trips in the PM peak hour and 210 during a typical weekday sporting event at the middle school. See [Exhibit 4-3A](#) for calculations.

The potential off-site development area is expected to generate 6,750 weekday daily trips: with 290 new trips in the AM peak hour, 565 new trips in the PM peak hour and 565 during a typical weekday sporting event at the middle school. See [Exhibit 4-3B](#) for calculations.

B5. Proposed Access

As shown in [Exhibit 1-2A](#), two access connections are proposed for the school development site. The main access is proposed as a full access driveway onto a new roadway connection to Crooks Avenue/STH 55 directly across from the existing three-legged, one-way stop sign controlled STH 55 intersection with Morningside Drive. A second driveway is proposed to connect to the high school site located northeast of the proposed middle school site with further existing connections from the high school onto CTH CE/College Avenue and Loderbauer Road. An additional driveway is proposed along Loderbauer Road, immediately south of the high school. Finally, even though not proposed as this time, a future connection via a new north/south connection onto CTH CE to the north and Speedway Lane to the southwest is also planned for at some point in the future.

B6. Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) 7th Edition. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are shown in [Exhibit 1-3](#) for the following traffic volume scenarios:

- ““Background Traffic” – These modifications are expected to be necessary to accommodate the Existing/Background traffic volumes.
- “Full Build Traffic” – These modifications are expected to be necessary to accommodate the Full Build traffic volumes which includes full build out of the proposed Middle School but does not include the identified off-site development areas.
- “Total Traffic” – These modifications are expected to be necessary to accommodate the Total traffic volumes which includes full build out of the proposed Middle School as well as the identified off-site development areas.

The analysis was conducted using existing intersection geometrics and traffic control and the existing traffic signal timings. The following modifications, as shown in [Exhibit 1-3](#), are recommended to accommodate the Existing/Background, Full Build, and Total traffic volumes, respectively. *Modifications are for jurisdictional consideration and are not legally binding. WisDOT, Outagamie County and the City of Kaukauna reserve the right to determine alternative solutions.*

Node 100: STH 55/Crooks Avenue with Ann Street

- *Background Traffic:*
 - Reconstruct the median to restrict through and left-turn exiting movements from the east and west approaches, thereby allowing left-in/right-in/right-out access at this intersection. The restricted movements would either

divert to other intersections or make a right-turn movement and then traverse the adjacent roundabout to continue to their ultimate destination.

- Maintain stop control on the east and west approaches.
- *Full Build Traffic:* No additional modifications.
- *Total Traffic:* No additional modifications.

Node 200: CTH CE/College Avenue with Fieldcrest Drive

- *Background Traffic:*
 - Reconstruct the median to restrict through and left-turn exiting movements from the north and south approaches, thereby allowing left-in/right-in/right-out access at this intersection. The restricted movements would either divert to other intersections or make a right-turn movement and then traverse the adjacent roundabout to continue to their ultimate destination.
 - Maintain stop control on the north and south approaches.
- *Full Build Traffic:* No additional modifications.
- *Total Traffic:* No additional modifications.

Node 300: STH 55/Crooks Avenue with CTH CE/College Avenue

- *Background Traffic:* No modifications.
- *Full Build Traffic:*
 - Consider roundabout modification to provide a right-turn bypass lane on the north, south and east approaches.
- *Total Traffic:*
 - Depending on the build out plans for the off-site development area, consider reconstructing the roundabout to provide a multi-lane roundabout with three lane approaches on the north and south approaches, a two-lane approach with a bypass lane on the west approach and a three-lane approach with a bypass lane on the east approach. A future traffic study should be completed for this intersection as development plans move forward in the future to determine the optimal modifications for this intersection.

Node 400: CTH CE/College Avenue with Konkapot Trail Road/Forefront Dermatology Access Driveway

- *Background Traffic:*
 - Construct a raised median through the limits of the intersection to allow only right-in/right-out access at this intersection. The restricted movements would either divert to other intersections or make a right-turn movement and then traverse the adjacent intersection to continue to their ultimate destination.
 - Maintain stop control on the north and south approaches.
- *Full Build Traffic:* No additional modifications.

- *Total Traffic:* No additional modifications.

Node 500: CTH CE/College Avenue with High School West Driveway

- *Background Traffic:*
 - Consider restricting all exiting northbound movements at this intersection during the weekday afternoon peak period (see discussion below). Diverted traffic would be expected to utilize the signalized intersections at Loderbauer Road.
- *Full Build Traffic:* No additional modifications.
- *Total Traffic:* No additional modifications.

Node 600: Loderbauer Road with CTH CE/College Avenue

- *Background Traffic:* No modifications.
- *Full Build Traffic:*
 - Consider updating traffic signal timings to provide optimized operations.
- *Total Traffic:*
 - Consider updating traffic signal timings to provide optimized operations.

Node 700: STH 55/Crooks Avenue with Morningside Drive/Proposed West Access Drive

- *Background Traffic:* No modifications.
- *Full Build Traffic.* Two modification options are recommended for consideration (see discussion below):
 - Option 1 – Two-way stop control.
 - No modifications recommended on the west approach.
 - Provide a shared through /left-turn lane and a dedicated right-turn lane on the east approach.
 - Provide a dedicated left-turn lane, a through lane and right-turn taper on the north and south approaches (two lanes plus taper on each approach).
 - Depending on the location of the pedestrian tunnel under STH 55, consider providing pedestrian crosswalk pavement markings along all approaches of the intersection.
 - Option 2 - Construct a single lane roundabout with single entrance lanes on all approaches.
- *Total Traffic:* Two modification options are recommended for consideration (see discussion below):
 - Option 1 – Two-way stop control.
 - No modifications recommended on the west approach.
 - Provide a shared through /left-turn lane and a dedicated right-turn lane on the east approach.

- Provide a dedicated left-turn lane, a through lane and right-turn taper on the north and south approaches (two lanes plus taper on each approach).
- Depending on the location of the pedestrian tunnel under STH 55, consider providing pedestrian crosswalk pavement markings along all approaches of the intersection
- Option 2 – Modify roundabout to provide an additional northbound lane (two lanes) on the south approach with two northbound lanes through the roundabout. All other approaches to remain as single lane approaches.
 - Even though not needed from an operations perspective, consideration could be given to providing two southbound lanes through the roundabout to match the existing two southbound lanes along STH 55 to the north.

Node 800: STH 55/Crooks Avenue with Ridgecrest Lane

- *Background Traffic:* No modifications.
- *Full Build Traffic:* No modifications.
- *Total Traffic:* No modifications.

Node 900: STH 55/Crooks Avenue with CTH KK/Calumet Street

- *Background Traffic:* No modifications.
- *Full Build Traffic:* No modifications.
- *Total Traffic:* No modifications.

Node 1000: Loderbauer Road with High School North Driveway

- *Background Traffic:* No modifications.
- *Full Build Traffic:*
 - Consider updating traffic signal timings to provide optimized operations.
- *Total Traffic:*
 - Consider updating traffic signal timings to provide optimized operations.

Node 1100: Loderbauer Road with High School Middle Driveway

- *Background Traffic:* No modifications.
- *Full Build Traffic:* No modifications.
- *Total Traffic:* No modifications.

Node 1200: Loderbauer Road with Proposed South Access Driveway

- *Background Traffic:* No modifications.
- *Full Build Traffic:*
 - Construct a full access driveway with stop sign control on the west approach.
- *Total Traffic:* No additional modifications.

Higher delays (LOS F) are expected for several movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) even with the recommended geometry listed above under two-way stop control and under Full Build traffic volume conditions. Specifically, higher delays (LOS F) are expected during the weekday morning and afternoon peak periods and LOS E during the special event peak hour for all eastbound movements and the westbound through/left-turn movements at the intersection. However, as with most school sites, higher delays are only expected during about a 20 to 30 minute “surge” during the morning arrival and afternoon dismissal peak periods which can be considered typical for a school location. In addition, to alleviate some of the higher delays and queueing expected for the westbound through and left turn movements exiting the school during the typical weekday, exploration of an internal site connection to Speedway Lane to the south is expected to provide for another access alternative for vehicles to/from the south of the proposed school.

In addition, very high delays (LOS F/gridlock conditions) and very long queues are expected for several movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700), under Total traffic volume conditions, even with the recommended geometry listed above under two-way stop control. To provide for safe overall operations as well as realistic queue lengths under the off-site build-out assumptions, a higher level of traffic control should be considered under Total traffic volume conditions as future development moves forward.

A traffic signal warrant analysis was completed for the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) under Full Build and Total traffic volume conditions. Based on the warrant analysis, neither Warrant 1 (8-Hour) nor Warrant 2 (4-Hour) are expected to be met at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive under Full Build traffic conditions. Specifically, only 1 hour of the required 8 hours under Warrant 1 (8-Hour) and only 1 hour of the required 4 hours under Warrant 2 (4-Hour) are expected to be met. In addition, even though close to being met under the Total traffic volume condition, Warrant 1 (8-Hour) and Warrant 2 (4-Hour) are also not expected to be met under the Total traffic volume condition. Specifically, only 7 hours of the required 8 hours under Warrant 1 (8-Hour) and only 3 hours of the required 4 hours under Warrant 2 (4-Hour) are met. Therefore, unless the build out assumptions for the off-site development are more intense than assumed in this study, traffic signal control should not be considered at this intersection under the Build (with proposed school only) traffic volume conditions nor with Total (with proposed school plus off-site) traffic volume conditions.

Per the WisDOT Facilities Development Manual (FDM), if an intersection warrants traffic signal control, a modern roundabout should also be evaluated. As stated above, traffic signals are not expected to be warranted, even under the Total traffic volume conditions which includes full build out of both the on-site and off-site assumptions used in this study. However, since higher delays are expected under the Total traffic volume condition under two-way stop control, and to provide for acceptable delays and queues and overall safe operations, roundabout control was also considered at the proposed intersection under Total traffic volume conditions. Based on the ICE analysis, roundabout control provides the only viable option under the Total traffic conditions to provide for acceptable delays with reasonable queuing and is therefore recommended for the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive. Under the Build (with proposed school only) traffic volume conditions, two-way stop control with lane modifications is recommended at the intersection.

Higher delays (LOS E/F) are expected for several movements at the STH 55/Crooks Avenue intersection with CTH CE/College Avenue (node 300) under the current dual lane roundabout controlled intersection under Full Build and Total traffic volume conditions. The recommended bypass lane additions under the Full Build traffic volume conditions and the recommended reconstruction to a 3-lane roundabout with bypass lanes under the Total traffic volume conditions are expected to provide acceptable operation for most movements; however, higher delays (LOS E) are still expected for some movements during the typical weekday morning peak period noting that the delays are only slightly higher than acceptable (about 6 seconds) and the reported queueing is expected to be reasonable (all less than 225 feet). Without the bypass lanes recommended under the Full Build traffic conditions, higher delays (about 60 seconds) are expected for several movements during the weekday morning peak school peak hour with maximum queues of about 400 feet (16 vehicles) or less. As with many schools, the morning peak period “surge” last about 20 to 30 minutes. However, acceptable delays are expected during all other hours of the typical weekday, including the typical school afternoon school discharge and weekday evening commuter peak hours. Since development plans for the off-site development area are unknown at this time and the build out assumptions were used for planning purposes only and with this study showing the need for a three lane roundabout at the STH 55/Crooks Avenue intersection with CTH CE/College Avenue, which is not typically acceptable by WisDOT, a future traffic study should be completed in the future as development plans move forward for the off-site area.

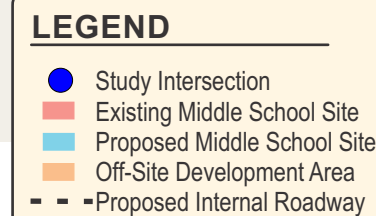
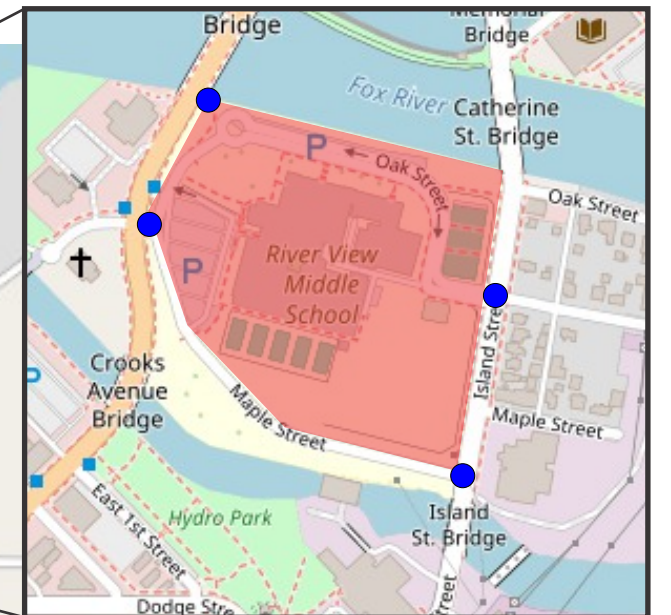
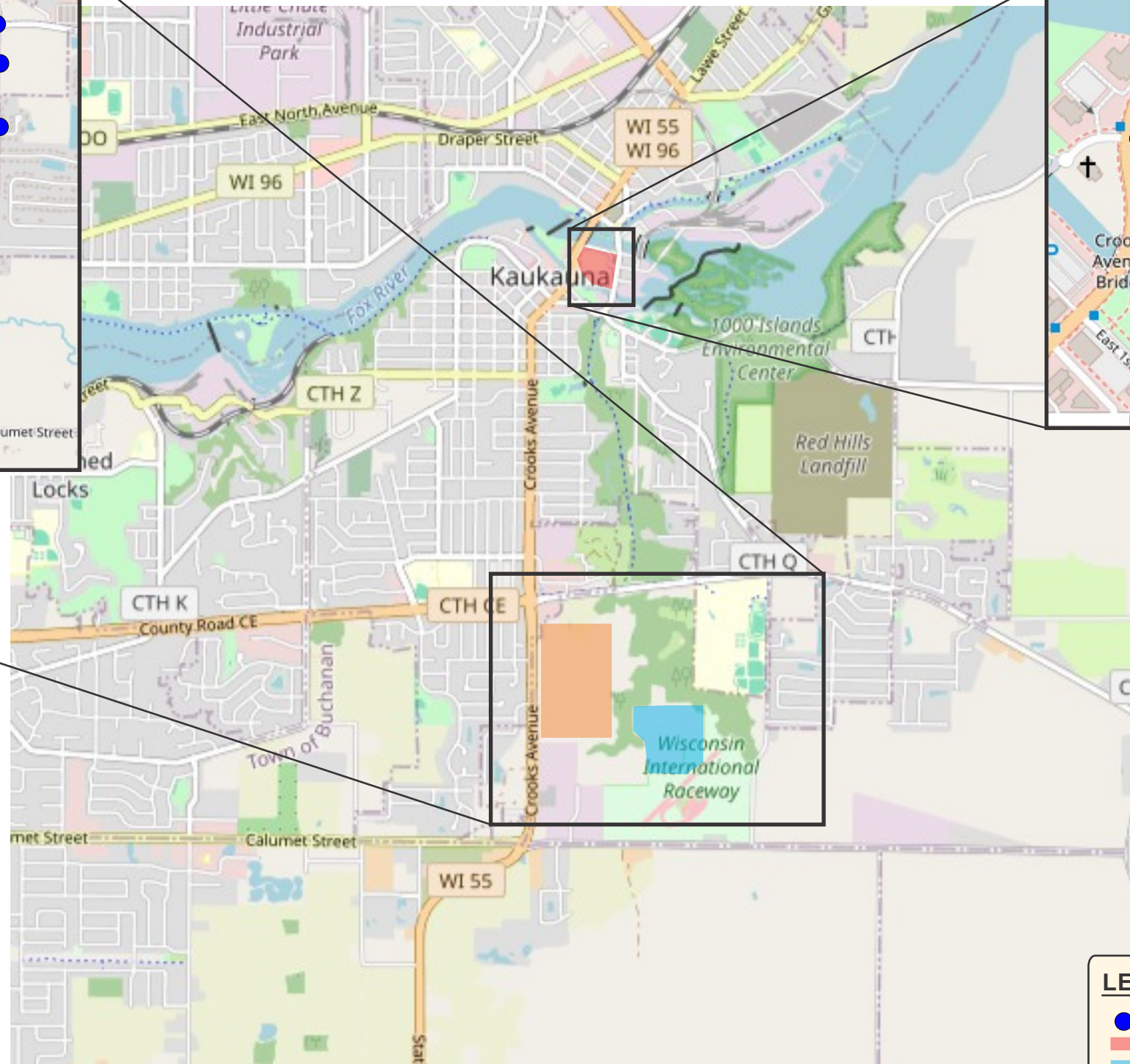
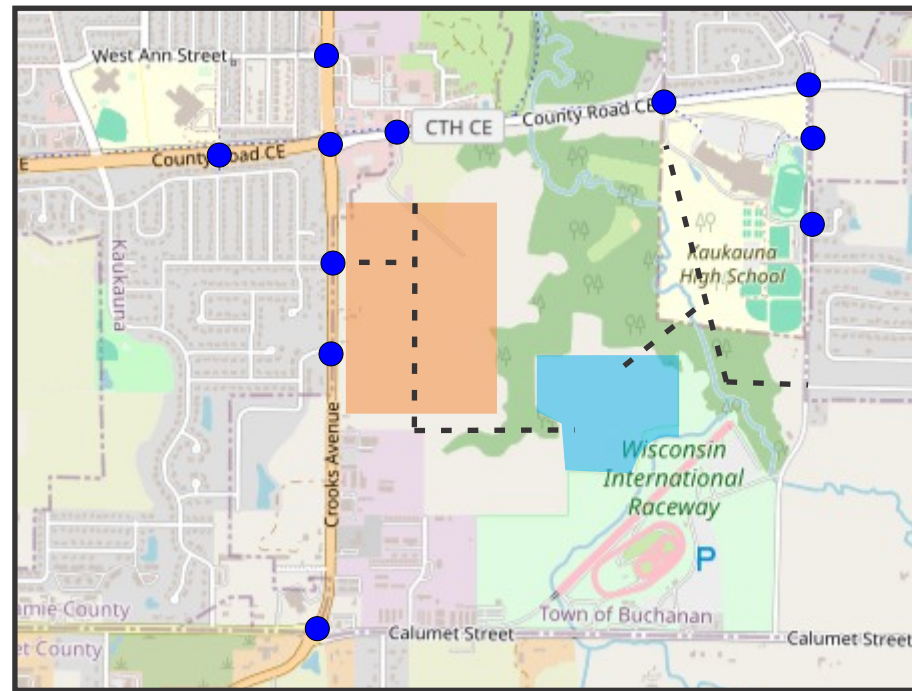
Higher delays (LOS F) are also expected at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) under Existing, Full Build and Total traffic conditions during the typical weekday afternoon peak period. Since the higher delays are only currently being experienced during the typical weekday afternoon peak and are expected to increase during this evening peak period, restricting these movements during this weekday afternoon peak period, with diverted traffic utilizing the signalized intersection at Loderbauer Road, would allow this and all adjacent study area intersections to operate acceptably under all peak periods. Restrictions could include signage, gating and/or the use of temporary cones placed daily by school staff to restrict exiting traffic during the weekday afternoon discharge peak period. A separate analysis was completed for this scenario (with restricted/diverted traffic) that shows that the existing traffic signals at the College Avenue/CTH CE intersection with Loderbauer Road and the existing traffic signals at the Loderbauer Road intersection with the High School North Driveway are expected to operate acceptably with acceptable delays and queueing during the typical weekday afternoon peak period even with the diverted traffic from the High School West Driveway.

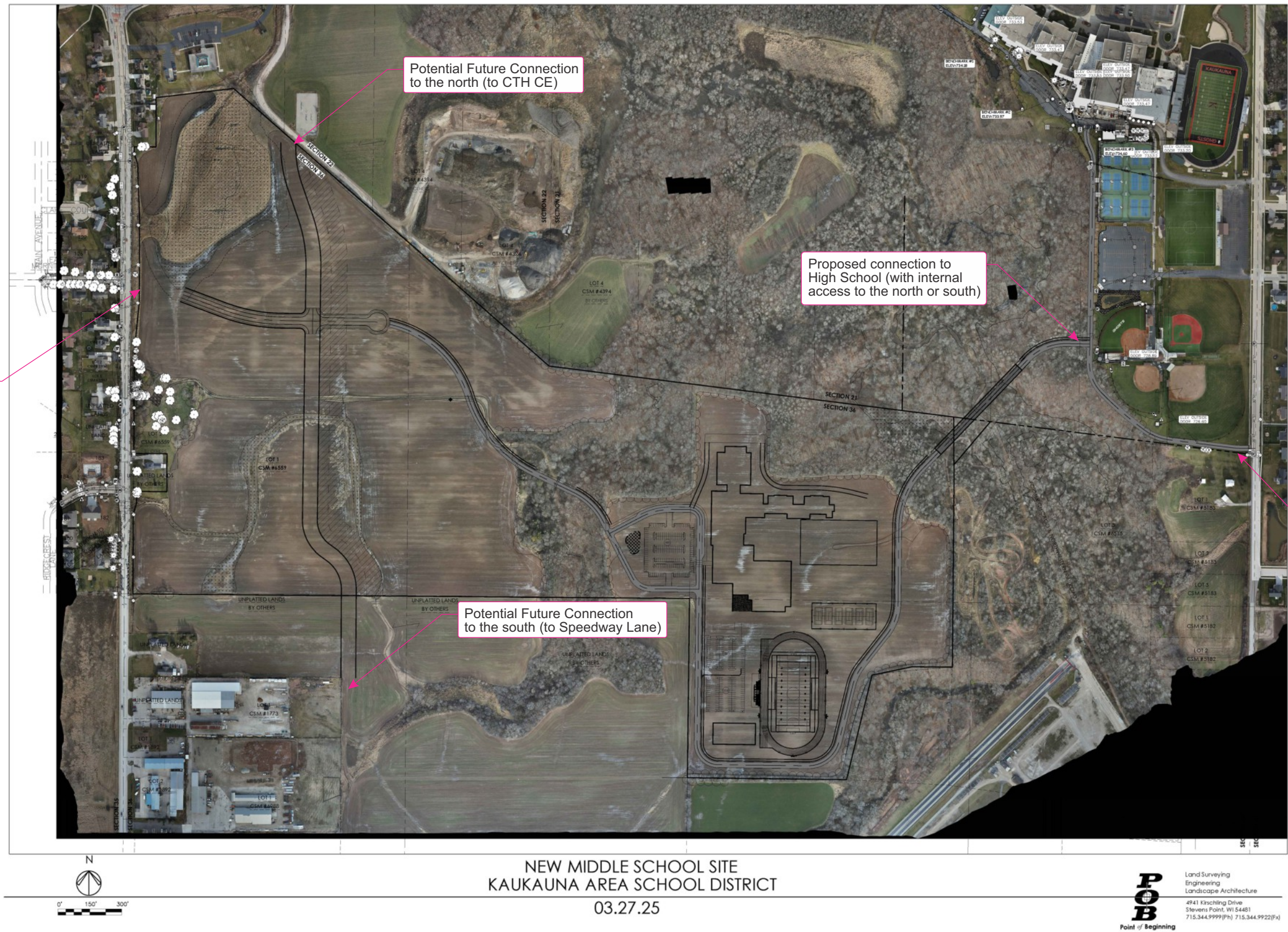
Even though the existing traffic signal timings at the College Avenue/CTH CE intersection with Loderbauer Road and the existing traffic signals at the Loderbauer Road intersection with the High School North Driveway are expected to provide acceptable operations and queueing under both Full Build and Total traffic volume conditions, optimized traffic signal timings and offsets were implemented as part of the analysis as provided in the outputs provided in the appendix of this report.

