

PUBLIC HEARING NOTICE

The City of Stoughton Plan Commission will hold a Hybrid Public Hearing on Monday, January 9, 2023 at 6:00 o'clock p.m., or as soon after as the matter may be heard, to consider a proposed Conditional Use Permit Application by Kwik Trip, for an In-Vehicle Sales and Service use including Outdoor Display incidental to an Indoor Sales use at 1700 E. Main Street, Stoughton, Dane County, WI., more fully described as follows:

Parcel number: 281/0511-044-4632-2 (1700 E. Main Street)

Legal Description: LOT 3 CSM 11461 CS69/321&322-7/18/2005 F/K/A EASTWOOD ESTATES LOTS 2, 3, 4 & 5 DESCR AS SEC 4-5-11 PRT SW1/4SE1/4 (1.555 ACRES) SUBJ TO & TOG W/SHARED ACCESS ESMT

Parcel number: 281/0511-044-4643-2 (1701 Cedarbrook Lane)

Legal Description: LOT 4 CSM 11461 CS69/321&322-7/18/2005 F/K/A EASTWOOD ESTATES LOTS 2, 3, 4 & 5 DESCR AS SEC 4-5-11 PRT SW1/4SE1/4 (1.110 ACRES) SUBJ TO & TOG W/SHARED ACCESS ESMT

*This property description is for tax purposes. It may be abbreviated. For the complete legal description please refer to the deeds. These parcels are planned to be combined by certified survey.

See additional information including location map at can be viewed at:

<http://stoughtoncitydocs.com/planning-commission>

In-Person: Council Chambers (2nd floor of the Public Safety Building), 321 S. Fourth Street, Stoughton, WI

Virtual: You can join the meeting via Zoom or Phone below:

<https://us06web.zoom.us/j/81157545973?pwd=SHIWS0ZaVWZaQ0Y2aDdvL3h5c1BwZz09>

Phone in: +1 312 626 6799

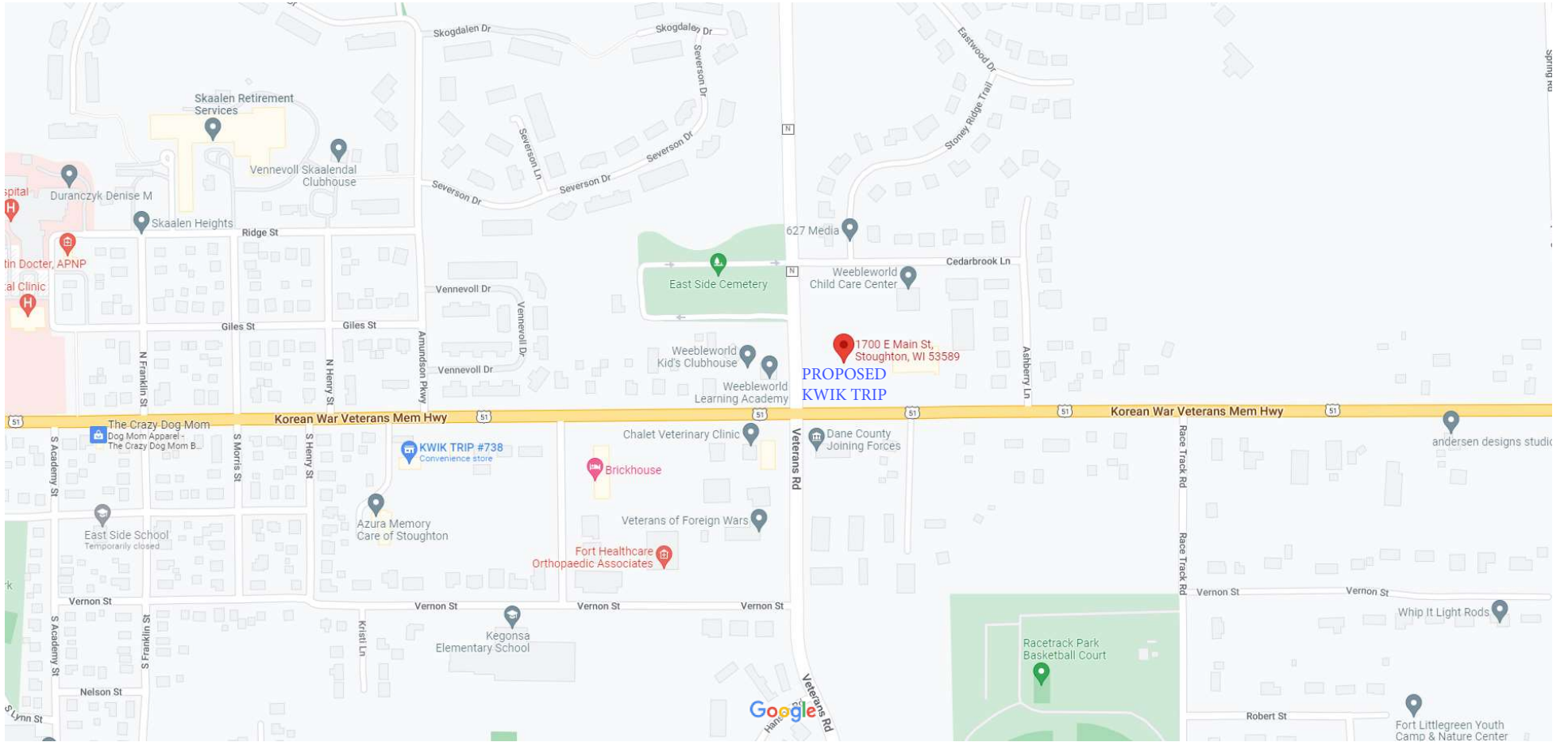
Meeting ID: 811 5754 5973

Passcode: 595103

If you wish to call in and speak at the meeting, please register at <http://speak.cityofstoughton.com> by 5:45 on or before the day of the meeting. Any written comments will be forwarded on to the "Organizer" and Commissioners.

For questions regarding this notice, please contact Michael Stacey, Zoning Administrator at 608-646-0421.

Published December 22 and 29, 2022 Hub



**City of Stoughton Application for Conditional Use Review and Approval
(Requirements per Section 78-905)**

Applicant Name: Brad Fry
Applicant Address: 1626 Oak Street, P.O. Box 2107
Applicant Phone and Email: 608-793-6414 BFry@kwiktrip.com
Property Owner Name (if different than applicant): JMA Enterprises LTD Partnership
Property Owner Phone: _____
Subject Property Address: 1700 Main St and 1701 Cedarbrook Lane

This form is designed to be used by the Applicant as a guide to submitting a complete application for a conditional use review *and* by the City to process said application. Parts II and III are to be used by the Applicant to submit a complete application. (See conditional use review and approval procedures attached)

I. Record of Administrative Procedures for City Use

Application form filed with Zoning Administrator Date: _____
Application fee of \$ 450 received by Zoning Administrator Date: _____

II Application Submittal Packet Requirements

Prior to submitting the final complete application as certified by the Zoning Administrator, the Applicant shall submit an initial draft application for staff review at least 30 days prior to a Planning Commission meeting, followed by one revised draft final application packet based upon staff review and comments. The final application materials are required to be submitted at least 2 weeks prior to the Planning Commission meeting.

Initial Packet

(1 electronic 11 x 17 copy of plans to Zoning Administrator) Date: _____

Final Packet

(1 electronic 11 x 17 copy of plans
and if necessary one large scalable copy of plans to Zoning Administrator) Date: _____

(a) A map of the proposed conditional use:

- Showing all lands under conditional use consideration.
- All lot dimensions of the subject property provided.
- Graphic scale and north arrow provided.

- (b) A written description of the proposed conditional use describing the type of activities, buildings, and structures proposed for the subject property and their general locations.**
- (c) A site plan (conforming to the requirements of Section 78-908(3)) of the subject property as proposed for development OR if the proposed conditional use is a large development (per Sections 78-205(11)). A proposed preliminary plat or conceptual plat may be substituted for the required site plan, provided said plat contains all information required on said site plan per Section 78-908.**
- (d) Written justification for the proposed conditional use indicating reasons why the Applicant believes the proposed conditional use is appropriate with the recommendations of the City of Stoughton Comprehensive Plan, particularly as evidenced by compliance with the standards set out in Section 78-905(5)(c)1.-6, as follows.**

III Justification of the Proposed Conditional Use Request.

1. How is the proposed conditional use and location in harmony with the purposes, goals, objectives, policies and standards of the City of Stoughton Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted?

THE PROPERTY IS CURRENTLY ZONED PB -
PLANNED BUSINESS. INDOOR SALES & SERVICE
IS A PERMITTED USE FOR A CONVENIENCE
STORE WITH CARWASH AND FUEL.

2. Does the proposed conditional use, in its proposed location and as depicted on the required site plan (see Section 78-905(4)(d)), result in any substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan, or any other plan, program, map or ordinance adopted?

THE PROPOSED USE FOR INDOOR SALES &
SERVICE WILL NOT HAVE ANY ADVERSE
IMPACT ON THE AREA. STORMWATER, LANDSCAPING,
LIGHTING, SETBACKS, BUILDING HEIGHT ALONG
WITH OTHER REQUIREMENTS WILL MEET
THE ZONING ORDINANCES

3. How does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the surroundings of the subject property?

IN-VEHICLE SALES AND SERVICE INCLUDES
USES FOR VEHICULAR FUEL SALES STATIONS
AND CARWASHES.

4. Is the proposed conditional use located in an area that will be adequately served by and will not impose an undue burden on any of the improvements, facilities, utilities or services provided by public agencies serving the subject property?

THE PROPOSED AREA IS CURRENTLY SERVICED
BY PUBLIC IMPROVEMENTS (WATER, SANITARY, STORM)
AND WILL NOT IMPOSE A BURDEN

5. Do the potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use (as identified in Subsections 78-905(5)(c)1-5.), after taking into consideration any proposed options to minimize such impacts?

THE DEVELOPMENT WILL MEET ALL OF THE
EXISTING REQUIREMENTS FOR THE ZONING.
INDOOR SALES AND SERVICE IS A PERMITTED
USE AND VEHICULAR FUEL STATIONS/CARWASH
SHALL BE CONSIDERED AN ACCESSORY USE

IV. Application Information for City Use

Notified Neighboring Property Owners (within 300 feet) Date: _____

Notified Neighboring Township Clerks (within 1,000 feet) Date: _____

Class 2 legal notice sent to official newspaper by City Clerk Date: _____

Class 2 legal notice published on _____ and _____ Date: _____

Conditional Use recorded with the County Register of Deeds Office after approval

City of Stoughton Application for Site Plan Review and Approval (Requirements per Section 78-908)

Applicant Name: Brad Fry, Kwik Trip
Applicant Address: 1626 Oak Street, PO Box 2107
Applicant Phone and Email: 608-793-6414 BFry@kwiktrip.com
Property Owner Name (if different than applicant): JMA Enterprises LTD Partnership
Property Owner Phone: _____
Subject Property Address: 1700 Main St and 1701 Cedarbrook Lane

This form is designed to be used by the Applicant as a guide to submitting a complete application for a site plan review *and* by the City to process said application. Part II is to be used by the Applicant to submit a complete application; Parts I - III are to be used by the City when processing said application.

I. Record of Administrative Procedures for City Use

Application form filed with Zoning Administrator

Date: _____

II Application Submittal Packet Requirements for Applicants Use

Prior to submitting the final complete application as certified by the Zoning Administrator, the Applicant shall submit an initial draft application packet for staff review followed by one revised final application packet based upon staff review and comments. The application shall include the following:

- (a) **A written description of the intended use describing in reasonable detail the following:**
 - Existing zoning district(s) (and proposed zoning district(s) if different).
 - Comprehensive Plan Future Land Use Map designation(s).
 - Current land uses present on the subject property.
 - Proposed land uses for the subject property (per Section 78-206).
 - Projected number of residents, employees, and daily customers.
 - Proposed amount of dwelling units, floor area, impervious surface area, and landscape surface area, and resulting site density, floor area ratio, impervious surface area ratio, and landscape surface area ratio.
 - Operational considerations relating to hours of operation, projected normal and peak water usage, sanitary sewer or septic loadings, and traffic generation.
 - Operational considerations relating to potential nuisance creation pertaining to noncompliance with the performance standards addressed in Article VII (Sections 78-701 through 721) including: street access, traffic visibility, parking, loading, exterior storage, exterior lighting, vibration, noise, air pollution, odor, electromagnetic radiation, glare and heat, fire and explosion, toxic or noxious materials, waste materials, drainage, and hazardous materials.
 - If no nuisances will be created (as indicated by complete and continuous compliance with the provisions of Article VII), then include the statement "The proposed development shall comply with all requirements of Article VII".
 - Exterior building and fencing materials (Sections 78-716 and 78-718).

- Possible future expansion and related implications for points above.
- Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.
- (c) **A *Property Site Plan* drawing which includes the following:**
 - A title block which indicates the name, address and phone/fax number(s) of the current property owner and/or agent(s) (developer, architect, engineer or planner) for project.
 - The date of the original plan and the latest date of revision to the plan.
 - A north arrow and a graphic scale (not smaller than one inch equals 100 feet).
 - A reduction of the drawing provided electronically at 11" x 17".
 - A legal description of the subject property.
 - All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled.
 - All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose.
 - All required building setback lines.
 - All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, utilities and walls.
 - The location and dimension (cross-section and entry throat) of all access points onto public streets.
 - The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by the Ordinance.
 - The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas.
 - The location of all outdoor storage areas and the design of all screening devices.
 - The location, type, height, size and lighting of all signage on the subject property.
 - The location, height, design/type, illumination power and orientation of all exterior lighting on the subject property—including the clear demonstration of compliance with Section 78-707.
 - The location and type of any permanently protected green space areas.
 - The location of existing and proposed drainage facilities.
 - In the legend, data for the subject property on the following
 - a. Lot Area
 - b. Floor Area
 - c. Floor Area Ratio (b/a)
 - d. Impervious Surface Area
 - e. Impervious Surface Ratio (d/a)
 - f. Building height

- (d) **A *Detailed Landscaping Plan* of the subject property:**
 - Scale same as main plan (> or equal to 1" equals 100').
 - Electronic Map at 11" x 17".
 - Showing the location of all required bufferyard and landscaping areas.
 - Showing existing and proposed Landscape Points including fencing.
 - Showing berm options for meeting said requirements.
 - Demonstrating complete compliance with the requirements of Article VI.
 - Providing individual plant locations and species, fencing types and heights, and berm heights.
- (e) **A *Grading and Erosion Control Plan*:**
 - Scale same as main plan (> or equal to 1" equals 100').
 - Electronic map at 11" x 17"
 - Showing existing and proposed grades including retention walls and related devices, and erosion control measures.
- (f) ***Elevation Drawings of proposed buildings or remodeling of existing buildings:***
 - Showing finished exterior treatment.
 - With adequate labels provided to clearly depict exterior materials, texture, color and overall appearance.
 - Perspective renderings of the proposed project and/or photos of similar structures may be submitted, but not in lieu of adequate drawings showing the actual intended appearance of the buildings.

NOTE: Initiation of Land Use or Development Activity: Absolutely no land use or development activity, including site clearing, grubbing, or grading shall occur on the subject property prior to the approval of the required site plan. Any such activity prior to such approval shall be a violation of law and shall be subject to all applicable enforcement mechanisms and penalties.

NOTE: Modification of an Approved Site Plan: Any and all variation between development and/or land use activity on the subject property and the approved site plan is a violation of law. An approved site plan shall be revised and approved via the procedures of Subsections 78-908(2) and (4) so as to clearly and completely depict any and all proposed modifications to the previously approved site plan, prior to the initiation of said modifications.

III. Final Application Packet Information for City Use

Receipt of (8.5" by 11" text and 11" by 17" graphics electronically)
copies of complete final application packet by Zoning Administrator

Date: _____

Sec. 78-908. - Site plan review and approval procedures.

- (1) *Purpose.* The purpose of this section is to specify the requirements and procedures for the review and approval of site plan applications. The provisions of this Section are designed to ensure that all proposed land use and development activity complies with the requirements of this chapter. Specifically, this Section requires that the initiation of all development activity (including building permits, zoning certificates, occupancy permits for a change of use of an existing lot or structure where there is contemplated a site plan revision, clear cutting, grading or filling) require the approval of site, building and operational plans by the city plan commission before the building, occupancy, and building permits can be issued-except, however, that development activity associated with an approved final plat of subdivision or certified survey map for single-family and/or duplex/twin home dwelling units, and development activity associated with the full and complete implementation of a project approved within the SIP phase of the Planned Development [PD] is exempt from this requirement.
- (2) *Procedure.*
 - (a) *Initiation of request for approval of a site plan.* Proceedings for approval of a site plan shall be initiated by the owner(s) of the subject property, or their legally authorized representative(s).
 - (b) *Pre-application meeting.* The applicant shall first meet with the zoning administrator and other applicable city staff to discuss preliminary concepts and plans for the development. Guidance will be provided to the applicant on technical requirements and procedures, and a timetable for project review may be discussed.
 - (c) *Application for site plan review.* The applicant shall apply to the zoning administrator for the scheduling of an appearance before the plan commission. The zoning administrator shall notify the applicant of the date and time of the applicable plan commission meeting. The appearance before the plan commission shall not be scheduled unless the application is approved as complete by the zoning administrator per the requirements of subsection (3), below. The review of the submitted application shall be completed within ten working days of application submittal. Once the application is approved as complete, the zoning administrator may schedule a meeting with city staff a minimum of two weeks from the date of complete application acceptance.
- (3) *Application requirements.* All applications for proposed site plans shall be approved as complete by the zoning administrator prior to the formal initiation of this procedure. The submittal of an application to the zoning administrator to initiate this procedure shall not occur until the zoning administrator has certified acceptance of the complete application. No placement of the application on any agenda, as an item to be acted upon, shall occur unless said certification has occurred. Said complete application shall be comprised of all of the following, unless specific application requirements are waived in writing by the zoning administrator:
 - (a) Written description of the intended use describing in reasonable detail the:
 1. Existing zoning district(s) (and proposed zoning district(s) if different);
 2. Planned Land Use Map designation(s);
 3. Natural Resources Site Evaluation Worksheet (section 78-303);
 4. Current land uses present on the subject property;
 5. Proposed land uses for the subject property (per section 78-206);
 6. Projected number of residents, employees, and daily customers;
 7. Proposed amount of dwelling units, floor area, impervious surface area, and landscape surface area, and resulting site density, floor area ratio, impervious surface area ratio, and landscape surface area ratio;
 8. Operational considerations relating to hours of operation, projected normal and peak water usage, sanitary sewer or septic loadings, and traffic generation;

9. Operational considerations relating to potential nuisance creation pertaining to noncompliance with the performance standards addressed in article VIII including street access, traffic visibility, parking, loading, exterior storage, exterior lighting, vibration, noise, air pollution, odor, electromagnetic radiation, glare and heat, fire and explosion, toxic or noxious materials, waste materials, drainage, and hazardous materials. If no such nuisances will be created (as indicated by complete and continuous compliance with the provisions of article VIII), then the statement "The proposed development shall comply with all requirements of Article VIII." shall be provided;
 10. Exterior building and fencing materials (sections 78-716 and 78-718);
 11. Possible future expansion and related implications for 1 through 10, above, and;
 12. Any other information pertinent to adequate understanding by the plan commission of the intended use and its relation to nearby properties.
- (b) A small location map at 11 inches by 17 inches showing the subject property and illustrating its relationship to the nearest street intersection. (A photocopy of the pertinent section of the city's planned land use map with the subject property clearly indicated shall suffice to meet this requirement.)
- (c) A property site plan drawing (and reduction at 11 inches by 17 inches) which includes:
1. A title block which indicates the name, address and phone/fax number(s) of the current property owner and/or agent(s) (developer, architect, engineer or planner) for project;
 2. The date of the original plan and the latest date of revision to the plan;
 3. A north arrow and a graphic scale. Said scale shall not be smaller than one inch equals 100 feet;
 4. A legal description of the subject property;
 5. All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled;
 6. All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose;
 7. All required building setback lines;
 8. All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls;
 9. The location and dimension (cross-section and entry throat) of all access points onto public streets;
 10. The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by this chapter;
 11. The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas;
 12. The location of all outdoor storage areas and the design of all screening devices;
 13. The location, type, height, size and lighting of all signage on the subject property;
 14. The location, height, design/type, illumination power and orientation of all exterior lighting on the subject property-including the clear demonstration of compliance with section 78-707;
 15. The location and type of any permanently protected green space areas;
 16. The location of existing and proposed drainage facilities; and

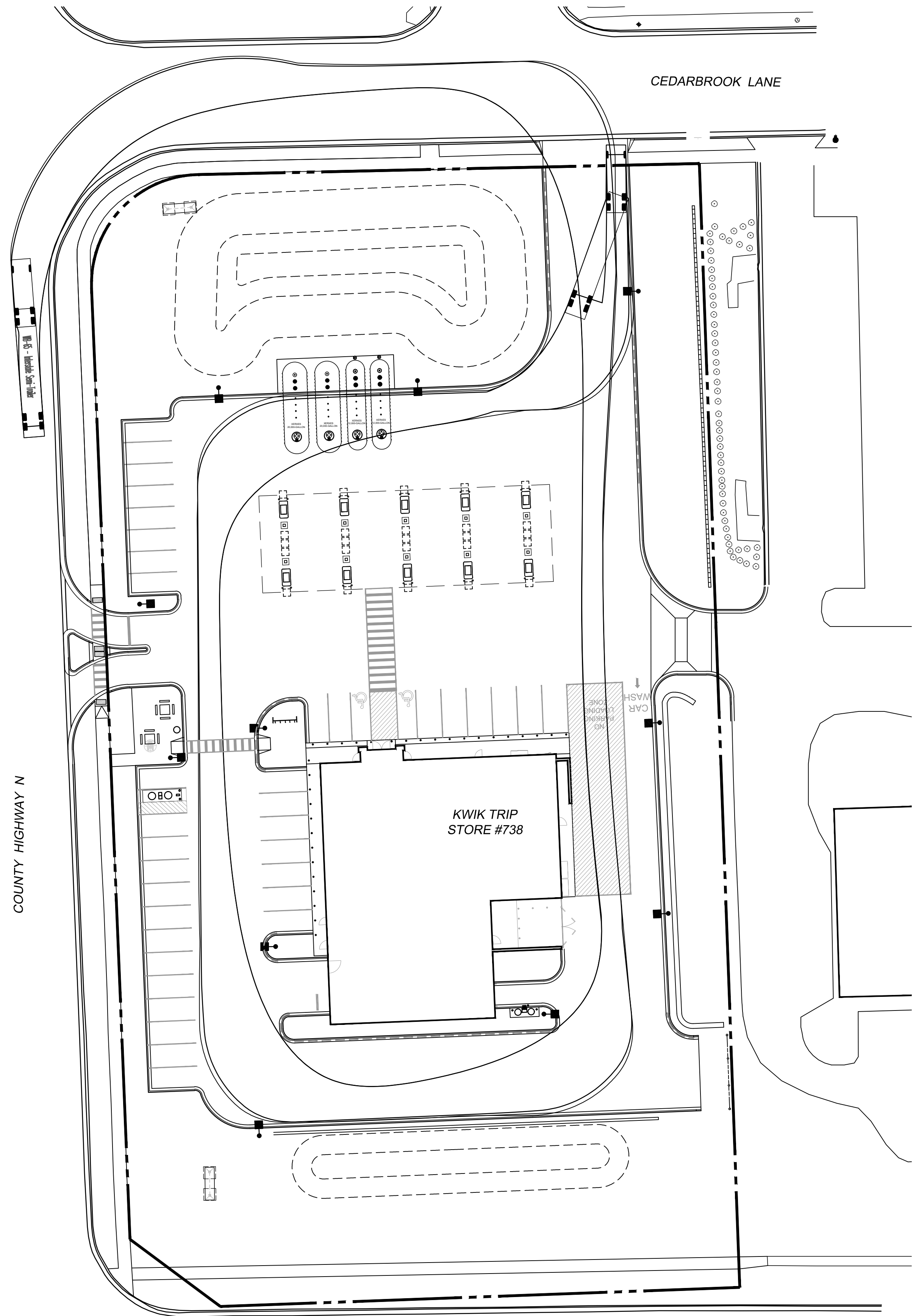
17. In the legend, data for the subject property:
 - a. Lot area;
 - b. Floor area;
 - c. Floor area ratio (b/a);
 - d. Impervious surface area;
 - e. Impervious surface ratio (d/a); and
 - f. Building height.
- (d) A detailed landscaping plan of the subject property, at the same scale as the main plan (and reduction at 11 inches by 17 inches), showing the location of all required bufferyard and landscaping areas, and existing and proposed landscape point fencing and berm options for meeting said requirements. The landscaping plan shall demonstrate complete compliance with the requirements of article VI. (NOTE: the individual plant locations and species, fencing types and heights, and berm heights must be provided.)
- (e) A grading and erosion control plan at the same scale as the main plan (and reduction at 11 inches by 17 inches) showing existing and proposed grades, including retention walls and related devices, and erosion control measures per the approval of the city engineer.
- (f) Elevation drawings of proposed buildings or proposed remodeling of existing buildings showing finished exterior treatment shall also be submitted, with adequate labels provided to clearly depict exterior materials, texture, color and overall appearance. Perspective renderings of the proposed project and/or photos of similar structures may be submitted, but not in lieu of adequate drawings showing the actual intended appearance of the buildings. (Refer to section 78-716.)
- (g) A certified survey may be required by the zoning administrator in instances where he determines compliance with setback requirements may be difficult. The survey shall be prepared by a registered land surveyor and shall depict property lines and proposed buildings, structures, and paved areas.
- (h) A detailed photometric plan that shows the impact of all exterior light fixtures based on the proposed fixture's pole heights and light bulb needs depicting resulting lighting levels across the entire property to the property lines rounding to the nearest 0.10 foot candles, and depicting an illumination limit of 0.50 foot candles. The 0.50 foot candle line cannot extend beyond the property line. The plan must be in compliance with lighting performance standards in subsection 78-707(4)(b).
- (i) A development impact study is required for all forms of development that require site plan approval. This requirement shall apply for any development requiring a site plan, including instances where no land division is promised.
- (j) A detailed site analysis shall be required for any lot or parcel containing a protected natural resource covered in article V, as determined by city staff. These protected natural areas include: floodplains, shoreland-wetlands, lakeshores, woodlands, and steep slopes. The analysis must be submitted using the following submission and review process:
 1. *Purpose.* The detailed site analysis required by this article is designed to provide the clear identification of permanently protected green space areas on a site which is proposed for development. The detailed survey work required to identify these areas accurately on a map is not required prior to the initiation of development concept plans for an area. A detailed site analysis shall be performed in conjunction with required land division documents or development site plans for any and all properties containing permanently protected natural resource areas.

2. *Description.* The detailed site analysis shall be shown on a map of the subject property which depicts the location of all protected natural resource areas, as defined by the provisions of this article. The detailed site analysis shall meet the following requirements:
 - a. *Scale.* A minimum scale of one inch equals 200 feet shall be used.
 - b. *Topography.* Topographic information is not required for any property which does not contain steep slopes (as designated on the official zoning map). For such properties, topographic information with a minimum contour interval of two feet is required.
 - c. *Specific natural resources areas.* All natural resources areas which require protection under the provisions of this chapter shall be accurately outlined and clearly labeled. Particular care as to clarity shall be taken in areas where different resource types overlap with one another.
 - d. *Development pads.*
 - A. All site disruption (including selective cutting) proposed to occur within permanently protected natural resource areas shall be limited to development pads. Development pads shall be depicted on the detailed site analysis map, site plans required for development permits, and the recorded plat of subdivision or certified survey map.
 - B. Beyond visible damage to natural resources, vegetation, soil, and drainage patterns, site disruption activities shall not compact soil covering tree roots, or otherwise damage trees beyond the area from which trees are to be removed. All trees with calipers exceeding three inches, whose canopies are located adjacent to disturbed areas, which die within a period of five years following site disruption shall be replaced by the owner with a three-inch caliper tree of the same type (canopy or understory). Therefore, care shall be taken to ensure that equipment and actions associated with permitted site disruption activities are limited to the area in which they are permitted. The use of snow fences and other barriers to outline development pads during disruption activity is strongly recommended to limit the extent of inadvertent compaction or other disturbance of earth, and collision damage to vegetation intended for protection. Such barriers should be placed no closer to protected trees than a point on the ground directly under their outer canopy edge.
 - e. *Mitigation areas.* All mitigation areas related to the provisions of this chapter shall be depicted on the detailed site map with notations provided which describe the mitigation techniques employed.
3. *Required procedure for submission and review.*
 - a. *Required timing of submission.* The detailed site analysis map shall be submitted to the zoning administrator for initial review prior to, or concurrently with, the submission of the preliminary plat of subdivision or the certified survey map; or if the proposed development does not involve a land division then submittal is required as an attachment to a required site plan. A concept plan of the proposed development may be submitted prior to the submission of the detailed site analysis map; however, in no way does the acceptance and/or general approval of a concept plan indicate the approval of natural resource feature locations. A detailed site analysis map prepared for the subject property which has been previously approved by city staff may be submitted for any subsequent development activity on the site. However, modifications to such a previously approved map will be required if the analysis is no longer accurate for the subject property.
 - b. *Review by city staff.* City staff shall review the submitted detailed site analysis map for general compliance with the following data sources. The zoning administrator may provide the petitioner with a written evaluation of the submitted detailed site analysis

map which shall indicate the acceptance by city staff; or the need for further analysis work, discussion with the petitioner and/or staff-recognized experts, or a joint site visit.

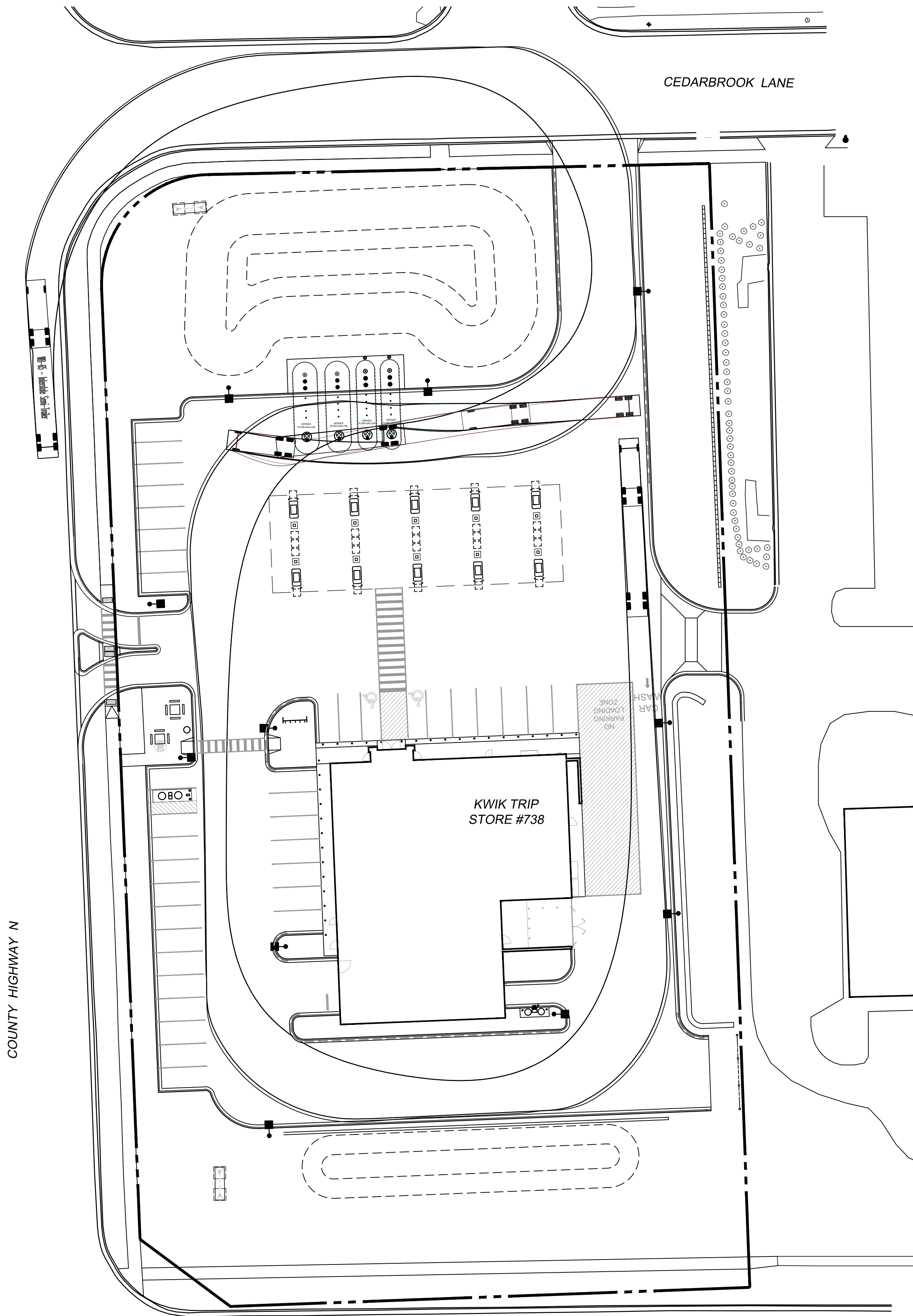
- A. The official zoning map;
 - B. Applicable 1982 USGS 7.5 minute topographic maps for the City of Stoughton and its environs;
 - C. Air photos of the subject property;
 - D. USGS Quads and other sources of topographic information;
 - E. Applicable FEMA and related floodplain maps;
 - F. Applicable federal and state wetland inventory maps;
 - G. The City of Stoughton Comprehensive Plan; and
 - H. Site visits.
- c. *Modification of detailed site analysis map.* If necessary, as determined by city staff, revised detailed site analysis maps shall be prepared and submitted for review by city staff, until a version is deemed acceptable. Staff review of the detailed site analysis may be appealed to the zoning board of appeals as a matter of ordinance interpretation. (See section 78-911.)
 - d. *Acceptance of detailed site analysis map.* Upon notification of acceptance by city staff (or, in case of appeal, by determination of the zoning board of appeals), the petitioner may proceed with the submittal of necessary development documents.
- 4. *Integration of detailed site analysis information with required development and/or land division.* Information contained on the detailed site analysis map relating to the boundaries of permanently protected green space areas (including natural resource protection areas, other permanently protected green space areas, and required mitigation areas), shall be clearly depicted on any and all site plans required as a precondition for application for any development permit (such as a building permit) and on any proposed plat of subdivision or certified survey map.
- (k) A floor plan and seating arrangement for all entertainment and assembly uses, such as auditoriums and sanctuaries.
- (4) *Review by the plan commission.*
 - (a) The plan commission, in its consideration of the submitted complete application, shall take into account the basic intent of the zoning ordinance to ensure attractive, efficient, and appropriate development of land in the community, and to ensure particularly that every reasonable step has been taken to avoid depreciating effects on surrounding property and the natural environment. The plan commission, in reviewing the application may require such additional measures and/or modifications as it deems necessary to accomplish this objective. If such additional measures and/or modifications are required, the plan commission may withhold approval of the site plan until revisions depicting such additional measures and/or modifications are submitted to the satisfaction of the plan commission, or may approve the application subject to the provision of a revised application reflecting the direction of the plan commission to the satisfaction of the zoning administrator. Such amended plans and conditions applicable to the proposed use shall be made a part of the official record, and development activity on the subject property may not proceed until the revised application has been approved by one of the two above procedures as directed by the plan commission.
 - (b) In reviewing said application the plan commission may make findings on each of the following criteria to determine whether the submitted site plan shall be approved, approved with modification, or denied:
 - 1. All standards of the zoning ordinance and other applicable city, state and federal regulations are met.

2. The public health and safety is not endangered.
 3. Adequate public facilities and utilities are provided.
 4. Adequate control of stormwater and erosion are provided and the disruption of existing topography, drainage patterns, and vegetative cover is maintained insofar as is practical.
 5. Appropriate traffic control and parking are provided.
 6. Appropriate landscaping and open space areas are provided.
 7. The appearance of structures maintains a consistency of design, materials, colors, and arrangement with nearby properties of similar use, which comply with the general architectural guidelines provided in subsections a. through e. below:
 - a. Exterior construction materials shall be consistent with section 78-716.
 - b. Exterior building design or appearance shall not be of such unorthodox or abnormal character in relation to its surroundings as to be unsightly or offensive to generally accepted taste and community standards.
 - c. Exterior building design or appearance shall not be so identical with nearby buildings so as to create excessive monotony or drabness. A minimum of five basic home styles shall be provided in each residential subdivision.
 - d. Exterior building design or appearance shall not be constructed or faced with an exterior material which is aesthetically incompatible with other nearby buildings or which presents an unattractive appearance to the public and from surrounding properties.
 - e. Exterior building, sign, and lighting design or appearance shall not be sited on the property in a manner which would unnecessarily destroy or substantially damage the natural beauty of the area.
- (5) *Initiation of land use or development activity.* Except with the written permission of the zoning administrator, absolutely no land use or development activity, including site clearing, grubbing, or grading shall occur on the subject property prior to the approval of the required site plan. Any such activity prior to such approval shall be a violation of this chapter and shall be subject to all applicable enforcement mechanisms and penalties.
- (6) *Modification of an approved site plan.* Any and all variation between development and/or land use activity on the subject property and the approved site plan is a violation of this chapter. An approved site plan shall be revised and approved via the procedures of subsections (2) and (4), above, so as to clearly and completely depict any and all proposed modifications to the previously approved site plan, prior to the initiation of said modifications.
- (7) *Sunset clause.* All buildings on an approved site plan not fully developed within two years of final plan commission approval shall expire, and no additional site plan development shall be permitted on undeveloped portions of the subject property. The plan commission may extend this period, as requested by the applicant, through the site review process.
- (8) *Fee.* A fee may be required for this procedure. Refer to section 78-919.



STATE HIGHWAY 51

TRUCK ROUTE FOR STORE DELIVERY
SCALE: 1" = 30'



STATE HIGHWAY 51

TRUCK ROUTE FOR FUEL DELIVERY
SCALE: 1" = 30'



**Kwik
TRIP**

**Kwik
STAR**

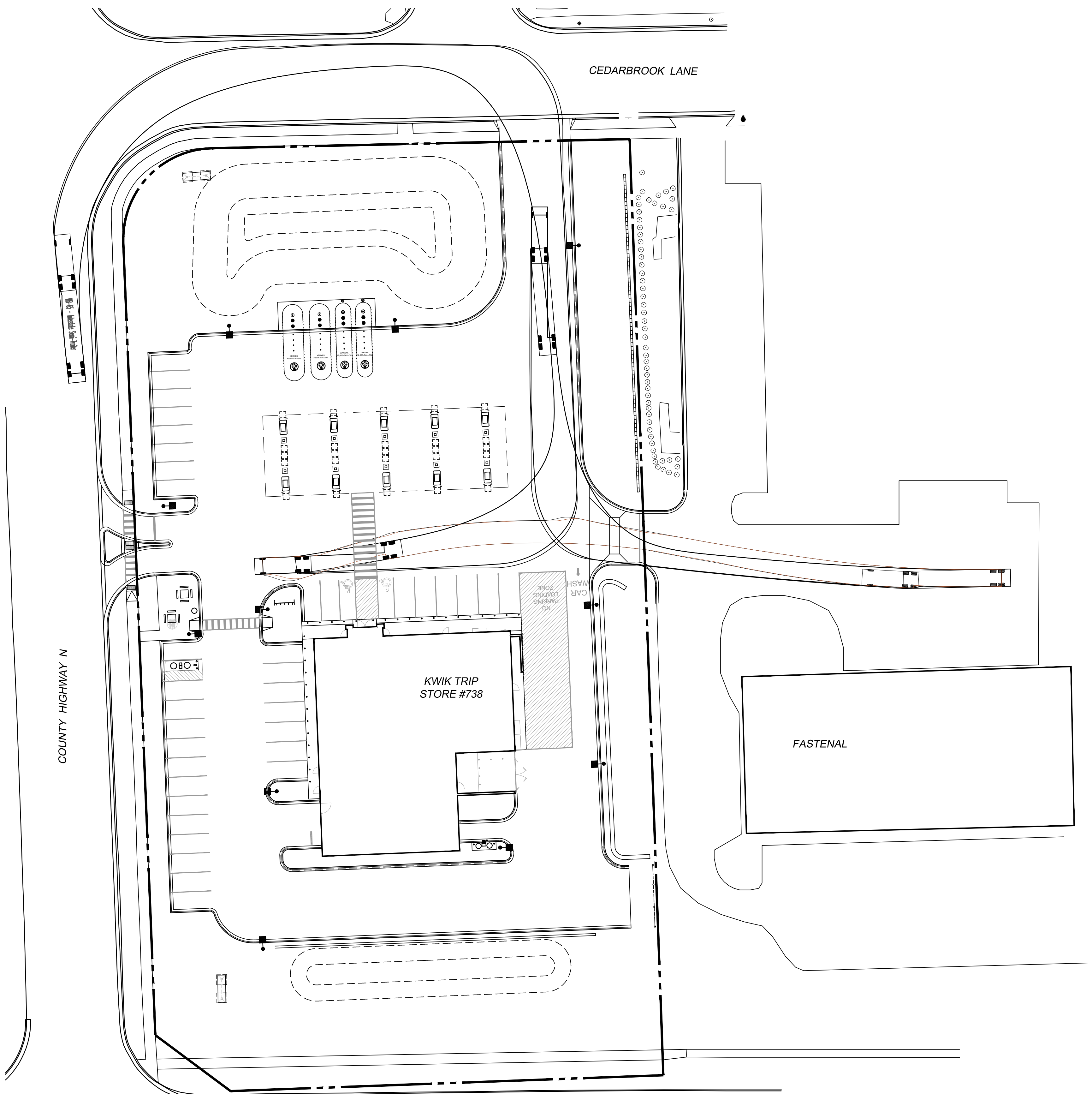
KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

S
**SNYDER
& ASSOCIATES**
5010 VOGES ROAD
MADISON, WISCONSIN 53718
608-838-0444

SITE TURNING MOVEMENT
CONVENIENCE STORE #738
1700 E. MAIN STREET
STOUGHTON, WISCONSIN

| # | DATE | DESCRIPTION |
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DRAWN BY S. ANDERSON / M. WAHL
SCALE NOTED
PROJ. NO. 120.0134.30
DATE DECEMBER 6, 2022
SHEET SP 1.0



STATE HIGHWAY 51

TRUCK ROUTE FOR STORE DELIVERY
SCALE: 1" = 30'



KWIK TRIP, Inc.
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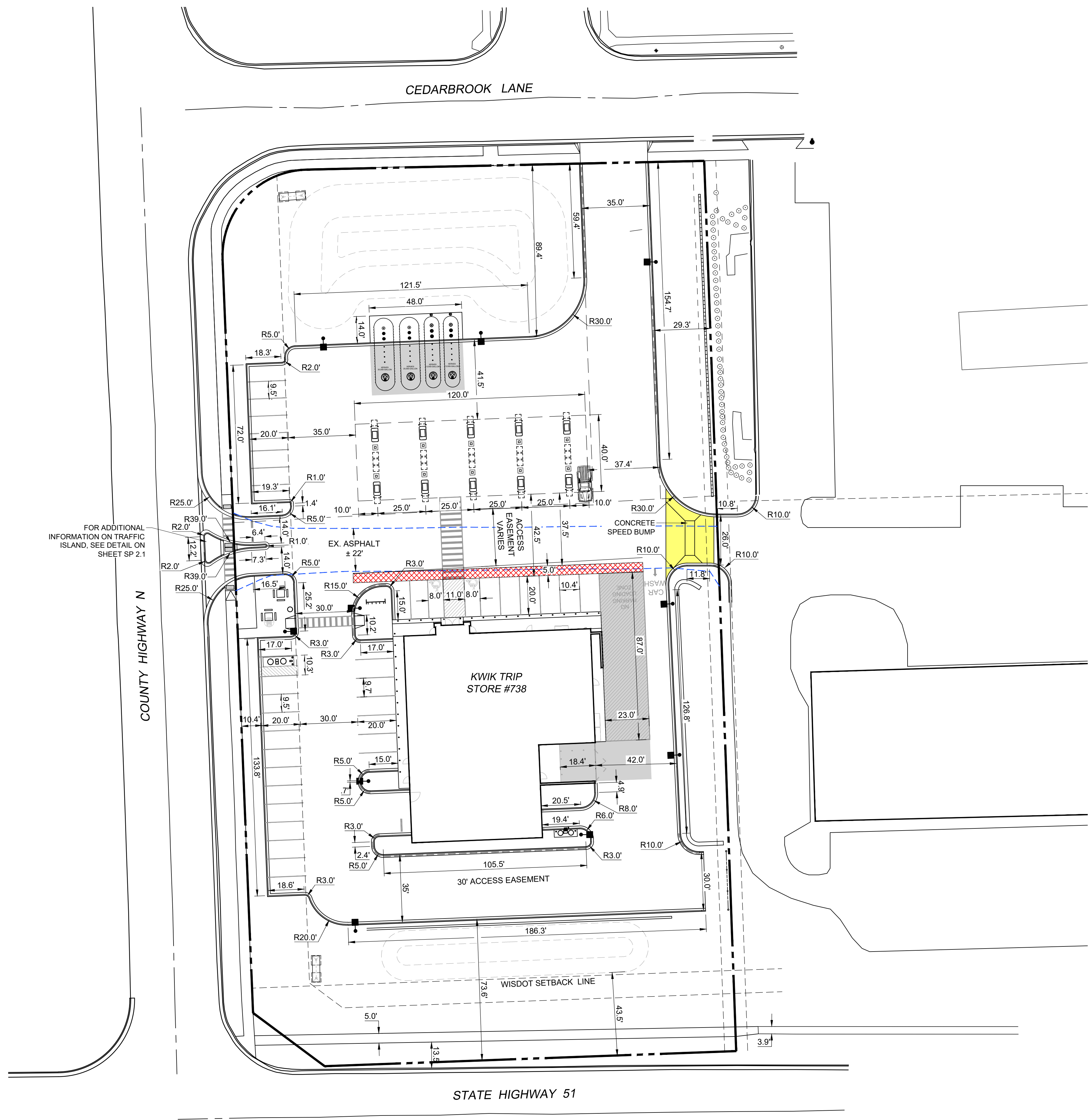
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SNYDER
ASSOCIATES
5010 VOGES ROAD
MADISON, WISCONSIN 53718
608-838-0444



FASTENALL TURNING MOVEMENT
CONVENIENCE STORE #738
1700 E. MAIN STREET
STOUGHTON, WISCONSIN

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DRAWN BY S. ANDERSON / M. WAHL
SCALE NOTED
PROJ. NO. 120.0134.30
DATE DECEMBER 6, 2022
SHEET **SP 1.0A**



SITE INFORMATION

ZONING DISTRICT: PB - PLANNED BUSINESS
 TOTAL SITE AREA: 116,121 SF / 2.67 ACRES
 TOTAL DISTURBED AREA: 114,755 SF / 2.63 ACRES
 EXISTING IMPERVIOUS: 5,875 SF
 TOTAL IMPERVIOUS: 72,415 SF (62.4% LOT COVERAGE)
 PAVED AREA: 55,690 SF
 BUILDING AREA: 9,210 SF
 CANOPY AREA: 4,800 SF
 SIDEWALK & PICNIC AREA: 2,715 SF
 PRO. PERVIOUS: 43,706 SF (37.6% LOT COVERAGE)

PARKING STALL COUNT
 STANDARD PARKING: 39 STALLS
 ADA PARKING 2 STALLS WITH LOADING ZONE
 TRUCK PARKING 1 UNLOADING STALL
 TOTAL PARKING SPACES NEEDED:
 1 SPACE PER 300 S.F. GROSS FLOOR AREA (9,200 / 300 = 30.66)
 31 SPACES NEEDED
 37 STALLS PROVIDED

TOTAL ADA PARKING STALLS NEEDED:
 26 - 50 PARKING SPACES REQUIRES 2 ADA STALLS (1 VAN ACCESSIBLE)
 2 SPACES NEEDED
 2 SPACES PROVIDED (1 VAN ACCESSIBLE)

BUILDING HEIGHTS - 45' MAXIMUM
 CONVENIENCE STORE 20'-0"
 CANOPY 15'-6"

BUILDING SETBACKS / OFFSETS
 FRONT: 20'
 REAR: 20'
 SIDE: 10'

UTILITY COMPANY INFORMATION

ELECTRICITY - STOUGHTON UTILITIES - 608-873-3379
 NATURAL GAS - ALLIANT ENERGY - 800-255-4268
 PHONE - VARIES
 CABLE - SPECTRUM - 855-829-0255
 SANITARY SEWER - STOUGHTON UTILITIES - 608-873-3379
 WATER SERVICE - STOUGHTON UTILITIES - 608-873-3379

FIRE LANE:
 HIGHWAY 51 OR CEDARBROOK LANE WILL ACT AS THE FIRE LANE ACCESS TO THE BUILDING.