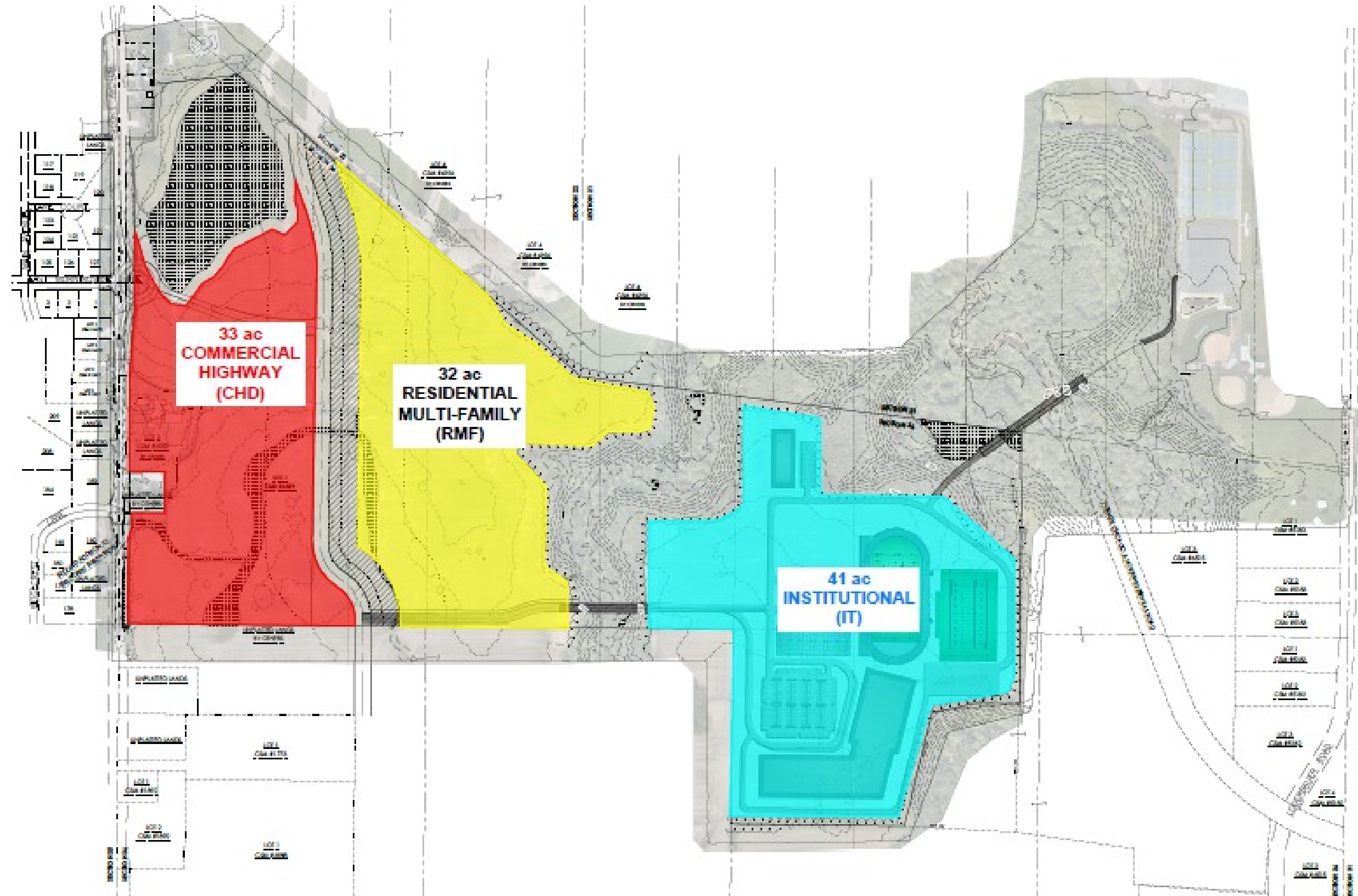
B7. Conclusion

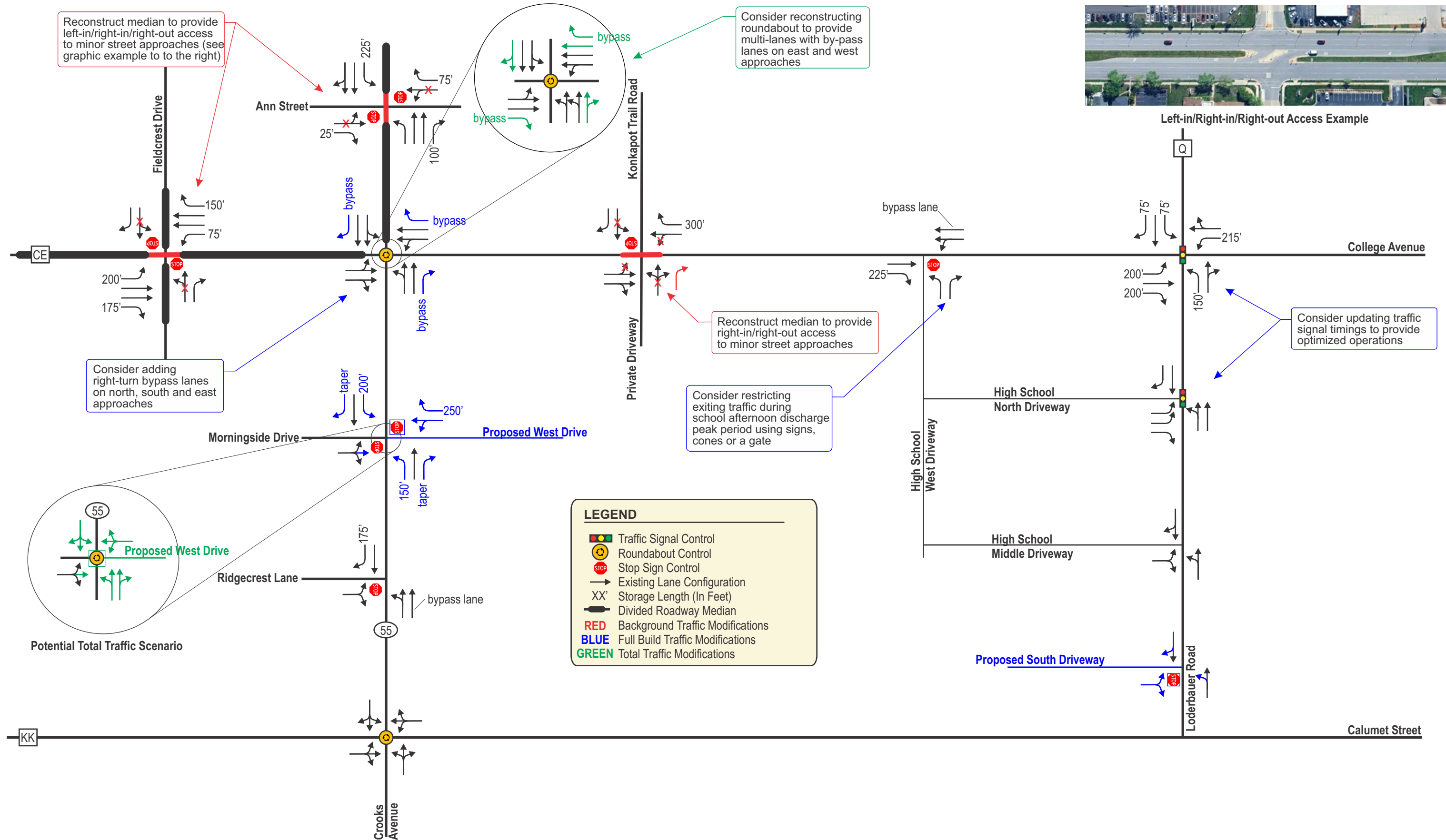
To accommodate the full build out of the proposed middle school, recommended modifications are expected to be necessary to the transportation network. Except as noted, all movements at the study area intersections are expected to operate safely and efficiently with the modifications identified in this TIA with the proposed middle school site and identified off-site development areas. Since development plans for the off-site development area are unknown at this time and

the build-out assumptions were used for planning purposes only, a future traffic study should be completed in the future as development plans move forward for the off-site area.









Left-in/Right-in/Right-out Access Example

CHAPTER II – PROPOSED DEVELOPMENT

PART A – DEVELOPMENT SITE

A1. Development Description and Site Location

The Kaukauna Area School District is planning to construct a new Middle School to be located on a vacant parcel of land east of State Trunk Highway (STH) 55, south of County Trunk Highway (CTH) CE and southwest of the current high school in the City of Kaukauna and the Town of Buchana, Outagamie County, Wisconsin. A new middle school with two outlots for potential future development, which are expected to include commercial and residential land uses along with a connection roadway to the Kaukauna High School, are being proposed for the development site. A street map illustrating the locations of the existing and proposed schools is shown in [Exhibit 2-1](#).

A2. Land Use and Intensity

The proposed middle school site is currently being utilized for agricultural uses with several large, wooded areas located throughout. A river also runs through the site. The overall site is bordered by residential uses to the east, west and north with a few additional residential houses immediately to the south along the south side of CTH KK. The Kaukauna High School is located immediately to the northeast. Commercial uses currently exist adjacent to the site, to the north (along both sides of CTH CE) and to the southwest along STH 55. Light industrial land uses also exists to the southwest along STH 55. The Wisconsin International Raceway is located immediately to the southeast, adjacent to the site.

A3. Site Plan

A copy of the conceptual site plan for the proposed middle school is illustrated in [Exhibit 2-2A](#). The middle school is proposed within the southeast portion of the overall site with parking lots proposed on the west and south sides of the middle school. Sports fields are proposed to the south of the school building. Two access connections are proposed for the school development site. The main access is proposed as a full access driveway onto a new roadway connection to Crooks Avenue/STH 55 directly across from the existing three-legged, one-way stop sign controlled STH 55 intersection with Morningside Drive. A second driveway is proposed to connect to the high school site located northeast of the proposed middle school site with further existing connections from the high school onto CTH CE/College Avenue and Loderbauer Road. An additional driveway is proposed along Loderbauer Road, immediately south of the high school. Finally, even though not proposed as this time, a future connection via a new north/south connection onto CTH CE to the north and Speedway Lane to the southwest is also planned for at some point in the future.

A4. Development Phasing and Timing

The following land uses are assumed for the proposed middle school site:

- Middle School – 1,200 students

The numbers of students shown are the anticipated maximum population at the proposed middle school. A map showing the limits of the student population for the Kaukauna School District is provided in the appendix.

It is anticipated that construction of the school will occur over a two-year period starting in the year 2026. Therefore, full build out of the development site is expected by the start of the fall semester in the year 2028. Therefore, traffic volumes from the proposed middle school were included in the Full Build traffic volumes.

PART B – STUDY AREA

B1. Influence Area

Based on the type of proposed land uses and the location of the site, the proposed middle school development is expected to draw from a local and regional customer base. Therefore, the areas of significant influence include the City of Kaukauna and other surrounding cities, villages, and towns that are part of the Kaukauna Area School District. A map showing the limits of the school district in relation to the proposed middle school site is provided in the appendix.

B2. Area of Significant Traffic Impact

As identified by the study team, the study area for the proposed middle school includes the following intersections:

- STH 55/Crooks Avenue with Ann Street (two-way stop control)
- STH 55/Crooks Avenue with CTH CE/College Avenue (roundabout control)
- STH 55/Crooks Avenue with Morningside Drive/Proposed West Access Drive (current one-way stop control)
- STH 55/Crooks Avenue with Ridgecrest Lane (one-way stop control)
- STH 55/Crooks Avenue with CTH KK/Calumet Street (roundabout control)
- CTH CE/College Avenue with Fieldcrest Drive (two-way stop control)
- CTH CE/College Avenue with Konkapot Trail Road/Forefront Dermatology Access Driveway (two-way stop control)
- CTH CE/College Avenue with the High School West (and future Middle School) Access Driveway (one-way stop control)
- Loderbauer Road with CTH CE/College Avenue (traffic signal control)
- Loderbauer Road with the High School northern (and future Middle School) Access Driveway (traffic signal control)
- Loderbauer Road with the High School middle (and future Middle School) Access Driveway (one-way stop control)
- Loderbauer Road with the Proposed South Access Driveway (one-way stop control)

PART C – OFF-SITE LAND USE AND DEVELOPMENT

As shown on the conceptual site plan in [Exhibit 1-2B](#), two off-site development areas were identified within the limits of the development site; specifically, two outlots located immediately east of STH 55 and west of the proposed middle school. There are no known plans for the development of these two 30-acre parcels; however, for planning purposes, the following land uses were assumed on the parcels:

West Parcel

- Shopping Plaza (40-150k - Supermarket - No), ITE LU821 – 100,000 square feet (sf)
- Strip Retail Plaza (<40k), ITE LU822 – 20,000 sf
- General Office Building – ITE LU710 – 15,000 sf

East Parcel

- Multifamily Housing (Low-Rise/Not Close to Rail Transit), ITE LU220 – 200 units

As stated above, the timing for the build out of these two parcels is unknown at this time. For purposes of this study, it was assumed that the parcels would be fully built out within the next ten years. Therefore, traffic volumes from these developments were included in the Total traffic volumes.

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

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

Crooks Avenue (STH 55) is a four-lane divided north/south principal arterial highway north of CTH KK and an undivided minor arterial to the south. The highway widens to provide a raised median section from immediately north of Ann Street to a point immediately south of the roundabout at CTH CE. The highway also transitions to a two-lane undivided cross section to the south of Morningside Drive. The posted speed limit on STH 55 is 25-mph north of CTH CE, 35-mph south of CTH CE, 45-mph between Morningside Drive and CTH KK and 55-mph to the south, starting at a point about ¼-mile south of CTH KK. According to the Wisconsin Department of Transportation (WisDOT), the Year 2023 average annual daily traffic volumes (AADT's) on STH 55 were approximately 14,700 vehicles per day (vpd) north of 16th Street, 14,100-vpd to the north of CTH CE, 10,700-vpd to the south of Ridgecrest Lane, and 4,800-vpd (2016 count) to the south of CTH KK. Sidewalks are provided along both sides of STH 55 to the north of CTH CE and exist only for a short distance to the south, up through the Forefront Dermatology driveway.

College Avenue (CTH CE) is a four-lane divided east/west principal arterial highway to the west of STH 55 and a two-lane undivided minor arterial to the east of STH 55. The posted speed limit on CTH CE is 45-mph to the west of STH 55 and to the east of a point about 850 feet east of Konkapot Trail Road. For the short section of highway between STH 55 and this point, the speed limit on CTH CE is 35-mph. The Year 2023 WisDOT AADT volumes on CTH CE were approximately 15,800-vpd west of Fieldcrest Drive, 14,200-vpd to the west of STH 55, 9,300-vpd to the west of Loderbauer Road, and 4,800-vpd (2019 count) to the east. The CE multi-use trail currently exists along the north side CTH CE within the study limits. The CE Trail is a 5.8-mile paved trail that runs between Appleton and Kaukauna.

Calumet Street (CTH KK) is a two-lane undivided east/west minor arterial highway to the west of STH 55 and a major collector to the east of STH 55. The posted speed limit on CTH KK is 45-mph to the west of STH 55 and 55-mph to the east. The Year 2023 WisDOT AADT volumes on CTH KK were approximately 7,200 vpd west of STH 55 and 5,600-vpd (2019 count) to the east. Sidewalks are not currently provided along either side of CTH KK within the study limits.

Hillcrest Drive (CTH Q) is a two-lane undivided north/south minor arterial north of CTH CE with a posted speed limit of 25-mph within the study area. South of CTH CE the roadway is designated as Loderbauer Road. The Year 2016 WisDOT AADT volumes on Hillcrest Drive were approximately 2,800 vpd north of CTH CE. Sidewalks are provided along the west side of Hillcrest Drive within the study limits.

Loderbauer Road is a four-lane undivided north/south local street immediately south of CTH CE that transitions to a two-lane undivided cross section to the south of the high school's north driveway. The roadway also changes from an urban cross section to the north of Bear Paw Trail

(adjacent neighborhood street) to a rural cross section to the south. North of CTH CE the roadway is designated as Hillcrest Drive. The posted speed limit on Loderbauer Road is 35-mph within the study area. No AADT's are currently available for Loderbauer Road. Sidewalks are provided along the west side of Loderbauer Road within the limits of the high school property (from CTH CE down to a point near Bear Paw Trail) and along the east side of Loderbauer Road from the residential properties north of Andrea Michelle Court down to White Dove Lane.

Ann Street is a two-lane undivided east/west major collector with a posted speed limit of 25-mph within the study area. The Year 2019 WisDOT AADT volumes on Ann Street were approximately 1,600 vpd west of STH 55. Sidewalks are provided along both sides of Ann Street, west of STH 55 and along the south side of Ann Street to the east.

Konkapot Trail Road is a two-lane undivided north/south local street with a posted speed limit of 25-mph within the study area. No AADT's are currently available for Konkapot Trail Road. Sidewalks are provided along both sides of Konkapot Trail Road within the study limits.

Fieldcrest Drive is a two-lane undivided north/south major collector with a posted speed limit of 25-mph within the study area. The Year 2019 WisDOT AADT volumes on Fieldcrest Drive were approximately 2,500 vpd north of CTH CE. Sidewalks are provided along both sides of Fieldcrest Drive to the north of CTH CE; however, sidewalks are not currently provided on either side to the south.

Morningside Drive is a two-lane undivided east/west local residential street with a posted speed limit of 25-mph within the study area. No AADT's are currently available for Morningside Drive. Sidewalks are provided along both sides of Morningside Drive within the study limits.

Ridgecrest Lane is a two-lane undivided east/west local residential street with a posted speed limit of 25-mph within the study area. No AADT's are currently available for Ridgecrest Lane. Sidewalks are provided along both sides of Ridgecrest Lane within the study limits.

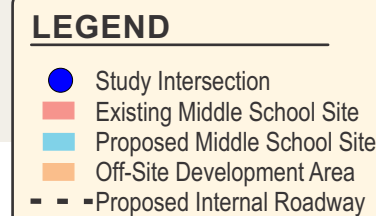
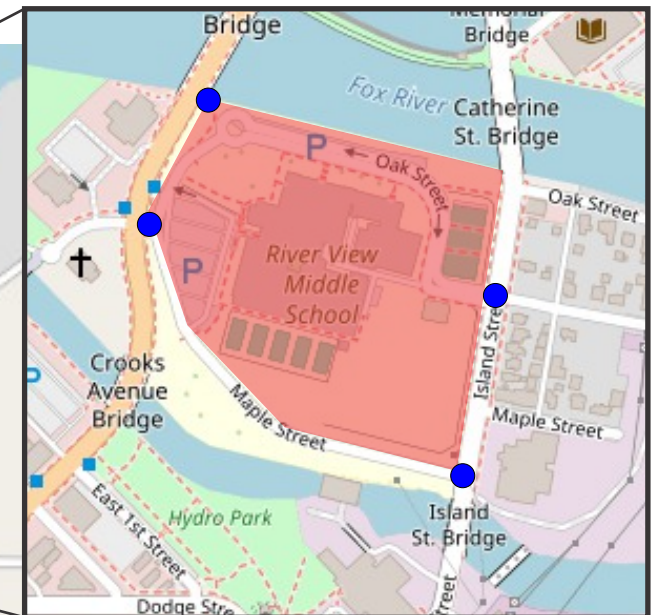
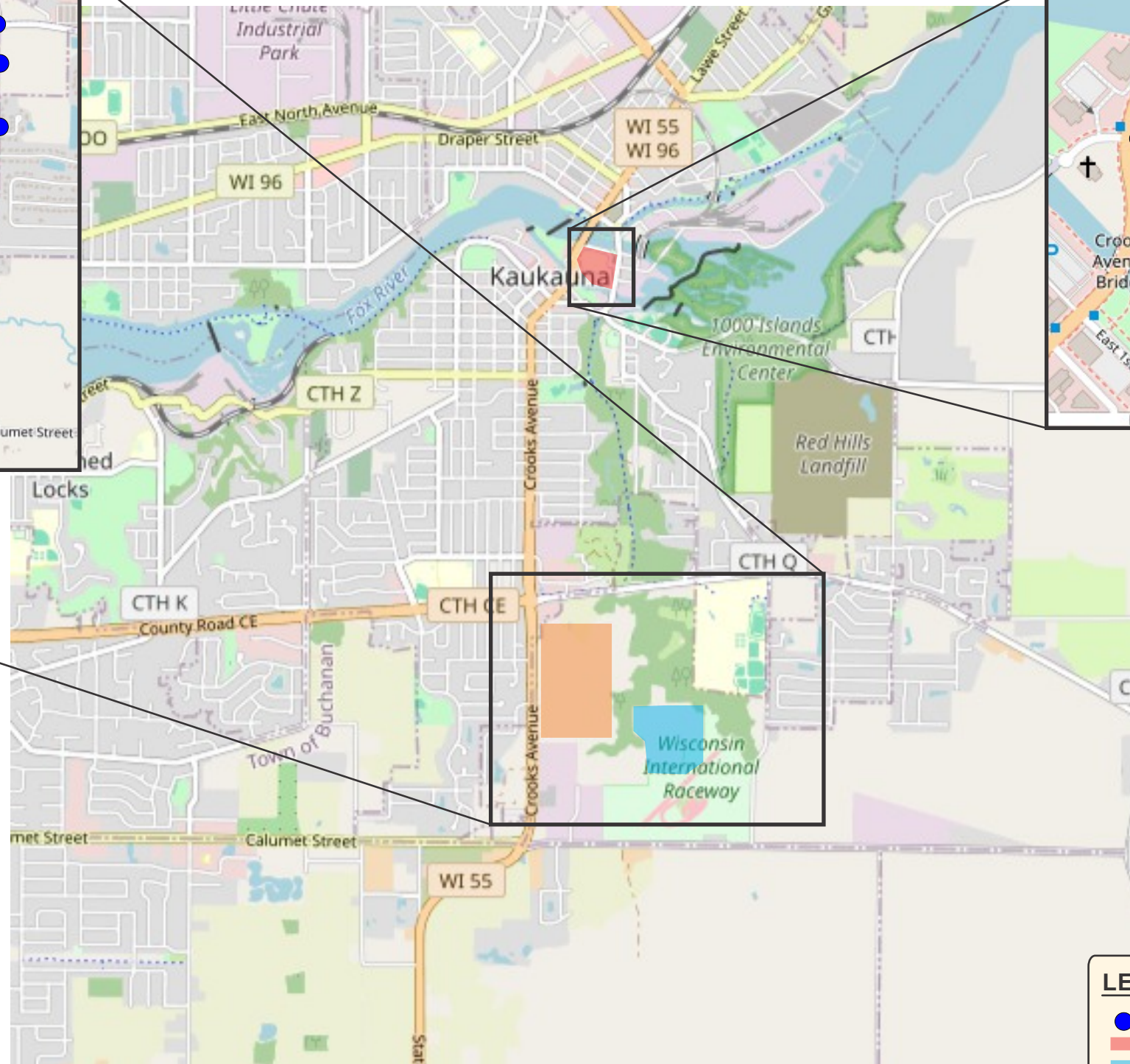
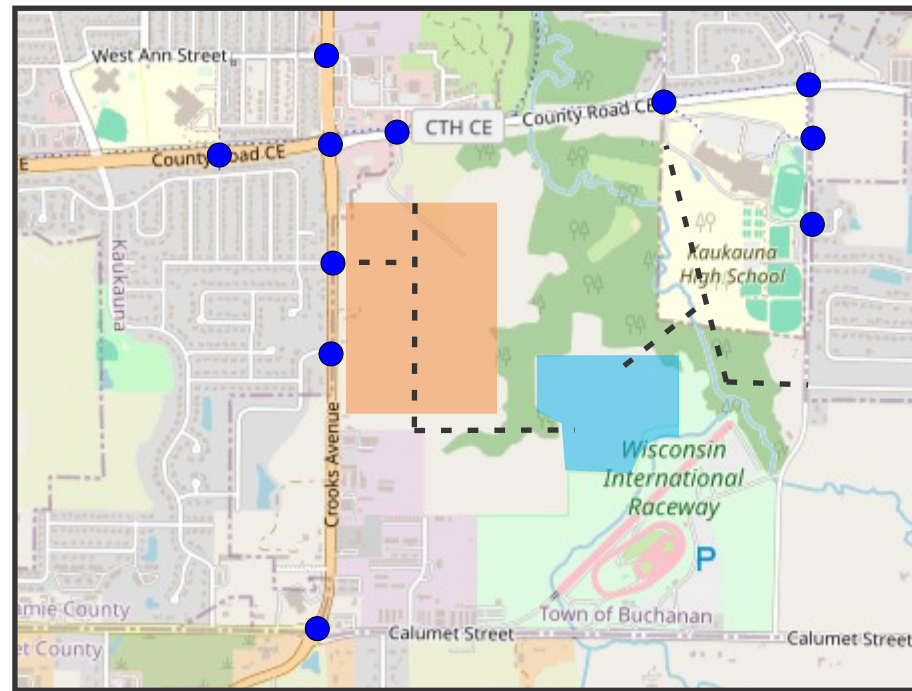
D2. Anticipated Infrastructure Projects

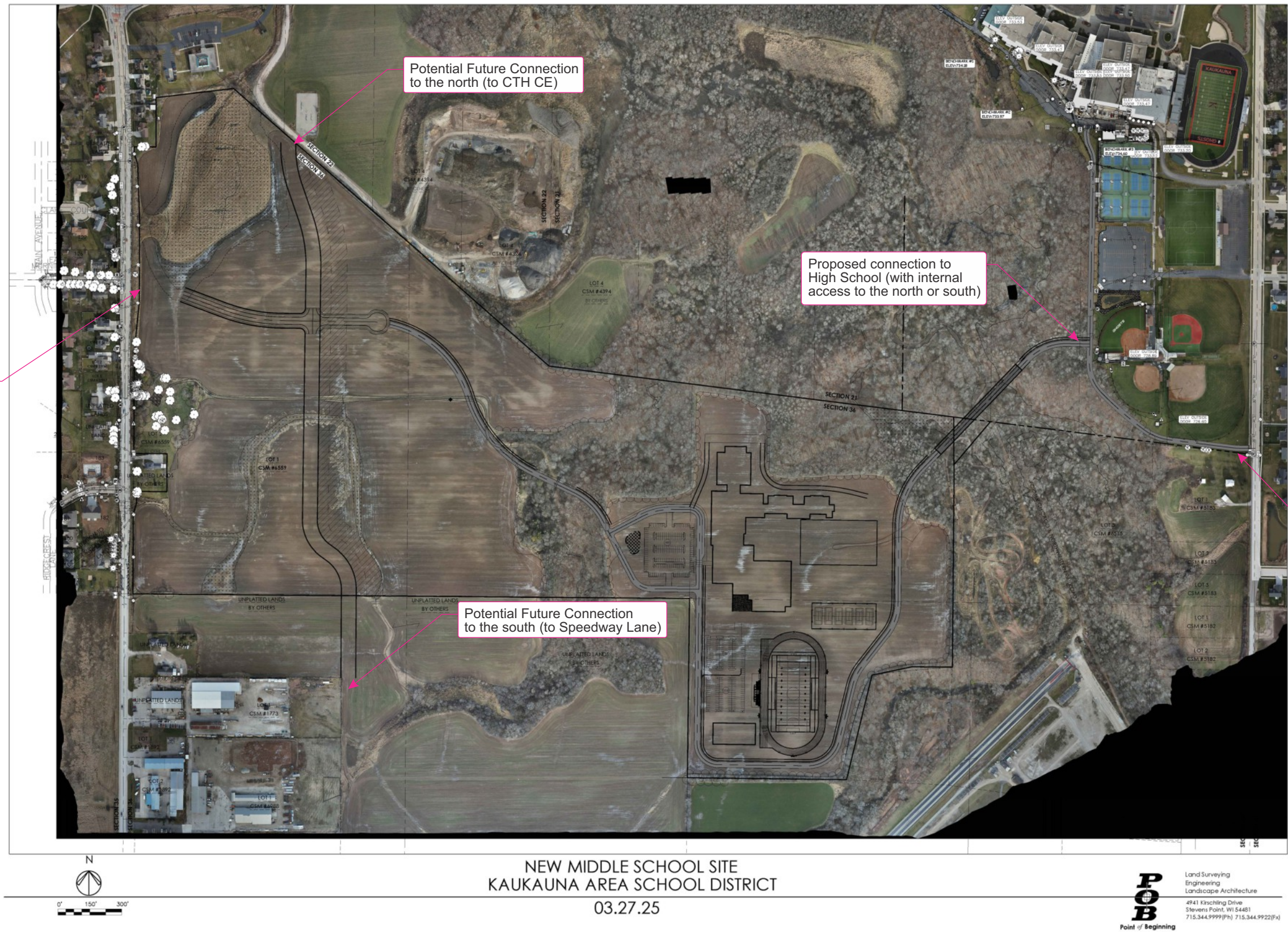
Based on information provided by WisDOT, NE Region, and Outagamie County, two improvement projects were identified within the general study area. A mill/overlay project (WisDOT ID 4050-21-71) is planned along STH 55 between USH 10 and Ridgecrest Road during the year 2028 construction season. A Highway Safety Improvement Project (HSIP) under WisDOT ID 4160-07-00/70 is planned to provide a modified RCUT intersection at the CTH CE intersection with Fieldcrest Drive. Construction for this project will likely start in the spring of 2028.