NOTE:
 CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES ON AND ADJACENT TO THE SITE PRIOR TO THE START OF THE PROJECT.
 RADII ARE FROM FACE OF CURB
 DIMENSIONS ARE FROM FACE OF CURB

FLOOD NOTE:
 THE FLOODPLAIN DESIGNATION FOR THE SUBJECT PROPERTY IS IN ZONE X, AREAS IN MINIMAL FLOOD HAZARD, AS DESIGNATED IN THE FLOOD INSURANCE MAP FOR DANE COUNTY, WISCONSIN, COMMUNITY PANEL NUMBER 55025C0637H, EFFECTIVE DATE 9/17/2014.

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE
 WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

SCALE: 1" = 30'

PLOTTING NOTE: PLANS PLOTTED TO 11X17 SHEET SIZE ARE 1/2 SCALE - 1" = 60'



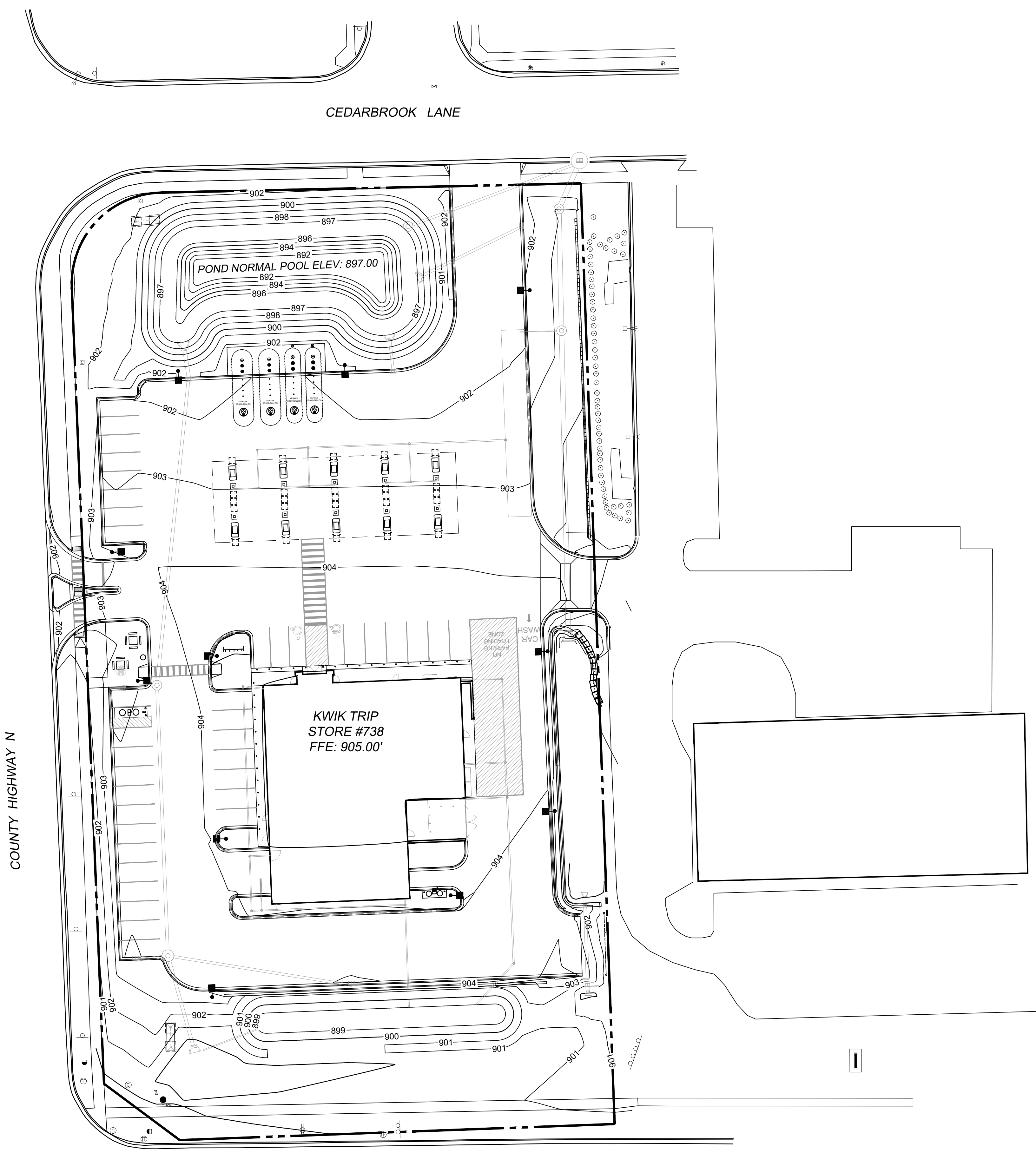
KWIK TRIP, Inc.
 P.O. BOX 2107
 1626 OAK STREET
 LA CROSSE, WI 54602-2107
 PH. (608) 781-8988
 FAX (608) 781-8960



SITE PLAN - LAYOUT
CONVENIENCE STORE #738
 1700 E. MAIN STREET
 STOUGHTON, WISCONSIN

| # | DATE | DESCRIPTION |
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DRAWN BY S. ANDERSON / M. WAHL
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 PROJ. NO. 120.0134.30
 DATE DECEMBER 6, 2022
 SHEET **SP 1.1**



NOTES:

- ALL SILT FENCE MUST BE INSTALLED BY THE CONTRACTOR AND INSPECTED BY THE CITY PRIOR TO ANY SITE WORK.
- SITE EROSION CONTROL MEASURES MUST BE IN PLACE AT ALL TIMES. SHOULD DEVICES BE REMOVED FOR WORK ACCESS, THEY SHALL BE REINSTALLED AT THE END OF EACH WORK DAY UNTIL PAVEMENTS HAVE BEEN INSTALLED AND ALL LANDSCAPE AREAS HAVE BEEN MULCHED AND SODDED. SEEDED AREAS MUST EXHIBIT MINIMUM OF 70% SOIL COVERAGE.
- REFER TO THE EROSION CONTROL PLAN NOTES AND DETAIL SHEETS FOR MORE INFORMATION.

CONTACT BRAD FRY
 KWIK TRIP, INC
 PO BOX 2107
 LACROSSE, WI 54602
 608-793-6414

CONSTRUCTION SEQUENCE

- *INSTALL EROSION/SEDIMENT CONTROL MEASURES
- *INSTALL STORMWATER MANAGEMENT SEDIMENT BASINS
- *INSTALL STORM SEWER
- *INSTALL STRUCTURES
- *INSTALL PAVEMENTS
- *INSTALL LAWN/ LANDSCAPE
- *FLUSH STORM SEWER
- *REMOVE EROSION CONTROL MEASURES ONLY AFTER ALL PAVEMENTS HAVE BEEN INSTALLED AND ALL SOILS HAVE BEEN STABILIZED

NOTES:

- ENGINEER TO OBTAIN RIGHT-OF-WAY EXCAVATION PERMIT PRIOR TO BEGINNING SITE WORK.
- CONSTRUCTION FENCING TO BE INSTALLED AROUND ENTIRE CONSTRUCTION SITE. COORDINATE WITH OWNER FOR FENCING AND GATE LOCATION AND APPROPRIATE SIGNAGE LOCATION.
- PLAN PREPARED FROM ALTA LAND TITLE SURVEY BY:
 ERIC LINDAAS, PLS
 SNYDER & ASSOCIATES
 5010 VOGES ROAD
 MADISON, WI 53718
 608-838-0444 EXT. 236
- CONTRACTOR SHALL LOCATE ALL UTILITIES WHICH MAY AFFECT THIS WORK NOTIFY THE OWNER OF ANY POTENTIAL CONFLICTS.
- CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED ELEVATIONS PRIOR TO START OF CONSTRUCTION. VERIFY CRITICAL ELEVATIONS TO ENSURE CONFORMANCE WITH GRADING PLAN, PARTICULARLY WITH WALK, AND/OR PAVEMENTS TO REMAIN. MEET EXISTING GRADES ALONG STREETS, PROPERTY LINES, AND DRIVEWAY ENTRANCES. RESTORE ALL EXISTING PAVEMENTS THAT REMAIN TO THEIR ORIGINAL, IF NOT BETTER CONDITION. NOTIFY OWNER OF ANY CONFLICTS.
- AREAS NOT PAVED AND TO BE LANDSCAPED SHALL RECEIVE MINIMUM OF 4" DEPTH COMPACTED TOPSOIL.
- CONTRACTOR SHALL COORDINATE GRADING AND INSTALLATION OF DRIVES IN R.O.W. WITH APPROPRIATE GOVERNMENT AGENCIES. OBTAIN APPROPRIATE PERMITS FOR GRADING AND DRAINAGE IN ALL R.O.W.
- REFER TO OWNERS SPECIFICATIONS FOR CURB, APPROACH, AND CONCRETE PROFILES AS WELL AS ADDITIONAL SITE STANDARDS RELATED TO THIS PROJECT.
- EXCAVATOR IS RESPONSIBLE FOR ALL EROSION CONTROL INSPECTIONS

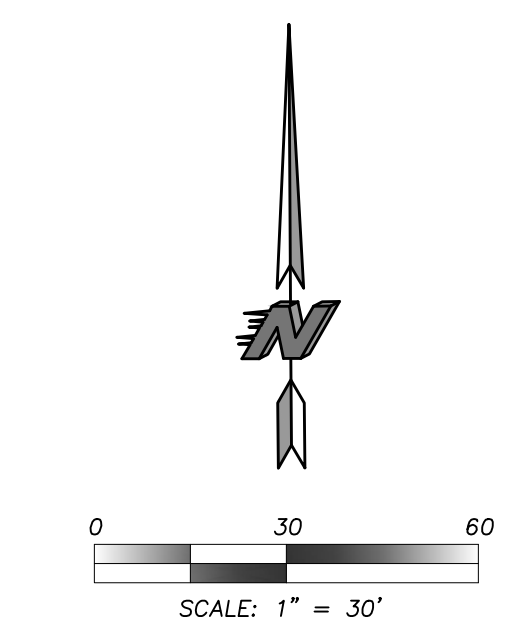
NOTE FOR GRADING CONTRACTOR:

ANY PROPERTY IRONS THAT ARE DISTURBED IN THE GRADING PROCESS SHALL BE RESET BY A LICENSED LAND SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.

 TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

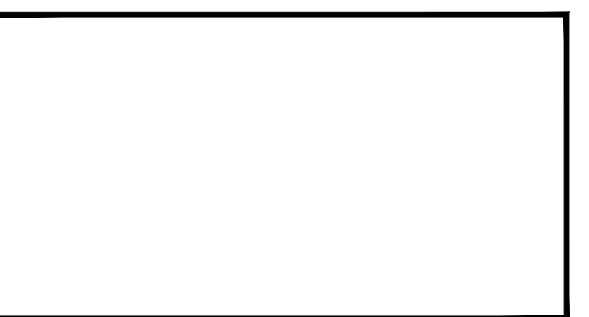
WIS. STATUTE 182.0175 (1974)
 REQUIRES MIN. OF 3 WORK DAYS
 NOTICE BEFORE YOU EXCAVATE



PLOTTING NOTE: PLANS PLOTTED TO 11X17 SHEET SIZE ARE 1/2 SCALE - 1"=60'



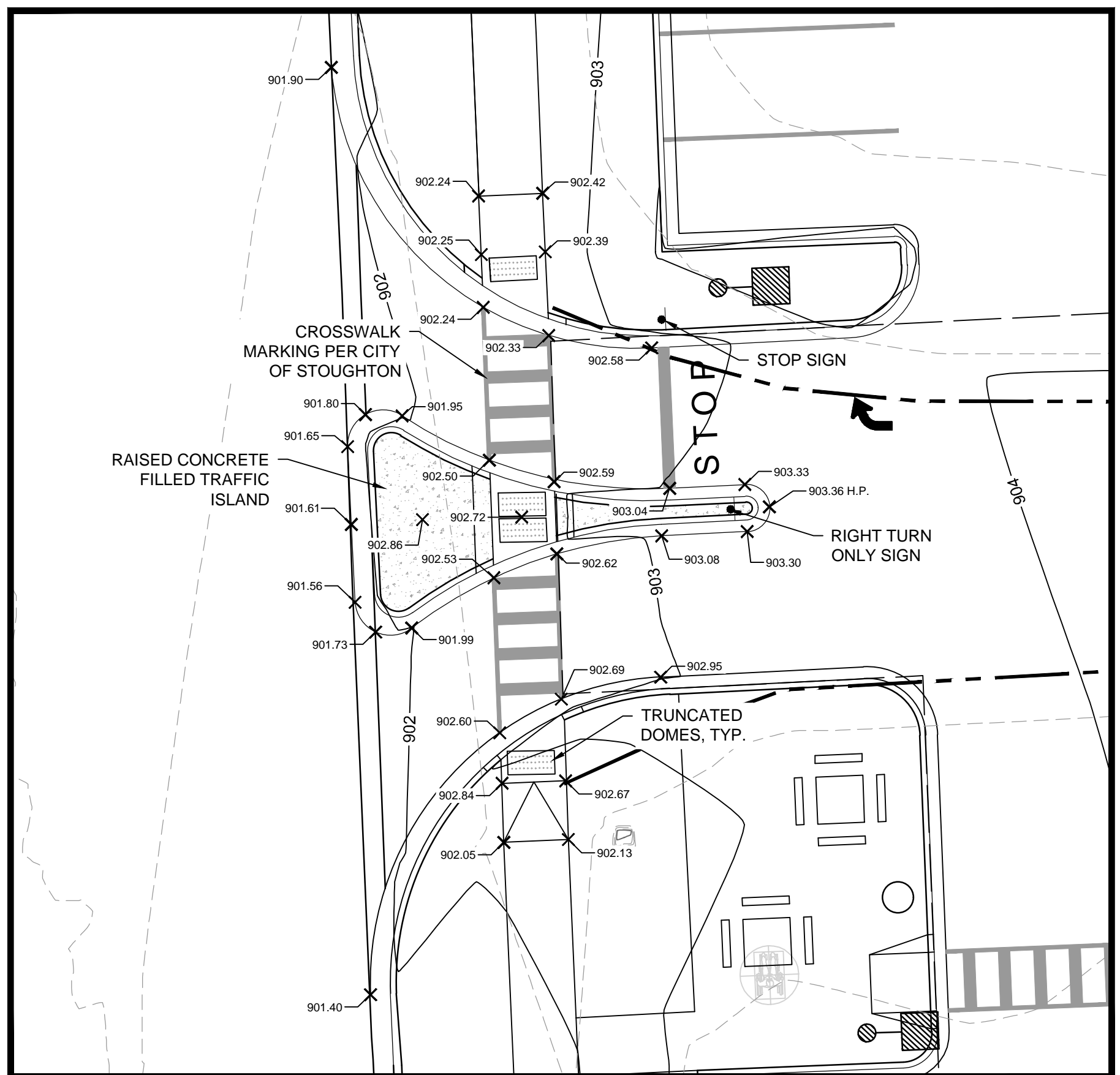
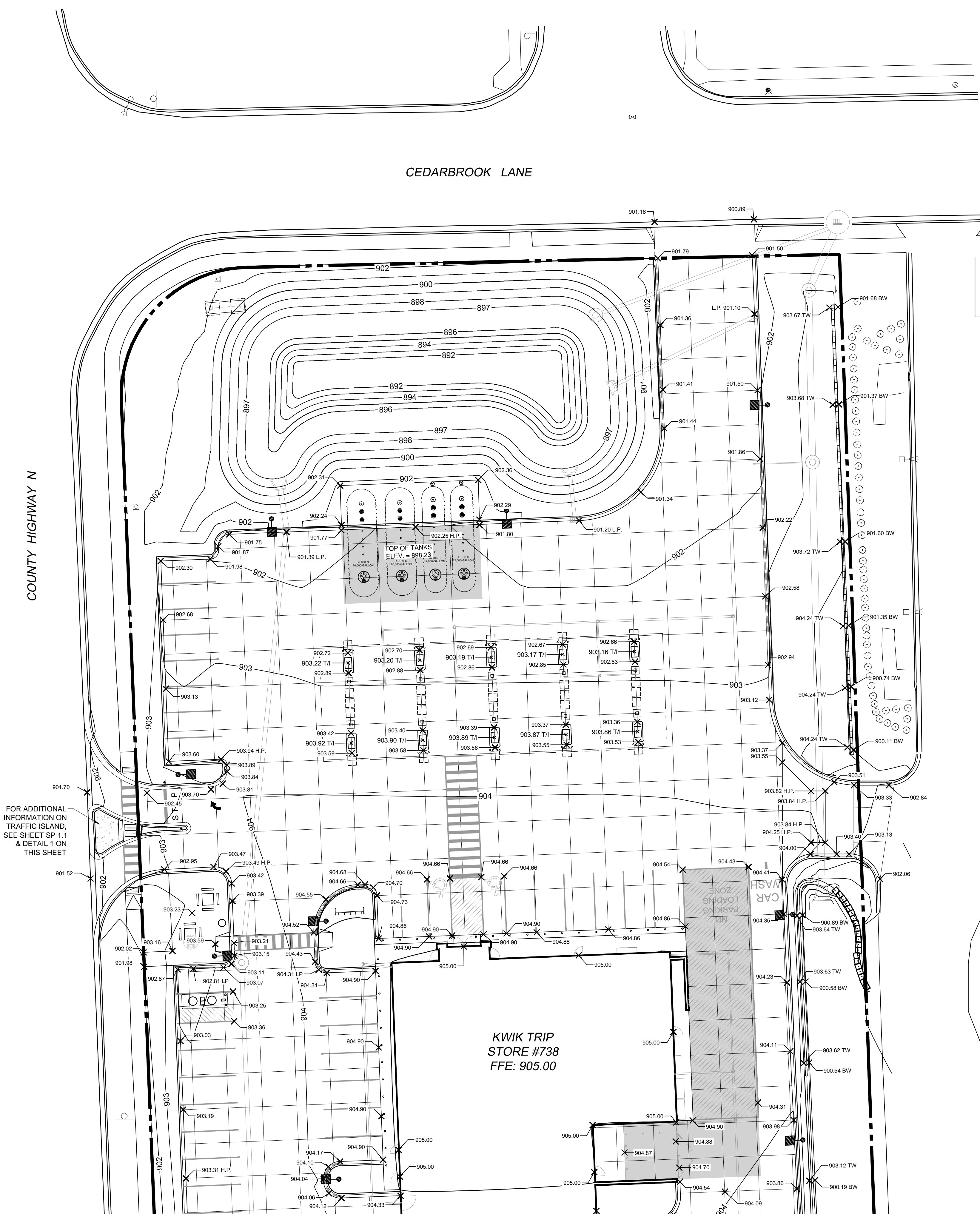
KWIK TRIP, Inc.
 P.O. BOX 2107
 1626 OAK STREET
 LA CROSSE, WI 54602-2107
 PH. (608) 781-8988
 FAX (608) 781-8960



SITE GRADING
CONVENIENCE STORE #738
 1700 E.MAIN STREET
 STOUGHTON, WISCONSIN

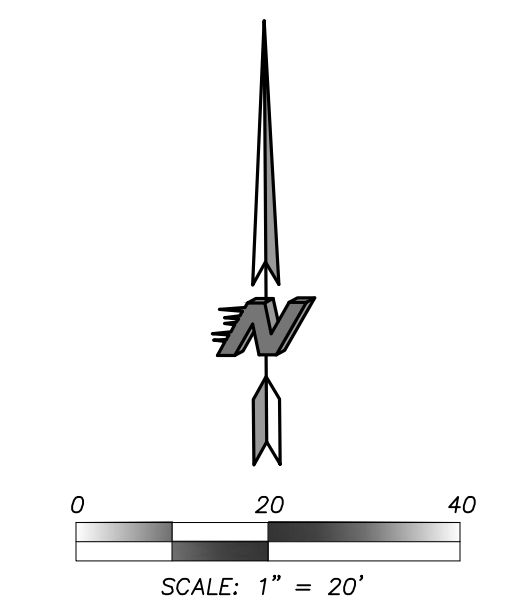
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DRAWN BY S. ANDERSON / M. WAHL
 SCALE NOTED
 PROJ. NO. 120.0134.30
 DATE DECEMBER 6, 2022
 SHEET **SP 2.0**



1 DRIVEWAY ISLAND - RIGHT IN / RIGHT OUT
SP2.1 1" = 10'

FOR ADDITIONAL INFORMATION ON TRAFFIC ISLAND, SEE SHEET SP 1.1 & DETAIL 1 ON THIS SHEET



PLOTTING NOTE: PLANS PLOTTED TO 11X17 SHEET SIZE ARE 1/2 SCALE - 1"=40'

- NOTES:**
- H.P. = HIGH POINT FOR DRAINAGE
 - L.P. = LOW POINT FOR DRAINAGE
 - T/I = TOP OF ISLAND ELEVATION
 - TW = TOP OF WALL
 - BW = BOTTOM OF WALL
 - BC = BACK OF CURB
- ALL SPOT ELEVATIONS ARE AT THE EDGE OF PAVEMENT (FLAG OF CURB)
- HATCHED CURB AND GUTTER DEPICTS REJECT CURB LOCATIONS
- ALL LANDSCAPE AND SOD AREAS SHALL HAVE POSITIVE DRAINAGE
- CONTRACTOR SHALL PROVIDE CONTROL JOINTS, CONSTRUCTION JOINTS AND EXPANSION JOINTS IN SLAB ON GRADE, SIDEWALKS AND DRIVEWAYS.
CONTROL JOINT MAXIMUM DISTANCE: SIDEWALKS - 8' O.C., ALL OTHERS 10' O.C.
SAW CUT CONTROL JOINTS SHALL BE A MINIMUM OF 1/4" OF THE CONCRETE THICKNESS.
EXPANSION JOINT MINIMUM DISTANCE: SIDEWALKS - 24' O.C., ALL OTHERS 40' O.C.
DOWEL ALL EXPANSION JOINTS - 24" O.C.

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE



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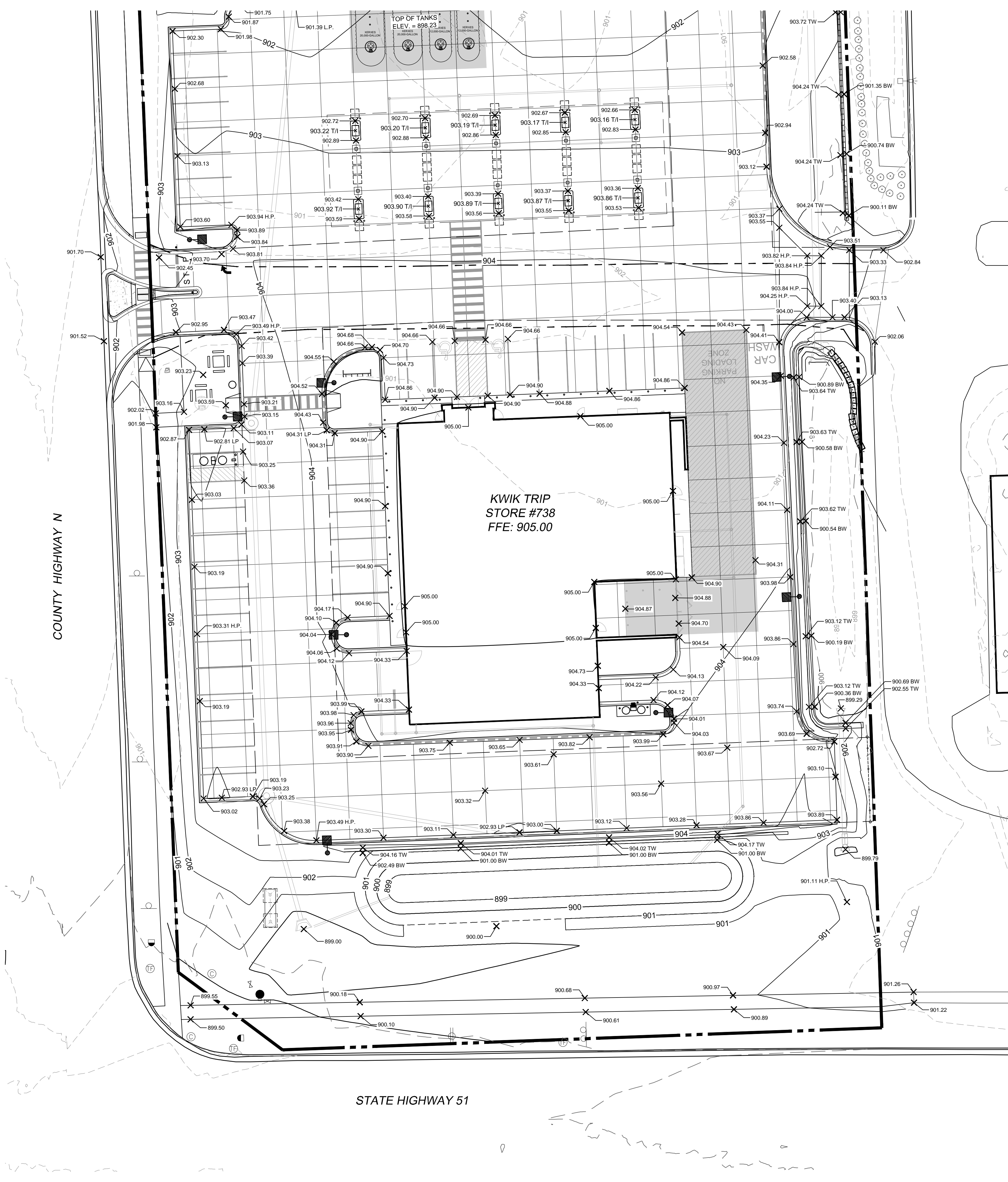
GRADING - SPOT ELEVATION PLAN

CONVENIENCE STORE #738

1700 E. MAIN STREET
STOUGHTON, WISCONSIN

| # | DATE | DESCRIPTION |
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DRAWN BY: S. ANDERSON / M. WAHL
SCALE: NOTED
PROJ. NO.: 120.0134.30
DATE: DECEMBER 6, 2022
SHEET: **SP 2.1**



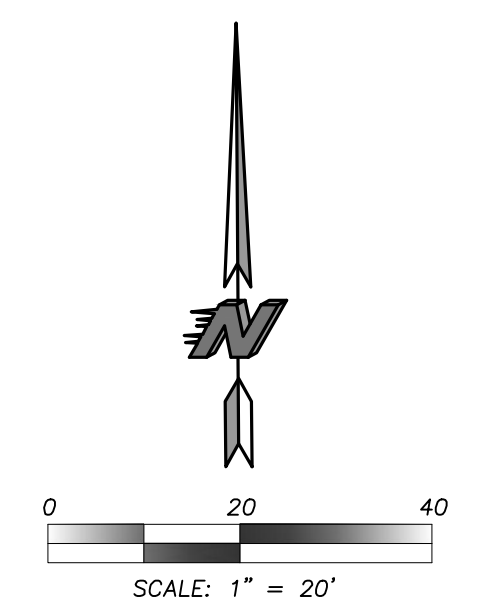
NOTES:
 H.P. = HIGH POINT FOR DRAINAGE
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 ALL SPOT ELEVATIONS ARE AT THE EDGE OF PAVEMENT (FLAG OF CURB)
 HATCHED CURB AND GUTTER DEPICTS REJECT CURB LOCATIONS
 ALL LANDSCAPE AND SOD AREAS SHALL HAVE POSITIVE DRAINAGE
 CONTRACTOR SHALL PROVIDE CONTROL JOINTS, CONSTRUCTION JOINTS AND EXPANSION JOINTS IN SLAB ON GRADE, SIDEWALKS AND DRIVEWAYS.
 CONTROL JOINT MAXIMUM DISTANCE: SIDEWALKS - 8' O.C., ALL OTHERS 10' O.C.
 SAW CUT CONTROL JOINTS SHALL BE A MINIMUM OF 1/4" OF THE CONCRETE THICKNESS.
 EXPANSION JOINT MINIMUM DISTANCE: SIDEWALKS - 24' O.C., ALL OTHERS 40' O.C.
 DOWEL ALL EXPANSION JOINTS - 24" O.C.



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GRADING - SPOT ELEVATION PLAN
 CONVENIENCE STORE #738
 1700 E. MAIN STREET
 STOUGHTON, WISCONSIN

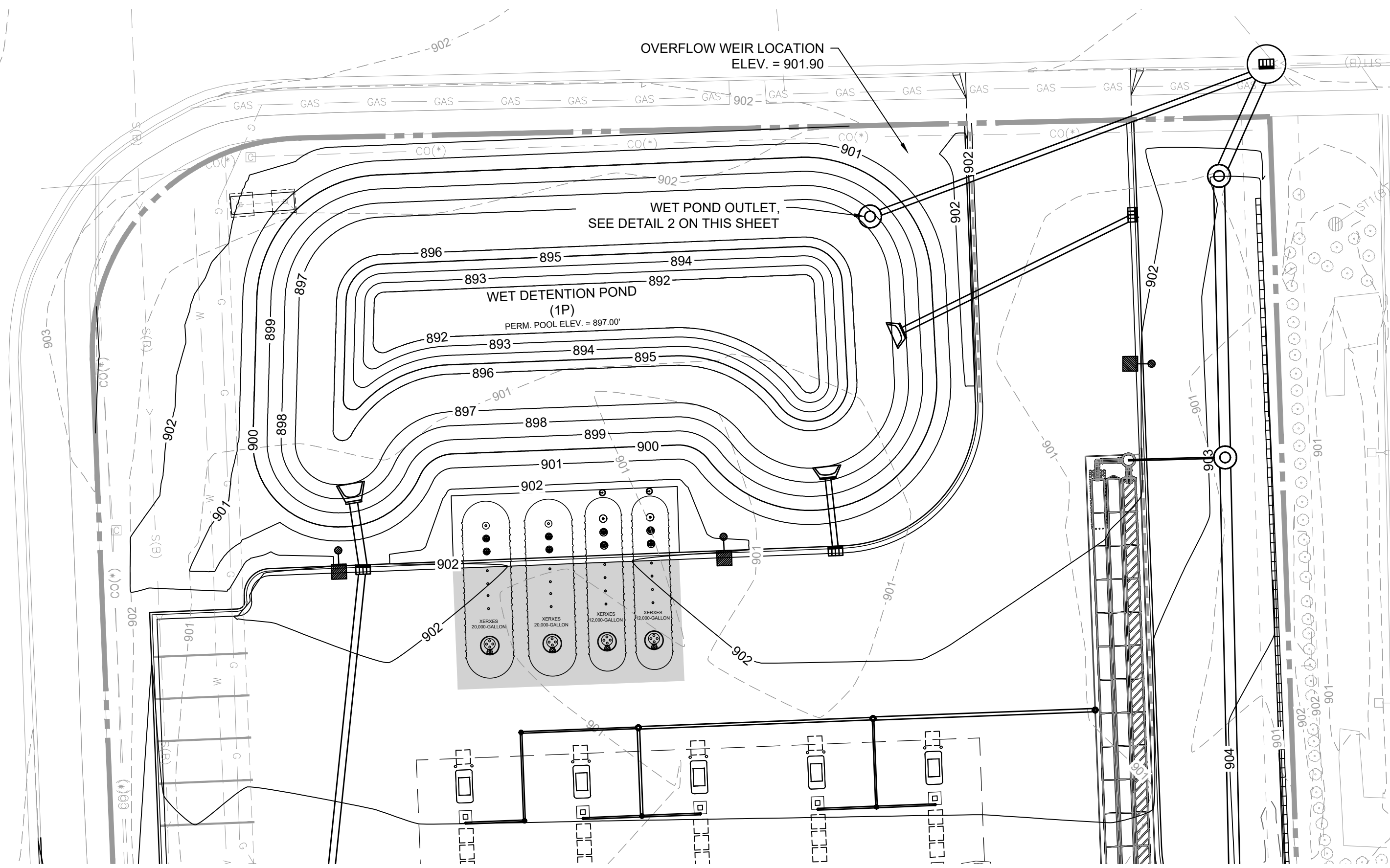


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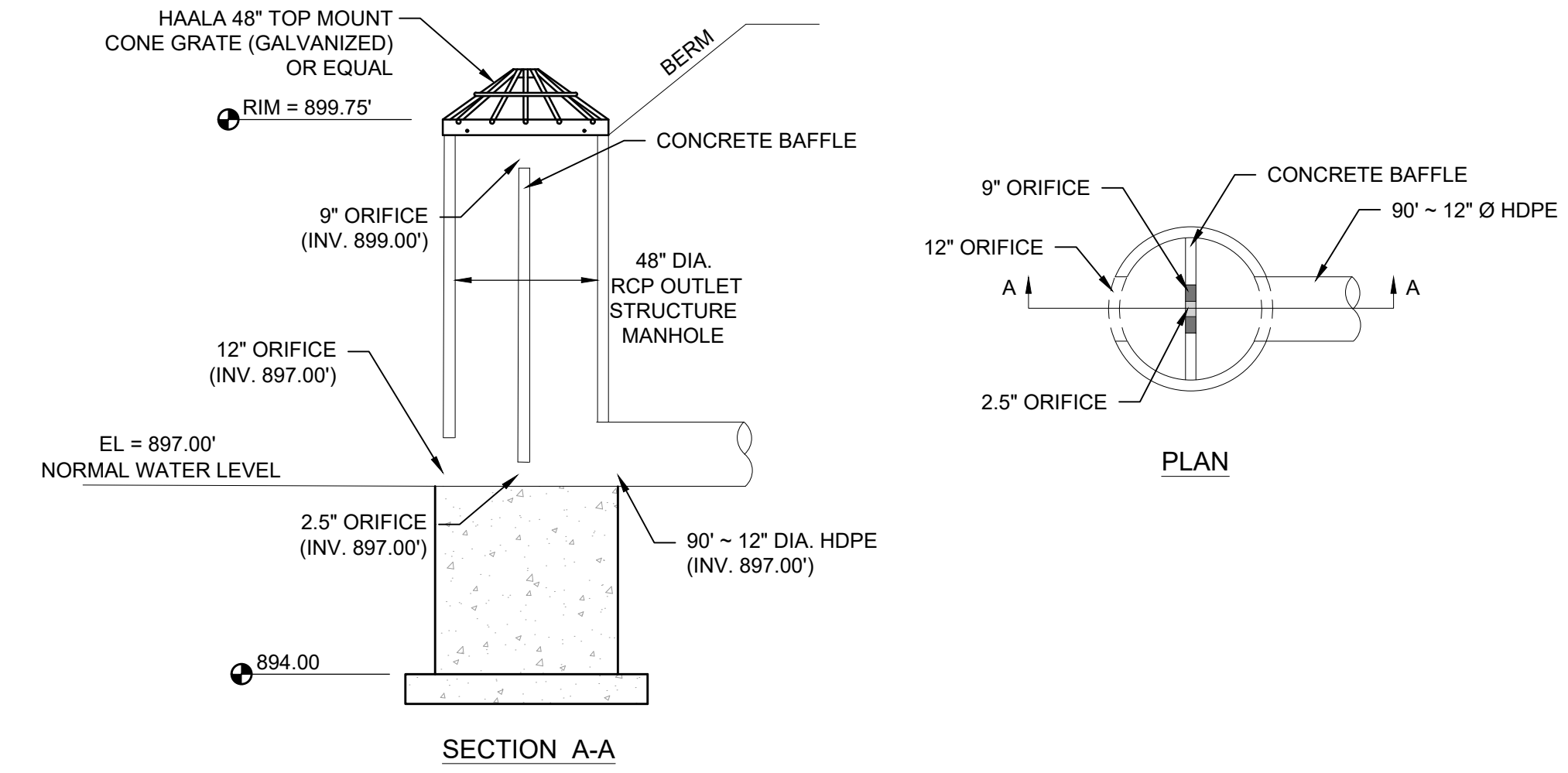
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
CALL DIGGERS HOTLINE
 1-800-242-8511
 TOLL FREE
 WS. STATUTE 182.0175 (1974)
 REQUIRES MIN. OF 3 WORK DAYS
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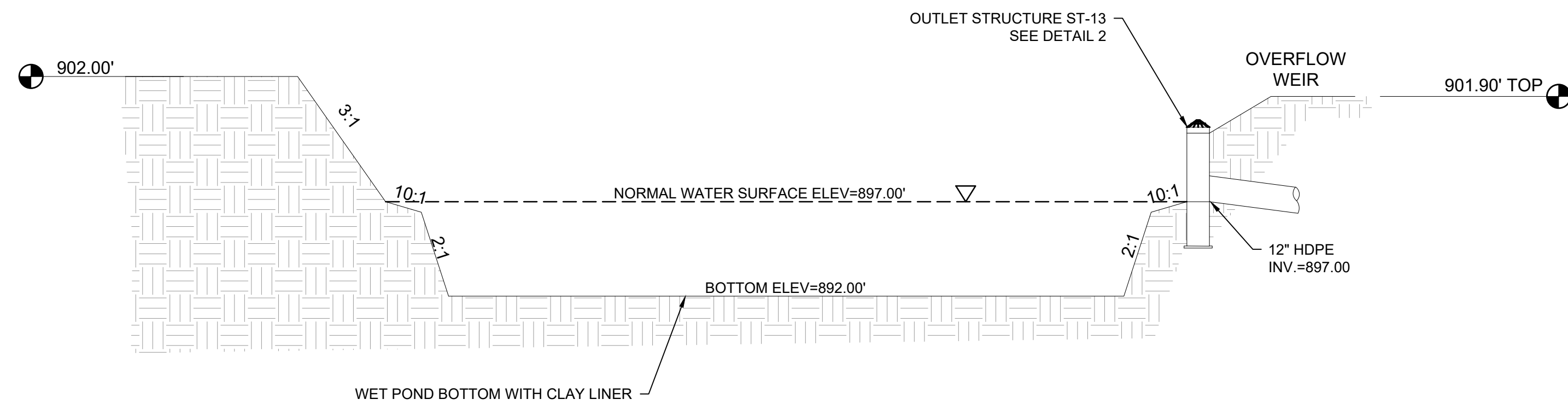
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| DRAWN BY | S. ANDERSON / M. WAHL |
| SCALE | NOTED |
| PROJ. NO. | 120.0134.30 |
| DATE | DECEMBER 6, 2022 |
| SHEET | SP 2.2 |



WET DETENTION POND 1P
SCALE: 1" = 20'



2 WET POND 1P OUTLET DETAIL
NOT TO SCALE



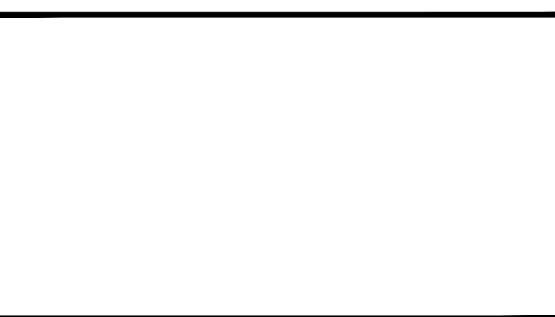
1 WET POND 1P - SECTION
NOT TO SCALE

**Kwik
TRIP**

**Kwik
STAR**

KWIK TRIP, Inc.
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**SNYDER
& ASSOCIATES**
5010 VOGES ROAD
MADISON, WISCONSIN 53718
608-838-0444

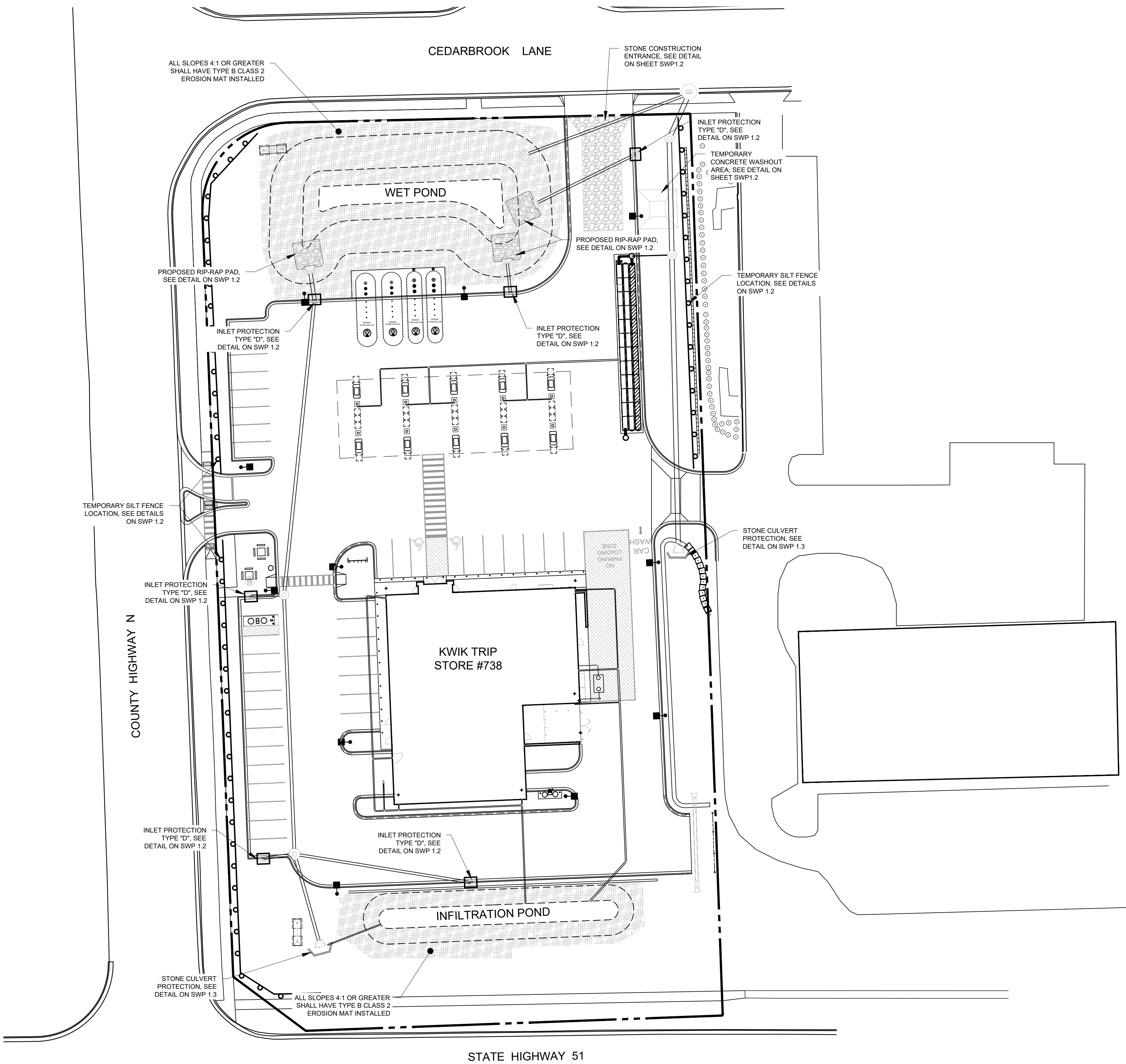


WET POND DETAIL SHEET
CONVENIENCE STORE #738
1700 E. MAIN STREET
STOUGHTON, WISCONSIN

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DRAWN BY S. ANDERSON / M. WAHL
SCALE NOTED
PROJ. NO. 120.0134.30
DATE DECEMBER 6, 2022
SHEET **SP 3.1**

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1-800-242-8511
TOLL FREE
WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE



CONSTRUCTION SEQUENCE

- *INSTALL EROSION/SEDIMENT CONTROL MEASURES
- *INSTALL STORMWATER MANAGEMENT SEDIMENT BASINS
- *INSTALL STORM SEWER
- *INSTALL STRUCTURES
- *INSTALL PAVEMENTS
- *INSTALL LAWN/ LANDSCAPE
- *FLUSH STORM SEWER
- *REMOVE EROSION CONTROL MEASURES ONLY AFTER ALL PAVEMENTS HAVE BEEN INSTALLED AND ALL SOILS HAVE BEEN STABILIZED

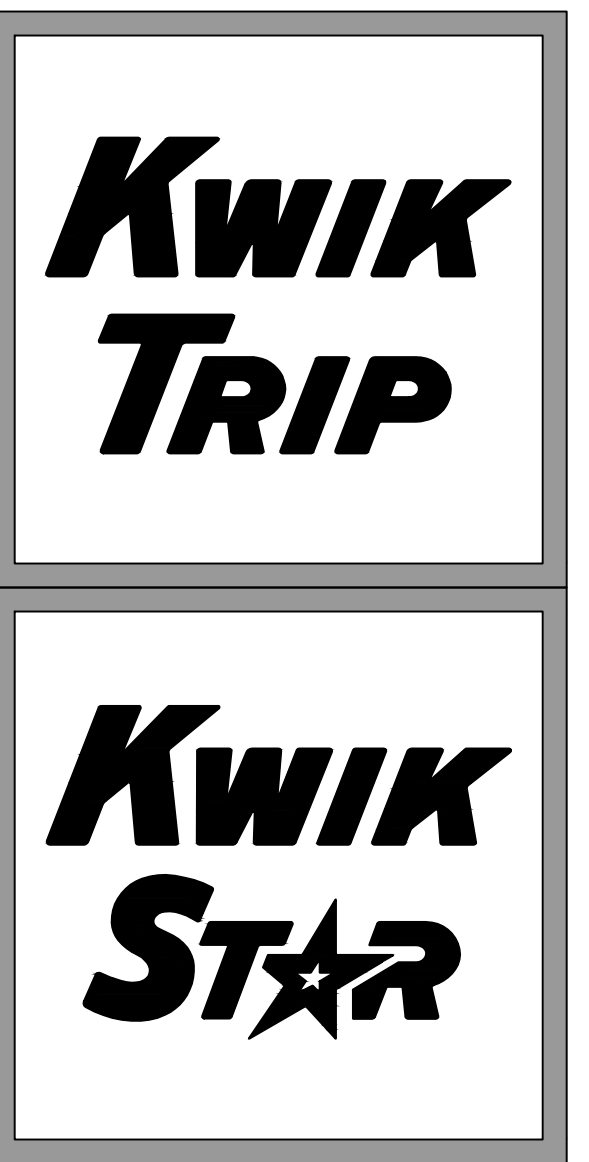
PROJECT DATA

| | |
|-----------------------------------|----------------|
| SITE AREA DATA | 181,121 SQ.FT. |
| DISTURBED AREA | 114,755 SQ.FT. |
| PRE-CONSTRUCTION IMPERVIOUS AREA | 5,875 SQ.FT. |
| POST-CONSTRUCTION IMPERVIOUS AREA | 72,415 SQ.FT. |

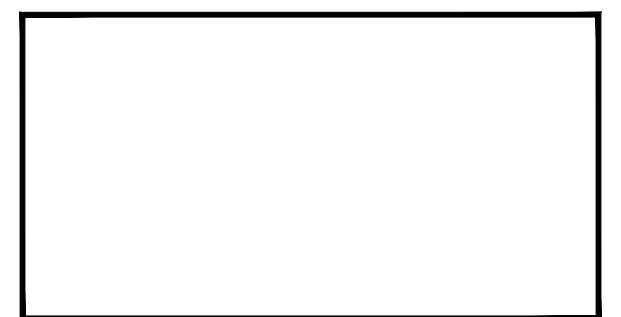
SOIL DATA
SURFACE SOIL CONCRETE W/ GRAVEL BASE OVER FILL

| ESTIMATED PRELIMINARY EROSION CONTROL QUANTITIES (ACTUAL QUANTITIES SUBJECT TO CHANGE) | |
|---|------------|
| ITEM | QUANTITY |
| ROCK CONSTRUCTION ENTRANCE | 1 EA. |
| EROSION MAT | 1,670 S.Y. |
| SILT FENCE | 650 L.F. |
| INLET PROTECTION, TYPE A | 0 EA. |
| INLET PROTECTION, TYPE D | 6 EA. |
| RIP-RAP | 20 C.Y. |
| STONE CULVERT INLET PROTECTION | 2 EA. |

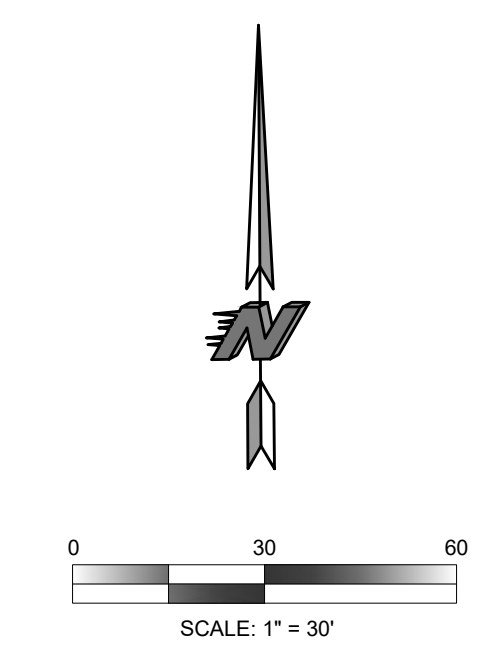
NOTE: FOR MAINTENANCE PURPOSES CONTRACTOR SHALL SUPPLY ALL SUFFICIENT QUANTITIES FOR REPAIR AND REPLACEMENT OF EROSION CONTROL DEVICES THROUGHOUT ALL PHASES OF THE PROJECTS CONSTRUCTION.



KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960



EROSION CONTROL PLAN
CONVENIENCE STORE #738
 1700 E. MAIN STREET
 STOUGHTON, WISCONSIN



PLOTTING NOTE: PLANS PLOTTED TO 11X17 SHEET SIZE ARE 1/2 SCALE - 1"=60'

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DRAWN BY S. ANDERSON / M. WAHL
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 PROJ. NO. 120.0134.30
 DATE DECEMBER 6, 2022
 SHEET **SWP 1.0**

GENERAL STORMWATER POLLUTION PREVENTION:

APPLY FOR AND OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION ACTIVITY.

STORMWATER POLLUTION PREVENTION PLAN (SWPPP): THE SWPPP INCLUDES THIS NARRATIVE, PLAN SHEETS SP3, SP3.1 AND SP3.2, AND THE STORMWATER MANAGEMENT CALCULATIONS. KEEP A COPY OF THE SWPPP, ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS AT THE SITE DURING THE CONSTRUCTION. DURING THE CONSTRUCTION PROCESS THE SWPPP WILL HAVE TO BE AMENDED FOR ALL CHANGES PERFORMED BY THE CONTRACTOR. THE OWNER SHALL BE AWARE OF THE AMENDMENTS PRIOR TO CHANGES MADE TO THE SWPPP PLAN. ALL NOTES, PHOTOGRAPHS, RECORDED DATES, SKETCHES, REFERENCES, AND DIAGRAMS WILL HAVE TO BE RECORDED AND MADE AVAILABLE AS PART OF THE SWPPP PERMIT.

INDIVIDUAL(S) PREPARING THE SWPPP FOR THE PROJECT, OVERSEEING IMPLEMENTATION OF THE SWPPP, REPAIRING AND AMENDING THE SWPPP, AND AT LEAST ONE INDIVIDUAL ON THE PROJECT PERFORMING INSTALLATION, INSPECTION, MAINTENANCE, AND REPAIRS OF BMPs MUST BE TRAINED. THE TRAINING MUST BE DONE BY A LOCAL, STATE, FEDERAL AGENCIES, PROFESSIONAL ORGANIZATION, OR OTHER ENTITIES WITH EXPERTISE IN EROSION PREVENTION, SEDIMENT CONTROL, OR PERMANENT STORMWATER MANAGEMENT.

RESPONSIBLE PARTIES: THE CONTRACTOR MUST DESIGNATE A PERSON KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMPs WHO WILL OVERSEE THE IMPLEMENTATION OF THE SWPPP, AND THE INSTALLATION, INSPECTION, AND MAINTENANCE OF THE EROSION PREVENTION AND SEDIMENT CONTROL BMPs BEFORE AND DURING CONSTRUCTION.

THE OWNER IS RESPONSIBLE FOR IDENTIFYING WHO WILL HAVE RESPONSIBILITY FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PERMANENT STORMWATER MANAGEMENT SYSTEMS.

OWNER CONTACT:

NAME: BRAD FRY
COMPANY: KWIK TRIP INC.
ADDRESS: KWIK TRIP, INC. - STORE ENGINEERING
1626 OAK STREET, P.O. BOX 2107
LA CROSSE, WI 54602
TELEPHONE: (608) 793-6414

SITE INVESTIGATION, INSTALLATION, IMPLEMENTATION:

PRIOR TO ANY WORK, CONTRACTOR SHALL VISIT THE SITE, DOCUMENT EXISTING CONDITIONS AS NECESSARY (PHOTOS, NOTES, ETC) AND NOTE EXISTING DRAINAGE PATTERNS ON AND OFF SITE THAT ARE RELATED TO THE PROJECT. THESE NOTES SHALL BE PART OF THE SWPP.

INSTALL ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES INCLUDING SILT FENCE, ROCK CONSTRUCTION ENTRANCE(S), EROSION CONTROL BERMS, ROCK FILTERS, SILT SACKS, ROCK/EARTH BERMS, AND SEDIMENTATION BASINS. PROTECT ALL RECEIVING WATERS, CATCH BASINS, DITCHES, INLETS ETC. IN AND AROUND THE SITE. ALL PROTECTIVE AND PREVENTATIVE MEASURES MUST BE IN PLACE AND INSPECTED PRIOR TO BEGINNING SITE CLEARING, GRADING, OR OTHER LAND-DISTURBING ACTIVITY.

PRIOR TO BEGINNING SITE CLEARING AND GRADING, PROTECT ALL STORM SEWER INLETS THAT RECEIVE RUNOFF FROM DISTURBED AREAS. IN ORDER TO PREVENT SEDIMENT FROM LEAVING THE SITE AND ENTERING THE DOWNSTREAM STORM SEWER SYSTEM, SEAL ALL STORM SEWER INLETS THAT ARE NOT NEEDED FOR SITE DRAINAGE DURING CONSTRUCTION. PROTECT ALL OTHER STORM SEWER INLETS BY INSTALLING SEDIMENT CONTROL DEVICES, SUCH AS SILT SACKS, OR ROCKED FILTRATION LOGS/WIERS. STRAW BALES OR FABRIC UNDER THE GRATES ARE NOT ACCEPTABLE FORMS OF INLET PROTECTION. PROTECT NEW STORM SEWER INLETS AS THEY ARE COMPLETED. MAINTAIN STORM SEWER INLET PROTECTION IN PLACE UNTIL ALL SOILS WITH POTENTIAL FOR DISCHARGING TO THE INLETS ARE STABILIZED.

BEFORE BEGINNING CONSTRUCTION, INSTALL A TEMPORARY ROCK CONSTRUCTION ENTRANCE AT EACH POINT WHERE VEHICLES EXIT THE CONSTRUCTION SITE WHEN AT ALL POSSIBLE CONTRACTOR SHALL DESIGNATE ONLY ONE ACCESS POINT FOR VEHICLES ENTERING AND EXITING THE SITE. THE ROCK ON THE ENTRANCE WILL HAVE TO BE INSPECTED DAILY AND REPLACED OR ROCK SUPPLEMENTED BY THE CONTRACTOR WHEN OVER 50% OF THE VOIDS IN THE ROCK ARE FILLED. A CLEANING STATION SHOULD BE MADE AVAILABLE TO DRIVERS AND VISIBLY SIGNED AS SUCH. PROVIDE SHOVELS, BROOMS AND/OR HOSE WITH A WASH OUT AREA SO SOILS CAN BE REMOVED FROM VEHICLES ON SITE.

AVOID ENTIRE REMOVAL OF TREES AND SURFACE VEGETATION ALL AT ONCE WHENEVER POSSIBLE AS THIS LIMITS THE AMOUNT OF SITE SUSCEPTIBLE TO EROSION. SCHEDULE CONSTRUCTION ZONES AND NOTE THIS ON THE SWPP PLAN IN ORDER TO EXPOSE THE SMALLEST PRACTICAL AREA OF SOIL AT ANY GIVEN TIME. UTILIZE VEGETATION REMOVED BY ON SITE GRINDING AND MULCHING AND USING THIS MATERIAL TO PROTECT THE SOIL FROM EROSION.

FOLLOWING INITIAL SOIL DISTURBANCE OR REDISTURBANCE, COMPLETE PERMANENT OR TEMPORARY STABILIZATION AGAINST EROSION DUE TO RAIN, WIND, AND RUNNING WATER WITHIN 7 CALENDAR DAYS ON ALL DISTURBED OR GRADED AREAS. THIS REQUIREMENT DOES NOT APPLY TO THOSE AREAS THAT ARE CURRENTLY BEING USED FOR MATERIAL STORAGE ON A DAILY BASIS OR FOR THOSE AREAS ON WHICH GRADING, SITE BUILDING, OR OTHER CONSTRUCTION ACTIVITIES ARE ACTIVELY UNDERWAY. PROVIDE TEMPORARY COVER ON ALL STACKED TOPSOIL PILES, AND OTHER AREAS OF STOCKPILED EXCAVATED MATERIAL IN ORDER TO PREVENT SOIL EROSION AND RAPID RUNOFF DURING THE CONSTRUCTION PERIOD. STOCKPILES CAN BE MULCHED, COVERED WITH POLY OR FABRIC, AND OR SEEDED DURING PROLONGED EXPOSURE. PROLONGED PERIODS OF OPEN, BARE EARTH WITHOUT GRASS COVER WILL NOT BE PERMITTED. STABILIZE ALL DISTURBED GREENSPACE AREAS WITH A MINIMUM OF 4" TOPSOIL IMMEDIATELY AFTER FINAL SUBGRADE COMPLETION. SEED AND MULCH, OR SOD AND PROTECT THESE AREAS WITHIN 48 HOURS AFTER COMPLETION OF FINAL GRADING WORK (WEATHER PERMITTING). STABILIZE ALL DISTURBED AREAS TO BE PAVED USING EARLY APPLICATION OF GRAVEL BASE. STABILIZE THE NORMAL WETTED PERIMETER OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH THAT CONVEYS WATER FROM THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE CONSTRUCTION SITE, WITHIN 200 LINEAL FEET FROM THE PROPERTY EDGE, OR WITHIN 200 FEET FROM THE POINT OF DISCHARGE TO ANY SURFACE WATER. STABILIZE TEMPORARY OR PERMANENT DRAINAGE DITCHES WITHIN 24 HOURS OF CONNECTING TO A SURFACE WATER. PROTECT OUTFALLS MINIMUM OF 200FEET DOWN STREAM AND TO THE SIDE OF THE DISCHARGE POINT. ADDITIONAL SETTLING "POTS" ACHIEVED BY FILTER LOGS OR FILTERED STICK BALES STAKED IN THE CHANNEL WILL DISSIPATE THE WATER ENERGY. PROVIDE PIPE OUTLETS WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS OF CONNECTION TO A SURFACE WATER.

RECEIVING WATERS - IT IS THE CONTRACTORS RESPONSIBILITY TO INSPECT THE SITE DISCHARGE POINT AS WELL AS DOWNSTREAM TO THE RECEIVING BODY OF WATER(POND, LAKE, STREAM, ETC) ON A REGULAR BASIS INCLUDING AFTER EACH STORM EVENT AND DOCUMENT IF ANY DIFFERENCES OR CHANGES IN NORMAL IN DISCHARGE AND IF MATERIAL IS LEAVING THE CONSTRUCTION SITE. IF SO IT SHALL BE DOCUMENTED AND REMOVED IMMEDIATELY.

NOTE: ALL EROSION AND SEDIMENT CONTROL DEVICES WILL BE CHECKED BY THE CONTRACTOR AFTER EACH STORM EVENT AND BE MAINTAINED, OR IMPROVED UPON AFTER EVERY STORM EVENT TO ENSURE ADEQUATE PERFORMANCE.

POLLUTION CONTROL:

DESIGNATE A CONCRETE WASH-OUT AND TRUCK WASH AREA.
MAKE IT VISIBLE IN THE FIELD TO VEHICLE OPERATORS AND NOTE THIS ON THE SWPPP PLAN.

WHEN WASHOUTS OCCUR ON THE SITE, CONCRETE WASHOUT WATER MUST BE CONTAINED IN A LEAK-PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. LIQUID AND SOLID WASTES MAY NOT TOUCH THE GROUND AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS.

ON SITES WHERE CONCRETE WASHOUT AREAS ARE NOT FEASIBLE AS SHOWN ON THE DETAIL SHEET, ABOVE GROUND METHODS AND/OR OFF-SITE METHODS CAN BE UTILIZED AS APPROVED BY OWNER.

CONCRETE WASHOUT MAY BE PROVIDED OFF-SITE BY CONCRETE CONTRACTOR OR CONCRETE SUPPLIER, AT AN APPROVED WASHOUT DISPOSAL AREA. CONCRETE SUPPLIER MAY PROVIDE CONCRETE WASHOUT AREAS ON-BOARD THEIR TRANSPORTS FOR DISPOSAL OFF-SITE. CONCRETE CONTRACTOR SHALL VERIFY WITH SUPPLIER IN REGARDS TO PROVIDED CONCRETE WASHOUT AREAS ON AND OFF-SITE, AS NECESSARY.

LIMIT EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES TO A DEFINED AREA PREFERABLY BEFORE THE CONSTRUCTION ACCESS/EXIT POINT. WASH VEHICLES ONLY ON AN AREA STABILIZED WITH STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. CONTAIN RUNOFF AND PROPERLY DISPOSE OF WASTE. ENGINE DEGREASING IS PROHIBITED.

SOLID WASTE: PROPERLY DISPOSE OF COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS, AND OTHER WASTES IN COMPLIANCE WITH STATE REQUIREMENTS.

HAZARDOUS MATERIALS: PROPERLY DISPOSE OF ALL WASTE AND UNUSED BUILDING MATERIALS (INCLUDING GARBAGE DEBRIS, CLEANING WASTES, OIL, GASOLINE, PAINT, WASTE WATER, TOXIC MATERIALS, AND HAZARDOUS MATERIALS) OFF-SITE. DO NOT ALLOW WASTE AND UNUSED BUILDING MATERIALS TO BE CARRIED BY RUNOFF INTO A RECEIVING CHANNEL OR STORM SEWER SYSTEM. PROPERLY STORE OIL, GASOLINE, PAINT, AND OTHER HAZARDOUS MATERIALS IN ORDER TO PREVENT SPILLS, LEAKS, OR OTHER DISCHARGE. INCLUDE SECONDARY CONTAINMENT. RESTRICT ACCESS TO STORAGE AREAS IN ORDER TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS MATERIALS MUST BE IN COMPLIANCE WITH REGULATIONS.

MACHINERY: AND MECHANIZED EQUIPMENT THAT LEAKS WASTE SHALL HAVE A PROTECTIVE BARRIER OR CONTAINMENT UNDER THE DEVICE ADEQUATE TO CONTAIN THE WASTE. PROPERLY DISPOSE OF THE WASTE.

EMERGENCY SPILL STATION: CONTRACTOR SHALL LOCATE AND SIGN AN EMERGENCY SPILL STATION THAT HAS NECESSARY CONTAINMENT OR CLEANUP DEVICES FOR ALL WORKERS TO ACCESS.

EROSION CONTROL:

APPLY NECESSARY MOISTURE TO THE CONSTRUCTION AREA AND HAUL ROADS TO PREVENT THE SPREAD OF DUST.

CONTRACTOR SHALL UTILIZE COARSELY GROUND WOOD AND TREE MULCHES TO COVER EXPOSED SOILS. MULCHES SHALL BE SPORED ON SITE TO SUPPLEMENT AND USE IN PROBLEM AREAS DURING ALL PHASES OF THE CONSTRUCTION PROJECT.

CONTRACTOR SHALL USES STAR TACK OR OTHER ORGANIC SUBSTANCES IN SITUATIONS TO PREVENT SOIL FROM ERODING AWAY BY WIND OR RAIN.

WHENEVER POSSIBLE CONTRACTOR SHALL GRADE AREAS OF SOIL TO LIMIT POTENTIAL OF EROSION, TO INCLUDE TRACKING PERPENDICULAR TO FALL LINE OF GRADES AS WELL AS DIVERTING WATER FLOWS FROM PROBLEMATIC AREAS ON THE SITE.

SEEDING, FIBER BLANKETS, POLY/TARPS OR COVER MULCHES, DISKED MULCHES AND COMPOST CAN BE USED TO COVER TEMPORARILY EXPOSED AREAS FROM WIND AND RAIN. OTHER METHODS BY THE CONTRACTOR SHALL BE DOCUMENTED IN THE SWPP.

SEDIMENT CONTROL:

ALL INLET PROTECTION SHALL BE TYPE - D AND ON THE WISCONSIN EROSION CONTROL PRODUCT ACCEPTABILITY LIST (PAL)

SILT FENCE:
INSTALL AND MAINTAIN PER WIDNR CONSERVATION PRACTICE STANDARD 1056.

INSTALL SILT FENCE ALONG THE CONTOUR (ON A LEVEL HORIZONTAL PLANE) WITH THE ENDS TURNED UP (J-HOOKS) IN ORDER TO HELP POND WATER BEHIND THE FENCE. INSTALL THE SILT FENCE ON THE UPHILL SIDE OF THE SUPPORT POSTS. PROVIDE A POST SPACING OF 1.2 M (4 FEET) OR LESS. DRIVE POSTS AT LEAST 0.6 M (2 FEET) INTO THE GROUND. ANCHOR THE SILT FENCE FABRIC IN A TRENCH AT LEAST 152 MM (6 INCHES) DEEP AND 152 MM (6 INCHES) WIDE DUG ON THE UPSLOPE SIDE OF THE SUPPORT POSTS. LAY THE FABRIC IN THE TRENCH AND THEN BACKFILL AND COMPACT WITH A VIBRATORY PLATE COMPACTOR. MAKE ANY SPLICES IN THE FABRIC AT A FENCE POST. AT SPLICES, OVERLAP THE FABRIC AT LEAST 152 MM (6 INCHES), FOLD IT OVER, AND SECURELY FASTEN IT TO THE FENCE POST. SILT FENCE SUPPORTING POSTS SHALL BE 51 MM (2 INCH) SQUARE OR LARGER HARDWOOD, PINE, OR STANDARD T- OR U-SECTION STEEL POSTS. T- OR U-SECTION STEEL POSTS SHALL WEIGH NOT LESS THAN 1.8602 KG PER METER (1.25 LB PER LINEAL FOOT). POSTS SHALL HAVE A MINIMUM LENGTH OF 1524 MM (5 FEET). POSTS SHALL HAVE PROJECTIONS TO FACILITATE FASTENING THE FABRIC AND PREVENT SLIPPAGE. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF WIDOT STANDARD SPECIFICATION 628 FOR PREASSEMBLED SILT FENCE, FURNISHED IN A CONTINUOUS ROLL IN ORDER TO AVOID SPLICES. GEOTEXTILE FABRIC SHALL BE UNIFORM IN TEXTURE AND APPEARANCE AND HAVE NO DEFECTS, FLAWS, OR TEARS. THE FABRIC SHALL CONTAIN SUFFICIENT ULTRAVIOLET (UV) RAY INHIBITOR AND STABILIZERS TO PROVIDE A MINIMUM TWO-YEAR SERVICE LIFE OUTDOORS. FABRIC COLOR SHALL BE INTERNATIONAL ORANGE. IN HIGH TRAFFIC AREAS CONTRACTOR SHALL REINFORCE SILT FENCE WITH WIRE FENCING AND METAL POSTS. EXTREME CIRCUMSTANCES WILL REQUIRE TEMPORARY CONCRETE MEDIAN SECTIONS TO SUPPORT MATERIAL BACKING OF STOCK PILED SOIL OR FILLED EARTH.

INSTALL SILTFENCE, OR OTHER EFFECTIVE SEDIMENT CONTROLS, AROUND ALL TEMPORARY SOIL STOCKPILES. LOCATE SOIL OR DIRT STOCKPILES CONTAINING MORE THAN 10 CUBIC YARDS OF MATERIAL SUCH THAT THE DOWNSLOPE DRAINAGE LENGTH IS NO LESS THAN 8 M (25 FEET) FROM THE TOE OF THE PILE TO A ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN SEVEN DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARPS, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT FENCE BARRIERS AROUND THE PILES. DURING STREET REPAIR, COVER CONSTRUCTION SOIL OR DIRT STOCKPILES LOCATED CLOSER THAN 8 M (25 FEET) TO A ROADWAY OR DRAINAGE CHANNEL WITH TARPS, AND PROTECT STORM SEWER INLETS WITH SILT SACKS OR STAKED SILTFENCE. DO NOT STOCK PILE SOIL OR MATERIAL NEAR CATCH BASINS OR DRAINAGE WAYS.

STONE TRACKING PAD (TEMPORARY ROCK CONSTRUCTION ENTRANCE):
INSTALL AND MAINTAIN PER WIDNR CONSERVATION PRACTICE STANDARD 1057. USE 3INCH TO 6" DIAMETER ROCK. PLACE THE AGGREGATE IN A LAYER AT LEAST 300 MM (12 INCHES) THICK ACROSS THE ENTIRE WIDTH OF THE ENTRANCE. EXTEND THE ROCK ENTRANCE AT LEAST 15 M (50 FEET) INTO THE CONSTRUCTION ZONE. USE A WIDOT TYPE R PERMEABLE GEOTEXTILE FABRIC MATERIAL BENEATH THE AGGREGATE IN ORDER TO PREVENT MIGRATION OF SOIL INTO THE ROCK FROM BELOW. MAINTAIN THE ENTRANCE IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED ROADWAYS. PROVIDE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS REQUIRED. CLOSE ENTRANCES NOT PROTECTED BY TEMPORARY ROCK CONSTRUCTION ENTRANCES TO ALL CONSTRUCTION TRAFFIC.

TEMPORARY SEDIMENT BASINS
IN THE CONSTRUCTION PROCESS OR IF NOTED ON THE PLAN THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SEDIMENT BASIN(S), AS PER GENERAL RULE THE SEDIMENT BASIN SHALL BE SIZED APPROPRIATELY TO A CAPACITY RELATED TO THE DRAINAGE AREA ON A RATIO OF 3.600 CUBIC FEET PER ACRE OF DRAINAGE ZONE ENTERING THE BASIN. BASINS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT, MATERIAL REMOVED AND STABILIZED. IF CHANGES TO THE BASIN ARE MADE, DOCUMENT AND AMEND THE SWPP PLAN.

DEWATERING:

IF DEWATERING IS REQUIRED AND SUMP PUMPS ARE USED, ALL PUMPED WATER MUST BE DISCHARGED THROUGH AN EROSION CONTROL FACILITY (TEMPORARY SEDIMENTATION BASIN, GRIT CHAMBER, SAND FILTER, UPFLOW CHAMBER, HYDRO-CYCLONE, SWIRL CONCENTRATOR, DEWATERING BAG OR OTHER APPROPRIATE FACILITY) PRIOR TO LEAVING THE CONSTRUCTION SITE. PROPER ENERGY DISSIPATION MUST BE PROVIDED AT THE OUTLET OF THE PUMP SYSTEM. DISCHARGE CLEAR WATER ONLY. TO ACHIEVE BETTER SEPARATIONS OF THE MATERIAL SUSPENDED IN THE WATER A BIODEGRADABLE NOT TOXIC FLOCCULANT AGENT MAY BE REQUIRED.

PUMPING OF WATER FROM FOUNDATION AREA DURING CONSTRUCTION SHALL NOT EXCEED A RATE OF 70 GALLONS PER MINUTE. SUMP PUMP SHALL BE PLACED ON A CLEAR STONE BEDDING AND A CLOTHMESH SOCK SHALL BE PLACED ON THE OUTLET END OF THE PIPE TO CONTROL SEDIMENT LOSS.

INSPECTIONS-MAINTENANCE-DAILY RECORD-AMEND THE SWPP PLAN:

CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL DEVICES, STABILIZED AREAS, AND INFILTRATION AREAS ON A DAILY BASIS UNTIL LAND-DISTURBING ACTIVITY HAS CEASED. THEREAFTER, INSPECT AT LEAST ON A WEEKLY BASIS UNTIL VEGETATIVE COVER IS ESTABLISHED. INSPECT ALL EROSION AND SEDIMENT CONTROL DEVICES, STABILIZED AREAS, AND INFILTRATION AREAS WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. REMOVE ACCUMULATED SEDIMENT DEPOSITS FROM BEHIND EROSION AND SEDIMENT CONTROL DEVICES AS NEEDED. DO NOT ALLOW SEDIMENT TO ACCUMULATE TO A DEPTH OF MORE THAN ONE-THIRD OF THE HEIGHT OF THE EROSION AND SEDIMENT CONTROL DEVICES. IMMEDIATELY REPLACE DETERIORATED, DAMAGED, ROTTED, OR MISSING EROSION CONTROL DEVICES. DOCUMENT INSPECTIONS AND DATES OF RAINFALL EVENTS. MAINTAIN A WRITTEN LOG OF ALL INSPECTION, MAINTENANCE, AND REPAIR ACTIVITIES RELATED TO EROSION AND SEDIMENT CONTROL FACILITIES. ALL NONFUNCTIONAL BMPs MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPs WITHIN 24 HOURS AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

ALL INSPECTIONS AND MAINTENANCE ACTIVITIES MUST BE RECORDED IN WRITING DAILY IN A DETAILED RECORD(NOTES, PHOTOGRAPHS, SKETCHES, ETC, AND KEPT WITH THE SWPPP BY THE CONTRACTOR.

CONTRACTOR SHALL REMOVE ALL SOILS AND SEDIMENTS TRACKED OR OTHERWISE DEPOSITED ONTO ADJACENT PROPERTY, PAVEMENT AREAS, SIDEWALKS, STREETS, AND ALLEYS. REMOVAL SHALL BE ON A DAILY BASIS THROUGHOUT THE DURATION OF THE CONSTRUCTION AND/OR AS DIRECTED BY THE CITY. CLEAN PAVED ROADWAYS BY SHOVELING OR WET-SWEEPING. DO NOT DRY SWEEP. IF NECESSARY, SCRAP PAVED SURFACES IN ORDER TO LOOSEN COMPACTED SEDIMENT MATERIAL PRIOR TO SWEEPING. HAUL SEDIMENT MATERIAL TO A SUITABLE DISPOSAL AREA. STREET WASHING IS ALLOWED ONLY AFTER SEDIMENT HAS BEEN REMOVED BY SHOVELING OR SWEEPING.

ALL SOIL HAULED FROM THE SITE SHALL BE ACCOUNTED FOR AND DOCUMENTED IN THE SWPP BY THE CONTRACTOR. ITS FINAL DESTINATION AND HOW THE SOIL HAS BEEN STORED AND STABILIZED.

CONTRACTOR SHALL MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED (HARD-SURFACED AREAS PAVED AND VEGETATION ESTABLISHED IN GREENSPACE). REPAIR ANY RUTTING, GULLY FORMATION, OR WASHOUTS. AFTER FINAL ESTABLISHMENT OF PERMANENT STABILIZATION, REMOVE ALL TEMPORARY SYNTHETIC, STRUCTURAL, AND NONBIODEGRADABLE EROSION AND SEDIMENT CONTROL DEVICES AND ANY ACCUMULATED SEDIMENTS. DISPOSE-OF OFF SITE. RESTORE PERMANENT SEDIMENTATION BASINS TO THEIR DESIGN CONDITION IMMEDIATELY FOLLOWING STABILIZATION OF THE SITE.

CONTRACTOR SHALL CLEAN SEDIMENTATION BASINS, STORM SEWER CATCH BASINS, DITCHES, AND OTHER DRAINAGE FACILITIES AS REQUIRED IN ORDER TO MAINTAIN THEIR EFFECTIVENESS. TEMPORARY AND PERMANENT SEDIMENTATION BASINS MUST BE DRAINED AND THE SEDIMENT REMOVED WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES 1/2 OF THE STORAGE VOLUME. DRAINAGE AND REMOVAL MUST BE COMPLETED WITHIN 72 HOURS, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

CONTRACTOR SHALL INSPECT INFILTRATION AREAS TO ENSURE THAT NO SEDIMENT FROM ONGOING CONSTRUCTION ACTIVITIES IS ACCUMULATING. REMOVE SEDIMENT IMMEDIATELY ENSURING SUBSOILS ARE NOT COMPACTED BY MACHINERY.

EVERY VEHICLE SHALL NOT TRACK MATERIAL OFF-SITE. CLEAN THE WHEELS OF CONSTRUCTION VEHICLES IN ORDER TO REMOVE SOILS BEFORE THE VEHICLES LEAVE THE CONSTRUCTION SITE. WASH VEHICLES ONLY ON AN AREA STABILIZED WITH STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

CONTRACTOR SHALL REINFORCE EROSION CONTROL FACILITIES IN AREAS WHERE CONCENTRATED FLOWS OCCUR (SUCH AS SWALES, DITCHES, AND AREAS IN FRONT OF CULVERTS AND CATCH BASINS) BY BACKING THEM WITH SNOW FENCE, WIRE MESH, OR STIFF PLASTIC MESH REINFORCEMENT UNTIL PAVING AND TURF ESTABLISHMENT OPERATIONS HAVE BEEN COMPLETED. POSTS FOR THE REINFORCING FENCE SHALL BE 100 MM (4 INCH) DIAMETER WOOD POSTS, OR STANDARD STEEL FENCE POSTS WEIGHING NOT LESS THAN 0.59 KG (1.3 LBS) PER LINEAL FOOT, WITH A MINIMUM LENGTH OF 762 MM (30 INCHES) PLUS BURIAL DEPTH. SPACE POSTS FOR THE REINFORCING FENCE AT INTERVALS OF 3 M (10 FEET) OR LESS. DRIVE POSTS FOR THE REINFORCING FENCE AT LEAST 0.6 M (2 FEET) INTO THE GROUND.

GENERAL SOIL STABILIZATION:

ESTABLISHMENT OF LAWN, PRAIRIE/WILDFLOWER AND/OR PLANT BED AREAS WILL BE NOTED ON THE LANDSCAPE PLAN

TO ENSURE STABILIZATION OF SOILS, RESTAKING OF SOD WHERE APPLICABLE, PROPER WATERING AND MULCH MAINTENANCE WILL BE REQUIRED. INSPECT SEEDED OR SODDED AREAS ON A TIMELY DAY-TO-DAY BASIS. IN THE EVENT OF A SEEDING FAILURE, RESEED AND REMULCH THE AREAS WHERE THE ORIGINAL SEED HAS FAILED TO GROW AND PERFORM ADDITIONAL WATERING AS NECESSARY AT NO ADDITIONAL COST TO THE OWNER. SPECIAL MAINTENANCE PROVISIONS FOR WILD AND PRAIRIE GRASS SEEDED AREAS AS NOTED IN THE LANDSCAPE PLAN. PROMPTLY REPLACE ALL SOD THAT DRIES OUT TO THE POINT WHERE IT IS PRESUMED DEAD AND ALL SOD THAT HAS BEEN DAMAGED, DISPLACED, WEAKENED, OR HEAVILY INFESTED WITH WEEDS AT NO ADDITIONAL COST TO THE OWNER.

IN AREAS TO BE TEMPORARILY SEEDED, USE INTRODUCED SEED MIXTURE EQUIVALENT TO WIDOT #10 OR #20. APPLY SEED MIXTURE PER WIDOT 630.3.3.5. INCORPORATE A FERTILIZER (SLOW RELEASE TYPE WITH 10 WEEK RESIDUAL) CONSISTING OF 23-0-30 (%N-P-K) INTO THE SOIL AT AN APPLICATION RATE OF 224 KG PER HECTARE (200 LBS PER ACRE) BY DISKING PRIOR TO SEEDING. IN PROBLEMATIC AREAS IT MAY BE NECESSARY TO USE A LOW PHOSPHORUS ORGANIC FERTILIZER IN CASES WHERE SEEDS MAY NOT GERMINATE. IF THIS IS THE CASE, SEED AND FERTILIZER SHALL BE DISKED INTO THE SURFACE AND MULCHED PROPERLY TO ENSURE GERMINATION AND UPTAKE OF THE PHOSPHORUS BY THE SEED.

TO ENSURE ADEQUATE GERMINATION OF THE SEED THE WORK WILL BE PERFORMED AS FOLLOWS:
SPRING- FROM APRIL 1 THROUGH MAY 15.
FALL- FROM AUGUST 15 TO SEPTEMBER 20.
AFTER SEPTEMBER 20, WAIT UNTIL OCTOBER 30 TO PERFORM DORMANT SEEDING. DORMANT SEEDING WILL ONLY BE ALLOWED IF THE MAXIMUM SOIL TEMPERATURE AT A DEPTH OF 25 MM (1 INCH) DOES NOT EXCEED 4.4 DEGREES C (40 DEGREES F) IN ORDER TO PREVENT GERMINATION.

IN SEEDED AREAS WITH SLOPES STEEPER THAN 3:1 AND LENGTHS LESS THAN 15 METERS (50 FEET), INSTALL BIODEGRADABLE EROSION CONTROL BLANKETS UNIFORMLY OVER THE SOIL SURFACE BY HAND WITHIN 24 HOURS AFTER SEEDING IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. USE WIDOT URBAN TYPE B OR OWNER APPROVED EQUAL.

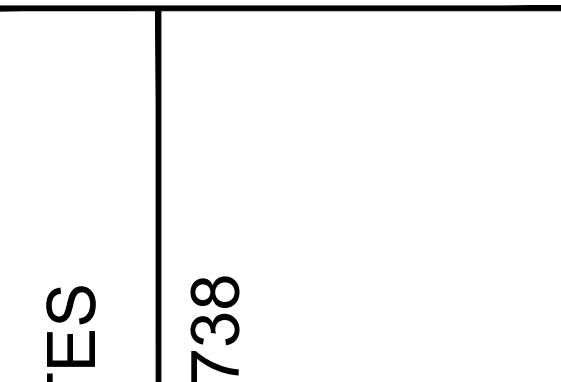
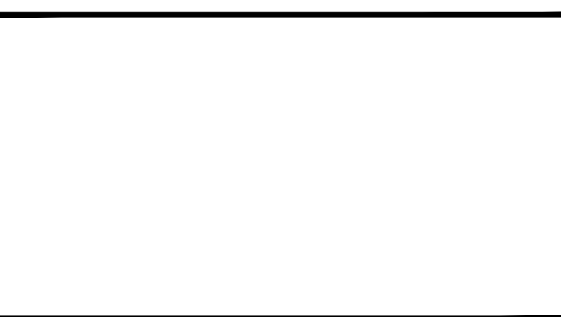
IN AREAS WHERE IRRIGATION IS TO BE INSTALLED, CONTRACTOR SHALL WORK IN ZONES TO FINISH GRADE AND INSTALL THE SYSTEM IN ZONES. NOTE- EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL SOILS HAVE BEEN STABILIZED WITH SOD OR SEEDED AREAS THAT EXHIBIT MINIMUM OF 70% LAWN VEGETATIVE COVERAGE. IF SILT FENCE HAS TO BE REMOVED TO INSTALL THE IRRIGATION SYSTEM, IT SHALL BE REINSTALLED AT THE END OF EACH WORK DAY OR USE BIO ROLLS TO PROVIDE PROTECTION DURING THE INSTALLATION PROCESS UNTIL LAWN AREAS HAVE SOD AND/OR PLANT BEDS ARE MULCHED.

IN AREAS TO BE SODDED, SILT FENCE CAN BE REMOVED SHORT TERM FOR WORKING, BUT EXPOSED SOIL AREAS SHALL BE SODDED OR EROSION CONTROL MEASURES SHALL BE REINSTALLED AT THE END OF EACH WORK DAY.

NOTE: THE PROJECT'S LANDSCAPE PLAN IS PART OF THE SWPP FOR SOIL STABILIZATION. REFERENCES SHALL BE MADE TO THE APPROVED LANDSCAPE PLAN. AMENDMENTS TO THE LANDSCAPE PLAN SHALL BE APPROVED BY THE OWNER AND DOCUMENTED AS PART OF THE SWPP



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| EROSION CONTROL NOTES | CONVENIENCE STORE #738 | 1700 E.MAIN STREET STOUGHTON, WISCONSIN | # | DATE | DESCRIPTION |
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| DRAWN BY | | | S. ANDERSON / M. WAHL | | |
| SCALE | | | NOTED | | |
| PROJ. NO. | | | 120.0134.30 | | |
| DATE | | | DECEMBER 6, 2022 | | |
| SHEET | | | SWP 1.1 | | |

GENERAL NOTES

- DRAWINGS ARE INTENDED TO BE PRINTED ON 22 X 34 PAPER. PRINTING THESE DRAWINGS AT A DIFFERENT SIZE WILL IMPACT THE SCALE. VERIFY THE GRAPHIC SCALE BEFORE REFERENCING ANY MEASUREMENTS ON THESE SHEETS. THE RECIPIENT OF THESE DRAWINGS SHALL BE RESPONSIBLE FOR ANY ERRORS RESULTING FROM INCORRECT PRINTING, COPYING, OR ANY OTHER CHANGES THAT ALTER THE SCALE OF THE DRAWINGS.
- VERIFY ALL PLAN DIMENSIONS PRIOR TO START OF CONSTRUCTION. NOTIFY THE OWNER'S REPRESENTATIVE TO ADDRESS ANY QUESTIONS OR CLARIFY ANY DISCREPANCIES.
- WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
- GEOTECHNICAL SOILS REPORT RECOMMENDATIONS SHALL BE FOLLOWED DURING CONSTRUCTION. THE CONTRACTOR SHALL USE THESE CONTRACT DOCUMENTS AS A BASIS FOR THE BID.
- CONTRACTOR SHALL CONFIRM THAT SITE CONDITIONS ARE SIMILAR TO THE PLANS, WITHIN TOLERANCES STATED IN THE CONTRACT DOCUMENTS, AND SATISFACTORY TO THE CONTRACTOR PRIOR TO START OF WORK. SHOULD SITE CONDITIONS BE DIFFERENT THAN REPRESENTED ON THE PLANS OR UNSATISFACTORY TO THE CONTRACTOR, THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE FOR CLARIFICATION AND FURTHER DIRECTION.
- THE CONTRACTOR IS RESPONSIBLE TO PAY FOR, AND OBTAIN, ANY REQUIRED APPLICATIONS, PERMITTING, LICENSES, INSPECTIONS AND METERS ASSOCIATED WITH WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO ANY VIOLATIONS OR NON-CONFORMANCE WITH THE PLANS, SPECIFICATIONS, CONTRACT DOCUMENTS, JURISDICTIONAL CODES, AND REGULATORY AGENCIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL UTILITY LOCATES PRIOR TO ANY EXCAVATION. REFER TO ENGINEERING UTILITY PLANS FOR ALL PROPOSED UTILITY LOCATIONS AND DETAILS. NOTIFY OWNER'S REPRESENTATIVE IF EXISTING OR PROPOSED UTILITIES INTERFERE WITH THE ABILITY TO PERFORM WORK.
- UNLESS IDENTIFIED ON THE PLANS FOR DEMOLITION OR REMOVAL, THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT OR EXISTING LANDSCAPE, ADJACENT OR EXISTING PAVING, OR ANY PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION, ESTABLISHMENT OR DURING THE SPECIFIED MAINTENANCE PERIOD. ALL DAMAGES SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITIONS AS DETERMINED BY THE OWNER'S REPRESENTATIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOGGING ANY DAMAGES PRIOR TO START OF CONSTRUCTION AND DURING THE CONTRACT PERIOD.
- ALL WORK SHALL BE CONFINED TO THE AREA WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. ANY AREAS OR IMPROVEMENTS DISTURBED OUTSIDE THESE LIMITS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE CONTRACTOR REQUIRES A MODIFICATION TO THE CONSTRUCTION LIMITS, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER'S REPRESENTATIVE PRIOR TO ANY DISTURBANCE OUTSIDE OF THE LIMITS OF WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO THE APPROPRIATE JURISDICTIONAL AGENCIES AND THE OWNER'S REPRESENTATIVE IF THEIR WORK AND OPERATIONS AFFECT OR IMPACT THE PUBLIC RIGHTS-OF-WAY. OBTAIN APPROVAL PRIOR TO ANY WORK WHICH AFFECTS OR IMPACTS THE PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THIS REQUIREMENT DURING THE CONTRACT PERIOD.
- SIGHT TRIANGLES AND SIGHT LINES SHALL REMAIN UNOBSTRUCTED BY EQUIPMENT, CONSTRUCTION MATERIALS, PLANT MATERIAL OR ANY OTHER VISUAL OBSTACLE DURING THE CONTRACT PERIOD AND AT MATURITY OF PLANTS PER LOCAL JURISDICTIONAL REQUIREMENTS.
- NO PLANT MATERIAL OTHER THAN GROUND COVER IS ALLOWED TO BE PLANTED ADJACENT TO FIRE HYDRANTS AS STIPULATED BY JURISDICTIONAL REQUIREMENTS.
- COORDINATE SITE ACCESS, STAGING, STORAGE AND CLEANOUT AREAS WITH OWNER'S REPRESENTATIVE.
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY SAFETY FENCING AND BARRIERS AROUND ALL IMPROVEMENTS SUCH AS WALLS, PLAY STRUCTURES, EXCAVATIONS, ETC. ASSOCIATED WITH THEIR WORK UNTIL SUCH FACILITIES ARE COMPLETELY INSTALLED PER THE PLANS, SPECIFICATIONS AND MANUFACTURER'S RECOMMENDATIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF THEIR MATERIAL STOCK PILES AND WORK FROM VANDALISM, EROSION OR UNINTENDED DISTURBANCE DURING THE CONSTRUCTION PERIOD AND UNTIL FINAL ACCEPTANCE IS ISSUED.
- THE CONTRACTOR SHALL KNOW, UNDERSTAND AND ABIDE BY ANY STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ASSOCIATED WITH THE SITE. IF A STORM WATER POLLUTION PREVENTION PLAN IS NOT PROVIDED BY THE OWNER'S REPRESENTATIVE, REQUEST A COPY BEFORE PERFORMANCE OF ANY SITE WORK.
- MAINTAIN ANY STORM WATER MANAGEMENT FACILITIES THAT EXIST ON SITE FOR FULL FUNCTIONALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ANY NEW STORM WATER MANAGEMENT FACILITIES THAT ARE IDENTIFIED IN THE SCOPE OF WORK TO FULL FUNCTIONALITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER FOR FAILURE TO MAINTAIN STORM WATER MANAGEMENT FACILITIES DURING THE CONTRACT PERIOD.
- THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND ALL OTHER POLLUTANTS FROM EXITING THE SITE OR ENTERING THE STORM SEWER SYSTEM DURING ALL DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THE LANDSCAPE INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS DURING THEIR CONTRACTED COURSE OF WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO PREVENT ANY IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OR OTHER ENVIRONMENTALLY SENSITIVE AREAS RESULTING FROM WORK DONE AS PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE STANDARDS DURING THEIR CONTRACTED COURSE OF WORK.

GENERAL NOTES CONTINUED

- THE CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL ENSURE THAT ALL LOADS OF CONSTRUCTION MATERIAL IMPORTED TO OR EXPORTED FROM THE PROJECT SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF MATERIAL DURING TRANSPORT. TRANSPORTATION METHODS ON PUBLIC RIGHT-OF WAYS SHALL CONFORM TO JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS.
- THE CLEANING OF EQUIPMENT IS PROHIBITED AT THE JOB SITE UNLESS AUTHORIZED BY THE OWNER'S REPRESENTATIVE IN A DESIGNATED AREA. THE DISCHARGE OF WATER, WASTE CONCRETE, POLLUTANTS, OR OTHER MATERIALS SHALL ONLY OCCUR IN AREAS DESIGNED FOR SUCH USE AND APPROVED BY THE OWNER'S REPRESENTATIVE.
- THE CLEANING OF CONCRETE EQUIPMENT IS PROHIBITED AT THE JOB SITE EXCEPT IN DESIGNATED CONCRETE WASHOUT AREAS. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE IN THE STORM SEWER IS PROHIBITED.
- LOCAL, STATE AND FEDERAL JURISDICTIONAL REQUIREMENTS, RESTRICTIONS OR PROCEDURES SHALL SUPERSEDE THESE PLANS, NOTES AND SPECIFICATIONS WHEN MORE STRINGENT. NOTIFY THE OWNER'S REPRESENTATIVE IF CONFLICTS OCCUR.

GENERAL LANDSCAPE NOTES

- UTILITY WARNING: THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORDS OBTAINED. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED.
- NOTIFY UTILITY OWNERS PRIOR TO BEGINNING ANY CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXISTENCE, EXACT LOCATION AND DEPTH OF ALL UTILITIES. AVOID DAMAGE TO UTILITIES AND SERVICES DURING CONSTRUCTION. ANY DAMAGE DUE TO THE CONTRACTOR'S CARELESSNESS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. COORDINATE AND COOPERATE WITH UTILITY COMPANIES DURING CONSTRUCTION.
- THE CONTRACTOR SHALL FOLLOW THE LANDSCAPE PLANS AND SPECIFICATIONS AS CLOSELY AS POSSIBLE. ANY SUBSTITUTION OR ALTERATION SHALL NOT BE ALLOWED WITHOUT APPROVAL OF THE OWNER'S REPRESENTATIVE. OVERALL PLANT QUANTITY AND QUALITY SHALL BE CONSISTENT WITH THE PLANS.
- ALL PLANT MATERIAL SHALL AT LEAST MEET MINIMUM REQUIREMENTS SHOWN IN THE "AMERICAN STANDARDS FOR NURSERY STOCK" (ANSI Z60.1-LATEST EDITION).
- MULCH SHALL NOT BE PLACED AROUND THE COLLAR OF SHRUB OR TREE. PROVIDE A MINIMUM OF 2" BETWEEN MULCH AND COLLAR OF SHRUB OR TREE.
- ALL PLANT MATERIAL SHALL BE GROWN IN ZONE CAPABLE OF WITHSTANDING LOCAL CLIMATE AND GROWING CONDITIONS.
- TREE OR SHRUB SHALL STAND PLUMB. DO NOT ALLOW AIR POCKETS TO FORM WHEN BACK FILLING.
- LIVE PLANTS CAN BE PLANTED IN THE FIELD DURING THE GROWING SEASON FROM MAY 1 THROUGH OCTOBER 1. ANY SUGGESTED PLANTING TIMES NOT IN THIS WINDOW SHALL BE APPROVED BY LANDSCAPE ARCHITECT. IF PLANTING OCCURS OUTSIDE OF THIS WINDOW, ADDITIONAL MEASURES MAY NEED TO BE TAKEN (I.E. MULCH) TO ENSURE PLANT SURVIVAL. IN THESE INSTANCES, THE CONTRACT PRICE MAY NEED TO BE ADJUSTED ACCORDINGLY.
- PLANTS SHOULD BE WATERED IN AFTER INSTALLATION TO ENSURE THEIR SURVIVAL. THIS TYPICALLY INVOLVES WATERING AT TIME OF INSTALLATION AND 2 TIMES WEEKLY FOR A ONE MONTH PERIOD OR UNTIL GROUND FREEZE UP IF NATURAL RAINFALLS ARE INSUFFICIENT. A SINGLE WATERING EVENT INVOLVES WATERING THE SOIL IN THE PLANTED AREAS TO THE POINT OF SATURATION BUT STOPPING SHORT OF SOIL DISPLACEMENT. SHOULD VERY DRY CONDITIONS DEVELOP WITHIN ONE YEAR OF PLANTING, ADDITIONAL WATERINGS MAY BE NECESSARY. CONSULTANT OR LANDSCAPE ARCHITECT WILL DETERMINE THIS AND CONTRACT PRICES MAY BE ADJUSTED TO ACCOMMODATE THIS ACTION.
- ALL PLANT MATERIAL SHALL BE SPECIMEN QUALITY, HEALTHY, FREE OF DISEASE AND INSECTS AND SHALL HAVE HEALTHY, WELL-DEVELOPED ROOT SYSTEMS. PLANTS SHALL ALSO BE FREE FROM PHYSICAL DAMAGE OR OTHER CONDITIONS THAT WOULD PREVENT VIGOROUS GROWTH.
- ALL PROPOSED PLANTS SHALL BE LOCATED AS SHOWN ON PLANS. ALL TREES TO BE PLANTED A MINIMUM DISTANCE OF 5 FEET FROM PAVEMENTS AND 6 FEET FROM ALL HYDRANTS.
- CONTRACTOR IS RESPONSIBLE FOR PLANTS AWAITING INSTALLATION AND SHALL PROTECT THEM FROM INJURY AND THEFT.
- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES. GRAPHIC QUANTITIES TAKES PRECEDENCE OVER WRITTEN QUANTITIES.
- THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT AND TAG ALL PLANT MATERIAL PRIOR TO SHIPPING TO THE SITE. IN ALL CASES, THE OWNER'S REPRESENTATIVE MAY REJECT PLANT MATERIAL AT THE SITE IF MATERIAL IS DAMAGED, DISEASED, OR DECLINING IN HEALTH AT THE TIME OF ONSITE INSPECTIONS OR IF THE PLANT MATERIAL DOES NOT MEET THE MINIMUM SPECIFIED STANDARD IDENTIFIED ON THE PLANS AND IN THE SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER'S REPRESENTATIVE FOR INSPECTION AND APPROVAL OF ALL MATERIALS AND PRODUCTS PRIOR TO INSTALLATION.
- THE OWNER'S REPRESENTATIVE MAY ELECT TO UPSIZE PLANT MATERIAL AT THEIR DISCRETION BASED ON SELECTION, AVAILABILITY, OR TO ENHANCE SPECIFIC AREAS OF THE PROJECT. THE CONTRACTOR SHALL VERIFY PLANT MATERIAL SIZES WITH OWNER'S REPRESENTATIVE PRIOR TO PURCHASING, SHIPPING OR STOCKING OF PLANT MATERIALS. SUBMIT CHANGE ORDER REQUEST TO OWNER'S REPRESENTATIVE FOR APPROVAL IF ADDITIONAL COST IS REQUESTED BY THE CONTRACTOR PRIOR TO INSTALLATION. RE-STOCKING CHARGES WILL NOT BE APPROVED IF THE CONTRACTOR FAILS TO SUBMIT A REQUEST FOR MATERIAL CHANGES.
- THE CONTRACTOR SHALL WARRANTY ALL CONTRACTED WORK AND MATERIALS FOR A PERIOD OF ONE YEAR AFTER SUBSTANTIAL COMPLETION HAS BEEN ISSUED BY THE OWNER'S REPRESENTATIVE FOR THE ENTIRE PROJECT UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS OR SPECIFICATIONS.
- LANDSCAPE MATERIAL LOCATIONS SHALL HAVE PRECEDENCE OVER IRRIGATION MAINLINE AND LATERAL LOCATIONS. IF IRRIGATION IS INCLUDED, COORDINATE INSTALLATION OF IRRIGATION EQUIPMENT SO THAT IT DOES NOT INTERFERE WITH THE PLANTING OF TREES OR OTHER LANDSCAPE MATERIAL.

GENERAL LANDSCAPE NOTES

- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING POSITIVE DRAINAGE EXISTS IN ALL LANDSCAPE AREAS. SURFACE DRAINAGE ON LANDSCAPE AREAS SHALL NOT FLOW TOWARD STRUCTURES AND FOUNDATIONS. MAINTAIN SLOPE AWAY FROM FOUNDATIONS PER THE GEOTECHNICAL REPORT RECOMMENDATIONS. ALL LANDSCAPE AREAS BETWEEN WALKS AND CURBS SHALL DRAIN FREELY TO THE CURB UNLESS OTHERWISE IDENTIFIED ON THE GRADING PLAN. IN NO CASE SHALL THE GRADE, TURF THATCH, OR OTHER LANDSCAPE MATERIALS DAM WATER AGAINST WALKS. MINIMUM SLOPES ON LANDSCAPE AREAS SHALL BE 2%; MAXIMUM SLOPE SHALL BE 25% UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS OR APPROVED BY THE OWNER'S REPRESENTATIVE.
 - PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENEED TO A DEPTH OF 8" - 12" AND AMENDED PER SPECIFICATIONS.
 - ALL LANDSCAPED AREAS ARE TO RECEIVE ORGANIC SOIL PREPARATION PER RATE IDENTIFIED BY A SOIL TEST OR AS NOTED IN THE TECHNICAL SPECIFICATIONS.
 - TREES SHALL NOT BE LOCATED IN DRAINAGE SWALES, DRAINAGE AREAS, OR UTILITY EASEMENTS. CONTACT OWNER'S REPRESENTATIVE FOR RELOCATION OF PLANTS IN QUESTIONABLE AREAS PRIOR TO INSTALLATION.
 - THE CENTER OF EVERGREEN TREES SHALL NOT BE PLACED CLOSER THAN 8' AND THE CENTER OF ORNAMENTAL TREES CLOSER THAN 6' FROM A SIDEWALK, STREET OR DRIVE LANE. EVERGREEN TREES SHALL NOT BE LOCATED ANY CLOSER THAN 15' FROM IRRIGATION ROTOR HEADS. NOTIFY OWNER'S REPRESENTATIVE IF TREE LOCATIONS CONFLICT WITH THESE STANDARDS FOR FURTHER DIRECTION.
 - ALL EVERGREEN TREES SHALL BE FULLY BRANCHED TO THE GROUND AND SHALL NOT EXHIBIT SIGNS OF ACCELERATED GROWTH AS DETERMINED BY THE OWNER'S REPRESENTATIVE.
 - ALL TREES ARE TO BE STAKED AND GUYED PER DETAILS FOR A PERIOD OF 1 YEAR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING STAKES AT THE END OF 1 YEAR FROM ACCEPTANCE OF LANDSCAPE INSTALLATION BY THE OWNER'S REPRESENTATIVE. OBTAIN APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO REMOVAL.
 - ALL TREES INSTALLED ABOVE RETAINING WALLS UTILIZING GEO-GRID MUST BE HAND DUG TO PROTECT GEO-GRID. IF GEO-GRID MUST BE CUT TO INSTALL TREES, APPROVAL MUST BE GIVEN BY OWNER'S REPRESENTATIVE PRIOR TO DOING WORK.
 - ALL TREES IN SEED OR TURF AREAS SHALL RECEIVE MULCH RINGS. OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE FOR ANY TREES THAT WILL NOT BE MULCHED FOR EXCESSIVE MOISTURE REASONS.
 - EXISTING TURF AREAS THAT ARE DISTURBED DURING CONSTRUCTION, ESTABLISHMENT AND THE MAINTENANCE PERIOD SHALL BE RESTORED WITH NEW SOD TO MATCH EXISTING TURF SPECIES. DISTURBED NATIVE AREAS WHICH ARE TO REMAIN SHALL BE OVER SEEDED AND RESTORED WITH SPECIFIED SEED MIX.
 - WHEN COMPLETE, ALL GRADES SHALL BE WITHIN +/- 1/8" OF FINISHED GRADES AS SHOWN ON THE PLANS.
 - WHEN PLANTER POTS ARE SHOWN ON PLANS, CONTRACTOR SHALL INCLUDE THE FOLLOWING: PLANTER MIX, ANNUAL FLOWER PLANTING PROGRAM (INCLUDES 2 PLANTINGS FOR THE 1ST YEAR (SPRING AND FALL) AND WINTER HAND-WATERING AS NEEDED. UNLESS OTHERWISE SPECIFIED, CONTRACTOR TO PROVIDE ANNUAL PLANTING SELECTION FOR REVIEW BY OWNER. IRRIGATION FOR PLANTERS TO BE ON SEPARATE ZONE(S). CONTRACTOR TO COORDINATE PLACEMENT OF NECESSARY SLEEVING PRIOR TO PLACEMENT OF PAVEMENT.
 - PRIOR TO THE PLACEMENT OF MULCH AND WEED FABRIC, A GRANULAR, PRE-EMERGENT, WEED CONTROL AGENT SHALL BE ADDED TO ALL PLANTING BEDS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION, EXCEPT AROUND ORNAMENTAL GRASSES.
 - THE CONTRACTOR IS EXPECTED TO KNOW AND UNDERSTAND THE CITY AND COUNTY SPECIFICATIONS FOR LANDSCAPE AND IRRIGATION. IN CASES OF DISCREPANCIES THE HIGHER OF THE TWO STANDARDS SHALL HAVE PRECEDENCE.
 - ALL TREES PLANTED WITHIN RIGHT-OF-WAY WILL INCLUDE CITY APPROVED ROOT BARRIERS.
- LAYOUT NOTES**
- WRITTEN DIMENSIONS WILL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
 - SHOULD SITE CONDITIONS BE DIFFERENT THAN WHAT IS INDICATED ON THE DRAWINGS, CONTACT THE LANDSCAPE ARCHITECT IMMEDIATELY FOR CLARIFICATION.
 - CURVED WALKS AND CURB EDGES ARE INTENDED TO BE CONSTRUCTED WITH SMOOTH FLOWING CURVES. ANYTHING OTHER THAN SMOOTH FLOWING CURVES WILL BE REJECTED.
 - THE CONTRACTOR SHALL OBTAIN, AT HIS EXPENSE, ALL PERMITS WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK.
 - THE CONTRACTOR SHALL PROVIDE A STAKED LAYOUT OF ALL SITE IMPROVEMENTS FOR INSPECTION BY THE OWNER'S REPRESENTATIVE AND MAKE MODIFICATIONS AS REQUIRED AT NO ADDITIONAL COST TO THE OWNER. ALL LAYOUT INFORMATION IS AVAILABLE IN DIGITAL FORMAT FOR USE BY THE CONTRACTOR.
 - LAYOUT WALKS, SCORE JOINTS AND PAVING PATTERNS AS CLOSELY AS POSSIBLE TO PLANS, DETAILS, AND SPECIFICATIONS. DO NOT DEVIATE FROM PLANS UNLESS SPECIFIC APPROVAL IS OBTAINED FROM THE OWNER'S REPRESENTATIVE.
 - ALL WORK SHALL BE CONFINED TO THE AREA WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. ANY AREAS OR IMPROVEMENTS DISTURBED OUTSIDE THESE LIMITS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE CONTRACTOR REQUIRES A MODIFICATION TO THE CONSTRUCTION LIMITS, WRITTEN PERMISSION MUST BE OBTAINED FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY DISTURBANCE OUTSIDE OF THE LIMITS OF WORK.
 - WHEN APPLICABLE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY FENCING AROUND ALL PLAY STRUCTURES UNTIL PROPER FALL SURFACE IS COMPLETELY INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
 - CONTRACTOR IS RESPONSIBLE FOR SUPERVISING ALL SAFETY SURFACING AND PAVEMENT DURING THE CURING PROCESS.

| PLANT SCHEDULE | | | | | | | | |
|-------------------------|-----|-------------------------------------|----------------------------|---------------|-------------|--------------------|-----------------------|-------------------|
| QTY | KEY | BOTANICAL NAME | COMMON NAME | INSTALL SIZE | MATURE SIZE | COMMENTS | POINT VALUE PER PLANT | TOTAL POINT VALUE |
| CLIMAX TREES | | | | | | | | |
| 3 | SW | Quercus bicolor | SWAMP WHITE OAK | 2" Cal. | 60'h x 60'w | B&B | 75 | 225 |
| 2 | AG | Ginkgo biloba 'Autumn Gold' | AUTUMN GOLD GINKGO | 2" Cal. | 50'h x 40'w | B&B (MALE ONLY) | 75 | 150 |
| MEDIUM DECIDUOUS TREES | | | | | | | | |
| 8 | BW | Betula populifolia 'Whitespire' | WHITESPIRE BIRCH TWIN | 6' | 40'h x 20'w | B&B | 15 | 120 |
| LOW DECIDUOUS TREES | | | | | | | | |
| 6 | MP | Malus x 'Prairifire' | PRAIRIFIRE CRABAPPLE | 4' | 20'h x 20'w | B&B | 10 | 60 |
| LOW EVERGREEN TREES | | | | | | | | |
| 15 | SJ | Juniperus scopulorum 'Baligh' | SKYHIGH JUNIPER | 3' | 12'h x 5'w | B&B | 12 | 180 |
| 18 | TO | Thuja occidentalis 'Smaragd' | EMERALD ARBORVITAE | 3' | 12'h x 4'w | B&B | 12 | 216 |
| TALL DECIDUOUS SHRUB | | | | | | | | |
| 9 | VB | Viburnum x burkwoodii | BURKWOOD VIBURNUM | 36" Ht. | 10'h x 7'w | #5 CONT. (7' O.C.) | 5 | 45 |
| MEDIUM DECIDUOUS SHRUB | | | | | | | | |
| 12 | CA | Clethra alnifolia | SWEET PEPPERBUSH | 24" Ht. | 6'h x 6'w | #5 CONT. (6' O.C.) | 3 | 36 |
| 28 | RD | Cornus sericea 'Farrow' ARCTIC FIRE | RED TWIG DOGWOOD | 24" Ht. | 5'h x 5'w | #5 CONT. (4' O.C.) | 3 | 84 |
| 12 | AC | Ribes alpinum | ALPINE CURRANT | 24" Ht. | 5'h x 5'w | #5 CONT. (4' O.C.) | 3 | 36 |
| MEDIUM EVERGREEN SHRUBS | | | | | | | | |
| 6 | RW | Rhododendron catawbiense 'Album' | WHITE CATAWBA RHODODENDRON | 18" Tall/Wide | 6'h x 7'w | #5 CONT. (6' O.C.) | 5 | 30 |
| 6 | MU | Pinus mugo var. pumilio | DWARF MUGO PINE | 18" Tall/Wide | 4'h x 10'w | #5 CONT. (6' O.C.) | 5 | 30 |
| LOW EVERGREEN SHRUBS | | | | | | | | |
| 16 | JH | Juniperus horizontalis 'Plumosa' | ANDORRA JUNIPER | 12" Tall/Wide | 18'h x 5'w | #5 CONT. (6' O.C.) | 3 | 48 |
| 6 | JV | Juniperus virginiana 'Grey Owl' | GREY OWL JUNIPER | 12" Tall/Wide | 3'h x 5'w | #5 CONT. (6' O.C.) | 3 | 18 |
| ORNAMENTAL GRASSES | | | | | | | | |
| 87 | PD | Sporobolus heterolepis | PRAIRIE DROPSEED | 8" Ht. | 36" Ht. | #1 CONT. (3' O.C.) | | |
| 68 | LB | Schizachyrium scoparium | LITTLE BLUESTEM | 8" Ht. | 36" Ht. | #1 CONT. (3' O.C.) | | |

MINIMUM LANDSCAPING POINT REQUIREMENTS

ZONING = PB

BUILDING FOUNDATION:
 REQUIREMENT: 40 POINTS PER 100 LF OF BUILDING FOUNDATION (TREES SHALL NOT BE USED TO MEET THE FOUNDATION REQUIREMENT)
 530.84 LF / 100 LF X 40 = 212.3 POINTS
 PROVIDED: 222

STREET FRONTAGE:
 REQUIREMENT: 40 POINTS PER 100 LF OF STREET FRONTAGE (SHRUBS SHALL NOT BE USED TO MEET THE STREET FRONTAGE REQUIREMENT)

CEDARBROOK LN
 243 LF / 100 LF X 40 = 97.2 POINTS
 PROVIDED = 279 POINTS

C.T.H. N
 451 LF / 100 X 40 = 180.4 POINTS
 PROVIDED = 0*
 *EASEMENT AND UTILITIES RESTRICTS PLANTING OF TREES TO PROVIDE ADEQUATE POINTS

US HWY 51
 237 LF / 100 LF X 40 = 94.8 POINTS
 PROVIDED = 0*
 *EASEMENT AND UTILITIES RESTRICTS PLANTING OF TREES TO PROVIDE ADEQUATE POINTS

POINTS REQUIRED: 372.4
 POINTS PROVIDED: 279*
 *EASEMENT AND UTILITIES RESTRICTS PLANTING OF TREES TO PROVIDE ADEQUATE POINTS

PARKING AREA:
 REQUIREMENT: 60 POINTS PER 10,000 SF OF PAVED AREA. WITH A MINIMUM OF 360 SF OF LANDSCAPE AREA LOCATED WITHIN 10 FT OF THE PAVED AREA FOR EVERY 100 PAVED AREA POINTS.

TOTAL PAVED AREA: 55,690 SF
 TOTAL LANDSCAPE POINTS REQUIRED: (55,690 / 10,000) 5.569 X 60 = 334.14
 TOTAL LANDSCAPE AREA REQUIRED: 2,005 SF

TOTAL LANDSCAPE POINTS PROVIDED: 489
 TOTAL LANDSCAPE AREA PROVIDE: 3,166 SF

BUILDING FOOTPRINT:
 REQUIREMENT: 10 POINTS PER 1000 SF OF BUILDING FOOTPRINT
 9,207.75 SF / 1000 SF X 10 = 92.1 POINTS
 PROVIDED: 388 POINTS

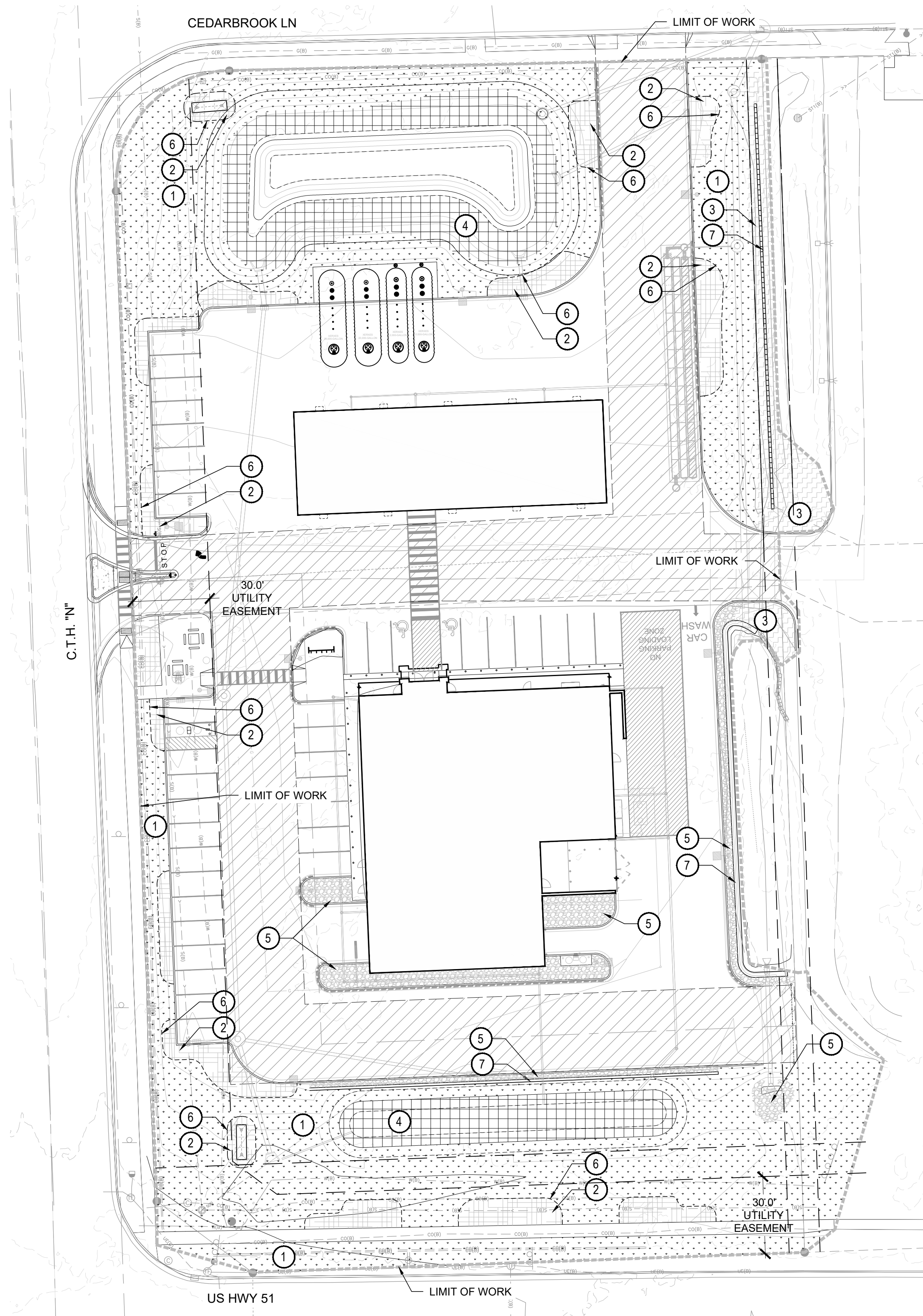
TOTAL REQUIRED POINTS: 1,015
 TOTAL POINTS PROVIDED: 1,278



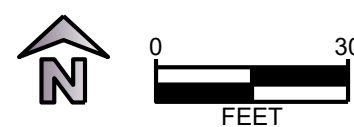
KWIK TRIP, Inc.
 P.O. BOX 2107
 1626 OAK STREET
 LA CROSSE, WI 54602-2107
 PH. (608) 781-8988
 FAX (608) 781-8960



| | | | | | |
|-----------------|------------------------|--------------------------------------|------------------|------|-------------|
| LANDSCAPE NOTES | CONVENIENCE STORE #738 | 1700 E. MAIN STREET STOUGHTON, WI | # | DATE | DESCRIPTION |
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| DRAWN BY | | | A. MEESSMANN | | |
| SCALE | | | NOTED | | |
| PROJ. NO. | | | 120.0134.30 | | |
| DATE | | | DECEMBER 6, 2022 | | |
| SHEET | | | L1.0 | | |



MULCH, SEEDING AND TURF PLAN



LANDSCAPE LEGEND

- 1 SOD (27,065 SF), REFER TO CONSTRUCTION NOTES FOR TYPE
- 2 SHRUB BED WITH HARDWOOD MULCH (41 CY) DOES NOT INCLUDE STAND-ALONG TREES OUTSIDE SHRUB BED AREAS, REFER TO CONSTRUCTION NOTES FOR TYPE
- 3 TURF SEED (2,924 SF), REFER TO CONSTRUCTION NOTES FOR TYPE
- 4 NATIVE SEED (6,309 SF), REFER TO CONSTRUCTION NOTES FOR TYPE
- 5 COBBLE MULCH (11.5 CY), REFER TO CONSTRUCTION NOTES FOR TYPE
- SPADE CUT EDGER AT 4" DEPTH (830 LF)
- MATCHLINE
- LIMIT OF WORK
- CLIMAX TREE
- MEDIUM DECIDUOUS TREE
- LOW DECIDUOUS TREE
- LOW EVERGREEN TREE
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- ORNAMENTAL GRASSES

LANDSCAPE CONSTRUCTION NOTES

1. BLACK BEAUTY TALL FESCUE KENTUCKY BLUEGRASS (TFKB SOD) PROVIDED BY PAUL'S TURF & TREE NURSERY (608.655.3600) OR APPROVED EQUAL.
2. PROVIDE 3" DEPTH SHREDDED HARDWOOD MULCH AROUND ALL STAND-ALONE TREES TO A MIN. 3-FOOT PERIMETER, AND IN ALL AREAS NOTED ON PLANS OVER GEOTEXTILE WEED CONTROL FABRIC. NO WEED CONTROL FABRIC IS REQUIRED IN GROUNDCOVER OR PERENNIAL AREAS. MULCHED LANDSCAPE BEDS SHALL HAVE A SPADED VERTICAL EDGE WHEN PERIMETER IS NOT CONCRETE CURB. MULCH PROVIDED BY KELENY TOP SOIL (608.833.4835) OR APPROVED EQUAL.
3. "EARTHCARPET" TURF SEED PROVIDED BY CERTIFIED PRODUCTS, INC. (262.542.2270) OR APPROVED EQUAL.
4. NATIVE SEED SHALL BE "DETENTION BASIN - BIOSWALE MIX" PROVIDED BY PRAIRIE NURSERY (1.800.476.9453) OR APPROVED EQUAL.
5. 2-6" COBBLE MULCH PROVIDED BY MILESTONE MATERIALS (608-783-6411) OR APPROVED EQUAL. SUBMIT SAMPLE FOR APPROVAL.
6. MULCHED LANDSCAPE BEDS SHALL HAVE A SPADED VERTICAL EDGE AT 4" DEPTH WHEN PERIMETER IS NOT CONCRETE SIDEWALK OR CURB.
7. LARGE BLOCK RETAINING WALL, SEE 10/SP5.0
8. REFER TO CONSTRUCTION SEQUENCE FOR NOTES REGARDING SITE RESTORATION.



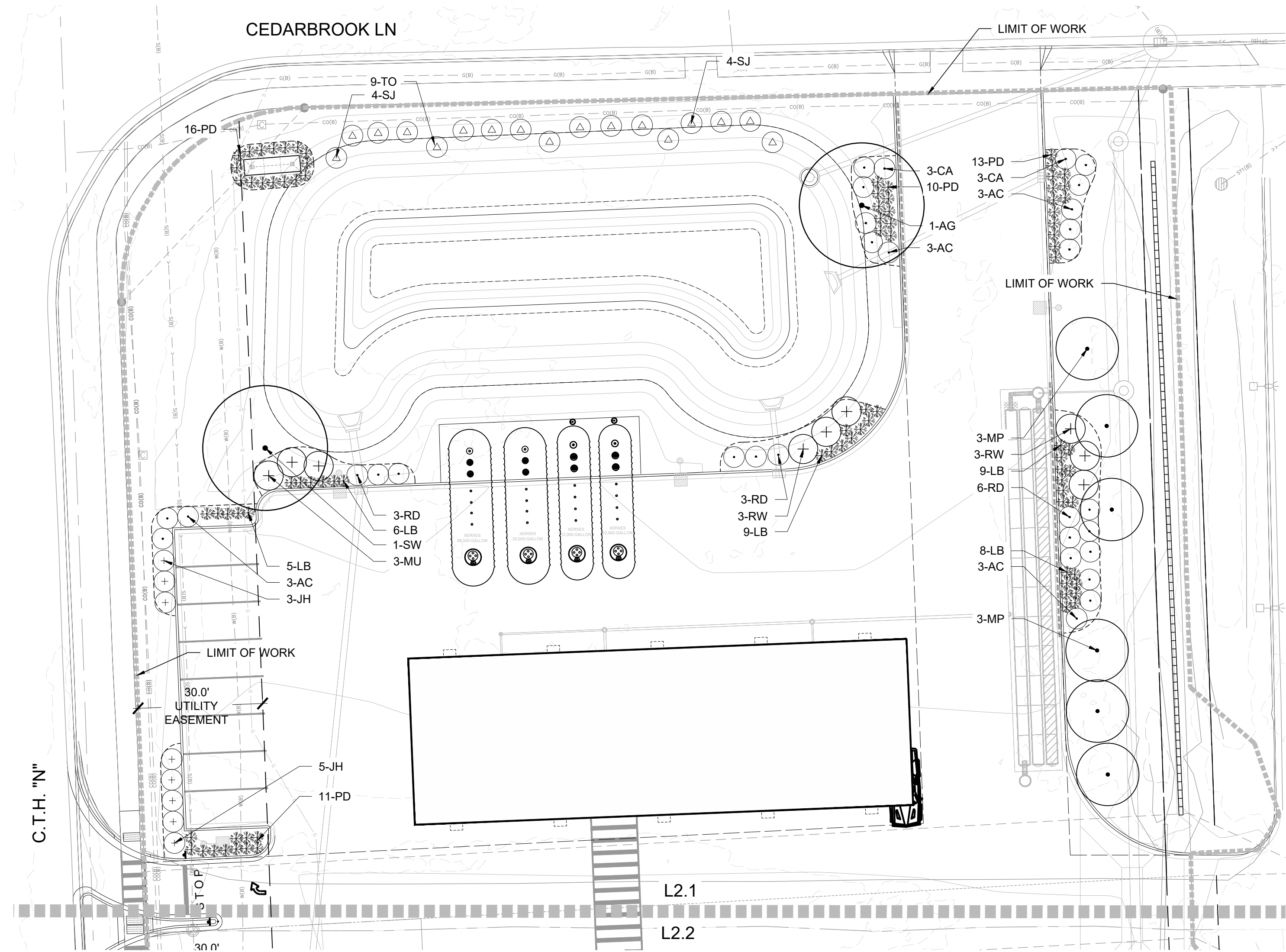
KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960



MULCH, SEEDING AND TURF PLAN
CONVENIENCE STORE #738
1700 E. MAIN STREET
STOUGHTON, WI

| # | DATE | DESCRIPTION |
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DRAWN BY A. MEESSMANN
SCALE NOTED
PROJ. NO. 120.0134.30
DATE DECEMBER 6, 2022
SHEET **L 2.0**



PLANTING PLAN

| PLANT SCHEDULE | | |
|--------------------------------|-----|----------------------------|
| QTY | KEY | COMMON NAME |
| CLIMAX TREES | | |
| | RO | NORTHERN RED OAK |
| | AG | AUTUMN GOLD GINGKO |
| MEDIUM DECIDUOUS TREES | | |
| | BW | WHITESPIRE BIRCH TWIN |
| LOW DECIDUOUS TREES | | |
| | MP | PRAIRIE FIRE CRABAPPLE |
| LOW EVERGREEN TREES | | |
| | SJ | SKYHIGH JUNIPER |
| | TO | EMERALD ARBORVITAE |
| TALL DECIDUOUS SHRUB | | |
| | VB | BURKWOOD VIBURNUM |
| MEDIUM DECIDUOUS SHRUB | | |
| | CA | SWEET PEPPERBUSH |
| | RD | RED TWIG DOGWOOD |
| | AC | ALPINE CURRANT |
| MEDIUM EVERGREEN SHRUBS | | |
| | RW | WHITE CATAWBA RHODODENDRON |
| | MU | MUGO PINE |
| LOW EVERGREEN SHRUBS | | |
| | JH | ANDORRA JUNIPER |
| | JV | GREY OWL JUNIPER |
| ORNAMENTAL GRASSES | | |
| | PD | PRAIRIE DROPSOED |
| | LB | LITTLE BLUESTEM |

LANDSCAPE LEGEND

- ① SOD (27,065 SF), REFER TO CONSTRUCTION NOTES FOR TYPE
- ② SHRUB BED WITH HARDWOOD MULCH (41 CY) DOES NOT INCLUDE STAND-ALONG TREES OUTSIDE SHRUB BED AREAS), REFER TO CONSTRUCTION NOTES FOR TYPE
- ③ TURF SEED (2,924 SF), REFER TO CONSTRUCTION NOTES FOR TYPE
- ④ NATIVE SEED (6,309 SF), REFER TO CONSTRUCTION NOTES FOR TYPE
- ⑤ COBBLE MULCH (11.5 CY), REFER TO CONSTRUCTION NOTES FOR TYPE
- SPADE CUT EDGER AT 4" DEPTH (830 LF)
- ▬▬▬▬▬ MATCHLINE
- ▬▬▬▬▬ LIMIT OF WORK
- CLIMAX TREE
- MEDIUM DECIDUOUS TREE
- LOW DECIDUOUS TREE
- △ LOW EVERGREEN TREE
- ⊕ DECIDUOUS SHRUBS
- ⊕ EVERGREEN SHRUBS
- ✻ ORNAMENTAL GRASSES

LANDSCAPE CONSTRUCTION NOTES

- BLACK BEAUTY TALL FESCUE KENTUCKY BLUEGRASS (TFKB SOD) PROVIDED BY PAUL'S TURF & TREE NURSERY (608.655.3600) OR APPROVED EQUAL.
- PROVIDE 3" DEPTH SHREDDED HARDWOOD MULCH AROUND ALL STAND-ALONE TREES TO A MIN. 3-FOOT PERIMETER, AND IN ALL AREAS NOTED ON PLANS OVER GEOTEXTILE WEED CONTROL FABRIC. NO WEED CONTROL FABRIC IS REQUIRED IN GROUND COVER OR PERENNIAL AREAS. MULCHED LANDSCAPE BEDS SHALL HAVE A SPADED VERTICAL EDGE WHEN PERIMETER IS NOT CONCRETE CURB. MULCH PROVIDED BY KELENY TOP SOIL (608.833.4835) OR APPROVED EQUAL.
- "EARTH CARPET" TURF SEED PROVIDED BY CERTIFIED PRODUCTS, INC. (262.542.2270) OR APPROVED EQUAL.
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- MULCHED LANDSCAPE BEDS SHALL HAVE A SPADED VERTICAL EDGE AT 4" DEPTH WHEN PERIMETER IS NOT CONCRETE SIDEWALK OR CURB.
- LARGE BLOCK RETAINING WALL, SEE 10/SP5.0
- REFER TO CONSTRUCTION SEQUENCE FOR NOTES REGARDING SITE RESTORATION.



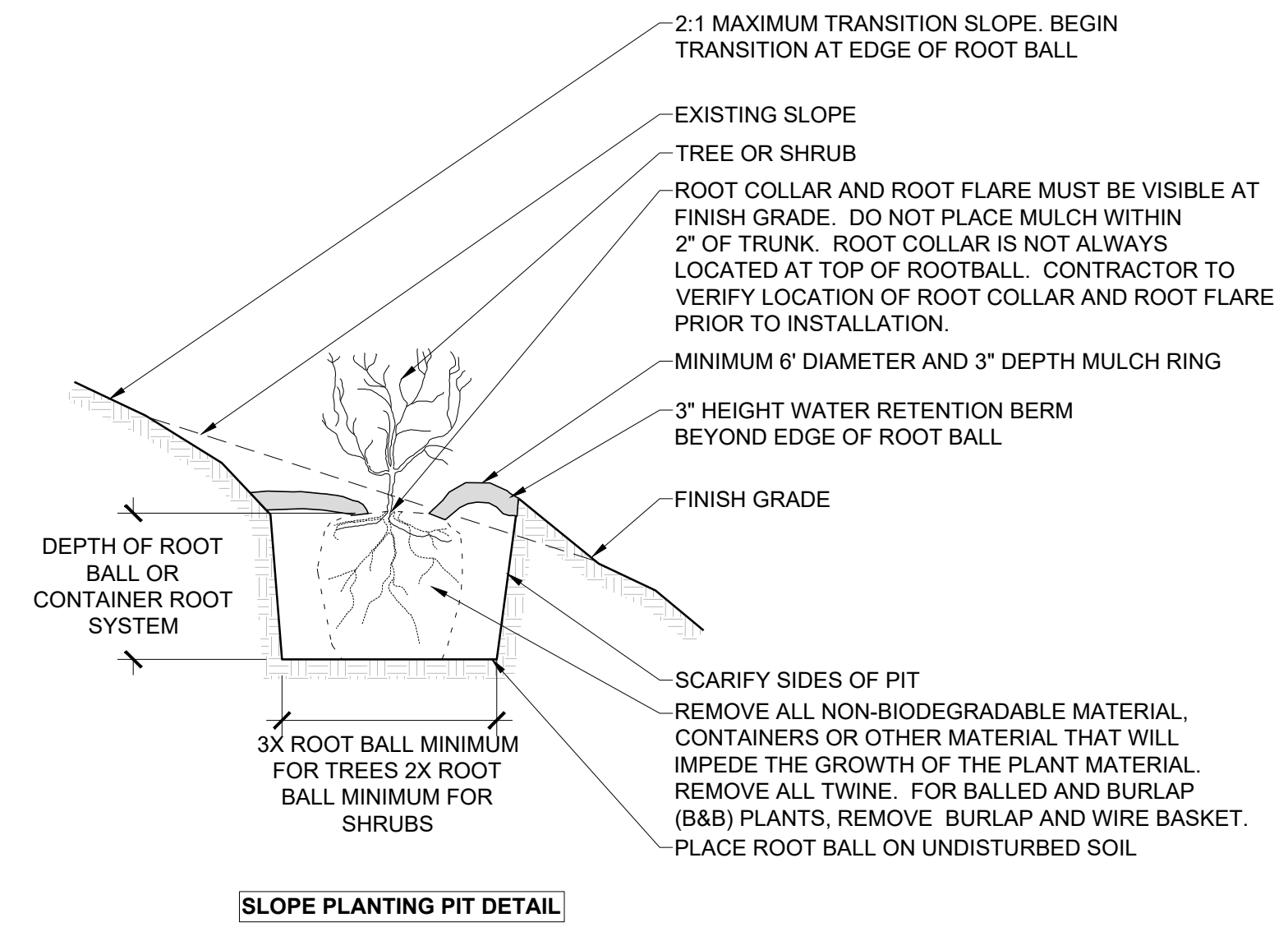
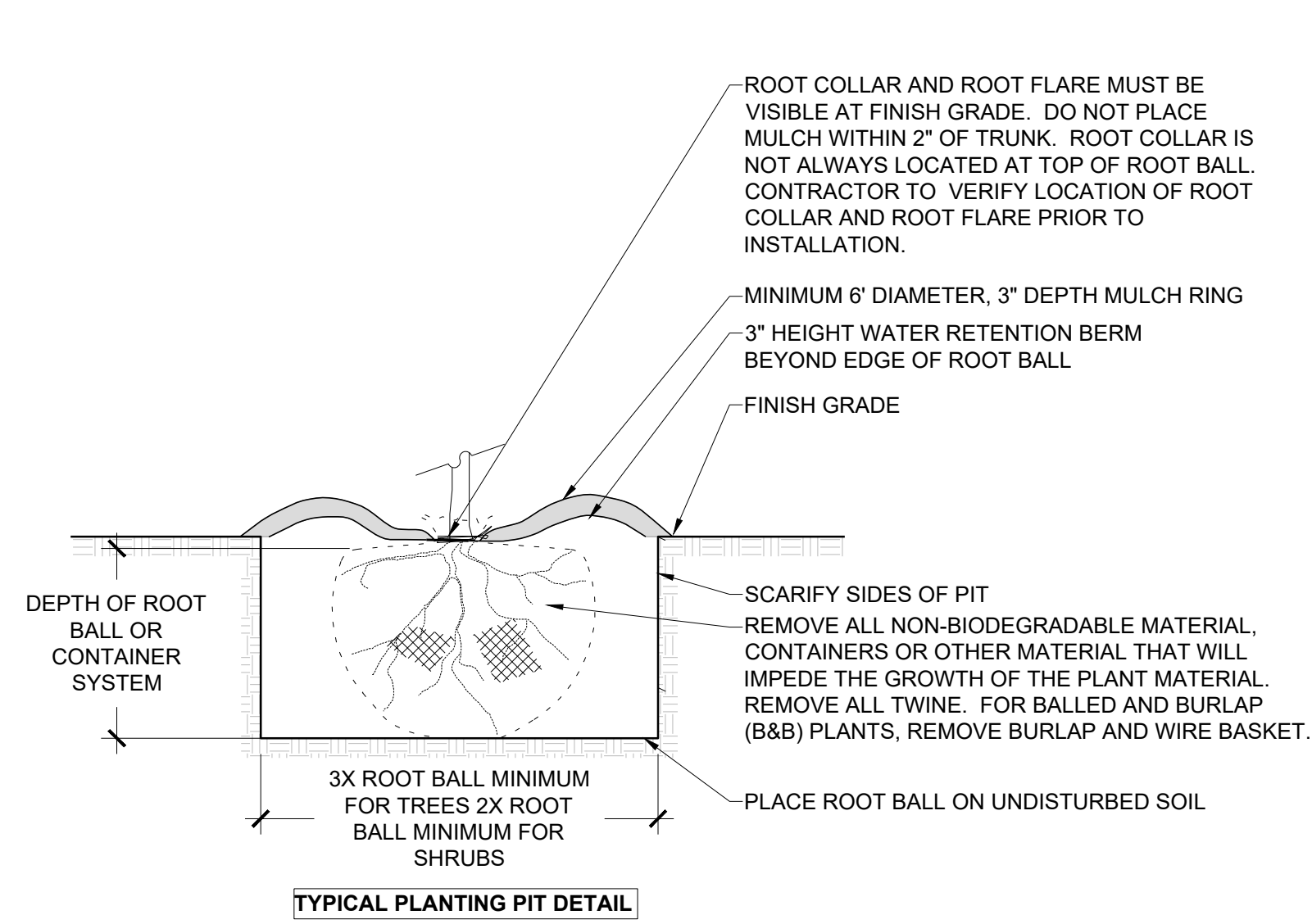
KWIK TRIP, Inc.
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LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960