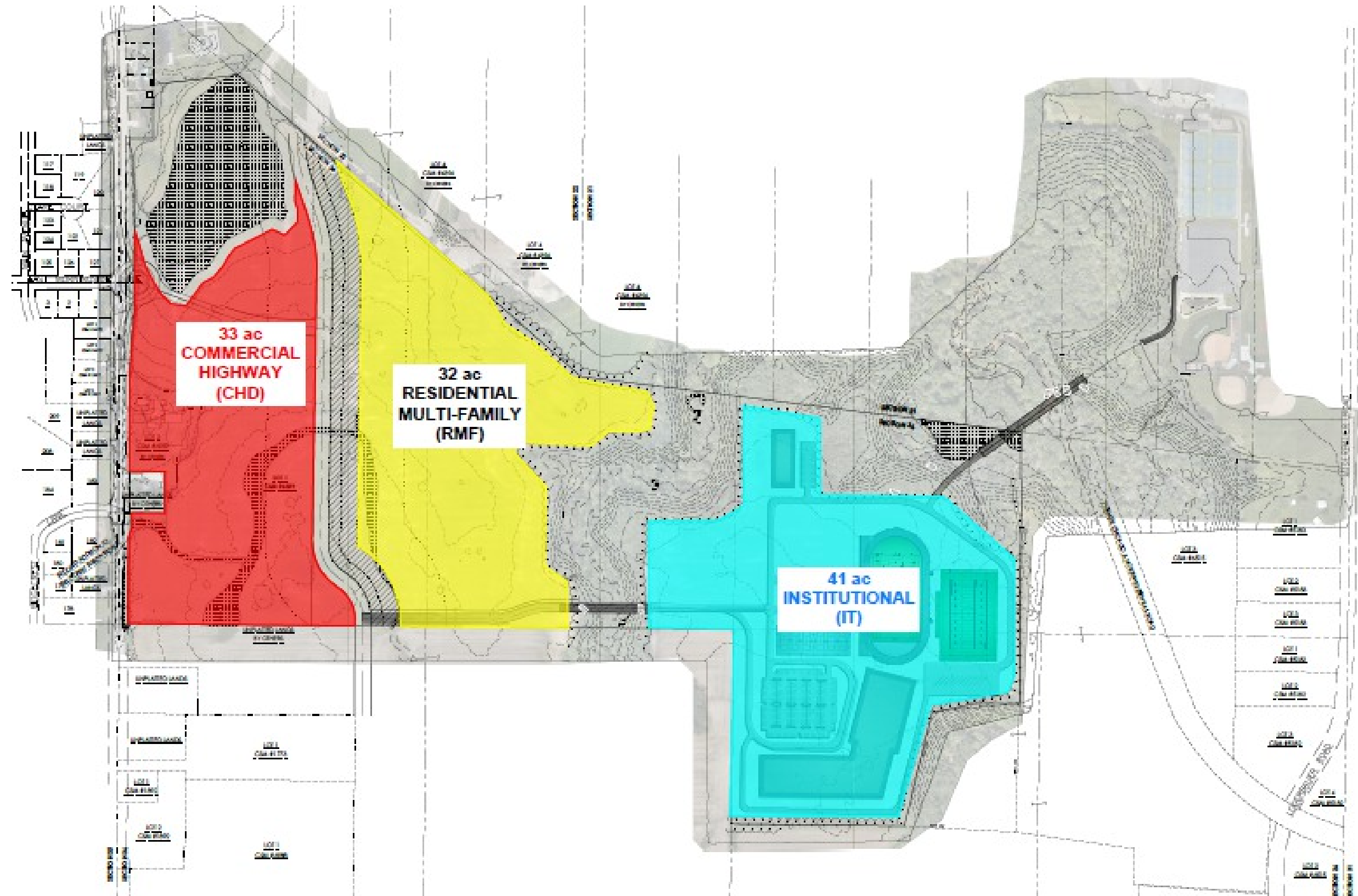
D3. Alternative Modes of Transportation

As described above, sidewalks and a multi-use trail (CE Trail) are currently provided along many of the roadways within the study area. No designated on-street bicycle facilities were identified.

Due to the location of the proposed school in relation to the residential neighborhoods within the Kaukauna area, and with sidewalks and the CE Trail currently provided near the school, it was assumed that a fair number of students will walk or ride bikes to/from the school on a daily basis. See trip generation discussion in *Chapter IV* for further assumptions concerning students walking to school.







CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – PHYSICAL CHARACTERISTICS

[Exhibit 3-1](#) shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, distances between intersections, and posted speed limits within the study area.

PART B – TRAFFIC VOLUMES

The weekday morning and weekday evening peak hours are expected to drive the improvements needed to adequately accommodate the proposed middle school development, as they represent the highest trip generation for the site and the highest volumes along the adjacent highways. TADI conducted weekday morning (6:30 – 8:30am) and weekday evening (2:30 – 6:00pm) peak hour turning movement traffic counts at the existing study area intersections in mid-February of 2025.

In addition, to calculate local middle school trip generation rates for this study, TADI conducted weekday morning (6:30 – 8:30am) and weekday evening (2:30 – 6:00pm) peak hour turning movement traffic and pedestrian counts at the existing intersections/locations adjacent to the existing Riverview Middle School located along the Fox River in early-February of 2025. Specifically, counts were conducted at the following intersections/locations noting that the westerly entrance to the school off of STH 55 was blocked to vehicular traffic by bollards with all traffic accessing the site along Island Street to the east:

- Island Street with Maple Street School Access
- Island Street with Elm Street School Access
- STH 55/Crooks Avenue with pedestrian access tunnel (pedestrian count only)
- STH 55/Crooks Avenue with pedestrian access to the parking lot (pedestrian count only)

The existing peak hour traffic volumes (including pedestrian volumes) at these four intersections/locations adjacent to the existing Riverview Middle School are shown in [Exhibit 3-2A](#).

Based on the turning movement counts and the expected school bell schedule, the weekday morning and weekday afternoon peak hours were identified as being 7:00 to 8:00 am and 3:15 to 4:15 pm; respectively. These peak hours coincide with the expected school start and end times of 7:55 am and 3:20 pm, respectively. A separate weekday evening special event peak hour, identified as 4:30 to 5:30 pm, was also evaluated as part of the study. This peak hour is expected to coincide with a boy's middle school basketball game. Details and calculations for this peak hour are provided in the [appendix](#) of this study. The existing peak hour traffic volumes at the study area intersections, raw data/unbalanced, are shown in [Exhibit 3-2B](#). The existing peak hour traffic volumes at the study area intersections, balanced along the study area corridors, are shown in [Exhibit 3-2C](#). The traffic counts used to determine peak hour factors and truck percentages have been included in the [appendix](#) of this study.

PART C – CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM), 7th Edition. Intersection operation is defined by “level of service.” Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purpose of this study, LOS D was used to define acceptable peak hour operating

conditions. Peak hour factors (PHF's) in the modeling software were adjusted down slightly to calibrate the models to actual queues observed during data collection. The same PHF's at the existing middle school intersection were utilized at the intersections adjacent to the new middle school to allow for a more accurate build condition. Descriptions of the various levels of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.

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

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

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

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

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

C2. Existing Traffic Operations

[Exhibit 3-3](#) shows the existing traffic peak hour operating conditions at the study area intersections at the proposed school location. The existing traffic analysis was conducted using the existing lane configurations shown in [Exhibit 3-1](#), the existing traffic signal timings and the existing traffic volumes shown in [Exhibit 3-2C](#).

As shown in [Exhibit 3-3](#), all movements are currently operating acceptably at LOS D or better at the study area intersections under the existing traffic volumes conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods except the following:

- The eastbound and westbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with Ann Street (node 100) which are currently operating at LOS F during the typical weekday morning, afternoon, and evening special event peak periods.
- The northbound through/left-turn movements at the College Avenue/CTH CE intersection with Fieldcrest Drive (node 200) which are currently operating at LOS E during the typical weekday morning peak period.
- The northbound and southbound through/left-turn movements at the College Avenue/CTH CE intersection with Konkapot Trail Road (node 400) which are currently operating at LOS E/F during the typical weekday morning and afternoon peak periods.

- The northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) which is currently operating at LOS F during the typical weekday afternoon peak period.

PART D – SOURCES OF DATA

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

- Turning movement traffic counts – TADI
- Existing transportation details – TADI along with Google Earth
- Existing Traffic Signal Timings – City of Kaukauna
- On-Site Development information – Point of Beginning and the Kaukauna Area School District
- Off-Site Development information – City of Kaukauna

LEGEND

Traffic Signal Control

Stop Sign Control

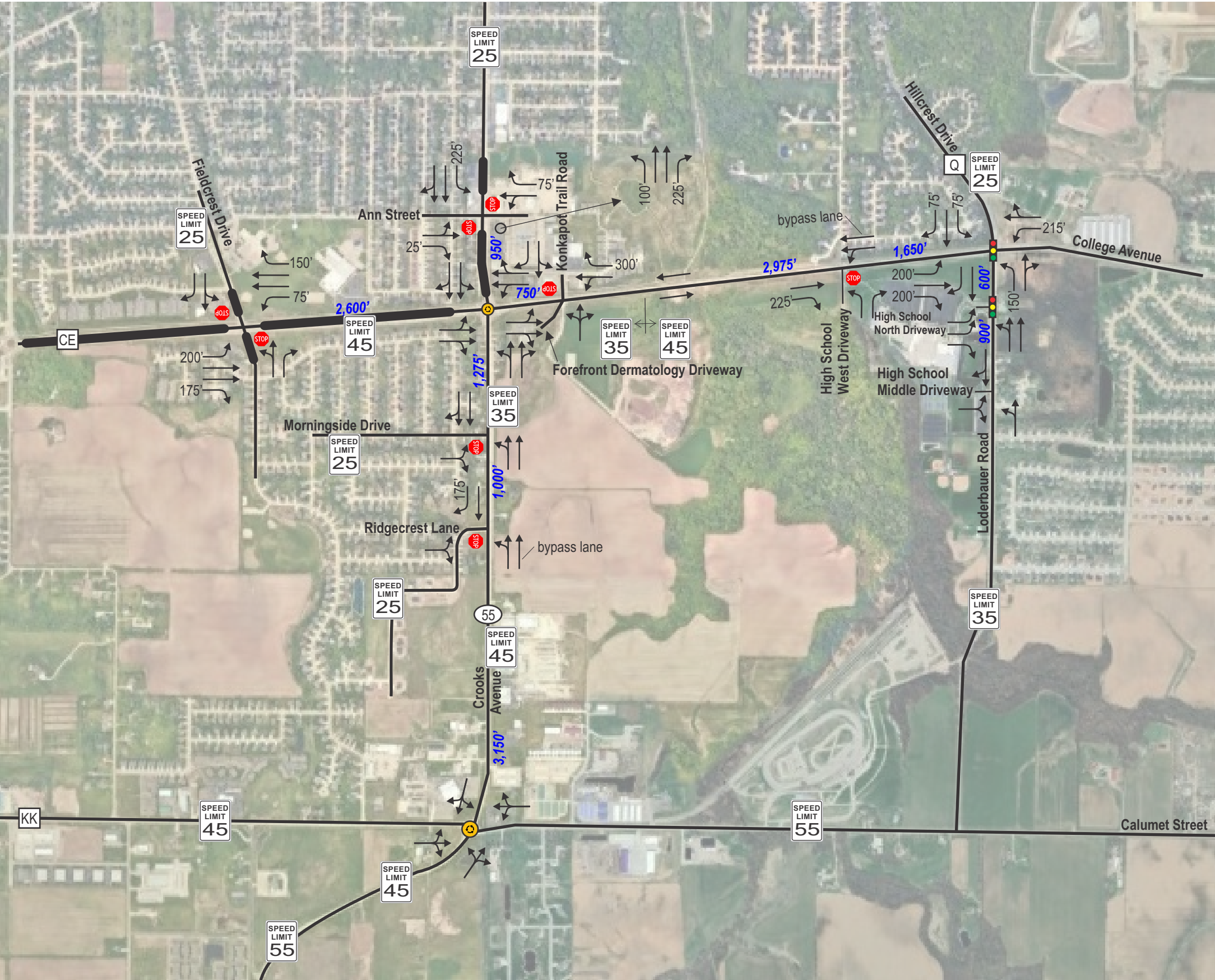
Roundabout Control

Existing Lane Configuration

XX' Existing Storage Length (in Feet)

XX' Distance Between Roadways (in Feet)

Divided Roadway Median



LEGEND

XX

AM Peak Hour Volumes (7:00-8:00 AM)

(XX)

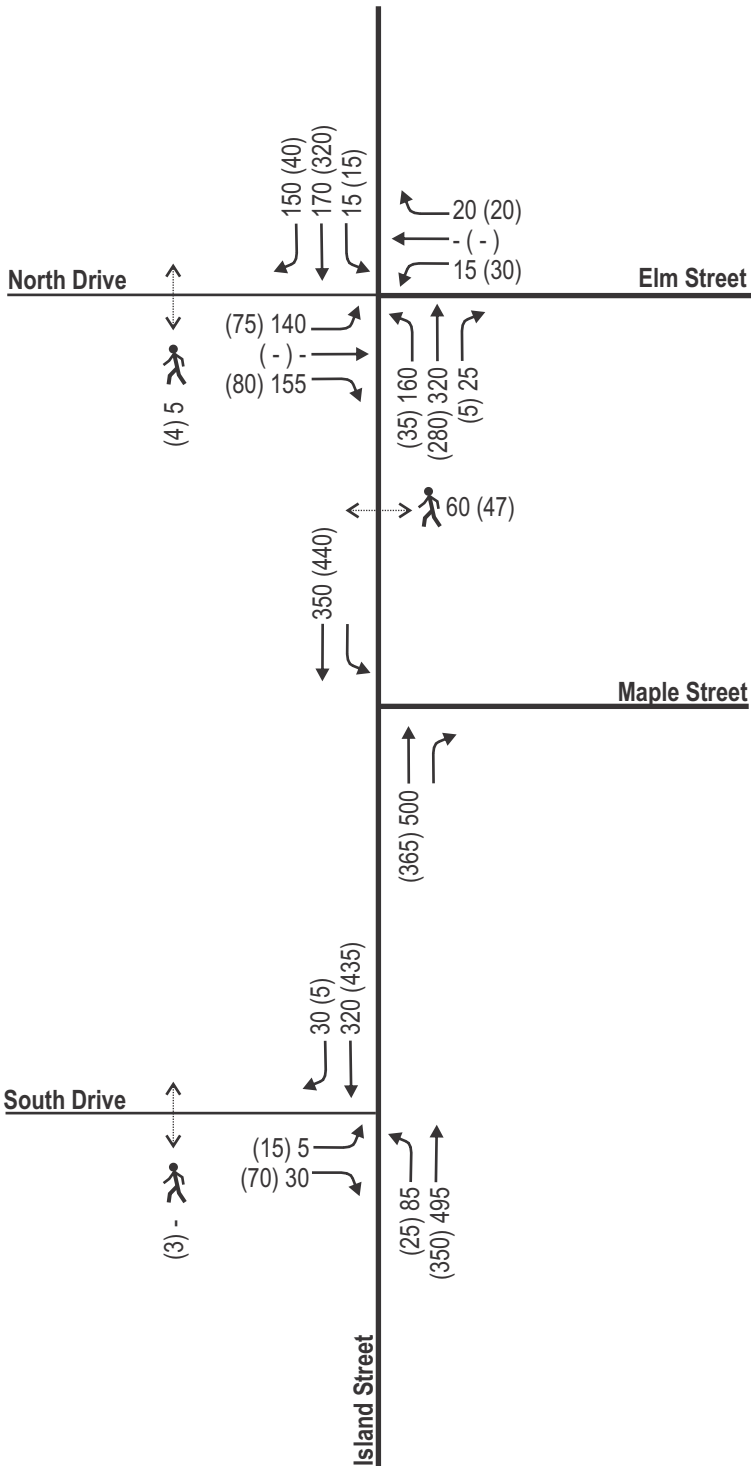
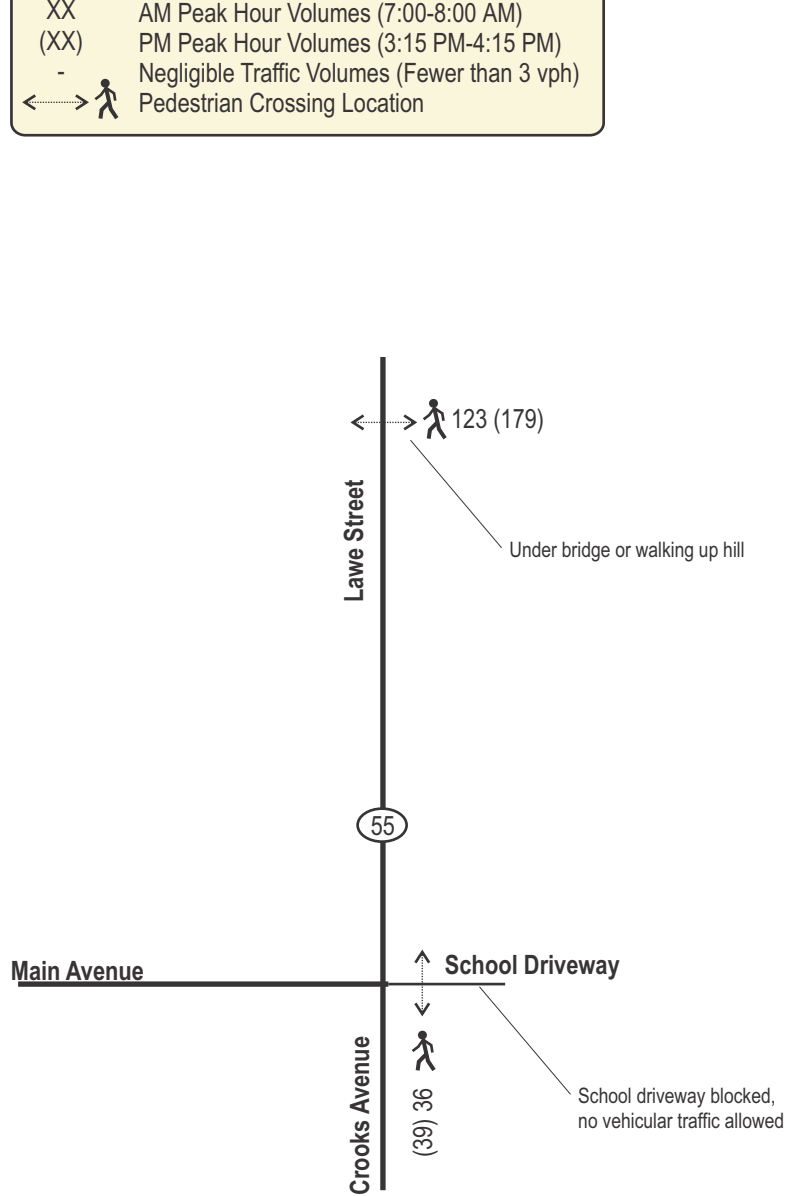
PM Peak Hour Volumes (3:15 PM-4:15 PM)

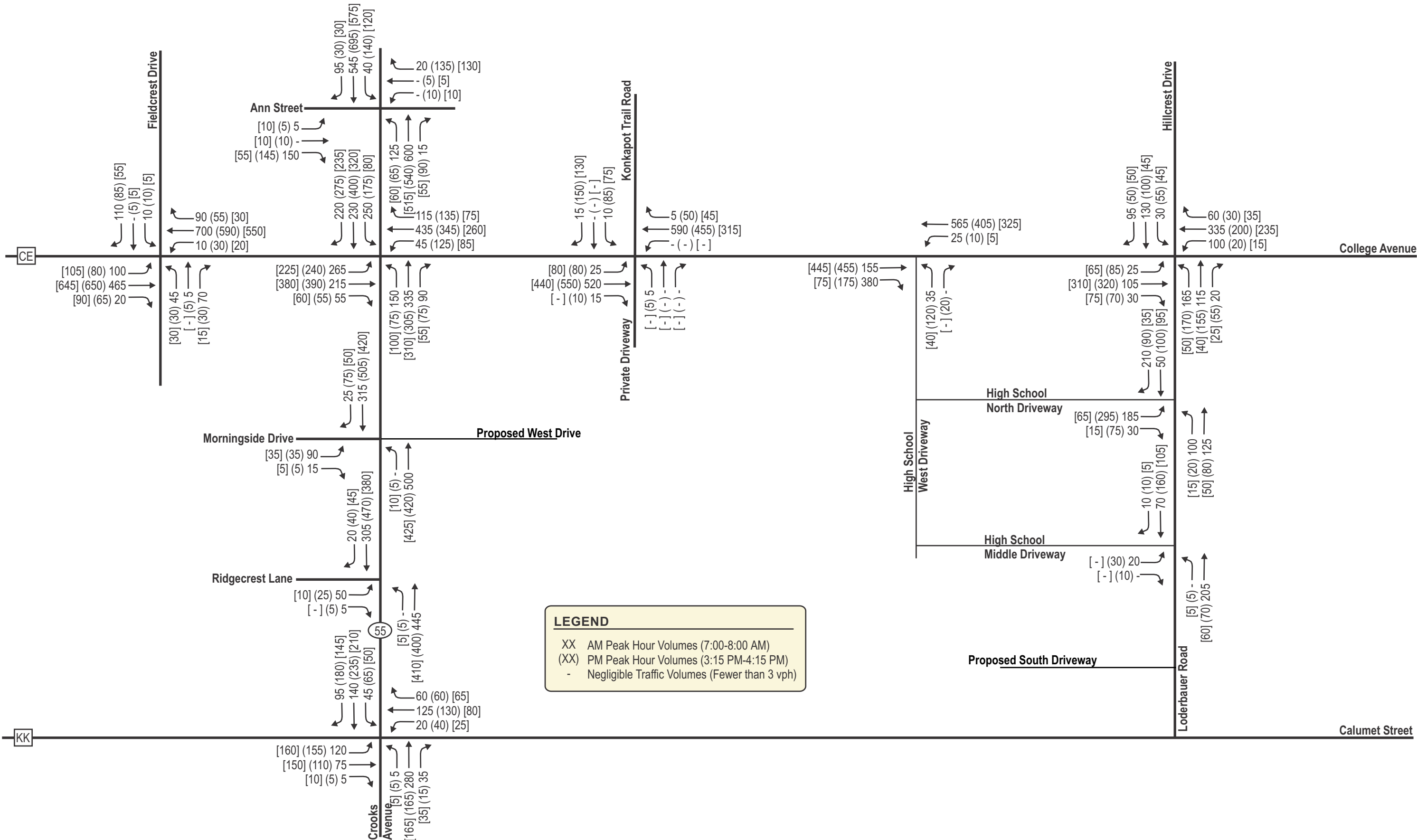
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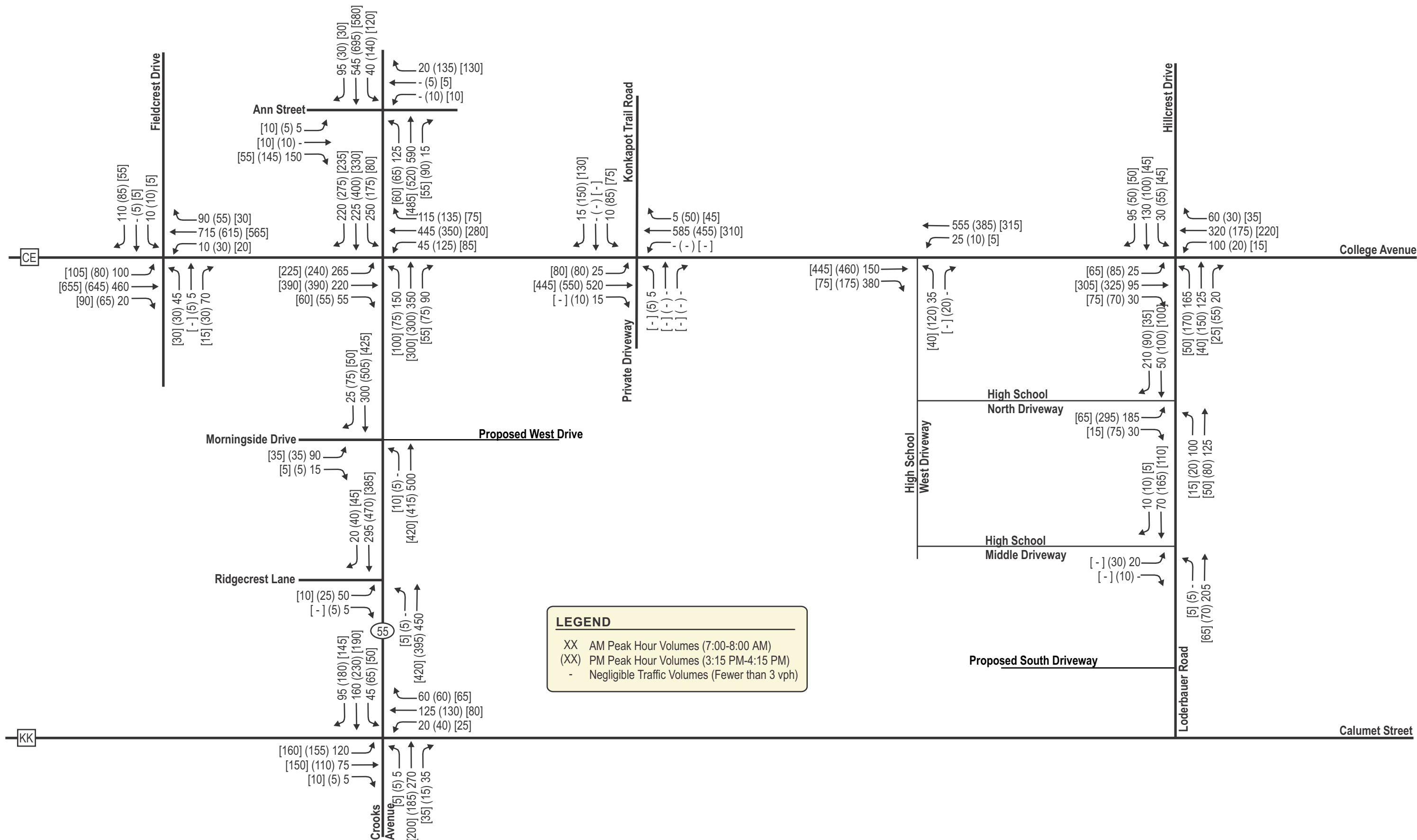
Negligible Traffic Volumes (Fewer than 3 vph)