PLANTING PLAN
CONVENIENCE STORE #738
1700 E. MAIN STREET
STOUGHTON, WI

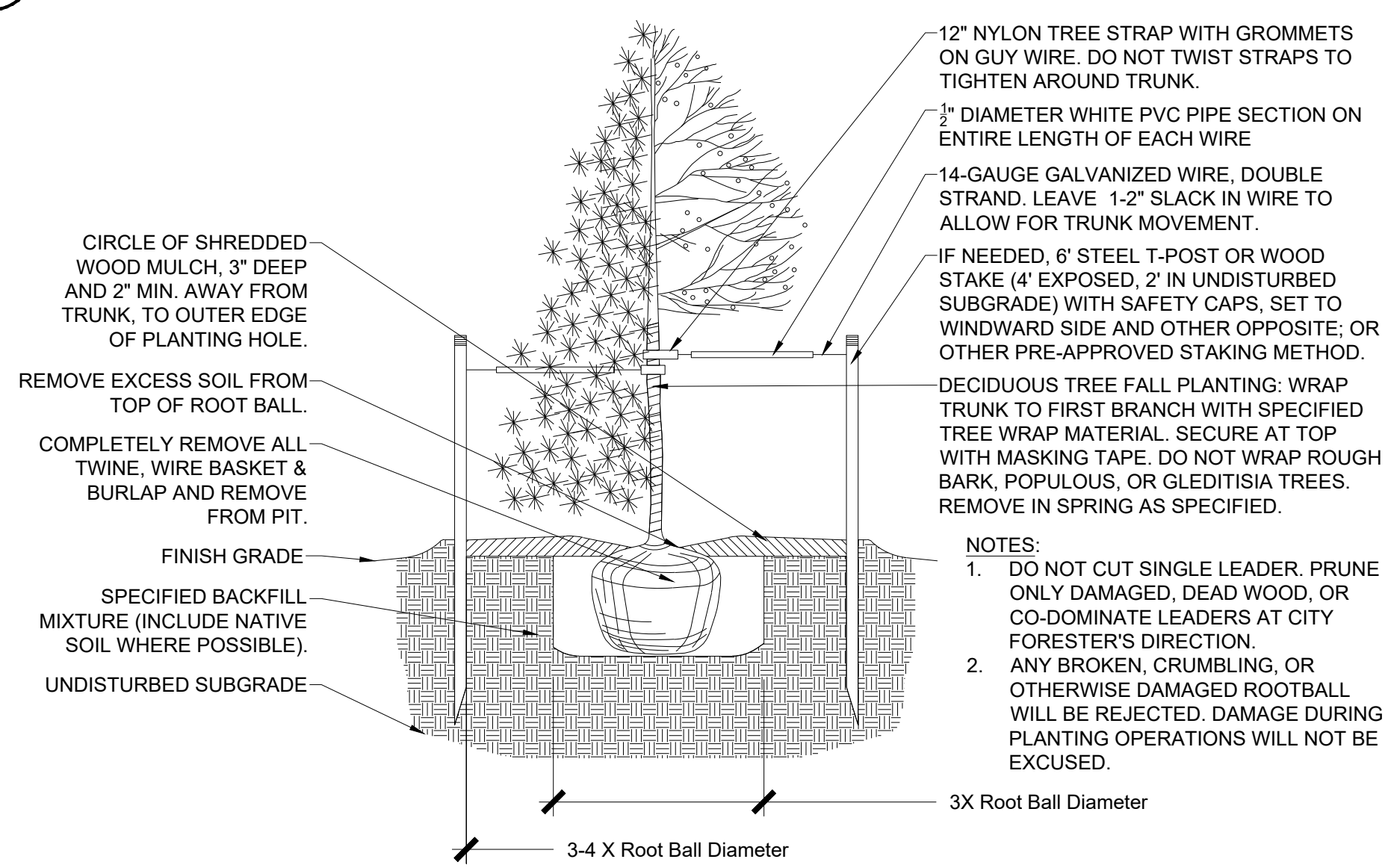
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| DRAWN BY | A. MEESSMANN |
| SCALE | NOTED |
| PROJ. NO. | 120.0134.30 |
| DATE | DECEMBER 6, 2022 |
| SHEET | L 2.1 |



1 PLANTING PIT

NO SCALE



2 TREE PLANTING

SCALE: 1/2" = 1'-0"



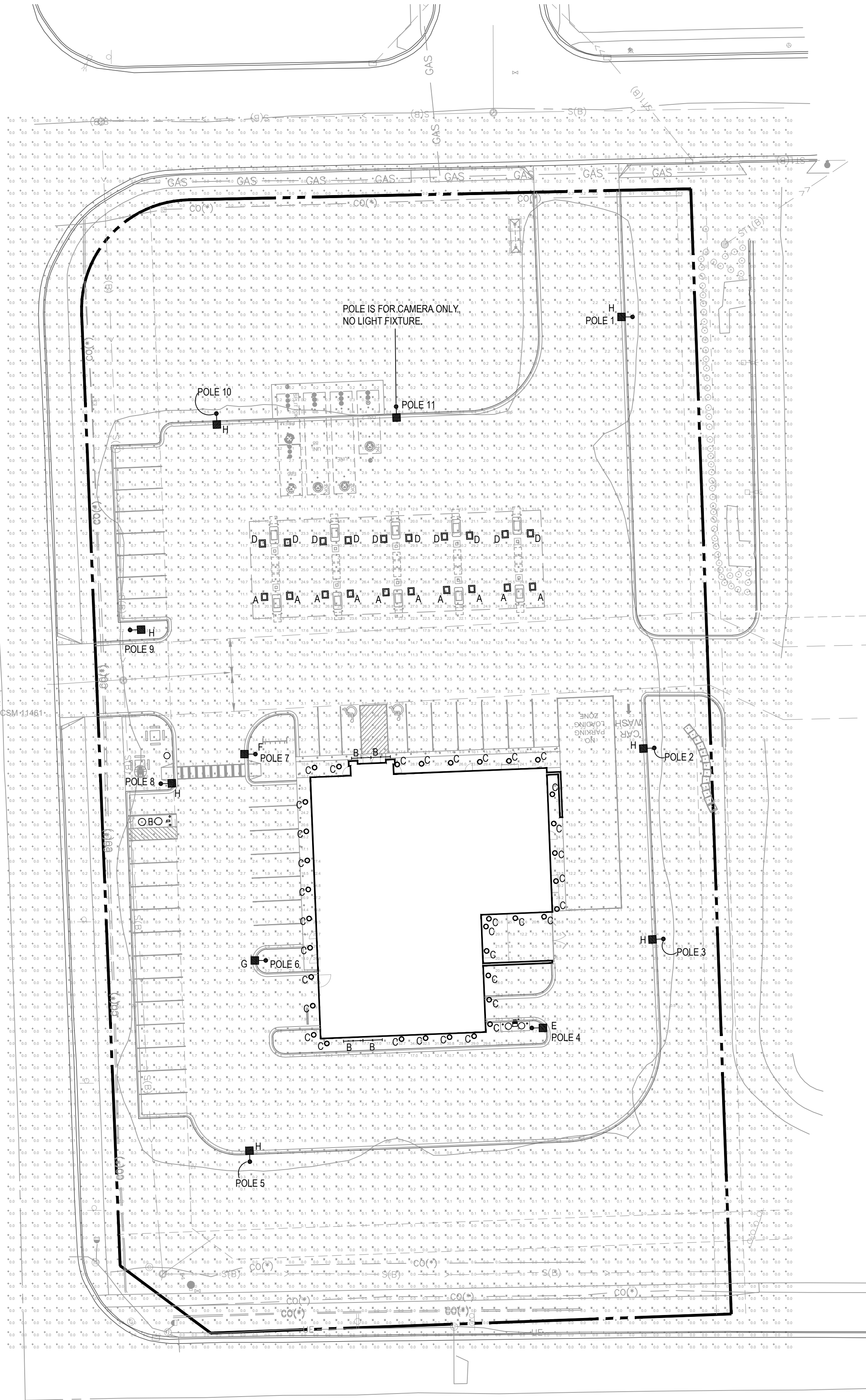
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 FAX (608) 781-8960



LANDSCAPE DETAILS
 CONVENIENCE STORE #738
 1700 E. MAIN STREET
 STOUGHTON, WI

| # | DATE | DESCRIPTION |
|---|------|-------------|
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DRAWN BY A. MEESSMANN
 SCALE NOTED
 PROJ. NO. 120.0134.30
 DATE DECEMBER 6, 2022
 SHEET L 3.0



30' WIDE SHARED ACCESS EASEMENT FOR LOTS 1 AND 2 AS RECORDED IN CSM 141461 (Exception 13)

| Statistics | | | | | |
|------------------------------------|---------|---------|---------|---------|---------|
| Description | Avg | Max | Min | Max/Min | Avg/Min |
| GAS CANOPY | 24.9 fc | 30.6 fc | 14.9 fc | 2.1:1 | 1.7:1 |
| PARKING | 2.4 fc | 21.6 fc | 0.6 fc | 36.0:1 | 4.0:1 |
| OVERALL SITE WITHIN PROPERTY LINES | 3.4 fc | 36.6 fc | 0.0 fc | N/A | N/A |

NOTE:
FOOTCANDLE LEVELS SHOWN ON THIS PLAN ARE CALCULATED AT GRADE LEVEL.

FIXTURE QUANTITIES

- A - 10
- B - 4
- C - 35
- D - 10
- E - 1
- F - 1
- G - 1
- H - 7

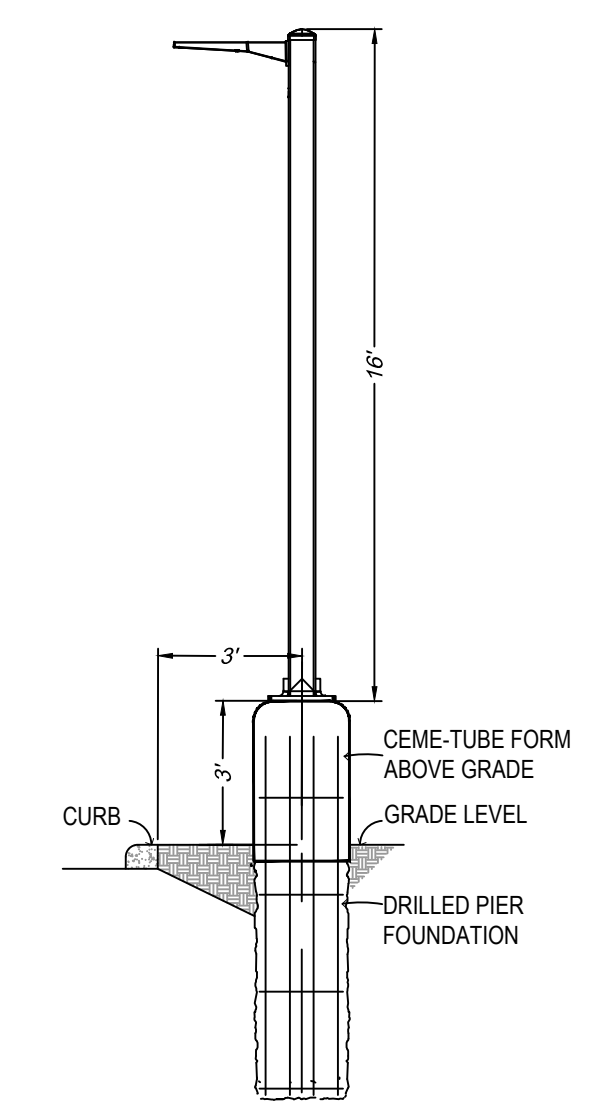
PROVIDE (11) 18' POLES.

FIXTURE SYMBOLS:

- A & D LED LIGHT MOUNTED UNDER GAS CANOPY
- B LED STRIP LIGHT MOUNTED IN GABLE
- C RECESSED LED DOWNLIGHT
- E, F, G & H POLE MOUNTED LED FIXTURE

FIXTURE TYPES:

- A - LSI LIGHTING: SCV-LED-23L-SCFT-UNV-DIM-50-WHT MOUNT FIXTURES WITH FORWARD THROW OPTIC AIMING AT STORE FRONT. FIXTURE IS SHOWN DIMMED TO 50%.
- B - LED STRIP LIGHT MOUNTED IN GABLE LITHONIA -TZL-1N-L96
- C - RECESSED LED DOWNLIGHT GOTHAM EVO-35/30-8AR-WD-120-TRW
- D - LSI LIGHTING: SCV-LED-15L-SC-UNV-DIM-50-WHT FIXTURE IS SHOWN DIMMED TO 60%.
- E - LSI LIGHTING: SLM-LED-9L-SIL-5W-UNV-50-70CRI-WHT
- F - LSI LIGHTING: SLM-LED-9L-SIL-FT-L-UNV-50-70CRI-WHT ORDER FIXTURE WITH OPTICS ROTATED TO THE LEFT.
- G - LSI LIGHTING: SLM-LED-9L-SIL-FT-UNV-50-70CRI-WHT
- H - LSI LIGHTING: SLM-LED-9L-SIL-FT-UNV-50-70CRI-WHT-IL



LOT LIGHT ELEVATION DETAIL

NOT TO SCALE
POLE #11 IS FOR CAMERA ONLY, NO LIGHT FIXTURE.



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FAX (608) 781-8960



PHOTOMETRIC SITE PLAN
 CONVENIENCE STORE #738
 1700 E. MAIN STREET
 STOUGHTON, WISCONSIN

| # | DATE | DESCRIPTION |
|---|------|-------------|
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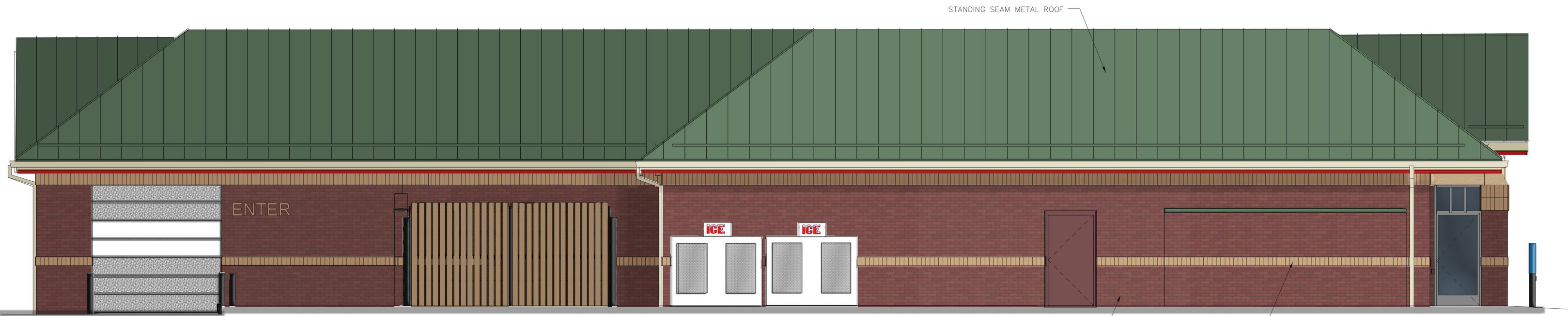
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| DATE | DECEMBER 6, 2022 |
| SHEET | E1.0 |

PHOTOMETRIC SITE PLAN
SCALE: 1" = 30'-0"

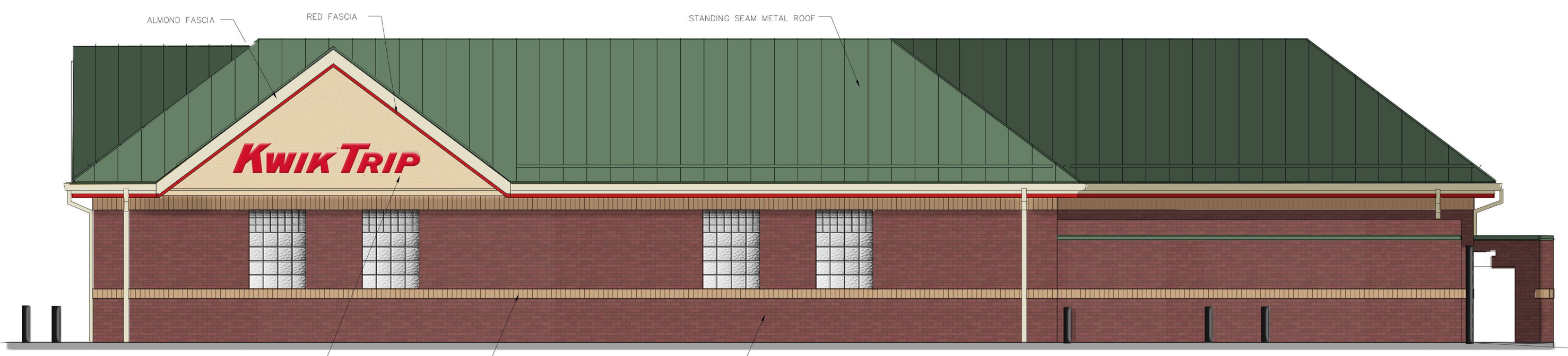
2020-0195.10
GRAEF
275 West Wisconsin Avenue, Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax



1 FRONT ELEVATION
 $\frac{1}{4}'' = 1'-0''$



2 LEFT ELEVATION
 $\frac{3}{16}'' = 1'-0''$



3 REAR ELEVATION
 $\frac{3}{16}'' = 1'-0''$



4 RIGHT ELEVATION
 $\frac{3}{16}'' = 1'-0''$

VANTAGE
 ARCHITECTS, INC.
 750 N. Third Street
 La Crosse, WI 54601
 Ph (608) 784-2729
 Fax (608) 784-2826



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***KWIK
TRIP***

***KWIK
STAR***

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FAX (608) 781-8960

10 MPD

1 FRONT ELEVATION



2 SIDE ELEVATION

TRAFFIC IMPACT ANALYSIS

DATE: June 29, 2020

TO: Bradford Fry, P.E.
Kwik Trip, Inc.

FROM: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **Kwik Trip #738 Traffic Impact Analysis
Stoughton, WI**

INTRODUCTION

Kwik Trip, Inc, proposes to build a Kwik Trip store and gas station in the northeast corner of USH 51 (E. Main Street) and County Trunk Highway (CTH) N in the City of Stoughton, Dane County, Wisconsin (Exhibit 1). Access to the development is proposed at both CTH N and Cedarbrook Lane. This traffic impact analysis (TIA) report was prepared to address the peak hour traffic impacts of the proposed development traffic on CTH N and Cedarbrook Lane.

STUDY AREA

Study Intersections

The study area for this TIA includes the following intersections:

- CTH N & Cedarbrook Lane
- CTH N & existing daycare/Fastenal building driveway/future Kwik Trip driveway
- Cedarbrook Lane & existing daycare/Fastenal building driveway
- Cedarbrook Lane & Stoney Ridge Trail/future Kwik Trip driveway

Each intersection is shown on the study area map on Exhibit 1. A transportation detail illustrating existing intersection lane configurations, speed limits, and approximate intersection spacing is shown in Exhibit 2.

Study Area Roadways

CTH N is a two-lane north/south roadway that is classified as a Principal Arterial north of USH 51 and a Minor Arterial south of USH 51. South of USH 51, CTH N is also designated as CTH A and Veterans Road. CTH N has a posted speed limit of 35 mph through the Kwik Trip development site. The speed limit transitions to 55 mph about 325 feet north of Cedarbrook Lane. CTH N leads to an interchange with I-39/I-90, about 5.75 miles north of USH 51. A sidewalk is located on the west side of CTH N, south of USH 51 and on the east side of CTH N, between USH 51 and Cedarbrook Lane. Northbound and southbound bicycle lanes are striped on CTH N, south of USH 51 only. There are no bicycle lanes striped on CTH N, north of USH 51, and the shoulders between USH 51 and Cedarbrook Lane are too narrow to provide refuge for bicycle riders. Therefore, it is presumed that bicycles in this section either ride alongside vehicle traffic in the northbound and southbound through lanes of CTH N, or use the sidewalk on the east side of the roadway.

The Wisconsin Department of Transportation (WisDOT) 2018 annual average daily traffic (AADT) volume on CTH N was 6,500 north of USH 51. The 2015 AADT on CTH N was 3,300 south of USH 51 (more recent AADT information is not available).

USH 51 is a Principal Arterial that locally provides access between the City of Stoughton and I-39/I-90. Regionally, USH 51 provides access between the City of Stoughton and the City of Madison. In the vicinity of the study area, USH 51 is designated as E. Main Street, and has a two-lane east/west cross-section with a 35-mph posted speed limit. Sidewalks are located on both sides of the roadway west of CTH N. East of CTH N, sidewalks are located on the south side of the roadway until Race Track Road and on the north side of the roadway for most of the distance between CTH N and Ashberry Lane. The 2018 AADT on USH 51 was 8,700 west of CTH N and 9,100 east of CTH N.

WisDOT is currently studying reconstruction of the USH 51 corridor from Stoughton to McFarland, and if funded, WisDOT anticipates construction of the project in the mid-2020's. Tentative plans for the reconstruction at CTH N include widening the shoulders on USH 51 (for bicycle travel), reconstructing and relocating some of the sidewalks, lengthening turn lane storage distances, and repaving the roadway. Other than repaving a portion of the northbound and southbound approaches, no changes are proposed for CTH N.

Cedarbrook Lane is a two-lane undivided east/west local roadway that provides access for a small residential development in the northeast quadrant of the USH 51/CTH N intersection. In addition to residential buildings, a daycare center is located along Cedarbrook Lane. The daycare center driveway to Cedarbrook Lane also connects internally to the Fastenal building (currently being used by Kicks Unlimited karate), providing access for both businesses. Sidewalks are located on both sides of Cedarbrook lane, except for a small section on the north side of the roadway in front of the property adjacent to CTH N.

Stoney Ridge Trail is a two-lane north/south local roadway that provides access for a small residential development north of Cedarbrook Lane. Sidewalks are located along both sides of Stoney Ridge Trail.

DATA COLLECTION

Existing Traffic Counts

Turning movement traffic counts were collected at the study intersections between Tuesday, June 16 and Thursday, June 18, 2020. Based on the turning movement traffic counts, the peak traffic hours at the study intersections were determined to occur from 7:15-8:15 a.m. (AM peak hour) and from 4:00-5:00 p.m. (PM peak hour). The traffic volume counts were compiled and balanced for these peak hours and are shown on Exhibit 3 as the Existing Traffic Counts. The full traffic count data collected for this study is in Appendix A.

Factored Traffic Volumes

Although the State of Wisconsin's Safer-at-Home order for the Covid-19 Pandemic was not in place at the time of the traffic counts, it is likely that traffic volumes from mid-June are not at their "normal" levels yet as businesses are in varied stages of transitioning back to full operation or full occupancy in their workplace. Comparing the peak hour turning movement counts collected in July 2020 to WisDOT hourly tube counts collected along CTH N (see Appendix A) in June 2018 shows that the 2018 traffic on CTH N, north of USH 51 was about 32% higher in the AM and 7% higher in the PM than in 2020.

For this study, northbound and southbound traffic on CTH N was normalized to 2018 levels by increasing the AM peak hour volumes by 32% and increasing the PM peak hour volumes by 7%. A conservatively estimated 2% growth rate was then applied to the 2018 normalized traffic volumes to develop the Year 2020 Background traffic volumes (Exhibit 4) evaluated in this study. Historically, the AADT data shows that traffic growth was decreasing annually from 2005 to 2012, where a jump in traffic occurred which then increased slightly between 2015 and 2018. This data was not used to determine growth trends along CTH N as road construction and interchange closures for the I-39/I-90 reconstruction project may be impacting traffic volumes along roadways in the study area.

PROPOSED DEVELOPMENT

Site Description

The 2.67-acre development site is zoned as PB – Planned Business. A 30-foot east/west access easement exists through the middle of the property. This is where the existing driveway is located between CTH N and the daycare/Fastenal buildings. The site plan for the proposed Kwik Trip #738 is shown on Exhibit 5.

Kwik Trip is proposing to develop the site with 20 gas fueling positions and an adjacent convenience store building. Access to the site will be through a new driveway to Cedarbrook Lane, across from Stoney Ridge Trail (offset slightly to the east). Access will also be through the existing east/west driveway at CTH N, but the plan shows that the driveway will be reconstructed with a median to restrict access to right-turn in, right-turn out (RIRO) only movements. Cross-access will be provided at between the Kwik Trip development the Fastenal building.

As part of the site development, sidewalks will be constructed along the south side of the property (along USH 51). Sidewalks are already located on the west (along CTH N) and the north (along Cedarbrook Lane) sides of the property. The site plan shows painted pedestrian crosswalks through the RIRO driveway to CTH N and at two locations internal

to the site. No crosswalk is shown across the driveway to Cedarbrook Lane. Since this driveway will carry more exiting traffic due to the restricted access at the RIRO driveway to CTH N, it is recommended that it also include a painted crosswalk as an additional safety measure between vehicles and pedestrians on Cedarbrook Lane.

As previously mentioned, existing on-street bicycle facilities are located on CTH N, south of USH 51, and WisDOT is planning on providing bicycle facilities on USH 51 with their future reconstruction project in the mid-2020's.

Currently, the daycare and Fastenal building uses the existing east/west driveway to travel to/from CTH N. With future access restricted to RIRO only movements, all lefts in and out of this driveway will be expected to reroute to the existing daycare driveway at Cedarbrook Lane. Although future RIRO movements will still be able to be made by Fastenal building traffic at the east/west driveway to CTH N, it is expected that much of that traffic will also reroute to avoid Kwik Trip vehicle and pedestrian traffic flowing throughout the site. Therefore, this study conservatively estimates that all existing daycare and Fastenal building traffic will reroute to the existing driveway at Cedarbrook Lane. The rerouted traffic is shown on Exhibit 6.

Trip Generation

The expected traffic volumes generated by the proposed Kwik Trip were calculated based on trip rates published in the ITE Trip Generation Manual, 10th Edition, 2017. In the ITE manual, land uses with at least 10 fueling positions and an on-site convenience market of at least 3,000 square feet should be categorized as a "Super Convenience Market/Gas Station" (ITE land use 960). For the Kwik Trip #738 site, "peak hour of adjacent street traffic" was used as the independent variable for determining trips. The peak hour traffic volumes entering the USH 51/CTH N intersection were therefore estimated for calculating trip generation. WisDOT provided a 2016 turning movement traffic count at the intersection for calculating directional splits along both USH 51 and CTH N. These directional splits were then applied to the 2018 hourly volumes used to calculate the AADT on these roadways. Based on this data, the entering traffic volumes at the USH 51/CTH N intersection were determined to be 1,200 vehicles during the weekday AM peak hour and 1,590 vehicles during the weekday PM peak hour. The 2016 turning movement count and the hourly AADT volume data is located in Appendix A.

The trip generation table for the proposed Kwik Trip is shown on Exhibit 7. Based on ITE trip rates for the peak hour of adjacent street traffic, the proposed Kwik Trip would be expected to generate 240 driveway trips during the weekday AM peak hour and 180 driveway trips during the weekday PM peak hour. The peak hour volume of adjacent street traffic is not available as an independent variable for weekday daily trip generation. Therefore, the weekday daily traffic volumes, based on the number of fueling positions on site, are expected to be about 4,610 trips.

Based on the location of the Kwik Trip site, up to 55% of the driveway trips are expected to be pass-by trips. Pass-by trips occur when a motorist already on the roadway system stops at a development prior to continuing on their intended route (e.g., a motorist on northbound CTH N makes a stop at the Kwik Trip prior to continuing north on CTH N). Pass-by trips for the Kwik Trip site were estimated as 2,070 trips during a typical weekday,

with 130 pass-by trips during the weekday AM peak hour and 100 pass-by trips during the weekday PM peak hour.

Trip Distribution

The trip distribution for the proposed development new trips (driveway trips minus pass-by trips) was calculated based on the proximity of population centers along USH 51 and CTH N. New trips are those that start and end at the same place (e.g. a motorist leaves home to go to the Kwik Trip site, and then returns back home afterward). The majority of the City of Stoughton is located to the west of the site, with sporadic residential development to the north, east, and south. Therefore, this study estimates that the majority of the new trips will be to/from the west on USH 51. The trip distribution of new trips for Kwik Trip was estimated to be:

New Trips Distribution

- 10% to/from the north on CTH N
- 15% to/from the south on CTH N
- 65% to/from the west on USH 51
- 10% to/from the east on USH 51

The pass-by trip distributions were calculated separate for the AM and PM peak hours as these trips originate from existing traffic already traveling through the study area. The pass-by trip distribution was calculated to be:

Pass-by Trips Distribution

- 30% AM/25% PM eastbound on USH 51
- 25% AM/30% PM westbound on USH 51
- 25% AM/20% PM northbound on CTH N
- 20% AM/25% PM southbound on CTH N

Traffic Assignment

The Kwik Trip new and pass-by trips were assigned to the study intersections based on the above trip distributions. The development traffic assignment is shown on the following exhibits:

- Exhibit 8 – Development New Trips
- Exhibit 9 – Development Pass-by Trips
- Exhibit 10 – Development Driveway Trips (New Trips + Pass-by Trips)

The traffic assignment includes an estimate of the site trips that will travel through the USH 51 intersections with CTH N and Ashberry Lane. It is expected that the majority of site trips will travel through the USH 51/CTH N intersection, with the largest-volume traffic increase occurring at the southbound right turn and eastbound left-turn movements. Due to the location of the development site and proposed driveways, very few Kwik Trip trips are expected to travel down Ashberry Lane to get to USH 51. Except for some pass-by traffic, which may exit to the east to avoid the USH 51/CTH N traffic signal when heading east on USH 51, most of the site traffic will find it more convenient to access the site via CTH N.

The Development Driveway Trips (Exhibit 10) and the rerouted daycare and Fastenal building trips (Exhibit 6) were added to the Year 2020 Background Traffic Volumes (Exhibit 4) to generate the Build traffic volumes evaluated in this study. The Build traffic volumes are shown on Exhibit 11.

PEAK HOUR TRAFFIC OPERATIONS & QUEUES

The study intersections were analyzed using the Synchro 10 traffic analysis model (outputs based on the Highway Capacity Manual, 6th Edition) and the peak hour turning movement volumes estimated for each intersection. 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 purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The capacity analysis tables showing the peak hour LOS, delays (in seconds per vehicle), and queues (in feet) are shown on Exhibit 12 (Year 2020 Background Traffic) and on Exhibit 13 (Build Traffic). The Synchro capacity analysis worksheets for all analysis scenarios are located in Appendix B.

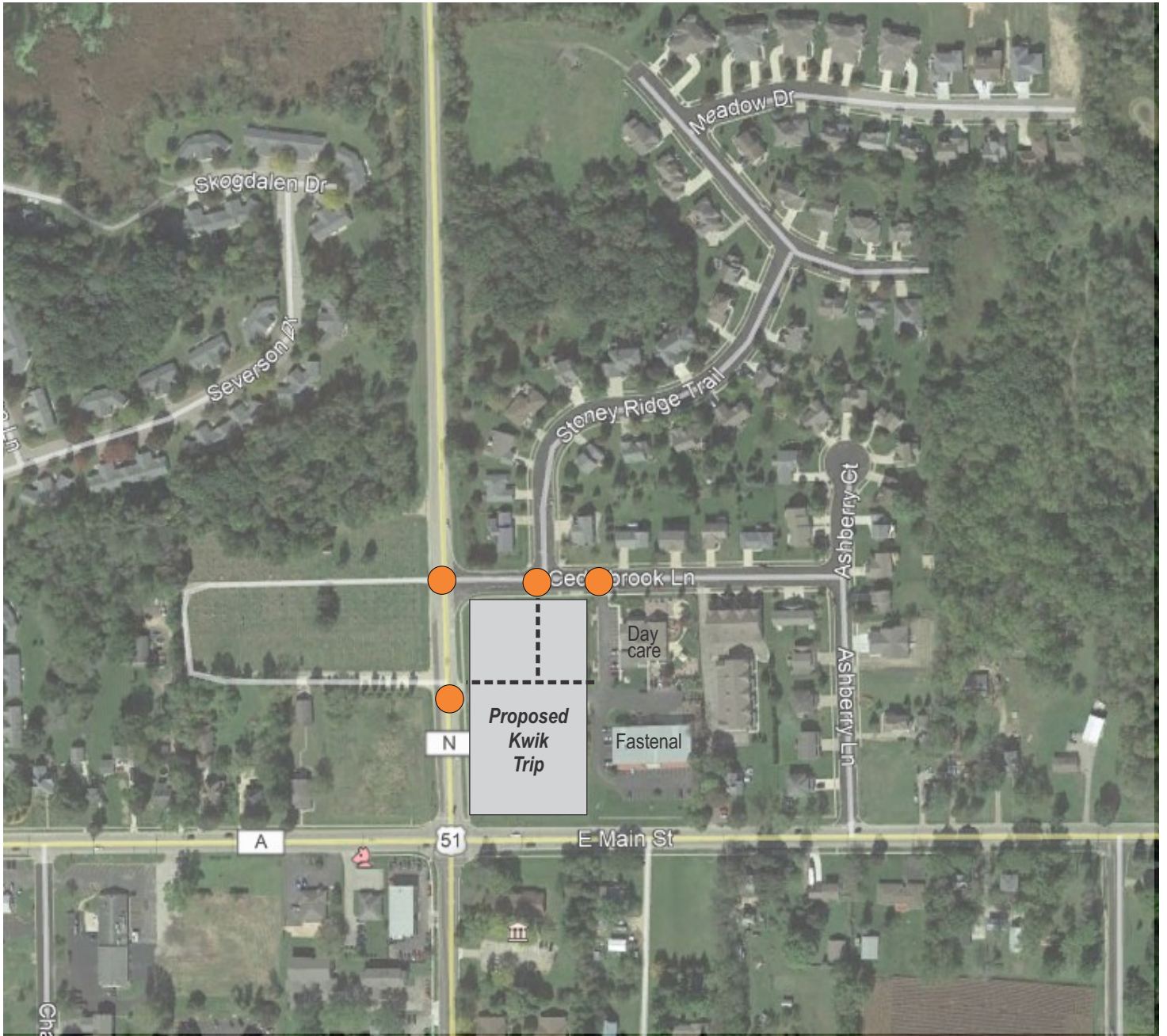
Based on the traffic analysis, all traffic movements are expected to operate acceptably at LOS C or better with the Year 2020 Background and Build traffic volumes evaluated in this study. Traffic queues for all movements are expected to remain reasonable at about two vehicle lengths (based on 25 feet per vehicle) or less per lane. Therefore, no changes to the existing traffic control or lane geometrics (except for the RIRO restrictions at the Kwik Trip CTH N driveway) are recommended for this study.

RECOMMENDATIONS/CONCLUSIONS

When the Kwik Trip is constructed in the northeast corner of the USH 51 intersection with CTH N, the east/west driveway to CTH N will be reconstructed with a median that restricts access to RIRO movements to and from the driveway. The Kwik Trip site will have a secondary access to Cedarbrook Lane where lefts in or out will be able to turn. Internal cross-access will be provided between the Kwik Trip site and the Fastenal building. With these conditions, the study intersections are expected to operate acceptably at LOS C or better during the peak hours. The additional traffic from the Kwik Trip site is therefore not expected to result in delays or traffic queues that would need to be mitigated with alternative geometrics or traffic control. With the additional sidewalk provided on the south side of the site and the painted crosswalks across the site driveways and internal on the site, reasonably safe conditions are expected between vehicles and pedestrians crossing the driveways.

The recommendations for the study area are as follows:

- Provide access driveways and sidewalks as shown on the site plan.
- Provide a painted crosswalk across the site driveway to Cedarbrook Lane.

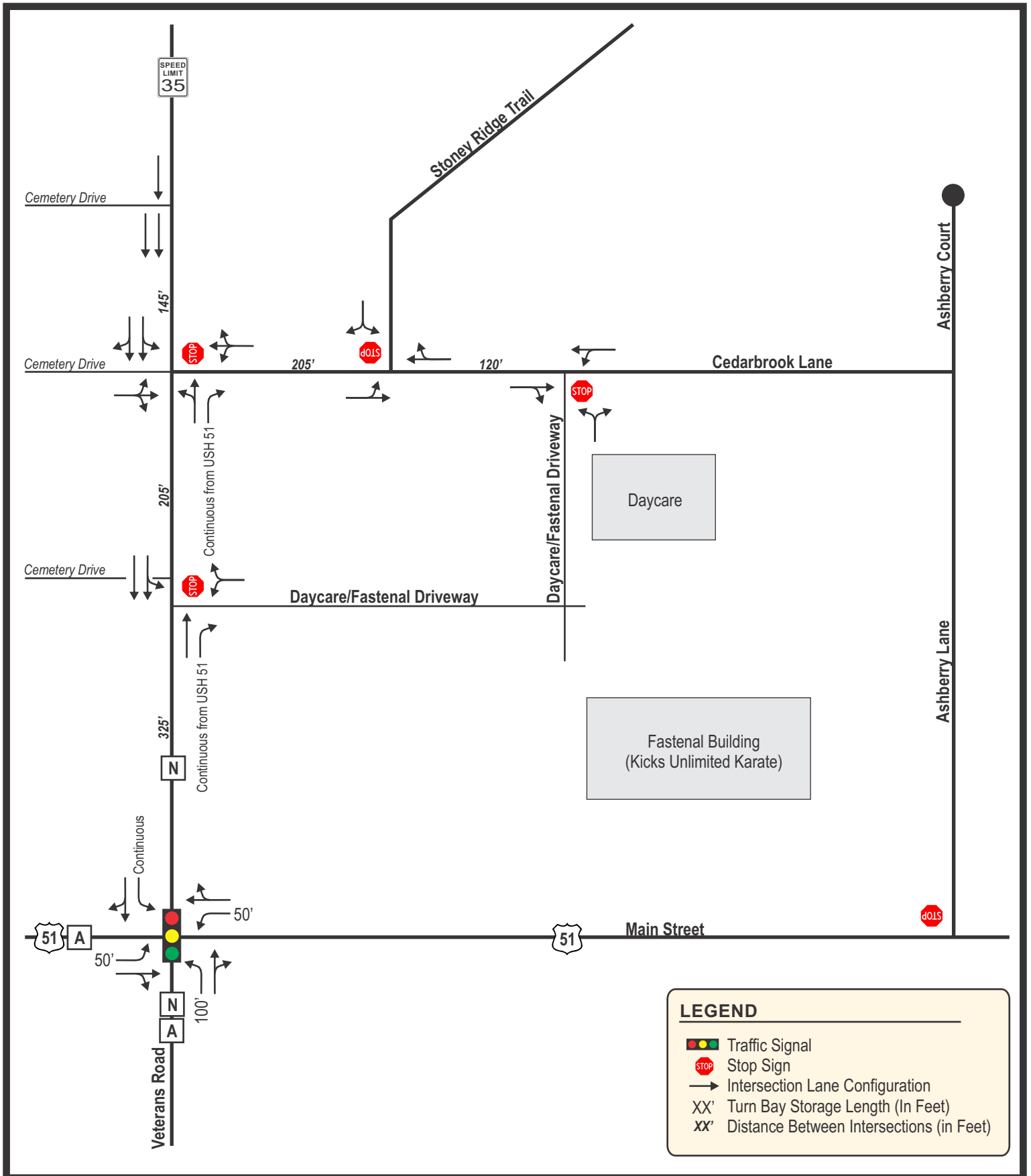


LEGEND

- Study Area Intersection
- Proposed Development Area
- Site Access



NOT TO SCALE



LEGEND

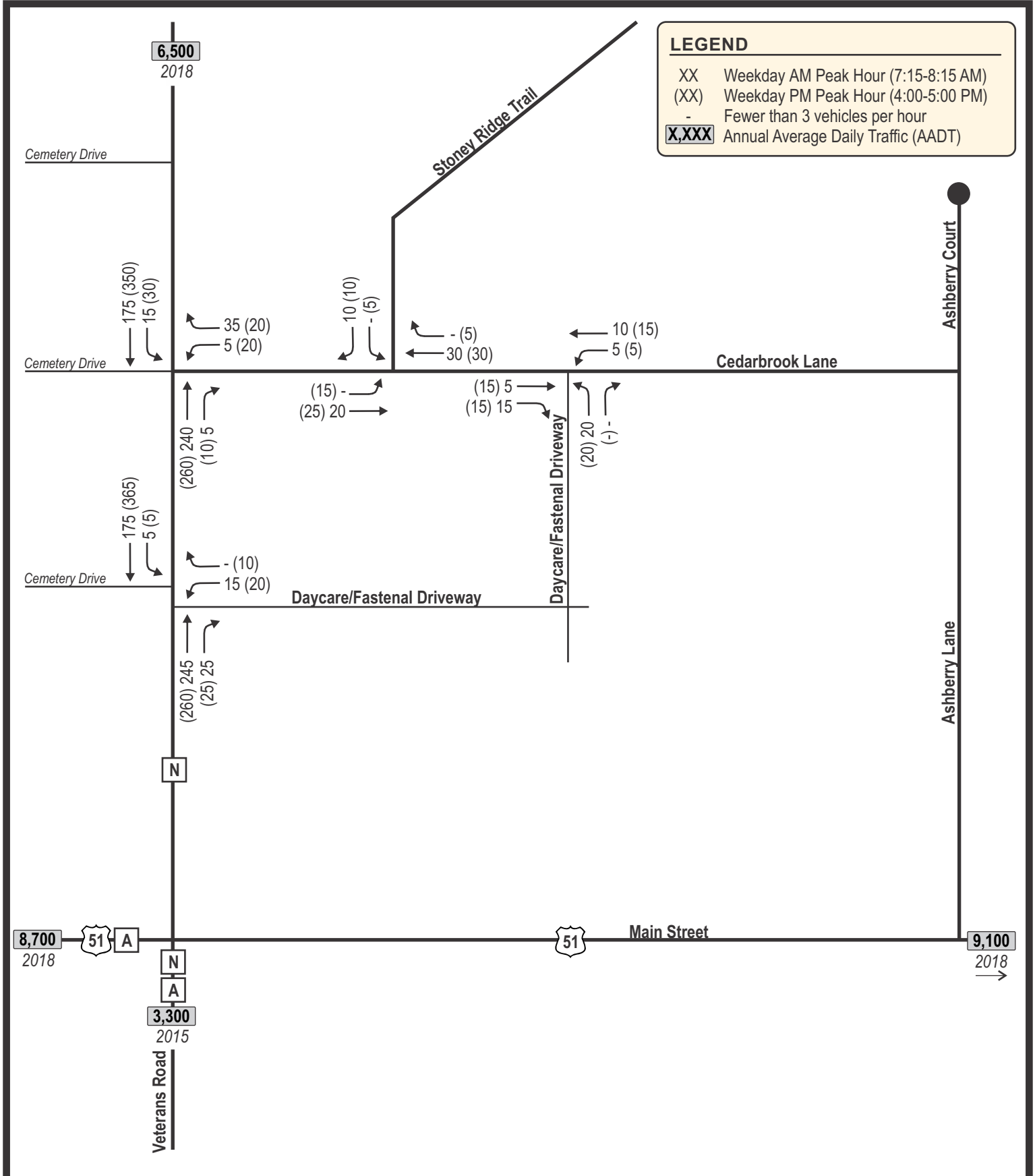
- Traffic Signal
- Stop Sign
- Intersection Lane Configuration
- XX' Turn Bay Storage Length (In Feet)
- XX' Distance Between Intersections (in Feet)



NOT TO SCALE

LEGEND

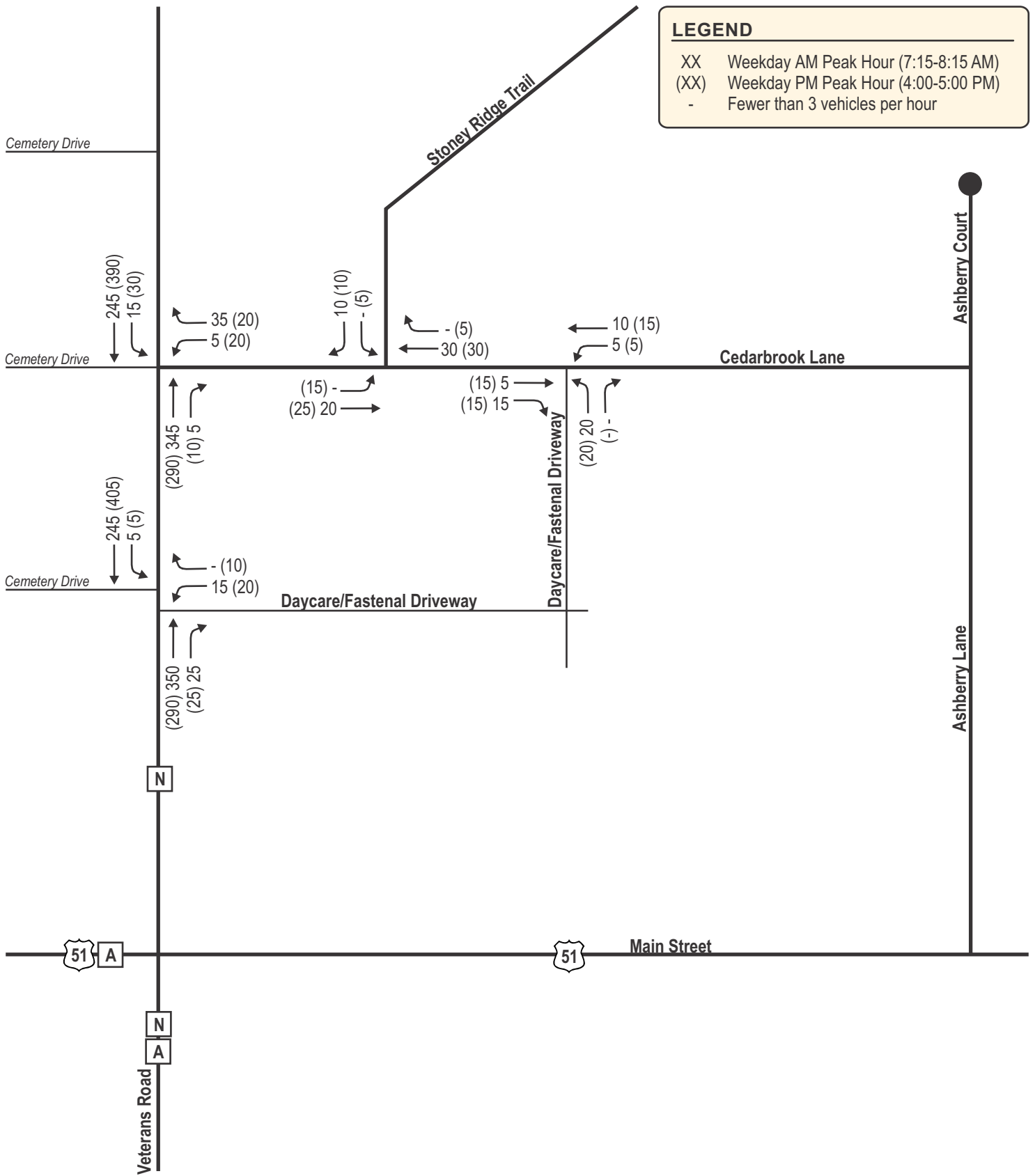
- XX Weekday AM Peak Hour (7:15-8:15 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Fewer than 3 vehicles per hour
- X,XXX** Annual Average Daily Traffic (AADT)