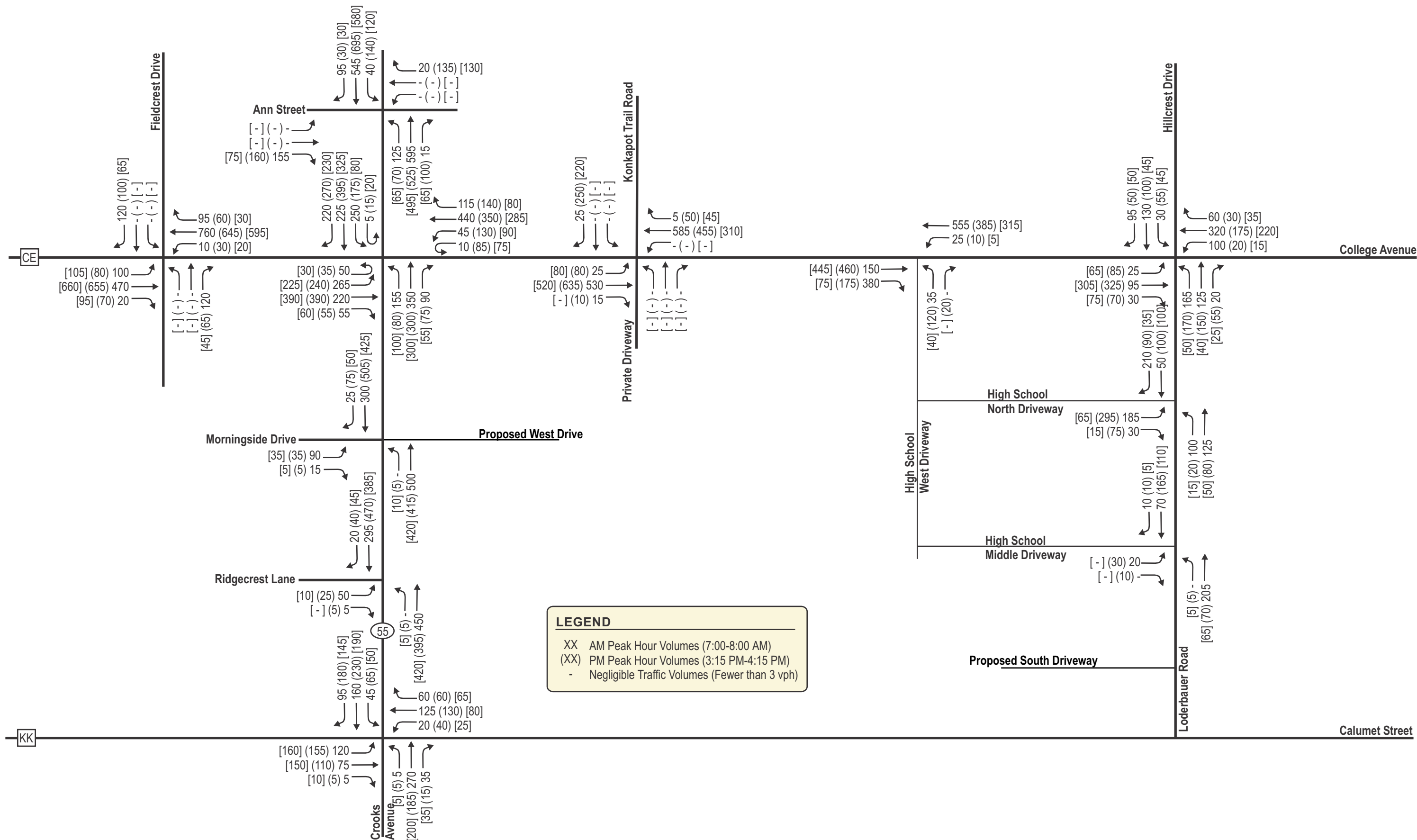
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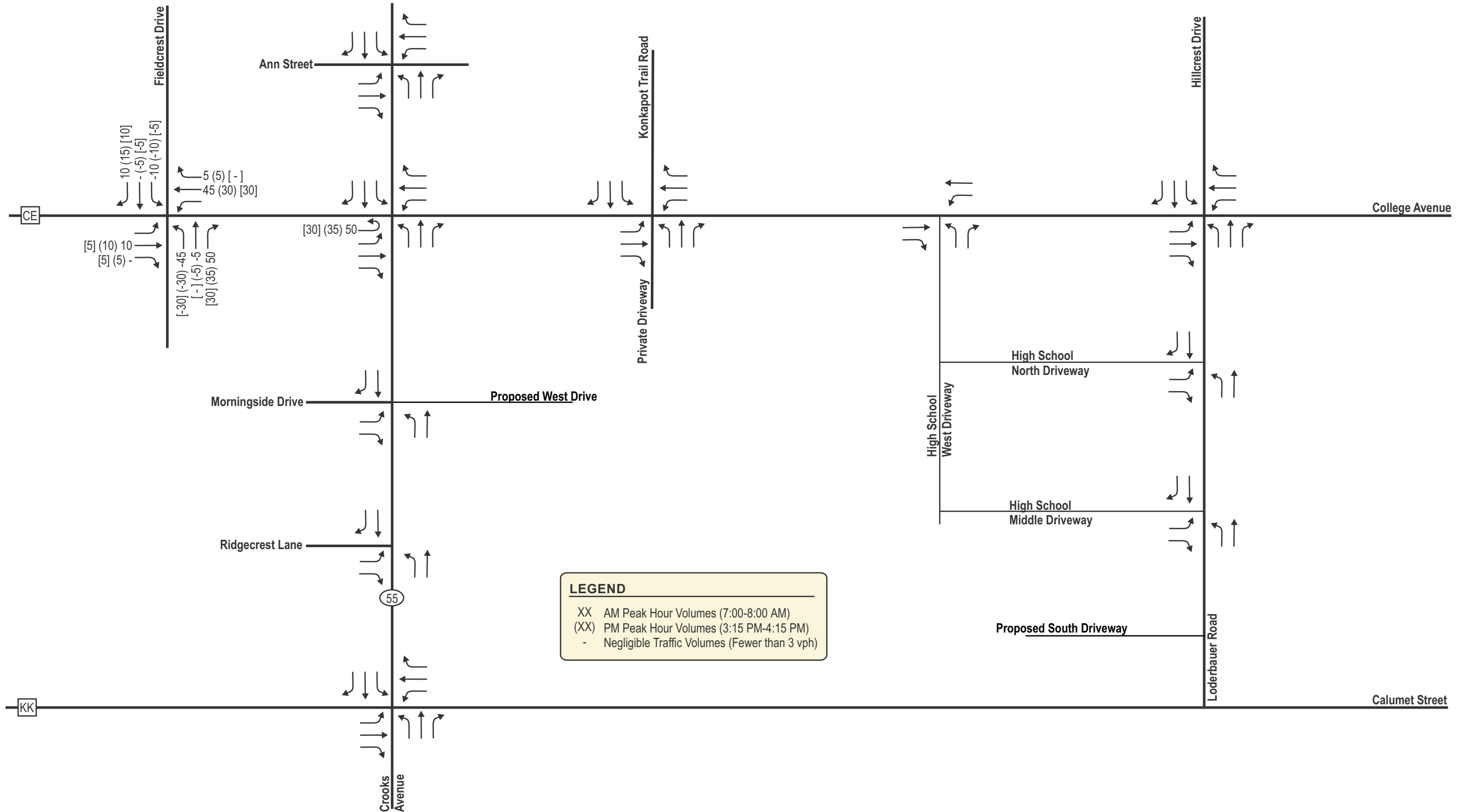
Pedestrian Crossing Location

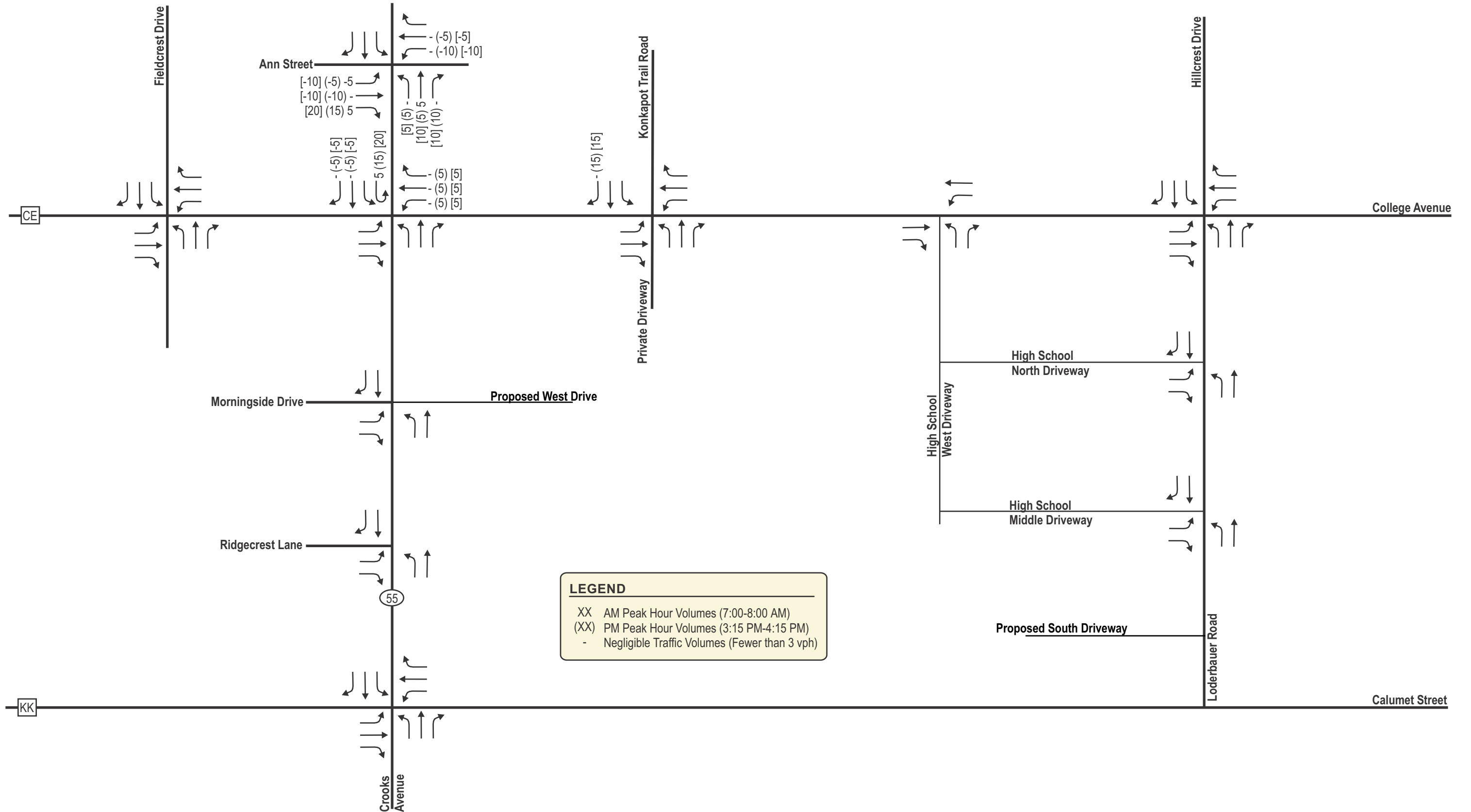


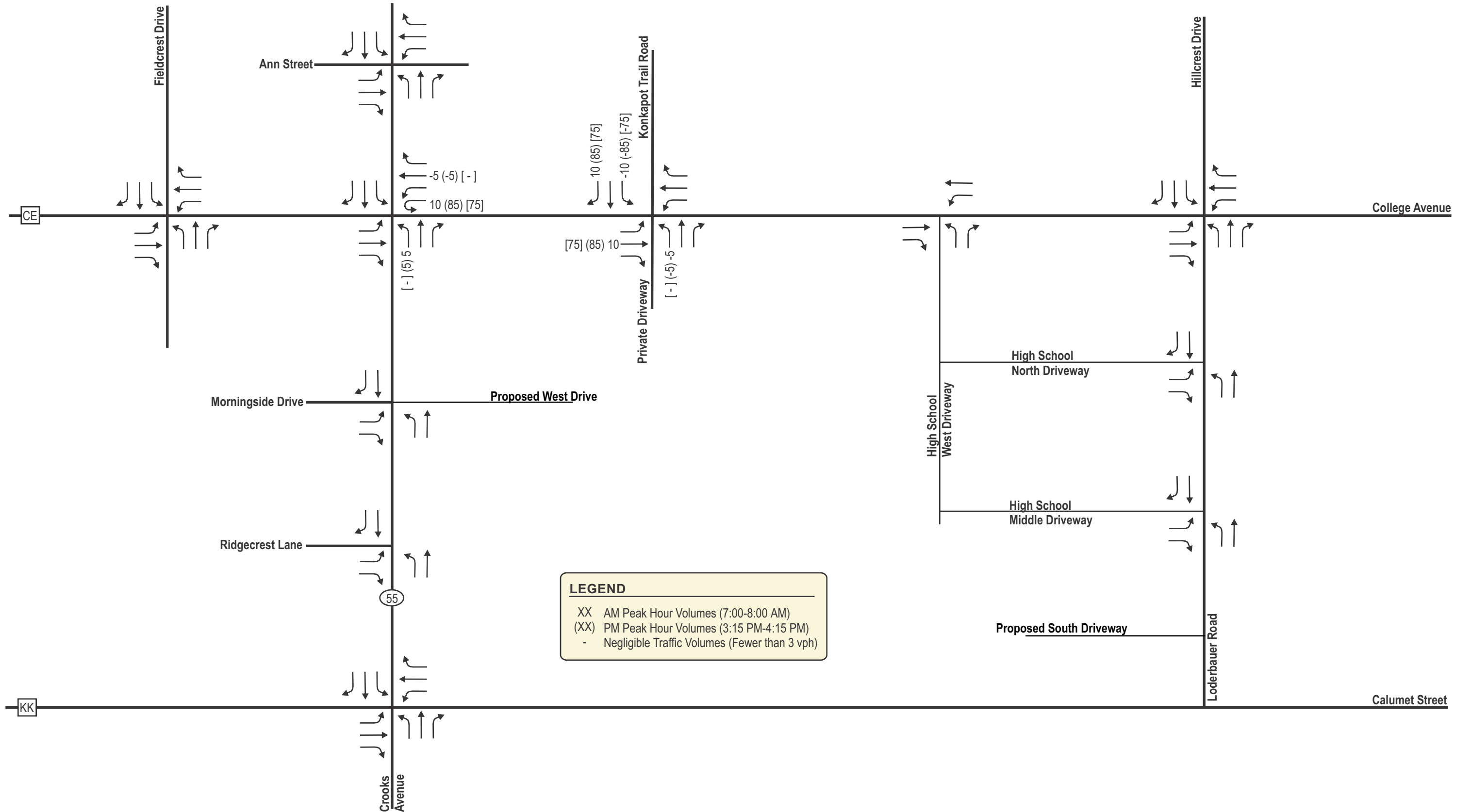












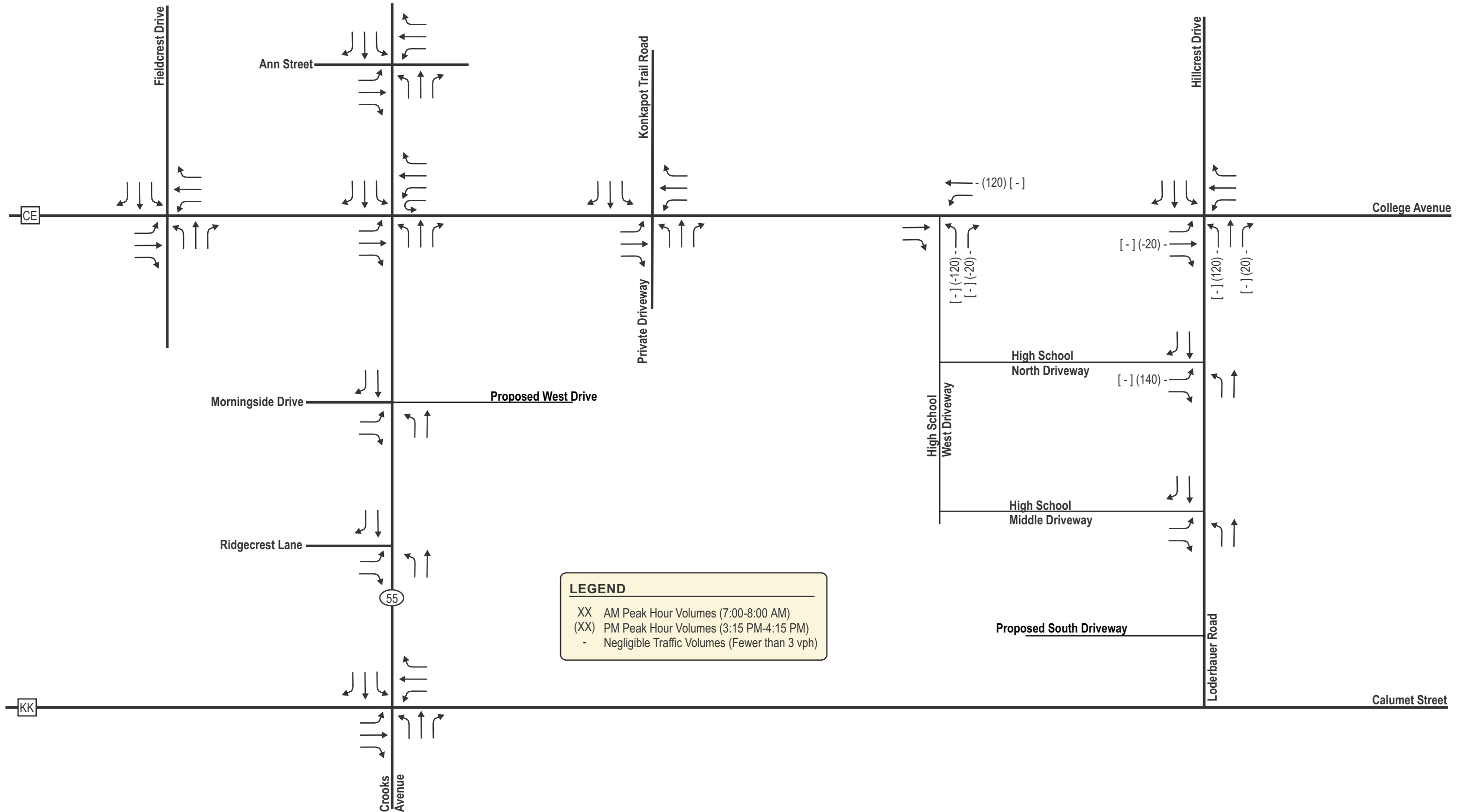


Exhibit 4-3A
On-Site Trip Generation Table¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak			Special Event Peak ³		
				In	Out	Total	In	Out	Total	In	Out	Total
Middle School/Junior High School (Maximum Expected Student Population)	522	1200 Students	2,520 (2.10)	445 (56%)	345 (44%)	790 (0.66)	110 (30%)	250 (70%)	360 (0.30)	105 (50%)	105 (50%)	210 TADI
Total Trips			2,520	445	345	790	110	250	360	105	105	210
Minus Linked Trips ²			(522)	(250)	(-45)	(-35)	(-80)	(-10)	(-25)	(-35)	0	0
Total New Trips			2,270	400	310	710	100	225	325	105	105	210

¹ ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition; note rates including a variety of walking/busing sites in US
² Peak hour of generator rates used for expected school traffic to account for worst case (highest volume) traffic scenario.
³ Linked trips expected between Middle School and High School due to multiple children in single family and/or carpooling
³ Special Event peak hour assumes middle school high school basketball game. See appendix for detailed calculations.

TRIP DISTRIBUTION (New Trips)												
West on College Avenue/CTH CE	8%	180	30	25	10	20	10	10				
East on College Avenue/CTH CE	9%	205	35	30	10	20	10	20				
North on Crooks Avenue/STH 55	47%	1065	190	145	45	105	50	50				
South on Crooks Avenue/STH 55	12%	265	50	35	10	25	10	10				
West on Calumet Street/CTH KK	3%	70	10	10	5	5	5	5				
East on Calumet Street/CTH KK	3%	70	10	10	5	5	5	5				
North on Hillcrest Drive	5%	115	20	15	5	10	5	5				
West on Morningside Drive	5%	115	20	15	5	10	5	5				
West on Ridgecrest Lane	1%	25	5	0	0	0	0	0				
West on Ann Street	1%	25	5	5	0	5	0	0				
North on Fieldcrest Drive	6%	135	25	20	5	20	5	5				
	100%	2270	400	310	100	225	105	105				

Exhibit 4-3B
Off-Site Trip Generation Table¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak			Special Event Peak ²		
				In	Out	Total	In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	200 Units	1,360 FCE	20 (24%)	65 (76%)	85 FCE	65 (63%)	40 (37%)	105 FCE	65 (63%)	40 (37%)	105 FCE
Shopping Plaza (40-150k) - Supermarket - No	821	100,000 x 1,000 SF	6,750 (67.52)	110 (62%)	65 (38%)	175 (1.73)	255 (49%)	265 (51%)	520 (5.19)	255 (49%)	265 (51%)	520 (5.19)
Strip Retail Plaza (<40k)	822	20,000 x 1,000 SF	1,090 (54.45)	25 (60%)	20 (40%)	45 (2.36)	65 (50%)	60 (50%)	125 FCE	65 (50%)	60 (50%)	125 FCE
General Office Building	710	15,000 x 1,000 SF	220 FCE	30 (88%)	5 (12%)	35 FCE	5 (17%)	30 (83%)	35 FCE	5 (17%)	30 (83%)	35 FCE
Total Trips			9,420	185	155	340	390	395	785	390	395	785
Minus Linked Trips			(220)	2%: 14% (14%)	-190	0	0	0	-10	-5	-15	-15
Minus Linked Trips			(821)	2%: 14% (14%)	-950	0	0	0	-35	-35	-70	-70
Minus Linked Trips			(822)	2%: 14% (14%)	-150	0	0	0	-10	-10	-20	-20
Minus Linked Trips			(710)	2%: 14% (14%)	-30	0	0	0	0	-5	-5	-5
Total Linked Trip Reduction			-1,320	0	0	0	-55	-55	-110	-55	-55	-110
Total Driveway Trips			8,100	185	155	340	335	340	675	335	340	675
Wkday: AM (PM) Pass-by Trips			(220)	0%: 0% (0%)	0	0	0	0	0	0	0	0
Wkday: AM (PM) Pass-by Trips			(821)	20%: 20% (20%)	-1,160	-20	-20	-40	-45	-45	-90	-90
Wkday: AM (PM) Pass-by Trips			(822)	20%: 20% (20%)	-190	-5	-5	-10	-10	-10	-20	-20
Wkday: AM (PM) Pass-by Trips			(710)	0%: 0% (0%)	0	0	0	0	0	0	0	0
Total Pass-by Trip Reduction			-1,350	-25	-25	-50	-55	-55	-110	-55	-55	-110
Total New Trips			6,750	160	130	290	280	285	565	280	285	565

¹ ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition
² For off-site development trip generation, even though school dismissal peak hour expected to be less than peak hour of adjacent street traffic, school dismissal peak hour assumed same as special event peak hour as worst case (highest traffic volume) condition, also see special event peak hour note in Exhibit 4-3A.

TRIP DISTRIBUTION (New Trips)												
West on College Avenue/CTH CE	25%	1685	40	30	70	70	70	70				
East on College Avenue/CTH CE	9%	605	15	10	25	25	25	25				
North on Crooks Avenue/STH 55	23%	1550	35	30	65	65	65	65				
South on Crooks Avenue/STH 55	8%	540	10	10	20	25	20	25				
West on Calumet Street/CTH KK	12%	810	20	15	35	35	35	35				
East on Calumet Street/CTH KK	5%	340	10	5	15	15	15	15				
North on Hillcrest Drive	6%	405	10	10	15	15	15	15				
West on Morningside Drive	1%	70	0	0	5	5	5	5				
West on Ridgecrest Lane	2%	135	5	5	5	5	5	5				
West on Ann Street	3%	205	5	5	10	10	10	10				
North on Fieldcrest Drive	6%	405	10	10	15	15	15	15				
	100%	6750	160	130	280	285	280	285				

CHAPTER IV – FORECASTED TRAFFIC

PART A – TRAFFIC FORECASTING

To address any potential future traffic impacts along study area roadways and at the intersections adjacent to the proposed middle schools, it is necessary to identify the hourly and daily volume of traffic generated by the projected school's student population. The traffic volumes expected to be generated by the proposed middle schools were calculated two ways. The first method calculated the rates based on the vehicle and pedestrian counts that were conducted at the existing Riverview Middle School located about 2 miles north of the proposed new school site. To provide a comparison, the rates were also calculated based on the trip rates for a middle school (LU522) as published in the *Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition*. For both methods, the trip rates were calculated based the expected student population for the peak hour of generator instead of the peak hour of adjacent street traffic to account for the worst-case (highest volume) school traffic conditions.

As shown in [Appendix A](#), using the current student population of 1,150 students, a weekday morning trip generation rate of 0.66 trips per student and a weekday afternoon trip generation rate of 0.30 trips per student were calculated based on traffic counts conducted on a typical weekday in early-February at the access driveways to the existing school. [Appendix A](#) also shows a comparison of the local rates when compared to the national ITE rates. As shown, the ITE rate weekday morning trips are calculated as being about 11-percent higher than the local trip volumes and the ITE weekday afternoon trips are calculated as being about 19-percent higher than the local trip volumes. Since the ITE calculations were similar but slightly higher, it is recommended to use the ITE rate calculations for this study as a worst-case (highest volume) traffic condition. The number of students that are currently walking or riding to school is also included in the calculations. As shown, about 225 students were counted walking to school during a typical weekday morning in early February of 2025. In addition, about 270 students were counted walking home from school during a typical weekday afternoon in early February of 2025. With both the existing middle school and the proposed middle school being located in close proximity to a high density of residential neighborhoods, it was felt that a similar percentage of students will walk to the new school site as previously walked to the existing Riverview Middle School site.