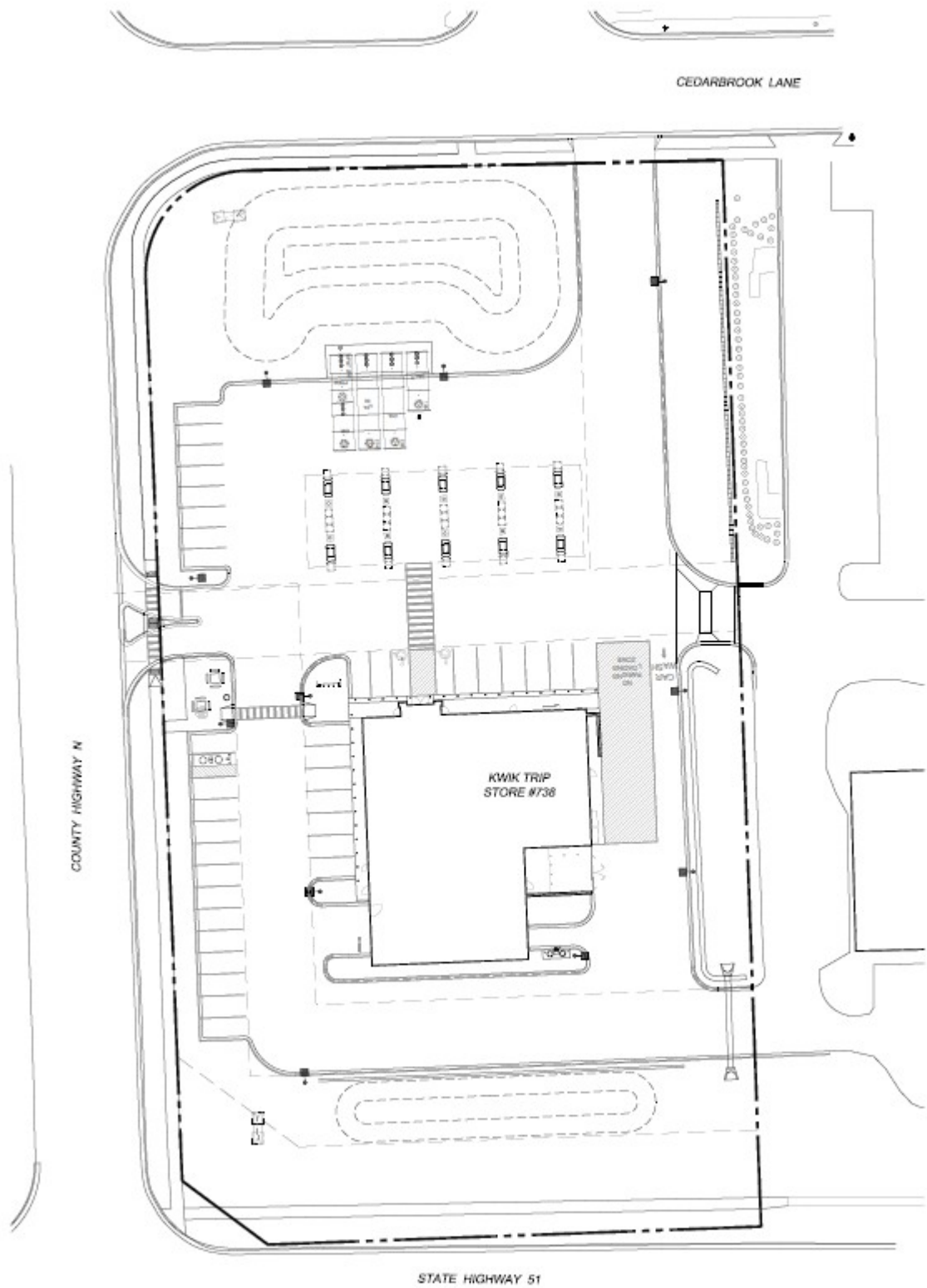
NOT TO SCALE

LEGEND

- XX Weekday AM Peak Hour (7:15-8:15 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Fewer than 3 vehicles per hour



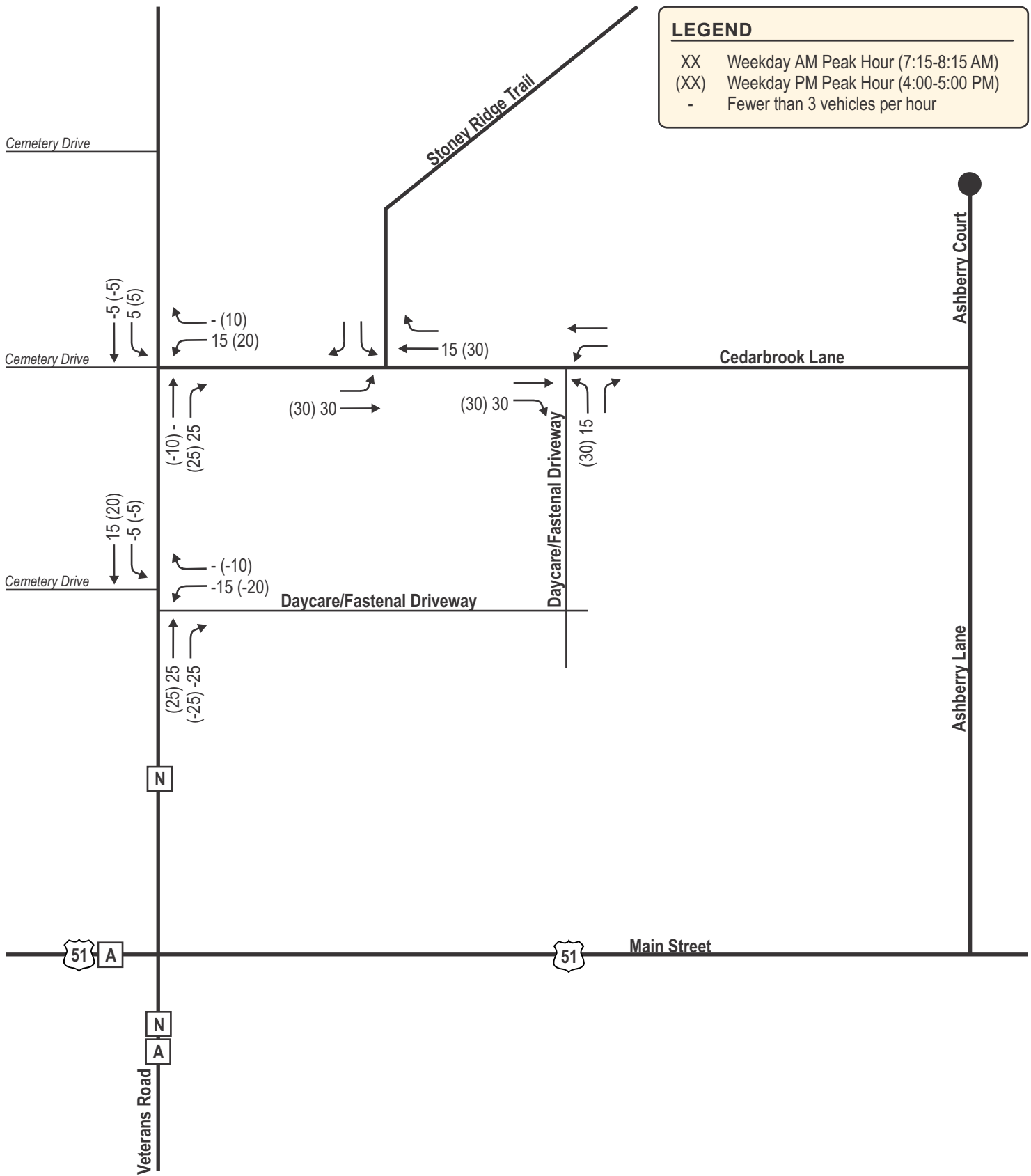
NOT TO SCALE



NOT TO SCALE

LEGEND

- XX Weekday AM Peak Hour (7:15-8:15 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Fewer than 3 vehicles per hour



Trip Generation Table

| Land Use | ITE Code | Proposed Size | Weekday Daily | AM Peak | | | PM Peak | | | |
|---|----------|-------------------|---------------|------------|------------|------------|-----------|-----------|------------|------|
| | | | | In | Out | Total | In | Out | Total | |
| Super Convenience Market/Gas Station (20 Fueling Positions) | 960 | 1,200 (AM PH Vol) | 4,610 | 120 | 120 | 240 | 90 | 90 | 180 | |
| | | 1,590 (PM PH Vol) | (230.52) | (50%) | (50%) | (0.20) | (50%) | (50%) | (0.15) | |
| Total Driveway Trips | | | 4,610 | 120 | 120 | 240 | 90 | 90 | 180 | |
| <i>Minus Pass-by Trips</i> | | | | | | | | | | |
| | | | 55% | -2,540 | -65 | -65 | -130 | -50 | -50 | -100 |
| Total New Trips | | | 2,070 | 55 | 55 | 110 | 40 | 40 | 80 | |

Notes

ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 10th Edition.

TRIP DISTRIBUTION (New Trips)

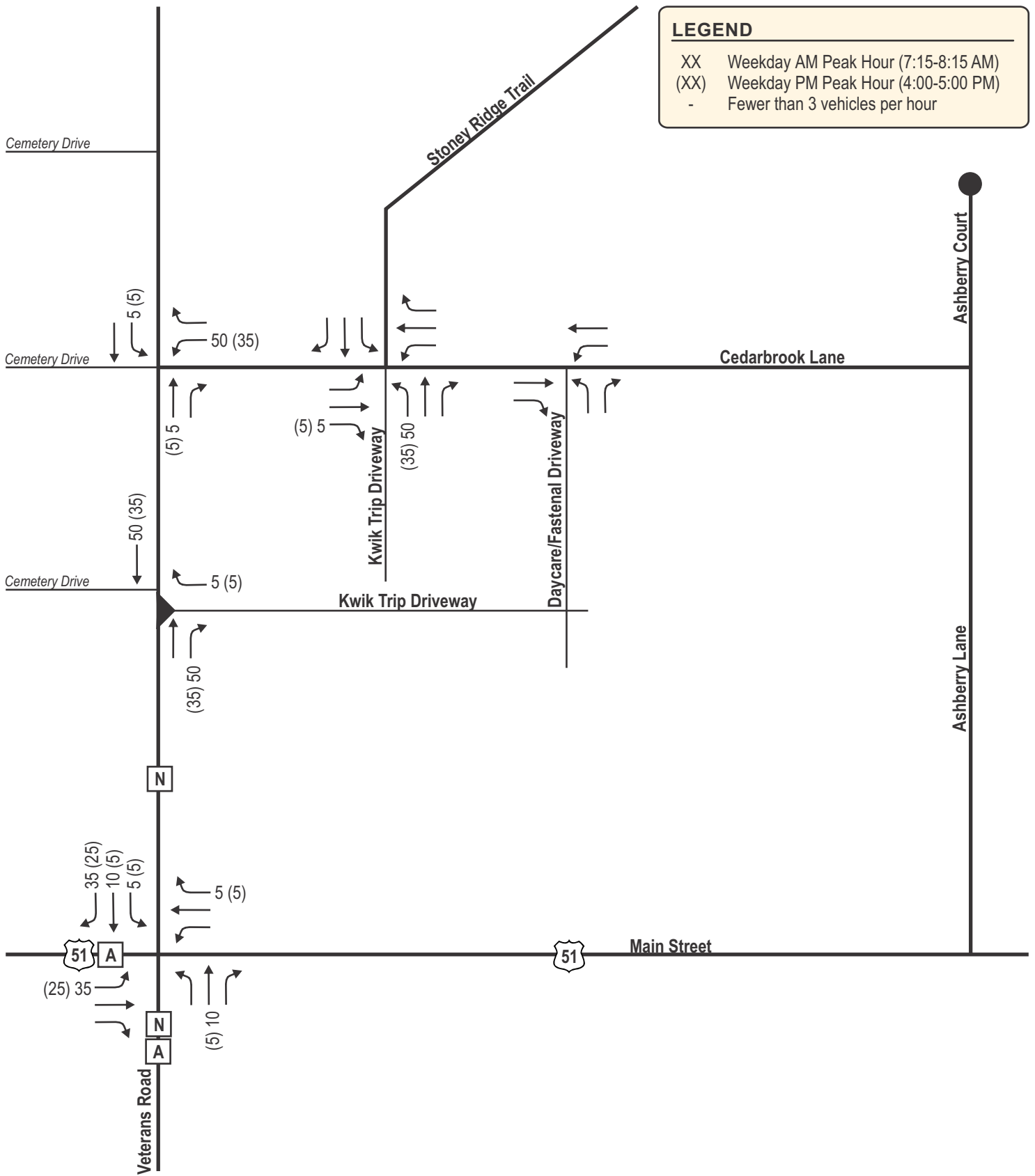
| | | | | | | |
|--------------------------|-------------|-------------|-----------|-----------|-----------|-----------|
| N. on CTH N | 10% | 205 | 5 | 5 | 5 | 5 |
| S. on Veterans Road | 15% | 310 | 10 | 10 | 5 | 5 |
| W. on USH 51/Main Street | 65% | 1350 | 35 | 35 | 25 | 25 |
| E. on USH 51/Main Street | 10% | 205 | 5 | 5 | 5 | 5 |
| | 100% | 2070 | 55 | 55 | 40 | 40 |

TRIP DISTRIBUTION (Pass-by)

| | | AM | PM | | | | |
|-----------|--|-----|-----|-----------|-----------|-----------|-----------|
| EB USH 51 | | 30% | 25% | 20 | 20 | 10 | 10 |
| WB USH 51 | | 25% | 30% | 15 | 15 | 15 | 15 |
| NB CTHN | | 25% | 20% | 15 | 15 | 10 | 10 |
| SB CTH N | | 20% | 25% | 15 | 15 | 15 | 15 |
| | | | | 65 | 65 | 50 | 50 |

LEGEND

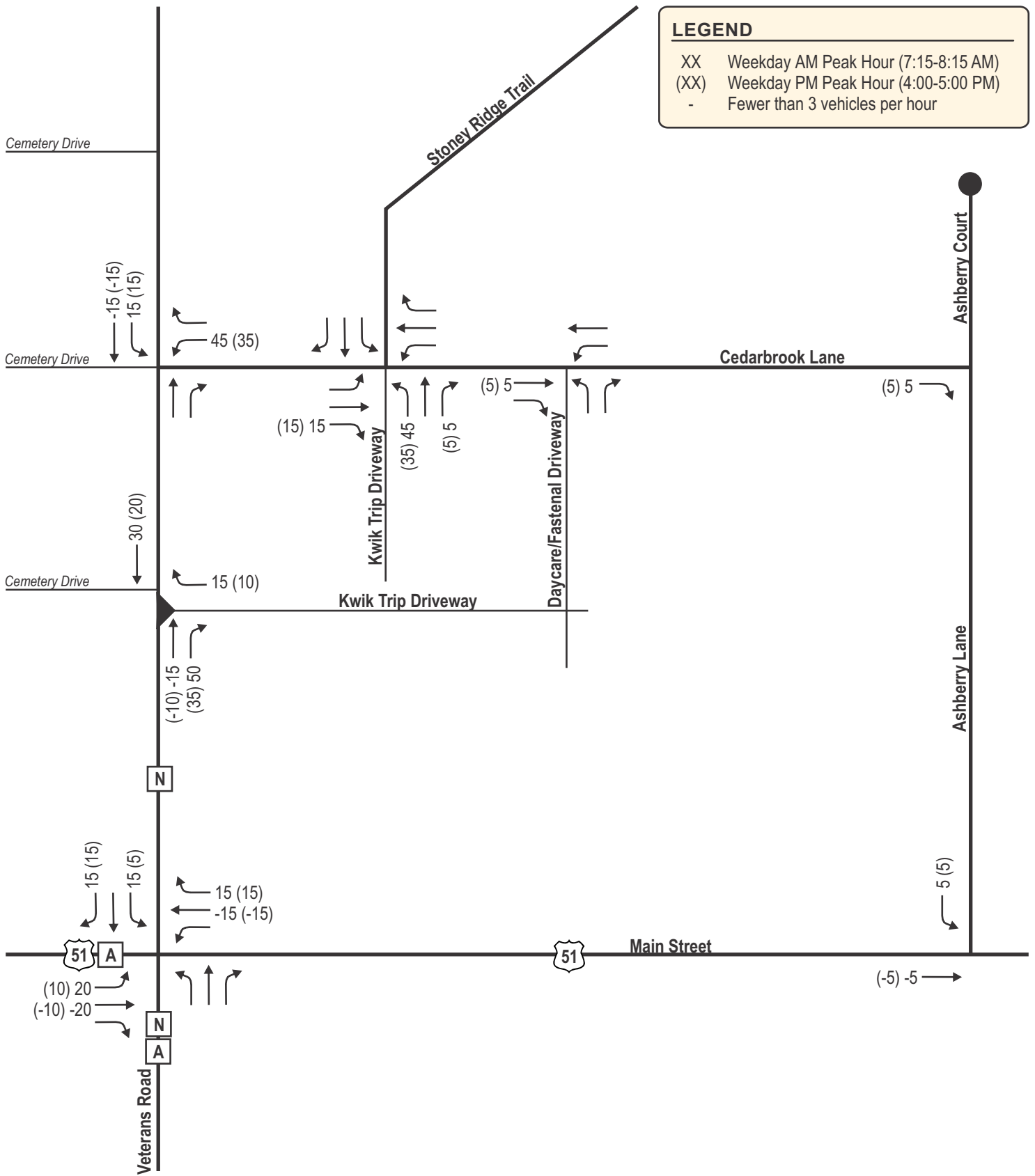
- XX Weekday AM Peak Hour (7:15-8:15 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Fewer than 3 vehicles per hour



NOT TO SCALE

LEGEND

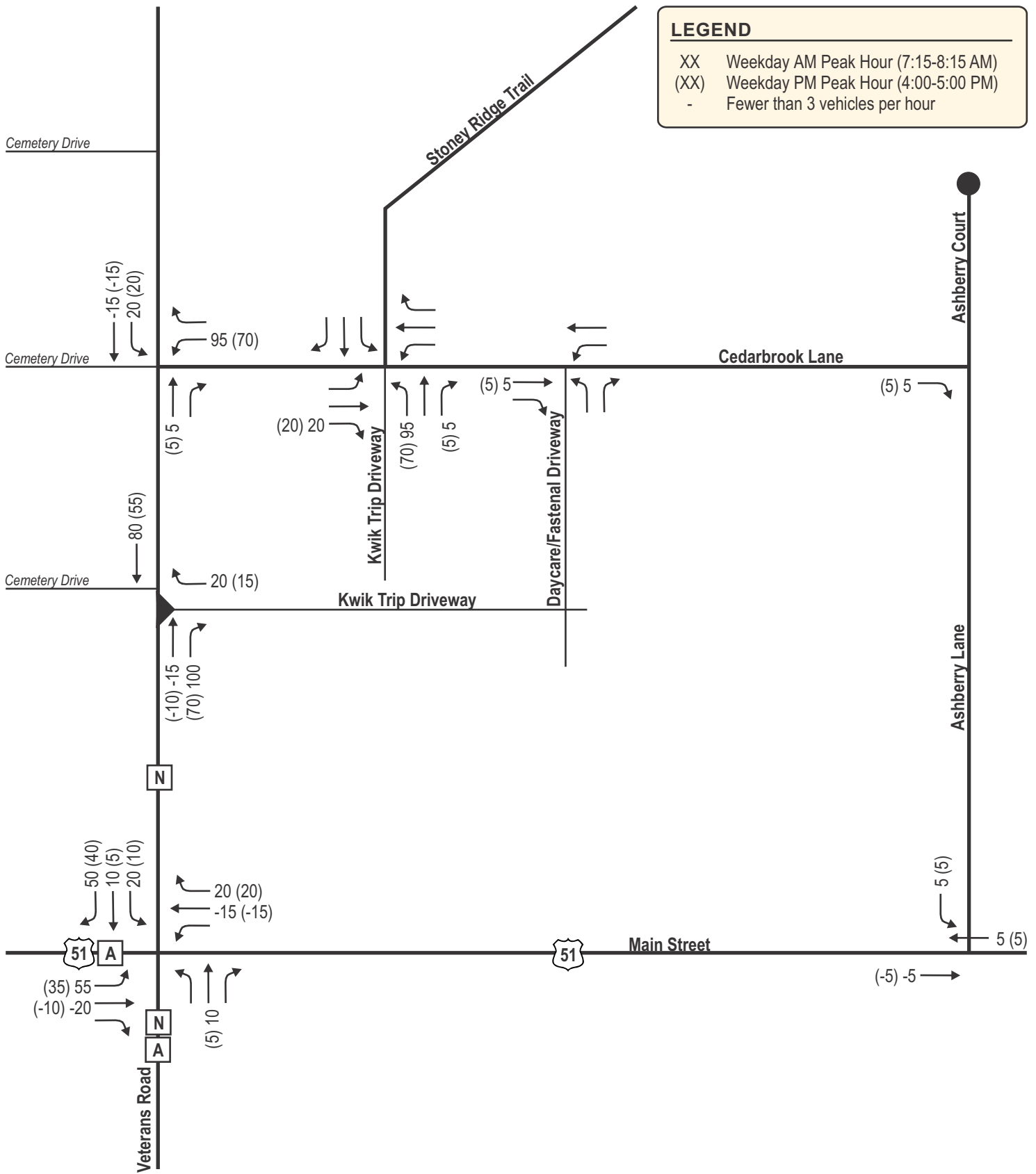
- XX Weekday AM Peak Hour (7:15-8:15 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Fewer than 3 vehicles per hour



NOT TO SCALE

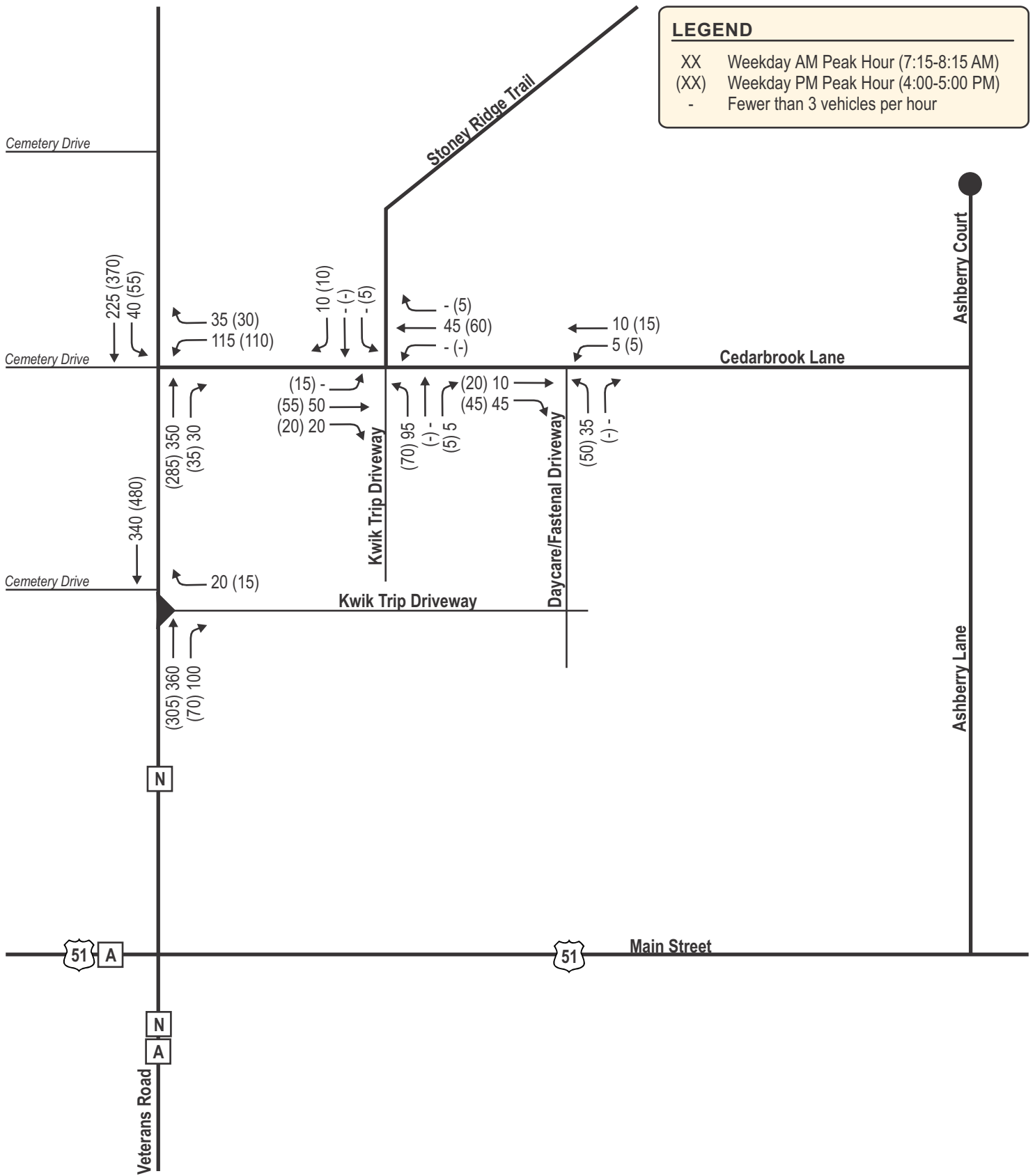
LEGEND

- XX Weekday AM Peak Hour (7:15-8:15 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Fewer than 3 vehicles per hour



LEGEND

- XX Weekday AM Peak Hour (7:15-8:15 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Fewer than 3 vehicles per hour



**Background Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control**

| Intersection | Peak Hour | | Level of Service per Movement by Approach | | | | | | | | | | | |
|---|-----------|-------|---|----|----|-----------|----|----|------------|----|----|------------|----|----|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| CTH N & Cedarbrook Lane Stop Sign Control | AM | LOS | - | | | B | | | - | * | | A | * | - |
| | | Delay | - | | | 11 | | | - | * | | 8 | * | - |
| | | Queue | - | | | 5 | | | - | * | | 0 | * | - |
| | PM | LOS | - | | | B | | | - | * | | A | * | - |
| | | Delay | - | | | 13 | | | - | * | | 8 | * | - |
| | | Queue | - | | | 10 | | | - | * | | 5 | * | - |
| CTH N & Daycare/Fastenal Driveway Stop Sign Control | AM | LOS | - | | | B | | | - | * | | A | * | - |
| | | Delay | - | | | 12 | | | - | * | | 8 | * | - |
| | | Queue | - | | | 5 | | | - | * | | 0 | * | - |
| | PM | LOS | - | | | B | | | - | * | | A | * | - |
| | | Delay | - | | | 12 | | | - | * | | 8 | * | - |
| | | Queue | - | | | 5 | | | - | * | | 0 | * | - |
| Cedarbrook Lane & Daycare/Fastenal Driveway Stop Sign Control | AM | LOS | - | * | | A | * | - | | A | | - | | |
| | | Delay | - | * | | 7 | * | - | | 9 | | - | | |
| | | Queue | - | * | | 0 | * | - | | 5 | | - | | |
| | PM | LOS | - | * | | A | * | - | | A | | - | | |
| | | Delay | - | * | | 7 | * | - | | 9 | | - | | |
| | | Queue | - | * | | 0 | * | - | | 5 | | - | | |
| Cedarbrook Lane & Stoney Ridge Trail Stop Sign Control | AM | LOS | A | * | - | - | * | | | - | | A | | |
| | | Delay | 7 | * | - | - | * | | | - | | 9 | | |
| | | Queue | 0 | * | - | - | * | | | - | | 0 | | |
| | PM | LOS | A | * | - | - | * | | | - | | A | | |
| | | Delay | 7 | * | - | - | * | | | - | | 9 | | |
| | | Queue | 0 | * | - | - | * | | | - | | 5 | | |

(-) Movement that isn't available or allowed, * Free-flow movement, Delay value shown in seconds, Queue value shown in feet

**Build Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control**

| Intersection | Peak Hour | | Level of Service per Movement by Approach | | | | | | | | | | | |
|---|-----------|-------|---|----|----|-----------|----|----|------------|----|----|------------|----|----|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| CTH N & Cedarbrook Lane Stop Sign Control | AM | LOS | - | | | C | | | - | * | | A | * | - |
| | | Delay | - | | | 16 | | | - | * | | 8 | * | - |
| | | Queue | - | | | 35 | | | - | * | | 5 | * | - |
| | PM | LOS | - | | | C | | | - | * | | A | * | - |
| | | Delay | - | | | 18 | | | - | * | | 8 | * | - |
| | | Queue | - | | | 40 | | | - | * | | 5 | * | - |
| CTH N & Kwik Trip Driveway Stop Sign Control | AM | LOS | - | | | B | | | - | * | | - | * | - |
| | | Delay | - | | | 11 | | | - | * | | - | * | - |
| | | Queue | - | | | 5 | | | - | * | | - | * | - |
| | PM | LOS | - | | | B | | | - | * | | - | * | - |
| | | Delay | - | | | 10 | | | - | * | | - | * | - |
| | | Queue | - | | | 5 | | | - | * | | - | * | - |
| Cedarbrook Lane & Daycare/Fastenal Driveway Stop Sign Control | AM | LOS | - | * | A | * | - | | A | | | - | | |
| | | Delay | - | * | 7 | * | - | | 9 | | | - | | |
| | | Queue | - | * | 0 | * | - | | 5 | | | - | | |
| | PM | LOS | - | * | A | * | - | | A | | | - | | |
| | | Delay | - | * | 7 | * | - | | 9 | | | - | | |
| | | Queue | - | * | 0 | * | - | | 5 | | | - | | |
| Cedarbrook Lane & Stoney Ridge Trail/Kwik Trip Driveway Stop Sign Control | AM | LOS | A | * | A | * | | | B | | | A | | |
| | | Delay | 7 | * | 7 | * | | | 11 | | | 9 | | |
| | | Queue | 0 | * | 0 | * | | | 20 | | | 5 | | |
| | PM | LOS | A | * | A | * | | | B | | | A | | |
| | | Delay | 7 | * | 7 | * | | | 10 | | | 9 | | |
| | | Queue | 0 | * | 0 | * | | | 10 | | | 5 | | |

(-) Movement that isn't available or allowed, * Free-flow movement, Delay value shown in seconds, Queue value shown in feet

APPENDIX A

TRAFFIC COUNTS



Intersection Traffic Volume Report

| | | | | | |
|--------------------------------|---------------------------|-----------------|--|-------------------|--|
| Count Basics | | Version 2011.J2 | | Page 1 of 11 | |
| Start Date: | Tuesday, February 9, 2016 | Weekday | | | |
| Total Number of Hours Counted: | 14 | Non-Holiday | | No Special Events | |

Base Information, Observed (14) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **CTH N and USH 51**

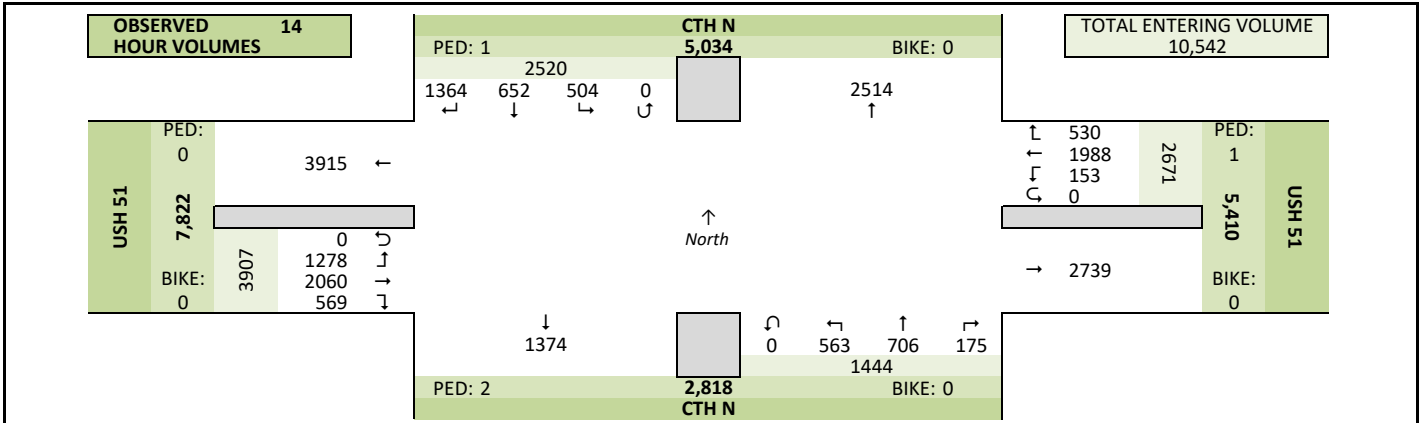
Site Information

| | | | |
|---|-------------------|---------------|------|
| Municipality | STOUGHTON | | |
| County | Dane | WisDOT Region | SW-M |
| Traffic Control | Traffic Signal | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | CTH N | | |
| East Leg | USH 51 | | |
| South Leg | CTH N | | |
| West Leg | USH 51 | | |
| Special Considerations | | | |
| Schools | | | |
| Holidays | | | |
| Special Events | | | |
| Special Pedestrians Observed | | | |
| Pre-school children | None | | |
| Elementary school age children | None | | |
| Visually impaired (white cane/helper dog) | None | | |
| Elderly/disabled (except wheelchairs) | None | | |
| Wheelchairs/electric scooters | None | | |
| Other (describe) | None | | |

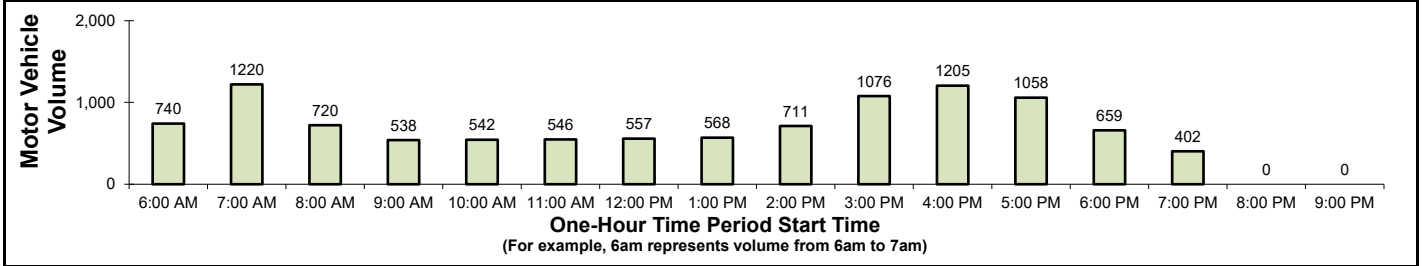
Count Information

| | | | |
|----------------------------------|---------------------------|----------------------------------|--------------|
| Hrs Counted: | 6:00 AM-8:00 PM | | |
| Count Dates | Weather | | |
| AM Peak Period | Tuesday, February 9, 2016 | CLOUDY 9-16 | |
| Midday Peak Period | Tuesday, February 9, 2016 | CLOUDY 9-16 | |
| PM Peak Period | Tuesday, February 9, 2016 | CLOUDY 9-16 | |
| Calculated Peak Hours | | | |
| AM | 7:15-8:15am | MD | 12:15-1:15pm |
| PM | 4:00-5:00pm | | |
| Peak Hours Selected for Analysis | | | |
| AM | 7:15-8:15am | MD | 12:15-1:15pm |
| PM | 4:00-5:00pm | | |
| Daily/Seasonal Adjustment Group | | | |
| Count Expansion Group | | | |
| Daily/Seasonal Adjustment Factor | Count Expansion Factor | | |
| Company Name | KL ENGINEERING | Manual Adj. 1.000 | |
| Observers | AM Peak Period | VIDEO: J. WILBER COUNT N. GREUEL | |
| | Midday Peak Period | VIDEO: J. WILBER COUNT N. GREUEL | |
| | PM Peak Period | VIDEO: J. WILBER COUNT N. GREUEL | |
| Comments | | | |

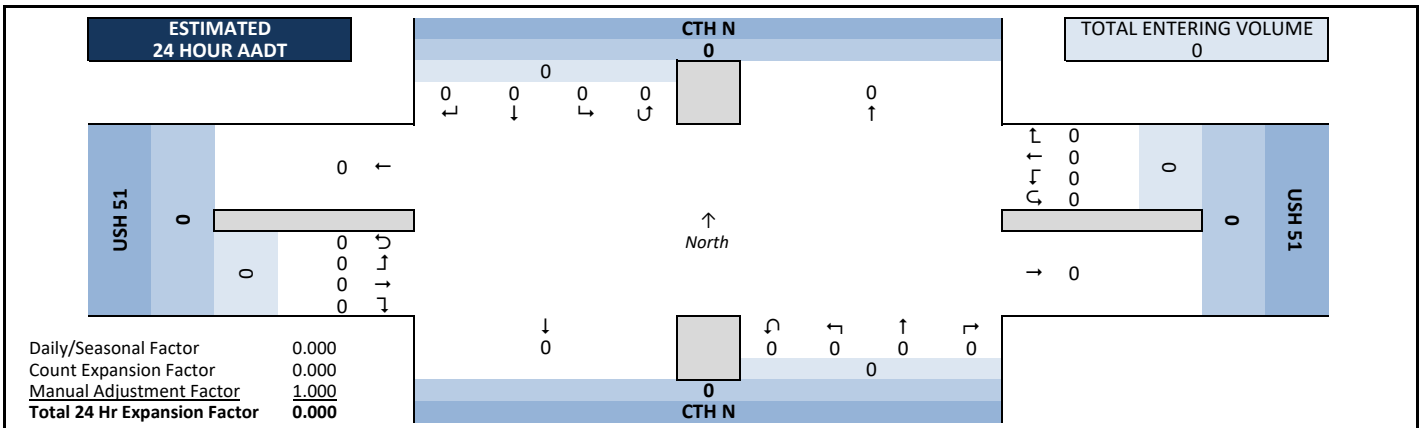
Observed 14 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

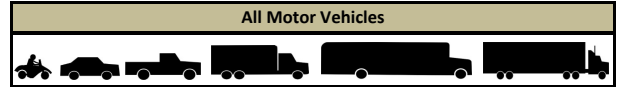


Intersection Traffic Volume Report

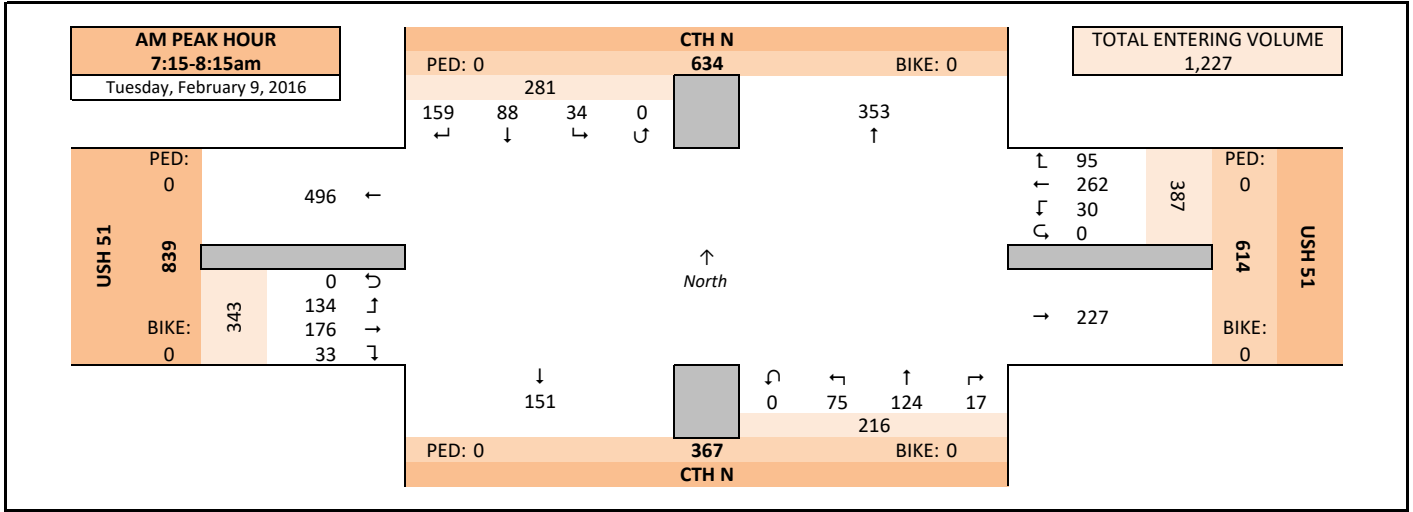
| | | | |
|--------------------------------|---------------------------|---------------------|-------------------|
| Count Basics | | Page 2 of 11 | |
| Start Date: | Tuesday, February 9, 2016 | Weekday | |
| Total Number of Hours Counted: | 14 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

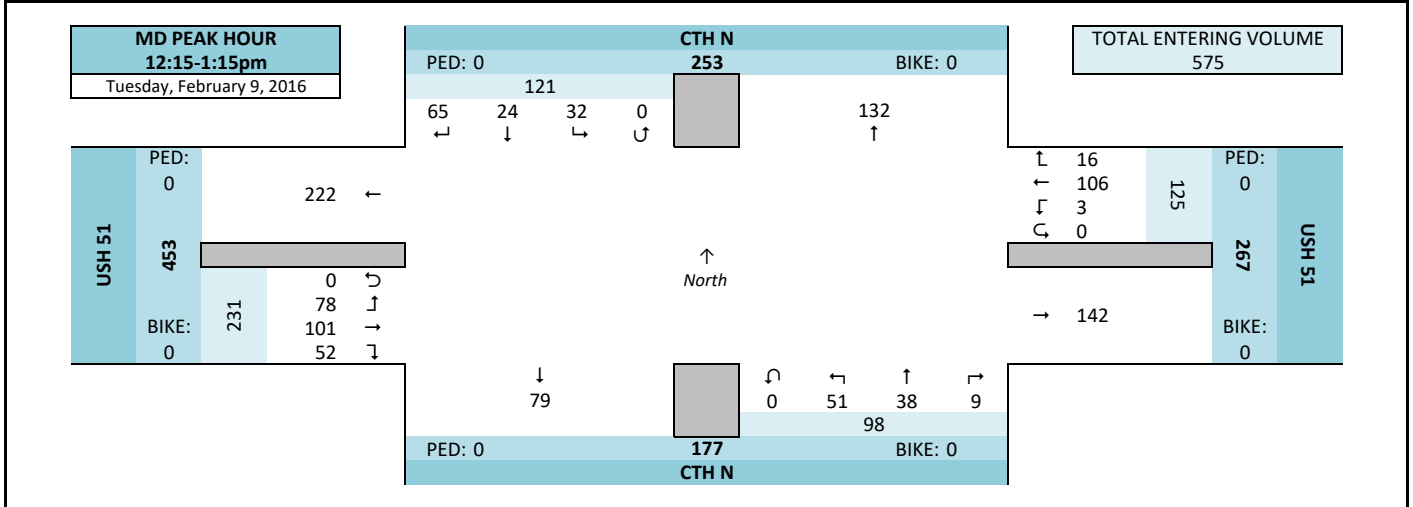
CTH N and USH 51



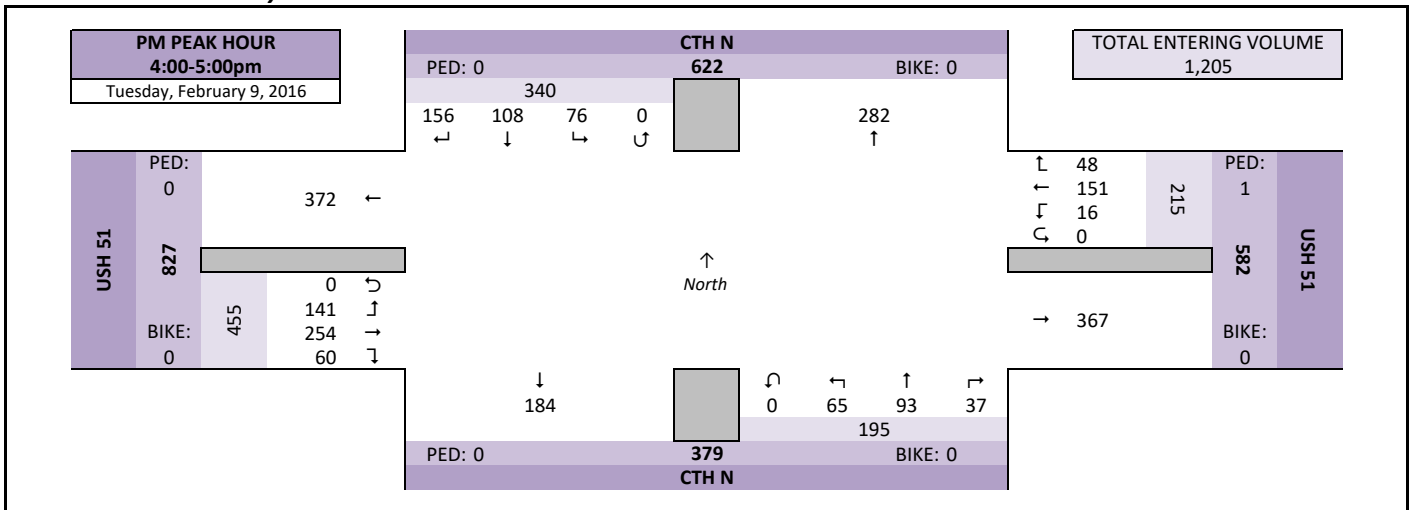
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

| | | | | | |
|--------------------------------|--------------------------|--------------------------|------------------------|---------------------|--|
| Count Basics | | Version 2013.J4.1 | | Page 1 of 13 | |
| Start Date: | Wednesday, June 17, 2020 | Weekday | Schools Not in Session | | |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events | | |

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

Intersection of: **Stoney Ridge Trail and Cedarbrook Lane**

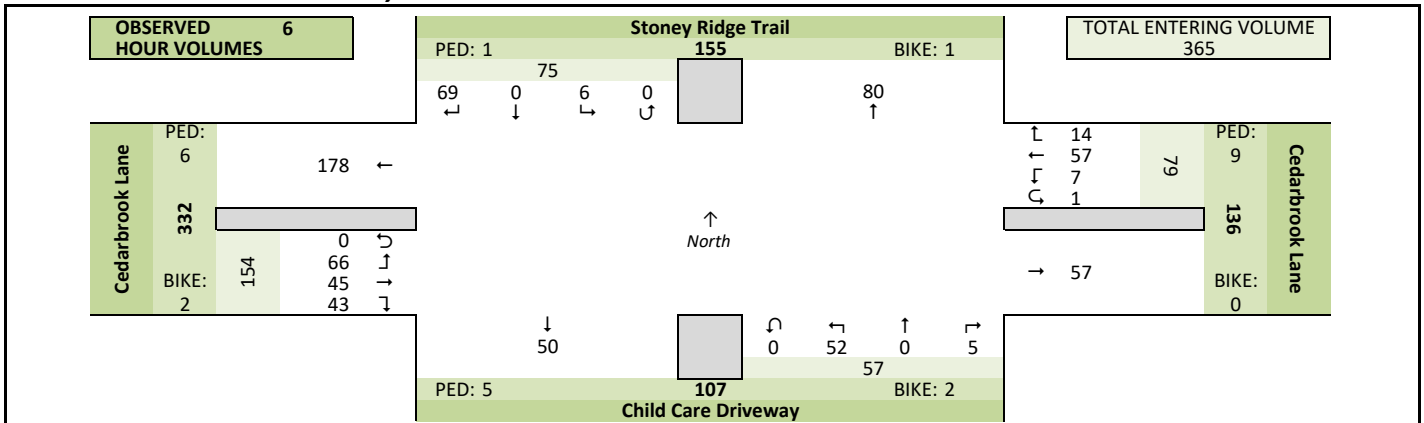
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Stoughton | | |
| County | Dane | WisDOT Region | SW-M |
| Traffic Control | Uncontrolled | | |
| Roadway Names | North Direction | ↑ | |
| North Leg | Stoney Ridge Trail | | |
| East Leg | Cedarbrook Lane | | |
| South Leg | Child Care Driveway | | |
| West Leg | Cedarbrook Lane | | |
| Special Considerations | | | |
| Schools | Not in Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | None | None | |