The Special Event peak hour is expected to coincide with a boy's middle school basketball game. A boy's middle school basketball game was chosen for the special event peak hour since it is the highest regularly scheduled event expected at the school. Vehicle trips for this peak hour were calculated based on the expected attendance and expected number of teams/players. Details and calculations for this peak hour are provided in the [appendix](#) of this study.

A1. Trip Generation

The proposed middle school development trip generation and distribution tables are shown in [Exhibit 4-3A](#). As shown, using ITE trip generation rates as described above under full build out and after linked trip reductions, the proposed middle school development is expected to generate 2,270 weekday daily trips; with 780 new trips in the AM peak hour, 380 new trips in the PM peak hour and 210 during a typical weekday sporting event at the middle school.

The potential off-site development area trip generation and distribution tables are shown in [Exhibit 4-3B](#). As shown, under full build out and after linked and pass-by trip reductions, the potential off-site development area is expected to generate 6,750 weekday daily trips; with 290 new trips in the AM peak hour, 565 new trips in the PM peak hour and 565 during a typical weekday sporting event at the middle school. It is noted that the evening peak hour volumes for

the potential off-site development area were based on peak hour of adjacent street traffic, which more closely aligns with the special event peak hour. Since the school discharge PM peak hour is earlier than the adjacent street traffic peak hour, the new trips for the school discharge peak hour can be considered a worst case (highest volume) condition.

A2. Mode Split

Pedestrians and bicyclists are expected to continue to use their respective modes to access the proposed middle school.

Due to the proximity of the proposed middle school to the existing high school located adjacent to the site, the school development site is expected to include linked trips. A linked trip occurs when a patron of one school visits the second school prior to exiting the site (e.g., students from one family or car poolers from several families who attend both schools). It is estimated that approximately 10 percent of the new school trips are expected to be linked trips. Due to the proposed school land use, pass-by trips are not expected for the site. Pass-by trips occur when motorists already on the highway system stop at a development site prior to continuing on their intended route (e.g., an existing motorist northbound on STH 55 stops at the school prior to continuing northbound on STH 55).

The off-site development site is expected to include both linked trips and pass-by trips. Using NCHRP 684 and based on calculations provided in the [appendix](#) of this study, it is estimated that approximately 2 percent of the weekday morning new trips and 14 percent of the weekday evening new trips are expected to be linked trips. In addition, approximately 20 percent of the potential retail driveway trips are expected to be pass-by trips. No pass-by trip reduction was included for the apartment or office land uses.

A3. Trip Distribution

The trip distribution for the proposed middle school development, listed below and shown in table format in [Exhibit 4-3A](#) and graphically in [Exhibit 4-4](#) was determined based on the existing traffic patterns at the adjacent study area intersections, the school's location in proximity to the adjacent highways and the overall location of the Kaukauna Area School District school populations which are expected to feed the proposed middle schools. Utilizing the boundary limits for the school district, population density clusters were identified, and percentages were distributed onto the adjacent highways. A map showing the limits of the Kaukauna Area School District boundary is included in the [appendix](#) of this report. The trip distribution for the proposed middle school is as follows:

- 8% to/from the west on CTH CE
- 9% to/from the east on CTH CE
- 47% to/from the north on STH 55
- 12% to/from the south on STH 55
- 3% to/from the west on CTH KK
- 3% to/from the east on CTH KK
- 5% to/from the north on Hillcrest Drive
- 5% to/from the west on Morningside Drive
- 1% to/from the west on Ridgecrest Drive
- 1% to/from the west on Ann Street
- 6% to/from the north on Fieldcrest Drive

The trip distribution for the potential future off-site development areas, listed below and shown in table format in [Exhibit 4-3B](#) and graphically in [Exhibit 4-4](#) was determined based on the

existing traffic patterns at the adjacent study area intersections, the development site in proximity to the adjacent highways and the population areas within the overall area. The trip distribution for the potential future off-site development areas is as follows:

- 25% to/from the west on CTH CE
- 9% to/from the east on CTH CE
- 23% to/from the north on STH 55
- 8% to/from the south on STH 55
- 12% to/from the west on CTH KK
- 5% to/from the east on CTH KK
- 6% to/from the north on Hillcrest Drive
- 1% to/from the west on Morningside Drive
- 2% to/from the west on Ridgecrest Drive
- 3% to/from the west on Ann Street
- 6% to/from the north on Fieldcrest Drive

A4. Trip Assignment

New trips expected to be generated proposed middle school development, and the potential future off-site development areas were assigned based on the trip distribution shown in tabular format in [Exhibits 4-3A&B](#) and graphically in [Exhibit 4-4](#). As shown in the table at the bottom of the trip generation exhibits, new trips were assigned to the study corridors for the typical school day. The new trips for the proposed middle school development are shown graphically in [Exhibit 4-5A&B](#).

Due to existing operational concerns at the CTH CE/College Avenue intersection with Fieldcrest Drive, two access scenarios were evaluated as part of this study to look at the operation of the Fieldcrest Drive under restricted movement assumptions. The following scenarios were evaluated:

Scenario 1 – Fieldcrest Drive intersection approaches operating with full access movements; that is, no restrictions to movements. New Trips for the proposed middle school under this scenario are shown in [Exhibit 4-5A](#). New Trips for the potential future off-site development areas under this scenario are shown in [Exhibit 4-9A](#).

Scenario 2 – Fieldcrest Drive intersection approaches operating under left-in/right-in/right-out access movements; that is no northbound or southbound through or left-turn movements allowed from Fieldcrest Drive. Vehicles wanting to make a northbound or southbound through or left-turn movement would either make a right-turn movement and then utilize/traverse the roundabouts located to the east or west to continue their route; or would divert within the neighborhoods to an adjacent intersection. New Trips for the proposed middle school under this scenario are shown in [Exhibit 4-5B](#). New Trips for the potential future off-site development areas under this scenario are shown in [Exhibit 4-9B](#). In addition, Redistributed Trips, existing movements that would need to divert based on the restricted movements at the Fieldcrest Drive intersection, are shown in [Exhibit 3-2E](#).

In addition, due to existing operational concerns at the STH 55/Crooks Avenue intersection with Ann Street and the CTH CE/College Avenue intersection with Konkapot Trail Road/Forefront Dermatology Access Driveway, restricted movement assumptions were also considered at these two intersections under the improvement/modification scenarios analyzed as part of this study. Redistributed Trips at the Ann Street intersection are shown in [Exhibit 3-2F](#) and Redistributed Trips at the Konkapot Trail Road intersection are shown in [Exhibit 3-2G](#).

Finally, due to existing and future operational concerns at the STH 55/Crooks Ave CTH CE/College Avenue intersection with the High School West Driveway during the typical school afternoon discharge peak hour, restricted movement assumptions were also considered at this intersection under the improvement/modification scenarios analyzed as part of this study. Redistributed Trips at the High School West Driveway intersection during the typical school afternoon discharge peak hour are shown in [Exhibit 3-2H](#).

PART B – BACKGROUND, FULL BUILD & TOTAL TRAFFIC

B1. Background Traffic

The Existing traffic volumes, [Exhibit 3-2C](#), were added to the redistributed (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) trips shown in [Exhibit 3-2E](#), the redistributed (Left-in/Right-in/Right-out at Ann Street) trips shown in [Exhibit 3-2F](#), and the redistributed (Left-in/Right-in/Right-out at Konkapot Trail Road) trips shown in [Exhibit 3-2G](#), to determine the Background (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail) traffic volumes ([Exhibit 3-2D](#)).

B2. Full Build Traffic

The Existing traffic volumes, [Exhibit 3-2C](#), were added to the on-site (Access Scenario 1 - Full Access at Fieldcrest Drive) new trips shown in [Exhibit 4-5A](#), to determine the Full Build (Access Scenario 1 - Full Access at Fieldcrest Drive) traffic volumes ([Exhibit 4-11A](#)).

The Existing traffic volumes, [Exhibit 3-2C](#), were added to the on-site (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) new trips shown in [Exhibit 4-5B](#), and the redistributed (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) trips shown in [Exhibit 3-2E](#), to determine the Full Build (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) traffic volumes ([Exhibit 4-11B](#)).

Under the recommended modifications scenario, the Full Build (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) traffic volumes, [Exhibit 4-11B](#), the redistributed (Left-in/Right-in/Right-out at Ann Street) trips shown in [Exhibit 3-2F](#), and the redistributed (Left-in/Right-in/Right-out at Konkapot Trail Road) trips shown in [Exhibit 3-2G](#), to determine the Full Build (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, Full Access at High School West Driveway) traffic volumes ([Exhibit 4-11C](#)).

Under the recommended modifications scenario with additional access restrictions at the west high school driveway, the Full Build (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) traffic volumes, [Exhibit 4-11B](#), the redistributed (Left-in/Right-in/Right-out at Ann Street) trips shown in [Exhibit 3-2F](#), the redistributed (Left-in/Right-in/Right-out at Konkapot Trail Road) trips shown in [Exhibit 3-2G](#), and the redistributed (No exit at High School West Driveway) trips shown in [Exhibit 3-2H](#) to determine the Full Build (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, No exit at High School West Driveway) traffic volumes ([Exhibit 4-11D](#)).

B3. Total Traffic

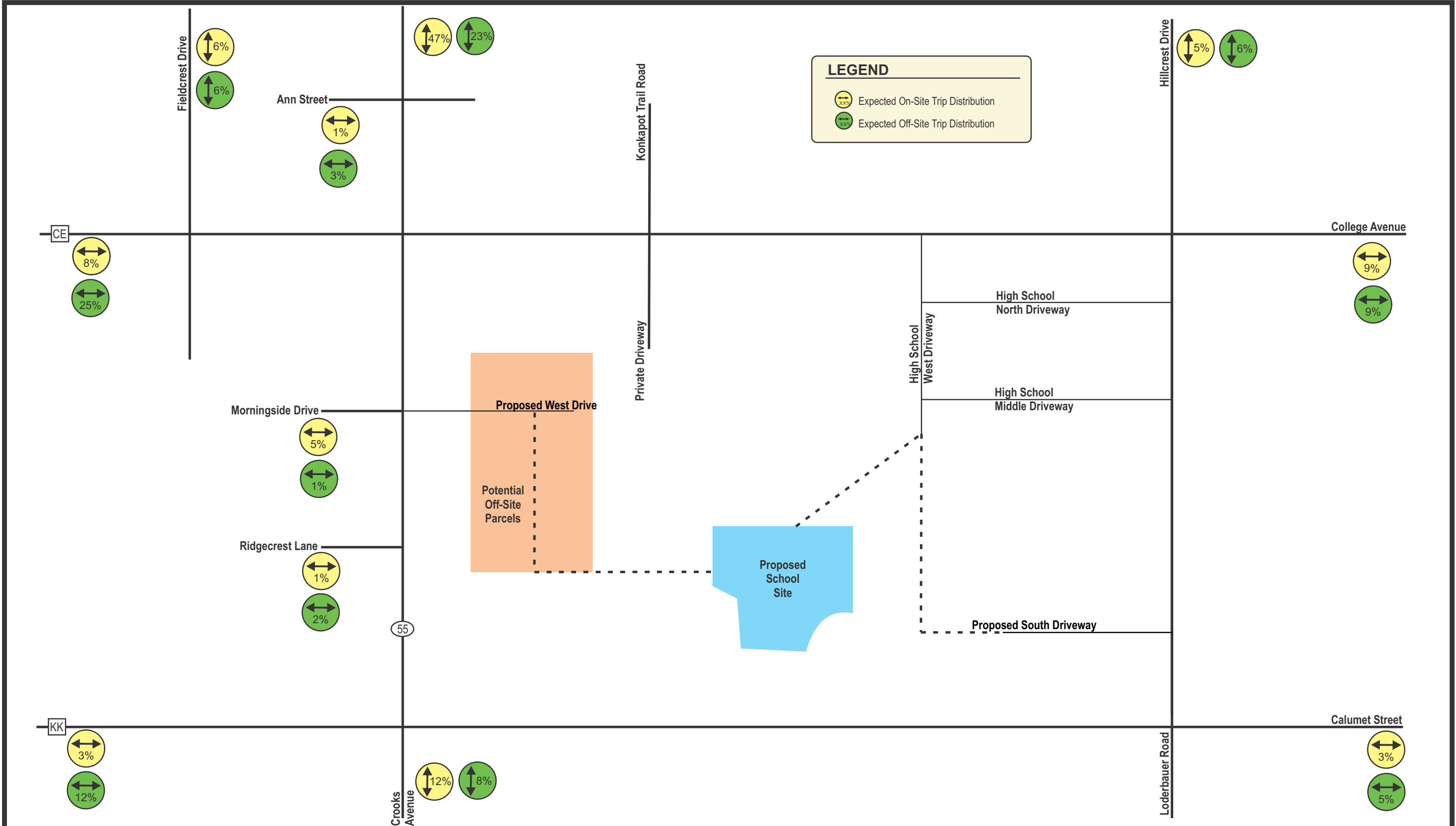
The Full Build (Access Scenario 1 - Full Access at Fieldcrest Drive) traffic volumes, [Exhibit 4-11A](#), were added to the off-site (Access Scenario 1 - Full Access at Fieldcrest Drive) new trips shown in [Exhibit 4-9A](#), to determine the Total (Access Scenario 1 - Full Access at Fieldcrest Drive) traffic volumes ([Exhibit 4-14A](#)).

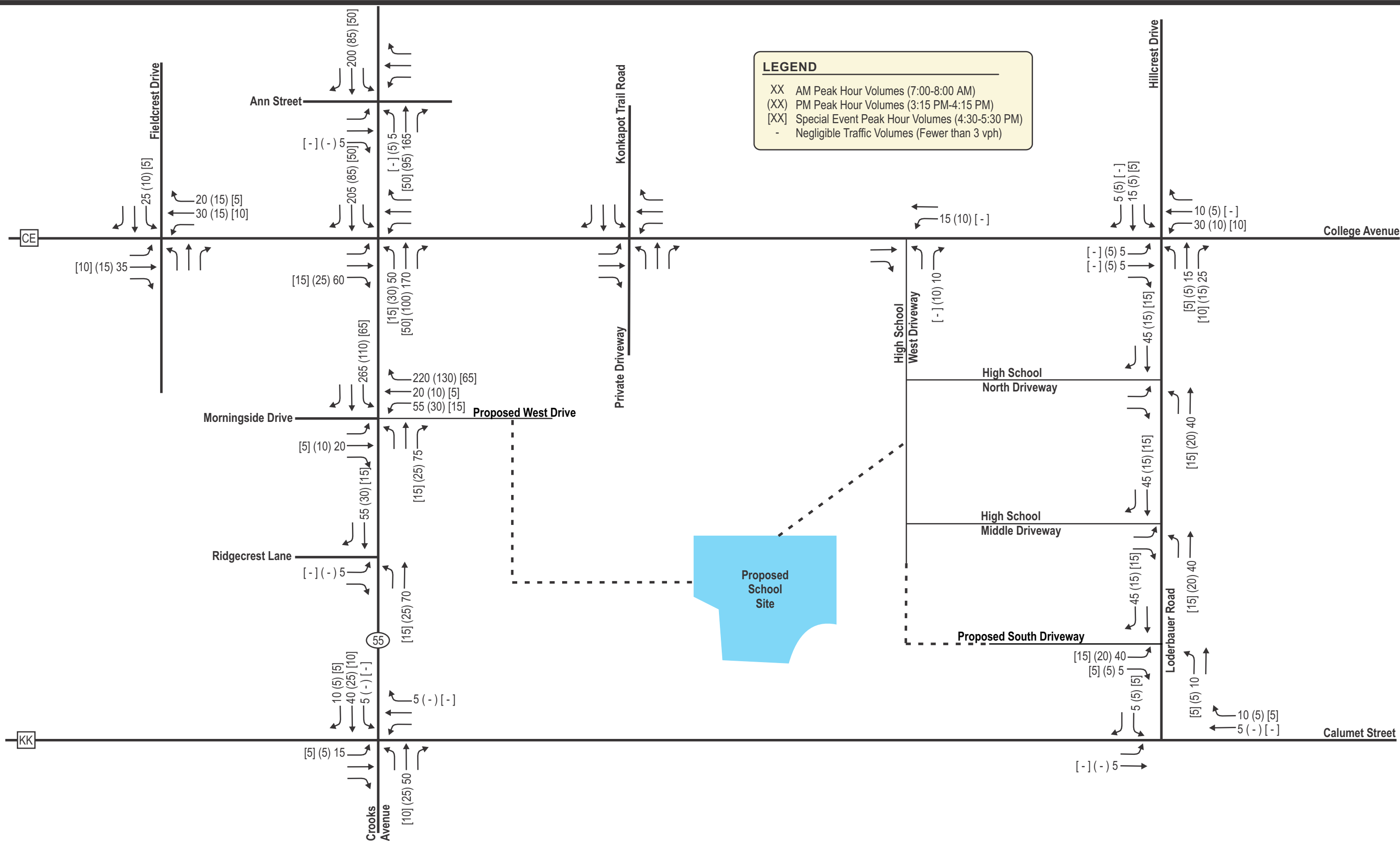
The Full Build (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) traffic volumes, [Exhibit 4-11B](#) were added to the off-site (Access Scenario 2 - Left-in/Right-in/Right-out

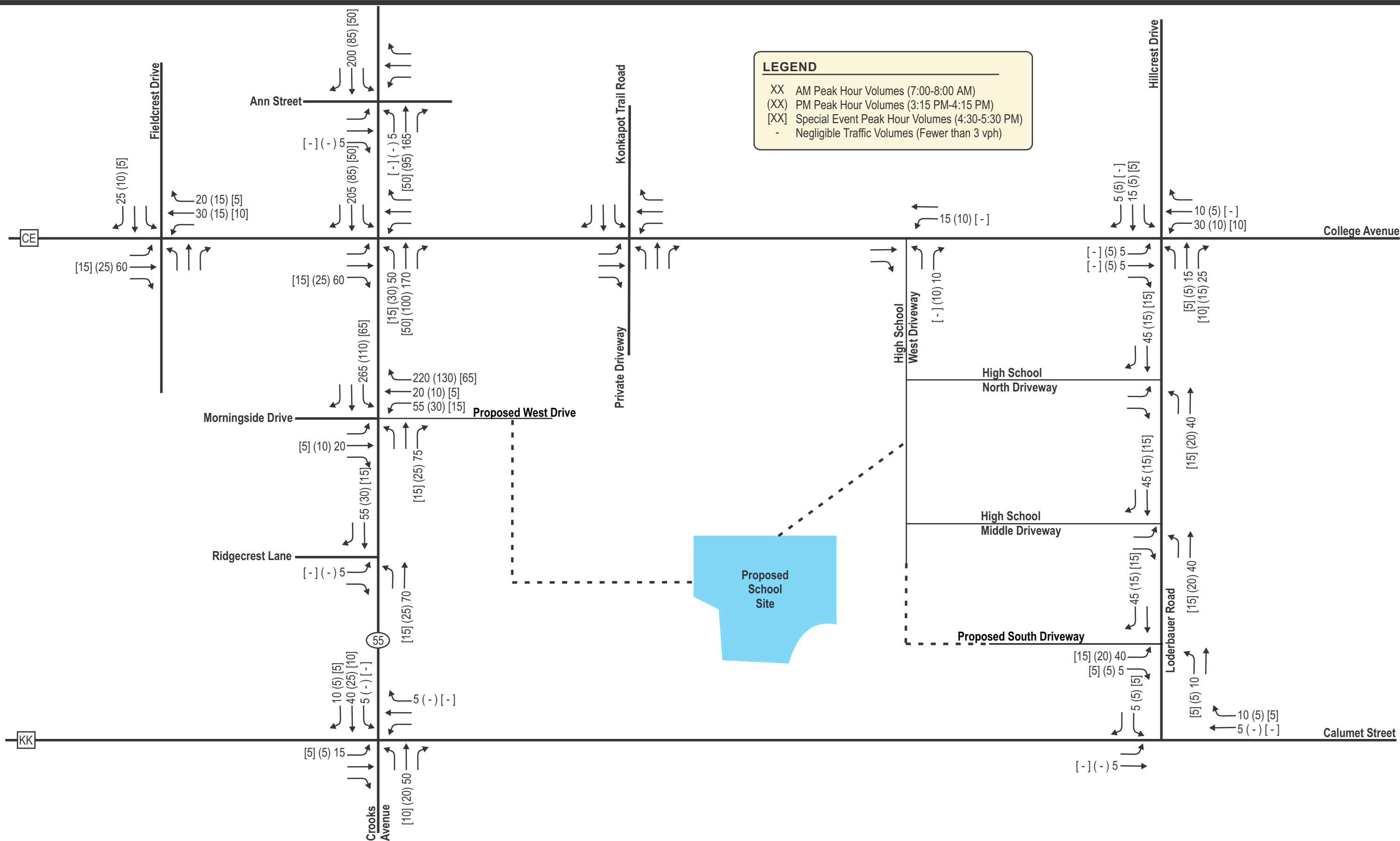
at Fieldcrest Drive) new trips shown in [Exhibit 4-9B](#), to determine the Total (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) traffic volumes ([Exhibit 4-14B](#)).

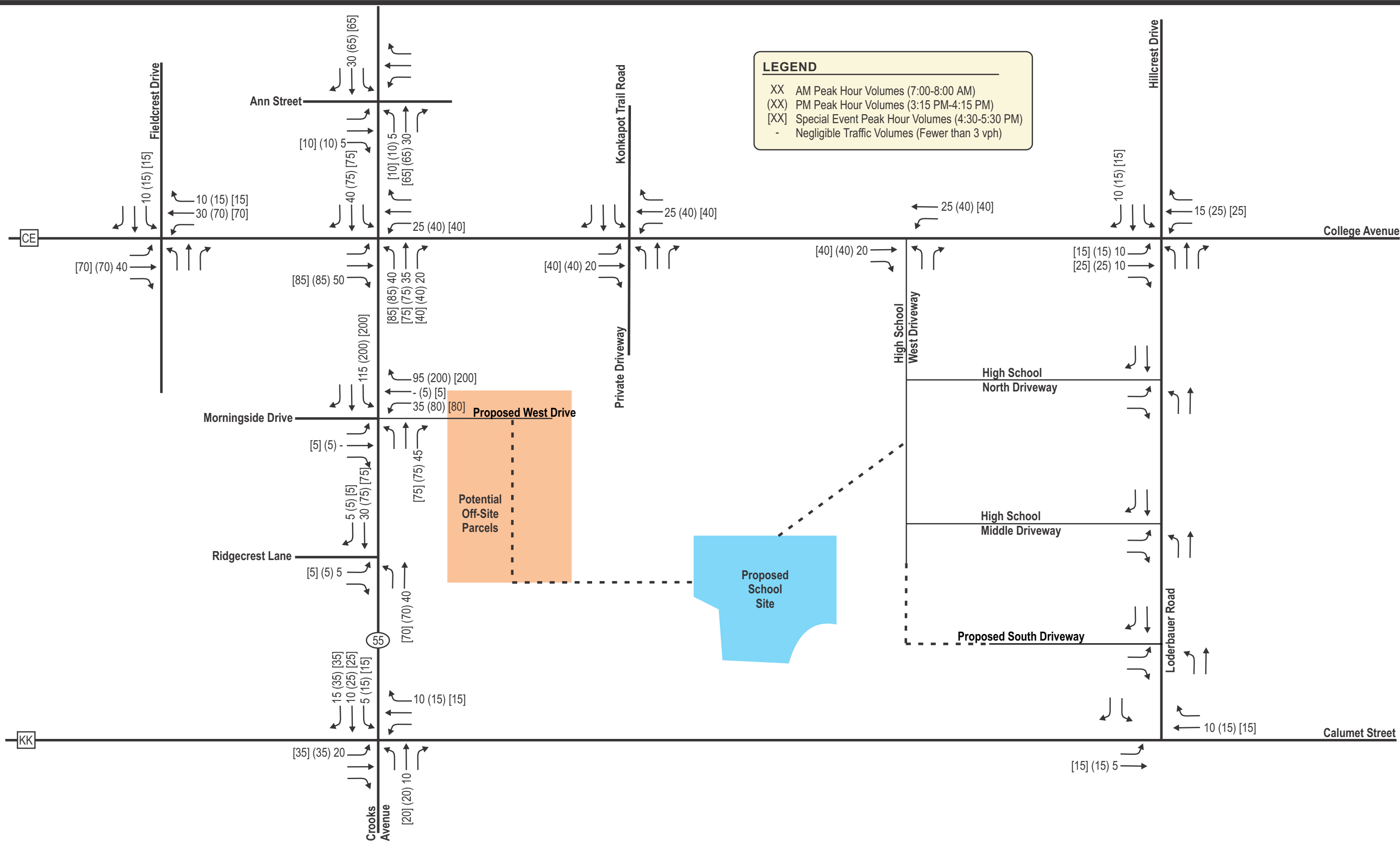
Under the recommended modifications scenario, the Total (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) traffic volumes, [Exhibit 4-14B](#), the redistributed (Left-in/Right-in/Right-out at Ann Street) trips shown in [Exhibit 3-2F](#), and the redistributed (Left-in/Right-in/Right-out at Konkapot Trail Road) trips shown in [Exhibit 3-2G](#), to determine the Total (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, Full Access at High School West Driveway) traffic volumes ([Exhibit 4-14C](#)).

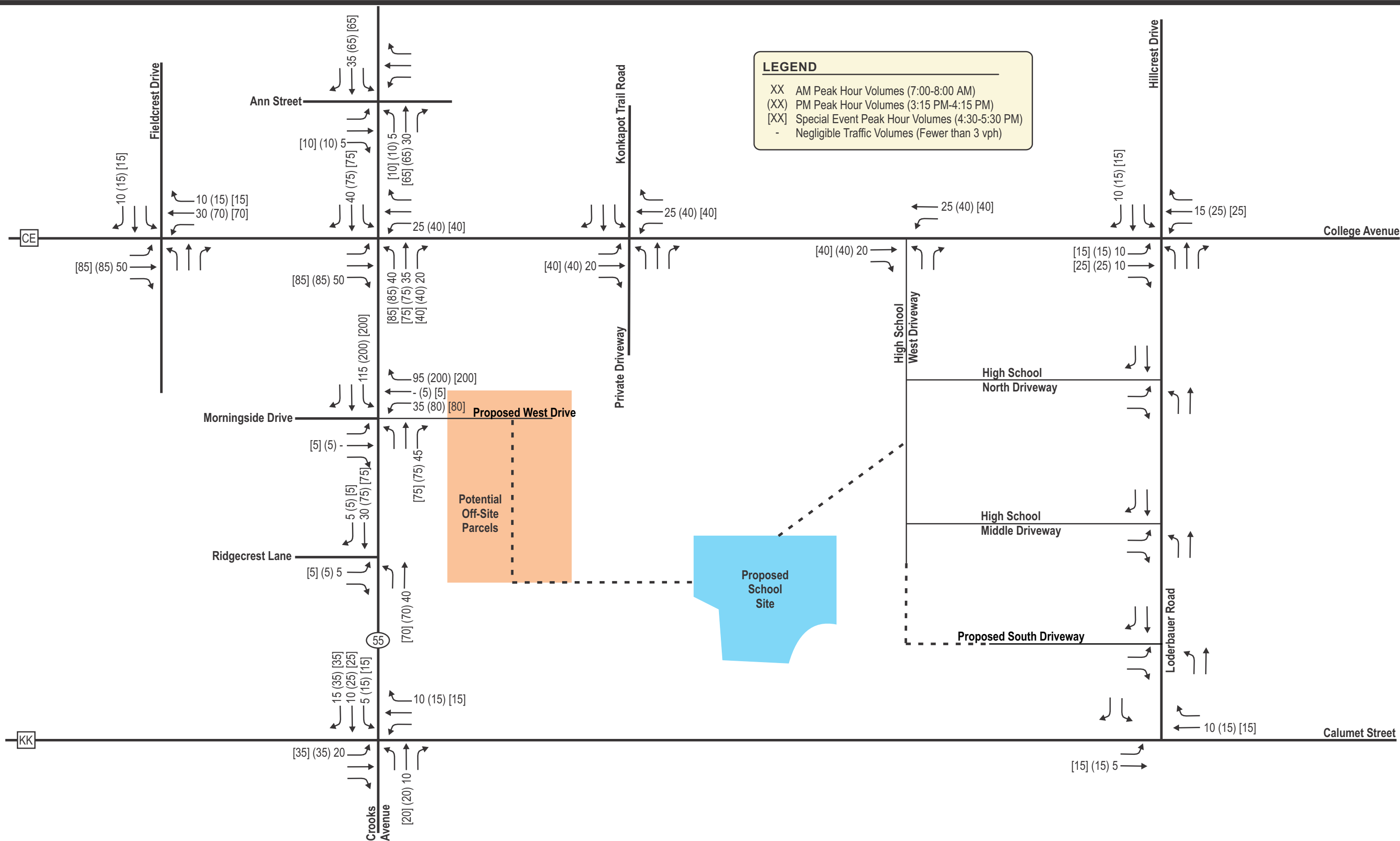
Under the recommended modifications scenario with additional access restrictions at the west high school driveway, the Total (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive) traffic volumes, [Exhibit 4-14B](#), the redistributed (Left-in/Right-in/Right-out at Ann Street) trips shown in [Exhibit 3-2F](#), and the redistributed (Left-in/Right-in/Right-out at Konkapot Trail Road) trips shown in [Exhibit 3-2G](#), and the redistributed (No exit at High School West Driveway) trips shown in [Exhibit 3-2H](#) to determine the Total (Left-in/Right-in/Right-out at Fieldcrest Drive, Ann Street and Konkapot Trail, No exit at High School West Driveway) traffic volumes ([Exhibit 4-14D](#)).