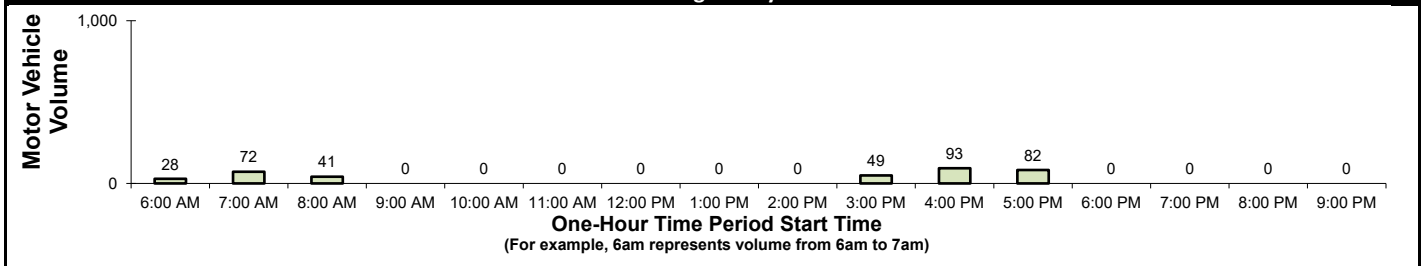
Count Information

| | | | |
|----------------------------------|-------------------------------------|------------------------|----------------|
| Hrs Counted: | 6:00 AM-9:00 AM and 3:00 PM-6:00 PM | | |
| 1st Day of Count | Wednesday, June 17, 2020 | Weather | |
| AM Peak Period | Thursday, June 18, 2020 | Clear & Dry | |
| Midday Peak Period | Wednesday, June 17, 2020 | Clear & Dry | |
| PM Peak Period | Wednesday, June 17, 2020 | Clear & Dry | |
| Calculated Peak Hours | | | |
| | AM 7:00-8:00am | MD | PM 4:15-5:15pm |
| Peak Hours Selected for Analysis | | | |
| | AM 7:15-8:15am | MD | PM 4:00-5:00pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.850 | Count Expansion Factor | 2.530 |
| Company Name | TADI, Inc. | Manual Adj. | 1.000 |
| Observers | AM Peak Period | Amy Scheuerlein | |
| | Midday Peak Period | None | |
| | PM Peak Period | Amy Scheuerlein | |
| Comments | 2018 DOT Seasonal Factors | | |

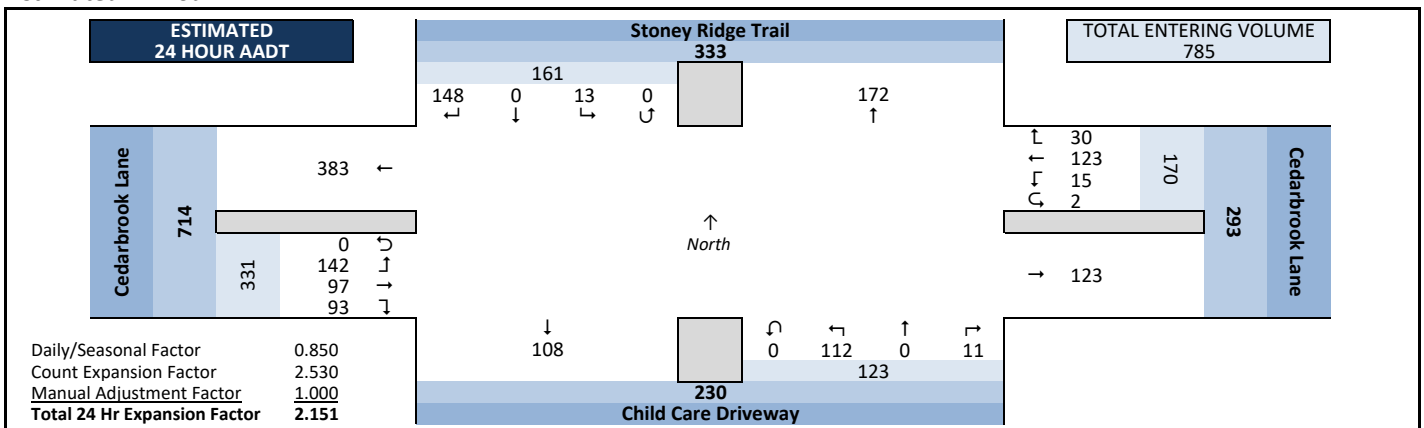
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

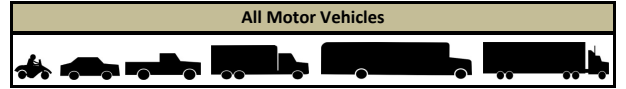


Intersection Traffic Volume Report

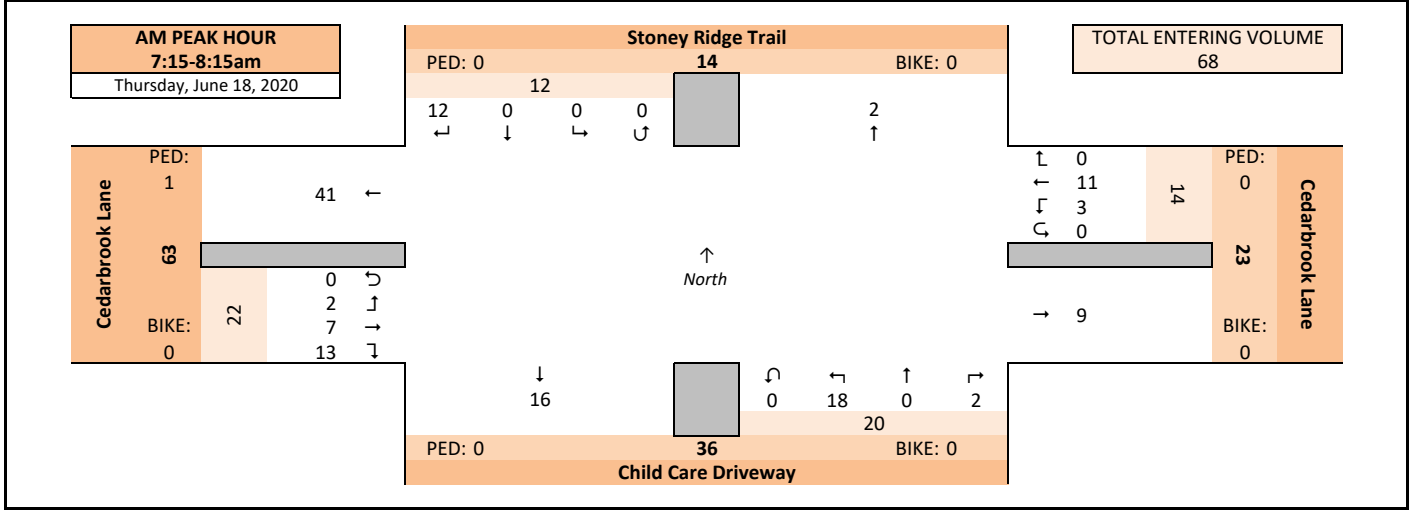
| | | | |
|--------------------------------|--------------------------|---------------------|------------------------|
| Count Basics | | Page 2 of 13 | |
| Start Date: | Wednesday, June 17, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

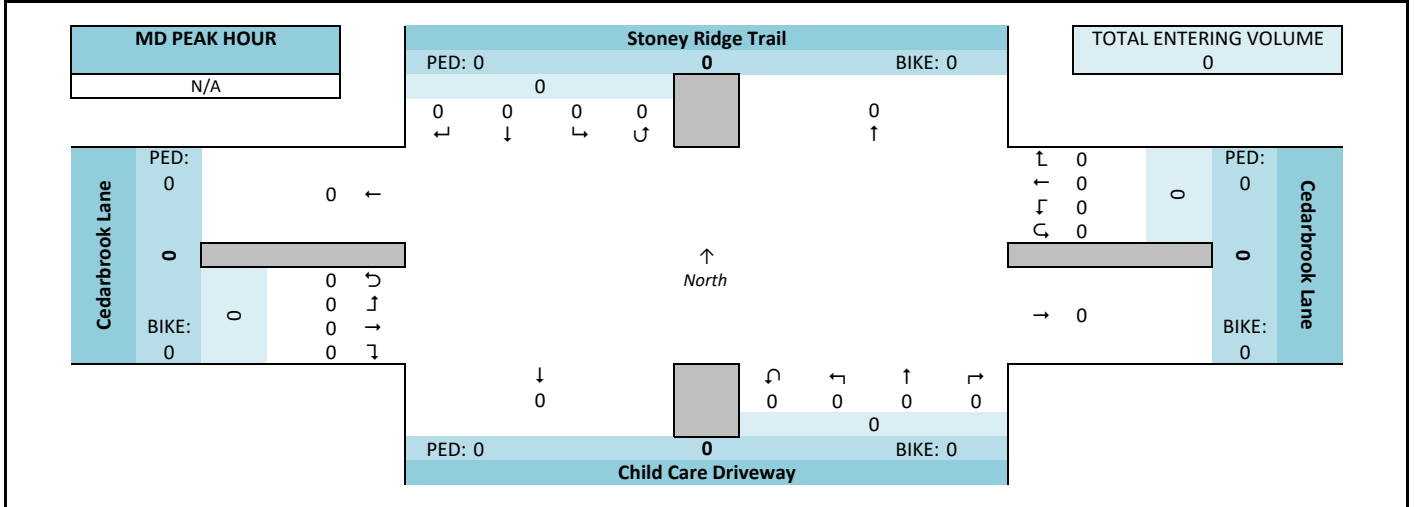
Stoney Ridge Trail and Cedarbrook Lane



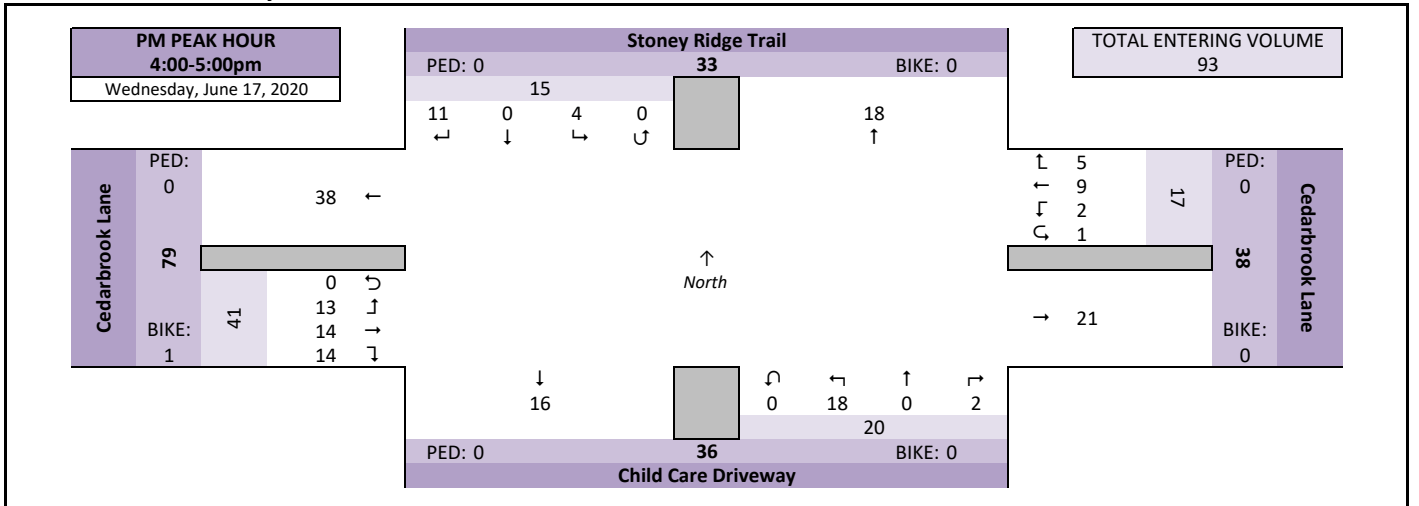
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

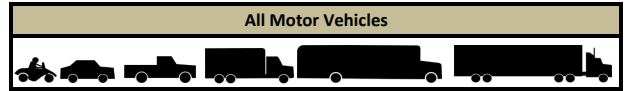


Intersection Traffic Volume Report

| | | | |
|--------------------------------|--------------------------|---------------------|------------------------|
| Count Basics | | Page 3 of 13 | |
| Start Date: | Wednesday, June 17, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

Stoney Ridge Trail and Cedarbrook Lane



Peak Hour Volumes, Truck Percentages, and PHFs

| Thursday, June 18, 2020 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|-------------------------|-----------------------|--------------------|------|------|------|-------|-----------------|------|------|------|-------|---------------------|------|------|------|-------|-----------------|------|------|------|-------|--------|
| | | Stoney Ridge Trail | | | | | Cedarbrook Lane | | | | | Child Care Driveway | | | | | Cedarbrook Lane | | | | | |
| | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| AM Peak Hour | AM Peak Hour | | | | | | | | | | | | | | | | | | | | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 7:15 AM | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 2 | 3 | 1 | 0 | 6 | 6 |
| | 7:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 9 | 0 | 10 | 6 | 2 | 0 | 0 | 8 | 25 |
| | 7:45 AM | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 4 | 13 |
| | 8:00 AM | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 5 | 2 | 1 | 1 | 0 | 4 | 14 |
| | Peak Hour Volume | 12 | 0 | 0 | 0 | 12 | 0 | 11 | 3 | 0 | 14 | 2 | 0 | 18 | 0 | 20 | 13 | 7 | 2 | 0 | 22 | 68 |
| | Rounded Hourly Volume | 10 | 0 | 0 | 0 | 10 | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 20 | 0 | 20 | 15 | 5 | 0 | 0 | 20 | 65 |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.9 | 0.0 | 0.0 | 13.6 | 5.9 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 4.5 | 1.5 |
| % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.1 | 0.0 | 0.0 | 18.2 | 7.4 | |
| Peak Hour Factor (PHF) | 0.75 | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.69 | 0.75 | 0.00 | 0.70 | 0.50 | 0.00 | 0.50 | 0.00 | 0.50 | 0.54 | 0.58 | 0.50 | 0.00 | 0.69 | 0.68 | |

| N/A | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|------------------------|-----------------------|--------------------|------|------|------|-------|-----------------|------|------|------|-------|---------------------|------|------|------|-------|-----------------|------|------|------|-------|--------|
| | | Stoney Ridge Trail | | | | | Cedarbrook Lane | | | | | Child Care Driveway | | | | | Cedarbrook Lane | | | | | |
| | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Midday (MD) Peak Hour | MD Peak Hour | | | | | | | | | | | | | | | | | | | | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peak Hour Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rounded Hourly Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Peak Hour Factor (PHF) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Wednesday, June 17, 2020 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|--------------------------|-----------------------|--------------------|------|------|------|-------|-----------------|------|------|------|-------|---------------------|------|------|------|-------|-----------------|------|------|------|-------|--------|
| | | Stoney Ridge Trail | | | | | Cedarbrook Lane | | | | | Child Care Driveway | | | | | Cedarbrook Lane | | | | | |
| | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| PM Peak Hour | PM Peak Hour | | | | | | | | | | | | | | | | | | | | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:00 PM | 2 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 3 | 6 | 2 | 0 | 11 | 23 |
| | 4:15 PM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 5 | 0 | 5 | 2 | 4 | 8 | 0 | 14 | 27 |
| | 4:30 PM | 4 | 0 | 0 | 0 | 4 | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 4 | 0 | 5 | 4 | 2 | 2 | 0 | 8 | 23 |
| | 4:45 PM | 2 | 0 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 4 | 0 | 5 | 5 | 2 | 1 | 0 | 8 | 20 |
| | Peak Hour Volume | 11 | 0 | 4 | 0 | 15 | 5 | 9 | 2 | 1 | 17 | 2 | 0 | 18 | 0 | 20 | 14 | 14 | 13 | 0 | 41 | 93 |
| | Rounded Hourly Volume | 10 | 0 | 5 | 0 | 15 | 5 | 10 | 0 | 0 | 15 | 0 | 0 | 20 | 0 | 20 | 15 | 15 | 15 | 0 | 45 | 95 |
| | % Single Unit Trucks | 27.3 | 0.0 | 0.0 | 0.0 | 20.0 | 60.0 | 22.2 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| % Trucks (Total) | 27.3 | 0.0 | 0.0 | 0.0 | 20.0 | 60.0 | 22.2 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 | |
| Peak Hour Factor (PHF) | 0.69 | 0.00 | 0.33 | 0.00 | 0.62 | 0.31 | 0.45 | 0.50 | 0.25 | 0.71 | 0.50 | 0.00 | 0.90 | 0.00 | 1.00 | 0.70 | 0.58 | 0.41 | 0.00 | 0.73 | 0.86 | |

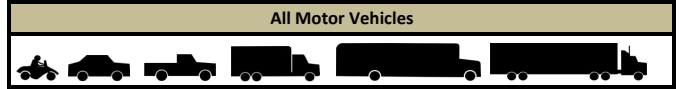
Peak Hour Pedestrian and Bicyclist Volumes

| Pedestrians and Bicyclists | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume |
|----------------------------|----------------------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|
| | | Stoney Ridge Trail | | | Cedarbrook Lane | | | Child Care Driveway | | | Cedarbrook Lane | | | |
| | | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | |
| AM | 15-Minute Start Time | | | | | | | | | | | | | |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| MD | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Stoney Ridge Trail and Cedarbrook Lane



15-Minute Motor Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | PHF | |
|-----------------------|--------------------|------|------|------|-------|-----------------|------|------|------|-------|---------------------|------|------|------|-------|-----------------|------|------|------|-------|---------------|------------|------|------|
| | Stoney Ridge Trail | | | | | Cedarbrook Lane | | | | | Child Care Driveway | | | | | Cedarbrook Lane | | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | |
| AM Peak Period | 6:00 AM | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 28 | 0.78 |
| | 6:15 AM | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 6 | 39 | 0.54 |
| | 6:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | 6 | 49 | 0.68 | |
| | 6:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 9 | 68 | 0.68 | |
| | 7:00 AM | 4 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 4 | 0 | 5 | 3 | 0 | 0 | 3 | 18 | 72 | 0.72 | |
| | 7:15 AM | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 2 | 3 | 1 | 0 | 6 | 68 | 0.68 | |
| | 7:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 9 | 0 | 10 | 6 | 2 | 0 | 0 | 8 | 25 | 64 | 0.64 |
| | 7:45 AM | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 4 | 13 | 45 | 0.80 |
| | 8:00 AM | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 5 | 2 | 1 | 1 | 0 | 4 | 14 | 41 | 0.73 |
| | 8:15 AM | 3 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 2 | 0 | 5 | 12 | | |
| | 8:30 AM | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | | | |
| | 8:45 AM | 5 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 9 | | | |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 3:00 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 8 | 49 | 0.68 |
| | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 4 | 8 | 64 | 0.70 |
| | 3:30 PM | 4 | 0 | 1 | 0 | 5 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 6 | 15 | 83 | 0.77 |
| | 3:45 PM | 4 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 11 | 18 | 91 | 0.84 | |
| | 4:00 PM | 2 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 3 | 6 | 2 | 0 | 11 | 23 | 93 | 0.86 |
| | 4:15 PM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 5 | 0 | 5 | 2 | 4 | 8 | 0 | 14 | 27 | 95 | 0.88 |
| | 4:30 PM | 4 | 0 | 0 | 0 | 4 | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 4 | 0 | 5 | 4 | 2 | 2 | 0 | 8 | 23 | 88 | 0.88 |
| | 4:45 PM | 2 | 0 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 4 | 0 | 5 | 5 | 2 | 1 | 0 | 8 | 20 | 86 | 0.86 |
| | 5:00 PM | 4 | 0 | 1 | 0 | 5 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 2 | 2 | 8 | 0 | 12 | 25 | 82 | 0.82 |
| | 5:15 PM | 3 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 1 | 5 | 4 | 0 | 10 | 20 | | |
| | 5:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 0 | 14 | 21 | | |
| | 5:45 PM | 3 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 8 | 16 | | |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | Totals | 69 | 0 | 6 | 0 | 75 | 14 | 57 | 7 | 1 | 79 | 5 | 0 | 52 | 0 | 57 | 43 | 45 | 66 | 0 | 154 | 365 | | |

Peak Hour All Vehicle Volume Summary

| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume | PHF | | |
|--------------------|--------------------|------|------|------|-------|-----------------|------|------|------|-------|---------------------|------|------|------|-------|-----------------|------|------|------|-------|---------------------|-----|------|--|
| | Stoney Ridge Trail | | | | | Cedarbrook Lane | | | | | Child Care Driveway | | | | | Cedarbrook Lane | | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | |
| AM | 7:15 AM | 12 | 0 | 0 | 0 | 12 | 0 | 11 | 3 | 0 | 14 | 2 | 0 | 18 | 0 | 20 | 13 | 7 | 2 | 0 | 22 | 68 | 0.68 | |
| MD | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | 4:00 PM | 11 | 0 | 4 | 0 | 15 | 5 | 9 | 2 | 1 | 17 | 2 | 0 | 18 | 0 | 20 | 14 | 14 | 13 | 0 | 41 | 93 | 0.86 | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|-------------------|------------------------|
| Count Basics | | Version 2013.J4.1 | Page 1 of 13 |
| Start Date: | Tuesday, June 16, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

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

Intersection of: **CTH N and Cemetary Driveway**

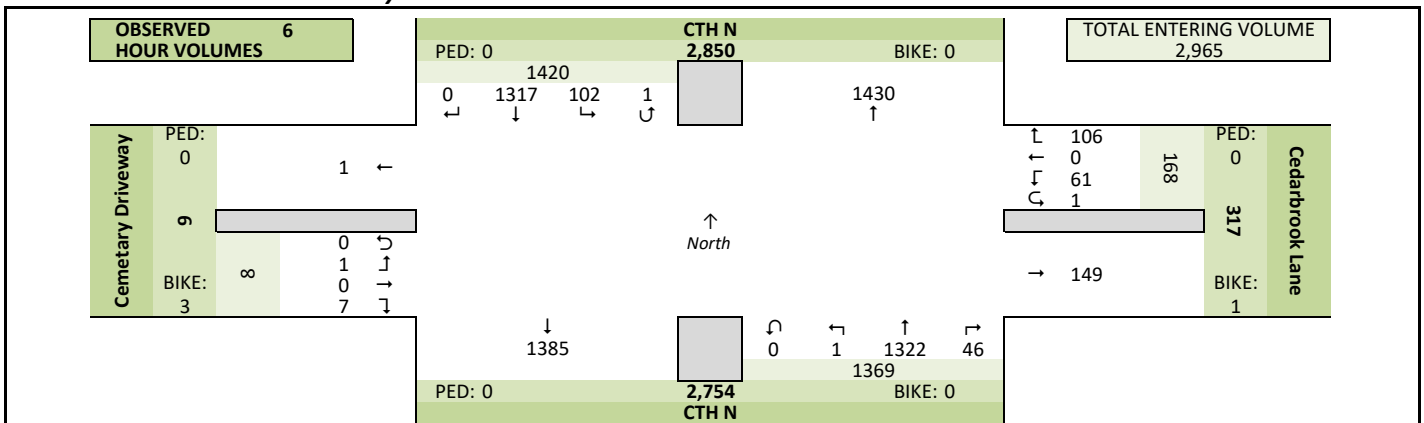
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Stoughton | | |
| County | Dane | WisDOT Region | SW-M |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | CTH N | | |
| East Leg | Cedarbrook Lane | | |
| South Leg | CTH N | | |
| West Leg | Cemetary Driveway | | |
| Special Considerations | | | |
| Schools | Not in Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementry school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | None | None | |

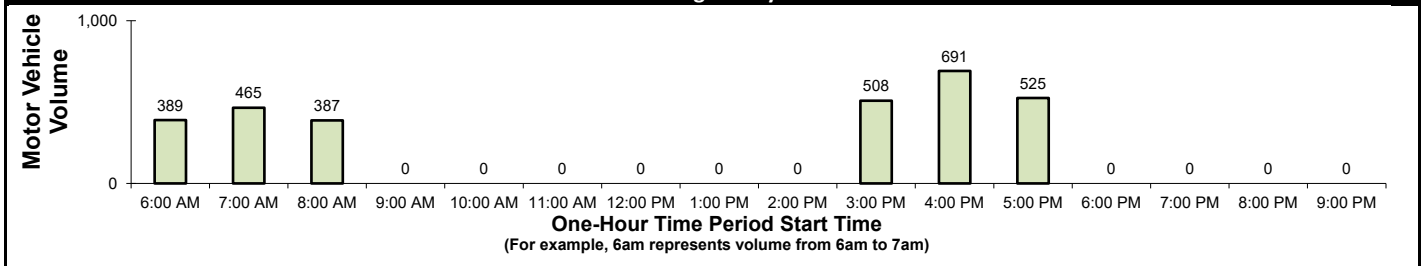
Count Information

| | | | |
|----------------------------------|-------------------------------------|------------------------|----------------|
| Hrs Counted: | 6:00 AM-9:00 AM and 3:00 PM-6:00 PM | | |
| 1st Day of Count | Tuesday, June 16, 2020 | Weather | |
| AM Peak Period | Tuesday, June 16, 2020 | Clear & Dry | |
| Midday Peak Period | Wednesday, June 17, 2020 | Clear & Dry | |
| PM Peak Period | Wednesday, June 17, 2020 | Clear & Dry | |
| Calculated Peak Hours | | | |
| | AM 7:15-8:15am | MD | PM 4:00-5:00pm |
| Peak Hours Selected for Analysis | | | |
| | AM 7:15-8:15am | MD | PM 4:00-5:00pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.864 | Count Expansion Factor | 2.530 |
| Company Name | TADI, Inc. | Manual Adj. | 1.000 |
| Observers | AM Peak Period | Amy Scheuerlein | |
| | Midday Peak Period | None | |
| | PM Peak Period | Wendy Picard | |
| Comments | 2018 DOT Seasonal Factors | | |

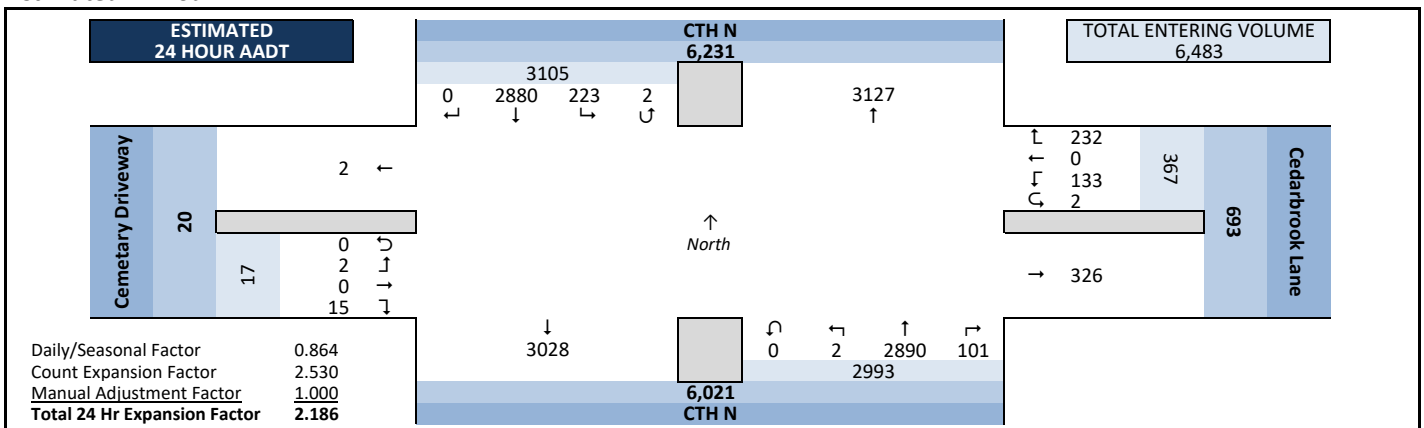
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



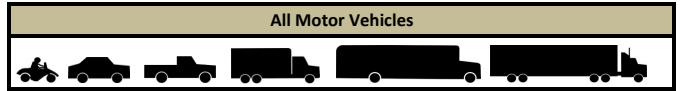
Estimated 24 Hour AADT



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH N and Cemetary Driveway



15-Minute Motor Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | PHF |
|-----------------------|------------|------|------|------|-------|-----------------|------|------|------|-------|------------|------|------|------|-------|-------------------|------|------|------|-------|---------------|------------|------|
| | CTH N | | | | | Cedarbrook Lane | | | | | CTH N | | | | | Cemetary Driveway | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | |
| 6:00 AM | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 2 | 0 | 3 | 1 | 49 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 69 | 389 | 0.88 |
| 6:15 AM | 0 | 40 | 0 | 0 | 40 | 3 | 0 | 1 | 0 | 4 | 0 | 59 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 103 | 435 | 0.95 |
| 6:30 AM | 0 | 34 | 1 | 0 | 35 | 2 | 0 | 1 | 0 | 3 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 107 | 442 | 0.96 |
| 6:45 AM | 0 | 43 | 0 | 0 | 43 | 3 | 0 | 4 | 0 | 7 | 3 | 57 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 110 | 454 | 0.95 |
| 7:00 AM | 0 | 31 | 3 | 0 | 34 | 7 | 0 | 4 | 0 | 11 | 0 | 70 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 115 | 465 | 0.96 |
| 7:15 AM | 0 | 29 | 5 | 0 | 34 | 10 | 0 | 0 | 0 | 10 | 1 | 64 | 0 | 0 | 65 | 1 | 0 | 0 | 0 | 1 | 110 | 471 | 0.97 |
| 7:30 AM | 0 | 50 | 2 | 0 | 52 | 9 | 0 | 0 | 0 | 9 | 1 | 57 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 119 | 458 | 0.95 |
| 7:45 AM | 0 | 40 | 1 | 0 | 41 | 8 | 0 | 0 | 0 | 8 | 1 | 69 | 0 | 0 | 70 | 1 | 0 | 1 | 0 | 2 | 121 | 419 | 0.87 |
| 8:00 AM | 0 | 55 | 6 | 0 | 61 | 6 | 0 | 3 | 0 | 9 | 0 | 50 | 0 | 0 | 50 | 1 | 0 | 0 | 0 | 1 | 121 | 387 | 0.80 |
| 8:15 AM | 0 | 45 | 2 | 0 | 47 | 2 | 0 | 3 | 0 | 5 | 1 | 44 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 97 | | |
| 8:30 AM | 0 | 29 | 2 | 0 | 31 | 4 | 0 | 1 | 0 | 5 | 0 | 43 | 0 | 0 | 43 | 1 | 0 | 0 | 0 | 1 | 80 | | |
| 8:45 AM | 0 | 39 | 2 | 0 | 41 | 3 | 0 | 2 | 0 | 5 | 1 | 42 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 89 | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:00 PM | 0 | 57 | 3 | 0 | 60 | 1 | 0 | 0 | 0 | 1 | 3 | 42 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 106 | 508 | 0.92 |
| 3:15 PM | 0 | 69 | 4 | 0 | 73 | 1 | 0 | 2 | 0 | 3 | 1 | 55 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 132 | 585 | 0.80 |
| 3:30 PM | 0 | 69 | 3 | 0 | 72 | 1 | 0 | 5 | 0 | 6 | 2 | 52 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 132 | 625 | 0.85 |
| 3:45 PM | 0 | 67 | 6 | 0 | 73 | 3 | 0 | 3 | 0 | 6 | 5 | 54 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 138 | 666 | 0.91 |
| 4:00 PM | 0 | 83 | 10 | 0 | 93 | 4 | 0 | 3 | 0 | 7 | 2 | 81 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 183 | 691 | 0.94 |
| 4:15 PM | 0 | 95 | 9 | 1 | 105 | 5 | 0 | 5 | 1 | 11 | 6 | 50 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 172 | 661 | 0.96 |
| 4:30 PM | 0 | 93 | 5 | 0 | 98 | 9 | 0 | 4 | 0 | 13 | 2 | 58 | 1 | 0 | 61 | 1 | 0 | 0 | 0 | 1 | 173 | 628 | 0.91 |
| 4:45 PM | 0 | 75 | 6 | 0 | 81 | 4 | 0 | 5 | 0 | 9 | 2 | 71 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 163 | 580 | 0.89 |
| 5:00 PM | 0 | 78 | 10 | 0 | 88 | 9 | 0 | 2 | 0 | 11 | 4 | 50 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 153 | 525 | 0.86 |
| 5:15 PM | 0 | 72 | 7 | 0 | 79 | 5 | 0 | 3 | 0 | 8 | 3 | 49 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 139 | | |
| 5:30 PM | 0 | 63 | 8 | 0 | 71 | 4 | 0 | 3 | 0 | 7 | 6 | 40 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 1 | 125 | | |
| 5:45 PM | 0 | 45 | 7 | 0 | 52 | 2 | 0 | 5 | 0 | 7 | 1 | 47 | 0 | 0 | 48 | 1 | 0 | 0 | 0 | 1 | 108 | | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Totals | 0 | 1317 | 102 | 1 | 1420 | 106 | 0 | 61 | 1 | 168 | 46 | 1322 | 1 | 0 | 1369 | 7 | 0 | 1 | 0 | 8 | 2965 | | |

Peak Hour All Vehicle Volume Summary

| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume | PHF |
|--------------------|------------|------|------|------|-------|-----------------|------|------|------|-------|------------|------|------|------|-------|-------------------|------|------|------|-------|---------------------|------|
| | CTH N | | | | | Cedarbrook Lane | | | | | CTH N | | | | | Cemetary Driveway | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| AM 7:15 AM | 0 | 174 | 14 | 0 | 188 | 33 | 0 | 3 | 0 | 36 | 3 | 240 | 0 | 0 | 243 | 3 | 0 | 1 | 0 | 4 | 471 | 0.97 |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM 4:00 PM | 0 | 346 | 30 | 1 | 377 | 22 | 0 | 17 | 1 | 40 | 12 | 260 | 1 | 0 | 273 | 1 | 0 | 0 | 0 | 1 | 691 | 0.94 |

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Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|-------------|------------------------|
| Count Basics | | | Page 9 of 13 |
| Start Date: | Tuesday, June 16, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

15-Minute Heavy Vehicle Data

CTH N and Cemetary Driveway



15-Minute Heavy Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum |
|-----------------------|------------|------|------|------|-------|-----------------|------|------|------|-------|------------|------|------|------|-------|-------------------|------|------|------|-------|---------------|------------|
| | CTH N | | | | | Cedarbrook Lane | | | | | CTH N | | | | | Cemetary Driveway | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31 |
| 6:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31 |
| 6:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 32 |
| 6:45 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 38 |
| 7:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 41 |
| 7:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 57 |
| 7:30 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 61 |
| 7:45 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 62 |
| 8:00 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 23 |
| 8:15 AM | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 16 |
| 8:30 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 12 |
| 8:45 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 14 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 33 |
| 3:15 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 43 |
| 3:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 37 |
| 3:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 41 |
| 4:00 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 46 |
| 4:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 34 |
| 4:30 PM | 0 | 4 | 0 | 0 | 4 | 3 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 36 |
| 4:45 PM | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 33 |
| 5:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:15 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 10 |
| 5:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| 5:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 134 | 1 | 0 | 135 | 4 | 0 | 5 | 0 | 9 | 2 | 98 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 244 |

Peak Hour Heavy Vehicle Volume Summary

| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume | |
|--------------------|------------|------|------|------|-------|-----------------|------|------|------|-------|------------|------|------|------|-------|-------------------|------|------|------|-------|---------------------|----|
| | CTH N | | | | | Cedarbrook Lane | | | | | CTH N | | | | | Cemetary Driveway | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| AM 7:15 AM | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 4:00 PM | 0 | 28 | 0 | 0 | 28 | 4 | 0 | 1 | 0 | 5 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|-------------------|------------------------|
| Count Basics | | Version 2013.J4.1 | Page 1 of 13 |
| Start Date: | Tuesday, June 16, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

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

Intersection of: **CTH N and Childcare-Karate DW**

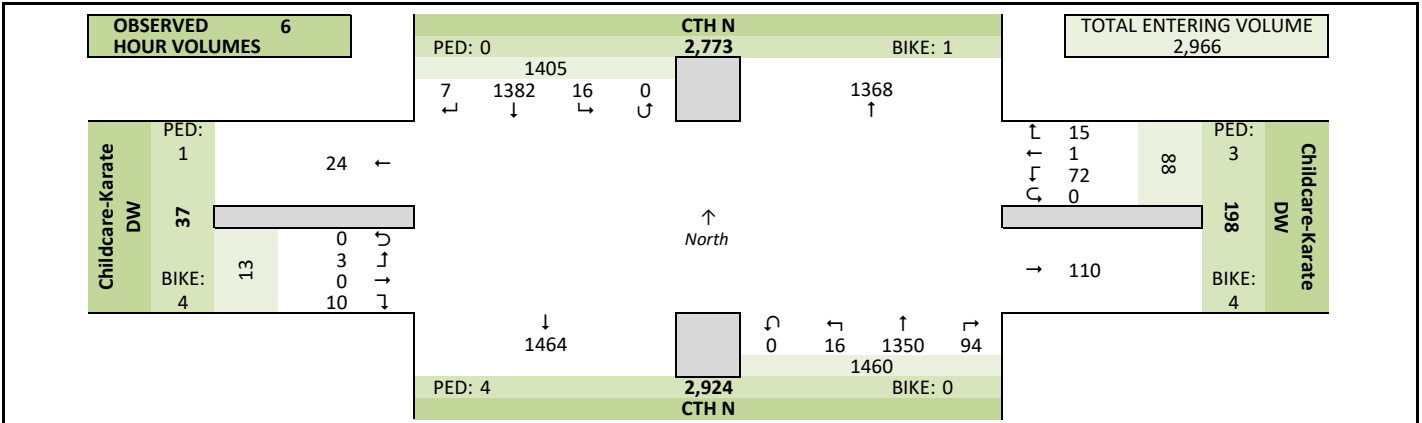
Site Information

| | | | |
|---|----------------------|---------------|------|
| Municipality | City of Stoughton | | |
| County | Dane | WisDOT Region | SW-M |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | CTH N | | |
| East Leg | Childcare-Karate DW | | |
| South Leg | CTH N | | |
| West Leg | Childcare-Karate DW | | |
| Special Considerations | | | |
| Schools | Not in Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| Pre-school children | None | | |
| Elementary school age children | None | | |
| Visually impaired (white cane/helper dog) | None | | |
| Elderly/disabled (except wheelchairs) | None | | |
| Wheelchairs/electric scooters | None | | |
| Other (describe) | None | | |

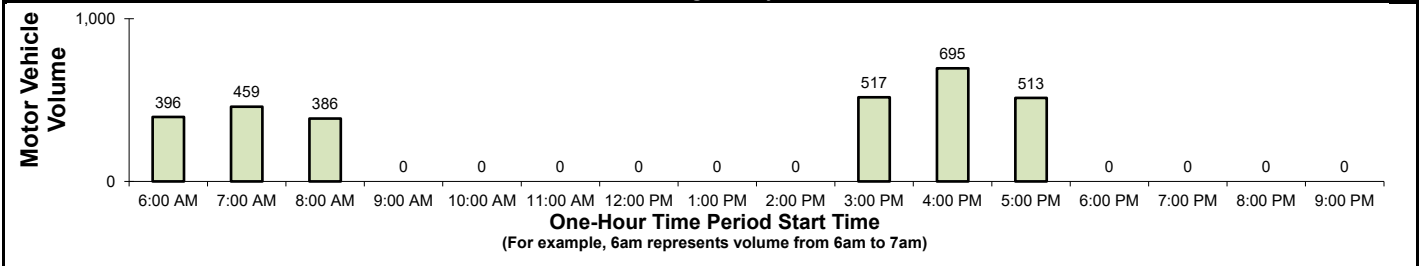
Count Information

| | | | |
|----------------------------------|-------------------------------------|------------------------|----------------|
| Hrs Counted: | 6:00 AM-9:00 AM and 3:00 PM-6:00 PM | | |
| 1st Day of Count | Tuesday, June 16, 2020 | Weather | |
| AM Peak Period | Tuesday, June 16, 2020 | Clear & Dry | |
| Midday Peak Period | Wednesday, June 17, 2020 | Clear & Dry | |
| PM Peak Period | Wednesday, June 17, 2020 | Clear & Dry | |
| Calculated Peak Hours | | | |
| AM | 7:15-8:15am | MD | PM 4:00-5:00pm |
| Peak Hours Selected for Analysis | | | |
| AM | 7:15-8:15am | MD | PM 4:00-5:00pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.864 | Count Expansion Factor | 2.530 |
| Company Name | TADI, Inc. | Manual Adj. | 1.000 |
| Observers | AM Peak Period | Ron Andryk | |
| | Midday Peak Period | None | |
| | PM Peak Period | Ted Atwell | |
| Comments | 2018 DOT Seasonal Factors | | |

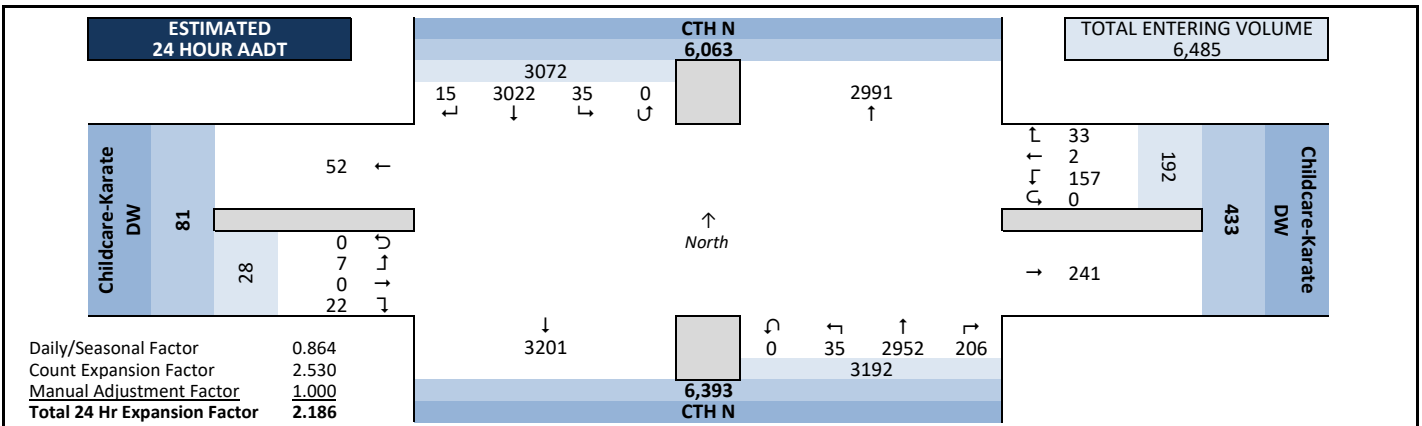
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

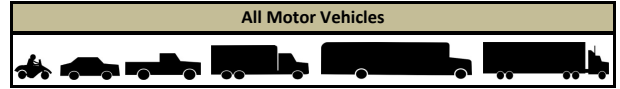


Intersection Traffic Volume Report

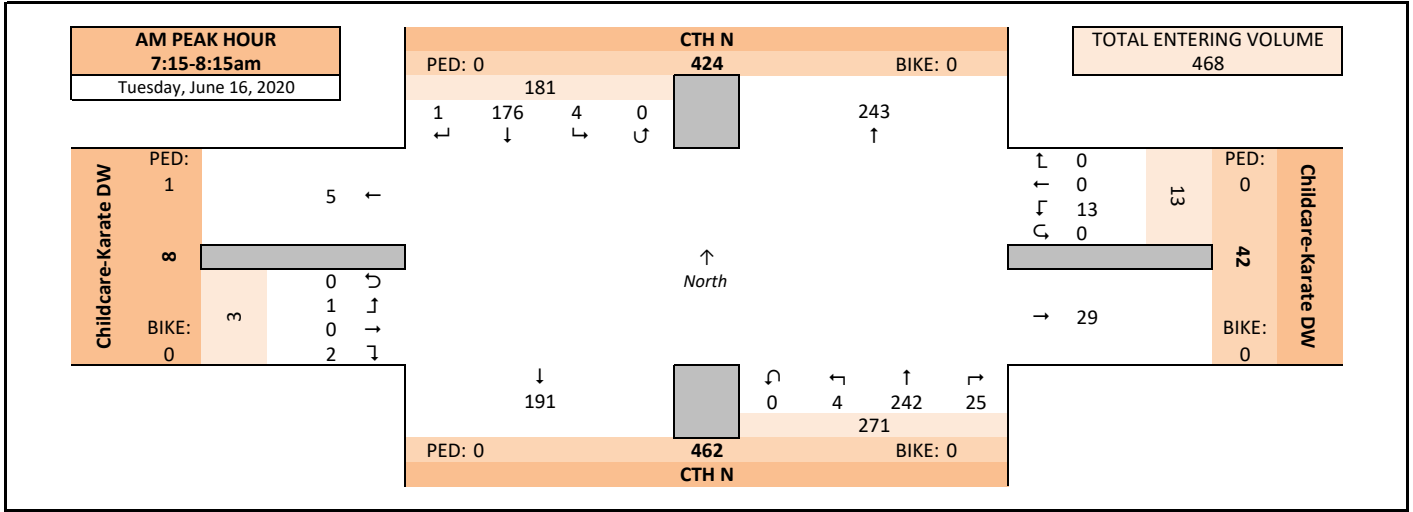
| | | | |
|--------------------------------|------------------------|---------------------|------------------------|
| Count Basics | | Page 2 of 13 | |
| Start Date: | Tuesday, June 16, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