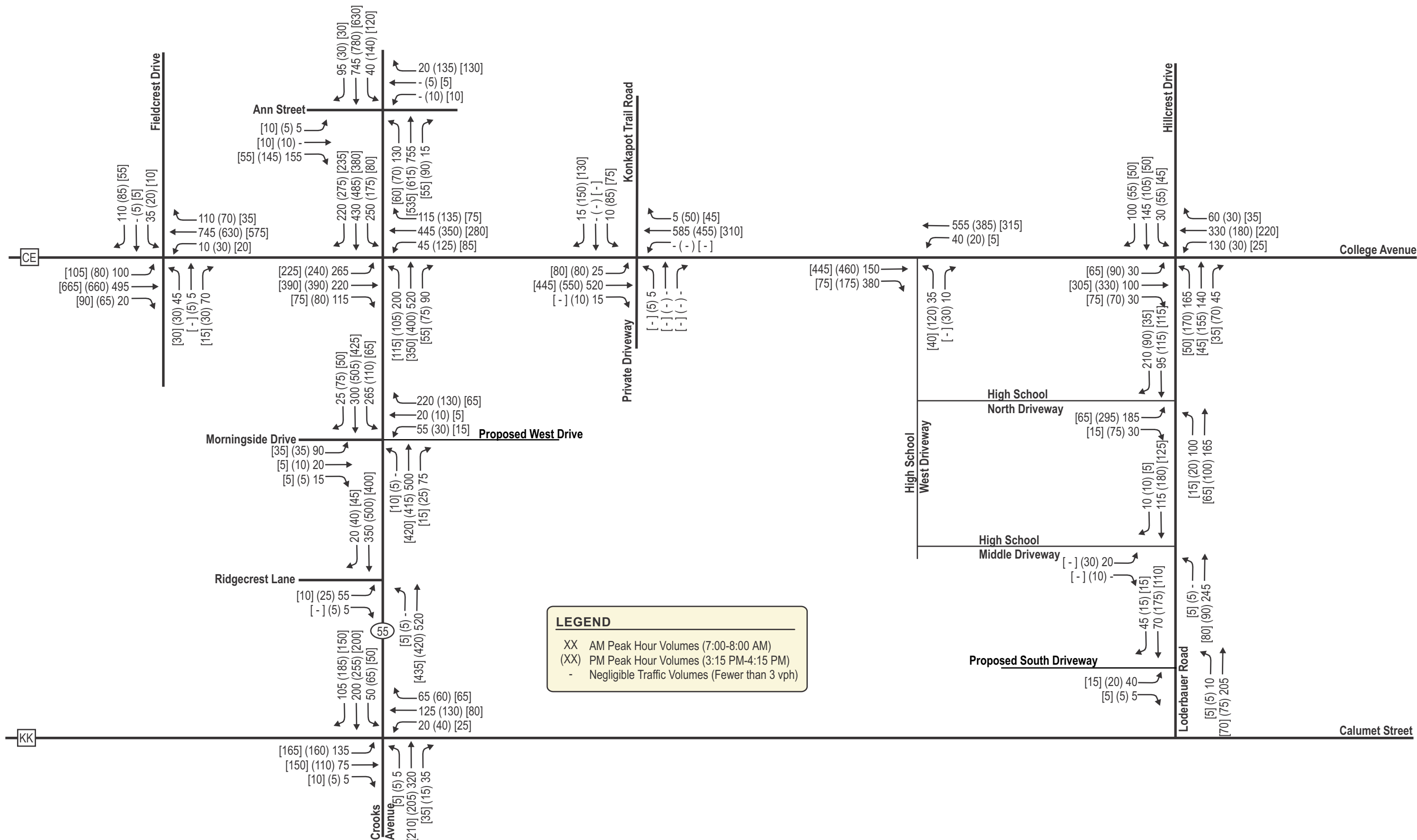


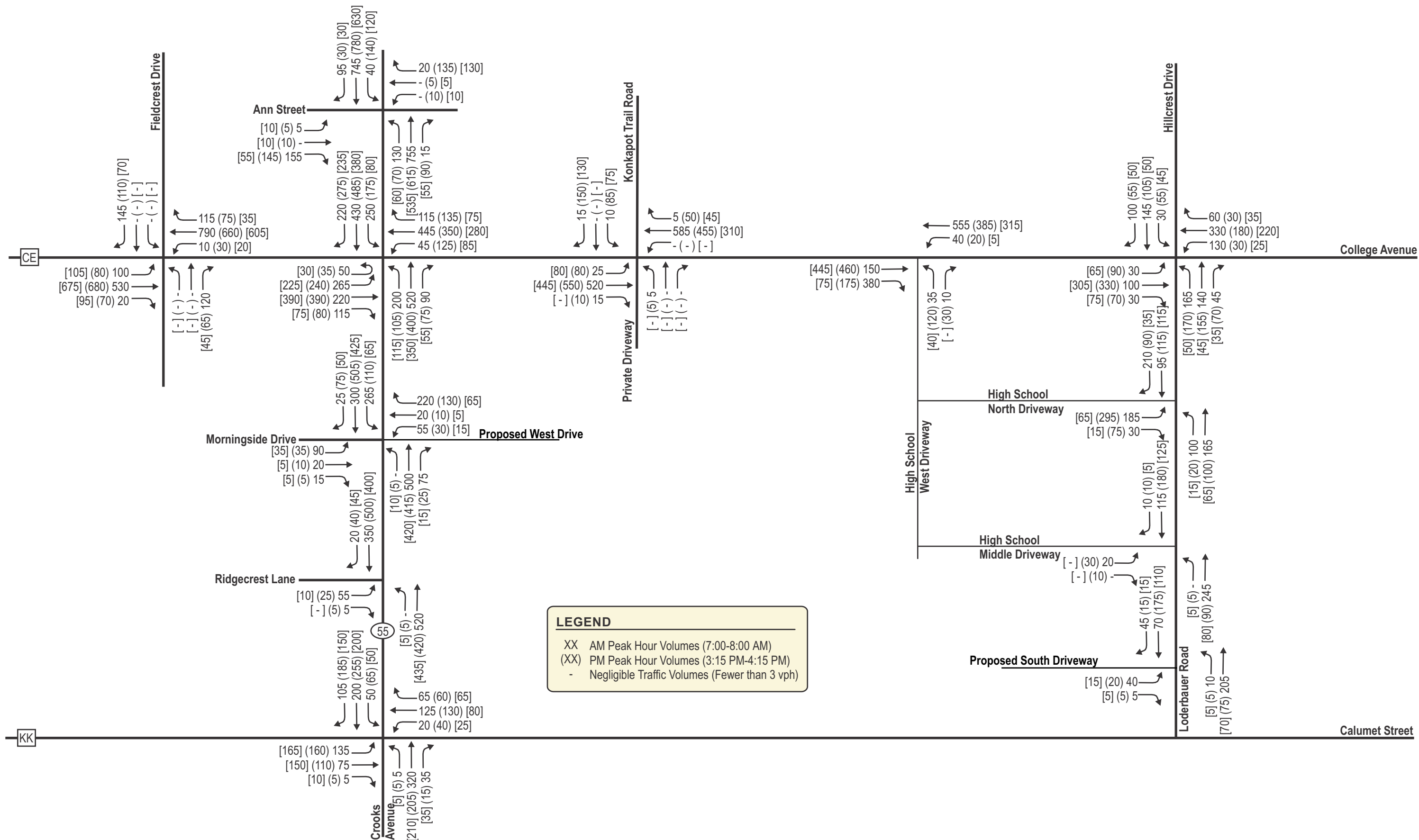


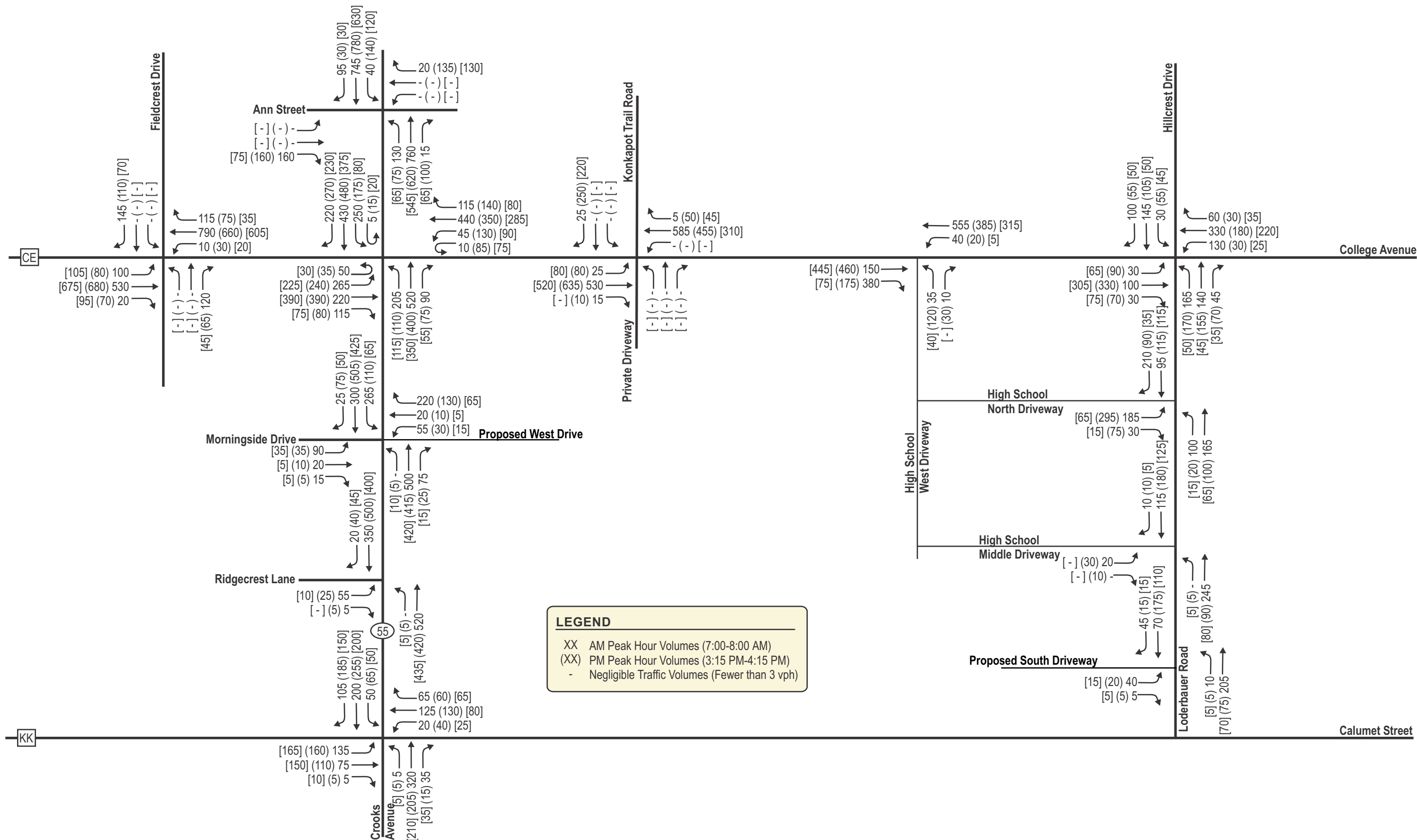


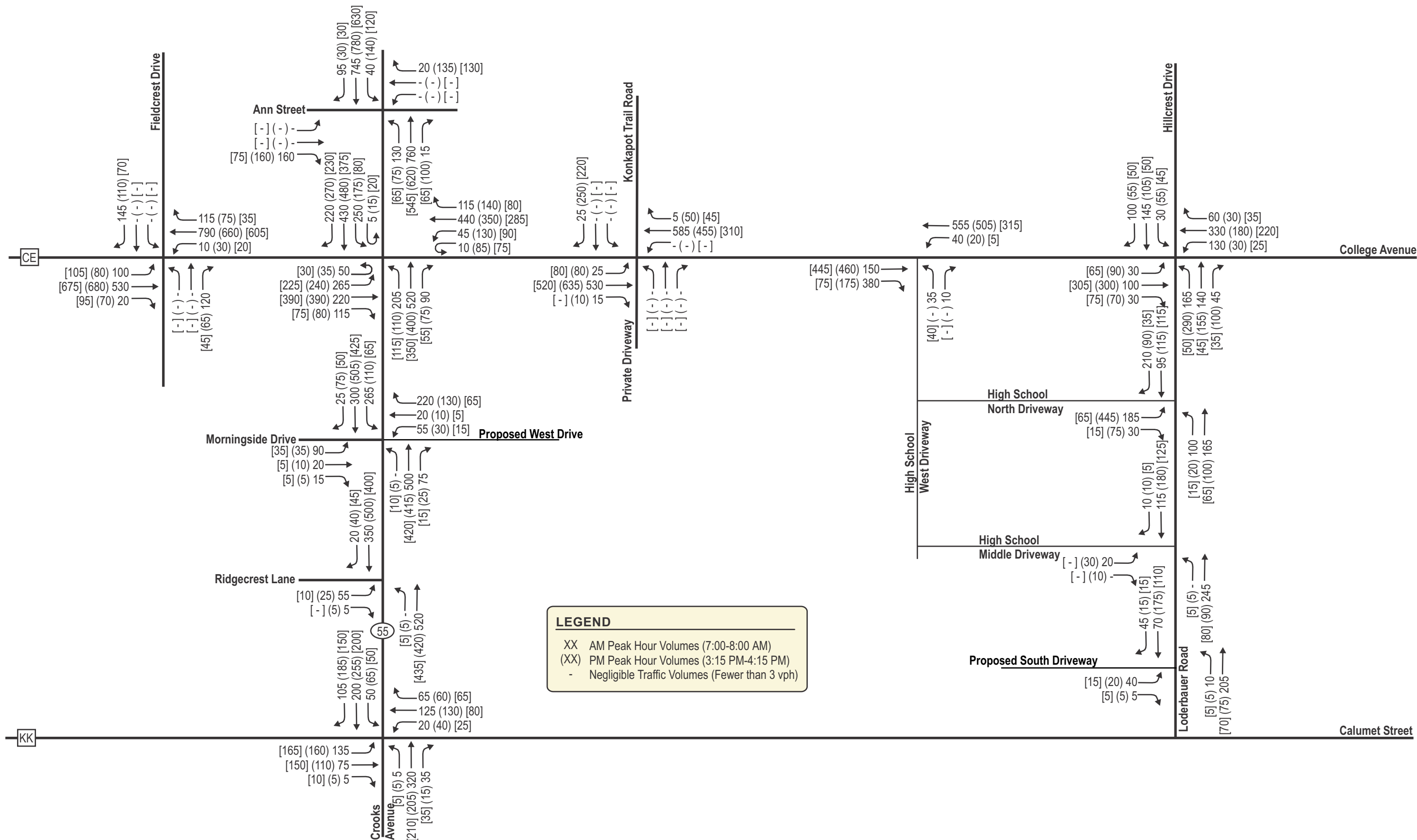


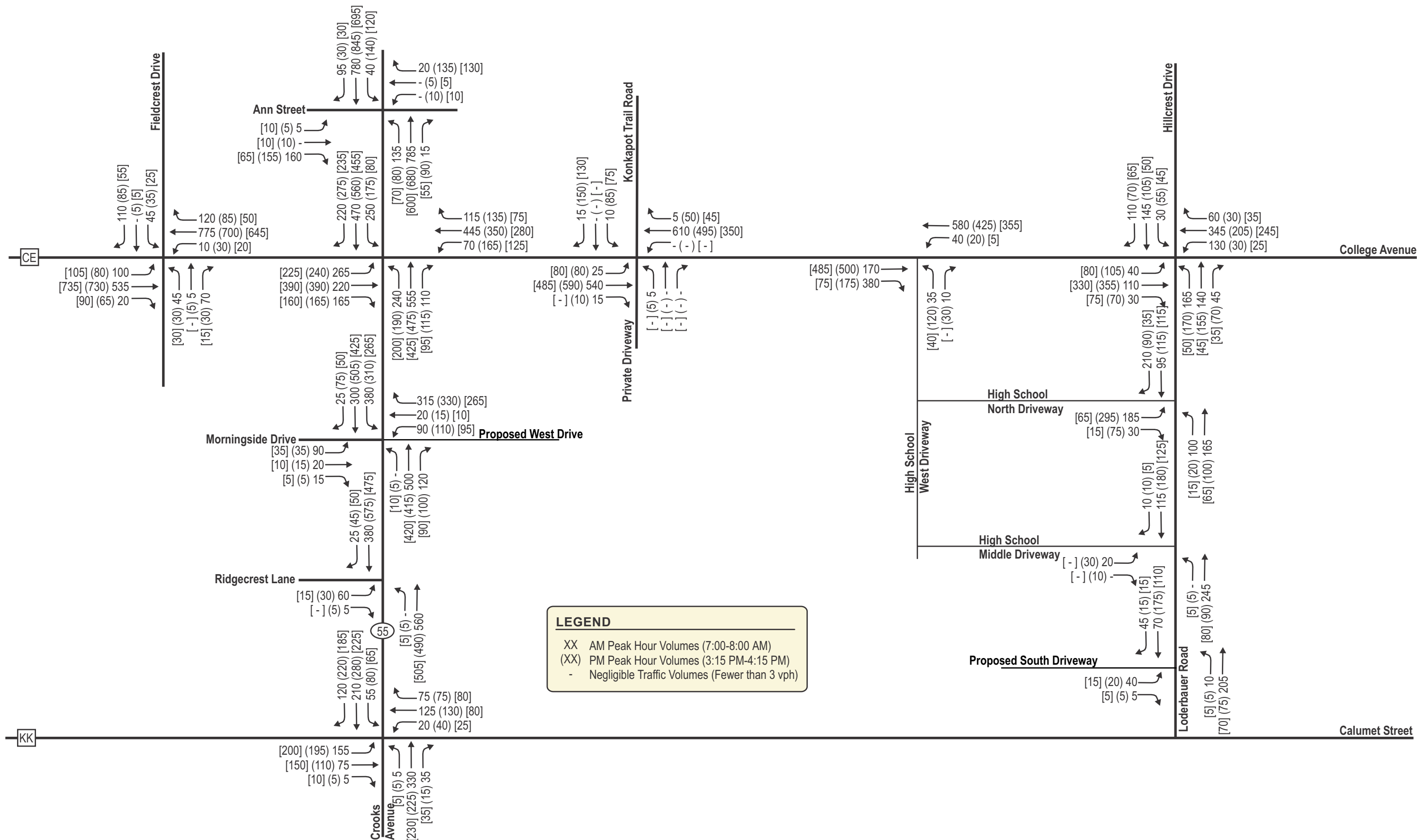


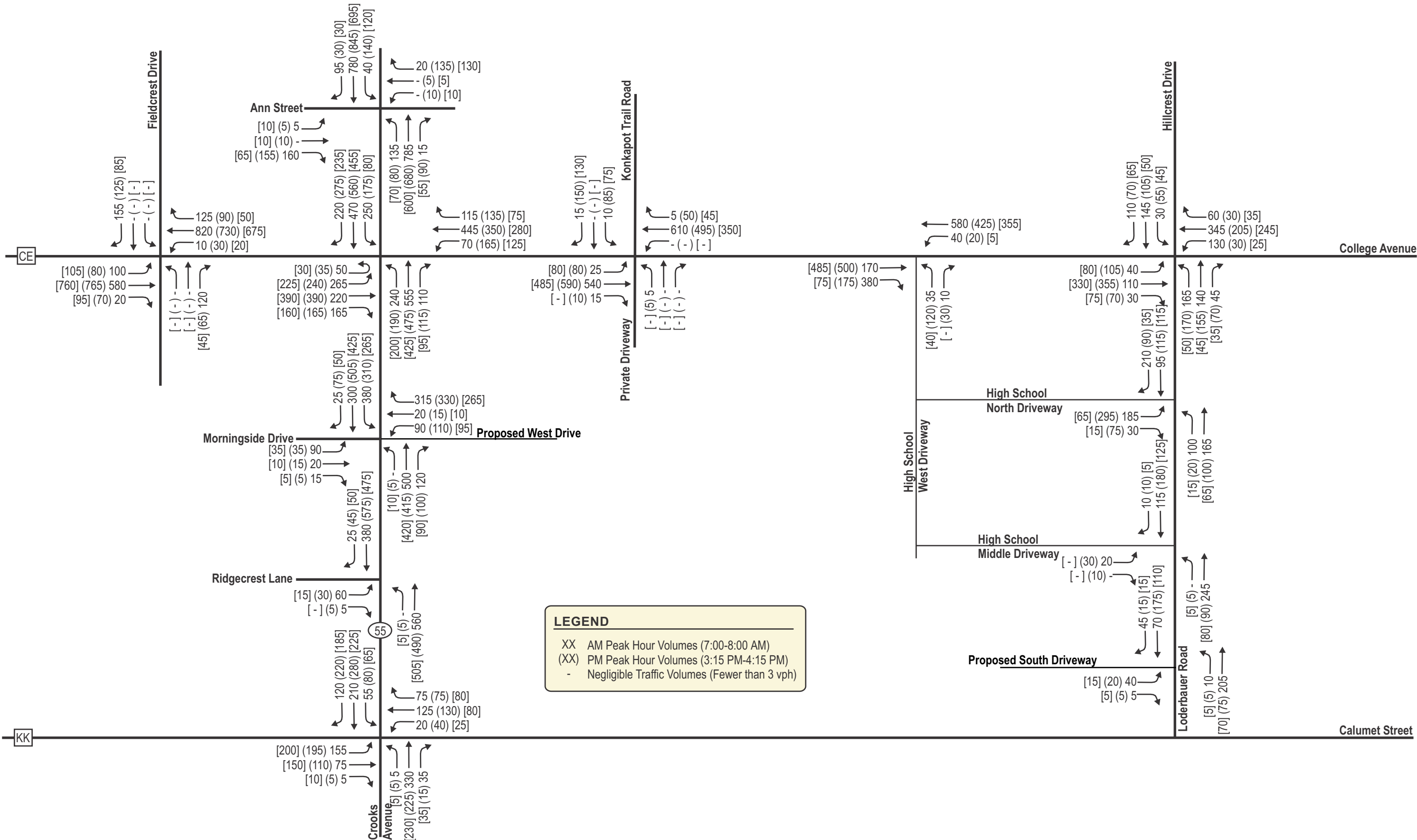


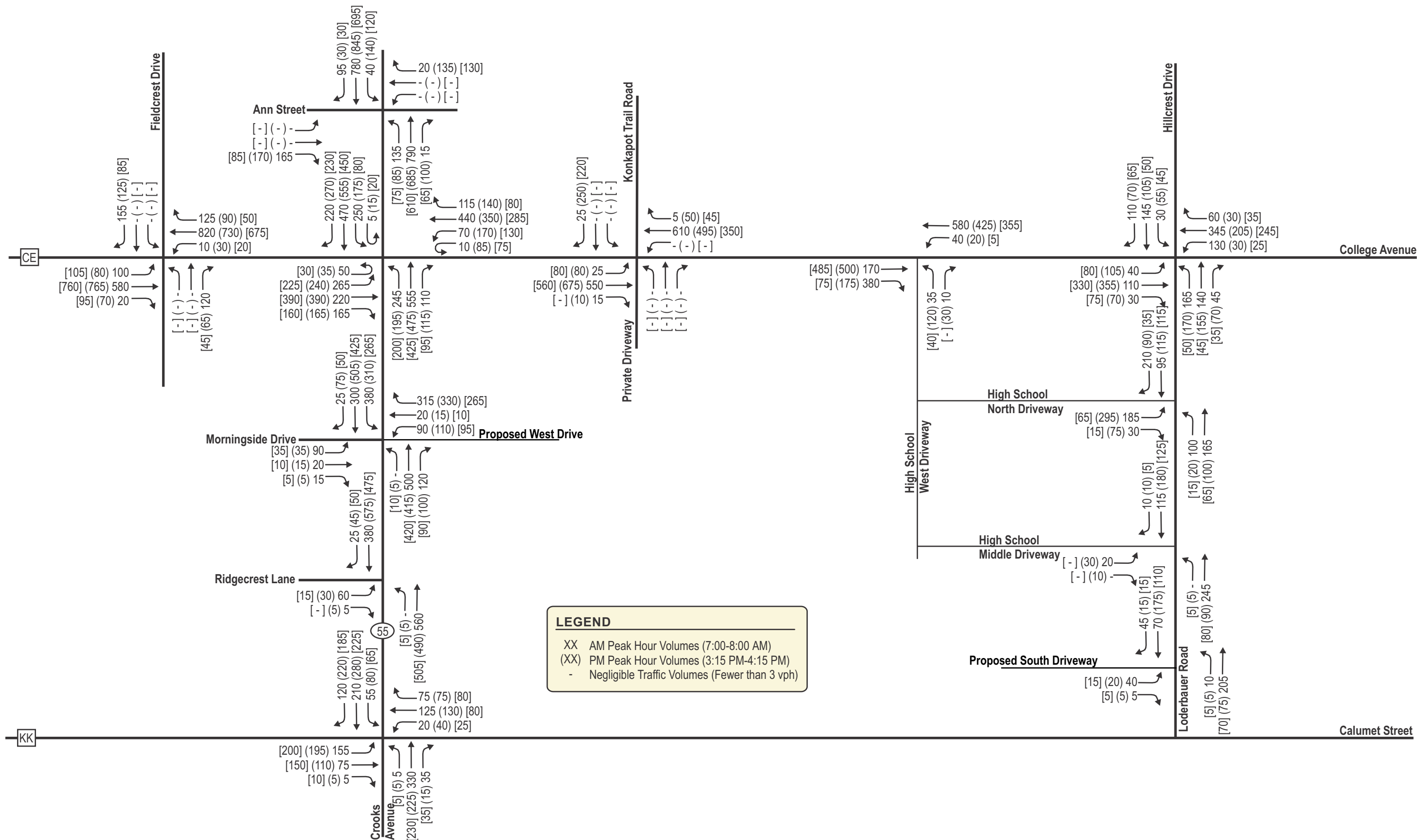


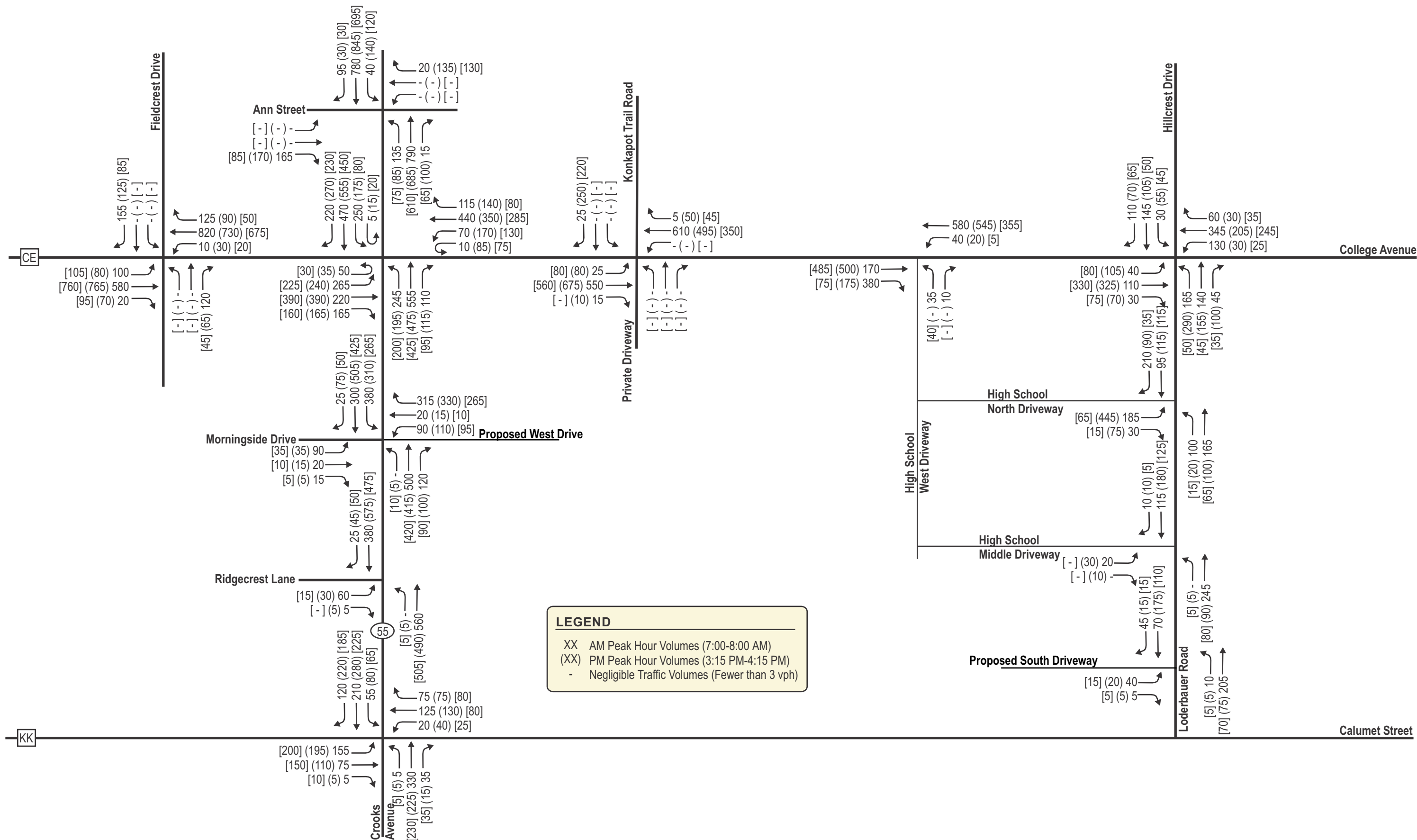












CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – SITE ACCESS

Two access connections are proposed for the school development site. The main access is proposed as a full access driveway onto a new roadway connection to Crooks Avenue/STH 55 directly across from the existing three-legged, one-way stop sign controlled STH 55 intersection with Morningside Drive. A second driveway is proposed to connect to the high school site located northeast of the proposed middle school site with further existing connections from the high school onto CTH CE/College Avenue and Loderbauer Road. An additional driveway is proposed along Loderbauer Road, immediately south of the high school. Finally, even though not proposed as this time, a future connection via a new north/south connection onto CTH CE to the north and Speedway Lane to the southwest is also planned for at some point in the future.

PART B – CAPACITY LEVEL OF SERVICE ANALYSIS

B1. Full Build Traffic Operating Conditions – No Modifications

[Exhibits 5-3A&B](#) show the Full Build traffic peak hour operating conditions at the study area intersections under the two access scenarios as previously described. The Full Build traffic analysis was conducted using existing intersection configurations except with the addition of the new access drives to the site and the access restrictions as previously described for the two respective access options.

As shown in [Exhibit 5-3A](#), under Access Scenario 1 with full access at Fieldcrest Drive, all movements are expected to continue to operate at LOS D or better conditions at the study area intersections under the Full Build traffic volume conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods except the following:

- The eastbound and westbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with Ann Street (node 100) which are expected to continue to operate at LOS F during the typical weekday morning, afternoon, and evening special event peak periods.
- The northbound and southbound through/left-turn movements at the College Avenue/CTH CE intersection with Fieldcrest Drive (node 200) which are expected to continue to operate at LOS E/F during the typical weekday morning peak period.
- The westbound, northbound, and southbound movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS E during the typical weekday morning peak period.
- The northbound and southbound through/left-turn movements at the College Avenue/CTH CE intersection with Konkapot Trail Road (node 400) which are expected to continue to operate at LOS E/F during the typical weekday morning and afternoon peak periods.
- The northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) which is expected to continue to operate at LOS F during the typical weekday afternoon peak period.
- The eastbound and westbound movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) which are expected to operate at LOS F during the typical weekday morning and afternoon peak periods.

As shown in [Exhibit 5-3B](#), under Access Scenario 2 with Left-in/Right-in/Right-out at Fieldcrest Drive, all movements are expected to continue to operate at LOS D or better conditions at the study area intersections under the Full Build traffic volume conditions during the weekday

morning, weekday afternoon and weekday evening special event peak periods except the following:

- The eastbound and westbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with Ann Street (node 100) which are expected to continue to operate at LOS F during the typical weekday morning, afternoon, and evening special event peak periods.
- The westbound, northbound, and southbound movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS E/F during the typical weekday morning peak period.
- The northbound and southbound through/left-turn movements at the College Avenue/CTH CE intersection with Konkapot Trail Road (node 400) which are expected to continue to operate at LOS E/F during the typical weekday morning and afternoon peak periods.
- The northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) which is expected to continue to operate at LOS F during the typical weekday afternoon peak period.
- The eastbound and westbound movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) which are expected to operate at LOS F during the typical weekday morning and afternoon and peak periods.

B2. Total Traffic Operating Conditions – No Modifications

[Exhibits 5-6A&B](#) show the Total traffic peak hour operating conditions at the study area intersections under the two trip generation assumptions as previously described. The Total traffic analysis was conducted using existing intersection configurations except with the addition of the new access drives to the site and the access restrictions as previously described for the two respective access options.

As shown in [Exhibit 5-6A](#), all movements are expected to continue to operate at LOS D or better conditions at the study area intersections under the Total traffic volume conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods except the following:

- The eastbound and westbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with Ann Street (node 100) which are expected to continue to operate at LOS F during the typical weekday morning, afternoon, and evening special event peak periods.
- The northbound and southbound through/left-turn movements at the College Avenue/CTH CE intersection with Fieldcrest Drive (node 200) which are expected to continue to operate at LOS E/F during the typical weekday morning peak period.
- The westbound, northbound, and southbound movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS F during the typical weekday morning peak period.
- The southbound movement at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which is expected to operate at LOS E during the typical weekday afternoon peak period.
- The northbound and southbound through/left-turn movements at the College Avenue/CTH CE intersection with Konkapot Trail Road (node 400) which are expected to continue to operate at LOS E/F during the typical weekday morning and afternoon peak periods.

- The northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) which is expected to continue to operate at LOS F during the typical weekday afternoon peak period.
- The eastbound and westbound movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) which are expected to operate at LOS F during the typical weekday morning, afternoon, and evening special event peak periods.

As shown in [Exhibit 5-6B](#) under Access Scenario 2 with Left-in/Right-in/Right-out at Fieldcrest Drive, all movements are expected to continue to operate at LOS D or better conditions at the study area intersections under the Total traffic volume conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods except the following:

- The eastbound and westbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with Ann Street (node 100) which are expected to continue to operate at LOS F during the typical weekday morning, afternoon, and evening special event peak periods.
- The westbound, northbound, and southbound movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS F during the typical weekday morning peak period.
- The eastbound and southbound movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS E during the typical weekday afternoon peak period.
- The northbound and southbound through/left-turn movements at the College Avenue/CTH CE intersection with Konkapot Trail Road (node 400) which are expected to continue to operate at LOS E/F during the typical weekday morning and afternoon peak periods.
- The northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) which is expected to continue to operate at LOS F during the typical weekday afternoon peak period.
- The eastbound and westbound movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) which are expected to operate at LOS F during the typical weekday morning, afternoon, and evening special event peak periods.

B3. Existing Traffic Operating Conditions – With Modifications

Modifications to the existing transportation system to accommodate the Existing traffic conditions are recommended at the existing study area intersections. Recommended modifications are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in [Exhibit 5-9](#), all movements are expected to operate at LOS D or better conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods under the Existing traffic volume conditions with modifications except the northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway which is expected to continue to operate at LOS F during the typical weekday afternoon peak period. Restricting this movement during this time period, with diverted traffic utilizing the signalized intersection at Loderbauer Road, would allow all intersections to operate acceptably under all peak periods.

B4. Full Build Traffic Operating Conditions – With Modifications

Modifications to the existing transportation system to accommodate the Full Build traffic conditions are recommended at the existing study area intersections. Recommended modifications are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in [Exhibit 5-12A](#), all movements are expected to improve to operate at LOS D or better conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods under the full build traffic volume conditions with modifications except:

- The westbound and northbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS E during the typical weekday morning peak period. It is noted that the delays are only slightly higher than acceptable (about 6 seconds), and the reported queueing is expected to be reasonable (all less than 225 feet).
- The northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) which is expected to continue to operate at LOS F during the typical weekday afternoon peak period. Restricting this movement during this time period, with diverted traffic utilizing the signalized intersection at Loderbauer Road, would allow all intersections to operate acceptably under all peak periods.
- The eastbound movements and the westbound through and left-turn movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) which are expected to continue to operate at LOS F during the typical weekday morning and afternoon peak periods and the eastbound movements operating at LOS E during the weekday evening special event peak period.

As shown in [Exhibit 5-12B](#), which includes additional restricted movements at the STH 55/Crooks Ave CTH CE/College Avenue intersection with the High School West Driveway during the typical school afternoon discharge peak hour, all movements are expected to improve to operate at LOS D or better conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods under the full build traffic volume conditions with modifications except:

- The westbound and northbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS E during the typical weekday morning peak period. It is noted that the delays are only slightly higher than acceptable (about 6 seconds), and the reported queueing is expected to be reasonable (all less than 225 feet).
- The eastbound movements and the westbound through and left-turn movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) which are expected to continue to operate at LOS F during the typical weekday morning and afternoon peak periods and the eastbound movements operating at LOS E during the weekday evening special event peak period.

B5. Total Traffic Operating Conditions – With Modifications

Modifications to the existing transportation system to accommodate the Total traffic conditions, including traffic signals at the STH 42 intersection with Mill Road and at the 21st Street/Mill Road intersection with Eisner Avenue, are recommended at the existing study area intersections. Recommended modifications are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in [Exhibit 5-15A](#), all movements are expected to improve to operate at LOS D or better conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods under the full build traffic volume conditions with modifications except:

- The westbound and southbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS E during the typical weekday morning peak period. It is noted that the delays are only slightly higher than acceptable (about 5 seconds), and the reported queueing is expected to be reasonable (all less than 200 feet).
- The northbound left-turn movement at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) which is expected to continue to operate at LOS F during the typical weekday afternoon peak period. Restricting this movement during this time period, with diverted traffic utilizing the signalized intersection at Loderbauer Road, would allow all intersections to operate acceptably under all peak periods.

As shown in [Exhibit 5-15B](#), which includes additional restricted movements at the STH 55/Crooks Ave CTH CE/College Avenue intersection with the High School West Driveway during the typical school afternoon discharge peak hour, all movements are expected to improve to operate at LOS D or better conditions during the weekday morning, weekday afternoon and weekday evening special event peak periods under the full build traffic volume conditions with modifications except:

- The westbound and southbound through/left-turn movements at the Crooks Avenue/STH 55 intersection with College Avenue/CTH CE (node 300) which are expected to operate at LOS E during the typical weekday morning peak period. It is noted that the delays are only slightly higher than acceptable (about 5 seconds), and the reported queueing is expected to be reasonable (all less than 200 feet).

PART C – QUEUEING ANALYSIS

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

- Existing Traffic Expected Maximum Queues – [Exhibit 5-9 & 5-18](#)
- Full Build (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive, Full Access at High School West Driveway) Traffic Expected Maximum Queues – [Exhibits 5-12A & 5-21A](#)
- Full Build (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive, No Exit at High School West Driveway) Traffic Expected Maximum Queues – [Exhibits 5-12B & 5-21B](#)
- Total (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive, Full Access at High School West Driveway) Traffic Expected Maximum Queues – [Exhibits 5-15A & 5-24A](#)
- Total (Access Scenario 2 - Left-in/Right-in/Right-out at Fieldcrest Drive, No Exit at High School West Driveway) Traffic Expected Maximum Queues – [Exhibits 5-15B & 5-24B](#)

PART D – WARRANT ANALYSIS

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

Completed warrant analysis worksheets are included in the appendix of this report. Even though the Peak Hour warrant is a typical warrant considered by many agencies as it is typically used for proposed facilities that have peak discharge characteristics such as schools or factories with high volume shift changes, Warrant 3 (Peak Hour) was not considered for this intersection per WisDOT policy on their highway facilities. Therefore, Warrant 1 (8 Hour) and Warrant 2 (4-Hour) were evaluated for the Build and Total traffic scenarios.

Traffic signal warrants were investigated at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive under Full Build and Total traffic volumes in accordance with the *MUTCD 11th Edition*. Crooks Avenue/STH 55 was analyzed as a major street with two lanes on each approach and Morningside Drive/Proposed West Access Drive was analyzed as a minor street with one lane. Even though the proposed geometry on the north and south approaches on the major street include only one through lane (with additional dedicated left-turn and right-turn taper lanes), per the MUTCD the high-volume southbound left-turn volume (more than half the through volume for several peak periods) indicates that two lanes should be utilized for the major street approach calculations. The posted speed limit is 35-mph along the Crooks Avenue/STH 55 corridor at this location and therefore urban warrant thresholds were utilized.

The warrant analysis was conducted based on the weekday peak hour turning movement counts collected as part of this study at the intersection in mid-February of 2025. Based on the warrant analysis, neither Warrant 1 (8-Hour) nor Warrant 2 (4-Hour) are expected to be met at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive under Full Build traffic conditions. Specifically, only 1 hour of the required 8 hours under Warrant 1 (8-Hour) and only 1 hour of the required 4 hours under Warrant 2 (4-Hour) are expected to be met. It is noted that 0-percent of the minor street right-turn volumes were included in the calculations due to the dedicated right-turn lane proposed on this approach. In addition, even though close to being met under the Total traffic volume condition, Warrant 1 (8-Hour) and Warrant 2 (4-Hour) are also not expected to be met under the Total traffic volume condition. Specifically, only 7 hours of the required 8 hours under Warrant 1 (8-Hour) and only 3 hours of the required 4 hours under Warrant 2 (4-Hour) are met.

Therefore, unless the build out assumptions for the off-site development are more intense than assumed in this study, traffic signal control should not be considered at this intersection under the Build (with proposed school only) traffic volume conditions nor with full build out of both the on-site and off-site developments.

PART E – TRAFFIC CONTROL COMPARISON

Because operational deficiencies are expected to remain at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive under Full Build and Total traffic volumes conditions under the proposed two-way stop control conditions with no geometric modifications other than the new east approach driveway, alternate control conditions were considered.

Under the Build (with proposed school only) traffic volume conditions, two possible modification scenarios were considered: specifically, two-way stop control with additional lanes and roundabout control with single entrance lanes for all approaches.

Under the Total (with on-site and off-site developments) traffic volume conditions, two possible modification scenarios were considered: specifically, two-way stop control with additional lanes and roundabout control with two-lane approaches and circulating lanes for the south approach and single lane approaches and circulating lanes for all other approaches.

Operations and queueing comparison tables have been provided to show the operation at the subject intersection under the two modification scenarios. As shown in [Exhibits 5-16A & 5-21B](#), under two-way stop control the eastbound and westbound movements are expected to operate with higher delays (LOS F) during the weekday morning and afternoon peak periods and LOS E during the special event peak hour for all eastbound movements and the westbound through/left-turn movements at the intersection. However, as with most school sites, higher delays are only expected during about a 20 to 30 minute “surge” during the morning arrival and afternoon dismissal peak periods which can be considered typical for a school location. Even though not warranted, roundabout control was also evaluated. Under roundabout control, all movements are expected to operate at LOS C or better during all three peak periods under Full Build traffic conditions with reasonable queue lengths (all less than 225 feet).

In addition, and as shown in [Exhibits 5-16B & 5-24B](#), under roundabout, all movements are expected to operate at LOS C or better during all three peak periods under Total traffic conditions with reasonable queue lengths (all less than 325 feet). Under two-way stop control, very high delays (LOS F/gridlock conditions) and very long queues are expected for all eastbound movements and the westbound through/left-turn movements at the intersection.

A Phase I Intersection Control Evaluation (ICE) comparing the two modification scenarios has been included in the appendix of this report. Per request from WisDOT, an additional IHSDM evaluation was also completed and is included along with the ICE analysis provided in the [appendix](#) of this report.

Based on the ICE analysis, under the Build (with proposed school only) traffic volume conditions, since two-way stop control with additional lanes provides reasonable operations, two-way stop control is recommended for the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive. However, since traffic signal control is not warranted under the Total (with on-site and off-site developments) traffic volume conditions, roundabout control with two-lane approaches and circulating lanes for the south approach and single lane approaches and circulating lanes for all other approaches is the only viable alternative under this build out scenario and is therefore recommended for the intersection if off-site development moves forward. Under the recommended traffic control, all queue lengths are expected to fit within the proposed turn-bay lengths recommended in this study and are not expected to impede on any adjacent intersections.

It is also noted that since development plans for the off-site development area are unknown at this time and the build out assumptions were used for planning purposes only, a future traffic study should be completed in the future as development plans move forward for the off-site area to determine if traffic signals would be warranted thereby allowing traffic signals to be a potential viable option as well.

Exhibit 5-16A
STH 55/Crooks Avenue & Morningside Drive/Proposed West Access Drive
Full Build Traffic Peak Hour Operating Conditions Comparison Table

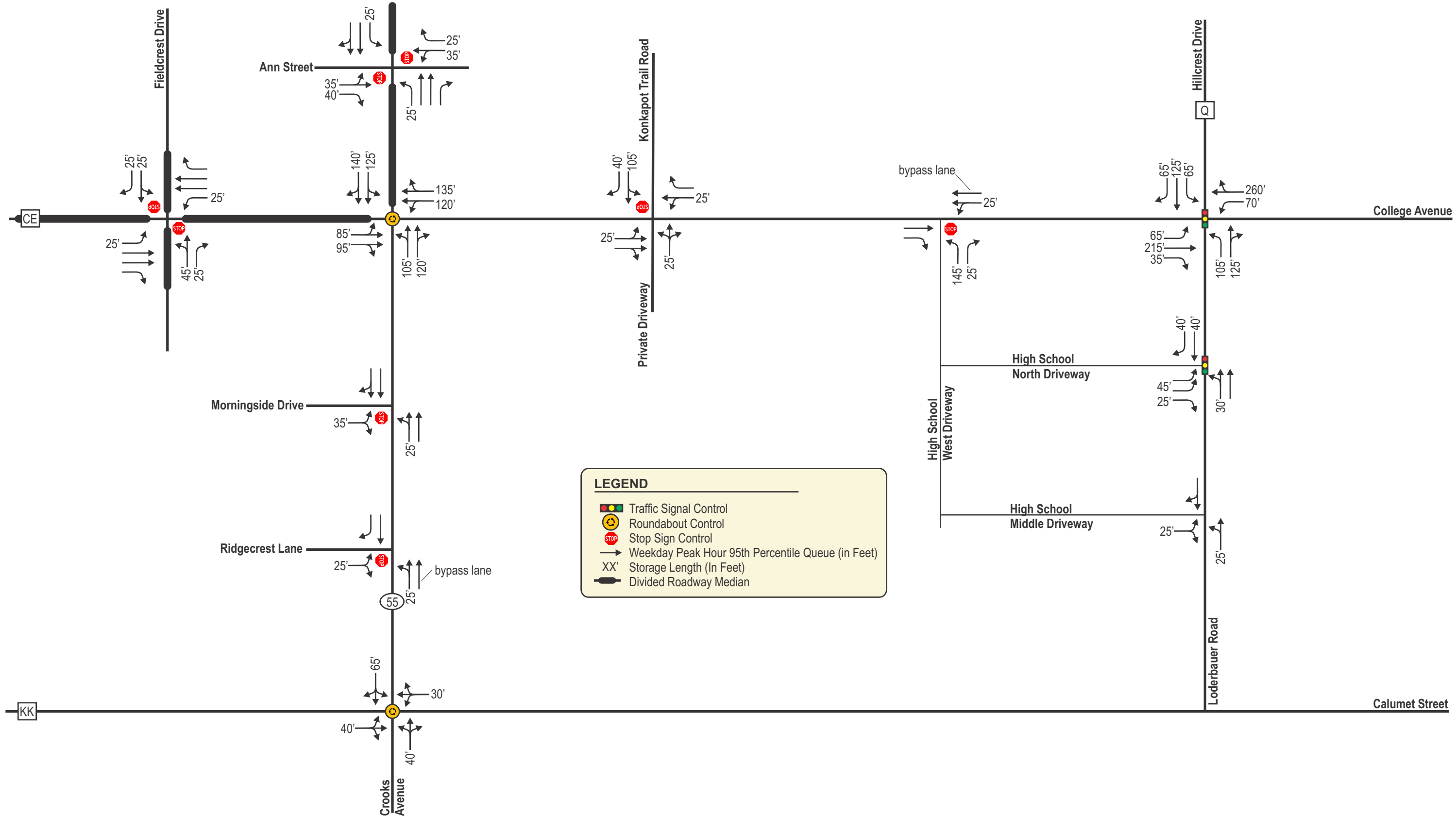
Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach										I/S							
			Eastbound			Westbound			Northbound		Southbound			LOS & Delay						
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓		↙					
Node 700: STH 55/Crooks Avenue & Morningside Drive/Proposed West Access Drive Roundabout Control		Lanes->	1			1			1		1									
	AM	LOS	A			B			C		B			B 14.9						
		Delay	8.2			13.1			22.2		10.2									
		Queue	25'			75'			215'		105'									
	PM	LOS	A			A			A		B			A 9.1						
		Delay	6.3			6.9			8.3		10.4									
		Queue	25'			25'			65'		115'									
	PMSE	LOS	A			A			A		A			A 7.1						
		Delay	5.2			5.6			7.3		7.4									
Queue		25'			25'			55'		65'										
Node 700: STH 55/Crooks Avenue & Morningside Drive/Proposed West Access Drive Two-Way Stop Control		Lanes->	1			1			1		1		1							
	AM	LOS	F			F			C		A		*		B		-		-	
		Delay	71.6			636.3			19.3		8.1		*		*		11.2		-	
		v/c	0.45			1.95			-		-		*		*		-		-	
		Queue	50'			225'			75'		25'		*		*		40'		-	
	PM	LOS	F			F			B		A		*		*		A		-	
		Delay	73.9			53.1			12.9		9.0		*		*		8.9		-	
		v/c	0.54			0.38			-		-		*		*		-		-	
	PMSE	Queue	65'			40'			25'		25'		*		*		25'		-	
		LOS	E			D			B		A		*		*		A		-	
		Delay	38.4			30.9			12.0		8.6		*		*		8.6		-	
		v/c	0.32			-			-		-		-		-		-		-	
		Queue	35'			25'			25'		25'		*		*		25'		-	

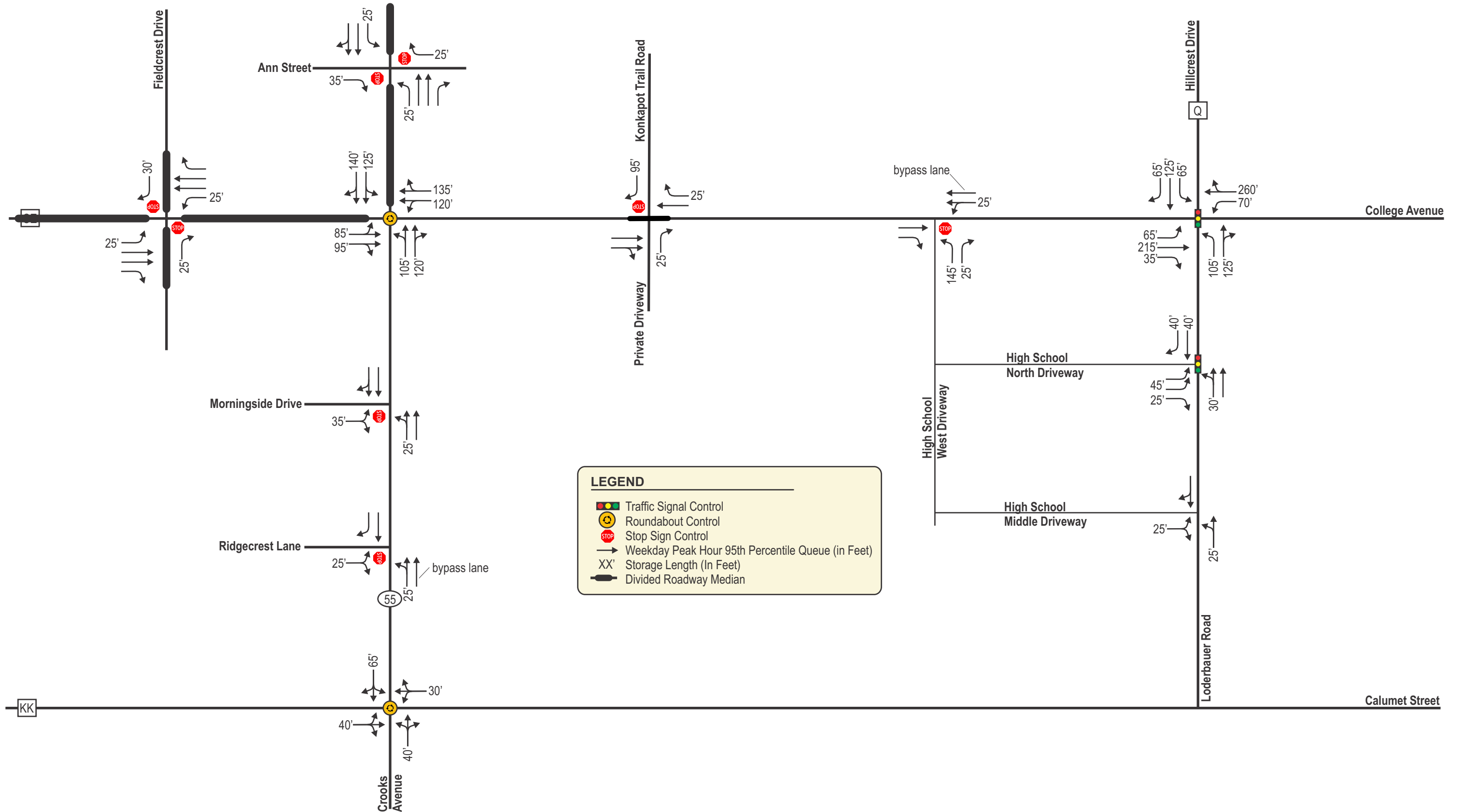
(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

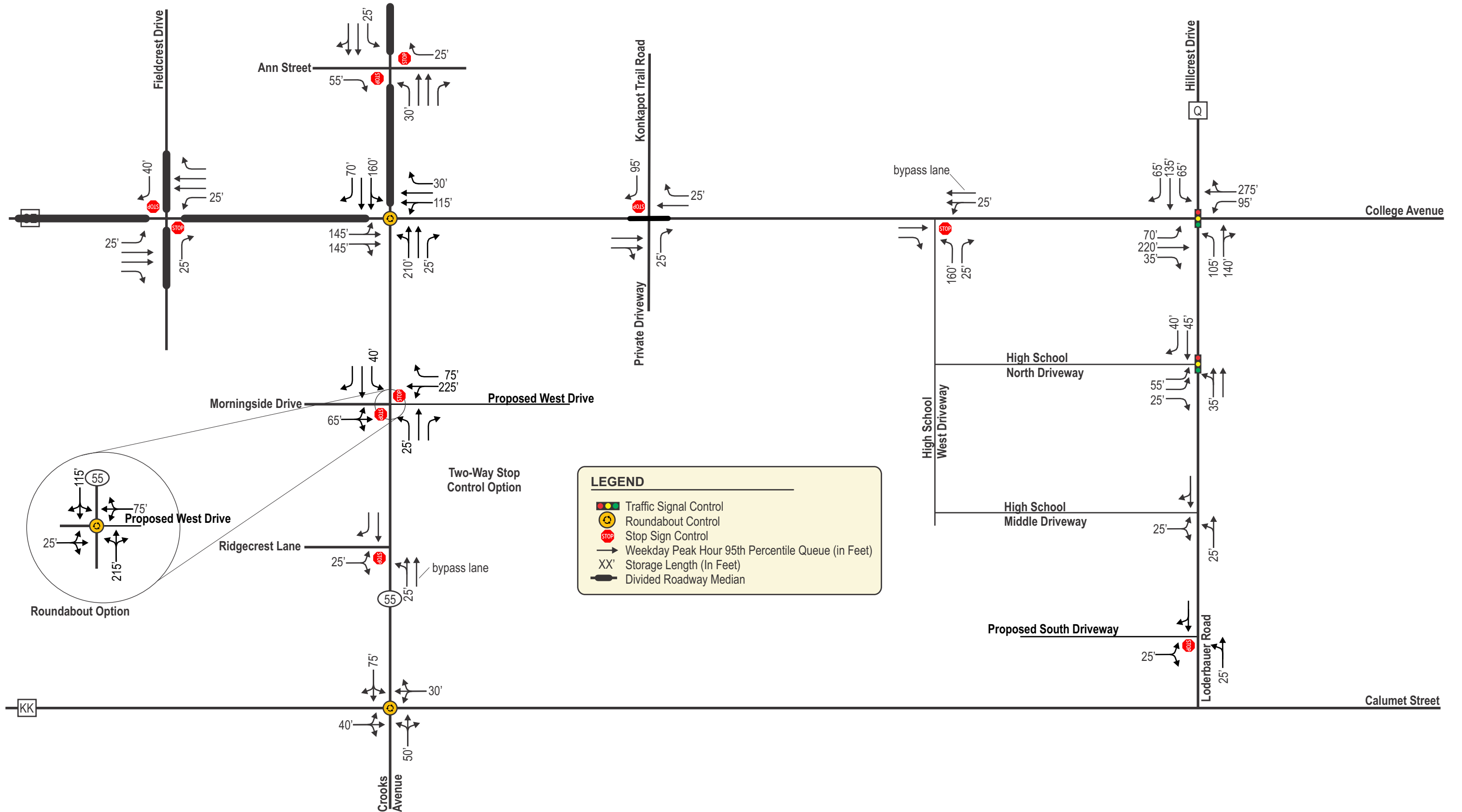
Exhibit 5-16B
Total (Scenario 2 - Left-in/Right-in/Right-out Access) Traffic Peak Hour Operating Conditions
Total Traffic Peak Hour Operating Conditions Comparison Table

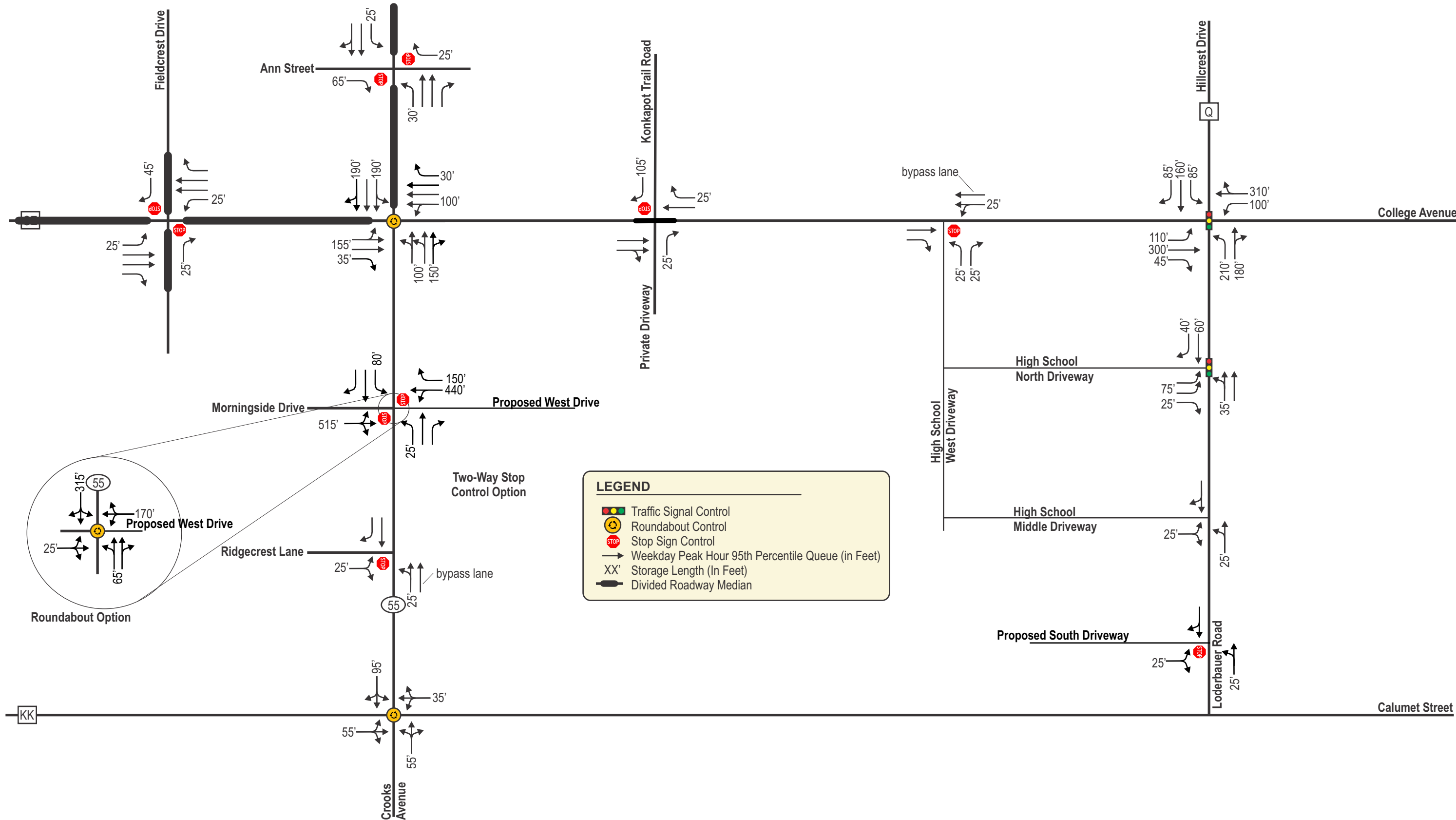
Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach										I/S							
			Eastbound			Westbound			Northbound		Southbound			LOS & Delay						
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓		↙					
Node 700: STH 55/Crooks Avenue & Morningside Drive/Proposed West Access Drive Roundabout Control		Lanes->	1			1			2		1									
	AM	LOS	B			C			B		B			C 15.0						
		Delay	10.3			23.1			10.8		14.8									
		Queue	25'			170'			65'		180'									
	PM	LOS	A			C			A		C			C 16.7						
		Delay	9.0			15.0			7.4		23.6									
		Queue	25'			115'			35'		315'									
	PMSE	LOS	A			B			A		B			B 10.7						
		Delay	7.3			12.1			6.6		13.1									
Queue		25'			80'			35'		155'										
Node 700: STH 55/Crooks Avenue & Morningside Drive/Proposed West Access Drive Two-Way Stop Control		Lanes->	1			1			1		1		1							
	AM	LOS	F			F			D		A		*		B		-	-		
		Delay	14844.0			5905.0			29.1		8.1		*		*		13.8		-	-
		v/c	30.67			12.55			-		-		*		*		-		-	-
		Queue	515'			440'			150'		25'		*		*		80'		-	-
	PM	LOS	F			F			C		A		*		*		B		-	-
		Delay	1465.0			1597.0			20.1		9.0		*		*		10.6		-	-
		v/c	3.31			4.02			-		-		*		*		-		-	-
		Queue	205'			410'			105'		25'		*		*		40'		-	-
	PMSE	LOS	F			F			C		A		*		*		B		-	-
		Delay	620.0			746.0			17.5		8.6		*		*		10.2		-	-
		v/c	1.74			2.27			-		-		-		-		-		-	-
		Queue	160'			3'			75'		25'		*		*		35'		-	-

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









CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) 7th Edition. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are shown in [Exhibit 1-3](#) for the following traffic volume scenarios:

- ““Background Traffic” – These modifications are expected to be necessary to accommodate the Existing/Background traffic volumes.
- “Full Build Traffic” – These modifications are expected to be necessary to accommodate the Full Build traffic volumes which includes full build out of the proposed Middle School but does not include the identified off-site development areas.
- “Total Traffic” – These modifications are expected to be necessary to accommodate the Total traffic volumes which includes full build out of the proposed Middle School as well as the identified off-site development areas.

The analysis was conducted using existing intersection geometrics and traffic control and the existing traffic signal timings. The following modifications, as shown in [Exhibit 1-3](#), are recommended to accommodate the Existing/Background, Full Build, and Total traffic volumes, respectively. *Modifications are for jurisdictional consideration and are not legally binding. WisDOT, Outagamie County and the City of Kaukauna reserve the right to determine alternative solutions.*

Node 100: STH 55/Crooks Avenue with Ann Street

- *Background Traffic:*
 - Reconstruct the median to restrict through and left-turn exiting movements from the east and west approaches, thereby allowing left-in/right-in/right-out access at this intersection. The restricted movements would either divert to other intersections or make a right-turn movement and then traverse the adjacent roundabout to continue to their ultimate destination.
 - Maintain stop control on the east and west approaches.
- *Full Build Traffic:* No additional modifications.
- *Total Traffic:* No additional modifications.

Node 200: CTH CE/College Avenue with Fieldcrest Drive

- *Background Traffic:*
 - Reconstruct the median to restrict through and left-turn exiting movements from the north and south approaches, thereby allowing left-in/right-in/right-out access at this intersection. The restricted movements would either divert to other intersections or make a right-turn movement and then traverse the adjacent roundabout to continue to their ultimate destination.

- Maintain stop control on the north and south approaches.
- *Full Build Traffic:* No additional modifications.
- *Total Traffic:* No additional modifications.

Node 300: STH 55/Crooks Avenue with CTH CE/College Avenue

- *Background Traffic:* No modifications.
- *Full Build Traffic:*
 - Consider roundabout modification to provide a right-turn bypass lane on the north, south and east approaches.
- *Total Traffic:*
 - Depending on the build out plans for the off-site development area, consider reconstructing the roundabout to provide a multi-lane roundabout with three lane approaches on the north and south approaches, a two-lane approach with a bypass lane on the west approach and a three-lane approach with a bypass lane on the east approach. A future traffic study should be completed for this intersection as development plans move forward in the future to determine the optimal modifications for this intersection.

Node 400: CTH CE/College Avenue with Konkapot Trail Road/Forefront Dermatology Access Driveway

- *Background Traffic:*
 - Construct a raised median through the limits of the intersection to allow only right-in/right-out access at this intersection. The restricted movements would either divert to other intersections or make a right-turn movement and then traverse the adjacent intersection to continue to their ultimate destination.
 - Maintain stop control on the north and south approaches.
- *Full Build Traffic:* No additional modifications.
- *Total Traffic:* No additional modifications.

Node 500: CTH CE/College Avenue with High School West Driveway

- *Background Traffic:*
 - Consider restricting all exiting northbound movements at this intersection during the weekday afternoon peak period (see discussion below). Diverted traffic would be expected to utilize the signalized intersections at Loderbauer Road.
- *Full Build Traffic:* No additional modifications.
- *Total Traffic:* No additional modifications.

Node 600: Loderbauer Road with CTH CE/College Avenue

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

- Consider updating traffic signal timings to provide optimized operations.
- *Total Traffic:*
 - Consider updating traffic signal timings to provide optimized operations.

Node 700: STH 55/Crooks Avenue with Morningside Drive/Proposed West Access Drive

- *Background Traffic:* No modifications.
- *Full Build Traffic:* Two modification options are recommended for consideration (see discussion below):
 - Option 1 – Two-way stop control.
 - No modifications recommended on the west approach.
 - Provide a shared through /left-turn lane and a dedicated right-turn lane on the east approach.
 - Provide a dedicated left-turn lane, a through lane and right-turn taper on the north and south approaches (two lanes plus taper on each approach).
 - Depending on the location of the pedestrian tunnel under STH 55, consider providing pedestrian crosswalk pavement markings along all approaches of the intersection.
 - Option 2 - Construct a single lane roundabout with single entrance lanes on all approaches.
- *Total Traffic:* Two modification options are recommended for consideration (see discussion below):
 - Option 1 – Two-way stop control.
 - No modifications recommended on the west approach.
 - Provide a shared through /left-turn lane and a dedicated right-turn lane on the east approach.
 - Provide a dedicated left-turn lane, a through lane and right-turn taper on the north and south approaches (two lanes plus taper on each approach).
 - Depending on the location of the pedestrian tunnel under STH 55, consider providing pedestrian crosswalk pavement markings along all approaches of the intersection
 - Option 2 – Modify roundabout to provide an additional northbound lane (two lanes) on the south approach with two northbound lanes through the roundabout. All other approaches to remain as single lane approaches.
 - Even though not needed from an operations perspective, consideration could be given to providing two southbound lanes through the roundabout to match the existing two southbound lanes along STH 55 to the north.

Node 800: STH 55/Crooks Avenue with Ridgecrest Lane

- *Background Traffic:* No modifications.
- *Full Build Traffic:* No modifications.
- *Total Traffic:* No modifications.

Node 900: STH 55/Crooks Avenue with CTH KK/Calumet Street

- *Background Traffic:* No modifications.
- *Full Build Traffic:* No modifications.
- *Total Traffic:* No modifications.

Node 1000: Loderbauer Road with High School North Driveway

- *Background Traffic:* No modifications.
- *Full Build Traffic:*
 - Consider updating traffic signal timings to provide optimized operations.
- *Total Traffic:*
 - Consider updating traffic signal timings to provide optimized operations.

Node 1100: Loderbauer Road with High School Middle Driveway

- *Background Traffic:* No modifications.
- *Full Build Traffic:* No modifications.
- *Total Traffic:* No modifications.

Node 1200: Loderbauer Road with Proposed South Access Driveway

- *Background Traffic:* No modifications.
- *Full Build Traffic:*
 - Construct a full access driveway with stop sign control on the west approach.
- *Total Traffic:* No additional modifications.

Higher delays (LOS F) are expected for several movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) even with the recommended geometry listed above under two-way stop control and under Full Build traffic volume conditions. Specifically, higher delays (LOS F) are expected during the weekday morning and afternoon peak periods and LOS E during the special event peak hour for all eastbound movements and the westbound through/left-turn movements at the intersection. However, as with most school sites, higher delays are only expected during about a 20 to 30 minute “surge” during the morning arrival and afternoon dismissal peak periods which can be considered typical for a school location. In addition, to alleviate some of the higher delays and queueing expected for the westbound through and left turn movements exiting the school during the typical weekday, exploration of an internal site connection to Speedway Lane to the south is expected to provide for another access alternative for vehicles to/from the south of the proposed school.

In addition, very high delays (LOS F/gridlock conditions) and very long queues are expected for several movements at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700), under Total traffic volume conditions, even with the recommended geometry listed above under two-way stop control. To provide for safe overall operations as well as realistic queue lengths under the off-site build-out assumptions, a higher level of traffic control should be considered under Total traffic volume conditions as future development moves forward.

A traffic signal warrant analysis was completed for the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive (node 700) under Full Build and Total traffic volume conditions. Based on the warrant analysis, neither Warrant 1 (8-Hour) nor Warrant 2 (4-Hour) are expected to be met at the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive under Full Build traffic conditions. Specifically, only 1 hour of the required 8 hours under Warrant 1 (8-Hour) and only 1 hour of the required 4 hours under Warrant 2 (4-Hour) are expected to be met. In addition, even though close to being met under the Total traffic volume condition, Warrant 1 (8-Hour) and Warrant 2 (4-Hour) are also not expected to be met under the Total traffic volume condition. Specifically, only 7 hours of the required 8 hours under Warrant 1 (8-Hour) and only 3 hours of the required 4 hours under Warrant 2 (4-Hour) are met. Therefore, unless the build out assumptions for the off-site development are more intense than assumed in this study, traffic signal control should not be considered at this intersection under the Build (with proposed school only) traffic volume conditions nor with Total (with proposed school plus off-site) traffic volume conditions.

Per the WisDOT Facilities Development Manual (FDM), if an intersection warrants traffic signal control, a modern roundabout should also be evaluated. As stated above, traffic signals are not expected to be warranted, even under the Total traffic volume conditions which includes full build out of both the on-site and off-site assumptions used in this study. However, since higher delays are expected under the Total traffic volume condition under two-way stop control, and to provide for acceptable delays and queues and overall safe operations, roundabout control was also considered at the proposed intersection under Total traffic volume conditions. Based on the ICE analysis, roundabout control provides the only viable option under the Total traffic conditions to provide for acceptable delays with reasonable queuing and is therefore recommended for the Crooks Avenue/STH 55 intersection with Morningside Drive/Proposed West Access Drive. Under the Build (with proposed school only) traffic volume conditions, two-way stop control with lane modifications is recommended at the intersection.

Higher delays (LOS E/F) are expected for several movements at the STH 55/Crooks Avenue intersection with CTH CE/College Avenue (node 300) under the current dual lane roundabout controlled intersection under Full Build and Total traffic volume conditions. The recommended bypass lane additions under the Full Build traffic volume conditions and the recommended reconstruction to a 3-lane roundabout with bypass lanes under the Total traffic volume conditions are expected to provide acceptable operation for most movements; however, higher delays (LOS E) are still expected for some movements during the typical weekday morning peak period noting that the delays are only slightly higher than acceptable (about 6 seconds) and the reported queuing is expected to be reasonable (all less than 225 feet). Without the bypass lanes recommended under the Full Build traffic conditions, higher delays (about 60 seconds) are expected for several movements during the weekday morning peak school peak hour with maximum queues of about 400 feet (16 vehicles) or less. As with many schools, the morning peak period “surge” last about 20 to 30 minutes. However, acceptable delays are expected during all other hours of the typical weekday, including the typical school afternoon school discharge and weekday evening commuter peak hours. Since development plans for the off-site

development area are unknown at this time and the build out assumptions were used for planning purposes only and with this study showing the need for a three lane roundabout at the STH 55/Crooks Avenue intersection with CTH CE/College Avenue, which is not typically acceptable by WisDOT, a future traffic study should be completed in the future as development plans move forward for the off-site area.

Higher delays (LOS F) are also expected at the College Avenue/CTH CE intersection with the High School West Driveway (node 500) under Existing, Full Build and Total traffic conditions during the typical weekday afternoon peak period. Since the higher delays are only currently being experienced during the typical weekday afternoon peak and are expected to increase during this evening peak period, restricting these movements during this weekday afternoon peak period, with diverted traffic utilizing the signalized intersection at Loderbauer Road, would allow this and all adjacent study area intersections to operate acceptably under all peak periods. Restrictions could include signage, gating and/or the use of temporary cones placed daily by school staff to restrict exiting traffic during the weekday afternoon discharge peak period. A separate analysis was completed for this scenario (with restricted/diverted traffic) that shows that the existing traffic signals at the College Avenue/CTH CE intersection with Loderbauer Road and the existing traffic signals at the

Loderbauer Road intersection with the High School North Driveway are expected to operate acceptably with acceptable delays and queueing during the typical weekday afternoon peak period even with the diverted traffic from the High School West Driveway.

Even though the existing traffic signal timings at the College Avenue/CTH CE intersection with Loderbauer Road and the existing traffic signals at the Loderbauer Road intersection with the High School North Driveway are expected to provide acceptable operations and queueing under both Full Build and Total traffic volume conditions, optimized traffic signal timings and offsets were implemented as part of the analysis as provided in the outputs provided in the appendix of this report.

PART B – CONCLUSION

To accommodate the full build out of the proposed middle school, recommended modifications are expected to be necessary to the transportation network. Except as noted, all movements at the study area intersections are expected to operate safely and efficiently with the modifications identified in this TIA with the proposed middle school site and identified off-site development areas. Since development plans for the off-site development area are unknown at this time and the build-out assumptions were used for planning purposes only, a future traffic study should be completed in the future as development plans move forward for the off-site area.