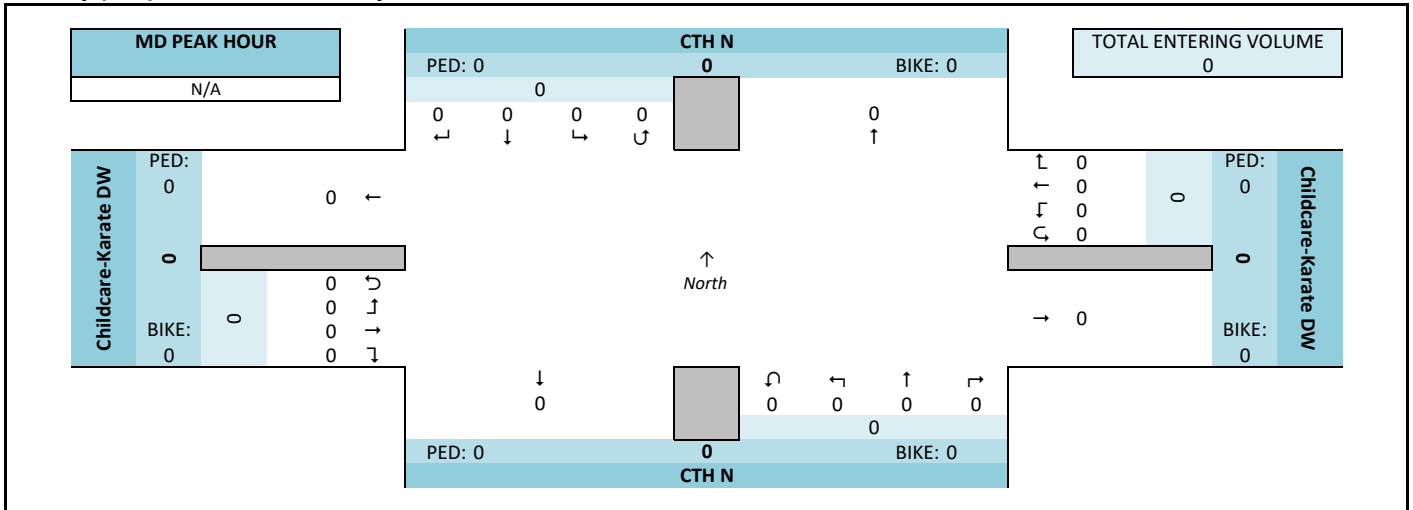
CTH N and Childcare-Karate DW



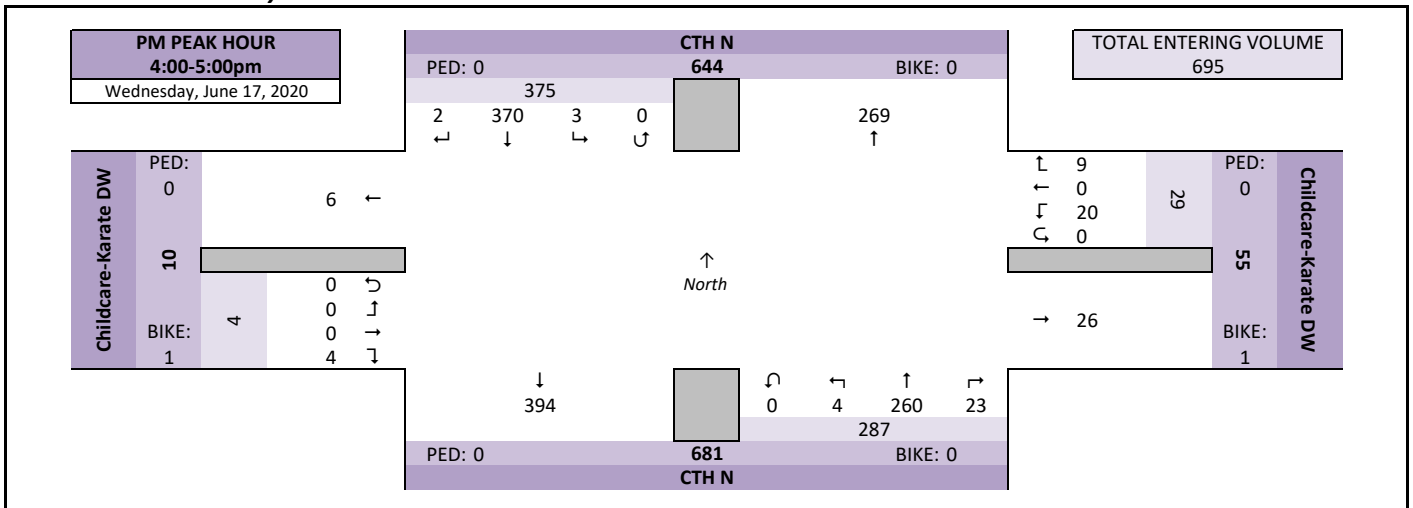
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

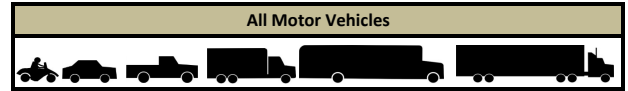


Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|---------------------|------------------------|
| Count Basics | | Page 3 of 13 | |
| Start Date: | Tuesday, June 16, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

CTH N and Childcare-Karate DW



Peak Hour Volumes, Truck Percentages, and PHFs

| Tuesday, June 16, 2020 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|------------------------|--------------|------------|------|------|------|-------|---------------------|------|------|------|-------|------------|------|------|------|-------|---------------------|------|------|------|-------|--------|
| AM Peak Hour | AM Peak Hour | CTH N | | | | | Childcare-Karate DW | | | | | CTH N | | | | | Childcare-Karate DW | | | | | |
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | 7:15 AM | 0 | 29 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 4 | 63 | 2 | 0 | 69 | 2 | 0 | 0 | 1 | 0 | 3 |
| 7:30 AM | 0 | 49 | 1 | 0 | 50 | 0 | 0 | 4 | 0 | 4 | 14 | 58 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 7:45 AM | 0 | 41 | 1 | 0 | 42 | 0 | 0 | 6 | 0 | 6 | 3 | 70 | 2 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 8:00 AM | 1 | 57 | 1 | 0 | 59 | 0 | 0 | 3 | 0 | 3 | 4 | 51 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| Peak Hour Volume | 1 | 176 | 4 | 0 | 181 | 0 | 0 | 13 | 0 | 13 | 25 | 242 | 4 | 0 | 271 | 2 | 0 | 1 | 0 | 3 | 468 | |
| Rounded Hourly Volume | 0 | 175 | 5 | 0 | 180 | 0 | 0 | 15 | 0 | 15 | 25 | 240 | 5 | 0 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 465 |
| % Single Unit Trucks | 0.0 | 11.9 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 |
| % Heavy Trucks | 0.0 | 3.4 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| % Trucks (Total) | 0.0 | 15.3 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.4 |
| Peak Hour Factor (PHF) | 0.25 | 0.77 | 1.00 | 0.00 | 0.77 | 0.00 | 0.00 | 0.54 | 0.00 | 0.54 | 0.45 | 0.86 | 0.50 | 0.00 | 0.90 | 0.25 | 0.00 | 0.25 | 0.00 | 0.25 | 0.93 | |

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

| Wednesday, June 17, 2020 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|--------------------------|--------------|------------|------|------|------|-------|---------------------|------|------|------|-------|------------|------|------|------|-------|---------------------|------|------|------|-------|--------|
| PM Peak Hour | PM Peak Hour | CTH N | | | | | Childcare-Karate DW | | | | | CTH N | | | | | Childcare-Karate DW | | | | | |
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | 4:00 PM | 1 | 87 | 0 | 0 | 88 | 3 | 0 | 3 | 0 | 6 | 3 | 79 | 1 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 1 | 105 | 0 | 0 | 106 | 0 | 0 | 4 | 0 | 4 | 8 | 56 | 1 | 0 | 65 | 2 | 0 | 0 | 0 | 0 | 2 | 177 |
| 4:30 PM | 0 | 97 | 2 | 0 | 99 | 5 | 0 | 9 | 0 | 14 | 5 | 53 | 1 | 0 | 59 | 1 | 0 | 0 | 0 | 0 | 1 | 173 |
| 4:45 PM | 0 | 81 | 1 | 0 | 82 | 1 | 0 | 4 | 0 | 5 | 7 | 72 | 1 | 0 | 80 | 1 | 0 | 0 | 0 | 0 | 1 | 168 |
| Peak Hour Volume | 2 | 370 | 3 | 0 | 375 | 9 | 0 | 20 | 0 | 29 | 23 | 260 | 4 | 0 | 287 | 4 | 0 | 0 | 0 | 0 | 4 | 695 |
| Rounded Hourly Volume | 0 | 370 | 5 | 0 | 375 | 10 | 0 | 20 | 0 | 30 | 25 | 260 | 5 | 0 | 290 | 5 | 0 | 0 | 0 | 0 | 5 | 700 |
| % Single Unit Trucks | 0.0 | 5.9 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 3.1 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| % Heavy Trucks | 0.0 | 1.6 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| % Trucks (Total) | 0.0 | 7.6 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 4.6 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 |
| Peak Hour Factor (PHF) | 0.50 | 0.88 | 0.37 | 0.00 | 0.88 | 0.45 | 0.00 | 0.56 | 0.00 | 0.52 | 0.72 | 0.82 | 1.00 | 0.00 | 0.86 | 0.50 | 0.00 | 0.00 | 0.00 | 0.50 | 0.98 | |

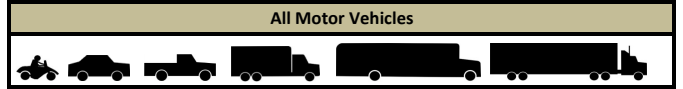
Peak Hour Pedestrian and Bicyclist Volumes

| Pedestrians and Bicyclists | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume | | |
|----------------------------|------------|-------------------------|-------|------------|------------------------|-------|---------------------|-------------------------|-------|------------|------------------------|-------|---------------------|-------------------------|-----------|-------|
| 15-Minute Start Time | Pedestrian | Bicyclist | Total | CTH N | | | Childcare-Karate DW | | | CTH N | | | Childcare-Karate DW | | | |
| | | | | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | | Bicyclist | Total |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | |

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH N and Childcare-Karate DW



15-Minute Motor Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | PHF | | | | | |
|-----------------------|------------|-------------|--------------|------|-------|---------------------|------|------|------|-------|------------|------|------|------|-------|---------------------|------|------|------|-------|---------------|------------|------|---|---|-----|-----|------|
| | CTH N | | | | | Childcare-Karate DW | | | | | CTH N | | | | | Childcare-Karate DW | | | | | | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | | | | |
| 6:00 AM | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 396 | 0.85 |
| 6:15 AM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 59 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 434 | 0.94 |
| 6:30 AM | 0 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 69 | 1 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 434 | 0.94 |
| 6:45 AM | 0 | 43 | 4 | 0 | 47 | 0 | 0 | 1 | 0 | 1 | 1 | 7 | 59 | 2 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 452 | 0.90 |
| 7:00 AM | 0 | 35 | 0 | 0 | 35 | 2 | 1 | 1 | 0 | 4 | 2 | 2 | 67 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 459 | 0.91 |
| 7:15 AM | 0 | 29 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 63 | 2 | 69 | 2 | 0 | 1 | 0 | 3 | 102 | 468 | 0.93 | | | | | |
| 7:30 AM | 0 | 49 | 1 | 0 | 50 | 0 | 0 | 4 | 0 | 4 | 14 | 14 | 58 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 462 | 0.92 |
| 7:45 AM | 0 | 41 | 1 | 0 | 42 | 0 | 0 | 6 | 0 | 6 | 3 | 7 | 70 | 2 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 420 | 0.85 |
| 8:00 AM | 1 | 57 | 1 | 0 | 59 | 0 | 0 | 3 | 0 | 3 | 4 | 4 | 51 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 386 | 0.82 |
| 8:15 AM | 2 | 45 | 1 | 0 | 48 | 2 | 0 | 0 | 0 | 2 | 3 | 3 | 43 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | | |
| 8:30 AM | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 5 | 0 | 5 | 6 | 6 | 43 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | | |
| 8:45 AM | 1 | 40 | 0 | 0 | 41 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 43 | 1 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:00 PM | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 45 | 0 | 47 | 1 | 0 | 0 | 0 | 1 | 111 | 517 | 0.89 | | | | | |
| 3:15 PM | 0 | 69 | 1 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 55 | 0 | 0 | 1 | 0 | 1 | 126 | 583 | 0.82 | | | | | |
| 3:30 PM | 0 | 73 | 0 | 0 | 73 | 1 | 0 | 2 | 0 | 3 | 3 | 3 | 56 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 135 | 634 | 0.90 | | | | | |
| 3:45 PM | 0 | 68 | 3 | 0 | 71 | 1 | 0 | 6 | 0 | 7 | 6 | 6 | 60 | 1 | 67 | 0 | 0 | 0 | 0 | 0 | 145 | 672 | 0.95 | | | | | |
| 4:00 PM | 1 | 87 | 0 | 0 | 88 | 3 | 0 | 3 | 0 | 6 | 3 | 3 | 79 | 1 | 83 | 0 | 0 | 0 | 0 | 0 | 177 | 695 | 0.98 | | | | | |
| 4:15 PM | 1 | 105 | 0 | 0 | 106 | 0 | 0 | 4 | 0 | 4 | 8 | 8 | 56 | 1 | 65 | 2 | 0 | 0 | 0 | 2 | 177 | 663 | 0.94 | | | | | |
| 4:30 PM | 0 | 97 | 2 | 0 | 99 | 5 | 0 | 9 | 0 | 14 | 5 | 5 | 53 | 1 | 59 | 1 | 0 | 0 | 0 | 1 | 173 | 634 | 0.92 | | | | | |
| 4:45 PM | 0 | 81 | 1 | 0 | 82 | 1 | 0 | 4 | 0 | 5 | 7 | 7 | 72 | 1 | 80 | 1 | 0 | 0 | 0 | 1 | 168 | 580 | 0.86 | | | | | |
| 5:00 PM | 1 | 81 | 0 | 0 | 82 | 0 | 0 | 5 | 0 | 5 | 6 | 6 | 50 | 0 | 56 | 1 | 0 | 1 | 0 | 2 | 145 | 513 | 0.87 | | | | | |
| 5:15 PM | 0 | 76 | 0 | 0 | 76 | 0 | 0 | 13 | 0 | 13 | 4 | 4 | 52 | 2 | 58 | 1 | 0 | 0 | 0 | 1 | 148 | | | | | | | |
| 5:30 PM | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 47 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 119 | | | | | | | |
| 5:45 PM | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 49 | 1 | 0 | 0 | 0 | 1 | 101 | | | | | | | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Totals | 7 | 1382 | 16 </ | | | | | | | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|-------------|------------------------|
| Count Basics | | | Page 9 of 13 |
| Start Date: | Tuesday, June 16, 2020 | Weekday | Schools Not in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

15-Minute Heavy Vehicle Data

CTH N and Childcare-Karate DW



15-Minute Heavy Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | |
|-----------------------|------------|------------|----------|----------|------------|---------------------|----------|----------|----------|----------|------------|-----------|----------|----------|-----------|---------------------|----------|----------|----------|----------|---------------|------------|----|
| | CTH N | | | | | Childcare-Karate DW | | | | | CTH N | | | | | Childcare-Karate DW | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 30 |
| 6:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30 |
| 6:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31 |
| 6:45 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 |
| 7:00 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 42 |
| 7:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 58 |
| 7:30 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 61 |
| 7:45 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 62 |
| 8:00 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 23 |
| 8:15 AM | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 15 |
| 8:30 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12 |
| 8:45 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 3:15 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 |
| 3:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34 |
| 3:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 37 |
| 4:00 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 |
| 4:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29 |
| 4:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29 |
| 4:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 28 |
| 5:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 |
| 5:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| 5:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 1 | 131 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 1 | 94 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | |

Peak Hour Heavy Vehicle Volume Summary

| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume | |
|--------------------|------------|------|------|------|-------|---------------------|------|------|------|-------|------------|------|------|------|-------|---------------------|------|------|------|-------|---------------------|----|
| | CTH N | | | | | Childcare-Karate DW | | | | | CTH N | | | | | Childcare-Karate DW | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| AM 7:15 AM | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 4:00 PM | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |

Wisconsin DOT

Short-term Hourly Traffic Volume 07/27/201 through 07/29/2015



Site names: 132052
 County: Dane
 Funct Class: Urban Minor Arterial
 Location: VETERANS RD BTWN USH 51 MAIN ST & VERNON

Seasonal Factor Grp: 2
 Daily Factor Grp: 2
 Axle Factor Grp: 6
 Growth Factor Grp: NA

| | Sun, Jul 26, 2015 | | | Mon, Jul 27, 2015 | | | Tue, Jul 28, 2015 | | | Wed, Jul 29, 2015 | | | Thu, Jul 30, 2015 | | | Fri, Jul 31, 2015 | | | Sat, Aug 1, 2015 | | | |
|--------------|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|------------------|---|---|--|
| | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | |
| 00:00 | | | | | | | 14 | | | 16 | | | | | | | | | | | | |
| 01:00 | | | | | | | 14 | | | 10 | | | | | | | | | | | | |
| 02:00 | | | | | | | 23 | | | 26 | | | | | | | | | | | | |
| 03:00 | | | | | | | 44 | | | 40 | | | | | | | | | | | | |
| 04:00 | | | | | | | 64 | | | 55 | | | | | | | | | | | | |
| 05:00 | | | | | | | 140 | | | 173 | | | | | | | | | | | | |
| 06:00 | | | | | | | 226 | | | 226 | | | | | | | | | | | | |
| 07:00 | | | | | | | 278 | | | 243 | | | | | | | | | | | | |
| 08:00 | | | | | | | 199 | | | 222 | | | | | | | | | | | | |
| 09:00 | | | | | | | 180 | | | 206 | | | | | | | | | | | | |
| 10:00 | | | | | | | 192 | | | 234 | | | | | | | | | | | | |
| 11:00 | | | | | | | 198 | | | 214 | | | | | | | | | | | | |
| 12:00 | | | | | | | 252 | | | 270 | | | | | | | | | | | | |
| 13:00 | | | | | | | 205 | | | 234 | | | | | | | | | | | | |
| 14:00 | | | | | | | 209 | | | 224 | | | | | | | | | | | | |
| 15:00 | | | | 274 | | | 296 | | | 304 | | | | | | | | | | | | |
| 16:00 | | | | 388 | | | 398 | | | 393 | | | | | | | | | | | | |
| 17:00 | | | | 335 | | | 315 | | | | | | | | | | | | | | | |
| 18:00 | | | | 194 | | | 204 | | | | | | | | | | | | | | | |
| 19:00 | | | | 140 | | | 128 | | | | | | | | | | | | | | | |
| 20:00 | | | | 122 | | | 116 | | | | | | | | | | | | | | | |
| 21:00 | | | | 80 | | | 114 | | | | | | | | | | | | | | | |
| 22:00 | | | | 38 | | | 62 | | | | | | | | | | | | | | | |
| 23:00 | | | | 23 | | | 17 | | | | | | | | | | | | | | | |
| Total | | | | 1,594 | | | 3,888 | | | 3,090 | | | | | | | | | | | | |
| AM Peak Vol | | | | 0 | | | 278 | | | 243 | | | | | | | | | | | | |
| AM Peak Fct | | | | 0 | | | 1 | | | 1 | | | | | | | | | | | | |
| AM Peak Hr | | | | 0: 00 | | | 7: 00 | | | 7: 00 | | | | | | | | | | | | |
| PM Peak Vol | | | | 0 | | | 398 | | | 0 | | | | | | | | | | | | |
| PM Peak Fct | | | | 0 | | | 1 | | | 0 | | | | | | | | | | | | |
| PM Peak Hr | | | | 0: 00 | | | 16: 00 | | | 0: 00 | | | | | | | | | | | | |
| Seasonal Fct | | | | .938 | | | .938 | | | .938 | | | | | | | | | | | | |
| Daily Fct | | | | .949 | | | .931 | | | .904 | | | | | | | | | | | | |
| Axle Fct | | | | .480 | | | .480 | | | .480 | | | | | | | | | | | | |
| Pulse Fct | | | | 2.000 | | | 2.000 | | | 2.000 | | | | | | | | | | | | |

| Average |
|---------|
| 15 |
| 12 |
| 25 |
| 42 |
| 60 |
| 157 |
| 226 |
| 261 |
| 211 |
| 193 |
| 213 |
| 206 |
| 261 |
| 220 |
| 217 |
| 291 |
| 393 |
| 325 |
| 199 |
| 134 |
| 119 |
| 97 |
| 50 |
| 20 |

Wisconsin DOT

Short-term Hourly Traffic Volume 06/11/201 through 06/13/2018



Site names: 131213
 County: Dane
 Funct Class: Urban Minor Arterial
 Location: USH 51 MAIN EAST OF CTH N STOUGHTON

Seasonal Factor Grp: 2
 Daily Factor Grp: 2
 Axle Factor Grp: 6
 Growth Factor Grp: 1

| | Sun, Jun 10, 2018 | | | Mon, Jun 11, 2018 | | | Tue, Jun 12, 2018 | | | Wed, Jun 13, 2018 | | | Thu, Jun 14, 2018 | | | Fri, Jun 15, 2018 | | | Sat, Jun 16, 2018 | | | |
|--------------|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|-------------------|---|---|--|
| | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | |
| 00:00 | | | | | | | 51 | | | 42 | | | | | | | | | | | | |
| 01:00 | | | | | | | 26 | | | 37 | | | | | | | | | | | | |
| 02:00 | | | | | | | 30 | | | 40 | | | | | | | | | | | | |
| 03:00 | | | | | | | 50 | | | 42 | | | | | | | | | | | | |
| 04:00 | | | | | | | 103 | | | 100 | | | | | | | | | | | | |
| 05:00 | | | | | | | 290 | | | 290 | | | | | | | | | | | | |
| 06:00 | | | | | | | 628 | | | 593 | | | | | | | | | | | | |
| 07:00 | | | | | | | 904 | | | 826 | | | | | | | | | | | | |
| 08:00 | | | | | | | 689 | | | 625 | | | | | | | | | | | | |
| 09:00 | | | | | | | 517 | | | 452 | | | | | | | | | | | | |
| 10:00 | | | | | | | 575 | | | 514 | | | | | | | | | | | | |
| 11:00 | | | | | | | 613 | | | 489 | | | | | | | | | | | | |
| 12:00 | | | | | | | 655 | | | 578 | | | | | | | | | | | | |
| 13:00 | | | | | | | 693 | | | 529 | | | | | | | | | | | | |
| 14:00 | | | | | | | 684 | | | 577 | | | | | | | | | | | | |
| 15:00 | | | | | | | 775 | | | 717 | | | | | | | | | | | | |
| 16:00 | | | | 1,024 | | | 905 | | | 877 | | | | | | | | | | | | |
| 17:00 | | | | 985 | | | 970 | | | | | | | | | | | | | | | |
| 18:00 | | | | 595 | | | 586 | | | | | | | | | | | | | | | |
| 19:00 | | | | 514 | | | 509 | | | | | | | | | | | | | | | |
| 20:00 | | | | 355 | | | 288 | | | | | | | | | | | | | | | |
| 21:00 | | | | 241 | | | 193 | | | | | | | | | | | | | | | |
| 22:00 | | | | 159 | | | 142 | | | | | | | | | | | | | | | |
| 23:00 | | | | 115 | | | 106 | | | | | | | | | | | | | | | |
| Total | | | | 3,988 | | | 10,982 | | | 7,328 | | | | | | | | | | | | |
| AM Peak Vol | | | | | | | 904 | | | 826 | | | | | | | | | | | | |
| AM Peak Fct | | | | | | | .934 | | | .914 | | | | | | | | | | | | |
| AM Peak Hr | | | | | | | 7: 00 | | | 7: 00 | | | | | | | | | | | | |
| PM Peak Vol | | | | | | | 970 | | | | | | | | | | | | | | | |
| PM Peak Fct | | | | | | | .944 | | | | | | | | | | | | | | | |
| PM Peak Hr | | | | | | | 16: 30 | | | | | | | | | | | | | | | |
| Seasonal Fct | | | | .921 | | | .921 | | | .921 | | | | | | | | | | | | |
| Daily Fct | | | | .973 | | | .957 | | | .929 | | | | | | | | | | | | |
| Axle Fct | | | | .486 | | | .486 | | | .486 | | | | | | | | | | | | |
| Pulse Fct | | | | 2.000 | | | 2.000 | | | 2.000 | | | | | | | | | | | | |

Average

| |
|-----|
| 47 |
| 32 |
| 35 |
| 46 |
| 102 |
| 290 |
| 611 |
| 865 |
| 657 |
| 485 |
| 545 |
| 551 |
| 617 |
| 611 |
| 631 |
| 746 |
| 965 |
| 978 |
| 591 |
| 512 |
| 322 |
| 217 |
| 151 |
| 111 |

Wisconsin DOT

Short-term Hourly Traffic Volume 06/11/201 through 06/13/2018



Site names: 131030
 County: Dane
 Funct Class: Urban Principal Arterial - Other
 Location: USH 51 BTWN AMUNDSON PKWY & CHALET DR

Seasonal Factor Grp: 2
 Daily Factor Grp: 2
 Axle Factor Grp: 5
 Growth Factor Grp: 1

EB WB

| | Sun, Jun 10, 2018 | | | Mon, Jun 11, 2018 | | | Tue, Jun 12, 2018 | | | Wed, Jun 13, 2018 | | | Thu, Jun 14, 2018 | | | Fri, Jun 15, 2018 | | | Sat, Jun 16, 2018 | | | |
|--------------|-------------------|---|---|-------------------|-------|-------|-------------------|--------|--------|-------------------|-------|-------|-------------------|---|---|-------------------|---|---|-------------------|---|---|--|
| | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | Road | S | N | |
| 00:00 | | | | | | | 52 | 27 | 25 | 43 | 16 | 27 | | | | | | | | | | |
| 01:00 | | | | | | | 25 | 9 | 16 | 42 | 15 | 27 | | | | | | | | | | |
| 02:00 | | | | | | | 25 | 8 | 17 | 26 | 11 | 15 | | | | | | | | | | |
| 03:00 | | | | | | | 50 | 12 | 38 | 40 | 12 | 28 | | | | | | | | | | |
| 04:00 | | | | | | | 79 | 40 | 39 | 77 | 45 | 32 | | | | | | | | | | |
| 05:00 | | | | | | | 246 | 141 | 105 | 238 | 143 | 95 | | | | | | | | | | |
| 06:00 | | | | | | | 520 | 289 | 231 | 487 | 263 | 224 | | | | | | | | | | |
| 07:00 | | | | | | | 674 | 382 | 292 | 677 | 385 | 292 | | | | | | | | | | |
| 08:00 | | | | | | | 565 | 311 | 254 | 593 | 318 | 275 | | | | | | | | | | |
| 09:00 | | | | | | | 519 | 269 | 250 | 506 | 254 | 252 | | | | | | | | | | |
| 10:00 | | | | | | | 514 | 258 | 256 | 553 | 286 | 267 | | | | | | | | | | |
| 11:00 | | | | | | | 537 | 263 | 274 | 563 | 274 | 289 | | | | | | | | | | |
| 12:00 | | | | | | | 574 | 282 | 292 | 666 | 335 | 331 | | | | | | | | | | |
| 13:00 | | | | | | | 632 | 322 | 310 | 551 | 242 | 309 | | | | | | | | | | |
| 14:00 | | | | 623 | 298 | 325 | 641 | 304 | 337 | | | | | | | | | | | | | |
| 15:00 | | | | 702 | 283 | 419 | 801 | 319 | 482 | | | | | | | | | | | | | |
| 16:00 | | | | 845 | 363 | 482 | 874 | 388 | 486 | | | | | | | | | | | | | |
| 17:00 | | | | 872 | 381 | 491 | 839 | 370 | 469 | | | | | | | | | | | | | |
| 18:00 | | | | 586 | 265 | 321 | 563 | 261 | 302 | | | | | | | | | | | | | |
| 19:00 | | | | 469 | 266 | 203 | 464 | 232 | 232 | | | | | | | | | | | | | |
| 20:00 | | | | 326 | 151 | 175 | 301 | 148 | 153 | | | | | | | | | | | | | |
| 21:00 | | | | 219 | 111 | 108 | 232 | 100 | 132 | | | | | | | | | | | | | |
| 22:00 | | | | 140 | 80 | 60 | 137 | 71 | 66 | | | | | | | | | | | | | |
| 23:00 | | | | 94 | 35 | 59 | 76 | 30 | 46 | | | | | | | | | | | | | |
| Total | | | | 4,876 | 2,233 | 2,643 | 9,940 | 4,836 | 5,104 | 5,062 | 2,599 | 2,463 | | | | | | | | | | |
| AM Peak Vol | | | | | | | 688 | 383 | 305 | 677 | 385 | 300 | | | | | | | | | | |
| AM Peak Fct | | | | | | | .878 | .76 | .919 | .967 | .891 | .938 | | | | | | | | | | |
| AM Peak Hr | | | | | | | 7: 15 | 7: 15 | 6: 45 | 7: 00 | 7: 00 | 6: 45 | | | | | | | | | | |
| PM Peak Vol | | | | | | | 874 | 388 | 504 | | | | | | | | | | | | | |
| PM Peak Fct | | | | | | | .926 | .96 | .906 | | | | | | | | | | | | | |
| PM Peak Hr | | | | | | | 15: 45 | 16: 00 | 15: 45 | : | : | : | | | | | | | | | | |
| Seasonal Fct | | | | .921 | .921 | .921 | .921 | .921 | .921 | .921 | .921 | .921 | | | | | | | | | | |
| Daily Fct | | | | .973 | .973 | .973 | .957 | .957 | .957 | .929 | .929 | .929 | | | | | | | | | | |
| Axle Fct | | | | .500 | .500 | .500 | .500 | .500 | .500 | .500 | .500 | .500 | | | | | | | | | | |
| Pulse Fct | | | | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 | | | | | | | | | | |

| Average | | |
|---------|-----|--|
| S | N | |
| 22 | 26 | |
| 12 | 22 | |
| 10 | 16 | |
| 12 | 33 | |
| 43 | 36 | |
| 142 | 100 | |
| 276 | 228 | |
| 384 | 292 | |
| 315 | 265 | |
| 262 | 251 | |
| 272 | 262 | |
| 269 | 282 | |
| 309 | 312 | |
| 282 | 310 | |
| 301 | 331 | |
| 301 | 451 | |
| 376 | 484 | |
| 376 | 480 | |
| 263 | 312 | |
| 249 | 218 | |
| 150 | 164 | |
| 106 | 120 | |
| 76 | 63 | |
| 33 | 53 | |

APPENDIX B

SYNCHRO TRAFFIC ANALYSIS

B1 – Background Traffic

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | T | | | Y |
| Traffic Vol, veh/h | 5 | 35 | 345 | 5 | 15 | 245 |
| Future Vol, veh/h | 5 | 35 | 345 | 5 | 15 | 245 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 13 | 13 | 14 | 14 |
| Mvmt Flow | 5 | 36 | 356 | 5 | 15 | 253 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 516 | 359 | 0 | 0 | 361 |
| Stage 1 | 359 | - | - | - | - |
| Stage 2 | 157 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.23 | - | - | 4.31 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.83 | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | - | - | 2.333 |
| Pot Cap-1 Maneuver | 504 | 684 | - | - | 1123 |
| Stage 1 | 706 | - | - | - | - |
| Stage 2 | 856 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 496 | 684 | - | - | 1123 |
| Mov Cap-2 Maneuver | 496 | - | - | - | - |
| Stage 1 | 706 | - | - | - | - |
| Stage 2 | 842 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.9 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 653 | 1123 |
| HCM Lane V/C Ratio | - | - | 0.063 | 0.014 |
| HCM Control Delay (s) | - | - | 10.9 | 8.2 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | ↑ | ↑ | | ↑↑ |
| Traffic Vol, veh/h | 15 | 1 | 350 | 25 | 5 | 245 |
| Future Vol, veh/h | 15 | 1 | 350 | 25 | 5 | 245 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 11 | 11 | 15 | 15 |
| Mvmt Flow | 16 | 1 | 376 | 27 | 5 | 263 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|--------|
| Conflicting Flow All | 518 | 376 | 0 | 0 | 403 |
| Stage 1 | 376 | - | - | - | - |
| Stage 2 | 142 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.23 | - | - | 4.325 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.83 | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | - | - | 2.3425 |
| Pot Cap-1 Maneuver | 502 | 670 | - | - | 1077 |
| Stage 1 | 693 | - | - | - | - |
| Stage 2 | 871 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 499 | 670 | - | - | 1077 |
| Mov Cap-2 Maneuver | 499 | - | - | - | - |
| Stage 1 | 693 | - | - | - | - |
| Stage 2 | 867 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 12.4 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 507 | 1077 |
| HCM Lane V/C Ratio | - | - | 0.034 | 0.005 |
| HCM Control Delay (s) | - | - | 12.4 | 8.4 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 15 | 5 | 10 | 20 | 1 |
| Future Vol, veh/h | 5 | 15 | 5 | 10 | 20 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 22 | 7 | 15 | 29 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 29 | 0 | 47 |
| Stage 1 | - | - | - | - | 18 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1584 | - | 963 |
| Stage 1 | - | - | - | - | 1005 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1584 | - | 959 |
| Mov Cap-2 Maneuver | - | - | - | - | 959 |
| Stage 1 | - | - | - | - | 1005 |
| Stage 2 | - | - | - | - | 990 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 2.4 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 963 | - | - | 1584 | - |
| HCM Lane V/C Ratio | 0.032 | - | - | 0.005 | - |
| HCM Control Delay (s) | 8.9 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 1 | 20 | 30 | 0 | 1 | 10 |
| Future Vol, veh/h | 1 | 20 | 30 | 0 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 29 | 44 | 0 | 1 | 15 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 44 | 0 | - | 0 | 75 44 |
| Stage 1 | - | - | - | - | 44 - |
| Stage 2 | - | - | - | - | 31 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1564 | - | - | - | 928 1026 |
| Stage 1 | - | - | - | - | 978 - |
| Stage 2 | - | - | - | - | 992 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1564 | - | - | - | 927 1026 |
| Mov Cap-2 Maneuver | - | - | - | - | 927 - |
| Stage 1 | - | - | - | - | 977 - |
| Stage 2 | - | - | - | - | 992 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.3 | 0 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1564 | - | - | - | 1016 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.016 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 20 | 290 | 10 | 30 | 390 |
| Future Vol, veh/h | 20 | 20 | 290 | 10 | 30 | 390 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 13 | 13 | 5 | 5 | 7 | 7 |
| Mvmt Flow | 21 | 21 | 309 | 11 | 32 | 415 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|--------|
| Conflicting Flow All | 587 | 315 | 0 | 0 | 320 |
| Stage 1 | 315 | - | - | - | - |
| Stage 2 | 272 | - | - | - | - |
| Critical Hdwy | 6.795 | 6.395 | - | - | 4.205 |
| Critical Hdwy Stg 1 | 5.595 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.995 | - | - | - | - |
| Follow-up Hdwy | 3.6235 | 3.4235 | - | - | 2.2665 |
| Pot Cap-1 Maneuver | 435 | 695 | - | - | 1207 |
| Stage 1 | 711 | - | - | - | - |
| Stage 2 | 722 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 420 | 695 | - | - | 1207 |
| Mov Cap-2 Maneuver | 420 | - | - | - | - |
| Stage 1 | 711 | - | - | - | - |
| Stage 2 | 697 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 12.5 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 524 | 1207 |
| HCM Lane V/C Ratio | - | - | 0.081 | 0.026 |
| HCM Control Delay (s) | - | - | 12.5 | 8.1 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | ↑ | ↑ | | ↑↑ |
| Traffic Vol, veh/h | 20 | 10 | 290 | 25 | 5 | 405 |
| Future Vol, veh/h | 20 | 10 | 290 | 25 | 5 | 405 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 2 | 5 | 5 | 8 | 8 |
| Mvmt Flow | 20 | 10 | 296 | 26 | 5 | 413 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 513 | 296 | 0 | 0 | 322 |
| Stage 1 | 296 | - | - | - | - |
| Stage 2 | 217 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.23 | - | - | 4.22 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.83 | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | - | - | 2.276 |
| Pot Cap-1 Maneuver | 506 | 743 | - | - | 1199 |
| Stage 1 | 754 | - | - | - | - |
| Stage 2 | 799 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 503 | 743 | - | - | 1199 |
| Mov Cap-2 Maneuver | 503 | - | - | - | - |
| Stage 1 | 754 | - | - | - | - |
| Stage 2 | 795 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.7 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 564 | 1199 |
| HCM Lane V/C Ratio | - | - | 0.054 | 0.004 |
| HCM Control Delay (s) | - | - | 11.7 | 8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 15 | 5 | 15 | 20 | 1 |
| Future Vol, veh/h | 15 | 15 | 5 | 15 | 20 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 17 | 6 | 17 | 23 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 34 | 0 | 55 |
| Stage 1 | - | - | - | - | 26 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1578 | - | 953 |
| Stage 1 | - | - | - | - | 997 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1578 | - | 949 |
| Mov Cap-2 Maneuver | - | - | - | - | 949 |
| Stage 1 | - | - | - | - | 997 |
| Stage 2 | - | - | - | - | 990 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.8 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 953 | - | - | 1578 | - |
| HCM Lane V/C Ratio | 0.026 | - | - | 0.004 | - |
| HCM Control Delay (s) | 8.9 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

Intersection

Int Delay, s/veh 2.7

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 15 | 25 | 30 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 25 | 30 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 29 | 35 | 6 | 6 | 12 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 41 | 0 | 0 101 38 |
| Stage 1 | - | - | - 38 - |
| Stage 2 | - | - | - 63 - |
| Critical Hdwy | 4.12 | - | - 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - 5.42 - |
| Critical Hdwy Stg 2 | - | - | - 5.42 - |
| Follow-up Hdwy | 2.218 | - | - 3.518 3.318 |
| Pot Cap-1 Maneuver | 1568 | - | - 898 1034 |
| Stage 1 | - | - | - 984 - |
| Stage 2 | - | - | - 960 - |
| Platoon blocked, % | | - | - - |
| Mov Cap-1 Maneuver | 1568 | - | - 888 1034 |
| Mov Cap-2 Maneuver | - | - | - 888 - |
| Stage 1 | - | - | - 973 - |
| Stage 2 | - | - | - 960 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 2.7 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1568 | - | - | - | 980 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.018 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.7 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

APPENDIX B

SYNCHRO TRAFFIC ANALYSIS

B2 – Build Traffic

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 115 | 35 | 350 | 30 | 40 | 225 |
| Future Vol, veh/h | 115 | 35 | 350 | 30 | 40 | 225 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 13 | 13 | 14 | 14 |
| Mvmt Flow | 119 | 36 | 361 | 31 | 41 | 232 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 575 | 377 | 0 | 0 | 392 |
| Stage 1 | 377 | - | - | - | - |
| Stage 2 | 198 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.23 | - | - | 4.31 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.83 | - | - | - | - |
| Follow-up Hdwy | 3.519 | 3.319 | - | - | 2.333 |
| Pot Cap-1 Maneuver | 464 | 669 | - | - | 1093 |
| Stage 1 | 693 | - | - | - | - |
| Stage 2 | 817 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 444 | 669 | - | - | 1093 |
| Mov Cap-2 Maneuver | 444 | - | - | - | - |
| Stage 1 | 693 | - | - | - | - |
| Stage 2 | 782 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 16 | 0 | 1.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 482 | 1093 |
| HCM Lane V/C Ratio | - | - | 0.321 | 0.038 |
| HCM Control Delay (s) | - | - | 16 | 8.4 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 1.4 | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ | ↗ | ↗ | | ↗↗ |
| Traffic Vol, veh/h | 0 | 20 | 360 | 100 | 0 | 340 |
| Future Vol, veh/h | 0 | 20 | 360 | 100 | 0 | 340 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 11 | 11 | 15 | 15 |
| Mvmt Flow | 0 | 22 | 387 | 108 | 0 | 366 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 387 | 0 | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.23 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.319 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 660 | - | - | 0 |
| Stage 1 | 0 | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | 0 |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | - | 660 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-------|
| Capacity (veh/h) | - | - | 660 |
| HCM Lane V/C Ratio | - | - | 0.033 |
| HCM Control Delay (s) | - | - | 10.6 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 45 | 5 | 10 | 35 | 1 |
| Future Vol, veh/h | 10 | 45 | 5 | 10 | 35 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 66 | 7 | 15 | 51 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 81 | 0 | 77 48 |
| Stage 1 | - | - | - | - | 48 - |
| Stage 2 | - | - | - | - | 29 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1517 | - | 926 1021 |
| Stage 1 | - | - | - | - | 974 - |
| Stage 2 | - | - | - | - | 994 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1517 | - | 921 1021 |
| Mov Cap-2 Maneuver | - | - | - | - | 921 - |
| Stage 1 | - | - | - | - | 974 - |
| Stage 2 | - | - | - | - | 989 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 2.5 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 924 | - | - | 1517 | - |
| HCM Lane V/C Ratio | 0.057 | - | - | 0.005 | - |
| HCM Control Delay (s) | 9.1 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 50 | 20 | 1 | 45 | 1 | 95 | 1 | 5 | 1 | 1 | 10 |
| Future Vol, veh/h | 1 | 50 | 20 | 1 | 45 | 1 | 95 | 1 | 5 | 1 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 | 68 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 74 | 29 | 1 | 66 | 1 | 140 | 1 | 7 | 1 | 1 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 67 | 0 | 0 | 103 | 0 | 0 | 168 | 160 | 89 | 164 | 174 | 67 |
| Stage 1 | - | - | - | - | - | - | 91 | 91 | - | 69 | 69 | - |
| Stage 2 | - | - | - | - | - | - | 77 | 69 | - | 95 | 105 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1535 | - | - | 1489 | - | - | 796 | 732 | 969 | 801 | 719 | 997 |
| Stage 1 | - | - | - | - | - | - | 916 | 820 | - | 941 | 837 | - |
| Stage 2 | - | - | - | - | - | - | 932 | 837 | - | 912 | 808 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1535 | - | - | 1489 | - | - | 782 | 731 | 969 | 792 | 718 | 997 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 782 | 731 | - | 792 | 718 | - |
| Stage 1 | - | - | - | - | - | - | 915 | 819 | - | 940 | 836 | - |
| Stage 2 | - | - | - | - | - | - | 916 | 836 | - | 903 | 807 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 0.1 | | | 0.2 | | | 10.6 | | | 8.9 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 789 | 1535 | - | - | 1489 | - | - | 946 |
| HCM Lane V/C Ratio | 0.188 | 0.001 | - | - | 0.001 | - | - | 0.019 |
| HCM Control Delay (s) | 10.6 | 7.3 | 0 | - | 7.4 | 0 | - | 8.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.7 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 110 | 30 | 285 | 35 | 55 | 370 |
| Future Vol, veh/h | 110 | 30 | 285 | 35 | 55 | 370 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 13 | 13 | 5 | 5 | 7 | 7 |
| Mvmt Flow | 117 | 32 | 303 | 37 | 59 | 394 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|--------|
| Conflicting Flow All | 637 | 322 | 0 | 0 | 340 |
| Stage 1 | 322 | - | - | - | - |
| Stage 2 | 315 | - | - | - | - |
| Critical Hdwy | 6.795 | 6.395 | - | - | 4.205 |
| Critical Hdwy Stg 1 | 5.595 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.995 | - | - | - | - |
| Follow-up Hdwy | 3.6235 | 3.4235 | - | - | 2.2665 |
| Pot Cap-1 Maneuver | 404 | 689 | - | - | 1186 |
| Stage 1 | 705 | - | - | - | - |
| Stage 2 | 686 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 378 | 689 | - | - | 1186 |
| Mov Cap-2 Maneuver | 378 | - | - | - | - |
| Stage 1 | 705 | - | - | - | - |
| Stage 2 | 642 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 18.3 | 0 | 1.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 418 | 1186 |
| HCM Lane V/C Ratio | - | - | 0.356 | 0.049 |
| HCM Control Delay (s) | - | - | 18.3 | 8.2 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 1.6 | 0.2 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ | ↗ | ↗ | | ↗↗ |
| Traffic Vol, veh/h | 0 | 15 | 305 | 70 | 0 | 480 |
| Future Vol, veh/h | 0 | 15 | 305 | 70 | 0 | 480 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 2 | 5 | 5 | 8 | 8 |
| Mvmt Flow | 0 | 15 | 311 | 71 | 0 | 490 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 311 | 0 | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.23 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.319 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 728 | - | - | 0 |
| Stage 1 | 0 | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | 0 |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | - | 728 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.1 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-------|
| Capacity (veh/h) | - | - | 728 |
| HCM Lane V/C Ratio | - | - | 0.021 |
| HCM Control Delay (s) | - | - | 10.1 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 45 | 5 | 15 | 50 | 1 |
| Future Vol, veh/h | 20 | 45 | 5 | 15 | 50 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 23 | 52 | 6 | 17 | 58 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 75 | 0 | 78 |
| Stage 1 | - | - | - | - | 49 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1524 | - | 925 |
| Stage 1 | - | - | - | - | 973 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1524 | - | 921 |
| Mov Cap-2 Maneuver | - | - | - | - | 921 |
| Stage 1 | - | - | - | - | 973 |
| Stage 2 | - | - | - | - | 990 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.8 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 923 | - | - | 1524 | - |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.004 | - |
| HCM Control Delay (s) | 9.2 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 15 | 55 | 20 | 1 | 60 | 5 | 70 | 1 | 5 | 5 | 1 | 10 |
| Future Vol, veh/h | 15 | 55 | 20 | 1 | 60 | 5 | 70 | 1 | 5 | 5 | 1 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 64 | 23 | 1 | 70 | 6 | 81 | 1 | 6 | 6 | 1 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 76 | 0 | 0 | 87 | 0 | 0 | 192 | 188 | 76 | 188 | 196 | 73 |
| Stage 1 | - | - | - | - | - | - | 110 | 110 | - | 75 | 75 | - |
| Stage 2 | - | - | - | - | - | - | 82 | 78 | - | 113 | 121 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1523 | - | - | 1509 | - | - | 768 | 707 | 985 | 772 | 699 | 989 |
| Stage 1 | - | - | - | - | - | - | 895 | 804 | - | 934 | 833 | - |
| Stage 2 | - | - | - | - | - | - | 926 | 830 | - | 892 | 796 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1523 | - | - | 1509 | - | - | 750 | 698 | 985 | 759 | 690 | 989 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 750 | 698 | - | 759 | 690 | - |
| Stage 1 | - | - | - | - | - | - | 884 | 794 | - | 923 | 832 | - |
| Stage 2 | - | - | - | - | - | - | 913 | 829 | - | 875 | 786 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 1.2 | | | 0.1 | | | 10.4 | | | 9.2 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 761 | 1523 | - | - | 1509 | - | - | 882 |
| HCM Lane V/C Ratio | 0.116 | 0.011 | - | - | 0.001 | - | - | 0.021 |
| HCM Control Delay (s) | 10.4 | 7.4 | 0 | - | 7.4 | 0 | - | 9.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |