

#### PLAN COMMISSION MEETING AGENDA Thursday, October 17, 2024 at 6:00 P.M.

## A. Call to Order and Roll Call

#### **B.** Approval of Minutes

1. Approval of the regular meeting of October 3, 2024.

#### C. Public Hearing Business Matters

- 1. **Black Duck Partners, Special Use.** Request to allow for a special use for a physical fitness facility under SIC Code 7991 "Physical Fitness Facilities", within Planned Development District 16 (Franklin Centre); For property located at 7199 S 76<sup>th</sup> Street (TKN 755 1002 000).
- 2. **Mayville Wis, Comprehensive Master Plan Amendment and Rezoning.** Request to amend the Future Land Use Map of the City of Franklin 2025 Comprehensive Master Plan, from Business Park to Residential use; and the Unified Development Ordinance (zoning map) from R-2 Estate Single-Family Residence District to R-6 Suburban Single-Family Residence District; for property located at 9720 S. 112th Street (892-9998-000).
- **D. Citizen comment period.** Citizens may comment upon the Business Matter items set forth on this Meeting Agenda.

#### E. Business Matters

- 1. **Tsunami Car Wash, Special Use and Site Plan.** Request to allow for a new car wash on a vacant lot at the intersection of Lovers Lane Road and Whitnall Edge Road, 6449 S Whitnall Edge Road (TKN 705 8997 003). [The Plan Commission held a public hearing for this Special Use request on August 22, 2024].
- 2. **Communities of Crocus, Special Use.** An application for a Special Use for Communities of Crocus to allow for development of up to four four-unit multifamily residential buildings (16 units total) with services for autistic adults, and related community buildings, on property located at 0 S. 31st St. (TKN: 761 9992 002). The public hearing for this item was held on August 22, 2024.
- 3. Communities of Crocus, Comprehensive Master Plan (CMP) Amendment and Rezoning. An application for a Comprehensive Master Plan Amendment from office to mixed use; and an application for rezoning from R-6 Suburban Single-Family Residence District and OL-1 Office Overlay District to B-4 South 27<sup>th</sup> Street Mixed Use Commercial District. The site of the proposed CMP Amendment and Rezoning is approximately 24.5 acres (three vacant properties) located at 7521 S. 31st St. and the two lots immediately north of this property with address 0 S. 35th St. and 0 S. 31st St., (TKN: 761 9994 005, 761 9997 003, and 786 9981 004). The public hearing for the Rezoning was held on August 22, 2024.
- 4. Loomis & Ryan Inc., Special Use Amendment. Request to remove condition of approval

requiring installation of trail or sidewalk, for property located at 9524 S. Sophia Court (891 9054 000). [The Plan Commission held a public hearing for this request on October 3, 2024].

5. Saputo Cheese USA, Inc., Site Plan Amendment. Request to allow for changes from the approved site plan including alterations to building design and dimensions, parking, and inclusion of additional accessory structures. The building is located in Planned Development District (PDD) 39, the Mixed Use Business Park, at 2895 W Oakwood Rd. (TKN 951 9994 003).

#### F. Adjournment

The YouTube channel "City of Franklin WI" will live stream the Plan Commission meeting so the public can watch and listen to it at <u>https://www.youtube.com/c/CityofFranklinWIGov</u>. Any questions on this agenda may be directed to the Department of City Development's office at 414-425-4024, Monday through Friday, 8 AM – 4:30 PM.

\*Supporting documentation and details of these agenda items are available at City Hall during regular business hours.

\*\*Notice is given that a majority of the Common Council may attend this meeting to gather information about an agenda item over which they have decision-making responsibility. This may constitute a meeting of the Common Council per *State ex rel. Badke v. Greendale Village Board*, even though the Common Council will not take formal action at this meeting.

[Note: Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information, contact the City Clerk's office at 414- 425-7500.]

REMINDERS: Next Regular Plan Commission Meeting: November 7, 2024.

#### A. Call to Order and Roll Call

Mayor John Nelson called the October 3, 2024 Plan Commission meeting to order at 6:00 p.m. in the Council Chambers at Franklin City Hall, 9229 West Loomis Road, Franklin, Wisconsin.

Present were Mayor John Nelson, Alderwoman Courtney Day and Commissioners Michael Shawgo, Patrick Leon and Kevin Haley. Excused was Commissioner Rebecca Specht. Also, present were City Attorney Jesse Wesolowski, Planning Manager Régulo Martínez-Montilva, Planning Associate Nick Fuchs and Director of Administration Kelly Hersh. Alderman Jon Peccarelli was present.

#### B. Approval of Minutes - Regular Meeting of September 19, 2024

Commissioner Haley moved and Alderwoman Day seconded a motion to approve the September 19, 2024 meeting minutes. On voice vote, all voted 'aye'; motion carried (4-0-1).

#### C. Public Hearing Business Matters

1. Chudada, Area Exception. Request to allow for a detached accessory structure with an approximate 40-foot front yard setback, opposed to the R-3 District minimum front yard setback of 45-feet, on property located at 11250 Mayers Drive (799 0033 000).

Planning Associate Fuchs presented the Area Exception. Applicant Zachary Chudada was present.

The Official Notice of Public Hearing was read in to the record by Planning Manager Martínez-Montilva and the Public Hearing opened at 6:04 pm and closed at 6:06 pm.

Commissioner Haley moved and Commissioner Leon seconded a motion to recommend approval of an Area Exception from table 15-3.0203 of the Unified Development Ordinance to allow for a detached accessory structure with an approximate 40-foot front yard setback upon property located at 11250 W. Mayers drive. On voice vote, all voted 'aye'; motion carried (4-0-1).

 Salam Private High School, Major Planned Development District Amendment and Site Plan. Request to amend Section 15-3.0434 of the Unified Development Ordinance Planned Development District No. 29 (Wellness Center – Mark E. Carstensen Inc.) to allow "Educational Services" as a Permitted Use and to allow for building and site changes, including a building addition, parking lot modifications, and installation of new landscaping, upon property located at 8910 S 102nd Street Road (846 9987 003).

Planning Associate Fuchs presented the Planned Development District Amendment and Site Plan. Applicant Othman Atta was present.

The Official Notice of Public Hearing was read in to the record by Planning Manager Martínez-Montilva and the Public Hearing opened at 6:13 pm and closed at 6:16 pm.

## 1. Major Planned Development District Amendment

Commissioner Leon moved and Commissioner Haley seconded a motion to determine the proposed Planned Development District Amendment to be a Major Amendment. On voice vote, all voted 'aye'; motion carried (4-0-1).

## 2. Major Planned Development District Amendment

Commissioner Haley moved and Alderwoman Day seconded a motion to recommend adoption of an Ordinance amending Section 15-3.0434 of the Unified Development Ordinance Planned Development District No. 29 to allow "Educational Services" as a Permitted Use and to allow for building and site changes, including a building addition, parking lot modifications, and installation of new landscaping. On voice vote, all voted 'aye'; motion carried (4-0-1).

### <u>Site Plan</u>

Commissioner Haley moved and Commissioner Shawgo seconded a motion to approve a Site Plan to allow for exterior building and site modifications consisting of an approximately 29,404 square foot building addition, parking lot modifications, and installation of new landscaping upon property located at 8910 South 102nd Street. On voice vote, all voted 'aye'; motion carried (4-0-1).

**3.** Loomis & Ryan Inc., Special Use Amendment. Request to remove condition of approval requiring installation of trail or sidewalk, for property located at 9524 S. Sophia Court (891 9054 000).

Planning Manager Martínez-Montilva presented the Special Use Amendment. Applicant Dan Szczap was present.

The Official Notice of Public Hearing was read in to the record by Planning Manager Martínez-Montilva and the Public Hearing opened at 6:34 pm and closed at 6:36 pm.

Commissioner Leon moved and Alderwoman Day seconded a motion to recommend approval of a Resolution to remove condition No. 6 of Resolution No. 2022-7873 if the applicant submits a proposal for placement of this trail within the right-of-way, and the Engineering Department and Planning Department agree, then it would move forward to the Common Council; but if Engineering or Planning disagree it would come back to the Plan Commission. On voice vote, all voted 'aye'; motion carried (4-0-1).

**D.** Citizen comment period. Citizens may comment upon the Business Matter items set forth on this meeting agenda.

The citizen comment period opened at 6:36 p.m. and closed at 6:36 p.m.

### E. Business Matters

1. None.

### F. Adjournment

Commissioner Leon moved and Alderwoman Day seconded to adjourn the meeting at 7:25 pm. On voice vote, all voted 'aye'; motion carried (4-0-1).



# CITY OF FRANKLIN

# **REPORT TO THE PLAN COMMISSION**

#### Meeting of October 17, 2024

#### **Special Use**

**RECOMMENDATION:** City Development staff recommends approval of this special use request for a physical fitness facility, under SIC Code 7991 "Physical Fitness Facilities", which is a special use in PDD District 16, Franklin Centre.

Project name:	Black Duck Partners, Special Use
Property Owner:	Franklin Station, LLC
Applicant:	Ryan Hansen, Black Duck Partners
Agent:	Laura Lewallen, pb2 architecture + engineering
Property Address/TKN:	7199 S. 76 <sup>th</sup> Street / 755 1002 000
Aldermanic District:	District 2
Zoning District:	PDD 16 – Franklin Centre
Staff Planner:	Luke Hamill, Associate Planner
Application number:	PPZ24-0154

#### **INTRODUCTION:**

Special Use Amendment request to allow for a physical fitness facility under SIC Code 7991 "Physical Fitness Facilities", which is considered a special use in Planned Development District (PDD) 16, Franklin Centre, as the B-3 zoning district is used to determine permitted and special uses in PDD 16. There are no exterior changes proposed.

### **PROJECT ANALYSIS:**

SIC Code 7991 "Physical Fitness Facilities" requires a special use permit in the B-3 Zoning District, which is the zoning district used to determine permitted and special uses in PDD 16. The applicant is not proposing any exterior improvements at this time.

SIC Code 7991 includes conventional carwashes, but also includes car detailing as part of its use:

#### 7991 Physical Fitness Facilities

Establishments primarily engaged in operating reducing and other health clubs, spas, and similar facilities featuring exercise and other active physical fitness conditioning, whether or not on a membership basis. Also included in this industry are establishments providing aerobic dance and exercise classes

The applicant is proposing a Planet Fitness, which is a national chain of gyms throughout the country. They are proposing a 24/7 membership gym. The applicant is not proposing any exterior changes at this time, so a Site Plan submittal is not required.

# General standards for Special Uses (§15-3.0701)

Su St	immary of andard	Staff's Finding
1.	Harmony with UDO and Comprehensive Plan purposes and intent.	The proposed fitness facility is consistent with the comprehensive plan as this site is designated as commercial in the future land use map of the <i>City of Franklin 2025 Comprehensive Master Plan</i> .
2.	No Undue Adverse Impact.	City Development staff does not anticipate any "undue adverse impact" to adjacent properties as there are no proposed changes to the approved site plan and there will be no changes to the current grading, parking, landscaping, or lighting.
3.	No Interference with Surrounding Development.	This site is zoned PDD 16, Franklin Centre and it's directly abutting the Franklin Centre Development which is also zoned PDD 16. The zoning to the West is undeveloped land that is R-6 and undeveloped land that is zoned R-8. The property abuts Loomis Road to the north. While the subject site is directly abutting residential zoning, they are undeveloped land and the nearest residential structure is approximately 800 feet from the property. In staff's opinion, the proposed fitness facility is compatible with the use and development of surrounding properties.
4.	Adequate Public Facilities.	<ul> <li>The proposed development is currently served by public water supply and sanitary sewer service as depicted on the site utility plan (sheet C-8). <u>City Development staff recommends that the applicant must obtain approval from the Engineering Department for grading, stormwater management, utilities and erosion control, prior to any land disturbance activity.</u></li> <li><b>Refuse disposal:</b> The approved site plan depicts a trash dumpster with a trash enclosure that meets the requirements of UDO §15-3.0803I Trash Dumpsters and Garbage Receptacles.</li> </ul>
5.	No Traffic Congestion.	The proposed special use abuts a major parking lot that has the required parking for the use.
6.	No Destruction of Significant Features.	The applicant is not proposing any exterior changes to any natural resources on the site.
7.	Compliance with Standards.	The proposed development complies with the standards of the PDD 16, Franklin Centre, as well as off-street parking, queuing, landscaping, exterior lighting, architectural standards and snow storage requirements.

Summary of Standard	Staff's Finding

The applicant has submitted a substantially complete application for a special use permit, allowing for Section § 15-3.0701 of the Unified Development Ordinance sets out the General Standards for Special Uses. City Development staff does not anticipate adverse impacts to adjacent properties.

# SITE COMPLIANCE

A site visit was conducted as part of the City Development Staff's review. No site compliance issues were found.

### **STAFF RECOMMENDATION**

City Development staff recommends approval of this special use request for a physical fitness facility, under SIC Code 7991 "Physical Fitness Facilities", which is a special use in PDD District 16, Franklin Centre.

CITY OF FRANKLIN

MILWAUKEE COUNTY [draft 10-02-2024]

#### **RESOLUTION NO. 2024-**

# A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR A PHYSICAL FITNESS FACILITY USE UPON PROPERTY LOCATED AT 7199 S 76<sup>TH</sup> STREET, (BLACK DUCK PARTNERS, APPLICANT)

WHEREAS, BLACK DUCK PARTNERS, having petitioned the City of Franklin for the approval of a Special Use within Planned Development District 16, Franklin Centre, under Standard Industrial Classification Title No. 7991 "Physical Fitness Facilities", to operate a physical fitness facility with proposed hours of operation Monday through Sunday, twenty-four hours a day, located at 7199 S. 76<sup>th</sup> Street, bearing Tax Key No. 755-1002-000, more particularly described as follows:

# LOT 2 OF CERTIFIED SURVEY MAP NO. 8385, BEING A PART OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 9, TOWNSHIP 5 NORTH, RANGE 21 EAST

WHEREAS, such petition having been duly referred to the Plan Commission of the City of Franklin for a public hearing, pursuant to the requirements of §15-9.0103D. of the Unified Development Ordinance, and a public hearing having been held before the Plan Commission on the 17th of October, 2024, and the Plan Commission thereafter having determined to recommend that the proposed Special Use be approved, subject to certain conditions, and the Plan Commission further finding that the proposed Special Use upon such conditions, pursuant to §15-3.0701 of the Unified Development Ordinance, will be in harmony with the purposes of the Unified Development Ordinance and the Comprehensive Master Plan; that it will not have an undue adverse impact upon adjoining property; that it will not interfere with the development of neighboring property; that it will be served adequately by essential public facilities and services; that it will not cause undue traffic congestion; and that it will not result in damage to property of significant importance to nature, history or the like; and

WHEREAS, the Common Council having received such Plan Commission recommendation and also having found that the proposed Special Use, subject to conditions, meets the standards set forth under §15-3.0701 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the petition of Black Duck Partners, for the approval of a Special Use for the property particularly described in the preamble to this Resolution, be and the same is hereby approved, subject to the following conditions and restrictions:

- 1. That this Special Use is approved only for the use of the subject property by Black Duck Partners, successors and assigns, as a physical fitness facility use, which shall be developed in substantial compliance with, and operated and maintained by Black Duck Partners, pursuant to the application materials City file-stamped September 4th, 2024 and annexed hereto and incorporated herein as Exhibit A.
- 2. Black Duck Partners, successors and assigns, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Black Duck Partners physical fitness facility, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
- 3. The approval granted hereunder is conditional upon Black Duck Partners and the physical fitness facility use for the property located at 7199 S. 76th Street: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
- 4. All signage shall comply with the requirements of Chapter 210 of the Municipal Code and must receive a Sign Permit from the City Development Department prior to installation.

BE IT FURTHER RESOLVED, that in the event Black Duck Partners, successors or assigns, or any owner of the subject property, does not comply with one or any of the conditions and restrictions of this Special Use Resolution, following a ten (10) day notice to cure, and failure to comply within such time period, the Common Council, upon notice and hearing, may revoke the Special Use permission granted under this Resolution.

BE IT FURTHER RESOLVED, that any violation of any term, condition or restriction of this Resolution is hereby deemed to be, and therefore shall be, a violation of the Unified Development Ordinance, and pursuant to §15-9.0502 thereof and §1-19 of the Municipal Code, the penalty for such violation shall be a forfeiture of no more than \$2,500.00, or such other maximum amount and together with such other costs and terms as may be specified therein from time to time. Each day that such violation continues shall be a separate violation. Failure of the City to enforce any such violation shall not be a waiver of that or any other violation.

BE IT FURTHER RESOLVED, that this Resolution shall be construed to be such Special Use Permit as is contemplated by §15-9.0103 of the Unified Development Ordinance.

BLACK DUCK PARTNERS – SPECIAL USE RESOLUTION NO. 2024-\_\_\_\_ Page 3

BE IT FURTHER RESOLVED, pursuant to §15-9.0103G. of the Unified Development Ordinance, that the Special Use permission granted under this Resolution shall be null and void upon the expiration of one year from the date of adoption of this Resolution, unless the Special Use has been established by way of the issuance of an occupancy permit for such use.

BE IT FINALLY RESOLVED, that the City Clerk be and is hereby directed to obtain the recording of a certified copy of this Resolution in the Office of the Register of Deeds for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_\_, 2024.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

APPROVED:

John R. Nelson, Mayor

ATTEST:

Shirley J. Roberts, City Clerk

AYES NOES ABSENT

Legal Description

Lot 2 of Certified Survey Map No. 8385, being a part of the Northeast ¼ of the Northeast ¼ of Section 9, Township 5 North, Range 21 East

APPLICATION DATE:

STAMP DATE: \_\_\_\_\_ city use only

Planning Department 9229 West Loomis Road Franklin, Wisconsin 53132

> (414) 425-4024 <u>franklinwi.gov</u>

NAME & TITLE:



# COMMON COUNCIL REVIEW APPLICATION

PROJECT INFORMA	TION [print legibly]
APPLICANT [FULL LEGAL NAMES]	APPLICANT IS REPRESENTED BY [CONTACT PERSON]
NAME: Ryan Hansen	NAME: Laura Lewallen
COMPANY: Black Duck Partners	COMPANY: pb2 architecture + engineering
MAILING ADDRESS: 55 Jewelers Park Drive, Suite 500	MAILING ADDRESS: 4886 W Pauline Whitaker Parkway, Suite 200
CITY/STATE: Neenah, WI ZIP: 54956	CITY/STATE: Rogers, AR ZIP: 72758
PHONE: 262-812-9051	PHONE: 479.877.1655
MAIL ADDRESS: ryan.hansen@black.duckpartners.com EMAIL ADDRESS: laura.lewallen@pb2ae.com	
PROJECT PROPER	TY INFORMATION
PROPERTY ADDRESS: 7199 S 76th Street, Franklin, WI 53132	TAX KEY NUMBER: 7551002000
PROPERTY OWNER: Franklin Station LLC	PHONE: 513-746-2636
MAILING ADDRESS: 11501 Northlake Drive	EMAIL ADDRESS: aschrage@phillipsedison.com
CITY/STATE: Cincinnati, OH	DATE OF COMPLETION: office use only
APPLICAT	TON TYPE
Most requests require Plan Commission Applicant is responsible for providing Plan Commission resubmitt	n review and Common Council approval. al materials up to 12 copies pending staff request and comments.
SIGNA	TURES
The applicant and property owner(s) hereby certify that: (1) all statements and other of applicant's and property owner(s)' knowledge; (2) the applicant and property owner (s)' knowledge; (2) the applicant and property owner building permits or other type of permits, may be revoked without notice if there is this application, the property owner(s) authorize the City of Franklin and/or its ager p.m. daily for the purpose of inspection while the application is under review. The pro- trespassing pursuant to Wis. Stat. §943.13.	er information submitted as part of this application are true and correct to the best ner(s) has/have read and understand all information in this application; and (3) the is made by them in this Application and its submittal, and any subsequently issued a breach of such representation(s) or any condition(s) of approval. By execution of its to enter upon the subject property(ies) between the hours of 7:00 a.m. and 7:00 operty owner(s) grant this authorization even if the property has been posted against
(The applicant's signature must be from a Managing Member if the business is an L applicant's authorization letter may be provided in lieu of the applicant's signature of the property owner's signature[s] below. If more than one, all of the owners of	LC, or from the President or Vice President if the business is a corporation. A signed below, and a signed property owner's authorization letter may be provided in lieu the property must sign this Application).
□ I, the applicant, certify that I have read the following page detailing th submittals and understand that incomplete ap	ne requirements for plan commission and common council approval and plications and submittals cannot be reviewed.
PROPERTY OWNER SIGNATURE: Thomas Mayers	APPLICANT SIGNATURE:
NAME & TITLE: Thomas Meyers - VP 08/28/2024	NAME & TITLE: Michael Dobynio- Owner DATE: 08/28/2024
PROPERTY OWNER SIGNATURE:	APPLICANT REPRESENTATIVE SIGNATURE:
	1 Rect ym

DATE:

NAME & TITLE: Killian McKenzie- Lead Development Manager DATE: 08/28/2024

CITY OF FRANKLIN APPLICATION CHECKLIST		
If you have questions about the application materials please contact the planning department.		
CONCEPT REVIEW APPLICATION MATERIALS		
<ul> <li>This application form accurately completed with signatures or authorization letters (see reverse side for more details).</li> <li>\$250 Application fee payable to the City of Franklin.</li> </ul>		
□ Three (3) complete collated sets of application materials to include		
□ Three (3) project narratives.		
□ Three (3) copies of the Preliminary Site/Development Plan of the subject property(ies) and immediate surroundings on 8 % " X 11" or 11" X 17" paper (i.e., a scaled map identifying the subject property and immediate environs, including existing and proposed parcels, existing and proposed structures, existing and proposed land uses, existing and proposed zoning, existing and proposed infrastructure and utilities[approximate locations only], and existing and proposed site conditions/site constraints [i.e. approximate locations of public road access, rights-of-way, natural resources/green space and drainage issues/concerns, etc.])		
□ Three (3) colored copies of building elevations <i>on 11" X 17" paper if applicable.</i>		
Email or flash drive with all plans / submittal materials.		
COMPREHENSIVE MASTER PLAN AMENDMENT APPLICATION MATERIALS		
□ This application form accurately completed with signatures or authorization letters (see reverse side for more details).		
$\Box$ \$125 Application fee payable to the City of Franklin.		
□ Word Document legal description of the subject property.		
□ Three (3) complete collated sets of application materials to include		
□ Three (3) project narratives.		
□ Three (3) folded copies of a Site Development Plan / Map, drawn to reasonable scale, at least 11" X 17" paper or as determined by the City Planner or City Engineer, identifying the subject property and immediate environs, including parcels, structures, land use, zoning, streets and utilities, and natural resource features, as applicable.		
Li Email or flash drive with all plans / submittal materials.		
Additional information as may be required.		
Requires a Class I Public Hearing Notice at least 30 days before the Common Council Meeting		
PLANNED DEVELOPMENT DISTRICT (PDD)		
□ This application form accurately completed with signatures or authorization letters (see reverse side for more details).		
□ Application fee payable to the City of Franklin [select one of the following]		
□ \$6,000: New PDD		
ロ \$3,500: PDD Major Amendment		
□ \$500: PDD Minor Amendment		
□ Word Document legal description of the subject property.		
Three (3) complete collated sets of application materials to include		
□ Three (3) project narratives.		
□ Three (3) folded full size, of the Site Plan Package, drawn to scale copies, on 24" x 36" paper, including Building Elevations, Landscape Plan, Outdoor Lighting Plan, Natural Resource Protection Plan, Natural Resource Protection Report, etc. (See Sections 15-7.0101, 15-7.0301, and 15-5.0402 of the UDO for information that must be denoted or included with each respective plan.)		
□ One (1) colored copy of the building elevations on 11" X 17" paper, if applicable.		
□ One (1) copy of the Site Intensity and Capacity Calculations, if applicable (see division 15-3.0500 of the UDO)		
Email or flash drive with all plans / submittal materials.		
PDD and Major PDD Amendment requests require Plan Commission review, a public hearing, and Common Council approval.		
Minor PDD Amendment requests require Plan Commission review and Common Council approval.		
REZONING		
□ This application form accurately completed with signatures or authorization letters (see reverse side for more details).		
□ Application fee payable to the City of Franklin [select one of the following]		
□ \$1,250		
□ \$350: one parcel residential.		
□ Word Document legal description of the subject property.		
L Three (3) complete collated sets of application materials to include		
□ Ihree (3) project narratives.		
I hree (3) folded copies of a Plot Plan or Site Plan, drawn to reasonable scale, at least 11" X 17" paper or as determined by the City Planner or City Engineer, and fully dimensioned showing the area proposed to be rezoned, its location, its dimensions, the location and classification of adjacent zoning districts, and the location and existing use of all properties within 200 feet of the area proposed to be rezoned. Email or flash drive with all plans / submittal materials		
$\square$ Additional information as may be required.		
Additional notice to and approval required for amendments or rezoning in the FW_FC_FFO_and SW Districts		
<ul> <li>Requires a Class II Public Hearing notice at Plan Commission.</li> </ul>		

#### SPECIAL USE / SPECIAL USE AMENDMENT APPLICATION MATERIALS

E This application form accurately completed with signatures or authorization letters (see reverse side for more details).

Application fee payable to the City of Franklin... [select one of the following]

□ \$1,500: New Special Use > 4000 square feet.

□ \$1,000: Special Use Amendment.

□ \$750: New Special Use < 4000 square feet.

■ Word Document legal description of the subject property.

One copy of a response to the General Standards, Special Standards, and Considerations found in Section 15-3.0701(A), (B), and (C) of the UDO available at www.franklinwi.gov.

□ Three (3) complete collated sets of application materials to include ...

□ Three (3) project narratives.

Three (3) folded copies of the Site Plan package, drawn to scale at least 24" X 36", The submittal should include only those plans/items as set forth in Section 15-7.0101, 15-7.0301 and 15-5.0402 of the UDO that are impacted by the development. (e.g., Site Plan, Building Elevations, Landscape Plan, Outdoor Lighting Plan, Natural Resource Protection Plan, Natural Resource Protection Report, etc.

□ One (1) colored copy of the building elevations on 11" X 17" paper, if applicable.

Email or flash drive with all plans / submittal materials.

□ Additional information as may be required.

Special Use/Special Use Amendment requests require Plan Commission review, a Public Hearing and Common Council approval.

#### UNIFIED DEVELOPMENT ORDINANCE (UDO) TEXT AMENDMENT APPLICATION MATERIALS

□ This application form accurately completed with signatures or authorization letters (see reverse side for more details).

 $\Box$  \$200 Application fee payable to the City of Franklin.

□ Three (3) project narratives, including description of the proposed text amendment.

- Requires a Class II Public Hearing notice at Plan Commission.
- The City's Unified Development Ordinance (UDO) is available at <u>www.franklinwi.gov</u>.

## **DIVISION 15-3.0700** SPECIAL USE STANDARDS AND REGULATIONS

#### SECTION 15-3.0701 GENERAL STANDARDS FOR SPECIAL USES

- A. <u>*General Standards*</u>. No special use permit shall be recommended or granted pursuant to this Ordinance unless the applicant shall establish the following:
- 1. **Ordinance and Comprehensive Master Plan Purposes and Intent.** The proposed use and development will be in harmony with the general and specific purposes for which this Ordinance was enacted and for which the regulations of the zoning district in question were established and with the general purpose and intent of the City of Franklin Comprehensive Master Plan or element thereof.

Response: Fitness Vie approved in Similar toning districts.

2. **No Undue Adverse Impact.** The proposed use and development will not have a substantial or undue adverse or detrimental effect upon or endanger adjacent property, the character of the area, or the public health, safety, morals, comfort, and general welfare and not substantially diminish and impair property values within the community or neighborhood.

Response: We keep property clean + up to date w/ no hazards.

3. **No Interference with Surrounding Development.** The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable zoning district regulations.

Response: Will be in existing space.

4. Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities including public water supply system and sanitary sewer, police and fire protection, refuse disposal, public parks, libraries, schools, and other public facilities and utilities or the applicant will provide adequately for such facilities.

Response: All face likes are adequate.

5. **No Traffic Congestion.** The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets. Adequate measures will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

Response: All finthic ways are adequate + standard.

6. **No Destruction of Significant Features.** The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.

Response: No charges to natural features proposed.

7. **Compliance with Standards.** The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the Common Council pursuant to the recommendations of the Plan Commission. The proposed use and development shall comply with all additional standards imposed on it by the particular provision of this Division and Ordinance authorizing such use.

Response: Intend to comply N/ Standards.

**B.** <u>Special Standards for Specified Special Uses</u>. When the zoning district regulations authorize a special use in a particular zoning district and that special use is indicated as having special standards, as set forth in Section 15-3.0702 and 15-3.0703 of this Division, a Special Use Permit for such use in such zoning district shall not be recommended or granted unless the applicant shall establish compliance with all such special standards.

#### Response:

- C. <u>*Considerations*</u>. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission and the Common Council shall consider the following:
- 1. **Public Benefit**. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

Response: Provide public Value.

2. Alternative Locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site.

Response: No other sites decened more appropriate.

3. **Mitigation of Adverse Impacts**. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

Response:

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No adverse effects anticipated.

4. **Establishment of Precedent of Incompatible Uses in the Surrounding Area**. Whether the use will establish a precedent of, or encourage, more intensive or incompatible uses in the surrounding area.

Use is semilally compatible in similar areas. Response:

# **City of Franklin Department of City Development**

Date: September 17, 2024
To: Laura Lewallen, pb2 architecture + engineering
From: Department of City Development Staff
RE: Special Use - Planet Fitness - Staff Comments

Department comments are as follows for the special use application for a Planet Fitness physical fitness facility submitted by Black Duck Partners and date stamped by the City of Franklin on August 30, 2024.

# **Department of City Development Staff Comments**

- 1. This application is currently scheduled for the 10/17 Plan Commission meeting at 6:00 PM in the Council Chambers. If approved at that meeting, it will be on the November 6 Common Council Meeting.
- 2. Please submit 11 copies of the application materials to the Department of City Development by 4:30 PM, Monday, October 7, 2024.
- 3. Any proposed signage will require a Sign Permit with our department. You can find the sign permit application at this website: <u>Permit Applications (franklinwi.gov)</u>

# **Health Department Comments**

1. Project summary states there will be a spa onsite. Prior to construction, plan review must be conducted by DSPS for the spa and associated filtration system. FHD will license and inspect the facility following DSPS approval and inspections. Application for license must be submitted to FHD prior to licensing and a pre-inspection will be conducted.

### **Fire Department Comments**

1. Follow all relevant WI DSPS and IBC code requirements for fire protection systems for given occupancy, use, and construction types.

2. Pre-existing fire alarm and fire sprinkler systems shall be maintained in compliance with relevant code.

3. Fire Extinguisher placement as per NFPA 10.

4. At no time may any Hazardous, Combustible, or Flammable Materials exceed allowable quantities.

5. Master Key set required for placement in Knox Box.

6. Permitting and submittal instructions for fire protection system review and inspection can be found at: https://www.franklinwi.gov/Departments/Fire.htm



4886 W. Pauline Whitaker Parkway Suite 200 Rogers, Arkansas 72758 Phone: 479.636.3545

August 29, 2024

City of Franklin Planning & Development Planning Division 9229 W. Loomis Road Franklin, WI 53132

RE: Planet Fitness 7199 S 76th Street Franklin, WI 53132

To Whom It May Concern:

Planet Fitness has over 2,500 locations nationwide. Black Duck Partners owns and operates 128 locations. They started in Wisconsin and grew to have locations all around the country (WI, IL, TX, NY, SC, GA, NE, IA, CAN, NV, AZ). They currently have over 20 locations in the Milwaukee area.

Planet Fitness operates 24/7 and fully staffed during business hours with 10-15 employees. Cameras are installed intermittently around the main gym floor, entrance doors, and overlooking the parking lot.

Sincerely,

Laura Lewallen, permit coordinator pb2 architecture + engineering



4886 W. Pauline Whitaker Parkway Suite 200 Rogers, Arkansas 72758 Phone: 479.636.3545

August 30, 2024

City of Franklin Planning & Development Planning Division 9229 W. Loomis Road Franklin, WI 53132

RE: Project Narrative Planet Fitness 7199 S 76th Street Franklin, WI 53132

To Whom It May Concern:

The proposed Planet Fitness remodel will be a full interior remodel and retrofit for a fitness center including the creation of locker rooms and spa facilities. Much of the space will include workout rooms with powered and non-powered fitness equipment. The square footage of the tenant space will not change.

There will be no changes to the parking lot or access to the entry. The entrance doors and storefront will be updated with new swinging doors. New exterior façade signage will be added.

Sincerely,

Laura Lewallen, permit coordinator pb2 architecture + engineering

# FRANKLIN CENTRE

7199-7255 S. 76th Street	Franklin, WI 53132	2
		-

SPACE	TENANT	SQ. FT.
Shad I	Pantheon Restaurant	
Shad2	Franklin Village Properties	
Shad3	Taco Bell	
Shad4	North Shore Bank	
Shad5	Stark Yager	
Shad6	Loomis Wisconsin	
Shad7	Anchor Bank	
7199	Planet Fitness	18,392 SF
7201	Pick 'n Save	72,000 SF
7205	Hallmark	5,310 SF
7211	Desi Bazaar	3,160 SF
7217	Honey Butter Cafe	4,829 SF
7225	Smokey's Vape & Tobacco Outlet	2,297 SF
7229	Lectric Beach Tanning Salon	2,800 SF
7237	Great Clips	1,200 SF
7241	Subway	I,280 SF
7245	Optical Store	1,600 SF
7249	Zana Nails Spa	I,280 SF
7251	Pizza Hut	2,000 SF
7253	Franklin Rehabilitation	I,920 SF
7255	The Opal Dental Co.	2,000 SF
TOTAL	SQ. FT.	120,068
SITE LEGEND		
Lessed (not occupied)		)thers

Site Boundary







#### **CITY OF FRANKLIN**

### **REPORT TO THE PLAN COMMISSION**

#### Meeting of October 17, 2024

#### COMPREHENSIVE MASTER PLAN AMENDMENT AND REZONING

**RECOMMENDATION:** <u>City Development staff recommends denial</u> of the subject Comprehensive Master Plan Amendment and Rezoning application. If the Plan Commission decides to recommend approval of these applications, draft ordinances and resolutions are attached to this packet.

Project name:	Mayville Wis. Single-family residential development
Property Owner:	Mayville Wis, LLC
Applicant:	Robert Villareal. Mayville Wis, LLC
Agent:	Anthony Zanon. Pinnacle Engineering Group
Property Address/TKN:	9720 S. 112 <sup>th</sup> Street / 892 9998 000
Aldermanic District:	District 6
Zoning District:	R-2 Estate Single-Family Residence District
Staff Planner:	Régulo Martínez-Montilva, AICP, CNUa, Planning Manager
Submittal date:	7-18-2024
Application number:	PPZ24-0135/36
Action requested:	Recommendation for approval of Comprehensive Master Plan Amendment and Rezoning

#### **INTRODUCTION**

The applicant is proposing a subdivision with 29 single-family residential lots and 2,040 feet of new streets.

#### Comprehensive Master Plan Amendment

This 20-acre site is designated as Business Park and Area of Natural Resource Features in the Future Land Use Map of the City of Franklin 2025 Comprehensive Master Plan, the applicant is requesting to change to Residential the area designated as Business Park.

#### Rezoning

The applicant is seeking a rezoning from R-2 Estate Single-Family Residence District to R-6 Suburban Single-Family Residence District. According to the applicant, the current yield of this site is 17-18 lots which is not economically feasible. Since the R-6 zoning allows for smaller lots, the yield of this site would increase to 29 lots if this rezoning is granted.

Please note:

- Staff recommendations are *<u>underlined and in italics</u>*, and included in the attached resolution as conditions of approval.
- Staff suggestions are only <u>underlined</u>, and <u>not</u> included in the attached resolution.

# PROJECT DESCRIPTION AND ANALYSIS

The subject site is approximately 20 acres, zoned R-2 and is currently vacant. The site is surrounded by R-2 District, FW Floodway District, and C-1 Conservancy District to the north and east, the Ryan Meadows subdivision (zoned R-6 District) to the west, and A-2 Prime Agricultural District to the south (currently owned by the city for the planned Southwest Park). This site is not located in Tax Incremental District (TID) 6.

The concept plan illustrates ingress/egress to the subdivision from S. 112<sup>th</sup> Street that aligns with the future Meadowview Drive, and three future road connections.

Note that the single-family property to the east is landlocked and has a gravel drive extending through the subject property to S. 112<sup>th</sup> Street. The applicant's is proposing to relocate the gravel drive to connect to the proposed road "B".

The concept plan includes 29 single-family lots and 2 outlots. The outlots contain protected natural resources, open space, and storm water management facilities. The single-family lots range in size from approximately 11 to 25 thousand square feet.

As this is only a concept plan, compliance with Unified Development Ordinance (UDO) standards will be reviewed upon a Preliminary Plat submittal.

# Comprehensive Master Plan and other city policies

The applicant is requesting a rezoning from R-2 to R-6 to allow for higher density residential development. A city zoning ordinance is required to be consistent with the local comprehensive plan per Wisconsin Statutes §66.1001(3), "consistent with" means "furthers or does not contradict the objectives, goals, and policies contained in the comprehensive plan".



City of Franklin 2025 Future Land Use Map

The subject site is designated as Business Park in the **Future Land Use Map of the Comprehensive Master Plan**. It's noted that the adjacent property to the west is now designated as residential, the future land use map was amended in 2018 (Ord. 2018-2334) to allow for the residential component of the Ryan Meadows development.

Since the proposed rezoning is to allow for a residential development with a higher density of 2.9 dwelling units per acre compared to what is currently allowed in the R-2 district (0.8 du/ac), and the Fire Department commented that "This development is in an area of the city not well served by existing Fire/EMS station locations and current fire department staffing levels. The cumulative effect of this and several other residential developments will pose a challenge to maintaining industry standard emergency response times to fire and medical emergencies", <u>City Development staff does not support the subject rezoning and comprehensive master plan amendment applications.</u>

The "**Pre-Sanitary Sewer Land Use/Zoning, Land Division, and Public Services Policy for the Southwestern Portion of the City**" is adopted as an amendment to the comprehensive plan (City of Franklin Comprehensive Plan, Land Use chapter, page 5-57). Per this policy, the subject site is designated as Business Park, however, "this policy shall expire (for any portion of the subject area) at such time as public services such as sanitary sewer and water become available (defined as immediately adjacent to the subject parcel)", note 2. Water and sanitary sewer service are available on S. 112th Street, and the applicant is proposing to serve this subdivision with water and sewer, therefore, this project is not subject to this pre-sanitary sewer policy.

The "Existing and Planned Public Outdoor Recreation Sites" map of the **Comprehensive Outdoor Recreation Plan (CORP)** identifies the adjacent property to the south as "Planned Regional Park" PR1. According to the CORP (Chapter 7, page 27), the recommended useable area for the "Southwest Park" should at least 40 acres, this property is now owned by the City of Franklin. The concept plan depicts a right-of-way dedication for a future road extension to the Southwest Park. <u>City Development staff</u> <u>supports the proposed connection to the south as it would allow access to the Southwest Park without</u> <u>impacting the existing wetlands indicated below.</u>



Wetland delineations prepared by Heartland Ecological Group of adjacent property to the south, now

owned by the City of Franklin and planned for the Southwest Park. Labels by City Development staff.

However, Unified Development Ordinance (UDO) \$15-8.0119 states that "any and all improvements or utility services required by this Ordinance [...] shall be extended to the farthest limits of the parcel or lot upon which a building permit is requested unless the owner is excused from meeting such requirement by the Plan Commission". <u>City Developments staff recommends that the proposed road connection to the south should be dedicated and improved by the developer to meet this section.</u>

With regards to the proposed access easement to the east, staff recommends a road reservation or dedication but no improvements at this time since there is a proposed environmental linkage along the east property line (City of Franklin Comprehensive Plan, Map 3.1, Linkages).



**City of Franklin Comprehensive Master Plan, Map 3.1 Linkages.** Proposed environmental linkages depicted in orange.

# TRAIL ROUTE RECOMMENDATIONS





RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN



# Ryan Creek Trail Master Plan, Trail route recommendations.

According to the City of Franklin **Ryan Creek Pedestrian/Bicycle Trail Master Plan**, there is a recommended trail route crossing the subject site north-south, this trail route would connect the planned Southwest Park to the also planned Ryan Creek Trail. Therefore, staff identifies two options: an off-street trail crossing outlot 2 (see design standards in <u>UDO Table 15-5.0103</u>) or on-street trail or bicycle lane with a minimum right-of-way of 66 feet as recommended in the comprehensive plan for Minor Street (higher volume).

# STAFF RECOMMENDATION

<u>City Development staff recommends denial</u> of the subject Comprehensive Master Plan Amendment and Rezoning application. If the Plan Commission decides to recommend approval of these applications, draft ordinances and resolutions are attached to this packet.

The applicant has the option to develop this site for residential development with the standards of the R-2 zoning district without the need of rezonings or comprehensive plan amendments.

CITY OF FRANKLIN

#### ORDINANCE NO. 2024-

# AN ORDINANCE TO AMEND THE CITY OF FRANKLIN 2025 COMPREHENSIVE MASTER PLAN TO CHANGE THE CITY OF FRANKLIN 2025 FUTURE LAND USE MAP FOR PROPERTY BEARING TAX KEY NUMBER 892 9998 000 FROM BUSINESS PARK AND AREAS OF NATURAL RESOURCE FEATURES TO RESIDENTIAL AND AREAS OF NATURAL RESOURCE FEATURES (9720 S. 112TH STREET) (ROBERT VILLARREAL, MAYVILLE WIS LLC, APPLICANT)

WHEREAS, pursuant to Wis. Stat. §§ 62.23(2) and (3) and 66.1001(4), the City of Franklin is authorized to prepare and adopt and to amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2); and

WHEREAS, Robert Villarreal, Mayville Wis, LLC has applied for an amendment to the Comprehensive Master Plan to change the City of Franklin 2025 Future Land Use Map designation for property located at 9720 S. 112th Street from Business Park and Areas of Natural Resource Features to Residential and Areas of Natural Resource Features, specifically the area designated as Business Park to Residential without changes to Areas of Natural Resource Features; and

WHEREAS, the Plan Commission of the City of Franklin by a majority vote of the entire Commission on \_\_\_\_\_\_, 20\_\_\_, recorded in its official minutes, has adopted a resolution recommending to the Common Council the adoption of the Ordinance to Amend the City of Franklin 2025 Comprehensive Master Plan to change the City of Franklin 2025 Future Land Use Map for property bearing Tax Key Number 892 9998 000 from Business Park and Areas of Natural Resource Features to Residential and Areas of Natural Resource Features; and

WHEREAS, the City of Franklin held a public hearing upon this proposed Ordinance, in compliance with the requirements of Wis. Stat. § 66.1001(4)(d); the Common Council having received input from the public at a duly noticed public hearing on \_\_\_\_\_\_, 20\_\_; and

NOW, THEREFORE, the Mayor and Common Council of the City of Franklin, Wisconsin, do ordain as follows:

SECTION 1: The City of Franklin 2025 Comprehensive Master Plan is hereby amended to change the City of Franklin 2025 Future Land Use Map designation for property located at 9720 S. 112th Street and bearing Tax Key Number 892 9998 000 from Business Park and Areas of Natural Resource Features to Residential and Areas of Natural ORDINANCE NO. 2024-Page 2 Resource Features. Such property is more particularly described within Resolution No. 2024- of even-date herewith. **SECTION 2:** The terms and provisions of this ordinance are severable. Should any term or provision of this ordinance be found to be invalid by a court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect. All ordinances and parts of ordinances in contravention to this SECTION 3: ordinance are hereby repealed. This ordinance shall take effect and be in force from and after its SECTION 4: passage and publication. Introduced at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_ day of \_\_\_\_\_\_, 2024, by <u>Alderman</u>\_\_\_\_\_.

Passed and adopted by a majority vote of the members-elect of the Common Council at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

# APPROVED:

John R. Nelson, Mayor

ATTEST:

Shirley J. Roberts, City Clerk

AYES \_\_\_\_\_ NOES \_\_\_\_\_ ABSENT \_\_\_\_\_

STATE OF WISCONSIN

CITY OF FRANKLIN PLAN COMMISSION

#### RESOLUTION NO. 2024-

A RESOLUTION RECOMMENDING THE ADOPTION OF AN ORDINANCE TO AMEND THE CITY OF FRANKLIN 2025 COMPREHENSIVE MASTER PLAN TO CHANGE THE CITY OF FRANKLIN 2025 FUTURE LAND USE MAP FOR PROPERTY LOCATED 9720 S. 112TH STREET AND BEARING TAX KEY NUMBER 892 9998 000 FROM BUSINESS PARK AND AREAS OF NATURAL RESOURCE FEATURES TO RESIDENTIAL AND AREAS OF NATURAL RESOURCE FEATURES, PURSUANT TO WIS. STAT. § 66.1001(4)(B)

WHEREAS, pursuant to Wis. Stat. §§ 62.23(2) and (3) and 66.1001(4), the City of Franklin is authorized to prepare and adopt and to amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2); and

WHEREAS, pursuant to Wis. Stat. § 66.1001(4)(b), the Plan Commission may recommend the amendment of the Comprehensive Master Plan to the Common Council by adopting a resolution by a majority vote of the entire Commission, which vote shall be recorded in the official minutes of the Plan Commission; and

WHEREAS, Robert Villarreal, Mayville Wis, LLC has applied for an amendment to the Comprehensive Master Plan to change the City of Franklin 2025 Future Land Use Map designation for property located at 9720 S. 112th Street from Business Park and Areas of Natural Resource Features to Residential and Areas of Natural Resource Features, such property bearing Tax Key Number 892 9998 000, more particularly described as follows:

That part of the Northeast 1/4 and Southeast 1/4 of the Northeast 1/4 of Section 30, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin, more particularly described as follows:

Commencing at the southeast corner of said Northeast 1/4; thence North 00°38'24" West along the east line of said Northeast 1/4, 663.01 feet to the point of beginning; thence North 89°43'07" West, 1322.44 feet to the centerline of South 112th Street; thence North 00°36'33" West along said centerline 679.33 feet; thence South 89°43'33" East, 1322.07 feet to the aforesaid east line of said Northeast 1/4; thence South 00°38'24" East along said east line 679.50 feet to the point of beginning. Containing 898,246 square feet (20.6209 acres) of land.

Tax Key Number 892 9998 000.

WHEREAS, the Plan Commission having determined that the proposed amendment, in form and content as presented to the Commission on \_\_\_\_\_\_, 20\_\_\_, is consistent with the Comprehensive Master Plan's goals, objectives and policies and in proper

RESOLUTION NO. 2024 -\_\_\_\_ Page 2

form and content for adoption by the Common Council as an amendment to the 2025 Comprehensive Master Plan, subject to such modifications the Common Council may consider reasonable and necessary, following public hearing, in order to protect and promote the health, safety and welfare of the City of Franklin.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the application for and the proposed ordinance to amend the City of Franklin 2025 Comprehensive Master Plan to change the City of Franklin 2025 Future Land Use Map designation for property located at 9720 S. 112th Street from Business Park and Areas of Natural Resource Features to Residential and Areas of Natural Resource Features, be and the same is hereby recommended for adoption and incorporation into the 2025 Comprehensive Master Plan by the Common Council.

Introduced at a regular meeting of the Plan Commission of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

APPROVED:

ATTEST:

John R. Nelson, Chairman

Shirley J. Roberts, City Clerk

AYES NOES ABSENT

#### CITY OF FRANKLIN

#### ORDINANCE NO. 2024-

# AN ORDINANCE TO AMEND THE UNIFIED DEVELOPMENT ORDINANCE (ZONING MAP) TO REZONE THE PROPERTY BEARING TAX KEY NUMBER 892 9998 000 FROM R-2 ESTATE SINGLE-FAMILY RESIDENCE DISTRICT TO R-6 SUBURBAN SINGLE-FAMILY RESIDENCE DISTRICT (9720 S. 112th STREET) (ROBERT VILLARREAL, MAYVILLE WIS LLC, APPLICANT)

WHEREAS, Robert Villarreal, Mayville Wis, LLC having petitioned for the rezoning of approximately 20 acres of land, from R-2 Estate Single-Family Residence District to R-6 Suburban Single-Family Residence District, such land located at 9720 S. 112th Street and bearing Tax Key Number 892 9998 000; and

WHEREAS, a public hearing was held before the City of Franklin Plan Commission on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_, upon the aforesaid petition and the Plan Commission thereafter having determined that the proposed rezoning would promote the health, safety and welfare of the City and having recommended approval thereof to the Common Council; and

WHEREAS, the Common Council having considered the petition and having concurred with the recommendation of the Plan Commission and having determined that the proposed rezoning is consistent with the 2025 Comprehensive Master Plan of the City of Franklin, Wisconsin and would promote the health, safety and welfare of the Community.

NOW, THEREFORE, the Mayor and Common Council of the City of Franklin, Wisconsin, do ordain as follows:

SECTION 1: §15-3.0102 (Zoning Map) of the Unified Development Ordinance of the City of Franklin, Wisconsin, is hereby amended to provide that the zoning district designation for property located at 9720 S. 112th Street and bearing Tax Key Number 892 9998 000, described below, be changed from R-2 Estate Single-Family Residence District to R-6 Suburban Single-Family Residence District:

That part of the Northeast 1/4 and Southeast 1/4 of the Northeast 1/4 of Section 30, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin, more particularly described as follows:

Commencing at the southeast corner of said Northeast 1/4; thence North 00°38'24" West along the east line of said Northeast 1/4, 663.01 feet to the point of beginning; thence North 89°43'07" West, 1322.44 ORDINANCE NO. 2024-\_\_\_\_ Page 2

> feet to the centerline of South 112th Street; thence North 00°36'33" West along said centerline 679.33 feet; thence South 89°43'33" East, 1322.07 feet to the aforesaid east line of said Northeast 1/4; thence South 00°38'24" East along said east line 679.50 feet to the point of beginning. Containing 898,246 square feet (20.6209 acres) of land.

Tax Key Number 892 9998 000.

- SECTION 2: The terms and provisions of this ordinance are severable. Should any term or provision of this ordinance be found to be invalid by a court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect.
- SECTION 3: All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.
- SECTION 4: This ordinance shall take effect and be in force from and after its passage and publication.

Introduced at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_\_, 2024, by <u>Alderman</u>\_\_\_\_\_\_.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

APPROVED:

John R. Nelson, Mayor

ATTEST:

Shirley J. Roberts, City Clerk

AYES NOES ABSENT



# 9720 S. 112th Street TKN 892 9998 000



## Planning Department (414) 425-4024





This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.





# MEMORANDUM

Date:	August 22, 2024
To:	Robert Villarreal. Mayville Wis, LLC
From:	Department of City Development Régulo Martínez-Montilva, AICP, CNUa, Planning Manager
RE:	Staff comments for Comprehensive Plan Amendment and Rezoning 9720 S. 112 <sup>th</sup> Street (TKN 892-9998-000)

Below are comments and recommendations for the above-referenced applications received on July 18, 2024.

#### **City Development Department comments**

- 1. Based on input received from the Fire Department (see page 3). City Development staff would not support an upzoning with a higher density from the current R-2 Estate Single-Family Residence to R-6 Suburban Single-Family Residence District.
- 2. It's stated in the project narrative that "Mayville Wis, LLC is proposing to rezone the property from R-2 to R-6" but the proposed zoning is R-6 & C-1 on the concept plan, please clarify. Staff suggests R-6 only because the C-1 is an obsolete zoning district which is no longer in the text of the Unified Development Ordinance (UDO).
- 3. It's stated in the project narrative that the wetland delineation was prepared in 2000 but per the concept plan is 2020, please clarify. Note that wetland delineations are valid for five years per the city's Unified Development Ordinance (UDO).

### Separate approvals and fees

- 4. A Preliminary Plat Application, followed by a Final Plat Application will be required to subdivide the land. Please be aware that installation of streets and utilities is required prior to approval of a Final Plat (see Section 15-2.0303A. of the UDO). Alternatively, an improvement guarantee may be provided per Section 15-2.0303B of the UDO.
- 5. Upon submittal of the Preliminary Plat Application, note that detailed plans will be required, such as the Natural Resource Protection Plan, draft conservation easements, storm water management, grading, erosion control, etc. See Division 15-7.0500 "Preliminary Plat" for full submittal requirements.
- 6. Please be aware of City impact fees. The impact fee schedule can be found on the City's website at: <u>https://www.franklinwi.gov/Departments/Inspection-Services/Impact-Fees.htm</u>
- 7. Note that a subdivision monument sign will require a separate application as well as review and approval by the Plan Commission.
Concept plan (for consideration when preparing an eventual Preliminary Plat application)

- 8. Please note that shore buffers, wetland buffers and setbacks may cross property lines. Please consider setbacks and buffers from existing wetlands and waterways located in the adjacent property to the south (TKN 892 9999 002). Wetland delineation report is attached for reference.
- 9. Note that the Unified Development Ordinance (UDO) <u>§15-8.0119</u> states that "any and all improvements or utility services required by this Ordinance [...] shall be extended to the farthest limits of the parcel or lot upon which a building permit is requested unless the owner is excused from meeting such requirement by the Plan Commission". City Developments staff recommends that the proposed road connection to the south should be dedicated and improved by the developer to meet this section. With regards to the proposed access easement to the east, staff recommends a road reservation or dedication but no improvements at this time since there is a proposed environmental linkage along the east property line (City of Franklin Comprehensive Plan, Map 3.1, Linkages).

Regarding the proposed road connection to the northeast, City Development staff acknowledges the presence of wetlands and environmental linkage in the northeast corner and recommends road dedication and improvement by the developer up to the north property line. The developer may grant an access easement to the east for the adjacent land owner.

10. According to the City of Franklin Ryan Creek Pedestrian/Bicycle Trail Master Plan, there is a recommended trail route crossing the subject site north-south, this trail route would connect the planned Southwest Park to the also planned Ryan Creek Trail. Therefore, staff identifies two options: an off-street trail crossing outlot 2 (see design standards in <u>UDO Table 15-5.0103</u>) or bicycle lane with a minimum right-of-way of 66 feet as recommended in the comprehensive plan for Minor Street (higher volume), see below:

## Table 7.10: Cross Sections for Minor Streets

Minor Street (higher volume)



## City of Franklin Comprehensive Master Plan, page 7-40

Note that trail construction shall not constitute "development" subject to the natural resource features protection standards under the UDO, see <u>Section 15-4.0102</u> (note g) for more information.

11. Per UDO §15-5.0106.B., "double frontage and reverse frontage lots shall be prohibited except where necessary to provide separation of development from through traffic". Therefore, City

Development staff recommends a vehicular non-access reservation along S. 112<sup>th</sup> Street for lots 1, 2, 3 and 23 in accordance with UDO §15-5.0107.6.

- 12. The block that contains lots 24 through 29 does not meet the minimum block length of 600 feet set forth in UDO §15-5.0105. Staff acknowledges the presence of natural resource features on this property, a land division variance may be required to allow for this block design.
- 13. The comments above regarding the concept plan are not all inclusive, staff will do a full review of the subdivision layout when a Preliminary Plat application is submitted.

## **Engineering Department comments**

• There are no comments on the applicant's request for the Comprehensive Master Plan Amendment and Rezoning.

Note: Lot 12 may need to be adjusted to meet the 60 feet minimum frontage.

## **Fire Department comments**

• This development is in an area of the city not well served by existing Fire/EMS station locations and current fire department staffing levels. The cumulative effect of this and several other residential developments will pose a challenge to maintaining industry standard emergency response times to fire and medical emergencies.

## Police Department comments

• The PD has no comment or concerns.

## **Inspection Services Department comments**

• Inspection Services has no comments on the proposal at this time.

## Franklin School District comments

• The District has no objections to this modification.

APP	LICA	TIO	ND	DATE:
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STAMP DATE: \_\_\_\_\_OTV use only

Planning Department 9229 West Loomis Road Franklin, Wisconsin 53132

> (414) 425-4024 <u>franklinwi,gov</u>



# COMMON COUNCIL REVIEW APPLICATION

PROJECT INFORMATION [print legibly]				
APPLICANT [FULL LEGAL NAMES]	APPLICANT IS REPRESENTED BY [CONTACT PERSON]			
Robert Villarreal	NAME: Anthony Zanon			
Mayville Wis, LLC	COMPANY: Pinnacle Engineering Group			
MAILING ADDRESS: 11925 County Rd K	MAILING ADDRESS: 20745 Watertown Road, Suite 100			
CITY/STATE: Franksville, WI ZIP: 53126-9691	CITY/STATE: Waukesha, WI ZIP: 53186			
PHONE: 1-865-384-6196	PHONE: 1-262-754-0839			
EMAIL ADDRESS: robert.x.villarreal@gmail.com	EMAIL ADDRESS: tony.zanon@pinnacle-engr.com			
PROJECT PROPER				
PROPERTY ADDRESS: 9720 S 112th St	TAX KEY NUMBER: 892-9998-000			
PROPERTY OWNER: Mayville Wis, LLC	PHONE: 1-865-384-6196			
MAILING ADDRESS: 11925 County Rd K	EMAIL ADDRESS: robert.x.villarreal@gmail.com			
CITY/STATE: Franksville, WI 53126-9691	DATE OF COMPLETION: office use on v			
APPLICA	TION TYPE			
Please check the application	type that you are applying for			
Concept Review Comprehensive Master Plan Am Special Use / Special Use Amendment Un Most requests require Plan Commission Applicant is responsible for providing Plan Commission resubmit	Concept Review Comprehensive Master Plan Amendment  Planned Development District Rezoning Special Use / Special Use Amendment  Unified Development Ordinance Text Amendment Most requests require Plan Commission review and Common Council approval. Applicant is responsible for providing Plan Commission resubmittal materials up to 12 copies pending staff request and comments.			
SIGNATURES				
The applicant and property owner(s) hereby certify that: (1) all statements and otl of applicant's and property owner(s)' knowledge; (2) the applicant and property o applicant and property owner(s) agree that any approvals based on representation building permits or other type of permits, may be revoked without notice if there this application, the property owner(s) authorize the City of Franklin and/or its age p.m. daily for the purpose of inspection while the application is under review. The p trespassing pursuant to Wis. Stat. §943.13. (The applicant's signature must be from a Managing Member if the business is an applicant's signature must be provided in lieu of the applicant's signature of the property owner's signature[s] below. If more than one, all of the owners of [1] I, the applicant, certify that I have read the following page detailing submittals and understand that incomplete a	The applicant and property owner(s) hereby certify that: (1) all statements and other information submitted as part of this application are true and correct to the best of applicant's and property owner(s)' knowledge; (2) the applicant and property owner(s) has/have read and understand all information in this application; and (3) the applicant and property owner(s) agree that any approvals based on representations made by them in this Application and its submittal, and any subsequently issued building permits or other type of permits, may be revoked without notice if there is a breach of such representation(s) or any condition(s) of approval. By execution of this application, the property owner(s) authorize the City of Franklin and/or its agents to enter upon the subject property(ies) between the hours of 7:00 a.m. and 7:00 p.m. daily for the purpose of inspection while the application is under review. The property owner(s) grant this authorization even if the property has been posted against treespacing pursuant to Wis. Stat. §943.13. (The applicant's signature must be from a Managing Member if the business is an LLC, or from the President or Vice President if the business is a corporation. A signed applicant's authorization letter may be provided in lieu of the applicant's signature below, and a signed property owner's authorization letter may be provided in lieu of the owners of the property must sign this Application).			
ADDITIONT SIGNATING				
PHOPHATI T ONTHERE SIGNATURE 7/18/207.4	same as owner			
WOME & TITLE: Ville TEN MONTE!	NAME & TITLE: DATE:			
PROPERTY OWNER SIGNATURE:	APPLICANT REPRESENTATIVE SIGNATURE:			
NAME & TITLE: DATE:	NAME & TITLE: DATE:			

## **LEGAL DESCRIPTION:**

That part of the Northeast 1/4 and Southeast 1/4 of the Northeast 1/4 of Section 30, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin, more particularly described as follows:

Commencing at the southeast corner of said Northeast 1/4; thence North  $00^{\circ}38'24"$  West along the east line of said Northeast 1/4, 663.01 feet to the point of beginning; thence North  $89^{\circ}43'07"$  West, 1322.44 feet to the centerline of South 112th Street; thence North  $00^{\circ}36'33"$  West along said centerline 679.33 feet; thence South  $89^{\circ}43'33"$  East, 1322.07 feet to the aforesaid east line of said Northeast 1/4; thence South  $00^{\circ}38'24"$  East along said east line 679.50 feet to the point of beginning. Containing 898,246 square feet (20.6209 acres) of land.

Project Narrative Comprehensive Master Plan Amendment & Rezone RE: 9720 S. 112<sup>th</sup> Street For: Mayville Wis, LLC Updated: September 16, 2024

Mayville Wis, LLC owns the 20-acre property located at 9720 S. 112<sup>th</sup> Street, tax key number 892-9998-000. The property is located south of Ryan Road, on the east side of S. 112<sup>th</sup> Street across from the Ryan Meadows subdivision. The property is currently vacant and is used as agricultural land. The property is zoned R-2 residential, and the 2025 Comprehensive Master Plan is business park and areas of natural resource features. Mayville Wis, LLC is proposing to rezone the property from R-2 to R-6 and develop the property with single family residential lots meeting the R-6 zoning requirements. R-6 zoning matches the zoning of the Ryan Meadows subdivision immediately west of this property. To develop the property as residential, Mayville is also requesting an amendment to the 2025 Comprehensive Master Plan from business park and areas of special natural resource features to residential and areas of special natural resource features to residential and areas of special natural resource features to residential and areas of special natural resource features to residential and areas of special natural resource features to residential and areas of special natural resource features.

Previous concept plans for the property determined that under the current R-2 zoning, the property could be developed with 17-18 lots under the R-2 open space subdivision requirements. The cost to develop the property as residential for 17-18 lots does not make residential development feasible for this property. The proposal is to rezone to R-6 and develop a conventional subdivision with 29 lots and 2,040 feet of road. Access would be across from Meadowview Drive, which is the southernmost entrance to the Ryan Meadows development. There will be right-of-way dedications to the south and northeast for future road extensions to adjacent properties. The existing gravel drive to the adjacent northeast property will remain gravel and a portion will be reconstructed to access Road B on the plan. There is one cul-de-sac which would be approximately 570 feet in length. From the cul-de-sac, there is a 60' wide access easement to the east property line. This will provide two access points from this property to the neighboring property to the east. One at the northeast corner and one off the cul-de-sac. This will provide access opportunities if the easterly abutting property develops in the future. The right-of-way dedication to the south provides for a road extension to the city park land if the park would need road access. The road cross section would be the standard City of Franklin cross section with curb and gutter. Sidewalks would be installed on at least one side of the road. The sanitary sewer main would be extended from the adjacent MMSD MIS sewer that is located along the north property line. The connection point would be to the existing sanitary manhole at the northwest corner of the property. The water main would be extended from S. 112<sup>th</sup> Street and would be extended within the development. Stubs would be provided for future extension in the southwest and northwest corners of the property. Open space would be more than 30% to preserve the delineated wetlands (delineated on July 8,2020) and to provide areas for storm water management.



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## **MEMORANDUM**

Date:	October 7, 2024
To:	Plan Commission
From:	Department of City Development Régulo Martínez-Montilva, Planning Manger
RE:	Tsunami Car Wash, Special Use and Site Plan 6449 S. Whitnall Edge Road

The Plan Commission held a public hearing for this project on August 22, 2024, and carried *a motion to table the Special Use and Site Plan items until input from the Engineering Department is received on whether a Traffic Impact Analysis is required or not.* 

The applicant submitted a Traffic Impact Analysis (TIA) on September 27, which is attached. City Development staff has no additional comments on this TIA.

The full meeting packet is available on the city's website in electronic format. The paper meeting packet includes the TIA but doesn't include the plan set previously distributed for the August 22 meting packet.



## CITY OF FRANKLIN REPORT TO THE PLAN COMMISSION

## Meeting of August 22, 2024 SPECIAL USE & SITE PLAN

**RECOMMENDATION:** City Development staff recommends approval of the subject Special Use and Site Plan applications subject to the conditions set forth in the attached resolutions.

Project name:	Tsunami Express Car Wash
Property Owner:	Hartland Meadows, LLC
Applicant:	Christopher B. Schuldt. Tsunami Express Car Wash
Agent:	Craig Wojtczak. The Redmond Company
Property Address/TKN:	6449 S Whitnall Edge Road / 705 8997 003
Aldermanic District:	District 6
Zoning District:	B-3 Community Business District
Staff Planner:	Régulo Martínez-Montilva, AICP, CNUa, Planning Manager
Submittal date:	04-08-2024
Application number:	PPZ24-0048/61

## **INTRODUCTION**

The applicant is proposing a new car wash on a vacant lot at the intersection of Lovers Lane Road and Whitnall Edge Road.

**Special Use:** Carwash businesses under Standard Industrial Classification (SIC) title No. 7542 require a special use permit in the B-3 zoning district per Unified Development Ordinance (UDO) Table 15-3.0603.

**Site Plan:** The proposed facility is a single-story 5,200-sf principal building for the carwash bay, mechanical room, storage, office and restroom. Accessory buildings include a 100-sf employee sales booth, 100-sf vacuum pump house and dumpster enclosure.

Please note:

- Staff recommendations are *<u>underlined and in italics</u>*, and included in the attached resolution as conditions of approval.
- Staff suggestions are only <u>underlined</u>, and <u>not</u> included in the attached resolution.

## UNIFIED DEVELOPMENT ORDINANCE REQUIREMENTS

Special Use and Site Plan Applications are subject to the following provisions of the Unified Development Ordinance (UDO):

- §15-3.0701 General Standards for Special Uses.
- §15-7.0102 Principles and Standards of Review, Site Plans.

UDO §15-3.0702 Detailed Standards for Special Uses in Residential Districts is not applicable to carwashes.

Summary of		Staff's Finding
St	andard	-
1.	Harmony with UDO and Comprehensive Plan purposes and intent.	The proposed carwash is consistent with the comprehensive plan as this site is designated as commercial in the future land use map of the <i>City of Franklin 2025 Comprehensive Master Plan.</i>
2.	No Undue Adverse Impact.	City Development staff does not anticipate any "undue adverse impact" to adjacent properties as the proposed design meets required building setbacks, maximum building height, required landscaping, off-street parking and exterior lighting requirements of the Unified Development Ordinance, with the exception of noise as discussed below. Noise The applicant submitted a noise prediction and assessment report for the proposed carwash, see attached report dated June 21, 2024. According to this report "[t]he carwash is oriented so that the loudest part of the building (the exit) is pointed away from residences and sound levels due to the car wash will not exceed 50 dBA"; however, "the [ordinance] limit is predicted to exceed only at the parking lot south property line". The report recommends the installation of an 8-foot sound barrier along the south border to mitigate this predicted exceedance. The applicant is requesting "to delay the installation of the wall until after construction. If the city and/or neighbors deem the noise to be an issue, the wall would be installed at that time". Since the affected area is a parking lot, not residences or buildings, <u>staff has no objections to the applicant's request and recommends the following condition:</u> The applicant, property owner, successors or assigns must install a sound barrier along the south property line to the specifications described in the Noise Assessment report prepared by Soundscape Engineering, dated June 21, 2024, only in the event that city staff finds a violation of the maximum sound level of 65 dBA set forth in the Unified Development or the applicant is requested by Soundscape Engineering, dated June 21, 2024, only in the event that city staff finds a violation of the maximum sound level of 65 dBA set forth in the Unified Development or the ordinate or the applicant or the staff finds a violation of the maximum sound level of 65 dBA set forth in the Unified Development or the ordinate or the applicant or the applicant or the applicant or the applicant
		<u>Orumance.</u>

## General standards for Special Uses (§15-3.0701)

Summary of Standard	Staff's Finding
	Staff also recommends the design elements described in the noise assessment report: The applicant must adhere to the design elements recommended in the Noise Assessment report prepared by Soundscape Engineering: (a) The central vacuum must be located in a masonry building with sealed steel doors. If a vacuum pump exhaust muffler was used at the Waukesha location then the vacuum pump at this location should also be fit with a muffler, (b) The blowers must turn off when the exit doors open.
3. No Interference with Surrounding Development.	This site is zoned B-3 Community Business District and it's directly abutting the Garden Plaza shopping center which is also zoned B-3. The zoning across Whitnall Edge is B-2 and M-1 across Lovers Lane Road, both adjacent properties are used for auto dealerships. The subject site is not directly abutting residential zoning. In staff's opining, the proposed carwash is compatible with the use and development of surrounding properties.
4. Adequate Public Facilities.	<ul> <li>The proposed development will be served by public water supply and sanitary sewer service as depicted on the site utility plan (sheet C-8). <u>City</u> <u>Development staff recommends that the applicant must obtain approval</u> from the Engineering Department for grading, stormwater management, <u>utilities and erosion control, prior to any land disturbance activity.</u></li> <li><b>Refuse disposal:</b> The site plan depicts a trash dumpster with a trash enclosure that meets the requirements of UDO §15-3.0803I Trash Dumpsters and Garbage Receptacles.</li> <li><b>Fire protection:</b> <u>Staff recommends the following condition based on comments from the Fire Department:</u> The applicant must adhere to recommendations of the City of Franklin Fire Department: (a) Follow all relevant WI DSPS and IBC code requirements for fire protection (FDC), and hydrant placement and density must be acceptable to AHJ (applies to new construction), (d) At no time may any Hazardous, Combustible, or Flammable Materials exceed allowable quantities, (e) Master Key set required for placement in Knox Box (if required).</li> </ul>
5. No Traffic Congestion.	The proposed development would have access to Whitnall Edge Road by an existing curb cut. The applicant is proposing to remove a second existing curb cut. City Development staff didn't request a Traffic Impact Analysis for this development.

Summary of StandardStaff's Fi6. No Destruction of Significant Features.There are the applic the applic		Staff's Finding         There are no protected natural resources on site per letter submitted by the applicant, with the exception of steep slopes along Lovers Lane Road, the applicant is not proposing to impact said area.
7.	Compliance with Standards.	The proposed development complies with the standards of the B-3 Community Business District, as well as off-street parking, queuing, landscaping, exterior lighting, architectural standards and snow storage requirements.
		City Development staff sent a memorandum with review comments on May 1, the applicant has addressed most of these comments as noted in responses to staff comments dated July 1, 2024.

## Principles and standards of review of Site Plans (§15-7.0102)

C.	mmanyof	Staff)a Finding
Summary Of Standard		Start's Finding
51		
<i>A</i> .	Conformity of Use to Zoning District.	Carwash businesses under Standard Industrial Classification (SIC) title No. 7542 require a special use permit in the B-3 zoning district per Unified Development Ordinance (UDO) Table 15-3.0603.
		City Development staff has no objections to the proposed use provided the applicant will comply with recommended conditions of approval set forth in the attached resolution.
В.	Dimensional Requirements.	The proposed principal building and accessory structures comply with the required setbacks and maximum building height for the B-3 zoning district set forth in UDO Table 15-3.0303.
		Per staff comment #4, the applicant adjusted the building location to comply with the 40-foot setback required from an arterial roadway (Lovers Lane Road).
С.	Site Intensity and Site Capacity Calculations to be Reviewed.	The applicant submitted Site Intensity and Capacity Calculations, the maximum permitted floor area for this site is 16,117 square feet while the applicant is proposing a total floor area of 5,400 square feet, including the principal building (5,200 sf), pump house (100 sf) and sales booth (100 sf).
D.	Use and Design Provisions.	The proposed development complies with off street parking requirements (UDO Division 15-5.0200), required landscaping (15-5.0300), exterior lighting (15-5.0400) and architectural standards (15-7.0802).
		The applicant has addressed City Development department comments as noted in responses to staff comments dated July 1, 2024.

Su St	mmary of andard	Staff's Finding
E.	Relation to Existing and Proposed Streets and Highways.	The proposed development would have access to Whitnall Edge Road by an existing curb cut. There no existing public sidewalks along the site perimeter.
<i>F</i> .	Impacts on Surrounding Uses.	City Development staff does not anticipate major adverse impacts to surrounding uses because the proposal meets landscape requirements and the illumination levels at site boundaries.
		With regards to predicted sound levels, see Special Use Standard #2 Adverse Impacts.
<i>G</i> .	Natural Resource Features Protection.	The applicant is not proposing to impact protected natural resources as defined in the UDO.
H.	Required Landscaping and Landscape	Landscape bufferyard easements are not required for this development zoned B-2 as the abutting properties are zoned B-2 and B-3.
	Bufferyards.	City Development staff reviewed the proposed landscape plans and provided comments to the applicant in memorandum dated May 1. The applicant has addressed all comments regarding the landscape plans in memorandum dated July 1, 2024.
I.	Provision of Emergency Vehicle Accessibility.	The proposed drives meet the minimum width of 24 feet, and the parking lot meets the minimum width of 65 feet for double row parking (UDO §15-5.0204). The proposal meets the requirements for ADA parking, one space with the appropriate dimensions and sign.
J.	Building Location.	The location of proposed structures meets required building setbacks.
		There is a 20-foot utility easement on site, therefore, <u>staff recommends</u> <u>that the applicant is responsible for obtaining authorization from the</u> <u>easement holder, Wisconsin Electric Power Company, for work within the</u> <u>20-foot utility easement along South Whitnall Edge Road.</u>
К.	Location and Design of On-Site Waste Disposal and Loading Facilities.	The proposed trash dumpster is enclosed by a masonry wall and has a concrete pad as required by the UDO.
L.	Consistency with Intent of UDO.	<ul> <li>The proposed development is consistent with the intent of the B-3 zoning district (UDO Section 15-3.0303A), specifically:</li> <li>"Provide on-site parking for customer automobiles combined with a pedestrian-oriented shopping environment". However, staff acknowledges that this location is not pedestrian oriented as there are no sidewalks along the street frontage.</li> <li>"Provide for relatively large groupings of retail sales and customer service establishments in a community-serving shopping area".</li> </ul>

Summary of Standard	Staff's Finding
M. Consistency with Intent of Comprehensive Plan.	The proposed development is consistent with the comprehensive plan as this site is designated as commercial.
N. Determination of "Suitability" of Si	<ul> <li>Pursuant to UDO Section 15-7.0103G, City Development staff requested the applicant to submit a geotechnical report in memorandum dated May 1, 2024. The applicant submitted a Geotechnical Engineering Exploration and Analysis report, which is attached to this packet.</li> <li>City Development staff has no objections to this request because this proposal is not impacting natural resources and complies with the B-3 district standards (UDO Sec. 15-3.0303) as well as design standards (UDO Part 5).</li> </ul>

## **STAFF RECOMMENDATION**

City Development staff recommends approval of the subject Special Use and Site Plan applications subject to the conditions set forth in the attached resolutions.

## CITY OF FRANKLIN

### **RESOLUTION NO. 2024-**

## A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR TSUNAMI EXPRESS CAR WASH, A CARWASH FACILITY LOCATED AT 6449 S WHITNALL EDGE ROAD (TSUNAMI EXPRESS CAR WASH, APPLICANT)

WHEREAS, Christopher B. Schuldt, CEO of Tsunami Express Car Wash having petitioned the City of Franklin for the approval of a Special Use to allow for carwash facility in the B-3 Community Business District, upon property located at 6449 S. Whitnall Edge Road more particularly described as follows:

PARCEL 1 OF CERTIFIED SURVEY MAP NO. 5375 RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS FOR MILWAUKEE COUNTY, WISCONSIN, ON FEBRUARY 15, 1990 IN REEL 2420, IMAGE 890, AS DOCUMENT NO. 6354945, AND BEING CORRECTED BY AFFIDAVIT OF CORRECTION RECORDED JULY 11, 1990 IN REEL 2468 IMAGE 655 AS DOCUMENT NO. 6396945, BEING A RE-DIVISION OF PARCEL 1 OF CERTIFIED SURVEY MAP NO. 3247, OUTLOT 2 OF WHITNALL EDGE SUBDIVISION, AND UNPLATTED LANDS IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 5, TOWNSHIP 5 NORTH, RANGE 21 EAST, IN THE CITY OF FRANKLIN, COUNTY OF MILWAUKEE, STATE OF WISCONSIN.

WHEREAS, such petition having been duly referred to the Plan Commission of the City of Franklin for a public hearing, pursuant to the requirements of §15-9.0103D. of the Unified Development Ordinance, and a public hearing having been held before the Plan Commission on the \_\_\_\_\_ day of \_\_\_\_\_\_, 2024, and the Plan Commission thereafter having determined to recommend that the proposed Special Use be approved, subject to certain conditions, and the Plan Commission further finding that the proposed Special Use upon such conditions, pursuant to §15-3.0701 of the Unified Development Ordinance, will be in harmony with the purposes of the Unified Development Ordinance and the Comprehensive Master Plan; that it will not have an undue adverse impact upon adjoining property; that it will not interfere with the development of neighboring property; that it will be served adequately by essential public facilities and services; that it will not cause undue traffic congestion; and that it will not result in damage to property of significant importance to nature, history or the like; and

WHEREAS, the Common Council having found that the proposed Special Use, subject to conditions, meets the standards set forth under §15-3.0701 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the petition of Tsunami Express Car Wash for the approval

TSUNAMI EXPRESS CAR WASH – SPECIAL USE RESOLUTION NO. 2024-\_\_\_\_ Page 2

of a Special Use for the property particularly described in the preamble to this Resolution, be and the same is hereby approved, subject to the following conditions and restrictions:

- 1. That this Special Use is approved only for the use of the subject property by Tsunami Express Car Wash, successors and assigns, as a carwash facility, in the B-3 Community Business District, which shall be constructed, operated and maintained by Tsunami Express Car Wash, pursuant to those plans date-stamped June 21, 2024 and annexed hereto and incorporated herein as Exhibit A.
- 2. Tsunami Express Car Wash, successors and assigns, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Lake Grove Place multi-family residential development, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
- 3. The approval granted hereunder is conditional upon Tsunami Express Car Wash, and the carwash use, for the property located at 6449 S Whitnall Edge Road: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
- 4. The applicant, property owner, successors or assigns must install a sound barrier along the south property line to the specifications described in the Noise Assessment report prepared by Soundscape Engineering, dated June 21, 2024, only in the event that city staff finds a violation of the maximum sound level of 65 dBA set forth in the Unified Development Ordinance.
- 5. The applicant must adhere to the design elements recommended in the Noise Assessment report prepared by Soundscape Engineering: (a) The central vacuum must be located in a masonry building with sealed steel doors. If a vacuum pump exhaust muffler was used at the Waukesha location then the vacuum pump at this location should also be fit with a muffler, (b) The blowers must turn off when the exit doors open.
- 6. The applicant must obtain approval from the Engineering Department for grading, stormwater management, utilities and erosion control, prior to any land disturbance activity.
- 7. The applicant must adhere to the recommendations of the City of Franklin Fire Department: (a) Follow all relevant WI DSPS and IBC code requirements for fire protection systems for given occupancy, use, and construction types, (b) Fire Extinguisher placement as per NFPA 10, (c) Fire Department Connection (FDC), and

hydrant placement and density must be acceptable to AHJ (applies to new construction), (d) At no time may any Hazardous, Combustible, or Flammable Materials exceed allowable quantities, (e) Master Key set required for placement in Knox Box (if required).

BE IT FURTHER RESOLVED, that in the event Tsunami Express Car Wash, successors or assigns, or any owner of the subject property, does not comply with one or any of the conditions and restrictions of this Special Use Resolution, following a ten (10) day notice to cure, and failure to comply within such time period, the Common Council, upon notice and hearing, may revoke the Special Use permission granted under this Resolution.

BE IT FURTHER RESOLVED, that any violation of any term, condition or restriction of this Resolution is hereby deemed to be, and therefore shall be, a violation of the Unified Development Ordinance, and pursuant to §15-9.0502 thereof and §1-19. of the Municipal Code, the penalty for such violation shall be forfeiture of no more than \$2,500.00, or such other maximum amount and together with such other costs and terms as may be specified therein from time to time. Each day that such violation continues shall be a separate violation. Failure of the City to enforce any such violation shall not be a waiver of that or any other violation.

BE IT FURTHER RESOLVED, that this Resolution shall be construed to be such Special Use Permit as is contemplated by §15-9.0103 of the Unified Development Ordinance.

BE IT FURTHER RESOLVED, Pursuant to §15-9.0103G. of the Unified Development Ordinance, the Special Use permission granted under this Resolution shall be null and void upon the expiration of one year from the date of adoption of this Resolution, unless the Special Use has been established by way of the issuance of building permits.

BE IT FINALLY RESOLVED, that the City Clerk be and is hereby directed to obtain the recording of a certified copy of this Resolution in the Office of the Register of Deeds for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_\_, 2024.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

APPROVED:

John R. Nelson, Mayor

TSUNAMI EXPRESS CAR WASH – SPECIAL USE RESOLUTION NO. 2024-\_\_\_\_ Page 4

ATTEST:

Shirley J. Roberts, City Clerk

AYES \_\_\_\_\_ NOES \_\_\_\_\_ ABSENT \_\_\_\_\_





STATE OF WISCONSIN

CITY OF FRANKLIN PLAN COMMISSION

MILWAUKEE COUNTY

Draft [7-22-24]

## RESOLUTION NO. 2024-\_\_\_ A RESOLUTION APPROVING A SITE PLAN FOR TSUNAMI EXPRESS CAR WASH, A CARWASH FACILITY (6449 S WHITNALL EDGE ROAD) (TSUNAMI EXPRESS CAR WASH, APPLICANT)

WHEREAS, Christopher B. Schuldt, CEO of Tsunami Express Car Wash having applied for a site plan approval for a carwash facility, consisting of a single-story 5,200-sf principal building for the carwash bay, mechanical room, storage, office and restroom, as well as accessory buildings: 100-sf employee sales booth, 100-sf vacuum pump house and dumpster enclosure, at 6449 S Whitnall Edge Road; and

WHEREAS, the Plan Commission having reviewed the proposed carwash Site Plan and having found same to be in compliance with and in furtherance of those express standards and purposes of a site plan review pursuant to Division 15-7.0100 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the Tsunami Express Car Wash Site Plan as depicted upon and being the plans dated June 21, 2024, attached hereto and incorporated herein, be and the same is hereby approved, subject to the following conditions and restrictions:

- 1. The property subject to the Site Plan shall be developed in substantial compliance with and operated and maintained pursuant to the Site Plan for Tsunami Express Car Wash, plans dated June 21, 2024.
- 2. Tsunami Express Car Wash, successors and assigns, and any developer of the carwash project, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Tsunami Express Car Wash project, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to 15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
- 3. The approval granted hereunder is conditional upon the Tsunami Express Car Wash project (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.

## TSUNAMI EXPRESS CAR WASH - SITE PLAN RESOLUTION NO. 2024-\_\_\_ Page 2

- 4. That the Tsunami Express Car Wash project shall be developed and constructed pursuant to such Site Plan within one year from the date of adoption of this Resolution, or this Resolution and all rights and approvals granted hereunder shall be null and void, without any further action by the City of Franklin.
- 5. This Site Plan is conditioned upon the approval of a Special Use permit for carwash use. This Resolution shall be null and void if such Special Use permit is not approved.
- 6. The applicant is responsible for obtaining authorization from the easement holder, Wisconsin Electric Power Company, for work within the 20-foot utility easement along South Whitnall Edge Road.

BE IT FURTHER RESOLVED, that the Tsunami Express Car Wash building permit shall be issued for such Site Plan within one year from the date of adoption of this Resolution, or this Resolution and all rights and approvals granted hereunder shall be null and void, without any further action by the City of Franklin.

Introduced at a regular meeting of the Plan Commission of the City of Franklin this <u>\_\_\_th</u> day of \_\_\_\_.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this <u>th</u> day of \_\_\_\_\_.

APPROVED:

John R. Nelson, Chairman

ATTEST:

Shirley J. Roberts, City Clerk

AYES \_\_ NOES \_\_ ABSENT \_\_



## 6449 S. Whitnall Edge Road TKN: 705 8997 003



## Planning Department (414) 425-4024





This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.





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YOUR PREMIER DESIGN/BUILD PARTNER

14 March 2024

Planning Department – City of Franklin 6229 West Loomis Road Franklin, WI 53132

RE: Tsunami Express Carwash - 6514 Lovers Lane

To Whom It May Concern,

Tsunami Express Carwash ("Tsunami") is proudly presenting the proposed development plans for a state-of-the-art facility that will serve Franklin (the "City") and the surrounding communities.

#### **Introduction**

The proposed development is located at the southeast corner of Lovers Lane and Whitnall Edge Road, and the parcel number is 705-8997-003. The property is a 1.39 acre vacant lot currently zoned as B-3 "Community Business District." The B-3 zoning district allows a car wash as a special use. The proposed facility is a single-story 5,200 SF building including the car wash bay, mechanical room, storage, office, and restroom. Accessory buildings include a 100 SF employee sales booth, 100 SF vacuum pump house, and dumpster enclosure.

### **Business Operations**

Tsunami Express Carwash ("Tsunami") is a high-quality express car wash that uses state-ofthe-art equipment and provides customers with a wide variety of services. For washes, Tsunami offers several levels of memberships, or customers can pay for a single wash at every visit. The wash cycles are offered at varying price points to suit the needs of each customer.

The site will house 11 vacuums to serve 22 parking stalls. These stalls will be 13'-0" wide and 18'-0" deep. This is wider than the average parking stall to allow for more maneuverability around the vehicle. The vacuums will be available to customers for free regardless of whether they go through the wash.

In addition to regular business operations, Tsunami also fosters community connections and is an advocate for supporting local organizations. They offer an opportunity to host fundraisers, giving a modern spin on the famous "community car wash" that was once a popular method of raising funds for various community organizations. Supporters of the organizations will receive a high-quality car wash, and the organization receives 50% of the proceeds from every wash donated back to them.

Regular business hours extend from 7:00 am to 8:00 pm daily. There will be attendants on duty for the full duration of the operating hours to assist customers and maintain the cleanliness of the site. Each shift will employ 2-3 employees with a total staff of approximately 8-10 employees. During these hours, Tsunami expects to service 200-400 customers per day.

Tsunami currently has four (4) facilities in the Milwaukee area including: Oak Creek, Greenfield, Waukesha, and one under construction on Fond du Lac Avenue in Milwaukee.

### **Entitlement Strategy & Timeline**

Tsunami will comply with the local approval process by submitting a Special Use application for Plan Commission recommendation and Common Council approval. They anticipate receiving municipal approvals in spring of 2024 with single-phase construction beginning mid-summer. The facility is anticipated to be open and operational in early spring of 2025.

#### <u>Site Plan</u>

The site is arranged such that the main car wash building is located on the west end of the site and oriented parallel to Lovers Lane Road. While a car wash requires a special use permit for this site, it coordinates with the surrounding businesses. With Boucher Volkswagen to the north, Hiller Ford to the east, Kwik Trip and Tires Plus to the southwest, and Ewald CDRJ and Holz Auto Body Shop just down the road, residents of Franklin and the surrounding communities already associate this area with automobile service and sales.

- <u>Layout:</u> The plan shows (24) parking stalls with (2) being dedicated ADA spaces. The entrance to the wash includes (3) pay stations that allow space for the stacking of up to (30) vehicles.
- <u>Vacuum Design & Placement:</u> The vacuums are aligned along both sides of the parking lot with one vacuum post serving two parking stalls. Each vacuum has (2) hoses that are attached to a central vacuum system that routes to either the main building or the detached pump house at the southeast corner of the site. Each vacuum station is also equipped with a trash bin, a mat clip for easy vacuuming, and a central blower system to help clean those hard-to-reach places.
- <u>Landscaping/Screening</u>: There is ample landscaping throughout the site that has been designed by a professional landscape architect. The dumpster is screened by an enclosure constructed of materials that match the main building, and the pump house is a fully-enclosed secondary building also constructed of similar materials.
- <u>Access</u>: The main entrance to the site is located off South Whitnall Edge Road to minimally impact the heavy traffic on South Lovers Lane Road. Immediately after entering the site, vehicles can turn right to enter the queue for the washes, or proceed straight to access the free vacuums.
- <u>Signage</u>: A full signage package complying with all code standards will be submitted for approval. There will be signage on the building as well as one monument sign on Whitnall Edge Road directly adjacent to the site entrance.
- <u>Lighting</u>: The proposed lighting plan includes general pole lighting, wall packs, and canopy lighting that provide an average illumination of 2.0 footcandles. Additional information on each proposed lighting fixture has also been provided.

#### **Architecture**

The design of the building consists of beige split-faced concrete block, red masonry, clear anodized aluminum storefront windows, and a blue standing seam metal roof. The long façade is broken up with brick accent piers. The windows located on the side of the building facing Lovers Lane Road are translucent glass – allowing a view into the bright and colorfully lit inside of the wash tunnel; the windows located in the mechanical room will be spandrel glazing. The main structure of the building consists of structural CMU walls, precast hollow core planks for the roof of the wash tunnel, steel joists and metal deck for the roof of the mechanical/support rooms, and poured-in-place concrete foundation walls. A geotechnical survey was completed for the site and it was recommended that rammed aggregate piers be installed to stabilize the soil to make the site suitable for construction.

The tunnel contains dual overhead doors at both the entrance and the exit. The interior door will be insulated metal with vision lites to provide thermal protection and security during non-operational hours; the exterior overhead door will be vinyl roll-up doors that will correspond with Tsunami's blue and yellow branding. These vinyl doors are intended to provide protection from the elements in the winter months when the metal doors are open.

#### **Conclusion**

Tsunami Express Carwash is excited for the opportunity to submit their state-of-the-art facility to the Plan Commission to be considered for this site. They will prove to be a valuable addition to the Franklin community.

### **Documents**

Accompanying this narrative are all of the documents required for the site plan review as noted on the Special Use Permit Application. Also included are supplemental documents that provide additional information that may be of use to the Plan Commission while reviewing our submittal. These supplemental documents include:

- **Exhibit 1:** Lighting Cut Sheets Specific information on all proposed lighting fixtures to supplement the site photometric plan. (Included in digital submittal only to conserve paper.)
- **Exhibit 2:** Sound Study A sound study performed at the Tsunami Greenfield location on Layton Ave. showing the decibel levels at different points on that site for reference.
- **Exhibit 3:** Reclaim System & Equipment Information regarding the reclaim system and equipment.

Other documents are available upon request. These documents include a <u>geotechnical survey</u> and <u>safety data sheets</u> for all chemicals used for operations.

Please do not hesitate to contact us with any additional questions.

Sincerely,

Craig Wojtczak Project Designer The Redmond Company









03/14/2024

#### **General Standards for Special Uses**

General Standards. No special use permit shall be recommended or granted pursuant to this Ordinance unless the applicant shall establish the following:

1. Ordinance and Comprehensive Master Plan Purposes and Intent. The proposed use and development will be in harmony with the general and specific purposes for which this Ordinance was enacted and for which the regulations of the zoning district in question were established and with the general purpose and intent of the City of Franklin Comprehensive Master Plan or element thereof.

The proposed car wash is in harmony with this Ordinance as well as the Comprehensive Master Plan.

2. No Undue Adverse Impact. The proposed use and development will not have a substantial or undue adverse or detrimental effect upon or endanger adjacent property, the character of the area, or the public health, safety, morals, comfort, and general welfare and not substantially diminish and impair property values within the community or neighborhood.

The proposed car wash will have no adverse effects to the adjacent property or area.

3. No Interference with Surrounding Development. The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable zoning district regulations. The proposed car wash will be constructed with high quality materials and will not interfere with the development of neighboring properties.

4. Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities including public water supply system and sanitary sewer, police and fire protection, refuse disposal, public parks, libraries, schools, and other public facilities and utilities or the applicant will provide adequately for such facilities. The proposed car wash will be served adequately by required essential facilities as listed above.

5. No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets. Adequate measures will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

The proposed car wash has taken adequate measures to create safe and efficient traffic flow through the site and ingress/egress to public streets. Three lanes of queueing are provided to ensure cars aren't backed up into the public street.







<u>6.</u> No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance. The proposed car wash will not damage any natural or historical features of the site.

7. Compliance with Standards. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the Common Council pursuant to the recommendations of the Plan Commission. The proposed use and development shall comply with all additional standards imposed on it by the particular provision of this Division and Ordinance authorizing such use.

The proposed car wash conforms to all applicable regulations found in the B-3 zoning code.

**B.** Special Standards for Specified Special Uses. When the zoning district regulations authorize a special use in a particular zoning district and that special use is indicated as having special standards, as set forth in § 15-3.0702 and 15-3.0703 of this Division, a Special Use Permit for such use in such zoning district shall not be recommended or granted unless the applicant shall establish compliance with all such special standards. All applicable standards will be met.

<u>C.</u> Considerations. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission and the Common Council shall consider the following:

1. Public Benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community. The proposed car wash will provide a desirable and useful service for the neighborhood and community.

2. Alternative Locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site.

The proposed car wash provides a full service car wash open to the public in a convenient and easily accessible location.

3. Mitigation of Adverse Impacts. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

The proposed car wash building, site, landscaping, and screening have been designed to meet all applicable city standards. Site traffic and navigation has been carefully designed to ensure safe and efficient travel throughout the site as well as entering and exiting onto the public street.



<u>4.</u> Establishment of Precedent of Incompatible Uses in the Surrounding Area. Whether the use will establish a precedent of, or encourage, more intensive or incompatible uses in the surrounding area. The building blends in and reflects its surrounding neighbors with the use of high-quality materials.





YOUR PREMIER DESIGN/BUILD PARTNER

Date:	July 1 <sup>st</sup> , 2024
From:	Craig Wojtczak. The Redmond Company.
То:	Department of City Development Régulo Martínez-Montilva, AICP, CNUa, Principal Planner
RE:	Staff comments for Special Use and Site Plan, Tsunami Car Wash 6299 S. Whitnall Edge Road

Below are comments and recommendations for the above-referenced applications received on April 8, 2024.

Note: In your responses to these comments, please add where the additional information and/or revision is provided. For example, Landscape Plan sheet L1, project narrative, etc.

#### City Development Department comments

- 1. Site Plan submittal requirements. Pursuant to the Unified Development Ordinance (UDO) §15-7.0103 *Applications for Site Plan Review*, please add the following information to the Site Plan:
  - C. Seal. Please add architect, engineer and landscape architect's seal.
  - F. Please add vertical datum to the grading plan (sheet C-5), it must be National Geodetic Vertical Datum of 1929.
  - G. Soils Data. Please submit the characteristics and types of soils present on site.
  - S. Please submit Site Intensity and Capacity calculations (worksheet attached).
- 2. Sound study. The submitted sound study is for another location, please submit a sound study for this site.

A sound study has been conducted for this site, please see attached document titled "Tsunami Franklin Sound Study". The report recommends installing an 8' sound barrier along the south property line to meet the sound ordinance. Our proposal is to delay the installation of the wall until after construction. If the city and/or neighbors deem the noise to be an issue, the wall would be installed at that time.

3. Floor Area Ratio (FAR). Please add the proposed net FAR and gross FAR to site information block on the architectural site plan. In the B-3 zoning district, the maximum gross FAR is 0.34 and net FAR is 0.57. See definitions below:

#### FLOOR AREA RATIO, GROSS (GFAR)

An intensity measured as a ratio derived by dividing the total gross floor area of a building or structure by the base site area. Where the lot is part of a larger development and has no required bufferyard, that lot area may be used instead of the base site area to calculate the lot's development potential.

#### FLOOR AREA RATIO, NET (NFAR)

An intensity measured as a ratio derived by dividing the total gross floor area of a building or structure by the net buildable site area.

Proposed NFAR and GFAR ratios have been added to Site Information box on Architectural Site Plan Sheet in revised drawing packet. Calculation worksheet is also included in submittal separately entitled "Site Intensity Calcs Worksheet"

4. Setback from arterial roadways. Pursuant to UDO \$15-5.0108, the minimum building setback is 40 feet along an arterial roadway such as Lovers Land Road. The proposed carwash building is encroaching into this setback, please revise your design accordingly.







The building has been adjusted to comply with the setbacks as shown on sheet C-3 and architectural site plan on AS-100 in the revised drawing packet.

5. Utility easement. The Alta Survey depicts a 20-foot utility easement to Wisconsin Electric Power Company along Whitnall Edge Road. Have you received authorization from the easement holder for the proposed drive and sign encroaching into this easement?

The drive has been adjusted to not encroach into the utility easement as shown on Sheet C-3 in the revised drawing packet.

6. Will Tsunami Car Wash be the operator for this carwash? If so, please revise the application forms with Tsunami Car Wash as applicant and The Redmond Company as applicant's representative.

A revised review application is attached entitled "Revised Application"

#### Parking (UDO Div. 15-5.0200)

7. **Parking space size.** The proposed regular parking space (next to ADA parking) is 162 square feet (9 x 18 feet). The minimum parking space size is 180 square feet per UDO §15-5.0202B, please revise accordingly.

Parking sizes have been adjusted to meet the minimum size standards as shown on Sheet C-3 in the revised drawing packet.

8. ADA parking. The architectural site plan depicts one space for ADA parking (Americans with Disabilities Act) but the pavement grading plan (sheet C-7) depicts two ADA parking spaces, please clarify. Note that for this site, one ADA parking space is sufficient per UDO Table 15-5.0202(I)(1). The minimum dimensions for ADA parking are 13 feet wide by 20 feet long, the proposed ADA parking space is 18 feet long, please revise.

Civil plans have been updated to reflect one ADA parking stall. Plans have also been updated for ADA parking stall to be 20' in length as shown on Sheet C-3 in the revised drawing packet.

9. Minimum distance of required concrete curbing from property lines. Even though the architectural site plan depicts the required 10-foot separation from the drive to the south properly line, this distance must be measured from the back of curb per UDO \$15-5.0202.E.2. This distance is less than 10 feet in the pavement grading plan (sheet C-7), please revise accordingly.

The pavement has been adjusted to comply with this standard as shown on Sheet C-3 in the revised drawing packet.

10. Parking aisles. Pursuant to UDO Table 15-5.0204, the minimum width for double row 90° angle parking is 65 feet, the proposed design is 64 feet wide, please revise accordingly.

The width of the parking lot has been increased to meet the 65' minimum as shown on Sheet C-3 in the revised drawing packet.

11. Snow storage plan required. Pursuant to UDO 15-5.0210B, please submit a snow storage plan, see UDO \$15-5.0210 (attached) for plan requirements and standards.

Snow storage shall be in the detention basin as noted on Sheet C-3 in the revised drawing packet.



#### Required Landscaping (UDO Div. 15-5.0300)

12. Species of plantings. Pursuant to UDO 15-5.0302F.2, at least two of plantings of each species are required. Please revise the proposed quantity of canopy/shade trees.

Revised quantity of proposed canopy/shade trees shown on L 1.0 and L 1.2 in the revised drawing packet.

13. Species of plantings (native). Pursuant to UDO \$15-5.0302F, at least two species of canopy/shade trees must be native to the City (Ash, Elm, Sugar Maple, Red Oak, Basswood or Walnut). Please revise accordingly. Note that native species of shade trees shall be placed away from the highest vehicular and pedestrian traffic areas (UDO \$15-5.0302.H.2).

Revised species of trees as shown on L 1.0 and L 1.2 in the revised drawing packet.

14. Irrigation. Are you planning on providing an irrigation system? Please note that a permanent, on-site, outdoor water supply (underground or drip irrigation, hose bibs, etc.) that provides complete coverage to all new living landscaped areas is required (UDO \$15-5.0303.D).

A permanent irrigation system will be installed.

15. Plant replacement. UDO \$15-5.0303.G states that "any plant materials included in an approved landscaping plan that do not survive a plant establishment period of two years after installation shall be replaced". Please revise sheet L 1.2, note 13 accordingly.

Note 13 on L 1.2 has been updated to have a two year warranty period after installation as shown in the revised drawing packet.

#### Architecture (UDO Div. 15-7.0800)

16. Any proposed metal furnace vents? If so, please submit plans attesting compliance with UDO 15-7.0802I: "All chimney and fireplace vents shall be enclosed in a chase constructed of materials similar to those materials used on the building elevations; metal housings designed by the vent manufacturer to enclose the chimney vents are acceptable".

Document entitled "Mechanical Venting Reference" shows a similar Tsunami project with compliance of venting. All venting will be lower than parapet height. No side wall vents are proposed.

#### Miscellaneous

17. Any roof-mounted mechanical equipment? If so, please submit a sight line diagram from Lovers Lane Road and Whitnall Edge Road.

Site diagram has been included for Lovers Lane Road and Whitnall Edge Road as shown in document entitled "Site Line Diagram"

#### Separate approvals and fees

- 18. This review is not for the proposed sign. Please note that separate review and approval with the Department of City Development are required for signs.
- 19. Please be aware of City impact fees. The impact fee schedule can be found on the City's website at <a href="https://www.franklinwi.gov/Departments/Inspection-Services/Impact-Fees.htm">https://www.franklinwi.gov/Departments/Inspection-Services/Impact-Fees.htm</a>.



20. Please note that stormwater, grading, erosion control and utility plans are subject to separate review and approval by the Engineering Department.

Engineering Department comments

- 1. Engineering has no objection to the applicant's request for Special Use. However, an engineering and storm water management plan review application must be submitted with required materials for review and approval.
- 2. Consider the following comments:
  - Confirm with WisDOT regarding the minimum building setback.
  - Refer to the City of Franklin Design Standard for retaining wall construction (Chapter 6.9).
  - A plat of survey is required for applying for a building permit.
  - Refer to UDO 15-0207 (A); the driveway must have a 6 ft minimum from all property lines.

Inspection Services Department comments

*1.* Structure shall be designed and constructed in accordance with the Wisconsin Commercial Building Code.



## DIVISION 15-3.0500 ..... SITE INTENSITY AND CAPACITY CALCULATIONS

## SECTION 15-3.0501 NATURAL RESOURCE PROTECTION AND SITE INTENSITY AND CAPACITY CALCULATIONS FOR RESIDENTIAL AND NONRESIDENTIAL USES REQUIRED

- A. **Recognition of Natural Resource Features.** This Ordinance recognizes that landforms, parcel size and shape, and natural resource features vary from site to site and that development regulations must take into account these variations. The maximum density or intensity of use allowed in any zoning district is controlled by the various district standards set forth for each of the various zoning districts of this Ordinance.
- B. When Natural Resource Protection and Site Intensity and Capacity Calculations Are Required. Natural resource protection is required for all development and the site intensity and capacity calculations set forth in this Division shall be made for each parcel of land to be used or built upon in the City of Franklin including all new Certified Survey Maps, Final Plats, condominiums, multiple-family residential developments, all nonresidential development, and as may be required elsewhere in this Ordinance except as excluded under the provisions of Section 15-3.0501C. of the Unified Development Ordinance.
- C. **Exclusions (When Natural Resource Protection and Site Intensity and Capacity Calculations Are Not Required).** Natural resource protection shall not be required and the site intensity and capacity calculations set forth in this Division shall not be required for the construction of single-family and two-family residential development located on non-divisible existing lots of record within existing platted Subdivisions (with an approved Final Plat), Certified Survey Maps, and Condominiums existing on August 1, 1998, the effective date of this Ordinance or for which a natural resource protection plan and site intensity capacity calculations were filed at the time of division after August 1, 1998.

#### SECTION 15-3.0502 CALCULATION OF BASE SITE AREA

The *base site area* shall be calculated as indicated in Table 15-3.0502 for each parcel of land to be used or built upon in the City of Franklin as referenced in Section 15-3.0501 of this Ordinance.

### Table 15-3.0502 WORKSHEET FOR THE CALCULATION OF BASE SITE AREA FOR BOTH RESIDENTIAL AND NONRESIDENTIAL DEVELOPMENT

STEP 1.	Indicate the total gross site area (in acres) as determined by an actual on-		
51EI 1.	site boundary survey of the property.		s
	Subtract (-) land which constitutes any existing dedicated public street		
STED 2.	rights-of-way, land located within the ultimate road rights-of-way of		
51EF 2:	existing roads, the rights-of-way of major utilities, and any dedicated public	.35	
	park and/or school site area.	acres	
STED 2.	Subtract (-) land which, as a part of a previously approved development or		
STEP 3:	land division, was reserved for open space.	0	acres
	In the case of "Site Intensity and Capacity Calculations" for a proposed		
	residential use, subtract (-) the land proposed for nonresidential uses;		
STEP 4:	or		
	In the case of "Site Intensity and Capacity Calculations" for a proposed		
	nonresidential use, subtract (-) the land proposed for residential uses.	0	acres
STED 5.	Equals "Daga Site Area"	=	1.099
51EP 5:	Equais dase she Area		

# SECTION 15-3.0503 CALCULATION OF THE AREA OF NATURAL RESOURCES TO BE PROTECTED

All land area with those natural resource features as described in Division 15-4.0100 of this Ordinance and as listed in Table 15-3.0503 and lying within the *base site area* (as defined in Section 15-3.0502), shall be measured relative to each natural resource feature present. The actual land area encompassed by each type of resource is then entered into the column of Table 15-3.0503 titled "Acres of Land in Resource Feature." The acreage of each natural resource feature shall be multiplied by its respective *natural resource protection standard* (to be selected from Table 15-4.0100 of this Ordinance for applicable agricultural, residential, or nonresidential zoning district) to determine the amount of resource protection land or area required to be kept in open space in order to protect the resource or feature. The sum total of all resource protection land on the site equals the *total resource protection land*. The *total resource protection land* shall be calculated as indicated in Table 15-3.0503.

Table 15-3.0503

#### **Protection Standard Based Upon Zoning District Type** (circle applicable standard from Table 15-4.0100 for the type of zoning district Natural Resource Feature Acres of Land in Resource Feature in which the parcel is located) Non-Agricultural Residential Residential District District District Steep Slopes: 10-19% 0.00 0.60 0.40 X = X \_\_.13\_\_\_ = 20-30% .09 0.65 0.75 0.70 X = +30%0.90 0.85 0.80 Woodlands & Forests: 0.70 0.70 0.70 Χ\_\_\_\_ Mature Young 0.50 0.50 0.50 Х Х = 1 1 Lakes & Ponds 1 Х = Streams 1 1 1 Х = 1 1 1 Shore Buffer Х = Floodplains/Floodlands 1 1 1 Х = Wetland Buffers 1 1 1 & Х Wetlands Shoreland = 1 1 1 Wetlands TOTAL RESOURCE PROTECTION LAND (Total of Acres of Land in Resource Feature to be Protected)

### WORKSHEET FOR THE CALCULATION OF RESOURCE PROTECTION LAND

*Note:* In conducting the calculations in Table 15-3.0503, if two or more natural resource features are present on the same area of land, only the most restrictive resource protection standard shall be used. For example, if floodplain and young woodlands occupy the same space on a parcel of land, the resource protection standard would be 1.0 which represents the higher of the two standards.
#### SECTION 15-3.0504 RESIDENTIAL USES

## CALCULATION OF SITE INTENSITY AND CAPACITY FOR

In order to determine the maximum number of dwelling units which may be permitted on a parcel of land zoned in a residential zoning district, the site intensity and capacity calculations set forth in Table 15-3.0504 shall be performed.

#### Table 15-3.0504 WORKSHEET FOR THE CALCULATION OF SITE INTENSITY AND CAPACITY FOR RESIDENTIAL DEVELOPMENT

	CALCULATE MINIMAL REQUIRED ON-SITE OPEN SPACE	
	Take Base Site Area (from Step 5 in Table 15-3.0502):	
STEP 1:	Multiple by Minimum <i>Open Space Ratio (OSR)</i> (see specific residential zoning district OSR standard): X	acres
	Equals MINIMUM REQUIRED ON-SITE OPEN SPACE =	
	CALCULATE NET BUILDABLE SITE AREA:	
	Take Base Site Area (from Step 5 in Table 15-3.0502):	
STEP 2:	Subtract <i>Total Resource Protection Land</i> from Table 15-3.0503) or <i>Minimum Required On-Site Open Space</i> (from Step 1 above), whichever is greater:	
		acres
	Equals NET BUILDABLE SITE AREA =	
	CALCULATE MAXIMUM NET DENSITY YIELD OF SITE:	
	Take Net Buildable Site Area (from Step 2 above):	
STEP 3:	Multiply by Maximum <i>Net Density (ND)</i> (see specific residential zoning district ND standard): X	D.L
	Equals MAXIMUM NET DENSITY YIELD OF SITE =	D.U.S
	CALCULATE MAXIMUM GROSS DENSITY YIELD OF SITE:	
	Take Base Site Area (from Step 5 of Table 15-3.0502):	
STEP 4:	Multiple by Maximum <i>Gross Density (GD)</i> (see specific residential zoning district GD standard): X	D.L
	Equals MAXIMUM GROSS DENSITY YIELD OF SITE =	D.U.S
	DETERMINE MAXIMUM PERMITTED D.U.s OF SITE:	
STEP 5:	Take the <i>lowest</i> of Maximum Net Density Yield of Site (from Step 3 above) or Maximum Gross Density Yield of Site (from Step 4 above):	D.U.s

#### SECTION 15-3.0505

# CALCULATION OF SITE INTENSITY AND CAPACITY FOR NONRESIDENTIAL USES

In order to determine the maximum floor area which may be permitted on a parcel of land zoned in a nonresidential zoning district, the site intensity and capacity calculations set forth in Table 15-3.0505 shall be performed. **Table 15-3.0505** 

## WORKSHEET FOR THE CALCULATION OF SITE INTENSITY AND CAPACITY FOR NONRESIDENTIAL DEVELOPMENT

	CALCULATE MINIMUM REQUIRED LANDSCAPE SURFACE:	
	Take <i>Base Site Area</i> (from Step 5 in Table 15-3.0502):1.099	
STEP 1:	Multiple by Minimum <i>Landscape Surface Ratio (LSR)</i>	
	(see specific 20ming district LSR standard). A	.44 acres
	CALCULATE NET BUILDABLE SITE AREA:	
	Take Base Site Area (from Step 5 in Table 15-3.0502):         1.099	
STEP 2:	Subtract <i>Total Resource Protection Land</i> from Table 15-3.0503)	
	or <i>Minimum Required Landscape Surface</i> (from Step 1 above), whichever is greater:	
	·· · · ·	.66 acres
	Equals NET BUILDABLE SITE AREA =	
	CALCULATE MAXIMUM NET FLOOR AREA YIELD OF SITE:	
	Take Net Buildable Site Area (from Step 2 above):  66	
STEP 3:	Multiple by Maximum Net Floor Area Ratio (NFAR)	
	(see specific nonresidential zoning district NFAR standard): X57	20
	Equals MAXIMUM NET FLOOR AREA YIELD OF SITE =	.38 acres
	CALCULATE MAXIMUM GROSS FLOOR AREA YIELD OF SITE:	
	Take <i>Base Site Area</i> (from Step 5 of Table 15-3.0502):1.099	
STEP 4:	Multiple by Maximum Gross Floor Area Ratio (GFAR)	
	(see specific nonresidential zoning district GFAR standard): X34	
	Equals MAXIMUM GROSS FLOOR AREA YIELD OF SITE =	.37 acres
	DETERMINE MAXIMUM PERMITTED FLOOR AREA OF SITE:	
	Take the Journal of Maximum Nat Floor Area Viold of Site (from Stop 2	
STEP 5:	above) or Maximum Gross Floor Area Yield of Site (from Step 4 above):	.37 acres
	(Multiple results by 43,560 for maximum floor area in square feet):	(16,117s.f.)

# Soundscape Engineering Practical Solutions from Professional Engineers

June 21, 2024

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**The Redmond Company** W228 N745 Westmound Drive Waukesha, WI 53186

# Subject: Noise Assessment for Proposed Tsunami Car Wash at 6514 S. Lovers Lane, Franklin, Wisconsin

Dear Mr. Wojtczak and Mr. Mortier:

Soundscape Engineering has completed the noise prediction and assessment for the proposed Tsunami Car Wash at 6514 S. Lovers Lane, Franklin, Wisconsin 53132. This report provides the results of our ambient measurements, prediction of the carwash-related sound transmission to the nearest properties, and comparison with the local noise ordinance.

#### **Executive Summary**

The proposed Tsunami Car in Franklin, Wisconsin is planned to operate from 7:00 am and 8:00 pm daily. The Franklin noise ordinance defines the daytime (7:00 am to 10:00 pm) noise limit for Business zones at 65 dBA at the property lines and 50 dBA at the residential boundaries. Our calculations indicate that the carwash-related noise levels with the planned layout will meet at residential boundaries but not at the property line to adjacent business zones. With the addition of an 8' sound barrier fence located along the western half of the south property line, The ordinance will be met at the parking lot property line.

#### **Background**

You hired Soundscape Engineering to assess the proposed Tsunami Express Carwash 70 located at 6514 S. Lovers Lane, Franklin, WI 53132. The proposed building will be a 5,000 SF car wash with 18 vacuums, a sales booth, and vacuum pump house. It is our understanding that the car wash will be open 7 days per week from 7:00 am to 8:00 pm.

The largest concerns are the blowers inside the car wash and the vacuums/pump house in the parking lot area.

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#### Tsunami Car Wash - Acoustic Report SE No. 2240

Noise levels emanating from the carwash will need to meet the City of Franklin, Wisconsin's Noise Ordinance Section 15-3.1107.

The designed layout for the Franklin location is shown in Figure 1.



Figure 1: Aerial View of Proposed Car Wash, Franklin, Wisconsin

#### **Instrumentation**

An NTi Audio model XL2-TA acoustic analyzer with model MC230 microphone and model MA220 preamp was used for all measurements reported here. This system is Class 1 Type Approved, meeting the requirements of IEC 61672 and ANSI S1.4.

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#### **Measurements**

#### **Ambient Franklin Measurements**

Soundscape measured the existing ambient noise level at four locations (Figure 2) on Thursday, June 13th, 2024, starting at 11:30 am. Each location was measured for approximately 10 minutes. The measured ambient sound level sources were primarily traffic and construction on Lover's Lane. The construction noise impacted measurements as all traffic was routed into the eastern lanes instead of the typical split lane traffic, causing more traffic to pass closer to east-side property measurements. During measurements, a backhoe was observed moving earth in the southbound lane with occasional thumping and hydraulic noise, but traffic sounds overpowered the construction sound the majority of the time. The measured time slot reflects a heavier traffic time during the lunch period. We can expect traffic levels to be greatest during the morning and evening rush hours. Ambient levels during the later evening hours will likely be lower than the measured ambient.



Proposed Tsunami Express Car Wash, 6514 S. Lovers Lane, Franklin, Wisconsin

**Figure 2: Measurement Locations** 



Figure 3: Construction Equipment near South West Measurement Point

#### Waukesha Equipment Measurements

To determine the equipment sound levels, we measured the sound level produced by equipment at the existing Tsunami Car Wash located at 300 W. Sunset Drive in Waukesha, Wisconsin. We understand that the Franklin location will install the same blower system as the Waukesha location. The measured octave band sound levels at the car wash entry and exit are shown in Table 1.

		Octave Band Center Frequency, Hz										
31.5 63 125 250 500 1000 2000 4000 8												
Wash Exit, Blowers On, Doors Open	78	80	80	81	89	88	86	82	74			
Wash Exit, Blowers On, Doors Closed	74	79	77	77	79	73	69	63	53			
Wash Entrance, Doors Open	73	74	72	69	71	72	71	66	56			

#### Table 1: Sound levels Measured at a Waukesha Location (dB)

1) These measurements were made directly in front of the entrance or exit, at a distance of 20 feet.



Figure 4: Waukesha Tsunami Car Wash Exit



Figure 5: Waukesha Tsunami Car Wash Layout

Measurements were also taken outside the vacuum pump house and near a car being vacuumed (Figure 6). The pump house is constructed of masonry block and has steel doors with perimeter seals. This construction is advantageous for noise control. We are not aware if the existing vacuum system has a muffler. These measured levels are presented in Table 2.

Table 2: Measureu y acuum Ketateu Sound Levels at waukesha Location											
		Octave Band Center Frequency, Hz									
	31.5	31.5 63 125 250 500 1000 2000 4000 8000									
Vacuum Pump House at 3'	71	75	67	64	60	59	58	55	51		
Car Vacuuming at $\sim 6'$	70	72	70	66	64	64	68	69	62		

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Figure 6: Vacuum Pump House

#### **Ordinance and Criteria**

The City of Franklin, WI Hazard Abatement Performance Standards - Part 3 Zoning Districts, Division 15-3.1107 Noise - Section C. Maximum Permitted Sound Levels in All Zoning Districts. See Figure 7.

C. Maximum Permitted Sound Levels in All Zoning Districts. At no point either on the boundary of a zoning district or site boundary line shall the sound level of a use exceed the decibel level shown in Table 15-3.1107(C) for the zoning districts indicated.

Table 15-3.1107(C)										
Maximum Permitted Sound Levels in dBA by Zoning District										
Zoning District	Maximum Permitted Sound Level (dBA) 7:00 a.m 10:00 p.m.	Maximum Permitted Sound Level (dBA) 10:00 p.m 7:00 a.m.								
All Agricultural, All Residential, B-1 and I-1 Districts	50	45								
B-2, B-3, B-4, and B-5 Districts	65	60								
B-6, CC, and VB Districts	55	50								
M-1, M-2, BP, and L-1 Districts	65	65								
P-1 District	55	55								
AO Airport Overlay District	65 (also see § 15-3.0607)	65 (also see § 15-3.0607)								
FW, FC, FFO, and SW Districts	45	40								

Figure 7: City of Franklin Noise Limits

The future Tsunami Car Wash will be located in a Zone B-3 district, surrounded by other B-2 and B-3 properties, with residential areas located east of the property but with a direct line of sight. Refer to Figure 8. As we interpret the ordinance language, the limits listed in Figure 7 are enforced at the Tsunami Car Wash property lines and must be applied to the boundary of the nearby residential zones. The carwash plans to operate from 7:00 AM to 8:00 PM. This falls within the ordinance daytime hours and so we have used a limit of 65 dBA for the business district zoning and 50 dBA for the residential zone that begins about 270 feet from the Tsunami Car Wash property line.



Figure 8: Franklin Zoning Map

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#### **Computer Model Calculation of Sound Levels around Carwash**

We modeled the Franklin site and surrounding area in the commercial environmental noise modeling software, SoundPLAN. Site topography, existing and proposed buildings, sound sources, and receiver locations were inputted as elements into the computer model. A 3D view of the propagation model is shown in Figure 9. The red-shaded areas represent sound area sources. We have modeled the worst-case scenario with all vacuum stations in use and carwash entry door open. Vacuum stations are indicated by the red asterisks below. Sources included in the model are based on measurements made at the Waukesha Tsunami and are as follows:

- Carwash Entry Door Open
- Carwash Exit Door Closed Blowers On
- Vacuum pump house with Sealed metal doors
- Car Vacuum Stations (red asterisks)



Figure 9: Soundplan 3D Model View

Figure 10 presents the predicted radiated sound levels due to the Tsunami Car Wash. The darkest red shaded area represents a sound level that exceeds the 65 dBA noise ordinance limits. The limit is predicted to exceed only at the parking lot south property line.



Figure 10: Sound Contour Map Predicted Sound Level Propagation – Current Design

#### **Recommendations**

To prevent the sound level from exceeding the 65 dBA noise ordinance at the property line, install an 8' sound barrier along the south border. Refer to Figure 11 for barrier extent and predicted sound levels. A solid, air-tight construction of the sound barrier walls with a face weight that is greater than or equal to  $\frac{3}{4}$ " plywood is required.

There are minimum acoustical requirements for the sound barrier wall. It must have a minimum height of 8-ft along the south property line where indicated. It must be constructed from a material with a minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot. An example of a suitable material would be overlapping, 1" (nominal thickness) cedar or pine planks, assembled such that no place along with wall is the total, actual thickness less than 1-½". They would need to be screwed together rather than nailed so that warping of the planks over time does not cause them to pull apart enough for gaps to open up between them. Because this is a "sound barrier wall" rather than a "fence," there must not be any gaps and it must be constructed tight to the ground.

In addition to the sound barrier, the acoustic analysis for this project depends upon the following design elements:

- a. The central vacuum will be located in a masonry building with sealed steel doors. If a vacuum pump exhaust muffler was used at the Waukesha location then the vacuum pump at this location should also be fit with a muffler.
- b. The blowers will turn off when the exit doors open. The entrance door is controlled by a separate set of photo-eye sensors placed at the tunnel entrance. Our analysis relies on the exit door being closed while the blowers are operating. We have assumed that the entry doors may be open while the blowers are operating.



Figure 11: Sound Contour Map – Tsunami Car Wash with 8-ft Property Line Barrier (Darkest Red Shaded Areas exceed the Ordinance)

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#### **Conclusion**

The proposed carwash design includes several elements that are beneficial in terms of noise transmission to the residential neighborhood. The carwash is oriented so that the loudest part of the building (the exit) is pointed away from residences and sound levels due to the car wash will not exceed 50 dBA. Airlift doors will be installed and the exit door will be kept closed while the blowers are operating. The central vacuums will be located within a masonry building with sealed steel doors. Finally, the addition of a solid, 8' tall, air-tight fence will serve as a sound barrier along the southern border, allowing the carwash-related sound levels at the property lines to meet the Franklin noise ordinance threshold of 65 dBA.

This concludes our assessment and recommendations. We will be happy to elaborate on anything contained within this report.

Sincerely, Soundscape Engineering Per:

Matter Swenes

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#### **Appendix A: Acoustical Terminology**

Sound level is measured in units called decibels (abbreviated dB). Decibels are logarithmic rather than linear quantities and thus a doubling of the sound level does not translate to a doubling of decibels. Also, the human ear does not interpret a doubling of sound energy as a doubling of loudness. For these reasons, the following approximate relationships should be kept in mind when reading this report.

The logarithmic nature of dB and the human subjective perception of relative sound levels result in the following approximate rules for judging increases in noise. A 3 dB sound level increase (or decrease) typically cannot be heard or is barely perceptible. A 5 dB sound level increase is perceptible and is often considered significant. A sound level which increases by 10 dB will be perceived as twice as loud. These perceived changes in the noise level are mostly independent of the absolute noise level. That is, a 35 dB noise will be perceived as twice as loud as a 25 dB noise, and a 60 dB noise will be perceived as twice as loud as a 50 dB noise.

Audible sound occurs over a wide frequency range, from low pitched sounds at approximately 20 Hertz (Hz) to high pitched sounds at 20,000 Hz. These frequencies are commonly grouped into octave bands or 1/3 octave bands. Building mechanical systems generally produce noise in the 63 Hz to 1000 Hz octave bands, with the lower frequency noise generated by large fans. Human speech is predominantly contained in the 250 Hz to 2000 Hz octave bands.

Humans do not hear equally well at all frequencies. We are especially poor at hearing low frequency sound and are best at hearing sound in the frequency range of human speech. A microphone does not have these same characteristics. Therefore, when sound is being measured to determine how well people will be able to hear it, a "weighting" is applied to the sound level measured using a microphone. The most common weighting is the "A-weighting" and the resulting sound level is expressed in A-weighted decibels (dBA). This weighting reduces the low frequency sound, slightly increases the sound at the dominant frequencies of human speech, and slightly lowers the sound level at high frequencies.

**Sound Power and Sound Pressure Levels -** Sound pressure can be directly measured by a microphone. Outdoor sound pressure levels are influenced by the distance and orientation of the receiver, obstructions and ground absorption between the source and receiver, the temperature, and wind gradients. Sound power is a physical property of the source alone and is not influenced by the external environment. It is an important parameter which is used for rating and comparing sound sources. The sound power is calculated by taking sound pressure or sound intensity measurements according to strict standards and calculation procedures. Conversely, the Sound Pressure Level at a particular location can be calculated from the Sound Power Level for a given source and the environmental factors affecting the sound propagation path between the source and receiver.

# Geotechnical Engineering Exploration and Analysis

Proposed Tsunami Express Car Wash 6514 S. Lovers Lane Road Franklin, Wisconsin

**Prepared for:** 

Tsunami Express Car Wash Lake Oswego, Oregon

> February 21, 2024 Project No. 1G-2401015









GEOTECHNICAL, ENVIRONMENTAL & CONSTRUCTION MATERIALS CONSULTANTS

Dallas, TX
Los Angeles, CA
Manassas, VA
Milwaukee, WI

February 21, 2024

Tsunami Express Car Wash 4800 Meadows Road, Suite 300 Lake Oswego, OR 97035

- Attention: Mr. Justin Hendley Vice President
- Subject: Geotechnical Engineering Exploration and Analysis Proposed Tsunami Express Car Wash 6514 S. Lovers Lane Road Franklin, Wisconsin Project No. 1G-2401015

Dear Mr. Hendley:

As requested, Giles Engineering Associates, Inc. conducted a *Geotechnical Engineering Exploration and Analysis* for the proposed project. The accompanying report describes the services that were performed, and it provides geotechnical-related findings, conclusions, and recommendations that were derived from those services.

We sincerely appreciate the opportunity to provide geotechnical services for the proposed project. Please contact the undersigned if there are questions about the report or if we may be of further service.

Very truly yours,

GILES ENGINEERING ASSOCIATES, INC.

Evan R. Axtell, E.I.T. Staff Professional

Distribution: The Redmond Company Attn: Mr. Nicholas Teresi (PDF via email: <u>NTeresi@theredmondco.cc</u>



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- Appendix C Laboratory Testing and Classification
- Appendix D General Information and Important Information about This Geotechnical Report

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## GEOTECHNICAL ENGINEERING EXPLORATION AND ANALYSIS

#### PROPOSED TSUNAMI EXPRESS CAR WASH 6514 S. LOVERS LANE ROAD FRANKLIN, WISCONSIN PROJECT NO. 1G-2401015

## 1.0 SCOPE OF SERVICES

This report provides the results of the *Geotechnical Engineering Exploration and Analysis* that Giles Engineering Associates, Inc. ("Giles") conducted for the proposed car wash project. The *Geotechnical Engineering Exploration and Analysis* included a geotechnical subsurface exploration program, geotechnical laboratory services, and geotechnical engineering. The scope of each service area was narrow and limited as directed by our client and based on our understanding and assumptions about the proposed project. Service areas are briefly described later.

Geotechnical-related recommendations for design and construction of the foundation, floor slab, and below-grade pit for the proposed car wash building are provided in this report. Geotechnicalrelated recommendations are also provided for new pavement. Furthermore, site preparation recommendations are given, but these recommendations are only preliminary, as the means and methods of site preparation will depend on factors that were unknown when this report was prepared. Those factors include, but are not limited to, the weather before and during construction, the subsurface conditions that are exposed during construction, and the finalized details of the proposed development.

#### 2.0 SITE DESCRIPTION

The subject site is at the intersection of South Lovers Lane Road and South Whitnall Edge Road in Franklin, Wisconsin. The site area is shown on the *Test Boring Location Plan*, enclosed as Figure 1 in Appendix A. When the test borings (described later) were performed, the site was vacant and grass-covered. Also, the site was relatively flat but gradually sloped down to the northwest. The ground elevations at the test boring locations varied between  $\pm$ El. 94.3 and  $\pm$ El. 101.4; these elevations are referenced to Giles' adopted benchmark, shown on the *Test Boring Location Plan*.

## 3.0 **PROJECT DESCRIPTION**

#### Proposed Building

The proposed location of the car wash building is shown on the *Test Boring Location Plan*. It is assumed that the building will be a single-story steel-frame and masonry structure that will not have a basement. Also, it is assumed that columns and bearing walls will support the building. The maximum foundation loads were not provided to us but are assumed to be 50,000 pounds per column and 3,000 pounds per lineal foot from bearing walls. It is assumed that the car wash area of the building will include a shallow below-grade pit for car wash equipment. A ground-bearing floor slab is planned for the building. The maximum floor load is assumed to be 100 pounds per square foot (psf).



GILES ENGINEERING ASSOCIATES, INC.

The floor elevation for the proposed building was not provided to us; therefore, to complete this report, it was necessary to assume the floor elevation. This report assumes that the floor will be at El. 97 referenced to Giles' adopted benchmark, shown on the Test Boring Location Plan. The ground elevation at the building-area test borings varied between  $\pm$ El. 94.3 and  $\pm$ El. 97.7. Therefore, relatively minor grade changes are expected in the proposed building area.

## Proposed Pavement Areas

It is assumed that asphalt-concrete pavement is planned for the parking lot, but Portland cement concrete pavement is expected in areas of higher traffic stress, such as within drive-thru lanes. Because traffic information was not provided to us, the pavement recommendations provided herein are based on an arbitrarily assumed traffic condition. The recommendations also assume that pavement grades will be within about two feet of the current site grades.

## 4.0 GEOTECHNICAL SUBSURFACE EXPLORATION PROGRAM

To explore subsurface conditions, seven test borings were conducted at the site. Test Borings 1 through 4 were in the proposed building area and were advanced to  $\pm 16$  feet below-ground. Test Borings 5, 6, and 7 were in the proposed pavement area and were advanced to  $\pm 11$  feet below-ground. The test boring locations were positioned at the site based on area features and by approximating right angles. Approximate locations of the test borings are shown on the *Test Boring Location Plan*.

Samples were collected from each test boring, at certain depths, using the Standard Penetration Test (SPT), conducted with the drill rig. A brief description of the SPT is given in Appendix B along with descriptions of other field procedures. Immediately after sampling, select portions of the SPT samples were placed in containers that were labeled at the site for identification. A Standard Penetration Resistance value (N-value) was determined from each SPT. N-values are reported on the *Test Boring Logs* (in Appendix A), which are records of the test borings.

The boreholes were backfilled upon completion; however, backfill material will likely settle or heave, creating a hazard that can injure people and animals. The borehole areas should, therefore, be carefully and routinely monitored by the property owner or by others; settlement and heave of backfill materials should be repaired immediately. Giles will not monitor or repair backfilled boreholes.

The ground elevations at the test boring locations were determined by differential leveling relative to Giles' adopted benchmark, shown on the *Test Boring Location Plan*. The test boring elevations are noted on the *Test Boring Logs* and are considered accurate within about one foot.

# 5.0 GEOTECHNICAL LABORATORY SERVICES

The soil samples that were retained from the test borings were transported to Giles' geotechnical laboratory where the samples were classified using the descriptive terms and particle-size criteria shown on the *General Notes* in Appendix D and by using the Unified Soil Classification System



(ASTM D 2488) as a general guide. The classifications are shown on the *Test Boring Logs* along with horizontal lines that show estimated depths of material change; the actual material change could be gradual, especially within native soil. Field-related information pertaining to the test borings is also shown on the *Test Boring Logs*. For simplicity and abbreviation, terms and symbols are used on the *Test Boring Logs;* the terms and symbols are defined on the *General Notes*.

Unconfined compression (without measured strain), penetrometer resistance, and water content tests were performed on select soil samples to evaluate their engineering properties. The test results are on the *Test Boring Logs*. Because testing was conducted on SPT samples, which are categorized as disturbed samples, the results of the strength-related tests (unconfined compression and penetrometer resistance) are approximate. Laboratory procedures are briefly described in Appendix C.

# 6.0 MATERIAL CONDITIONS

Because material sampling at the test borings was discontinuous, it was necessary to estimate the subsurface conditions between sample intervals. The estimated subsurface conditions at the test borings are briefly discussed in this section and are described in more detail on the *Test Boring Logs*. The conclusions and recommendations in this report are only based on the estimated subsurface conditions shown on the *Test Boring Logs*.

## 6.1. Surface Materials

Topsoil that was between  $\pm 4$  and  $\pm 8$  inches thick was at the surface of the test borings. In general, the topsoil consisted of lean clay and silty clay and included estimated trace to little amounts of organic matter.

## 6.2. Fill Material

Material classified as fill was below the surficial topsoil and was encountered to depths between  $\pm 4$  and  $\pm 10$  feet below-ground, depending on the test boring. The fill material was highly variable and generally consisted of silty clay, silty sand, lean clay, and sandy clay. Also, the fill material at Test Boring 2 included asphalt-concrete rubble. Rubble might also have been encountered at Test Boring 1. Based on laboratory testing, the cohesive fill material (silty clay, lean clay, and sandy clay) exhibited highly variable strength characteristics with comparative consistencies that varied between medium stiff and hard. The in-place relative density of the silty sand (encountered at Test Boring 1) could not be determined from SPT N-values due to the material's gravel content and because cobbles, boulders, or rubble was possibly encountered. Because of its highly variable strength characteristics, the existing fill does not appear to have been properly placed and compacted.



# 6.3. Possible Fill

At Test Boring 2, soil classified as possible fill was below the fill material and was encountered to about 11<sup>1</sup>/<sub>2</sub> feet below-ground. In general, the possible fill consisted of lean clay and exhibited a very stiff comparative consistency, based on laboratory testing.

# 6.4. Buried Topsoil

Soil classified as buried topsoil was between  $\pm 7\frac{1}{2}$  and  $\pm 8\frac{1}{2}$  feet below-ground at Test Boring 4 and between  $\pm 7$  and  $\pm 8\frac{1}{2}$  feet below-ground at Test Boring 5. In general, the buried topsoil at Test Boring 4 consisted of black silty clay with an estimated little amount of organic matter, and the buried topsoil at Test Boring 5 consisted of dark gray lean clay with an estimated trace amount of organic matter (roots).

# 6.5. Non-Organic Native Soil

Non-organic native soil was beneath the materials described above and extended to the termination depth at each test boring. In general, the non-organic native soil consisted of silty clay and lean clay. Based on laboratory testing, the non-organic native soil exhibited variable strength characteristics with comparative consistencies ranging between stiff and hard.

# 7.0 GROUNDWATER CONDITIONS

It is estimated that the water table was about 6 to 10 feet below-ground at the test boring locations when the test borings were conducted; however, the site appears to be subject to shallower perched-groundwater conditions, where groundwater perches within the existing fill. Perched groundwater is expected to be variable in terms of area and depth.

The groundwater conditions discussed above are only an approximation based on the colors and moisture conditions of the retained soil samples. The water table could be higher or lower than estimated. If a precise determination of the water table is needed, groundwater observation wells are recommended to be installed and monitored at the site. Giles can install and monitor observation wells if those services are needed.

# 8.0 CONCLUSIONS AND RECOMMENDATIONS

# 8.1. <u>Seismic Design Considerations</u>

A soil Site Class C is recommended for seismic design. By definition, Site Class is based on the average properties of subsurface materials to 100 feet below-ground. Because 100-foot test borings were not requested for the project, it was necessary to estimate Site Class based on the test borings, presumed area geology, and the International Building Code.



# 8.2. Ground Improvement

Material classified as fill was encountered to depths between  $\pm 4$  and  $\pm 10$  feet below-ground at the test borings. The fill material was highly variable and generally consisted of silty clay, silty sand, lean clay, and sandy clay. Also, the fill material at Test Boring 2 included asphalt-concrete rubble. Rubble might also have been encountered at Test Boring 1. The cohesive fill material (silty clay, lean clay, and sandy clay) exhibited highly variable strength characteristics with comparative consistencies that generally varied between medium stiff and hard.

Because of its highly variable strength characteristics, and considering the buried topsoil at Test Borings 4 and 5, the existing fill does not appear to have been properly placed and compacted. Therefore, the existing fill is unsuitable for direct or indirect support of the foundation and floor slab for the proposed building. Because the existing fill is unsuitable for structural support, the foundation areas and floor area of the proposed building are recommended to be improved using specialized ground-improvement techniques, such as by installing compacted-aggregate piers or stone columns at predetermined locations within the proposed building area. Compactedaggregate piers and stone columns are proprietary systems designed and installed by specialty ground-improvement contractors. The actual length and spacing of ground-improvement elements must be determined by the ground-improvement contractor.

General recommendations regarding the foundation and floor for the proposed building are provided in Sections 8.3 and 8.4, respectively.

# 8.3. <u>Building Foundation Recommendations</u>

Assuming that all proposed foundation areas will be properly improved by ground improvement, it is expected that a spread-footing foundation can be used to support the proposed building. For budgeting purposes and assuming proper ground improvement, it is expected that spread footings could be designed using a maximum, net, allowable bearing capacity of about 2,000 to 4,000 pounds per square foot (psf). However, the ground-improvement contractor must provide the actual bearing capacity for foundation design.

The building code requires a minimum 48-inch foundation-embedment depth for frost protection. It is, therefore, recommended that footings for perimeter walls and other exterior elements of the proposed building bear at least 48 inches below the adjacent (finished) ground grade. Interior footings within the building can bear above the 48-inch embedment depth if the building will be heated.

# 8.4. <u>At-Grade Floor Slab Recommendations</u>

Assuming that the proposed building area (including the floor area) will be properly improved by ground improvement, it is expected that ground-bearing floor slabs can be used for the proposed building. It is recommended that a structural engineer design/specify the floor slab thickness, reinforcing, joint details, and other parameters based on the expected load conditions and the details of the ground-improvement program.



A minimum 4-inch-thick base course is recommended below the floor slabs to serve as a capillary break. It is recommended that the base course consist of free-draining aggregate that has been tested and approved by a geotechnical engineer. Depending on aggregate gradation and the subgrade condition, geotextile might need to be below the base course to serve as a separator. The need for geotextile should be determined during construction with the assistance of a geotechnical engineer.

A minimum 10-mil vapor retarder is recommended to be directly above or below the base course throughout the office/customer areas. The position (above or below the base course) of the vapor retarder should be specified by the project structural engineer or architect. Vapor retarder sheets are recommended to be overlapped at least 6 inches, and the overlaps are recommended to be continuously taped. Also, vapor retarder must extend to all foundation walls. Vapor retarder is recommended to be in accordance with ASTM E 1745, entitled *Standard Specification for Plastic Water Vapor Retarders Used in Contact with Soil or Granular Fill under Concrete Slabs*, and other relevant documents. If the base course has sharp aggregate, protecting the vapor retarder with geotextile or by other means is recommended.

It is assumed that floor slabs in the car wash area will be watertight or will be underlain by a watertight membrane; it was not within Giles' scope to provide specific recommendations regarding watertight construction.

Certain areas (such as near exterior doors and within the car wash) of the floor slabs might be susceptible to freeze-thaw movement. Installation of insulation or other protective measures against freeze-thaw movement should be considered for areas that are susceptible to freeze-thaw movement. Pavement and ground grades are recommended to be sloped away from the proposed building.

# 8.5. Car Wash Pit Recommendations

It is assumed that the car wash area of the building will include a below-grade pit for car wash equipment. This report assumes that the pit will be constructed of reinforced cast-in-place concrete and will be a maximum of 4 feet deep. Based on the assumed floor elevation (El. 97), it is assumed that the pit floor will be at or above El. 93; this elevation is referenced to Giles' adopted benchmark, shown on the *Test Boring Location Plan*. Because the pit will be in the wash area, the pit is recommended to be watertight. It is recommended that watertight construction include water stops at all control joints, construction joints, and at all other junctures. Furthermore, the pit is recommended to be surrounded by waterproofing membrane. Alternative waterproofing materials (such as a concrete admixture) could also be used to waterproof the pit. Waterproofing materials are to be specified by the project architect or structural engineer and are recommended to be installed in accordance with the manufacturer's recommendations.

It is assumed that pit walls will be cast near existing soil and that engineered fill between the walls and surrounding soil will consist of properly compacted well-graded aggregate. Aggregate fill along the pit walls is recommended to consist of dense-graded crushed stone that meets the



gradation requirements of *dense-graded base* (1¼ inch) in Section 305 of the Wisconsin Department of Transportation Standard Specifications. Based on the test borings and considering that the site appears to be subject to perched groundwater, the pit walls are recommended to be designed for an equivalent "at-rest" fluid pressure of 110 psf/ft. Horizontal pressures caused by surface and subsurface surcharge loads (such as floor loads) must be added to the "at-rest" fluid pressure. Giles can provide supplemental recommendations regarding surface and subsurface surcharge loads on a case-by-case basis but would require specific structural information. Pit walls that are not designed to resist actual pressures could move laterally and possibly fail.

## 8.6. <u>Pavement Recommendations</u>

Giles was not given traffic-related information for pavement design; therefore, the pavement recommendations provided herein are based on a light-duty traffic condition consisting of five 18-kip Equivalent Single Axle Loads (ESALs) per day. Therefore, the recommended pavement sections given below are only for pavement areas that are subject to passenger vehicles along with infrequent heavy-vehicle traffic due to trash removal and occasional deliveries. The recommended pavement sections assume no increase in traffic volume and no changes in vehicle type or traffic pattern. Also, it is assumed that the ESALs noted above will be in one direction for each lane.

The project owner, developer, civil engineer, and other design professionals involved with the project should confirm that the ESALs noted above are appropriate for the expected traffic condition. If requested, Giles will provide supplemental pavement recommendations based on other traffic conditions. The recommended pavement sections could underperform or fail prematurely if the design ESALs are exceeded.

Based on the test borings, it is expected that pavement support materials will consist of variable existing fill materials. The recommended pavement sections were, therefore, developed based on an assumed field CBR value of 3 and a *Modulus of Subgrade Reaction* (K<sub>s</sub>) value of 75 psi/in. Engineered fill that is placed in proposed pavement areas is recommended to have a field CBR value and a field *Modulus of Subgrade Reaction* value at least equivalent to the design values. New fill material is recommended to be placed and compacted per this report. Subgrade improvement might be necessary to develop a proper subgrade for pavement support due to the existing fill material.

## Asphalt-Concrete Pavement

The following table shows the recommended thicknesses for asphalt-concrete pavement with an aggregate base-course. State specifications are also included in the table. The recommended pavement section is based on the traffic condition described above.



REC	TABLE 1           RECOMMENDED HMA PAVEMENT SECTION											
Materials Pavement Thickness Wisconsin DOT Standar Specifications												
Hot-Mix Asphalt Surface Course	1.5 inches	Section 460										
Hot-Mix Asphalt Binder Course	2.5 inches	Section 460										
Dense-Graded Aggregate Base Course	8.0 inches	Section 305, 1¼-inch Crushed Stone										

## Portland Cement Concrete

Portland cement concrete (PCC) pavement is recommended in areas of higher traffic stress, such as the lot entrance/exit aprons, at the refuse/recyclables enclosure, in areas where trucks will turn or will be parked, and in areas of concentrated vehicular traffic. Concrete pavement is recommended to be at least 6 inches thick and is recommended to be underlain by a minimum 6-inch-thick aggregate base course. It is recommended that concrete pavement have load-transfer reinforcement, where appropriate. Control-joint spacing should be determined in accordance with the current ACI code. Expansion joints should be provided where pavement abuts fixed objects, such as the building and light poles. It is recommended and assumed that a civil engineer will provide specific recommended PCC pavement, including reinforcing details and control-joint spacing. The recommended PCC pavement thickness assumes that the 28-day compressive strength of concrete will be at least 4,000 psi, and the concrete should be air-entrained for proper freeze-thaw durability. Materials and construction procedures for concrete pavement and the aggregate base are recommended to be in accordance with Wisconsin DOT specifications.

## **General Pavement Considerations**

The pavement recommendations assume that the subgrade will be prepared per this report, the base course will be properly drained, and a geotechnical engineer will observe pavement construction. Pavement was designed based on AASHTO parameters for a twenty-year design period, but the actual service life will likely be much shorter due to the variable fill material, which is also moisture-sensitive. Local codes may require specific testing to determine soil support characteristics, or a minimum pavement section might be required. Maintenance and repair of the pavement should be expected due to the existing fill.

## 8.7. <u>Generalized Site Preparation Recommendations</u>

This section provides recommendations for site preparation, including preparation of the proposed building, pavement, and engineered fill areas. The means and methods of site preparation will greatly depend on the weather conditions before and during construction, the soil and groundwater conditions that are encountered during earthwork operations, and the finalized



details of the proposed development. Therefore, only generalized site preparation recommendations are given. In addition to being generalized, the following recommendations are abbreviated; the *Guide Specifications* in Appendix D give further recommendations. The *Guide Specifications* should be read along with this section. Also, the *Guide Specifications* are recommended to be used as an aid to develop the project specifications.

#### Removal and Stripping

Surface vegetation, trees and bushes (including root-balls), topsoil, and other unsuitable materials are recommended to be removed from the proposed development area of the site. Stripping should extend at least several feet beyond the proposed development area, where feasible.

#### Proof-Rolling and Fill Placement

After the removal and stripping operations, and once the site is cut (lowered) as needed, the subgrade within the proposed development area is recommended to be proof-rolled with a fully-loaded tandem-axle dump truck to help locate unstable soil based on subgrade deflection caused by the wheel loads of the proof-roll equipment. The entire development area is recommended to be thoroughly proof-rolled. Where feasible, proof-rolling should extend at least several feet beyond the proposed development limits. However, for safety, proof-roll equipment should not travel near excavations or slopes. It is critical that a geotechnical engineer observe the proof-roll operations and evaluate subgrade stability based on those observations. Areas that are not safely accessible to proof-roll equipment are recommended to be evaluated and approved by a geotechnical engineer using appropriate means and methods.

Because of the existing fill, it is expected that unsuitable material will be encountered during subgrade preparation. Unsuitable material is recommended to be removed and replaced with engineered fill or improved. Recommendations for subgrade improvement should, however, be made by a geotechnical engineer based on the site conditions during construction. Depending on the conditions during construction, areas requiring soil improvement might be large and improvement methods might need to extend significantly below the planned subgrade. Areas requiring subgrade improvement should be defined during construction with the assistance of a geotechnical engineer. Specific improvement methods should be determined during construction on an area-by-area basis. Where subgrade improvement is needed, it might be necessary to construct "test strips" to determine the most cost-effective and appropriate means of developing a suitable subgrade. Depending on the subgrade conditions at the time of construction, it might be necessary to install geotextile or geogrid within future pavement areas, possibly along with a granular subbase. Depending on the soil conditions, lime stabilization might be needed to develop a suitable subgrade.

The development area is recommended to be raised, where necessary, to the planned finished grades with engineered fill immediately after the subgrade is confirmed to be stable and suitable to support the proposed development. Engineered fill is recommended to be placed in relatively thin layers (lifts) that are uniform in elevation. Each layer of engineered fill is recommended to be



compacted to at least 95 percent of the fill material's maximum dry density determined from the Standard Proctor compaction test (ASTM D698). As an exception, the in-place dry density of engineered fill within one foot of a pavement subgrade is recommended to be compacted to at least 100 percent of the fill material's maximum dry density. The water content of fill material is recommended to be uniform and within a narrow range of the optimum moisture content, determined from the Standard Proctor compaction test. Item Nos. 4 and 5 of the *Guide Specifications* give more information pertaining to selection and compaction of engineered fill.

Engineered fill that does not meet the density and water content requirements is recommended to be replaced, or possibly it could be scarified to a sufficient depth (likely 6 to 12 inches, or more), moisture-conditioned, and compacted to the required density. A subsequent lift of fill should only be placed after a geotechnical engineer confirms that the previous lift was properly placed and compacted. Subgrade soil might need to be recompacted immediately before construction since equipment traffic and adverse weather could reduce soil stability.

## Use of Site Soil as Engineered Fill

Site soil that does not contain adverse organic content or other deleterious materials, as noted in the *Guide Specifications,* could be used as engineered fill to raise site grades. However, site soil will likely need to be moisture-conditioned (uniformly moistened or dried) prior to use as engineered fill. If construction is during adverse weather, drying site soil will likely not be feasible. In that case, aggregate fill (or other fill material with a low water-sensitivity) might need to be imported to the site. Recommendations regarding fill selection, placement, and compaction are given in the *Guide Specifications*.

# 8.8. <u>Generalized Construction Considerations</u>

## Adverse Weather

Site soil is extremely sensitive to moisture and will become unstable when exposed to adverse weather, such as rain, snow, and freezing temperatures. Therefore, site soil is recommended to be protected during construction. It might be necessary to remove or stabilize the upper 8 to 12 inches (or more) of site soil due to adverse weather, which commonly occurs during late fall, winter, and early spring. At least some over-excavation or stabilization of unstable soil should be expected if construction is during or after adverse weather. Because site preparation is weather dependent, bids for site preparation and other earthwork activities should consider the time of year that construction will be conducted.

To protect soil from adverse weather, the site surface is recommended to be smoothly graded and contoured during construction to divert surface water from construction areas. Contoured subgrades are recommended to be rolled with a smooth-drum compactor before precipitation to "seal" the surface. Furthermore, construction traffic should be restricted to certain aggregatecovered areas to control traffic-related soil disturbance. Foundation, floor slab, and pavement construction should begin immediately after suitable support is confirmed.



#### Dewatering

Dewatering might be necessary due to precipitation or if perched groundwater is encountered. Water that accumulates in construction areas is recommended to be removed along with unstable soil as soon as possible. Filtered sump pumps, drawing water from sump pits excavated in the bottom of construction trenches, are expected to be adequate to remove water that collects in excavations that are above the water table. Excavated sump pits should be lined with geotextile and filled with open-graded, free-draining aggregate.

## Excavation Stability

All excavations are recommended to be made in accordance with OSHA excavation and trench safety standards and other applicable requirements. Where required, excavations must be sloped, benched, or braced to develop and maintain a safe work environment. Temporary shoring must be designed according to applicable regulatory requirements. Contractors are responsible for excavation safety.

## **Questionable Material**

Questionable material, if encountered, is recommended to be evaluated by a geotechnical engineer to determine if removal and replacement with engineered fill is necessary. Disposal of unsuitable material should be in accordance with local, state, and federal regulations for the material type. This report might need to be revised if the subsurface conditions that are encountered during construction differ from those noted on the *Test Boring Logs*.

## 8.9. <u>Recommended Construction Materials Testing Services</u>

This report was prepared assuming that a geotechnical engineer will perform Construction Materials Testing ("CMT") services during construction of the proposed development. Supplemental geotechnical recommendations may be needed based on the results of CMT services and specific details of the project not known at this time.

## 9.0 BASIS OF REPORT

This report is strictly based on the project description given in Section 3.0. Giles must be notified if the project description or our assumptions are not accurate so that this report can be amended, if needed. This report assumes that the facility will be designed and constructed according to the codes that govern construction at the site.

The conclusions and recommendations in this report are based on the estimated subsurface conditions shown on the *Test Boring Logs*. Giles must be notified if the subsurface conditions that are encountered during construction of the proposed development differ from those shown on the *Test Boring Logs*; revision of this report might be necessary. General comments and limitations of this report are given in the appendix.



The conclusions and recommendations in this report have been promulgated in accordance with generally accepted professional engineering practices in the field of geotechnical engineering. No other warranty is either expressed or implied.

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# **APPENDIX A**

# FIGURES AND TEST BORING LOGS

The Test Boring Location Plan contained herein was prepared based upon information supplied by *Giles*' client, or others, along with *Giles*' field measurements and observations. The diagram is presented for conceptual purposes only and is intended to assist the reader in report interpretation.

The Test Boring Logs and related information enclosed herein depict the subsurface (soil and water) conditions encountered at the specific boring locations on the date that the exploration was performed. Subsurface conditions may differ between boring locations and within areas of the site that were not explored with test borings. The subsurface conditions may also change at the boring locations over the passage of time.



#### NOTES:

#### 1.) TEST BORING LOCATIONS ARE APPROXIMATE.

#### 2.) PROPOSED FEATURES ARE APPROXIMATE BASED ON THE "SITE PLAN" (OPTION 2), DATED 1-11-2024, PREPARED BY THE REDMOND CO.



Good Stress       Gilles       Construction       Const										
FIGURE 1 TEST BORI PROPOSEI 6514 S. LO' FRANKLIN,	FIGURE 1 TEST BORING LOCATION PLAN PROPOSED TSUNAMI EXPRESS CAR WASH 6514 S. LOVERS LANE ROAD FRANKLIN, WISCONSIN									
DESIGNED	DESIGNED DRAWN SCALE DATE REVISED									
ERA <i>Juid</i> approx. 1"=40' 01-26-24										
PROJECT NO.: 10-2401015 CAD No. 102401015-blp										

BORING NO. & LOCATION: 1	TE	EST	BOF	RING	LO	G							
SURFACE ELEVATION: 94.3 feet	PROPOSE	_		$   \neq $	7								
COMPLETION DATE: 01/25/24	65	6514 S. LOVERS LANE ROAD FRANKLIN, WISCONSIN											
FIELD REP: DAVIS LUCKETT	F	ROJEC	CT NO	: 1G-24	01015	5			4550	CIATE	:5, INC.		
	ION	Depth (ft)	Elevation	Sample No. & Type	N	Q <sub>u</sub> (tsf)	Q <sub>p</sub> (tsf)	Q <sub>s</sub> (tsf)	W (%)	PID	NOTES		
<b>±6" Topsoil:</b> Dark Brown Silty Clay, Sand and Organic Matter-Moist <b>Fill:</b> Brown Silty Clay, little Sand, tra	trace	-	-	1-SS	4	1.9	2.0		13				
Gravel-Moist <b>Fill:</b> Light Brown Silty fine to mediur with Gravel (Possibly includes Cobt Boulders, or Rubble)-Moist	m Sand bles,	-	- 	2-SS	8	5.0	3.5		16				
-		- 5 <b>-</b>	- 90 -	3-SS	37								
<b>Fill:</b> Dark Brown lean Clay, little Sa	nd-Moist	-	-	4-SS	33		1.5		19				
Blue-Gray Silty Clay, trace Sand-Mo	pist	-											
		10 <del>-</del>	-	5-SS	31		1.5		23				
Gray Silty Clay, little Sand, trace Gravel-Moist		-	- - - - - 80										
-		15 <del>—</del>	-	6-SS	23	3.0	3.0		17				
Boring Terminated at about 16 feet 78.3')	(EL.												
Water Obser	vation Data						Rer	narks:					
↓       Water Encountered During Dri         ↓       Water Level At End of Drilling:         ↓       Cave Depth At End of Drilling:         ↓       Water Level After Drilling:         ↓       Cave Depth After Drilling:         ↓       Cave Depth After Drilling:	lling:												

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between test borings. Location of test boring is shown on the Boring Location Plan.

BORING NO. & LOCATION: 2	TE	EST	BOF	RING	LO	G							
SURFACE ELEVATION: 94.7 feet	PROPOSE				Ľ								
COMPLETION DATE: 01/25/24	65	6514 S. LOVERS LANE ROAD FRANKLIN, WISCONSIN								$\varphi \varphi$ GILES ENGINEERING			
FIELD REP: DAVIS LUCKETT	Р	ROJEC	CT NO	: 1G-24	01015	5			4550	CIATE	:S, INC.		
MATERIAL DESCRIPT	ION	Depth (ft)	Elevation	Sample No. & Type	N	Q <sub>u</sub> (tsf)	Q <sub>p</sub> (tsf)	Q <sub>s</sub> (tsf)	W (%)	PID	NOTES		
<b>±8" Topsoil:</b> Dark Brown lean Clay, Sand and Organic Matter-Moist <b>Fill:</b> Brown lean Clay, little Sand-Mo	little	-	-	1-SS	4								
<b>Fill:</b> Dark Brown Sandy Clay, little C (Includes Asphalt-Concrete Rubble	Gravel )-Moist	-	-	2-SS	15	5.4	4.5+		15				
Fill: Brown and Dark Brown lean Cl Sand and Gravel-Moist	ay, trace	5 <del>-</del>	- - - -	3-SS	27	0.8			19				
-		-	-	4-SS	24		1.5		21				
Blue-Gray mottled with Brown lean Clay-Moist		- 10 —	- 85	5-SS	29	1.2	1.0		40				
Gray lean Clay, trace Sand-Moist		- - 15 —		6-SS	28	2.5	3.0		26				
Boring Terminated at about 16 feet 78.7')	(EL.		<u>F</u>		<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u>                                     </u>			
Water Obser	vation Data						Rei	narks:					
<ul> <li>✓ Water Encountered During Dri</li> <li>✓ Water Level At End of Drilling:</li> <li>Cave Depth At End of Drilling:</li> <li>✓ Water Level After Drilling:</li> <li>Cave Depth After Drilling:</li> </ul>	lling:												

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between test borings. Location of test boring is shown on the Boring Location Plan.

BORING NO. & LOCATION: 3	TEST BORING LOG													
SURFACE ELEVATION: 97.7 feet	PROPOSE	PROPOSED TSUNAMI EXPRESS CAR WASH												
COMPLETION DATE: 02/08/24	65	6514 S. LOVERS LANE ROAD FRANKLIN, WISCONSIN								GILES ENGINEERING				
FIELD REP:								<u> </u>	ASSO	CIATI	ES, INC.			
JAMES BLAIR	P	ROJEC		): 1G-24	01015	5								
MATERIAL DESCRIPT	TION	Depth (ft)	Elevation	Sample No. & Type	N	Q <sub>u</sub> (tsf)	Q <sub>p</sub> (tsf)	Q <sub>s</sub> (tsf)	W (%)	PID	NOTES			
<b>±4" Topsoil:</b> Dark Brown lean Clay Sand and Organic Matter-Moist <b>Fill:</b> Brown Sandy Clay, trace Gray	v, little	-	-	1-SS	5		1.8		14					
- -		-	95	2-SS	16		4.5+		11					
<b>Fill:</b> Dark Grayish Brown Silty Clay Sand, trace Gravel-Moist	, little	- 5 —	-	3-SS	31		4.5+		13					
<ul> <li>Fill: Dark Brown Sandy Clay, little trace Roots-Moist</li> </ul>	Gravel,	-	90	4-SS	21		3.5		16					
Possible Fill: Dark Gray lean Clay Sand and Grayel-Moist	, trace	- 10 —	- - -	5-SS	17	3.0	3.5		23					
_ Gray lean Clay, trace Sand (Includ Staining)-Moist	es Iron	-		6-SS	35		3.0		14		(a)			
-		-	- - -											
		15 —		7-SS	33		4.5+		11					
Boring Terminated at about 16 fee 81.7') -	(EL.		1			1	1	<u> </u>	<u> </u>	I	I			
Water Obse	rvation Data						Rei	marks:						
<ul> <li>✓ Water Encountered During Dr</li> <li>✓ Water Level At End of Drilling</li> <li>Cave Depth At End of Drilling</li> <li>✓ Water Level After Drilling:</li> <li>Cave Depth After Drilling:</li> </ul>	illing: : :			(a) Poor S	ample F	Recoven	y							

i i Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between test borings. Location of test boring is shown on the Boring Location Plan.
BORING NO. & LOCATION:	TE	ST	BOF	RING	LO	G					
SURFACE ELEVATION: 96.9 feet	PROPOSE	EXPRE	SS CA	AR WA	SH		$\left( \right)$	$\neq$	$\overline{\tau}$		
COMPLETION DATE: 02/08/24	65	ovef Klin, '	ERS LANE ROAD I, WISCONSIN				GI	GILES ENGINEERING ASSOCIATES, INC.			
JAMES BLAIR	Р	ROJEC	T NO	O: 1G-2401015							-
MATERIAL DESCRIPTI	ON	Depth (ft)	Elevation	Sample No. & Type	N	Q <sub>u</sub> (tsf)	Q <sub>p</sub> (tsf)	Q <sub>s</sub> (tsf)	W (%)	PID	NOTES
<b>±4" Topsoil:</b> Dark Brown lean Clay, Sand, trace Organic Matter-Moist <b>Fill:</b> Gray lean Clay, trace Sand-Moi	little	-	-	1-SS	3		4.5		15		
Fill: Brown and Gray Sandy Clay, tr Gravel-Moist	ace	-	<b>—</b> 95 -	2-SS	15		2.0		18		
-		- 5 —	-	3-SS	22		4.5		14		
Buried Topsoil: Black Silty Clay, litt	le -	-	- 	4-SS	20		2.8		32		
_ Organic Matter-Moist _ Dark Gray and Gray lean Clay, trace Gravel-Moist	3	- 10 —	-	5-SS	13		1.5		25		
 Gray mottled with Brown lean Clay,  	trace	-		6-SS	17		4.5+		13		
-		- 15 —	-	7-SS	24		4.5+		12		
Boring Terminated at about 16 feet 80.9')	(EL.		F	I	<u> </u>	1	1		<u>I</u>	<u> </u>	
-											
Water Observ	Water Observation Data						Rer	narks:			
☑       Water Encountered During Dril         ☑       Water Level At End of Drilling:         ☑       Cave Depth At End of Drilling:         ☑       Water Level After Drilling:         ☑       Cave Depth After Drilling:	ling:										

i i Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between test borings. Location of test boring is shown on the Boring Location Plan.

BORING NO. & LOCATION: 5	TEST BORING LOG								<b>~</b>			
SURFACE ELEVATION: 98.6 feet	PROPOSE	PROPOSED TSUNAMI EXPRESS CAR WASH									2	
COMPLETION DATE: 02/08/24	65	6514 S. LOVERS LANE R FRANKLIN, WISCONS					AD N GILES ENGINEERING					
FIELD REP: JAMES BLAIR	F	PROJEC	T NO	: 1G-24	01015				ASSOCIATES, INC.			
MATERIAL DESCRIPTI	ON	Depth (ft)	Elevation	Sample No. & Type	N	Q <sub>u</sub> (tsf)	Q <sub>p</sub> (tsf)	Q <sub>s</sub> (tsf)	W (%)	PID	NOTES	
<b>±6" Topsoil:</b> Dark Brown lean Clay, │ Organic Matter-Moist <b>Fill:</b> Brown to Dark Brown lean Clay	little	_	_	1-SS	5		2.0		18			
Sand, trace Gravel -Moist		-	-	2-SS	8		3.8		18			
-		5—	- 95 -	3-SS	26		2.0		19			
Buried Topsoil: Dark Gray lean Cla Root Matter-Moist	y, trace	-	- - - 	4-SS	9		1.3		25			
Includes Calcareous Deposits)-Moi	ist	- 10 <del></del>	- -	5-SS	14		3.5		15			
Boring Terminated at about 11 feet 87.6')	(EL.											
-												
Water Observation Data							Rei	marks:				
♀       Water Encountered During Dril         ♥       Water Level At End of Drilling:         ○       Cave Depth At End of Drilling:         ♥       Water Level After Drilling:         ●       Cave Depth After Drilling:	lling:	_		_								
Changes in strata indicated by the lines are approxima is shown on the Boring Location Plan.	te boundary between soi	I types. The	actual tra	nsition may I	oe gradual	and may v	ary consid	erably betv	veen test b	orings. Loo	cation of test boring	

BORING NO. & LOCATION: 6	TEST BORING LOG								~			
SURFACE ELEVATION: 100.8 feet	PROPOSE	PROPOSED TSUNAMI EXPRESS CAR WASH									Ľ	
COMPLETION DATE: 02/08/24	65	514 S. L FRANK	OVER KLIN, \	S LANE VISCOI	E ROA NSIN	D		GI	LES I	T ENGIN		
FIELD REP: JAMES BLAIR	Р	ROJEC		O: 1G-2401015					ASSOCIATES, INC.			
MATERIAL DESCRIPTI	ON	Depth (ft)	Elevation	Sample No. & Type	N	Q <sub>u</sub> (tsf)	Q <sub>p</sub> (tsf)	Q <sub>s</sub> (tsf)	W (%)	PID	NOTES	
<b>±4" Topsoil:</b> Dark Brown lean Clay, Sand, trace Organic Matter-Moist <b>Fill:</b> Brown lean Clay, trace Sand-M	little	-	- 100	1-SS	5		0.8		16			
-		-	-	2-SS	8		0.8		15			
Fill: Dark Brown-Gray Sandy Clay-N	<i>M</i> oist	5 <del>-</del>	- 95	3-SS	25	3.2	4.0		21			
Fill: Brown and Dark Brown lean Cl Sand-Moist	ay, little	-	-	4-SS	20		3.5		25			
Brown mottled with Gray lean Clay, Sand and Gravel-Moist	trace	- 10 —	- 90	5-SS	27		4.5		15			
Boring Terminated at about 11 feet 89.8') - - -	(EL.											
-												
Water Observ	vation Data						Rei	marks:				
<ul> <li>✓ Water Encountered During Dril</li> <li>✓ Water Level At End of Drilling:</li> <li>Cave Depth At End of Drilling:</li> <li>✓ Water Level After Drilling:</li> <li>✓ Cave Depth After Drilling:</li> </ul>	lling:											

BORING NO. & LOCATION: 7	TEST BORING LOG											
SURFACE ELEVATION: 101.4 feet	PROPOSED TSUNAMI EXPRESS CAR WASH											
COMPLETION DATE: 01/25/24	6514 S. LOVERS LANE ROAD FRANKLIN, WISCONSIN						GI	$\varphi \varphi \varphi$ GILES ENGINEERING				
FIELD REP: DAVIS LUCKETT	PI	ROJEC	T NO	O: 1G-2401015					ASSOCIATES, INC.			
MATERIAL DESCRIPTI	ON	Depth (ft)	Elevation	Sample No. & Type	N	Q <sub>u</sub> (tsf)	Q <sub>p</sub> (tsf)	Q <sub>s</sub> (tsf)	W (%)	PID	NOTES	
<b>±4" Topsoil:</b> Dark Brown lean Clay, Organic Matter-Moist <b>Fill:</b> Dark Brown Sandy Clay, trace	little	-		1-SS	6		1.0		26			
		-		2-SS	8							
Brown lean Clay, trace Sand and Gr (Includes Cobbles)-Moist	avel	- 5 —		2 66	22						(2)	
_ _ Gray lean Clay, trace Sand-Moist		-	95		22						(a)	
		-	-	4-SS	23	3.3	3.0		19			
-		- 10—		5-SS	15		1.8		20		(a)	
Boring Terminated at about 11 feet ( 90.4')	(EL.							1		1	1	
-												
-												
-												
 Water Observ	vation Data						Re	marks:				
$\nabla$ Water Encountered During Dril	ling:			(a) Poor S	ample F	Recovery	/					

#### **APPENDIX B**

#### FIELD PROCEDURES

The field operations were conducted in general accordance with the procedures recommended by the American Society for Testing and Materials (ASTM) designation D

420 entitled "Standard Guide for Sampling Rock and Rock" and/or other relevant specifications. Soil samples were preserved and transported to *Giles*' laboratory in general accordance with the procedures recommended by ASTM designation D 4220 entitled "Standard Practice for Preserving and Transporting Soil Samples." Brief descriptions of the sampling, testing and field procedures commonly performed by *Giles* are provided herein.

#### GENERAL FIELD PROCEDURES

#### Test Boring Elevations

The ground surface elevations reported on the Test Boring Logs are referenced to the assumed benchmark shown on the Boring Location Plan (Figure 1). Unless otherwise noted, the elevations were determined with a conventional hand-level and are accurate to within about 1 foot.

#### Test Boring Locations

The test borings were located on-site based on the existing site features and/or apparent property lines. Dimensions illustrating the approximate boring locations are reported on the Boring Location Plan (Figure 1).

#### Water Level Measurement

The water levels reported on the Test Boring Logs represent the depth of "free" water encountered during drilling and/or after the drilling tools were removed from the borehole. Water levels measured within a granular (sand and gravel) soil profile are typically indicative of the water table elevation. It is usually not possible to accurately identify the water table elevation with cohesive (clayey) soils, since the rate of seepage is slow. The water table elevation within cohesive soils must therefore be determined over a period of time with groundwater observation wells.

It must be recognized that the water table may fluctuate seasonally and during periods of heavy precipitation. Depending on the subsurface conditions, water may also become perched above the water table, especially during wet periods.

#### Borehole Backfilling Procedures

Each borehole was backfilled upon completion of the field operations. If potential contamination was encountered, and/or if required by state or local regulations, boreholes were backfilled with an "impervious" material (such as bentonite slurry). Borings that penetrated pavements, sidewalks, etc. were "capped" with Portland Cement concrete, asphaltic concrete, or a similar surface material. It must, however, be recognized that the backfill material may settle, and the surface cap may subside, over a period of time. Further backfilling and/or re-surfacing by *Giles'* client or the property owner may be required.



#### FIELD SAMPLING AND TESTING PROCEDURES

#### Auger Sampling (AU)

Soil samples are removed from the auger flights as an auger is withdrawn above the ground surface. Such samples are used to determine general soil types and identify approximate soil stratifications. Auger samples are highly disturbed and are therefore not typically used for geotechnical strength testing.

#### Split-Barrel Sampling (SS) - (ASTM D-1586)

A split-barrel sampler with a 2-inch outside diameter is driven into the subsoil with a 140pound hammer free-falling a vertical distance of 30 inches. The summation of hammerblows required to drive the sampler the final 12-inches of an 18-inch sample interval is defined as the "Standard Penetration Resistance" or N-value is an index of the relative density of granular soils and the comparative consistency of cohesive soils. A soil sample is collected from each SPT interval.

#### Shelby Tube Sampling (ST) – (ASTM D-1587)

A relatively undisturbed soil sample is collected by hydraulically advancing a thin-walled Shelby Tube sampler into a soil mass. Shelby Tubes have a sharp cutting edge and are commonly 2 to 5 inches in diameter.

#### Bulk Sample (BS)

A relatively large volume of soils is collected with a shovel or other manually-operated tool. The sample is typically transported to *Giles*' materials laboratory in a sealed bag or bucket.

#### Dynamic Cone Penetration Test (DC) – (ASTM STP 399)

This test is conducted by driving a 1.5-inch-diameter cone into the subsoil using a 15pound steel ring (hammer), free-falling a vertical distance of 20 inches. The number of hammer-blows required to drive the cone 1<sup>3</sup>/<sub>4</sub> inches is an indication of the soil strength and density, and is defined as "N". The Dynamic Cone Penetration test is commonly conducted in hand auger borings, test pits and within excavated trenches.

- Continued -



#### Ring-Lined Barrel Sampling – (ASTM D 3550)

In this procedure, a ring-lined barrel sampler is used to collect soil samples for classification and laboratory testing. This method provides samples that fit directly into laboratory test instruments without additional handling/disturbance.

#### Sampling and Testing Procedures

The field testing and sampling operations were conducted in general accordance with the procedures recommended by the American Society for Testing and Materials (ASTM) and/or other relevant specifications. Results of the field testing (i.e. N-values) are reported on the Test Boring Logs. Explanations of the terms and symbols shown on the logs are provided on the appendix enclosure entitled "General Notes".



#### **APPENDIX C**

#### LABORATORY TESTING AND CLASSIFICATION

The laboratory testing was conducted under the supervision of a geotechnical engineer in accordance with the procedures recommended by the American Society for Testing and Materials (ASTM) and/or other relevant specifications. Brief descriptions of laboratory tests commonly performed by *Giles* are provided herein.

#### LABORATORY TESTING AND CLASSIFICATION

#### Photoionization Detector (PID)

In this procedure, soil samples are "scanned" in *Giles*' analytical laboratory using a Photoionization Detector (PID). The instrument is equipped with an 11.7 eV lamp calibrated to a Benzene Standard and is capable of detecting a minute concentration of **certain** Volatile Organic Compound (VOC) vapors, such as those commonly associated with petroleum products and some solvents. Results of the PID analysis are expressed in HNu (manufacturer's) units rather than actual concentration.

#### Moisture Content (w) (ASTM D 2216)

Moisture content is defined as the ratio of the weight of water contained within a soil sample to the weight of the dry solids within the sample. Moisture content is expressed as a percentage.

#### Unconfined Compressive Strength (qu) (ASTM D 2166)

An axial load is applied at a uniform rate to a cylindrical soil sample. The unconfined compressive strength is the maximum stress obtained or the stress when 15% axial strain is reached, whichever occurs first.

#### Calibrated Penetrometer Resistance (qp)

The small, cylindrical tip of a hand-held penetrometer is pressed into a soil sample to a prescribed depth to measure the soils capacity to resist penetration. This test is used to evaluate unconfined compressive strength.

#### Vane-Shear Strength (qs)

The blades of a vane are inserted into the flat surface of a soil sample and the vane is rotated until failure occurs. The maximum shear resistance measured immediately prior to failure is taken as the vane-shear strength.

#### Loss-on-Ignition (ASTM D 2974; Method C)

The Loss-on-Ignition (L.O.I.) test is used to determine the organic content of a soil sample. The procedure is conducted by heating a dry soil sample to 440°C in order to burn-off or "ash" organic matter present within the sample. The L.O.I. value is the ratio of the weight loss due to ignition compared to the initial weight of the dry sample. L.O.I. is expressed as a percentage.



#### Particle Size Distribution (ASTB D 421, D 422, and D 1140)

This test is performed to determine the distribution of specific particle sizes (diameters) within a soil sample. The distribution of coarse-grained soil particles (sand and gravel) is determined from a "sieve analysis," which is conducted by passing the sample through a series of nested sieves. The distribution of fine-grained soil particles (silt and clay) is determined from a "hydrometer analysis" which is based on the sedimentation of particles suspended in water.

#### Consolidation Test (ASTM D 2435)

In this procedure, a series of cumulative vertical loads are applied to a small, laterally confined soil sample. During each load increment, vertical compression (consolidation) of the sample is measured over a period of time. Results of this test are used to estimate settlement and time rate of settlement.

#### Classification of Samples

Each soil sample was visually-manually classified, based on texture and plasticity, in general accordance with the Unified Soil Classification System (ASTM D-2488-75). The classifications are reported on the Test Boring Logs.

#### Laboratory Testing

The laboratory testing operations were conducted in general accordance with the procedures recommended by the American Society for Testing and Materials (ASTM) and/or other relevant specifications. Results of the laboratory tests are provided on the Test Boring Logs or other appendix enclosures. Explanation of the terms and symbols used on the logs is provided on the appendix enclosure entitled "General Notes."



#### California Bearing Ratio (CBR) Test ASTM D-1833

The CBR test is used for evaluation of a soil subgrade for pavement design. The test consists of measuring the force required for a 3-square-inch cylindrical piston to penetrate 0.1 or 0.2 inch into a compacted soil sample. The result is expressed as a percent of force required to penetrate a standard compacted crushed stone.

Unless a CBR test has been specifically requested by the client, the CBR is estimated from published charts, based on soil classification and strength characteristics. A typical correlation chart is below.



GILES ENGINEERING ASSOCIATES, INC.

#### **APPENDIX D**

**GENERAL INFORMATION** 

AND IMPORTANT INFORMATION ABOUT THIS GEOTECHNICAL REPORT

#### **GENERAL COMMENTS**

The soil samples obtained during the subsurface exploration will be retained for a period of thirty days. If no instructions are received, they will be disposed of at that time.

This report has been prepared exclusively for the client in order to aid in the evaluation of this property and to assist the architects and engineers in the design and preparation of the project plans and specifications. Copies of this report may be provided to contractor(s), with contract documents, to disclose information relative to this project. The report, however, has not been prepared to serve as the plans and specifications for actual construction without the appropriate interpretation by the project architect, structural engineer, and/or civil engineer. Reproduction and distribution of this report must be authorized by the client and *Giles*.

This report has been based on assumed conditions/characteristics of the proposed development where specific information was not available. It is recommended that the architect, civil engineer and structural engineer along with any other design professionals involved in this project carefully review these assumptions to ensure they are consistent with the actual planned development. When discrepancies exist, they should be brought to our attention to ensure they do not affect the conclusions and recommendations provided herein. The project plans and specifications may also be submitted to *Giles* for review to ensure that the geotechnical related conclusions and recommendations provided herein have been correctly interpreted.

The analysis of this site was based on a subsoil profile interpolated from a limited subsurface exploration. If the actual conditions encountered during construction vary from those indicated by the borings, *Giles* must be contacted immediately to determine if the conditions alter the recommendations contained herein.

The conclusions and recommendations presented in this report have been promulgated in accordance with generally accepted professional engineering practices in the field of geotechnical engineering. No other warranty is either expressed or implied.



#### GUIDE SPECIFICATIONS FOR SUBGRADE AND GRADE PREPARATION FOR FILL, FOUNDATION, FLOOR SLAB AND PAVEMENT SUPPORT; AND SELECTION, PLACEMENT AND COMPACTION OF FILL SOILS USING STANDARD PROCTOR PROCEDURES

- 1. Construction monitoring and testing of subgrades and grades for fill, foundation, floor slab and pavement; and fill selection, placement and compaction shall be performed by an experienced soils engineer and/or his representatives.
- 2. All compaction fill, subgrades and grades shall be (a) underlain by suitable bearing material; (b) free of all organic, frozen, or other deleterious material, and (c) observed, tested and approved by qualified engineering personnel representing an experienced soils engineer. Preparation of subgrades after stripping vegetation, organic or other unsuitable materials shall consist of (a) proof-rolling to detect soil, wet yielding soils or other unstable materials that must be undercut, (b) scarifying top 6 to 8 inches, (c) moisture conditioning the soils as required, and (d) recompaction to same minimum in-situ density required for similar materials indicated under Item 5. Note: compaction requirements for pavement subgrade are higher than other areas. Weather and construction equipment may damage compacted fill surface and reworking and retesting may be necessary to assure proper performance.
- 3. In overexcavation and fill areas, the compacted fill must extend (a) a minimum 1 foot lateral distance beyond the exterior edge of the foundation at bearing grade or pavement subgrade and down to compacted fill subgrade on a maximum 0.5(H):1(V) slope, (b) 1 foot above footing grade outside the building, and (c) to floor subgrade inside the building. Fill shall be placed and compacted on a 5(H):1(V) slope or must be stepped or benched as required to flatten if not specifically approved by qualified personnel under the direction of an experienced soil engineer.
- 4. The compacted fill materials shall be free of deleterious, organic, or frozen matter, shall contain no chemicals that may result in the material being classified as "contaminated", and shall be low-expansive with a maximum Liquid Limit (ASTM D-423) and Plasticity Index (ASTM D-424) of 30 and 15, respectively, unless specifically tested and found to have low expansive properties and approved by an experienced soils engineer. The top 12 inches of compacted fill should have a maximum 3-inch-particle diameter and all underlying compacted fill a maximum 6-inch-diameter unless specifically approved by an experienced soils engineer. All fill materials must be tested and approved under the direction of an experienced soils engineer prior to placement. If the fill is to provide non-frost susceptible characteristics, it must be classified as a clean GW, GP, SW or SP per the Unified Soil Classification System (ASTM D-2487).
- 5. For structural fill depths less than 20 feet, the density of the structural compacted fill and scarified subgrade and grades shall not be less than 95 percent of the maximum dry density as determined by Standard Proctor (ASTM-698) with the exception of the top 12 inches of pavement subgrade which shall have a minimum in-situ density of 100 percent of maximum dry density, or 5 percent higher than underlying fill materials. Where the structural fill depth is greater than 20 feet, the portions below 20 feet should have a minimum in-place density of 100 percent of its maximum dry density of 5 percent greater than the top 20 feet. The moisture content of cohesive soil shall not vary by more than -1 to +3 percent and granular soil ±3 percent of the optimum when placed and compacted or recompacted, unless specifically recommended/approved by the soils engineer monitoring the placement and compaction. Cohesive soils with moderate to high expansion potentials (PI>15) should, however, be placed, compacted and maintained prior to construction at a moisture content 3±1 percent above optimum moisture content to limit further heave. The fill shall be placed in layers with a maximum loose thickness of 8 inches for foundations and 10 inches for floor slabs and pavement, unless specifically approved by the soils engineer taking into consideration the type of materials and compaction equipment being used. The compaction equipment should consist of suitable mechanical equipment specifically designed for soil compaction. Bulldozers or similar tracked vehicles are typically not suitable for compaction.
- 6. Excavation, filling, subgrade and grade preparation shall be performed in a manner and sequence that will provide drainage at all times and proper control of erosion. Precipitation, springs and seepage water encountered shall be pumped or drained to provide a suitable working platform. Springs or water seepage encountered during grading/foundation construction must be called to the soil engineer's attention immediately for possible construction procedure revision or inclusion of an underdrain system.
- 7. Non-structural fill adjacent to structural fill should typically be placed in unison to provide lateral support. Backfill along walls must be placed and compacted with care to ensure excessive unbalanced lateral pressures do not develop. The type of fill material placed adjacent to below-grade walls (i.e. basement walls and retaining walls) must be properly tested and approved by an experienced soils engineer with consideration for the lateral pressure used in the wall design.
- 8. Whenever, in the opinion of the soils engineer or the Owner's Representatives, an unstable condition is being created either by cutting or filling, the work shall not proceed into that area until an appropriate geotechnical exploration and analysis has been performed and the grading plan revised, if found necessary.



	CHARACTERIS	STICS AND	RATINGS OF UNI	FIED SOIL SYSTE	M CLASSES FO	R SOIL CON	STRUCTION *	:	
	Compaction	Max. Dry Density	Compressibility	Drainage and	Value as an	Value as Subgrade	Value as Base	Value as Pave	Femporary ement
Class	Characteristics	Standard Proctor (pcf)	and Expansion	Permeability	Embankment Material	When Not Subject to Frost	Course	With Dust Palliative	With Bituminous Treatment
GW	Good: tractor, rubber-tired, steel wheel or vibratory roller	125-135	Almost none	Good drainage, pervious	Very stable	Excellent	Good	Fair to poor	Excellent
GP	Good: tractor, rubber-tired, steel wheel or vibratory roller	115-125	Almost none	Good drainage, pervious	Reasonably stable	Excellent to good	Poor to fair	Poor	
GM	Good: rubber-tired or light sheepsfoot roller	120-135	Slight	Poor drainage, semipervious	Reasonably stable	Excellent to good	Fair to poor	Poor	Poor to fair
GC	Good to fair: rubber-tired or sheepsfoot roller	115-130	Slight	Poor drainage, impervious	Reasonably stable	Good	Good to fair **	Excellent	Excellent
SW	Good: tractor, rubber-tired or vibratory roller	110-130	Almost none	Good drainage, pervious	Very stable	Good	Fair to poor	Fair to poor	Good
SP	Good: tractor, rubber-tired or vibratory roller	100-120	Almost none	Good drainage, pervious	Reasonably stable when dense	Good to fair	Poor	Poor	Poor to fair
SM	Good: rubber-tired or sheepsfoot roller	110-125	Slight	Poor drainage, impervious	Reasonably stable when dense	Good to fair	Poor	Poor	Poor to fair
SC	Good to fair: rubber-tired or sheepsfoot roller	105-125	Slight to medium	Poor drainage, impervious	Reasonably stable	Good to fair	Fair to poor	Excellent	Excellent
ML	Good to poor: rubber-tired or sheepsfoot roller	95-120	Slight to medium	Poor drainage, impervious	Poor stability, high density required	Fair to poor	Not suitable	Poor	Poor
CL	Good to fair: sheepsfoot or rubber- tired roller	95-120	Medium	No drainage, impervious	Good stability	Fair to poor	Not suitable	Poor	Poor
OL	Fair to poor: sheepsfoot or rubber- tired roller	80-100	Medium to high	Poor drainage, impervious	Unstable, should not be used	Poor	Not suitable	Not suitable	Not suitable
MH	Fair to poor: sheepsfoot or rubber- tired roller	70-95	High	Poor drainage, impervious	Poor stability, should not be used	Poor	Not suitable	Very poor	Not suitable
СН	Fair to poor: sheepsfoot roller	80-105	Very high	No drainage, impervious	Fair stability, may soften on expansion	Poor to very poor	Not suitable	Very poor	Not suitable
ОН	Fair to poor: sheepsfoot roller	65-100	High	No drainage, impervious	Unstable, should not be used	Very poor	Not suitable	Not suitable	Not suitable
Pt	Not suitable		Very high	Fair to poor drainage	Should not be used	Not suitable	Not suitable	Not suitable	Not suitable

\* "The Unified Classification: Appendix A - Characteristics of Soil, Groups Pertaining to Roads and Airfields, and Appendix B - Characteristics of Soil Groups Pertaining to Embankments and Foundations," Technical Memorandum 357, U.S. Waterways Ixperiment Station, Vicksburg, 1953.

\*\* Not suitable if subject to frost.



#### UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D-2487)

Ма	ajor Divis	ions	Gro Sym	oup bols	Typical Names	Laboratory Classification Criteria					
	s larger	gravels or no es)	G	W	Well-graded gravels, gravel-sand mixtures, little or no fines	arse- mbols <sup>b</sup>	$C_u = \frac{D_{60}}{D_{10}}$ greater than	4; $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$ between 1 and 3			
ize)	fraction i e size)	Clean g (little fin	G	iΡ	Poorly graded gravels, gravel-sand mixtrues, little or no fines	curve. re size), co ng dual sy	Not meeting all g	radation requirements for GW			
00 sieve si	Gravels of coarse Vo. 4 siev	ines ount of	CMa	d	Silty gravels, gravel-	rain-size ( 5. 200 siev 5: 5: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2:	Atterberg limits	Limits plotting within shaded			
ils 1an No. 20	han half than l	/els with i ciable am fines)	Givi	u	sand-silt mixtures	rel from g er than No as follows GP, SW, SP 5C, SM, SC	less than 4	area, above "A" line with P.I. between 4 and 7 are <i>borderline</i> cases requiring			
rained so s larger th	GC Clayey gravels, gravel- sand-clay mixtures		Clayey gravels, gravel- sand-clay mixtures	l and grav ion smalls classified GW, G GM, C Borde	Atterberg limits above "A" line or P.I. greater than 7	use of dual symbols					
Coarse-g naterial i	ion is e)	sands or no es)	SI	W	Well-graded sands, gravelly sands, little or no fines	es of sanc nes (fract soils are :nt: cent:	$C_u = \frac{D_{60}}{D_{10}}$ greater than	4; $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$ between 1 and 3			
n half of ı	arse fract 1 sieve siz	Clean (Little fin	S	Ρ	Poorly graded sands, gravelly sands, little or no fines	bercentag ntage of fi grained an 5 perce nan 12 pei percent:	Not meeting all g	radation requirements for SW			
(more tha	more that Sands half of co. fines mount		d	Silty sands, sand-silt	etermine point on perce Less tha More th 5 to 12	Atterberg limits below "A" line or P.I.	Limits plotting within shaded				
	e than naller	s with ciable of fines		u	mixtures	De	less than 4	area, above "A" line with P.I. between 4 and 7 are borderline cases requiring			
	(More sr	Sand (Apprec	S	C	Clayey sands, sand-clay mixtures	Depe	Atterberg limits above "A" line or P.I. greater than 7	use of dual symbols			
					Inorganic silts and very fine sands, rock		Plasticity Cha	art			
size)	lays	than 50)	M	۱L	flour, silty or clayey fine sands, or clayey silts with slight plasticity	60					
o. 200 sieve	Silts and c	uid limit less	С	ïL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays	50		СН			
d soils ler than N		(Liqu	0	θL	Organic silts and organic silty clays of low plasticity	40					
Fine-graine erial is smal	MH Inorganic silts, mica- ceous or diatomaceous fine sandy or silty soils, elastic silts		Plasticity Index	ý.	OH and MH						
ի half mat	ilts and cl	imit great	C	Н	Inorganic clays of high plasticity, fat clays	20	CL				
(More than	ر د	(Liquid l	0	Н	Organic clays of medium to high plasticity, organic silts	10 CL-ML	ML and OL				
	Highly	organic soils	P	't	Peat and other highly organic soils		2	60 70 80 90 100			

<sup>a</sup> Division of GM and SM groups into subdivisions of d and u are for roads and airfields only. Subdivision is based on Atterberg limits, suffix d used when L.L. is 28 or less and the P.I. is 6 or less; the suffix u is used when L.L. is greater than 28. <sup>b</sup> Borderline classifications, used for soils possessing characteristics of two groups, are designated by combinations of group sympols. For example GW-GC, well-graded gravel-sand mixture with clay binder.

#### SAMPLE IDENTIFICATION

#### **GENERAL NOTES**

All samples are visually classified in general accordance with the Unified Soil Classification System (ASTM D-2487-75 or D-2488-75)

DESCR	CIPTIVE TERM (% BY DRY WEIGHT)	PARTICLE SIZE (DIAMETER)					
Trace:	1-10%	Boulders	s: 8 inch and larger				
Little:	11-20%	Cobbles	3 inch to 8 inch				
Some:	21-35%	Gravel:	coarse - $\frac{3}{4}$ to 3 inch				
And/Adj	ective 36-50%		fine – No. 4 (4.76 mm) to $\frac{3}{4}$ inch				
		Sand:	coarse – No. 4 (4.76 mm) to No. 10 (2.0 mm)				
			medium – No. 10 (2.0 mm) to No. 40 (0.42 mm)				
			fine – No. 40 (0.42 mm) to No. 200 (0.074 mm)				
		Silt:	No. 200 (0.074 mm) and smaller (non-plastic)				
		Clay:	No 200 (0.074 mm) and smaller (plastic)				
SOIL P	ROPERTY SYMBOLS	DRILL	ING AND SAMPLING SYMBOLS				
Dd:	Dry Density (pcf)	SS:	Split-Spoon				
LL:	Liquid Limit, percent	ST:	Shelby Tube – 3 inch O.D. (except where noted)				
PL:	Plastic Limit, percent	CS:	3 inch O.D. California Ring Sampler				
PI:	Plasticity Index (LL-PL)	DC:	Dynamic Cone Penetrometer per ASTM				
LOI:	Loss on Ignition, percent		Special Technical Publication No. 399				
Gs:	Specific Gravity	AU:	Auger Sample				
K:	Coefficient of Permeability	DB:	Diamond Bit				
W:	Moisture content, percent	CB:	Carbide Bit				
qp:	Calibrated Penetrometer Resistance, tsf	WS:	Wash Sample				
qs:	Vane-Shear Strength, tsf	RB:	Rock-Roller Bit				
qu:	Unconfined Compressive Strength, tsf	BS:	Bulk Sample				
qc:	Static Cone Penetrometer Resistance	Note:	Depth intervals for sampling shown on Record of				
	(correlated to Unconfined Compressive Strength, tsf)		Subsurface Exploration are not indicative of sample				
PID:	Results of vapor analysis conducted on representative		recovery, but position where sampling initiated				
	samples utilizing a Photoionization Detector calibrated						
	to a benzene standard. Results expressed in HNU-Units.	(BDL=Be	low Detection Limit)				
N:	Penetration Resistance per 12 inch interval, or fraction the	ereof, for a	standard 2 inch O.D. (1 <sup>3</sup> / <sub>8</sub> inch I.D.) split spoon sampler driven				
	with a 140 pound weight free-falling 30 inches. Performe	ed in gener	al accordance with Standard Penetration Test Specifications (ASTM D-				
	1586). N in blows per foot equals sum of N-Values where	e plus sign	(+) is shown.				

Nc: Penetration Resistance per 1<sup>3</sup>/<sub>4</sub> inches of Dynamic Cone Penetrometer. Approximately equivalent to Standard Penetration Test N-Value in blows per foot.

Nr: Penetration Resistance per 12 inch interval, or fraction thereof, for California Ring Sampler driven with a 140 pound weight free-falling 30 inches per ASTM D-3550. Not equivalent to Standard Penetration Test N-Value.

#### SOIL STRENGTH CHARACTERISTICS

NON-COHESIVE (GRANULAR) SOILS

<b>COHESIVE</b> (	CLAYEY)	SOILS
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COMPARATIVE CONSISTENCY	BLOWS PER FOOT (N)	UNCON COMPE STREN	NFINED RESSIVE GTH (TSF)	RELATIVE DENSITY	BLOWS PER FOOT (N)
Very Soft	0 - 2	0 - 0.25		Very Loose	0 - 4
Soft	3 - 4	0.25 - 0.5	0	Loose	5 - 10
Medium Stiff	5 - 8	0.50 - 1.0	0	Firm	11 - 30
Stiff	9-15	1.00 - 2.0	0	Dense	31 - 50
Very Stiff	16 - 30	2.00 - 4.0	0	Very Dense	51+
Hard	31+	4.00+		-	
DEGREE OF	DI	DEGREE OF EXPANSIVE	DI		
PLASTICITY	PI	POIENIIAL	PI		
None to Slight	0 - 4	Low	0 - 15		
Slight	5 - 10	Medium	15 - 25		
Medium	11 - 30	High	25+		
High to Very High	31+	-			



# Important Information about This Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

#### While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you - assumedly a client representative - interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

### Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

#### Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer will <u>not</u> likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will <u>not</u> be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

#### **Read this Report in Full**

Costly problems have occurred because those relying on a geotechnicalengineering report did not read the report in its entirety. Do <u>not</u> rely on an executive summary. Do <u>not</u> read selective elements only. *Read and refer to the report in full.* 

## You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*  responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

#### Most of the "Findings" Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site's subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

# This Report's Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are <u>not</u> final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.* 

#### **This Report Could Be Misinterpreted**

Other design professionals' misinterpretation of geotechnicalengineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals' plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform constructionphase observations.

#### **Give Constructors a Complete Report and Guidance**

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note*  conspicuously that you've included the material for information purposes only. To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, only from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and be sure to allow enough time to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

#### **Read Responsibility Provisions Closely**

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely*. Ask questions. Your geotechnical engineer should respond fully and frankly.

#### Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a "phase-one" or "phase-two" environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

#### Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer's services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, *proper implementation of the geotechnical engineer's recommendations will <u>not</u> of itself be sufficient to prevent moisture infiltration. Confront the risk of moisture infiltration* by including building-envelope or mold specialists on the design team. *Geotechnical engineers are <u>not</u> building-envelope or mold specialists.* 



Telephone: 301/565-2733 e-mail: info@geoprofessional.org www.geoprofessional.org

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#### Geotechnical, Environmental & Construction Materials Consultants







# Tsunami Express Car Wash

**Cover Sheet** 





06.20.2024



# LEGEND

Description	Existing
EDGE OF WOODS	$\sim$
DECIDUOUS TREE	$\left( \begin{array}{c} \cdot \\ \cdot \end{array} \right)^{6^*}$
DECIDUOUS TREE REMOVAL	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
CONIFEROUS TREE	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
CONIFEROUS TREE REMOVAL	A.
BUSH	දිය
SOIL BORING	Ø SB 1
TELEPHONE BOX	T
GUY WIRE	$\longrightarrow$
UTILITY POLE	ŀ
GAS VALVE	₹ S
GAS METER	
SEPTIC VENT	Ŷ
ELECTRIC MANHOLE	
COMMUNICATION MANHOLE	Ó
WATER MANHOLE	
HVAC UNIT	
UNDERGROUND VAULT	Δ
SECTION CORNER	Ð
MAIL BOX	
GUARD POST	8
STREET SIGN	ŀ
ELECTRIC PEDESTAL	Д
ELECTRIC METER	
PAD MOUNT TRANSFORMER	
FOUND IRON PIPE	0
SET IRON PIPE	•

Description	
WATER SHUT OFF	
WATER MAIN VALVE	
HYDRANT	
WATER MAIN REDUCER	
SANITARY MANHOLE	
SANITARY CLEAN OUT	
STORM MANHOLE	
CATCH BASIN	
LIGHT POLE	
ENDWALL	
STORM SEWER	
SANITARY SEWER	
WATERMAIN	14
CONTOURS	
FIRE PROTECTION	
UTILITY CROSSING	
DITCH OR SWALE	
CULVERT	
RAILROAD TRACKS	
FENCE	
NO VEHICULAR ACCESS	
UNDERGROUND ELECTRIC	
UNDERGROUND GAS MAIN	
UNDERGROUND COMMUNICATIONS	
SILT FENCE	1
OVERHEAD ELECTRIC	
FORCE MAIN	ij

Existing	Proposed
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# **ABBREVIATIONS**

BASE LINE	BL
LONG CORD OF CURVE	CHD
CURB AND GUTTER	C&G
CATCH BASIN	CB
CENTERLINE	CL
EDGE OF PAVEMENT	EOP
FINISHED FIRST FLOOR	FFF
FINISHED GRADE	FG
FLOW LINE	FL
FLOODPLAIN	FP
ORDINARY HIGH WATER MARK	OHWM
TOP OF BANK	тов
TOP OF CURB	TOC
TOP OF WALK	TOW

INVERT ELEVATION	IE
LENGTH OF CURVE	ARC
MANHOLE	MH
NORMAL WATER LEVEL	NWL
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
TANGENCY OF CURVE	TAN
POINT OF VERTICAL INTERSECTION	PVI
RADIUS	R
RIGHT OF WAY	ROW
SANITARY SEWER	SAN
SANITARY SEWER STORM SEWER	SAN STM
SANITARY SEWER STORM SEWER TOP OF FOUNDATION	SAN STM TOF





# **UTILITY NOTE**

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# **BENCH MARKS**

1. TOP NUT OF FIRE HYDRANT TOP NUT OF THE FIRE HYDRANT AT THE SOUTHWEST CORNER OF WHITNALL EDGE DRIVE AND S. LOVERS LANE ROAD. HYDRANT IS ±4.0' EAST OF THE BACK OF CURB OF S. LOVERS LANE ROAD.

ELEVATION: 785.57



# **SHEET INDEX**

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SITE UTILI

STORM SE

**TYPICAL S** 

CONTECH

PROJECT S

OWNER

TSUNAMI EXPRESS CAR WASH FRANKLIN, LLC. CHRIS SCHULDT 4800 MEADOWS ROAD LAKE OSWEGO, OR 97035 OFFICE: 503-850-9836 EMAIL: chris@tsunamiexpress.com

# **GOVERNING AGENCIES CONTACTS**

CITY OF FRANKLIN - ENGINEERING DEPARTMENT 9229 W. LOOMIS ROAD FRANKLIN, WI 53132 OFFICE: 414-425-7510 FAX: 414-425-3106

**CITY OF FRANKLIN** GLEN MORROW, P.E., CITY ENGINEER OFFICE: 414-425-7510 EMAIL: gmorrow@franklinwi.gov

CITY OF FRANKLIN TYLER BEINLICH, ASSISTANT CITY ENGINEER OFFICE: 414-425-7510

OFFICE: 414-225-2178

DEPARTMENT OF NATURAL RESOURCES PETER WOOD, P.E., WATER RESOURCE ENGINEER OFFICE: 262-884-2360 EMAIL: peterwood@wisconsin.gov

# **PUBLIC UTILITY CONTACTS**

TIME WARNER CABLE STEVE CRAMER UTILITY COORDINATOR OFFICE: 414-277-4045 EMAIL: steve.cramer@twcable.com EMERGENCY NUMBER: (800) 627-2288

AT&T MIKE TOYEK OFFICE: 262-636-0549 EMAIL: mt1734@att.com

TDS TELECOM SOUTHEAST WISCONSIN OFFICE: 877-483-7142

IEET	SHEET NO.
ET	C-1
CONDITIONS	C-2
NED SITE PLAN	C-3
OLITION PLAN	C-4
DING PLAN	C-5
CONTROL PLAN	C-6
T GRADING PLAN	C-7
TY PLAN	C-8
WER PLAN	C-9
ECTIONS & CONSTRUCTION DETAILS	C-10 TO C-13
UNDERGROUND STORAGE TANK DETAILS	C-14 TO C-15
PECIFICATIONS	C-16

EMAIL: tbeinlich@franklinwi.gov MILWAUKEE METROPOLITAN SEWERAGE DISTRICT (MMSD) MICKI KLAPPA-SULLIVAN, P.E., SUPERINTENDENT

EMAIL: mklappasullivan@mmsd.com

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**CITY OF FRANKLIN - PLANNING DEPARTMENT** MARION ECKS, PRINCIPAL PLANNER OFFICE: 414-425-4024 EMAIL: MEcks@franklinwi.gov

WE-ENERGIES TOM SCHULTZ OFFICE: 262-552-3229 EMAIL: tom.schultz@we-energies.com

> NATURAL GAS EMERGENCY: (800) 261-5325 ELECTRICAL EMERGENCY: (800) 662-4797

AMERICAN TRANSMISSION COMPANY BRIAN MCGEE OFFICE: 262-506-6895 EMAIL: bmcgee@atcllc.com EMERGENCY NUMBER: (800) 972-5341

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Nielsen Madsen + Barber	CIVIL ENGINEERS AND LAND SURVEYORS	1458 Horizon Blvd. Suite 200, Racine, WI. 53406	Tele: (262)634-5588 Website: www.nmbsc.net	
TSUNAMI EXPRESS CAR WASH	SITE GRADING, EROSION CONTROL,		TSUNAMI EXPRESS CAR WASH FRANKLIN, LLC.	CLLY OF FRANKLIN, COUNTY OF MILWAUKEE, WISCONSIN
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EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE TYPE, LOCATION, SIZE AND ELEVATION OF UNDERGROUND UTILITIES AS THEY DEEM NECESSARY FOR PROPOSED UTILITY CONNECTIONS AND / OR TO AVOID DAMAGE THERETO, CONTRACTOR SHALL CALL



# EXISTING UTILITY DATA

STM 1 RIM 782.33 IE. 10" S 778.38 IE. 10" N 778.43 IE. 27" E 777.88 IE. 30" W 777.78

STM 2 RIM 787.38 IE. 27" SE 780.88 IE. 27" W 779.48

STM 3 RIM 789.89 IE. 27" E 781.89 IE. 27" W 781.84 IE. NE 782.19

# NOTES

BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE. BASED UPON NAD 1983 / 2011. ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1929.

# LEGEND

D STORM MANHOLE CATCH BASIN — STM— STORM SEWER -E- ELECTRIC LINE Cccolor deciduous tree أوري المحافظة محافظة المحافظة —W— WATER MAIN  $\left\langle \cdot \right\rangle^{6^{"}}$  CONIFEROUS TREE

SOIL BORING

STM 4 RIM 795.42 IE. 18" E 787.02 IE. 27" W 784.67 IE. 10" N 789.07 IE. 10" S 789.27

CB 1

CB 2

CB 3

RIM 782.08

IE. 10" N 778.68

RIM 795.16 IE. 10" N 789.91

RIM 795.11 IE. 10" S 790.41

— SAN — SANITARY SEWER

HYDRANT

WV WATER VALVE

- LIGHT POLE

CB 4 RIM 781.99 IE. 10" S 778.79 SAN 1

RIM 782.57 IE. 8" S 774.87 IE. 8" E 775.67 IE. 8" N 774.67

SAN 2 RIM 787.28 IE. 8" SE/W 778.78

SAN 3 RIM 795.54 IE. 8" NW/SE 782.14



Call 🛺 or (800) 242-8511 www.DiggersHotline.com

S SANITARY MANHOLE O 5/8" REBAR FOUND 🗙 🛛 REBAR W/CAP FOUND 📎 1-1/4" IRON PIPE FOUND —G— GAS MAIN GAS VALVE ⊳ SIGN -CM- COMMUNICATION LINE

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	Nielsen Madsen + Barber	CIVIL ENGINEERS AND LAND SURVEYORS	1458 Horizon Blvd. Suite 200, Racine, WI. 5340	Tele: (262)634-5588 Website: www.nmbsc.net	
	I SUNAIVI EXPRESS CAR WASH		TSUNAMI EXPRESS CAR WASH FRANKLIN. LLC.	CITY OF FRANKLIN, COUNTY OF MILWAUKEE, WISCONSIN	
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# **EXISTING SITE INFORMATION**

63,077 s.f.	TOTAL LOT AREA

63.077 s.f.	GREEN SPACE AREA
05,077 5.1.	OREEN SI ACE AREA

# **PROPOSED SITE INFORMATION**

63,077 s.f.	TOTAL LOT AREA
5,179 s.f.	BUILDING AREAS
25,030 s.f.	PAVEMENT AREAS
32,868 s.f.	GREEN SPACE AREA
47.89%	IMPERVIOUS SURFACE RATIO

# **ZONING INFORMATION**

ZONING DISTRICT : B-3 COMMUNITY BUSINESS DISTRICT

# **PARKING INFORMATION**

# PROPOSED

HC STALLS	1
STANDARD STALLS	19
TOTAL STALLS	20
STACKING BAYS	3
STALLS PER BAY	5
TOTAL SPACES	15

# **SNOW STORAGE**

THE DETENTION BASIN SHALL ACT AS THE DESIGNATED SNOW STORAGE AREA

PAVED AREA SERVED = 20.25%

# UTILITY NOTE

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# **DEMOLITION LEGEND**

•\*\*\*\*\*\*\*\*\* SAW CUT PAVEMENT (FULL DEPTH)

REMOVE CURB & GUTTER

REMOVE CONCRETE PAVEMENT

STRIP & SALVAGE TOPSOIL

**MOVE SIGN** 



EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE TYPE, LOCATION, SIZE AND ELEVATION OF UNDERGROUND UTILITIES AS THEY DEEM NECESSARY FOR PROPOSED UTILITY CONNECTIONS AND / OR TO AVOID DAMAGE THERETO, CONTRACTOR SHALL CALL "DIGGER'S HOTLINE" PRIOR TO ANY CONSTRUCTION.



SITE DEMOLITION PLAN       CIVIL ENGINEERS AND LAND SURVEYORS         CIVIL ENGINEERS AND LAND SURVEYORS       CIVIL ENGINEERS AND LAND SURVEYORS         FOR       FOR         FOR       FOR </th
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# **GRADING LEGEND**

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— 702 —	PROPOSED CONTOURS
604.88	EXISTING SPOT GRADES



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# **UTILITY NOTE**

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# **EROSION CONTROL LEGEND**

	STORM SEWER INLET PROTECTION (TYPE "C" UNLESS SPECIFIED OTHERWISE)
/\/	SILT FENCE
-00	CONSTRUCTION FENCE
	SLOPE EROSION MAT (CLASS 1, TYPE A, URBAN)
	STONE TRACKING PAD
	LIMITS OF DISTURBANCE (53,874 S.F. = 1.214 AC)



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UTILITY	CONFL	ICT RE	SOLUT	ION TABLE
LOCATION	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
A	6" SAN 4" WTR	782.01 786.25	782.55 786.65	3.68'
B	4" WTR 6" STM	789.99 787.91	790.38 788.76	1.23'

11	ГП	IT	'V	NI
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# **STORM SEWER LEGEND**

PROPOSED STORM SEWER (VARIOUS SIZES) — (—

	Runoff to WisDOT Right-of-Way				
	Pre-Development	Post-Developmen			
	Peak Discharge	Peak Discharge			
<b>Q</b> <sub>1</sub>	0.75 cfs	0.45 cfs			
<b>Q</b> <sub>2</sub>	1.04 cfs	0.60 cfs			
<b>Q</b> <sub>10</sub>	2.27 cfs	1.19 cfs			
<b>Q</b> <sub>100</sub>	5.36 cfs	3.18 cfs			



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SHEET

**C-9** 

# **UTILITY NOTE**

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July 11, 2024













# ISSUED FOR APPROVAL: 7-11-2024










## **DEMOLITION NOTES**

- 1. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL AT A LOCATION APPROVED (BY ALL GOVERNING AUTHORITIES) OF ALL TREES & BRUSH, STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PAVEMENTS, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE PROPOSED IMPROVEMENTS SHOWN CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLY COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION, SITE CLEARING, AND DISPOSAL.
- THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
- 4. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE LAND SURVEYOR AND ENGINEER OF RECORD ASSUME NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ON-SITE LOCATIONS OF EXISTING UTILITIES.
- 5. ALL EXISTING SEWERS, PIPING, AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK.
- ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE, AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CALL DIGGERS HOTLINE AT 1-800-242-8511 A MINIMUM OF 3 WORKING DAYS PRIOR TO EXCAVATION ACTIVITIES TO LOCATE AND MARK ALL UNDERGROUND UTILITIES.
- 8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HIRE A PRIVATE UTILITY LOCATING SERVICE TO LOCATE AND MARK ALL UNDERGROUND PRIVATE UTILITIES.
- 9. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH SIGNS, FENCING, BARRICADES, ENCLOSURES, ETC., (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY THE OWNER. TEMPORARY CLOSURE OF ANY PUBLIC ROADWAY OR SIDEWALK SHALL BE APPROVED BY THE AUTHORITY HAVING JURISDICTION.
- 10. CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING THE COURSE OF WORK.
- 11. PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES SHALL BE INSTALLED.
- 12. EXISTING ITEMS TO REMAIN INCLUDING, BUT NOT LIMITED TO, FENCES, SIGNS, UTILITIES, BUILDINGS, TREES, PAVEMENTS, AND LIGHT POLES SHALL BE CAREFULLY PROTECTED DURING THE DEMOLITION PROCESS. ANY DAMAGE SUSTAINED TO ITEMS TO REMAIN IN PLACE SHALL BE RESTORED OR REPLACED AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.
- 13. PROPERTY CORNERS AND BENCHMARKS SHALL BE CAREFULLY PROTECTED UNTIL THEY HAVE BEEN REFERENCED BY A PROFESSIONAL LAND SURVEYOR. PROPERTY MONUMENTS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.
- 14. IF PREVIOUSLY UNIDENTIFIED HAZARDOUS, CONTAMINATED MATERIALS, OR OTHER ENVIRONMENTAL RELATED CONDITIONS ARE DISCOVERED, STOP WORK IMMEDIATELY AND NOTIFY THE PROJECT CONSTRUCTION MANAGER FOR ACTION TO BE TAKEN. DO NOT RESUME WORK UNTIL SPECIFICALLY AUTHORIZED BY THE OWNER.
- 15. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED, EXCESS, WASTE, STOCKPILED AND SPOIL MATERIAL IN ACCORDANCE WITH SECTION 205.3.12 OF THE "STATE SPECIFICATIONS". THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

## **GENERAL NOTES**

CURRENT EDITION, HEREIN REFERRED TO AS THE "STATE SPECIFICATIONS".

## **EROSION CONTROL**

ALL EROSION AND SEDIMENT CONTROL MEASURES AND DEVICES SHALL BE INSPECTED BY THE CONTRACTOR AS REQUIRED IN THE WISCONSIN ADMINISTRATIVE CODE (SPS 360.21) AND MAINTAINED PER SPS 360.22:

- NEEDS AT ALL THE FOLLOWING INTERVALS UNTIL THE SITE IS STABILIZED: (A) AT LEAST WEEKLY.
- 24-HOUR PERIOD.
- 2. THE CONTRACTOR SHALL MAINTAIN A MONITORING RECORD WHEN THE LAND DISTURBING AT LEAST THE FOLLOWING INFORMATION:
- SPECIFIED ABOVE. SEDIMENT CONTROL PRACTICES.

EROSION AND SEDIMENT CONTROL INSPECTIONS AND ENFORCEMENT ACTIONS MAY BE CONDUCTED BY THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES AND AUTHORIZED AGENTS DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT.

ALL EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO COMMENCING EARTH DISTURBING ACTIVITIES. CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES UNTIL THE SITE HAS ESTABLISHED A VEGETATIVE COVER AND IS STABILIZED. ADDITIONAL EROSION CONTROL MAY BE REQUIRED BY THE OWNER, ENGINEER OR MUNICIPALITY TO MEET FIELD CONDITIONS.

INSTALL SILT FENCE PER SECTION 628 OF THE "STATE SPECIFICATIONS" AND WDNR TECHNICAL STANDARD 1056 AT THE LOCATIONS SHOWN ON THE PLAN. ERECT SILT FENCE PRIOR TO STARTING A CONSTRUCTION OPERATION THAT MIGHT CAUSE SEDIMENTATION OR SILTATION AT THE SITE OF THE PROPOSED SILT FENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REMOVAL OF ALL REQUIRED SILT FENCE MATERIAL.

A MINIMUM 20' WIDE X 25' LONG TRACKING PAD (3-6 INCH STONE) SHALL BE INSTALLED AT THE ENTRANCE TO THE SITE (AS SHOWN) TO PREVENT SOIL FROM BEING TRACKED ONTO ADJACENT PAVEMENTS AND PUBLIC ROADS. INSTALLATION AND MAINTENANCE OF THE TRACKING PAD SHALL BE PERFORMED ACCORDING TO WDNR TECHNICAL STANDARD 1057. ALL TRACKED SOIL FROM THE CONSTRUCTION SITE SHALL BE COLLECTED FROM PAVED STREETS AT THE END OF EACH WORKING DAY. PERIODIC STREET SWEEPING SHALL BE CONDUCTED BY THE CONTRACTOR TO KEEP THE PUBLIC AND/OR PRIVATE ROADWAYS FREE OF DUST AND DIRT.

THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING WIND EROSION (DUST) DURING CONSTRUCTION AT HIS/HER EXPENSE (WHEN NECESSARY OR AS REQUIRED BY LOCAL INSPECTORS).

## SITE GRADING & SUB-GRADE PREPARATION

ALL EXISTING TOPSOIL AND OTHER NON-STRUCTURAL MATERIAL WITHIN THE PROPOSED BUILDING PADS, PAVEMENT SECTIONS AND STRUCTURAL FILL AREAS SHALL BE STRIPPED AND STOCKPILED AT THE LOCATION SHOWN OR AS DIRECTED BY THE GENERAL CONTRACTOR.

EXCAVATE, GRADE AND SHAPE SUBGRADE TO THE LINES AND GRADES SHOWN ON THE PLANS. SEE TYPICAL SECTIONS FOR PAVEMENT THICKNESS AND MATERIALS.

FOR STRUCTURAL FILL DEPTHS LESS THAN 20 FEET, THE DENSITY OF THE STRUCTURAL COMPACTED FILL AND SCARIFIED SUBGRADE AND GRADES SHALL NOT BE LESS THAN 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY STANDARD PROCTOR (ASTM D-698) WITH THE EXCEPTION OF THE TOP 12 INCHES OF PAVEMENT SUBGRADE WHICH SHALL HAVE A MINIMUM IN-SITU DENSITY OF 100 PERCENT OF MAXIMUM DRY DENSITY, OR 5 PERCENT HIGHER THAN UNDERLYING FILL MATERIALS.

THE MOISTURE CONTENT OF COHESIVE SOIL SHALL NOT VARY BY MORE THAN -1 TO +3 PERCENT AND GRANULAR SOIL ±3 PERCENT OF THE OPTIMUM WHEN PLACED AND COMPACTED OR RECOMPACTED, UNLESS SPECIFICALLY RECOMMENDED / APPROVED BY THE SOILS ENGINEER MONITORING THE PLACEMENT AND COMPACTION. COHESIVE SOILS WITH MODERATE TO HIGH EXPANSIVE POTENTIALS (PI>15) SHOULD, HOWEVER. BE PLACED. COMPACTED AND MAINTAINED PRIOR TO CONSTRUCTION AT A MOISTURE CONTENT OF 3±1 PERCENT ABOVE OPTIMUM MOISTURE CONTENT TO LIMIT FUTURE HEAVE.

THE FILL SHALL BE PLACED IN LAYERS WITH A MAXIMUM LOOSE THICKNESS OF 9 INCHES. THE COMPACTION EQUIPMENT SHOULD CONSIST OF SUITABLE MECHANICAL EQUIPMENT SPECIFICALLY DESIGNED FOR SOIL COMPACTION. BULLDOZERS OR SIMILAR TRACKED VEHICLES ARE TYPICALLY NOT SUITABLE FOR COMPACTION.

UPON COMPLETION OF THE GRADING AND COMPACTION OF THE SUBGRADE, A PROOF ROLL SHALL BE CONDUCTED BY THE CONTRACTOR ON ALL SUBGRADES THAT RECEIVE DENSE AGGREGATE BASE COURSE. THE CONTRACTOR SHALL PROVIDE A FULLY LOADED QUAD-AXLE TRUCK (18 TON MINIMUM LOAD) TO PERFORM THE PROOF ROLL. CONTRACTOR SHALL COORDINATE THE PROOF ROLL WITH THE OWNER AND THE GENERAL CONTRACTOR'S GEOTECHNICAL ENGINEER.

SOIL COMPACTION IN ALL FILL AND EMBANKMENT AREAS SHALL BE APPROVED BY A QUALIFIED GEOTECHNICAL ENGINEER.

TEMPORARY SEEDING IS REQUIRED FOR ALL STOCKPILES AND OTHER EXPOSED LAND AREAS IF NOT ACTIVELY WORKED WITHIN 30 DAYS. AT THE COMPLETION OF THE PAVEMENT WORK, RE-SPREAD SALVAGED TOPSOIL OR IMPORT TOPSOIL AS NECESSARY TO PROVIDE A MINIMUM SIX-INCH (6") LAYER IN ALL LANDSCAPE AND LAWN AREAS. ALL DISTURBED AREAS SHALL BE RESTORED PER THE LANDSCAPE PLAN.

EXCESS TOPSOIL NOT BEING USED FOR THE PROJECT SHALL BE HAULED OFF-SITE.

## **PAVEMENT SPECIFICATIONS**

DENSE AGGREGATE BASE COURSE SHALL MEET THE REQUIREMENTS OF SECTION 305 OF THE "STATE SPECIFICATIONS". THE COMPLETED BASE SHALL BE IN ACCORDANCE WITH THE "TYPICAL SECTIONS & CONSTRUCTION DETAILS" SHEET(S) OF THE PLAN SET AND SHALL BE CONSTRUCTED IN FOUR-INCH (4") LIFTS AND COMPACTED ACCORDING TO SUBSECTION 305.3.2.2 OF THE "STATE SPECIFICATIONS".

ASPHALTIC CONCRETE PAVEMENT SHALL BE WISC DOT 4 LT-58-34-S MEETING THE REQUIREMENTS OF SECTION 460 OF THE "STATE SPECIFICATIONS". PAVEMENT SHALL BE INSTALLED IN ONE (1) LIFT IN ACCORDANCE WITH THE "TYPICAL SECTIONS & CONSTRUCTION DETAILS" SHEET(S) OF THE PLAN SET.

CONTRACTOR SHALL ADJUST AND/OR RECONSTRUCT ALL UTILITY COVERS (SUCH AS MANHOLES, VALVE BOXES, ETC.) TO MATCH THE FINISHED GRADES OF THE AREA AFFECTED BY THE CONSTRUCTION.

PAVEMENT STRIPING, STOP BARS / WORDS, CROSSWALKS AND HANDICAPPED ACCESSIBLE SYMBOLS SHALL BE INSTALLED WITH WISCONSIN DOT APPROVED TRAFFIC PAINT IN ACCORDANCE WITH SECTION 646 OF THE "STATE SPECIFICATIONS". ALL PARKING STALL STRIPING SHALL BE FOUR INCHES (4") IN WIDTH AND SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER. SEE THE TYPICAL SECTIONS AND CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION REGARDING PAVEMENT MARKINGS.

1. THE CONTRACTOR SHALL CHECK THE EROSION AND SEDIMENT CONTROL PRACTICES FOR MAINTENANCE

(B) WITHIN 24 HOURS AFTER A RAINFALL EVENT OF 0.5 INCHES OR GREATER. A RAINFALL EVENT SHALL BE CONSIDERED TO BE THE TOTAL AMOUNT OF RAINFALL RECORDED IN ANY CONTINUOUS

CONSTRUCTION ACTIVITY INVOLVES ONE OR MORE ACRES. THE MONITORING RECORD SHALL CONTAIN

(A) THE CONDITION OF THE EROSION AND SEDIMENT CONTROL PRACTICES AT THE INTERVALS

(B) A DESCRIPTION OF THE MAINTENANCE CONDUCTED TO REPAIR OR REPLACE EROSION AND

## REFERENCES

STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, 2020 EDITION, HEREIN REFERRED TO AS "STATE SPECIFICATIONS." THE CURRENT VERSION OF THE "STATE SPECIFICATIONS" IS AVAILABLE ON THE WISDOT WEBSITE AT http://roadwaystandards.dot.wi.gov/standards/stndspec/index.htm

"MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), 2009 EDITION WITH REVISIONS 1 AND 2 INCORPORATED.

## **STORM SEWER SPECIFICATIONS**

MATERIAL FOR STORM SEWERS SHALL BE IN ACCORDANCE WITH THE STATE OF WISCONSIN DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES (SPS) AND CITY OF RACINE SPECIFICATIONS.

STORM SEWER CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN", 6TH EDITION, DECEMBER 22, 2003 WITH ADDENDA NO. 1 AND NO. 2, HEREIN REFERRED TO AS THE "STANDARD SPECIFICATIONS".

STORM SEWER PIPE AND TUBING MATERIALS SHALL CONFORM TO SPS 384.30 OF THE WISCONSIN ADMINISTRATIVE CODE. REINFORCED CONCRETE PIPE (RCP) AND POLYVINYL CHLORIDE (PVC) MATERIALS SHALL BE SELECTED FROM TABLE 384.30-6. CORRUGATED HIGH DENSITY POLYETHYLENE (HDPE) PIPE MATERIAL (IF SELECTED) SHALL MEET THE REQUIREMENTS OF AASHTO M-252 FOR 4"-10" DIAMETER SIZES AND AASHTO M294 FOR 12"-48" DIAMETER SIZES.

BEDDING AND COVER MATERIAL SHALL BE SAND, CRUSHED STONE CHIPS OR CRUSHED STONE SCREENINGS CONFORMING TO CHAPTER 8.43.2 OF THE "STANDARD SPECIFICATIONS".

ALL STORM SEWERS INSTALLED IN EXISTING OR PROPOSED PAVED AREAS SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL IN ACCORDANCE WITH TABLE 37, CHAPTER 8.43.4 OF THE "STANDARD SPECIFICATIONS". BACKFILL MATERIAL SHALL EXTEND A MINIMUM OF FIVE FEET (5') OUTSIDE OF THE PAVEMENT LIMITS. TRENCHES RUNNING PARALLEL TO AND LESS THAN FIVE FEET (5') FROM THE EDGE OF PAVEMENT SHALL ALSO REQUIRE COMPACTED GRANULAR BACKFILL.

SLURRY BACKFILL SHALL BE USED WHERE INDICATED ON THE PLANS. MATERIALS SHALL BE PLACED IN A CLEAN CEMENT MIXER TRUCK AND THOROUGHLY MIXED, IN THE FOLLOWING QUANTITIES:

1,350 LBS	
775 LBS	
1,150 LBS	
25 GAL	

#1 STONE #2 STONE (+0 TO 0.5 GALS) WATER/CU. YD.

SAND

THE SLURRY BACKFILL MATERIAL SHALL BE PLACED AND MECHANICALLY COMPACTED IN LAYERS NOT TO EXCEED 8 INCHES IN DEPTH. NO ADDITIONAL WATER SHALL BE ALLOWED. THE ABOVE WEIGHTS ARE DAMP WEIGHTS. JUST PRIOR TO PLACING THE SLURRY, THE MIXER SHALL BE RUN AT MIXING SPEED FOR ONE FULL MINUTE TO ENSURE AN EVEN MIXTURE.

AT THE COMPLETION OF THE PROJECT THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED, EXCESS, WASTE, STOCKPILED AND SPOIL MATERIAL IN ACCORDANCE WITH SECTION 205.3.12 OF THE "STATE SPECIFICATIONS". THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

## WATER MAIN / SEWER SPECIFICATIONS

ALL APPLICATIONS AND CONNECTION FEES FOR SANITARY SEWER SERVICES MUST BE SUBMITTED AND PAID PRIOR TO CONNECTION TO THE PUBLIC SYSTEMS.

ANY UTILITY WORK IN THE PUBLIC RIGHT-OF-WAY (OR EASEMENTS) AND ALL SANITARY SEWER CONSTRUCTION TO BE INSPECTED BY THE CITY OF FRANKLIN. NOTIFY THE CITY OF FRANKLIN 48 HOURS IN ADVANCE OF CONNECTING TO SEWER.

CONTRACTOR SHALL VERIFY ALL ELEVATIONS. LOCATIONS AND SIZES OF EXISTING SANITARY AND STORM SEWERS. WATER MAINS. GAS & ELECTRIC LINES AND OTHER ADJACENT UTILITIES PRIOR TO COMMENCING CONSTRUCTION. AS-BUILT (FIELD) DATA SHALL BE USED TO CHECK ALL PROPOSED UTILITY CROSSINGS FOR CONFLICTS.

THE EXACT LOCATION OF THE SANITARY SEWER LATERAL, DOMESTIC WATER LINE, FIRE PROTECTION LEAD, NATURAL GAS SERVICE, ELECTRIC, PHONE AND CABLE LINES (AS THEY ENTER THE BUILDING) SHALL BE PER THE ARCHITECTURAL OR MECHANICAL DRAWINGS.

MATERIALS FOR WATERMAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STATE OF WISCONSIN DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES (SPS) AND THE CITY OF FRANKLIN WATER UTILITY SPECIFICATIONS.

A BLUE 12-GAUGE TRACER WIRE SHALL BE INSTALLED THE ENTIRE LENGTH OF ALL PRIVATE WATER LATERALS PER SPS 382.40(8)(k). THE TRACER WIRE SHALL BE EXTENDED TO THE SURFACE AT THE BUILDING WALL AND ALL OTHER SYSTEM LIMITS (FOR EACH SYSTEM INSTALLED) AND ENCLOSED IN A RISER BOX WITH "WATER" ON THE COVER.

SANITARY SEWER LATERALS SHALL HAVE A GREEN 12 GAUGE TRACER WIRE INSTALLED ALONG THE ENTIRE LENGTH. LOCATOR WIRE SHALL BE BROUGHT TO THE SURFACE AT THE EDGE OF THE BUILDING WITHIN THE CLEANOUT RISER FROST SLEEVE.

SANITARY SEWER LATERAL PIPE MATERIAL SHALL BE 4" PVC CLASS SDR-26, CONFORMING TO THE REQUIREMENTS OF ASTM D3034 AND F-789/P546 WITH RUBBER GASKETS. CLEAN-OUT RISERS SHALL BE 6" DIAMETER WITH 8" DIAMETER FROST SLEEVE CONSTRUCTED OF THE SAME MATERIAL.

ALL SEWER AND WATER LINES INSTALLED IN PROPOSED PRIVATE PAVED AREAS SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL IN ACCORDANCE WITH TABLE 37, CHAPTER 8.43.4 OF THE "STANDARD SPECIFICATIONS". BACKFILL MATERIAL SHALL EXTEND A MINIMUM OF FIVE FEET (5') OUTSIDE OF THE PAVEMENT LIMITS. TRENCHES RUNNING PARALLEL TO AND LESS THAN FIVE FEET (5') FROM THE EDGE OF PAVEMENT SHALL ALSO REQUIRE COMPACTED GRANULAR BACKFILL.

PROVIDE FIVE FEET (5') OF COVER OVER ALL SANITARY SEWERS AND FIVE AND ONE HALF FEET (5-1/2') OF COVER OVER ALL WATER MAINS. MINIMUM HORIZONTAL SEPARATION OF UTILITY MAINS IS EIGHT FEET (8'). PROVIDE VERTICAL SEPARATION OF UTILITIES PER CODE.

AT THE COMPLETION OF THE PROJECT THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED. EXCESS, WASTE, STOCKPILED AND SPOIL MATERIAL IN ACCORDANCE WITH SECTION 205.3.12 OF THE "STATE SPECIFICATIONS". THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

## CONSTRUCTION SEQUENCING

- OBTAIN PLAN APPROVAL AND ALL APPLICABLE PERMITS. 2. HOLD A PRE-CONSTRUCTION CONFERENCE AT LEAST ONE (1) WEEK PRIOR TO
- STARTING CONSTRUCTION. NOTIFY THE CITY ENGINEERING DEPARTMENT OF THE PROJECT START DATE.
- 4. INSTALL CONSTRUCTION ENTRANCE.
- 5. INSTALL SILT FENCE BARRIER. 6. INSTALL INLET PROTECTION
- BEGIN CLEARING AND GRUBBING WORK.
- BEGIN GRADING OPERATIONS. 9. INSTALL ALL UTILITIES
- 10. GRADE SWALES AND DETENTION BASIN.
- 11. CONSTRUCT BUILDINGS AND PAVEMENT AREAS. 12. RESTORE AND INSTALL EROSION MAT WHERE NOTED ON PLANS.





riday, June 14, 2024



## **STORM SEWER LEGEND**

<	PROPOSED SANITARY SEWER
W	PROPOSED WATER SERVICE
(	PROPOSED STORM SEWER (VARIOUS SIZES)
	DRAINAGE BOUNDARY

*TSUNAMI EXPRESS CARWASH - FRANKLIN* City of Franklin, Milwaukee County, Wisconsin NMB Project Number: 2022.0021.01 6/14/2024

SIGN CALCULATIONS						
Pipe	Min. Pipe				Design Pipe	
Length	Diameter	Min. Slope	Design Pipe	Design	Capacity	
(feet)	(inches)	(%)	Diameter	Slope (%)	(CFS/GPM)	
84	6"	0.26%	6"	0.26%	0.29 / 130	
8	6"	0.26%	6"	33.18%	3.23 / 1447	
12	6"	0.26%	6"	0.26%	0.29 / 130	
37	6"	0.26%	6"	0.51%	0.40 / 180	
10	6"	0.26%	6"	0.26%	0.29 / 130	
35	8"	0.26%	8"	0.26%	0.62 / 280	
				·		
10	6"	0.26%	6"	1.22%	0.62 / 278	
73	8"	0.26%	8"	2.16%	1.78 / 799	
40	8"	0.26%	8" 1.56%		1.51 / 679	
·						
37	6"	0.26%	6"	5.82%	1.35 / 604	
27	6"	0.26%	6"	6" 1.04%		
		0.2070				
8	8"	0.26%	8"	1.56%	1.51 / 679	
0	8"	0.00%	8"	0.00%	N/A	
				010070		
18	8"	0.26%	12"	0.26%	1.83 / 820	
3	8"	0.26%	12"	0.26%	1.83 / 820	
0	8"	0.00%	8"	0.00%	N/A	
		0.0070		0.0070		
18	6"	0.26%	6"	11 11%	1.86 / 833	
0	6"	0.20%	6"	0.00%	N/A	
•		0.0070		0.0070		
0	8"	0.00%	12"	0.00%	Ν/Δ	
38	8"	0.00%	12"	0.50%	2 65 / 1150	
8	8"	0.20%	12"	0.52 /0	2.65/1150	
156	8"	0.20%	12"	0.52%	2.03/1130	
37	8"	0.20%	12"		5.50 / 1000	
31	0	2.12%	12	2.12%	5.05/2024	





## **LEGAL DESCRIPTION**

PARCEL 1 OF CERTIFIED SURVEY MAP NO. 5375 RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS FOR MILWAUKEE COUNTY, WISCONSIN, ON FEBRUARY 15, 1990 IN REEL 2420, IMAGE 890, AS DOCUMENT NO. 6354945, AND BEING CORRECTED BY AFFIDAVIT OF CORRECTION RECORDED JULY 11, 1990 IN REEL 2468 IMAGE 655 AS DOCUMENT NO. 6396945, BEING A RE-DIVISION OF PARCEL 1 OF CERTIFIED SURVEY MAP NO. 3247, OUTLOT 2 OF WHITNALL EDGE SUBDIVISION, AND UNPLATTED LANDS IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 5, TOWNSHIP 5 NORTH, RANGE 21 EAST, IN THE CITY OF FRANKLIN, COUNTY OF MILWAUKEE, STATE OF WISCONSIN.

SAN 3 S

- 796.88

Ø STM 4

Tax Parcel ID: 705-8997-003 Parcel Address: Vacant Land - South Lovers Lane, Franklin, WI 53132

#### Certificate The above-described property has been surveyed under my direction and the map hereon drawn is a correct representation thereof to the best of my knowledge and belief.

04/02/2024\_

WHITNALL EDGE ROAD



NOTES

BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE. BASED UPON NAD 1983 / 2011. ALL ELEVATIONS REFER TO NAVD 1988 (12).

## **GRADING LEGEND**

<u> </u>	EXISTING CONTOURS
— 702 —	PROPOSED CONTOURS
604.88	EXISTING SPOT GRADES
	20-30% STEEP SLOPE AREA

## **STEEP SLOPES DATA**

5605 SF	EXISTING 20-30% SLOPE AREA
0 SF	DISTURBED SLOPE AREA
100%	20-30% STEEP SLOPE PROTECTION





Evergreens **Decorative Trees** Shrubs

Туре

Shrubs

### 34.0 shrubs 4.8 shrubs CODE REQUIREMENTS





# PROJECT TSUNAMI EXPRESS CAR WASH

6614 S. Lovers Lane Franklin, WI

## **ISSUANCE AND REVISIONS**

DATE	DESCRIPTION
3.08.24	FIRST ISSUE
6.20.24	REVISED SITE PLAN
7.02.24	IRRIGATION NOTE



These plans were prepared by W. David Heller, ASLA **Registered Landscape Architect** #438-014

Information contained herein is based on survey information, field inspection, and believed to be accurate.

SHEET TITLE



PROJECT MANAGER	WDH
PROJECT NUMBER	24-014
DATE	07.02.24
SHEET NUMBER	

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# TSUNAMI EXPRESS CAR WASH

6614 S. Lovers Lane Franklin, WI

## ISSUANCE AND REVISIONS

DATE	DESCRIPTION
3.08.24	FIRST ISSUE REVISED SITE PLAN
7.02.24	IRRIGATION NOTE



These plans were prepared by: W. David Heller, ASLA Registered Landscape Architect #438-014

Information contained herein is based on survey information, field inspection, and believed to be accurate.

SHEET TITLE



PROJECT MANAGER	WDH
PROJECT NUMBER	24-014
DATE	07.02.24
SHEET NUMBER	
	1
L 1.	

1. Contractor responsible for contacting Diggers Hotline (811 or 800-242-8511) to have site marked prior to excavation or planting.

2. Contractor to verify all plant quantities shown on Plant & Material List and landscape planting symbols and report any discrepancies to Landscape Architect or General Contractor.

3. All plantings shall comply with standards as described in American Standard of Nursery Stock - Z60.1 ANSI (latest version). Landscape Architect reserves the right to inspect, and potentially reject any plants that are inferior, compromised, undersized, diseased, improperly transported, installed incorrectly or damaged. No sub-standard "B Grade" or "Park Grade" plant material shall be accepted. Plant material shall originate from nursery(ies) with a similar climate as the planting site.

4. Any potential plant substitutions must be approved by Landscape Architect or Owner. All plants must be installed as per sizes indicated on Plant & Material Schedule, unless approved by Landscape Architect. Any changes to sizes shown on plan must be submitted in writing to the Landscape Architect prior to installation.

5. Topspoil in Parking Lot Islands (if applicable): All parking lot islands to be backfilled with topsoil to a minimum depth of 12" to insure long-term plant health. Topsoil should be placed within 3" of finish grade by General Contractor / Excavation Contractor during rough grading operations/activity. The landscape contractor shall be responsible for the fine grading of all disturbed areas, planting bed areas, and lawn areas. Crown all parking lot islands a minimum of 4" to provide proper drainage, unless otherwise specified.

6. Tree Planting: Plant all trees slightly higher than finished grade at the root flare. Remove excess soil from the top of the root ball, if needed. Remove and discard non-biodegradable ball wrapping and support wire. Removed biodegradable burlap and wire cage (if present) from the top  $\frac{1}{3}$  of the rootball and carefully bend remaining wire down to the bottom of the hole. Once the tree has been placed into the hole and will no longer be moved, score the remaining  $\frac{2}{3}$  of the burlap and remove the twine. Provide one slow release fertilizer packets (per 1" caliper) for each tree planted.

7. Tree Planting: Backfill tree planting holes 80% existing soils removed from excavation and 20% Soil Amendments (see Note 11). Avoid air pockets and do not tamp soil down. Discard any gravel, rocks, heavy clay, or concrete pieces. When hole is  $\frac{2}{3}$  full, trees shall be watered thoroughly, and water left to soak in before proceeding to fill the remainder of the hole. Water again to full soak in the new planting. Each tree shall receive a 3" deep, 4-5' diameter (see planting details or planting plan) shredded hardwood bark mulch ring / saucer around all trees. Do not build up any mulch onto the trunk of any tree. Trees that are installed incorrectly will be replaced at the time and expense of the Landscape Contractor.

8. Shrub Planting: All shrubs to be planted in groupings as indicated on the Landscape Plan. Install with the planting of shrubs a <sup>50</sup>/<sub>50</sub> mix of Soil Amendments with blended, pulverized topsoil. Install topsoil into all plant beds as needed to achieve proper grade and displace undesirable soils (see planting detail). Remove all excessive gravel, clay and stones from plant beds prior to planting. When hole(s) are  $\frac{2}{3}$  full, shrubs shall be watered thoroughly, and water left to soak in before proceeding. Provide slow-release fertilizer packets at the rater of 1 per 24" height/diameter of shrub at planting.

9. Mulching: All tree rings to receive a 3" deep layer of high quality shredded hardwood bark mulch (not pigment dyed or enviro-mulch). All shrub planting and perennial planting bed areas (groupings) shall receive a 2" layer of double-shredded hardwood bark mulch, and groundcover areas a 2" layer of the same mulch. Do not mulch annual flower beds (if applicable). Do not allow mulch to contact plant stems and tree trunks.

### smooth as per plan. A clean definition between landscape beds and lawn is required. Pack mulch against lawn edge to hold in place.

11. Plant bed preparation/Soil Amendment composition: All perennial, groundcover and annual areas (if applicable) are required to receive a blend of organic soil (Soil Amendments) amendments prior to installation. Roto-till the following materials at the following ratio, into existing soil beds or installed topsoil beds to a depth of approximately 8"-10". Containerized and balled & burlapped plant material should be back-filled with amended soil:

- Per 100 SF of bed area (Soil Amendment composition):
- <sup>3</sup>/<sub>4</sub> CY Peat Moss or Mushroom Compost <sup>3</sup>⁄<sub>4</sub> CY blended/pulverized Topsoil
- $\frac{1}{4}$  CY composted manure

In roto-tilled beds only, also include in above mixture: 2 Ibs Starter Fertilizer

12. Installation preparation for all seeded areas: remove/kill off any existing unwanted vegetation prior to seeding. Prepare the topsoil (if adequate or provide as in item #6 above) and seed bed by removing all surface stones 1" or larger. Apply a starter fertilizer (20-10-5, or approved comparable) and specified seed uniformly at the specified rate, and provide mulch covering suitable to germinate and establish turf. Provide seed and fertilizer specifications to Landscape Architect and Owner prior to installation. Erosion control measures are to be used in swales and on slopes in excess of 1:3 and where applicable (see Civil Engineering Drawings). Methods of installation may vary are the discretion of the Landscape Contractor on his/her responsibility to establish and guarantee a smooth, uniform, quality turf. A minimum of 2" of blended, prepared and non-compacted topsoil is required for all lawn areas. If straw mulch is used as a mulch covering, a tackifier may be necessary to avoid wind dispersal of mulch covering. Marsh hay containing reed canary grass is NOT acceptable as a mulch covering.

An acceptable quality seed installation is defined as having:

No bare spots larger than one (1) square foot No more than 10% of the total area with bare areas larger than one (1) square foot A uniform coverage through all turf areas

13. Warranty and Replacements: All plantings are to be watered thoroughly at the time of planting, through construction and upon completion of project as required. Trees, Evergreens, and Shrubs (deciduous and evergreen) shall be guaranteed (100% replacement) for a minimum of two (2) years from the date of project completion. Perennials, groundcovers, and ornamental grasses shall be guaranteed for a minimum of two (2) growing seasons. Only one replacement per plant will be required during the warranty period, except for losses or replacements due to failure to comply with specified requirements. Watering and general ongoing maintenance instructions are to be supplied by the Landscape Contractor to the Architect, General Contractor, or Owner upon com project.

14. The Landscape Contractor is responsible for the watering and maintenance of all landscape areas for a period of 45 days after the substantial completion of the landscape installation. This shall include all trees, shrubs, evergreens, perennials, ornamental grasses, turf grass, no-mow grass, and native prairie seed mix / stormwater seed mix. Work also includes weeding, edging, mulching (only if required), fertilizing, trimming, sweeping up grass clippings, pruning and deadheading.

15. Project Completion: Landscape Contractor is responsible to conduct a final review of the project, upon completion, with the Landscape Architect, Client or Owner / Client Representative, and the General Contractor to answer questions, provide written care instructions for new plantings and turf, and insure that all specifications have been met.



6 DETAIL



**EVERGREEN TREE PLANTING** 



DETAIL N.T.S.

Project Note:

A permanent, automatic irrigation system will be installed 5 DETAIL

10. Edging: All planting beds shall be edged with a 4" deep spade edge using a flat landscape spade or a mechanical edger. Bedlines are to be cut crisp,



DECIDUOUS SHRUB PLANTING (B&B)



PLANT				CALIPER/HEIGHT			PLANT
KEY				SIZE	ROOT	SPECIFICATION / NOTES	SPACING
Proposed I	Landscape Mat	terials					
SHADE TRE	ES (DECIDUOL	JS)					
AFM	1	Acer xfreemanii 'Autumn Fantasy'	Autumn Fantasy Maple	2.5"	B&B	Straight central leader, full and even crown. Prune only after planting	
NRO	2	Quercus rubra	Northern Red Oak	2.5"	B&B	Straight central leader, full and even crown. Prune only after planting	
AE	2	Ulmus 'Morton'	Accolade Elm	2.5"	B&B	Straight central leader, full and even crown. Prune only after planting	
	-				2 3 1 2		
DIANT							DIANT
					DOOT	CRECIFICATION (NOTEC	PLANT
KEY				SIZE	ROOT	SPECIFICATION / NOTES	SPACING
ORNAMEN	ITAL TREES (DE	CIDUOUS)					
PFC	2	Malus x 'Prairifire'	Prairie Fire Flowering Crabapple	7-8' H	B&B	Well balanced multi-stemmed tree with minimum four canes, and full appearance	
IW	2	Ostrya virginiana	Ironwood	2.5-3" DBH	B&B	Well balanced multi-stemmed tree with minimum four canes, and full appearance	
JTL	1	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	7-8'	B&B	Well balanced multi-stemmed tree with minimum four canes, and full appearance	
PLANT		PLANT MATERIAL PROPOSED		HEIGHT			PLANT
KEY				SIZE	ROOT	SPECIFICATION / NOTES	SPACING
EVERGREE				0.22			017101110
		luninamus shinamsis Ulatrii Calumaasial	Hatai Calumanan Iunin an (unninht)		חפח	Even by share alterna with humanian to the survey	421
ΗCJ	4	Juniperus chinensis "Hetzii Columnaris"	Hetzi Columnar Juniper (upright)	5-6	B&B	Evenily shaped tree with branching to the ground	42
NS	1	Picea abies	Norway Spruce	7-8'	B&B	Evenly shaped tree with branching to the ground	17'
BHS	1	Picea glauca 'densata'	Black Hills Spruce	7-8'	B&B	Evenly shaped tree with branching to the ground	15'
EWP	3	Pinus strobus	Eastern White Pine	7-8'	B&B	Evenly shaped tree with branching to the ground	17'
PLANT		PLANT MATERIAL PROPOSED		SHRUB	ROOT/		PLANT
KFY		BOTANICAL NAME		SIZE (HEIGHT)	CONT	SPECIFICATION / NOTES	SPACING
		DO TATICAL NAME					
NCDI	10	lumin an abia anais Nialda Canasasti	Nielde Comment Dfitzen kuninen	<i></i>	Cant	Full as we deal we ll base also also be	401
NCPJ	10	Juniper chinensis 'Nick's Compact'	Nick's Compact Pfitzer Juniper	#5	Cont.	Fuil rounded well branched shrub	48
<b></b>	т т			Г			
PLANT		PLANT MATERIAL PROPOSED		SHRUB	ROOT/		PLANT
KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE (HEIGHT)	CONT.	SPECIFICATION / NOTES	SPACING
DECIDUOU	S SHRUBS						
QFH	2	Hydrangea paniculata 'Quick Fire'	Quick Fire Hydrangea	42"	Cont.	Full, well rooted plant, evenly shaped	48"
TS	3	Spirea betulifolia 'Tor'	Tor Birchleaf Spirea	#5	Cont.	Full, well rooted plant, evenly shaped	30"
GMS	18	Spirea xhumalda 'Goldmound'	Goldmound Spirea	24"	Cont	Full well rooted plant, evenly shaped	36"
	11	Weigela florida 'Sonic Bloom'	Sonic Bloom Woigela	21	Cont.	Full, well rooted plant, evenly shaped	40"
3000	11		Some Broom Weigera	24	cont.	run, wen rooted plant, evenly shaped	42
	1 1						
PLANT		PLANT MATERIAL PROPOSED		CONTAINER			PLANT
KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE		SPECIFICATION / NOTES	SPACING
ORNAMEN	TAL GRASSES						
PDS	9	Sporobolus heterolepis	Prairie Dropseed	#1	Cont.	Full, well rooted plant	18"
PLANT		PLANT MATERIAL PROPOSED		CONTAINER			PLANT
KFY				SIZE		SPECIFICATION / NOTES	SPACING
				0.22			
			Commence Describe Allieurs		Cant	Full well as she defeat, succedurely and	10
SBA	14	Allum Summer Beauty	Summer Beauty Allium	#1	Cont.	Fuil, well rooted plant, evenly snaped	18.
	т т			<u>г</u>			
PLAN		PLANT MATERIAL PROPOSED		CONTAINER			PLANT
KEY	QUANTITY	SPECIFIED SEED MIX / SOD		SIZE		SPECIFICATION / NOTES	SPACING
LAWN	3991	Lawn Establishment Area / Grading Area			SY	Reinder's Deluxe 50 Seed Mix (800-785-3301)	
	40565	Erosion Matting for seeded areas	see plan for area delineation		SF	EroTex DS75 Erosion Control Blanket (or approved equal)	
	517	Infiltration Basin Seed Mix	see plan for area delineation		SY	Agrecol II.C (608-223-3571)	
	311				51	······································	
Lloude							
нагозсаре	waterials	·····					
	13.5	Heritage River Gravel Mulch (1.0-1.5" pieces)	Area: 955 SF		TN	2-3" depth	
	10	Aluminum Edge Restraint (gravel areas)	Permaloc ProSlide 3/16"x5.5" Black Durafl	ex Finish	LF		
	955	Landscape Fabric	SF		SF		
	15	Shredded Hardwood Mulch (3" depth)	Area: 1,615 SF		CY	Bark Mulch; apply Preemergent after installation of mulch	

\*Landscape counts & guantities are provided as a service to the Landscape Contractor: Landscape Contractor is responsible for verifying these counts and guantities in order to provide a complete landscape installation as outlined on this Landscape Master Plan. In the event that a discrepancy occurs between this schedule and the Landscape Master Plan, the Landscape Master Plan. and notations depicted therein-shall govern.

Seed Compositions Reinder's Deluxe 50 Seed Mix (800-785-3301) 20% Kentucky Bluegrass (Sod Quality) 15% Newport Kentucky Bluegrass 15% Ken Blue Kentucky Bluegrass

Soil Amendments (2" depth)

Pulverized Topsoil (Seeded Areas)

Pulverized Topsoil (2" over bed areas)

10

125

10



25% Creeping Red Fescue

EVERGREEN SHRUB PLANTING

PACING OF PERENNIALS WILL VARY ON THE VARIETY OF PERENNIAL SELECTED. SPACING PLAN - IF NOT INDICATED ON PLANT & MATERIAL ST. WATER IMMEDIATELY AFTER PLANTING WITH A THOROUGH AND DEEP, SLOW RELEASE WATERING ANTING MIX DEPTH OF 9" TO BE ROTO-TILLED AT ALL ERENNIAL AREAS. 2" DOUBLE SHREDDED HARDWOOD MULCH OR LEAF COMPOST LANT SHRUB AT SAME LEVEL AS PREVIOUS GROWING CONDITION AT ROOT FLARE REMOVE BROKEN, BENT, DEAD OR DISEASED LEAVES/STEMS AFTER PLANTING. CAREFULL REMOVE PLANT FROM CONTAINER; SCORE ROOTS ON ALL SIDES; HAND TAMP INTO PLACE TO PROTECT PLANT. - LANDSCAPE FABRIC CARIFY EXISTING SUBGRADE

( 7) DETAJ **GROUNDCOVER / PERENNIAL PLANTING** 



Area: 1,615 SF

Area: 40,565 SF

Area: 1,615 SF

15% Quebec Perennial Ryegrass

10% Fiesta III Perennial Ryegrass





Seed at rate of 150-200# per acre

CY

CY

CY





# PROJECT TSUNAMI EXPRESS CAR WASH

6614 S. Lovers Lane Franklin, WI

### **ISSUANCE AND REVISIONS**

DATE	DESCRIPTION
3.08.24 6.20.24	FIRST ISSUE REVISED SITE PLAN
7.02.24	IRRIGATION NOTE



These plans were prepared by: W. David Heller, ASLA **Registered Landscape Architect** #438-014

Information contained herein is based on survey information, field inspection, and believed to be accurate.



NOI	ES &	
SCF	IEDUL	ES

PROJECT MANAGER	WDH
PROJECT NUMBER	24-014
DATE	07.02.24
SHEET NUMBER	







Statistics Symbol Avg Max Min Max/Min Avg/Min Description 
 Site Photometrics
 +
 2.0 fc
 33.0 fc
 0.0 fc
 N/A
 $+^{0.0}$   $+^{0.0}$   $+^{0.1}$   $+^{0.1}$   $+^{0.1}$   $+^{0.1}$   $+^{0.2}$   $+^{0.2}$   $+^{0.2}$   $+^{0.3}$   $+^{0.4}$   $+^{0.4}$   $+^{0.3}$   $+^{0.4}$   $+^{0.3}$   $+^{0.2}$   $+^{0.7}$  $+^{0.1}$   $+^{0.1}$   $+^{0.1}$   $+^{0.2}$   $+^{0.3}$   $+^{0.5}$   $+^{0.7}$   $+^{1.0}$   $+^{1.1}$   $+^{1.1}$   $+^{1.2}$   $+^{1.0}$   $+^{0.7}$   $+^{0.4}$   $+^{0.2}$   $+^{0.1}$   $+^{0.1}$ (0.1 + 0.1 + 0.2 + 0.4 + 0.5)1.4 0.7  $+^{0.4}$   $+^{0.2}$   $+^{0.1}$  $+^{0.1}$   $+^{0.2}$   $+^{0.4}$   $+^{0.7}$   $//+^{1.0}$  //  $+^{1.3}$ +2.4  $+^{0.3}$   $+^{0.2}$   $+^{0.1}$   $+^{0.1}$ +1.8  $+^{0.3}$   $+^{0.6}$   $+^{1.3}$   $+^{1.9}$  $+^{0.2}$   $+^{0.2}$   $+^{0.1}$   $+^{0.1}$   $+^{0.1}$ +1.4  $+^{0.8}$   $+^{0.6}$  $+^{0.7}$   $+^{0.5}$   $+^{0.4}$  $+^{0.3}$   $+^{0.9}$   $+^{2.3}$   $+^{3.6}$  $+^{2.3}$   $+^{2.2}$  $+^{2.2}$   $+^{1.9}$  $+^{1.7}$   $+^{2.8}$   $+^{4.5}$   $+^{5.1}$   $+^{2.0}$   $+^{0.1}$   $+^{0.1}$   $+^{0.0}$   $+^{0.0}$   $+^{0.0}$   $+^{0.0}$  $+^{0.3}$   $+^{1.0}$   $+^{2.7}$   $+^{3.8}$  $+^{2.0}$   $+^{1.8}$  $+^{0.2}$   $+^{0.9}$   $+^{2.8}$   $+^{4.1}$  $+^{0.7}$   $+^{2.0}$   $+^{3.6}$ +<sup>3.7</sup> SA 0.4 0.2 0.1 0.1 +0.6  $+^{1.7}$ 10.9 \$A  $+^{4.0}$   $+^{2.2}$  $+^{0.4}$   $+^{1.3}$   $+^{3.2}$   $+^{3.2}$  $+^{3.5}$   $+^{2.3}$   $+^{1.6}$   $+^{1.4}$   $+^{1.4}$   $+^{1.3}$   $+^{1.3}$  $+^{5.5}$   $+^{3.3}$  $+^{0.6}$ +<sup>1.3</sup>  $+^{0.3}$   $+^{1.1}$   $+^{2.4}$   $+^{3.5}$  $+^{2.6}$   $+^{1.6}$ +<sup>1.3</sup> +<sup>1.3</sup>  $+^{2.1}$   $+^{2.2}$  $+^{0.7}$   $+^{1.8}$   $+^{3.4}$ L\_0.2 +<sup>1.9</sup> 2.2  $+^{0.5}$   $+^{1.5}$   $+^{2.7}$  $+^{0.4}$   $+^{1.1}$   $+^{2.7}$  $+^{1.4}$   $+^{1.3}$  $+^{1.4}$  $+^{1.6}$  \  $+^{1.9}$  $+^{0.2}$   $+^{0.8}$   $+^{2.1}$ +<sup>1.5</sup>  $+^{1.6}$   $+^{1.8}$ 12.0 STH 100 - S. LOVERS LANE ROAD  $+^{0.4}$   $+^{1.3}$   $+^{3}$ +<sup>1.8</sup> +<sup>1.9</sup> +1.9  $+^{0.3}$   $+^{1.1}$   $+^{2.8}$  $+^{0.2}$   $+^{0.7}$   $+^{1.8}$ <u>↓ B.7</u> ↓ 5.4  $+^{0.5}$   $+^{1.6}$  $+^{0.3}$   $+^{0.9}$   $+^{2.2}$  $+^{0.2}$   $+^{0.5}$   $+^{1.0}$   $+^{1.4}$  $+^{0.6}$   $+^{0.6}$  $+^{0.6}$  $+^{0.4}$  $+^{0.2}$   $+^{0.2}$ 

Schedule											
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
$\overline{}$	MA	2	Lithonia Lighting	DSXW2 LED 30C 700 40K TFTM MVOLT	WALLPACK MOUNTED 8' AFG	4000K LED	1	DSXW2_LED_30C_700 _40K_TFTM_MVOLT.ies	8082	0.9	71
	NA2	10	Lithonia Lighting	VAP 4000LM FST WD 40K 80CRI	VAPORTIGHT FIXTURE MOUNTED UNDER THE CANOPY	4000K LED	1	VAP_4000LM_FST_WD _40K_80CRI.ies	3810	0.9	32.9
	PA3H	4	Lithonia Lighting	DSX0 LED P4 40K T3M MVOLT HS	TYPE III LUMINAIRE WITH HOUSE SIDE SHIELD MOUNTED ON A 20' POLE ON A 2' BASE	4000K LED	1	DSX0_LED_P4_40K_T3 M_MVOLT_HS.ies	8310	0.9	92
	RA	3	Lithonia Lighting	DSXSC LED 30C 700 40K T5M MVOLT	CANOPY MOUNT FIXTURE	4000K LED	1	DSXSC_LED_30C_700_ 40K_T5M_MVOLT.ies	8557	0.9	67
	SA	11	Lithonia Lighting	DSXW1 LED 10C 700 40K T4M MVOLT	WALLPACK MOUNTED 12' AFG	4000K LED	1	DSXW1_LED_10C_700 _40K_T4M_MVOLT.ies	2701	0.9	26.2
Ô	PA4	2	Lithonia Lighting	DSX0 LED P4 40K 80CRI T4M	TYPE IV LUMINAIRE MOUNTED ON A 20' POLE ON A 2' BASE	4000K LED	1	DSX0_LED_P4_40K_80 CRI_T4M.ies	10365	0.9	93.04





Remarks		W228 N745 WESTMOUND DRIVE   WAUKESHA, WISCONSIN 53186   P: 262.549.9600
PROJECT:	TSUNAMICAR WASH	
PROJECT LOCATION:	FRANKLIN. WI	
JDP DE S63 \ JIM@JD DATE: O6/ DRAWI J.   PROJEC	ELECT SIGN, ECTRICAL D & CONSULTI N16367 COL USKEGO, WI E PELECTRICALI (414) 750-20 (18/2) N BY: PRUS CT NUME 0074	RICAL LLC ESIGN NG LEGE AVE. 3150 DESIGN.COM DESIGN.COM 2024 INSKI BER: 19
SI PHOTO DRA SCA NT	TE METRIC WING ALE:	ES100





	KEYNOTES PER SHEET
0420-14	BRICK SOLDIER COURSE
0473-07	CAST STONE DECORATIVE ELEMENT
0724-01	EIFS (SEE EXTERIOR MATERIAL SCHEDULE)
0771-05	PREFINISHED ALUMINUM SCUPPER W/ DOWNSPOUT (TYP.) SEE EXTERIOR MATERIAL LEGEND FOR COLOR. CONNECT TO STORM SEWER; SEE CIVIL DRAWINGS.
0833-02	OVERHEAD DOOR, SEE DOOR SCHED.
0841-01	THERMALLY BROKEN ALUMINUM STOREFRONT SYSTEM - CENTER GLAZED - STANDARD 2" X 4-1/2" MULLIONS, TYPICAL.
0841-06	ALUMINUM FRAMED ENTRANCE DOOR (SEE DOOR SCHEDULE).
1044-04	KNOX BOX. VERIFY LOCATION WITH AUTHORITY HAVING JURISDICTION (AHJ) PRIOR TO INSTALLATION.
1070-02	PREFABRICATED ALUMINUM CANOPY
2214-07	OVERFLOW DRAIN WITH LAMB'S TONGUE APPROXIMATELY 18" A.F.F. (SEE PLUMBING DRAWINGS)
2656-03	EXTERIOR WALL-MOUNTED LIGHT FIXTURE (SEE ELECTRICAL DRAWINGS)
AC-1	PREFINISHED ALUMINUM COPING. SEE EXTERIOR MATERIAL LEGEND.
AF-1	PREFINISHED ALUMINUM FASCIA ON EXTERIOR GRADE 2X12 RAKE BOARD AND 1X6 TRIM BOARD. SEE EXTERIOR MATERIAL LEGEND.
BR-1	4" X 4" X 16" STRUCTURAL BRICK. SEE EXTERIOR MATERIAL LEGEND.
BR-2	8" X 4" X 16" STRUCTURAL BRICK. SEE EXTERIOR MATERIAL LEGEND.
BR-3	12" X 4" X 16" STRUCTURAL BRICK. SEE EXTERIOR MATERIAL LEGEND.
BR-4	4" X 4" X 16" STRUCTURAL BRICK SOLDIER COURSE. SEE EXTERIOR MATERIAL LEGEND
CMU-1	8" X 8" X 16" SPLIT FACE CMU. SEE EXTERIOR MATERIAL LEGEND.
CMU-2	12" X 8" X 16" SPLIT FACE CMU. SEE EXTERIOR MATERIAL LEGEND.
CS-1	CAST STONE SILL. SEE CAST STONE PROFILES.
CS-2	CAST STONE SILL. SEE CAST STONE PROFILES.
CS-3	CAST STONE BASE. SEE CAST STONE PROFILES.
CS-4	CAST STONE SILL. SEE CAST STONE PROFILES.
CS-5	CAST STONE HEAD. SEE CAST STONE PROFILES.
CS-6	CAST STONE PIER. SEE CAST STONE PROFILES.
MR-1	STANDING SEAM METAL ROOF. SEE EXTERIOR



S 32 2 531 M σ Franklin, ( )S S Ð Road, dx Whitnall Edge Û sunami S 6449 

PROGRESS SET

Project Number 24056 06.20.2024 Date Revisions # Description Date

**Exterior Elevations** PR



COM\_Pump & Trash Bldg\_Presentation







06.07.2024







DE\_Sales Booth - 3 Lane\_Presentation



06.07.2024











SALES BOOTH - 3D VIEW







06.07.2024







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





## **TRAFFIC IMPACT ANALYSIS**

Date:	September 24, 2024
Prepared for:	Miranda R. Seals The Redmond Company
Prepared by:	Don Lee, P.E. John A. Bieberitz, P.E., PTOE Traffic Analysis & Design, Inc.
Subject:	Tsunami Express Carwash Development City of Franklin, WI Traffic Impact Analysis

#### INTRODUCTION

A carwash development is proposed to be constructed on the southeast corner of the South Lovers Lane Road (STH 100) intersection with South Whitnall Edge Road in the City of Franklin, Milwaukee County, Wisconsin. Access to the site is proposed via a single access driveway along South Whitnall Edge Road. A map showing the development site and proposed access location is shown on Exhibit 1. The conceptual development site plan is shown on Exhibit 2.

This traffic impact analysis (TIA) was prepared to document the peak hour traffic impacts expected at the study intersections along South Whitnall Edge Road with existing traffic volumes and with full buildout of the proposed carwash development.

#### STUDY AREA

#### **Study Intersections**

The study intersections, also shown on Exhibit 1, include the following:

- South Lovers Lane Road/STH 100 & South Whitnall Edge Road (two-way stop control)
- South Whitnall Edge Road & Boucher VW Driveway (one-way stop control)
- South Whitnall Edge Road & Proposed Driveway (one-way stop control)
- South Whitnall Edge Road & Retail Center Driveway (one-way stop control)

The existing geometrics, traffic control, posted speed limits, and distances between study intersections are shown on Exhibit 3.



#### **Study Area Roadways**

*South Lovers Lane Road (STH 100)* is classified as a Principal Arterial that generally runs north/south and has a six-lane divided cross-section. The posted speed limit on South Lovers Lane Road is 40 miles per hour (mph) within the limits of the study area. The Year 2021 Wisconsin Department of Transportation (WisDOT) Annual Average Daily Traffic (AADT) volumes along STH 100 were 26,000 vehicles per day (vpd) immediately north of College Avenue and 20,900-vpd to the south of South Whitnall Edge Road.

South Whitnall Edge Road is classified as a local collector street that generally runs east/west within the limits of the development site. South Whitnall Edge Road has a two-lane undivided cross-section and a posted speed limit of 25-mph. There are no WisDOT AADT volumes currently available along South Whitnall Edge Road; however, daily traffic volumes of 1,000-vpd were interpolated from three hours of weekday evening (3:00 - 6:00pm) peak period counts conducted as part of this study. The roadway is signed for no parking within the limits of the study area intersections.

#### **EXISTING & FUTURE TRAFFIC VOLUMES**

#### **Existing Traffic Volumes**

The weekday evening and Saturday midday peak hours are expected to drive the improvements needed to adequately accommodate the proposed development site, as they represent the highest trip generation for the site and the highest volumes along the adjacent transportation system. TADI conducted weekday evening (3:00 - 6:00pm) and Saturday midday (11:00am - 2:00pm) peak hour turning movement traffic counts at the South Whitnall Edge Road intersection with the South Lovers Lane Road intersection and with the other two aforementioned existing driveways along South Whitnall Edge Road during a typical weekday and a typical Saturday in mid-September of 2024.

Based on the turning movement counts, the weekday evening and Saturday midday peak hours were identified as being from 4:00 to 5:00pm and 11:15am to 12:15pm, respectively. The existing turning movement volumes were compiled for these peak hours and are shown on Exhibit 4A. The turning movement traffic count data for each intersection is also included in Appendix A.

Because data collection occurred while construction was occurring along South Lovers Lane Road and to account for typical preconstruction conditions at the study area intersections, the through volumes on the north and south approaches of the South Whitnall Edge Road intersection with South Lovers Lane Road were compared to the year 2021 hourly AADT through volumes along South Lovers Lane Road, as collected by WisDOT in April of 2021 as part of their regular three-year cycle data collection. Based on this comparison, the weekday evening peak hour volumes collected as part of this study averaged about 11-percent lower than the volumes at the South Lovers Lane Road intersection with South Whitnall Edge Road, collected as part of this study, were adjusted up to account for these calculated variations. The existing (factored) traffic volumes are shown in Exhibit 4B.



#### **Development Site Traffic Volumes**

The site is currently a vacant outlot adjacent to a retail strip center that is located immediately southeast of the site. Additional commercial land uses are located immediately to the north and south along both sides of South Lovers Lane Road. Residential land uses (single family homes and apartments) are located further to the east along South Whitnall Edge Road.

The proposed development includes a single automatic car wash stall/drive aisle. The expected new trips generated for this land use for the two peak periods were determined based on data from other similar existing facilities noting that these volumes are higher than those calculated per the ITE trip generation rates (comparison table provided in the appendix). The proposed development site is expected to include pass-by trips. Pass-by trips occur when motorists already on the roadway system stop at a development site prior to continuing on their intended route (e.g., an existing motorist northbound on South Lovers Lane Road stops at the site prior to continuing northbound on South Lovers Lane Road). Per WisDOT and Institute of Transportation Engineer (ITE) recommended practice, approximately 25-percent of the expected new trips were included in the pass-by trip reduction calculations.

As shown in Exhibit 5, after pass-by trip reductions, the full buildout, assuming a typical car wash day, is expected to generate 80 new site trips in the PM peak hour, and 80 new site trips in the SAT peak hour.

The new trips for the proposed development were distributed to the study intersections based on existing daily and peak hour traffic patterns. The trip distributions are listed below and shown on Exhibit 5.

- 50% to/from the north on Lovers Lane Road
- 45% to/from the south on Lovers Lane Road
- 5% to/from the east on Whitnall Edge Road

#### **Full Build Traffic Volumes**

The peak hour new trips expected to be generated by the full buildout of the proposed development were assigned to the study area roadways based on the above trip distribution and are summarized below.

- On-site Development New Trips Exhibit 6A
- On-site Development Pass-By Trips Exhibit 6B
- On-site Development Driveway Trips (New Trips + Pass-By Trips) Exhibit 6C

The on-site development driveway trips were determined by adding the on-site development new trips to the on-site development pass-by trips. The Full Build traffic, which adds the proposed development driveway trips (Exhibit 6C) to the existing (factored) traffic volumes (Exhibit 4B), is shown on Exhibit 7.

#### PEAK HOUR TRAFFIC OPERATIONS & QUEUES

#### LOS Definition/Description

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 LOS descriptions for signalized and unsignalized intersections are in Table 1.

	Signalized Intersections	<b>Unsignalized Intersections</b>						
	Control Delay/Vehicle	Avg. Control Delay	Relative					
LOS	(sec/veh)	(sec/veh)	Delay					
	≤10	≤10						
А	Free-flow traffic operations at avearge	travel speeds. Vehicles completely						
	unimpeded in ability to maneuver. Mini	mal delay at signalized intersections						
	> 10 - 20	> 10 - 15	Chart					
В	Reasonably unimpeded traffic operation	ns at average travel speeds. Vehicle	Snort					
	maneuverability slightly restricted. Low traffic delays.							
	> 20 - 35	> 15 - 25						
С	Stable traffic operations. Lane changes becoming more restricted. Travel							
	speeds reduced to half of average free	flow travel speeds. Longer						
	> 35 - 55	> 25 - 35						
D	Small increases in traffic flow can cause increased delays. Delays likely							
	attributable to increased traffic, reduce	d signal progression, and adverse	Moderate					
	> 55 - 80	> 35 - 50	Delays					
Е	Significant delays. Travel speeds reduced to one-third of average free flow							
	travel speed.							
	> 80	> 50	Lana					
F	Extremely low speeds. Intersection congestion. Long delays. Extensive							
	traffic queues at intersections.							

Table	1.1	LOS	Descri	ptions
-------	-----	-----	--------	--------

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

#### **Peak Hour Traffic Operations**

The study intersections were analyzed using the Synchro 11 traffic analysis model (outputs based on the *Highway Capacity Manual*, 6<sup>th</sup> Edition) and the peak hour turning movement volumes estimated for each intersection. The Existing traffic LOS, delays, and queues for each movement are shown below in Table 2. As shown, all intersections are currently operating acceptably at LOS D or better during the typical weekday evening and Saturday midday peak hours under existing conditions except the eastbound movements and westbound through/left-turn movements at the South Lovers Lane Road intersection with South Whitnall Edge Road which are currently operating at LOS E/F during the typical weekday evening peak hour. The corresponding Synchro analysis files are in Appendix B.



			Level of Service (LOS) per Movement by Approach											
	Peak		Eastbound		W	estbou	Ind	No	rthbou	Ind	Sou	uthbou	und	
Intersection	Hour	Metric	r	$\rightarrow$	К	Ľ	÷	R	R	1	7	R	$\checkmark$	Ľ
		Lanes->		1			1	1	1	(°)	}	1		3
Node 100: Lovers Lane Road &		LOS	E			F	С	С	*	•	D	1	k	
Whitnall Edge Road	DM	Delay		48.5		57	7.3	18.2	15.4	*	r	31.9	31.9 *	
Two-Way Stop Control	FIVI	v⁄c		0.11		0.	07	-	-	•	-	-		-
		Queue		25'		2	25'	35'	25'	*		95'		k
		LOS		D			D	С	В	ł		С	,	k
	SAT	Delay		27.1		26	6.0	15.1	12.6	*	r	15.6	,	k
		Queue		25'		2	25'	30'	25'	4	,	25'	1	*
		Lanes->		1	-	-		1		-			1	
Node 200: Whitnall Edge Road &		LOS	-	Α	-	-		*		-			В	
Boucher VW Driveway	PM	Delay	7	.5	-	- *		*	-		10.0			
One-Way Stop Control		Queue	2	25'	-	-		*		-			25'	
		LOS		Α	-	-		*		-			Α	
	SAT	Delay	7	.6	-	-		*		-			9.3	
		Queue	2	25'	-	-		*		-			25'	
		Lanes->	-		1		1	-		1			-	
Node 400: Whitnall Edge Road &		LOS	-		*		Α	-		В			-	
Retail Space Driveway	PM	Delay	-	- *		7	.7	-		10.1			-	
One-Way Stop Control		Queue	-	1	*	2	25'	-		25'			-	
		LOS	-	,	*		Α	-		Α			-	
	SAT	Delay	-	,	*	7	.5	-		9.4			-	
		Queue	-	3	*	2	25'	-		25'			-	

Table 2.	Existing	Traffic	Peak	Hour	<b>Operations</b>
					0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

(-) indicates a movement that is prohibited or does not exist; (\*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

The Full Build traffic LOS, delays, and queues for each movement are shown below in Table 3. The corresponding Synchro analysis files are in Appendix C. As shown, all movements are expected to continue to operate acceptably at LOS D or better during the typical weekday evening and Saturday midday peak hours under Full Build traffic conditions except the eastbound movements and westbound through/left-turn movements and the southbound left-turn movement at the South Lovers Lane Road intersection with South Whitnall Edge Road which are expected to operate at LOS E/F during the typical weekday evening peak hour. It is noted that there are traffic signals located less than <sup>1</sup>/<sub>4</sub>-mile to the north and south of the South Whitnall Edge Road intersection which are likely creating gaps in the traffic stream that allow this intersection to operate better than reported by the modeling software. As shown in Table 3, the volume to capacity ratios (.016, 0.67 and 0.72) show that there is excess capacity for each of these respective movements. In addition, the volumes for the eastbound and westbound movements are all expected to be less than 50 and the queue lengths are expected to be 3 vehicles or less during the weekday evening peak hour under full build conditions. With reasonable capacity ratios, lower volumes and queuing reported by the model and traffic signals located to the north and south creating gaps in the South Lovers Lane Road traffic stream, this intersection is expected to operate better than reported by the modeling software. If delays are higher than expected, regular users of this intersection could divert to adjacent signalized intersections to access South Lovers Lane Road, or turn right onto Lovers Lane Road at Whitnall Edge Road and make a U-turn at the College Avenue signalized intersection. If all left-turn movements decided to do this, that is if no left-turn movements were allowed from Whitnall



Edge Road and all of these vehicles turned right to head upstream before completing a U-turn movement at the adjacent intersection, the east and west approaches are expected to operate acceptably at LOS C or better during both peak periods analyzed.

			Level of Service (LOS) per Movement by Approach											
	Peak		Eastbound			W	estbou	und	No	rthbo	und	So	uthbo	ound
Intersection	Hour	Metric	7	$\rightarrow$	К	Ľ	←	Γ	R	1	7	Ы	$\downarrow$	Ľ
		Lanes->		1			1	1	1		3	1		3
Node 100: Lovers Lane Road &		LOS		F			F	С	С		*	E		*
Whitnall Edge Road		Delay		69.4		15	7.1	19.9	15.2		*	41.0		*
Two-Way Stop Control	PIVI	v/c		0.16		0.	67	-	-		-	0.72		-
		Queue		25'		7	0'	45'	25'		*	130'		*
		LOS		D		I	)	С	В		*	С		*
	SAT	Delay		30.8		34	1.8	16.2	12.5		*	17.0		*
		Queue		25'		3	0'	35'	25'		*	35'		*
		Lanes->		1	-	-		1		-			1	
Node 200: Whitnall Edge Road &		LOS		Α	-	-		*		-			В	
Boucher VW Driveway	PM	Delay	7	7.6	-	-		*		-		10.8		
One-Way Stop Control		Queue	~ 4	25'	-	-		*		-		25'		
		LOS		Α	-	-		*		-		Α		
	SAT	Delay	7	7.7	-	-		*	-			9.7		
		Queue	14	25'	-	-		*		-			25'	
		Lanes->	-		1		1	- 1		- 1		-		
Node 300: Whitnall Edge Road &		LOS	-		*		4	-		В		-		
Proposed Driveway	PM	Delay	-		*	7	.8	-		11.5			-	
One-Way Stop Control		Queue	-		*	2	5'	-		25'			-	
		LOS	-		*		4	-		В			-	
	SAT	Delay	-		*	7	.6	-		10.8			-	
		Queue	-		*	2	5'	-		25'			-	
		Lanes->	-		1		1	-		1			-	
Node 400: Whitnall Edge Road &		LOS	-		*		4	-		В			-	
Retail Space Driveway	PM	Delay	-		*	7	.7	-		10.1			-	
One-Way Stop Control		Queue	-		*	2	5'	-		25'			-	
		LOS	-		*		4	-		Α			-	
	SAT	Delay	-		*	7	.5	-		9.3			-	
		Queue	-		*	2	5'	-		25'			-	

#### Table 3. Full Build Traffic Peak Hour Operation

(-) indicates a movement that is prohibited or does not exist; (\*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

#### **Internal Site Queueing Analysis**

To estimate the amount of internal storage required to accommodate the proposed Car Wash facility, a queue analysis was completed for this study. As shown in Exhibit 2, with the internal storage lanes as planned, approximately 24 vehicles can be stored at any specific time while waiting to enter the car wash without backing up onto South Whitnall Edge Road.

Based on the trip generation estimates calculated as part of this study, about 55 vehicles are expected during a typical weekday evening or Saturday midday peak hour.

Based on past studies completed, similar car washes are expected to have an operating capacity of 3 to 4 vehicles/minute being washed. This equates to accommodating 180 to 240 vehicles per hour. Even if the capacity were as low as only 1 vehicles/minute, this would equate to about 60 vehicles per hour.



For backups to occur, all vehicles would need to arrive within a short (15 to 30 minute) period; however, the anticipated 55 vehicles are expected over the entire peak hour (60 minutes). Based on this analysis, the design is expected to accommodate higher than peak condition of queueing, which provides additional insurance of accommodating a peak weekend queue scenario on the site.

#### **RECOMMENDED MODIFICATIONS**

#### **Peak Hour Traffic Operations and Queues – With Modifications**

Based on the analysis completed as part of this study, the following modifications, as shown on Exhibit 8, are recommended to accommodate the Full Build (with development) traffic volumes.

#### Node 100: South Lovers Lane Road & Aldi Driveway

• No modifications are recommended.

Node 200: South Whitnall Edge Road & Boucher VW Driveway

• No modifications are recommended.

Node 300: South Whitnall Edge Road & Proposed Driveway

• Provide a new full access driveway onto South Whitnall Edge Road as shown on the site plan.

#### Node 400: South Whitnall Edge Road & Retail Center Driveway

• No modifications are recommended.

#### CONCLUSIONS

Based on the analysis completed as part of this study, higher delays are currently occurring and are expected to continue to occur for some movements at the South Lovers Lane Road intersection with South Whitnall Edge Road. However, with reasonable capacity ratios and traffic signals located to the north and south creating gaps in the South Lovers Lane Road traffic stream, this intersection is expected to operate better than reported by the modeling software. If delays are higher than expected, regular users of this intersection may divert to adjacent signalized intersections to access South Lovers Lane Road, or turn right onto Lovers Lane Road at Whitnall Edge Road and make a U-turn at the College Avenue signalized intersection. If all left-turn movements decided to do this, that is if no left-turn movements were allowed from Whitnall Edge Road and all of these vehicles turned right to head upstream before completing a U-turn movement at the adjacent intersection, the east and west approaches are expected to operate acceptably at LOS C or better during both peak periods analyzed. In addition, minimal additional delay and vehicle queues are expected at the existing and proposed driveways along South Whitnall Edge Road. Therefore, with the recommended modifications as shown on Exhibit 8, all intersections are expected to operate safely under full build conditions.

#### Appendices

Appendix A – Traffic (Counts, Historic Hourly AADT Comparison, Trip Gen Comparison)

- Appendix B Existing Traffic Peak Hour Analysis Outputs
- Appendix C Full Build Traffic Peak Hour Analysis











### Exhibit 5 On-Site Trip Generation Table<sup>1</sup>

	ITE			PM Peal	k	;	SAT Pea	k
Land Use	Code	Proposed Size	In	Out	Total	In	Out	Total
Automated Car Wash	TADI	1 Stalls	55	55	110	55	55	110
Total Driveway Trips			55	55	110	55	55	110
PM (SAT) Pass-by Trips	TADI	25% (25%)	-15	-15	-30	-15	-15	-30
Total Pass-by Trip Reduction			-15	-15	-30	-15	-15	-30
Total New Trips			40	40	80	40	40	80
TRIP DISTRIBUTION (New Trips) North on STH 100 South on STH 100 East on Whitnall Edge Road	50% 45% 5%		20 20 0	20 20 0		20 20 0	20 20 0	
	100%		40	40		40	40	
TRIP DISTRIBUTION (Pass-by Tri North on STH 100 South on STH 100	<b>ps)</b> (55%) (45%)	{55%} {45%}	10 5	10 5		10 5	10 5	
			15	15		15	15	



EXHIBIT 5 ON-SITE DEVELOPMENT TRIP GENERATION AND DISTRIBUTION TABLES

FRANKLIN, WISCONSIN











## Appendix A Traffic

Existing Turning Movement Counts Historic Hourly AADT Comparison Trip Gen Comparison

#### Intersection Traffic Volume Report

Count Basics	Version	Page 1 of 13	
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number of Ho	urs Counted: 3	Non-Holiday	No Special Events

#### Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 100 Minor St: WHITNALL EDGE RD

Intersection of: STH 100 & WHITNALL EDGE RD

#### Site Information

Municipality	City of Franklin							
County	40 - Milwaukee	WisDOT Region SE						
Traffic Control	Partial Stop Control							
Roadway Names		North Directio	↑					
North Leg	STH 100							
East Leg	WHITNALL EDGE RD							
South Leg	STH 100							
West Leg	WHITNALL EDGE RD							
Special Considerations								
Schools	In Session							
Holidays	None							
Special Events	None							
Special Pedestrians Observed								
	Pre-s	chool children	None					
	None							
Visua	None							
	None							
	None							
Other (de	None							

#### Count Information

Hrs Counted:  03:00 PM-06:00 PM									
1st Day of Cou	int Thursday, Septe			ember 12, 2024		Weather			
AM Peak	Period Thursday, Septe			ember 1	.2, 2024	Clear & Dry			
Midday Peak	Period	eriod Thursday, Septemb			.2, 2024	Clear & Dry			
PM Peak	PM Peak Period Thursday, Septe			ember 1	2, 2024	Clear & Dry			
Calculated Peak Hours									
AM			MD			PM	4:00-5:00pm		
Peak Hours Selected for Analysis									
AM			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 0.846 Count Expansion Factor 4.113						Factor 4.113			
Company Name TADI				Manual Adj. 1.000					
Observers Midd		AM Peak	Peak Period None						
		lay Peak	Period	None					
	PM Peak	Period	Amy Scheuerlein						
Comments									
	2021 DOT Daily & Seasonal Factors								
		,							

#### **Observed 3 Hour Volume Summary**



#### Estimated 24 Hour AADT


Peak Hour Volume Graphical Summary

STH 100 & WHITNALL EDGE RD

Count Basics			Page 2 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events

All Motor Vehicles

AM Peak Hour Summary TOTAL ENTERING VOLUME STH 100 AM PEAK HOUR PED: 0 0 BIKE: 0 0 Thursday, September 12, 2024 0 1.000 0 Manual Adj. 0 0 0 0 ┙ Ţ ╘ đ t 1 ← ₽ PED: 0 PED: WHITNALL EDGE RD WHITNALL EDGE RD 0 0 0 0 ← 0 0 C, 0 0  $\uparrow$ 0 0 5 North 0 t → 0 0 0 BIKE: BIKE: **→** ļ 0 0 0 ţ t 1 ← 0 0 0 0 0 0 PED: 0 0 BIKE: 0 **STH 100** 

### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



### Peak Hour Volume Summary

#### STH 100 & WHITNALL EDGE RD

 Count Basics
 Page 3 of 13

 Start Date:
 Thursday, September 12, 2024
 Weekday
 Schools in Session

 Total Number of Hours Counted: 3
 Non-Holiday
 No Special Events



#### Peak Hour Volumes, Truck Percentages, and PHFs

	•			J.					4										4			
Thu	rsday, September 12, 2024		Fre	om No	orth			F	rom E	ast			Fre	om So	uth			Fr	om W	est		
	AM Peak Hour			STH 10	0			WHIT	NALL E	DGE RD	)			STH 10	0			WHIT	NALL E	DGE RE	)	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
h	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ξ	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
e a	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ŝ	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

N/A	l l		Fre	↓ om No	orth			Fi	← rom E	ast			Fr	↑ om So	uth			Fr	→ om W	est		
	MD Peak Hour			STH 10	0			WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RE	)	
1	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Ę	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1×	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l d	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 S	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l b	% 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
id	% 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
Σ	% 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

Thu	ursday, September 12, 2024			$\mathbf{+}$					+					↑					<b>&gt;</b>			
			Fre	om Nc	orth			Fr	rom Ea	ast			Fr	om So	uth			Fr	om W	est		
	PM Peak Hour			STH 10	0			WHIT	NALL E	DGE RE	<b>`</b>			STH 10	0			WHIT	NALL E	DGE R	)	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:00 PM	5	237	44	0	286	31	0	1	0	32	6	255	2	0	263	1	0	0	0	1	582
5	4:15 PM	6	229	36	0	271	28	0	5	0	33	7	255	1	0	263	2	0	0	0	2	569
P P	4:30 PM	2	229	52	0	283	28	0	0	0	28	4	235	1	0	240	1	0	2	0	3	554
¥	4:45 PM	2	231	56	0	289	27	0	0	0	27	8	233	1	0	242	0	0	4	0	4	562
Jec.	Peak Hour Volume	15	926	188	0	1129	114	0	6	0	120	25	978	5	0	1008	4	0	6	0	10	2267
ŝ	Rounded Hourly Volume	15	925	190	0	1130	115	0	5	0	120	25	980	5	0	1010	5	0	5	0	10	2270
<u>م</u>	% Single Unit Trucks	6.7	3.8	2.1	0.0	3.5	2.6	0.0	0.0	0.0	2.5	0.0	4.4	40.0	0.0	4.5	25.0	0.0	16.7	0.0	20.0	4.0
	% Heavy Trucks	0.0	1.3	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.7
	% Trucks (Total)	6.7	5.1	2.1	0.0	4.6	2.6	0.0	0.0	0.0	2.5	0.0	4.9	40.0	0.0	5.0	25.0	0.0	16.7	0.0	20.0	4.7
	Peak Hour Factor (PHF)	0.62	0.98	0.84	0.00	0.98	0.92	0.00	0.30	0.00	0.91	0.78	0.96	0.62	0.00	0.96	0.50	0.00	0.37	0.00	0.62	0.97

#### Peak Hour Pedestrian and Bicyclist Volumes

Ped	estrians and Bicyclists	Cr	ossing 🔸	··· <b>&gt;</b>	Cr	ossing	1	Cr	ossing		Cr	ossing 🛉		Total
	<u>i</u> i i i i i i i i i i i i i i i i i i	North App	broach		East App	broach	¥	South App	oroach 🛶	···•	West App	oroach 🗼		Ped &
	<b>K</b> 010		STH 100		WHIT	NALL EDGE RI	D		STH 100		WHIT	NALL EDGE RI	o	Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
I≩	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>`</b>	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
8	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>-</u>	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
	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	1	1	2	2
ΙŞ.	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
14	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	1	1	2	2

Hourly Volume Summary - Motor Vehicle Data

#### STH 100 & WHITNALL EDGE RD

#### **One-Hour Motor Vehicle Data**





Γ					¥					←					1					→						
0	ne-	Hour		Fr	om No	orth			F	rom Ea	ast			Fre	om So	uth			Fr	om W	est		Total		irection	al
Ti	me	Period			STH 10	0			WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL EI	DGE RE	)	Vehicle	v	olume 1	Totals
St	art	Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume		E/W	N/S
		6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
13	5	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
<	₹	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
		9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
		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
9	2	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	≥ [	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
		1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
		2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
		3:00 PM	12	914	145	0	1071	116	2	8	0	126	27	897	2	0	926	8	2	3	0	13	2136		139	1997
l a	ž.	4:00 PM	15	926	188	0	1129	114	0	6	0	120	25	978	5	0	1008	4	0	6	0	10	2267		130	2137
	٦.	5:00 PM	5	910	195	0	1110	151	1	6	0	158	22	808	3	0	833	7	0	3	0	10	2111		168	1943
		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
Тс	ota	s	M 0 0 0 0 32 2750 528 0 331		3310	381	3	20	0	404	74	2683	10	0	2767	19	2	12	0	33	6514		437	6077		



### 15-Minute Motor Vehicle Data

#### STH 100 & WHITNALL EDGE RD

#### 15-Minute Motor Vehicle Data

<b>Count Basics</b>			Page 5 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number	of Hours Counted: 3	Non-Holiday	No Special Events



			-	¥					+				-	↑				-	<b>&gt;</b>					
15- Tim	Vinute e Period		Fr	STH 1				- F		ast DGE R	D		Fr	OM 50	n			Fr WHIT			<u></u>	15-Min	Hourly	
Sta	e Periou rt Time	Right	Thru	left	U-Tn	Total	Right	Thru		II-Tn	Total	Right	Thru	Jeft	UL-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Ju	6:00 AM	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Juin	<u> </u>
	6:15 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8	7:15 AM	0	0	(	0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eri	7:30 AM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
K P	7:45 AM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
ea	8:00 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
ŝ	8:15 AM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A	8:30 AM	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		L
	8:45 AM	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	9:00 AIVI	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AIVI	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9.50 AIVI	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		┣───
	10:00 AM	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	10:30 AM	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		
7	11:00 AM	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
rio	11:15 AM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pe	11:30 AM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
a k	11:45 AM	0	0	(	0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
a,	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		
l g	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		
<b>lid</b>	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		<b> </b>
<	12:45 PM	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		ļ
	1:00 PM	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		l
	1:15 PIVI	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PIVI	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		
	2:00 F M	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0		$\frac{1}{0}$	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	2	231	39	9 0	272	29	1	4	0	34	9	215	0	0	224	4	2	0	0	6	536	2136	0.9
	3:15 PM	6	227	27	7 0	260	25	1	2	0	28	7	214	0	0	221	0	0	1	0	1	510	2182	0.9
	3:30 PM	2	211	35	5 0	248	33	0	2	0	35	6	235	2	0	243	2	0	1	0	3	529	2241	0.9
	3:45 PM	2	245	44	1 0	291	29	0	0	0	29	5	233	0	0	238	2	0	1	0	3	561	2266	0.9
	4:00 PM	5	237	44	1 0	286	31	0	1	0	32	6	255	2	0	263	1	0	0	0	1	582	2267	0.9
	4:15 PM	6	229	36	5 0	271	28	0	5	0	33	7	255	1	0	263	2	0	0	0	2	569	2227	0.9
	4:30 PM	2	229	52	2 0	283	28	0	0	0	28	4	235	1	0	240	1	0	2	0	3	554	2204	0.9
	4:45 PIVI	2	231	50		289	2/	0	0	0	2/	8	233	1	0	242	0	0	4	0	4	562	21//	0.9
~	5:00 PIVI	2	223	48		2/3	32		1	0	33	6	224			231	3		2		5	542	2111	0.9
rioc	5:30 PM	1	241	40		208	43	1	1 c	0	20	0 5	100	2 1		213	1	0			1	540		<u> </u>
Pe	5:45 PM	1	235	56	5 0	261	41		1	0	47	5	178			183	2	0	0		2	496		
ak	6:00 PM	0	0			0	0	0	0	0	0	0	0	0	- ol	0	0	0	0		0	0		
1 Pe	6:15 PM	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PA	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		
	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	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		I
	8:00 PM	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		<b> </b>
	8:15 PM	0	0		0 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	8:30 PIVI	0				0			0	0	0					0					0	0		I
	0:45 PIVI		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		<u> </u>
	9:30 PM	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	n 1	0		0	0	0	0		0	0		
Tot	als	32	2750	528	3 0	3310	381	3	20	0	404	74	2683	10	0	2767	19	2	12	0	33	6514	•	•

### Peak Hour All Vehicle Volume Summary

			¥					÷					1					<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period		:	STH 10	0			WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:00 PM	15	926	188	0	1129	114	0	6	0	120	25	978	5	0	1008	4	0	6	0	10	2267

0.97

### 15-Minute Automobile Data

### STH 100 & WHITNALL EDGE RD

### 15-Minute Automobile Data

Count Basics			Page 6 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Fotal Number of	Hours Counted: 3	Non-Holiday	No Special Events



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15-	Minute		Fi	rom No	orth			F	rom Ea	ast			Fr	rom So	outh			F	rom V	/est			
Tim	e Period			STH 10	0	r = .		WHIT	NALL EL	DGE RI	D			STH 10	00			WHIT	INALL E	DGE R	D	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	I
	6:15 AM	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	i I
	6:30 AIVI	0	0		0	0	0		0	0	0	0			0	0	0			0	0	0	i
	0.45 AIVI	0				0	0		0	0		0			0	0				0	0	0	
g	7:00 AM	0				0	0		0	0		0			0		0			0	0	0	i I
i,	7:30 AM	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	
P	7:45 AM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
ž	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	
P	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	
¥.	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	
<b>`</b>	8:45 AM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	
	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	í
	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	i I
	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	i I
	10:00 AM	0				0			0	0										0		0	/ ┣───
	10:15 AM									0											0	0	I I
	10:30 AIVI									0										0		0	/ ┣───
P	11:00 AM								0	0										0	0	0	i I
rio	11:15 AM	0					0		0	0		0			0		0			0	0	0	
Ре	11:30 AM	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
Ř	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	
Pe	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	
a l	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	
id	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	
Σ	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	í I
	1:15 PM	0	0	0 0	0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	i I
	1:30 PM	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	i I
	1:45 PIVI 2:00 PM	0	0			0	0	0	0	0		0			0	0	0			0	0	0	i I
	2.00 PIVI 2.15 DM	0				0	0		0	0					0		0			0	0	0	i I
	2:13 PIVI 2:30 PM	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	2	210	39	0	251	28	1	4	0	33	8	194	0	0	202	4	1	. 0	0	5	491	198
	3:15 PM	6	213	27	0	246	23	1	2	0	26	6	195	0	0	201	0	0	1	0	1	474	203
	3:30 PM	2	196	33	0	231	32	0	1	0	33	6	218	1	0	225	2	0	1	0	3	492	210
	3:45 PM	2	230	43	0	275	25	0	0	0	25	5	216	0	0	221	1	0	) 1	0	2	523	214
	4:00 PM	4	223	44	0	271	29	0	1	0	30	6	238	1	0	245	1	0	0 0	0	1	547	216
	4:15 PM	6	221	34	0	261	28	0	5	0	33	7	242	0	0	249	1	0	0 0	0	1	544	213
	4:30 PM	2	218	51	0	271	28	0	0	0	28	4	227	1	0	232	1	0	2	0	3	534	212
	4:45 PM	2	217	55	0	2/4	26	0	0	0	26	8	223	1	0	232	0	0	3	0	3	535	209
Ø	5.00 PIVI	1	213	48		203	32 //2		1	0	33		214			220	- 3 - 0				1	521	204
rio	5:30 PM	1	230	40		2,7	34		2	0	38	4	191	2		197	1			0		505	
Pe	5:45 PM	1	203	56	0	260	40	0	1	0	41	5	176	0	0	181	3			0	3	485	
ak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	
P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	00	0	0	0	0	00	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	i I
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	i I
	/:45 PM	0	0		0	0	0	0	0	0	0	0	0		0	0	0			0	0	0	i I
	8:00 PM								0	0										0	0	0	i I
	0:12 PIVI									0												0	/ ┣───
	8:45 PM								0	0							0			0	0	0	
	9:00 PM	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	
	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	00	0	0	0	0	00	0	0	0	
Tot	als	31	2598	520	0	3149	368	3	19	0	390	70	2537	7	0	2614	17	1	. 11	0	29	6182	1

#### Peak Hour Automobile Volume Summary

			¥					+					1					<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	lest		Total
Time Period		:	STH 10	0			WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:00 PM	14	879	184	0	1077	111	0	6	0	117	25	930	3	0	958	3	0	5	0	8	2160

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

#### STH 100 & WHITNALL EDGE RD

## Count Basics Page 7 of 13 Start Date: Thursday, September 12, 2024 Weekday Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events

Single Unit (SU) Trucks & Buses

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

				¥					←					1					<b>→</b>				
15-	Minute		Fr	om N	orth			F	rom E	ast			Fi	rom So	outh			Fi	rom W	/est			
Tim	e Period			STH 10	0			WHIT	NALL E	DGE R	D			STH 1	00			WHIT	NALLE	DGE RE	)	15-Min	Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	
	6:45 AM	0		0		0				0	0	0				0	0	0	0	0	0	0	
	7:00 AM	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	
8	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A P	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	
5	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	
	8:45 AIVI	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	
	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	1
	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	00	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	
ioc	11:00 AM					0					0	0				0				0	0	0	
Per	11:15 AM 11:30 AM	0	0	0		0				0	0	0				0	0	0	0	0	0	0	
ž	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
9	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	
idd	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	
Σ	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	
	1:15 PIVI 1:20 PM	0	0	0	0	0	0		0	0	0	0	0			0	0	0	0	0	0	0	
	1:30 PIVI 1:45 PM	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	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	20	0	0	20	1	0	0	0	1	1	14	0	0	15	0	1	0	0	1	37	13
	3:15 PM	0	9	0	0	9	2	0	0	0	2	0	15		0	15	0	0	0	0	0	26	12
	3:30 PIVI	0	15	2	0	1/	1	0	0	0	1	0	15			16	0	0	0	0	0	34	11
	3.43 PIVI 4.00 PM	1	14			11	4			0	2	0	16			13	0			0	0	30	10
	4:15 PM	0	6	2	0	8	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	21	7
	4:30 PM	0	8	1	0	9	0	0	0	0	0	0	8	8 0	0	8	0	0	0	0	0	17	6
	4:45 PM	0	11	1	0	12	1	0	0	0	1	0	8	8 0	0	8	0	0	1	0	1	22	6
-	5:00 PM	0	8	0	0	8	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	16	5
io	5:15 PM	0	8	0	0	8	0	0	0	0	0	0	3		0	3	0	0	0	0	0	11	
Pe	5:30 PM		9			10 c	1					1	1 6			7				0	0	18	
ak	6:00 PM	0	0	0		0			0	0	1	0				0	0	0	0	0	0	8	
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
N	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	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	
	7:45 PIVI 8:00 PM											0								0	0	0	
	8:15 PM	0	0		n 1	0	0		0	0	0 0	0	0			0	0	0	0	0	0	0	1
	8:30 PM	0	0	t õ	0	0	0		0	0	0	0	l o		0	0	Ō	0	1 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	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	0	
Tet	9:45 PM	0	0	0		0	0		0	0	0	0				0	0		0	0	0	0	11
• I OŤ	415	. 1	1 174	. 8	. 0	1 143	. 17	. (1		. 0	. 12	. 2	117			. 172	. )	. 1	. 1	. 01	1	1/2	

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

L				$\mathbf{\Psi}$					←					↑					→			
н	ourly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
Ti	ne Period STH 100							WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RE	)	Hourly
St	tart Time Right Thru Left U-Tn To				Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	
A	M 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	1D 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P	M 4:00 PM	1	35	4	0	40	3	0	0	0	3	0	43	2	0	45	1	0	1	0	2	90

### 15-Minute Semi-Truck Data

### STH 100 & WHITNALL EDGE RD

## Count Basics Page 8 of 13 Start Date: Thursday, September 12, 2024 Weekday Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events



15-Minute Semi-Truck Data

				¥					+					1					<b>→</b>				1
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	rom So	outh			Fi	rom W	/est			
Tim	e Period			STH 10	0			WHIT	NALL E	DGE R	D			STH 1	00			WHIT	NALL E	DGE RD	)	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AIVI	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
g	7:15 AM	0	0	0	0	0	0		0	0	0				0		0	0	0	0	0	0	
iž.	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
ď	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eat	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
¥	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AIVI	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	
	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	Ō	0	0	0	0	0	0	0	0	0	0	1
	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	
ioa	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Der	11:15 AM	0				0			0											0	0	0	
ž	11:30 AIVI	0	0	0	0	0	0	0	0	0	0				0		0	0	0	0	0	0	
Pec	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
5	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
dd	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	
ž	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	0	
	1:30 PIVI	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
_	1:45 PIVI 2:00 PM	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	
	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	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8	2
	3:15 PM	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10	2
	3:30 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	1
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	1
	4:00 PIVI 4:15 PM	0	4			4	0		0				2		0		0			0	0	<u> </u>	1
	4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0		0	0	0	0	0	0	0	3	
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
-	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	1
ioa	5:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
per	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
ĸ	5:45 PM	0	2			2														0	0	3	
Pe	6:15 PM	0	0						0						0		0				0	0	
Σ	6:30 PM	0	0	0	0	0	0	0	0	0		0			0		0	0	0		0	0	
l °	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	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	
	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	
	8:30 PM	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	
	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	00	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	11
Tot	als	0	28	0	0	28	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	59	1

#### Peak Hour Semi-Truck Volume Summary

				¥					←					↑					<b>→</b>			
Hou	rly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Tim	e Period	iod STH 100						WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RD	)	Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17

### 15-Minute Heavy Vehicle Data

### STH 100 & WHITNALL EDGE RD

### 15-Minute Heavy Vehicle Data

Count Basics			Page 9 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events

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

				$\mathbf{\Psi}$					←					↑					<b>→</b>				
15-1	Vinute		Fr	om N	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est			
Tim	e Period			STH 10	0			WHIT	NALL E	DGE RI	2			STH 10	00			WHIT	NALL E	DGE RE	)	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
-	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<u>9</u> .	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
je	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
X	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
F	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
00	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P P	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
sal	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
е Г	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ig I	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Σ	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	21	0	0	21	1	0	0	0	1	1	21	0	0	22	0	1	0	0	1	45	156
	3:15 PM	0	14	0	0	14	. 2	0	0	0	2	1	19	0	0	20	0	0	0	0	0	36	146
	3:30 PM	0	15	2	0	17	1	0	1	0	2	0	17	1	0	18	0	0	0	0	0	37	135
	3:45 PM	0	15	1	0	16	4	0	0	0	4	0	17	0	0	17	1	0	0	0	1	38	118
	4:00 PM	1	14	0	0	15	2	0	0	0	2	0	17	1	0	18	0	0	0	0	0	35	107
	4:15 PM	0	8	2	0	10	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	25	93
	4:30 PM	0	11	1	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20	83
	4:45 PM	0	14	1	0	15	1	0	0	0	1	0	10	0	0	10	0	0		0	1	27	85
8		0	10			10	0	0	0		0	$\frac{1}{2}$	10			11	0	0		0	0	21	69
ió	5:15 PIVI	0	11			11	0	0	0		0		4			4		0			0	15	
Pe		0	11			12		0	0			$\frac{1}{2}$	8			9	0	0			0	22	
ĸ	5:45 PIVI	0	8			8		0	0		1					2		0			0		
Dec		0	0				0	0	0		0					0	0	0		0	0	0	
ŝ	C:10 PN4	0	0					0	0		0					0		0			0	0	
đ	CIAE DNA	0	0					0	0		0					0		0		0	0	0	
	6:45 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PIVI	0	0				0	0	0	0	0				0	0	0	0		0	0	0	
	7:15 PIVI	0	0						0							0		0			0	0	
	7:30 PIVI	0	0						0							0		0			0	0	
	7:45 PIVI	0	0						0							0		0			0	0	
	0:00 PIVI	0	0						0							0		0			0	0	
	0:10 PN4	0	0						0							0		0			0	0	
	0:30 PIVI		0						0							0		0			0	0	
	0:45 PIVI	0	0					0	0							0		0			0	0	
	9:00 PIVI	0	0					0	0		0					0		0			0	0	
	0:20 PM	0	0					0	0		0					0		0			0	0	
	9:30 PIVI	0	0					0	0		0					0		0		0	0	0	
Tet	9:45 PIVI	0	0			0	0	0	0	0	0	0			0	0	0	0		0	0	0	
	al a		152	ı X	1 U	101	<ul> <li>ISI</li> </ul>	i ()	1	i ()	14	• 4	i 146	ı ⊰	i UI	153	• /I	1	. 1	i U	4	∎ <u>11</u> /	

#### Peak Hour Heavy Vehicle Volume Summary

				¥					+					1					<b>→</b>			
Но	urly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tin	ne Period STH 100							WHIT	NALL E	DGE RE	)			STH 10	00			WHIT	NALL E	DGE RD	)	Hourly
Sta	art Time Right Thru Left U-Tn Tota			Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume		
AⅣ	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	1	47	4	0	52	3	0	0	0	3	0	48	2	0	50	1	0	1	0	2	107

### 15-Minute Heavy Vehicle Percentages

### STH 100 & WHITNALL EDGE RD

### 15-Minute Heavy Vehicle Percentages

Count Basics			Page 10 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events



I 1				$\mathbf{\Psi}$					÷					<b>↑</b>					<b>→</b>			Total	Houri
15-1	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Heavy	Heavy
Tim	e Period		-	STH 10	0			WHIT	NALL E	DGE R	D			STH 10	00			WHIT	NALL E	DGE RE	)	Vehicle	Vehicle
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percen
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
-	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
į.	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
je l	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
¥	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ea	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
14	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
F	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
-	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ioa	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
er	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
17	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ea	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
qa	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
id	12:30 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 FIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1.13 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	9.1	0.0	0.0	7.7	3.4	0.0	0.0	0.0	2.9	11.1	9.8	0.0	0.0	9.8	0.0	50.0	0.0	0.0	16.7	8.4	7.
	3:15 PM	0.0	6.2	0.0	0.0	5.4	8.0	0.0	0.0	0.0	7.1	14.3	8.9	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	7.1	6.
	3:30 PM	0.0	7.1	5.7	0.0	6.9	3.0	0.0	50.0	0.0	5.7	0.0	7.2	50.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	7.0	6.
	3:45 PM	0.0	6.1	2.3	0.0	5.5	13.8	0.0	0.0	0.0	13.8	0.0	7.3	0.0	0.0	7.1	50.0	0.0	0.0	0.0	33.3	6.8	5.
	4:00 PM	20.0	5.9	0.0	0.0	5.2	6.5	0.0	0.0	0.0	6.3	0.0	6.7	50.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	6.0	4.
	4:15 PM	0.0	3.5	5.6	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5.1	100.0	0.0	5.3	50.0	0.0	0.0	0.0	50.0	4.4	4.
	4:30 PM	0.0	4.8	1.9	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.6	3.
	4:45 PM	0.0	6.1	1.8	0.0	5.2	3.7	0.0	0.0	0.0	3.7	0.0	4.3	0.0	0.0	4.1	0.0	0.0	25.0	0.0	25.0	4.8	3.
-	5:00 PM	0.0	4.5	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	16.7	4.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	3.9	3.
ioo	5:15 PM	0.0	4.6	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.7	
Per	5:30 PM	0.0	4.7	2.2	0.0	4.3	2.9	0.0	0.0	0.0	2.6	20.0	4.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.2	
¥	5:45 PM	0.0	3.8	0.0	0.0	3.0	2.4	0.0	0.0	0.0	2.4	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.2	
bea	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
E I	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	7:45 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0:00 PIVI 9:15 DM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
	8-30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8.45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9.00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tota	als	3.1	5.5	1.5	0.0	4.9	3.4	0.0	5.0	0.0	3.5	5.4	5.4	30.0	0.0	5.5	10.5	50.0	8.3	0.0	12.1	5.1	•

#### Peak Hour Heavy Vehicle Percentages Summary

Г				¥					÷					↑					→			Hourly
Но	urly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Heavy
Tin	ne Period	d STH 100 Right   Thru   Left   U-Tn   Tot					WHIT	NALL E	DGE RE	<b>`</b>			STH 10	0			WHIT	NALL EI	DGE RD	)	Vehicle	
Sta	art Time Right Thru Left U-Tn Tot			Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent		
٨N	1 8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M	<b>)</b> 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ΡN	1 4:00 PM	6.7	5.1	2.1	0.0	4.6	2.6	0.0	0.0	0.0	2.5	0.0	4.9	40.0	0.0	5.0	25.0	0.0	16.7	0.0	20.0	4.7



### 15-Minute Pedestrian and Bicyclist Data

#### STH 100 & WHITNALL EDGE RD

### 15-Minute Pedestrian and Bicyclist Data



		Cr	ossing 🔸	••••	Cr	ossing	1	Cr	ossing	h	Cr	ossing			
15-	Minute	North App	broach		East App	oroach	¥	South App	roach 🔸	••••	West App	oroach 🗼			
Tim	e Period		STH 100		WHIT	NALL EDGE R			STH 100		WHIT	NALL EDGE RI		15-Min	Hourly
Sta	rt Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	6:15 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝───
	6:30 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
g	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
i,	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
đ	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
a	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
P	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
₹ I	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
· `	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	9:30 AM	0	0	0	0	0	0	0	0	0	0	U	0	0	┥┝──
	9:45 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝───
	10:00 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	┨ ┣───
	10:15 AIVI	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	
P	11:00 AM	0	0	ŏ	0	0	ŏ	0	0	ŏ	0	0	ŏ	0	1
rio	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ak l	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
l ĝ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ide	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Σ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	1.15 PIVI 1.30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	(
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PIVI	0	0	0	0	0	0	0	0	0	1	1	2	2	
	4.30 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
p	5:15 PM	0	0	Ő	0	0	ŏ	0	0	ŏ	0	0	Ō	0	
eric	5:30 PM	0	0	0	0	0	0	0	0	0	0	3	3	3	
G P	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
eal	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
J ≥	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	7:15 PIVI	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	1
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	Ő	0	0	Ő	0	0	Ő	0	0	0	0	1
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Tot	als	0	0	0	0	0	0	0	0	0	2	4	6	6	I

#### **Special Pedestrians**

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

Count Basics	Versio	n 2024.04	Page 1 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number of Ho	urs Counted: 3	Non-Holiday	No Special Events

### Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 100 Minor St: WHITNALL EDGE RD

Intersection of: STH 100 & WHITNALL EDGE RD

### Site Information

Municipality	City of Franklin			
County	40 - Milwaukee	WisDOT	Γ Region	SE
Traffic Control	Partial Stop Control			
Roadway Names		North Directio	n	1
North Leg	STH 100			
East Leg	WHITNALL EDGE RD			
South Leg	STH 100			
West Leg	WHITNALL EDGE RD			
Special Consider	ations			
Schools	In Session			
Holidays	None			
Special Events	None			
Special Pedestria	ans Observed			
	Pre-s	chool children	None	
	Elementry schoo	ol age children	None	
Visu	ally impaired (white car	ne/helper dog)	None	
	Elderly/disabled (excep	t wheelchairs)	None	
	Wheelchairs/el	ectric scooters	None	
Other (de	escribe)	None	None	

#### Count Information

Hrs Co	unted:	11:00 /	AM-02:00	) PM					
1st Day	y of Cou	int	Saturday	, Septe	ember 1	.4, 2024		Weath	er
A	M Peak	Period	Saturday	i, Septe	ember 1	.4, 2024		Clear 8	k Dry
Midda	ay Peak	Period	Saturday	i, Septe	ember 1	.4, 2024		Clear 8	k Dry
PI	M Peak	Period	Saturday	, Septe	ember 1	.4, 2024		Clear 8	k Dry
Calcula	ted Pea	ak Hour	S						
	AM			MD	11:15-2	12:15am		PM	
Peak H	ours Se	lected	for Analys	sis					
	AM			MD	11:15-3	12:15am		PM	
Dail	y/Seasc	onal Adj	ustment	Group	(2) Urb	an Arteria	ls & Ci	ollector	rs
	C	Count Ex	kpansion	Group	(2) Urb	an Arteria	ls & Co	ollector	ſS
Dail	y/Seasc	onal Adj	ustment	Factor	1.061	Cou	nt Exp	ansion	Factor 5.849
Co	ompany	Name	TADI					Manu	ual Adj. 1.000
		ł	AM Peak	Period	None				
Obs	servers	Mido	day Peak	Period	Amy So	cheuerlein			
		l	PM Peak	Period	None				
Corr	nments	2021 D	OT Daily	& Seas	onal Fa	ctors			

#### **Observed 3 Hour Volume Summary**



### Estimated 24 Hour AADT



Peak Hour Volume Graphical Summary

STH 100 & WHITNALL EDGE RD

Count Basics			Page 2 of 1
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number of	Hours Counted: 3	Non-Holiday	No Special Events
Total Number of	Hours counted. 5	Non-Honday	NO Special Events

All Motor Vehicles

AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



### Peak Hour Volume Summary

#### STH 100 & WHITNALL EDGE RD

 Count Basics
 Page 3 of 13

 Start Date:
 Saturday, September 14, 2024
 Weekend
 Schools in Session

 Total Number of Hours Counted: 3
 Non-Holiday
 No Special Events



#### Peak Hour Volumes, Truck Percentages, and PHFs

Satu	urday, September 14, 2024		Fre	↓ om No	orth			F	← rom Ea	ast			Fre	↑ om So	uth			Fr	→ om W	est		
	AM Peak Hour			STH 10	0			WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RE	)	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P.	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ξ	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Se l	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ŝ	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	% 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

Satu	urday, September 14, 2024		Fre	↓ om No	orth			F	← rom Ea	ast			Fr	↑ om So	uth			Fr	→ om W	est		
	MD Peak Hour			STH 10	0			WHIT	NALL EI	DGE RE	)			STH 10	0			WHITI	NALL E	DGE RE	)	
١	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
٦ و	11:15 AM	1	171	22	0	194	24	0	4	0	28	6	158	1	0	165	0	1	1	0	2	389
1×	11:30 AM	2	142	26	0	170	32	1	4	0	37	3	192	1	0	196	1	0	3	0	4	407
ea.	11:45 AM	2	193	28	0	223	38	0	2	0	40	8	160	0	0	168	0	0	1	0	1	432
	12:00 PM	0	179	23	0	202	32	1	5	0	38	10	196	0	0	206	1	0	0	0	1	447
8	Peak Hour Volume	5	685	99	0	789	126	2	15	0	143	27	706	2	0	735	2	1	5	0	8	1675
	Rounded Hourly Volume	5	685	100	0	790	125	0	15	0	140	25	705	0	0	730	0	0	5	0	5	1665
ag l	% Single Unit Trucks	0.0	4.1	3.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	3.4
lid	% Heavy Trucks	0.0	0.7	1.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.7
Σ	% Trucks (Total)	0.0	4.8	4.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.1
	Peak Hour Factor (PHF)	0.62	0.89	0.88	0.00	0.88	0.83	0.50	0.75	0.00	0.89	0.67	0.90	0.50	0.00	0.89	0.50	0.25	0.42	0.00	0.50	0.94

Sat	urday, September 14, 2024			¥					+					1					<b>→</b>			
Jui	araay, september 14, 2024		Fr	om No	orth			Fr	rom E	ast			Fr	om So	uth			Fr	om W	est		
	PM Peak Hour			<b>STH 10</b>	0			WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	VALL E	DGE R	)	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ξ	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pec	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ŝ	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

#### Peak Hour Pedestrian and Bicyclist Volumes

Ped	estrians and Bicyclists	Cr	ossing 🔸	···•	Cr	ossing	1	Cr	ossing		Cr	ossing 🛉		Total
	<u>i</u> i i i i i i i i i i i i i i i i i i	North App	broach	E	East App	broach	¥	South App	roach 🛶	···•	West App	oroach 븆	E	Ped &
	<b>K</b> 010		STH 100		WHIT	NALL EDGE RI	D		STH 100		WHIT	NALL EDGE RI	D	Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
I≩	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>`</b>	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
													-	-
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1 S	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>- ۱</u>	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	-												-	-
	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
ΙŞ.	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1</b>	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Volume Summary - Motor Vehicle Data

#### STH 100 & WHITNALL EDGE RD

#### **One-Hour Motor Vehicle Data**





Г					¥					←					↑					→					
0	ne-H	lour		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total	Directi	onal
Ti	me	Period			STH 10	00			WHIT	NALL E	DGE RI	)			STH 10	0			WHIT	NALL E	DGE RE	)	Vehicle	Volum	e Totals
St	art	Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
2	5 7	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
<	<b>t</b> 8	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
	9	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
	1	0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
5	1 נ	1:00 AM	6	651	111	0	768	116	2	17	0	135	18	696	3	0	717	4	1	6	0	11	1631	14	6 1485
2	1	2:00 PM	4	659	105	0	768	118	1	13	0	132	22	673	4	0	699	2	0	1	0	3	1602	13	5 1467
	1	:00 PM	10	687	98	0	795	120	2	10	0	132	21	602	1	0	624	6	0	5	0	11	1562	14	3 1419
	2	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
	3	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
l a	4	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
	5	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
	6	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0
Тс	otals	5	20	1997	314	0	2331	354	5	40	0	399	61	1971	8	0	2040	12	1	12	0	25	4795	42	4 4371



### 15-Minute Motor Vehicle Data

#### STH 100 & WHITNALL EDGE RD

#### 15-Minute Motor Vehicle Data

Count Basics			Page 5 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number of	of Hours Counted: 3	Non-Holiday	No Special Events



			_	¥				_	÷				_	1				_	<b>→</b>					
15-1	Vinute • Deried		Fr	OT NO	orth		<u> </u>	F	rom E	ast	<b></b>		Fr	OT SC	buth			Fi	om W	est		15 Min	Hourby	
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	left	U-Tn	Total	Right	Thru	left	U-Tn	Total	Right	Thru	I eft	U-Tn	, Total	Totals	Sum	PHF
Jul	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Juin	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
g	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eric	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
K P	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eal	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P I	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	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		I
	10:45 AM	0	0		0				0							0			0		0	0		<b> </b>
	10:45 AIVI	1	1/1	25	0	101	0	1	- 0		20	1	100	1		100	2		1		0	402	1621	0.0
iod	11.00 AIVI	1	145	22	0	101	22	1	/	0	30	6	150	1	0	165	 	1	1	0	4	290	1675	0.9
Per	11.13 AM	2	1/1	22	0	134	24		4		37	3	192	1		105	1		1 2	0	2	407	1671	0.3
X	11:30 AM	2	193	20	0	223	38		2	0	40	8	160		0	150	0		1	0	1	432	1642	0.3
Pe	12:00 PM	0	179	23	0	202	32	1	- 5	0	38	10	196	0	0	206	1	0	0	0	1	447	1602	0.9
<sup>S</sup>	12:00 PM	0	158	22	0	180	26	0	2	0	28	2	174	1	0	177	0	0	0	0	0	385	1611	0.8
idd	12:30 PM	2	166	26	0	194	29	0	3	0	32	4	145	1	0	150	1	0	1	0	2	378	1610	0.8
Σ	12:45 PM	2	156	34	0	192	31	0	3	0	34	6	158	2	0	166	0	0	0	0	0	392	1589	0.8
	1:00 PM	1	197	26	0	224	41	0	4	0	45	5	179	0	0	184	1	0	2	0	3	456	1562	0.8
	1:15 PM	2	181	22	0	205	37	0	1	0	38	6	132	1	0	139	1	0	1	0	2	384		
	1:30 PM	4	148	24	0	176	19	2	2	0	23	5	151	0	0	156	1	0	1	0	2	357		
	1:45 PM	3	161	26	0	190	23	0	3	0	26	5	140	0	0	145	3	0	1	0	4	365		
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PIVI	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		
	4.00 PIVI	0	0		0	0	0		0		0					0	0		0		0	0		
	4.13 FIVI 4.30 PM	0	0	0	0	0	0		0							0	0		0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
g	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
i,	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P d	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eal	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P	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		L
	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		<b> </b>
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		<u> </u>
	8:00 PM	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		
	0.30 PIVI		0		0				0							0					0			I
	9.00 PM	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	-	<u> </u>
	9:30 PM	0	0		0	0	0	n 1	0	0	n 1	0	n	0	0	0	0	n 1	0	0	0	0		1
	9:45 PM	0	0	l o	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		t
Tot	als	20	1997	314	0	2331	354	5	40	0	399	61	1971	8	0	2040	12	1	12	0	25	4795	•	•

### Peak Hour All Vehicle Volume Summary

			¥					←					1					→			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period	STH 100						WHIT	NALL E	DGE RI	)			STH 10	0			WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 11:15 AM	5	685	99	0	789	126	2	15	0	143	27	706	2	0	735	2	1	5	0	8	1675
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**PHF** 0.94

### 15-Minute Automobile Data

### STH 100 & WHITNALL EDGE RD

### 15-Minute Automobile Data

Count Basics			Page 6 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number (	of Hours Counted: 3	Non-Holiday	No Special Events



				$\mathbf{\Psi}$					←					1					→				
15-1	Minute		Fr	om No	orth			F	rom Ea	ast			Fr	om So	outh			Fr	rom W	/est			
Tim	e Period			STH 10	0			WHIT	NALL E	DGE RI	2			STH 1	00			WHIT	NALL E	DGE RE	כ	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
σ	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	7:30 AIVI	0	0	0		0				0	0				0					0	0	0	
ž	7.45 AN	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	8:15 AM	0	0	0		0				0	0	0							0		0	0	
Σ	8:30 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
₹	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
ioa	11:00 AM	1	141	35	0	177	22	1	7	0	30	1	181	1	0	183	3	0	1	0	4	394	156
Je.	11:15 AM	1	161	20	0	182	24	0	4	0	28	6	151	1	0	158	0	1	1	0	2	370	160
ž	11:30 AM	2	136	25	0	163	32	1	4	0	37	3	185		0	189	1	0	3	0	4	393	160
l a	11:45 AIVI	2	181	2/		210	38	1		0	40	8	147		0	201	1			0	1	406	158
2	12:00 PIVI	0	1/4	23	0	197	25		. 3	0	30	10	169	1	0	171	1	0	0	0		457	150
5	12:13 FW	2	162	22		1/1	23		2	0	31	<u>2</u>	100	1	0	146	1		1	0	2	368	150
iš I	12:30 PM	2	155	32	0	189	31	0	3	0	34	6	155	2	0	163	0	0	0	0	0	386	155
<u>-</u> ۱	1:00 PM	1	191	24	0	216	40	0	4	0	44	5	175	0	0	180	1	0	2	0	3	443	153
	1:15 PM	2	175	21	0	198	37	0	1	0	38	6	129	1	0	136	1	0	1	0	2	374	
	1:30 PM	4	144	24	0	172	19	2	2	0	23	5	151	0	0	156	1	0	1	0	2	353	
	1:45 PM	3	160	25	0	188	22	0	2	0	24	5	139	0	0	144	3	0	1	0	4	360	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PIVI	0	0	0	0	0	0			0	0	0	0		0		0	0	0	0	0	0	
	3.43 PIVI	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	
	4.00 PM	0	0	0	0	0	0			0	0	0	0	0	0		0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
po	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 Z	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
E I	6:30 PM	0	0			0				0	0	0										0	
	0:45 PIVI		0			0				0										0		0	
	7:00 PIVI 7:15 PM	0	0							0												0	
	7:30 PM	0	0	0	n 1	0	n 0			0	0	0			0		n 0	0	n 1	n 0		0	
	7:45 PM	0 0	0 0	n 1	n 1	- U	n 1			0		0			0		n 0	n 0	n 1	0		0	
	8:00 PM	0	0	0	0	0	0			0	0	0	0	0	0	1 0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	Ō	t õ	i o	0	0	Ő	0	0	0	0	Ō	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	Ó	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	
Tot	als	20	1929	303	0	2252	350	5	39	0	394	61	1913	8	0	1982	12	1	12	0	25	4653	

#### Peak Hour Automobile Volume Summary

			¥					+					1					<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	lest		Total
Time Period			STH 10	0			WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RD	)	Hourly
Start Time	art Time Right Thru Left U-Tn To			Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 11:15 AM	5	652	95	0	752	126	2	15	0	143	27	674	2	0	703	2	1	5	0	8	1606
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

#### STH 100 & WHITNALL EDGE RD

## Count Basics Page 7 of 13 Start Date: Saturday, September 14, 2024 Weekend Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events

Single Unit (SU) Trucks & Buses

പ

15-	Minute Si	ngle	Unit (S	SU) T	ruck &	Bus D	)ata																
				¥					←					↑					→				
15-N	/linute		Fr	om N	orth			Fi	rom E	ast			Fr	om So	uth			Fr	om W	/est			
Tim	e Period			STH 10	00			WHIT	NALL E	DGE RD	)			STH 10	0			WHIT	NALL E	DGE RE	)	15-Min	Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
q	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
rio	7:15 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ре	7:30 AIVI	0	0	0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
ak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ре	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
	10:4E ANA	0	0			0	0	0	0	0	0	0		0	0	0	0	0	0		0	0	
q	10:45 AIVI	0	1			0		0	0	0	0	0	0	0	0	0		0	0		0	0	56
rio	11.00 AIVI	0	4	2	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8 14	57
Pe	11:30 AM	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14	55
ak	11:45 AM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22	49
Pe	12:00 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	33
ay	12:15 PM	0	7	0	0	7	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	12	37
ida	12:30 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	35
N	12:45 PM	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	32
	1:00 PM	0	6	2	0	8	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	13	31
	1:15 PM	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10	
	1:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	1:45 PIVI	0	1	1		2		0	1	0	2	0	1	0	0	1		0	0	0	0	5	
	2:00 FIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
	2:13 FIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
pc	5:15 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eric	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
K P	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ear	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4 P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PN	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	
		0	0			0	0	0	0	0	0	0		0	0	0	0	0	0		0	0	
	7:10 PIVI	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	
	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	Ő	0	0	0	0	0	0	0	0	0	Ő	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	
lota	IIS	0	58	10	0	68	3	0	1	0	4	0	48	0	0	48	0	0	0	0	0	120	

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

L				$\mathbf{\Psi}$					←					1					→			
н	lourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
lτ	ime Period			STH 10	0	WHITNALL EDGE RD								STH 10	0			WHIT	NALL E	DGE RD	)	Hourly
s	tart Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
A	MA 00:8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ν	<b>/ID</b> 11:15 AM	0	28	3	0	31	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	57
Ρ	<b>M</b> 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### 15-Minute Semi-Truck Data

### STH 100 & WHITNALL EDGE RD

## Count Basics Page 8 of 13 Start Date: Saturday, September 14, 2024 Weekend Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events



15-Minute Semi-Truck Data

									+					1					<b>→</b>				
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			F	rom W	/est			
Tim	e Period			STH 10	0			WHIT	NALL E	DGE R	D		1	STH 1	00	r		WHIT	NALL E	DGE RE	)	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	╡┝───
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	╡┝──
	6:45 AM	0	0	0	0	0	0		0	0	0				0	0	0		0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Po	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A P	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Š	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
₹	8:30 AIVI 8:45 AM	0	0		0	0	0	0	0	0					0		0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	{
5	10:45 AM	0	0			0														0		0	
Ŀ.	11:15 AM	0	3	0	0	3	0				0	0	2		0		0		0	0	0	5	
Pe	11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0		0	0	0	0	0	0	0	2	1
Ř	11:45 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	1
P a	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
þ	12:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
ig	12:30 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4	
Ιž	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 PIVI 1.15 PM	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0	
	1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	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 PIVI 3.15 PM	0	0	0	0	0	0	0	0	0	0		0		0	0	0		0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PIVI 5:00 PM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	{ ├──
Z	5:15 PM	0	0	0	0	0	0	0	0	0					0		0		0	0		0	( ├──
eric	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 -
l d	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	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	{
E I	6:30 PM	0	0			0					0									0	0	0	{
	7:00 PM	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	1
	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	{
	0:45 PIVI 9:00 PM	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	1
	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	
Tot	als	0	10	1	0	11	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	22	1

#### Peak Hour Semi-Truck Volume Summary

			¥					+					1					<b>→</b>			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	lest		Total
Time Period			STH 10	00			WHIT	NALL E	DGE RE	)			STH 10	00			WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 11:15 AM	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### 15-Minute Heavy Vehicle Data

### STH 100 & WHITNALL EDGE RD

### 15-Minute Heavy Vehicle Data

Count Basics			Page 9 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number o	of Hours Counted: 3	Non-Holiday	No Special Events

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

				$\mathbf{\Psi}$					←					♠					→				
15-1	Vinute		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est			
Tim	e Period			STH 10	00			WHIT	NALL E	DGE RE	)			STH 10	00			WHIT	NALL E	DGE RD	)	15-Min	Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	7:15 AIVI	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	
Ъ	7.30 AIVI	0	0	0	0	0	0	0	0	0	0		0		0	0	0	0		0	0	0	
ž	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Σ	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<u>۲</u>	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
8	11:00 ANA	0	0			0	0	0	0	0	0				0	0		0			0	0	<i>c</i> o
iõ	11.00 AIVI	0	4	2	0	12	0	0	0	0	0	0	5		0	5	0	0		0	0	19	60
Pel	11:13 AM	0	- 10	1		7	0	0	0	0	0		7		0	7	0	0		0	0	13	66
¥	11:45 AM	0	12	1	0	13	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	26	62
Pe	12:00 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	42
à	12:15 PM	0	9	0	0	9	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	16	45
idd	12:30 PM	0	4	1	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	10	39
Σ	12:45 PM	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	33
	1:00 PM	0	6	2	0	8	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	13	32
	1:15 PM	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10	
	1:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	1:45 PIVI 2:00 PM	0	1	1	0	2		0	1	0	2	0			0	1	0	0		0	0	5	
	2:00 PIVI	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	
	2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PIVI 4:45 PM	0	0	0		0	0	0	0	0	0					0	0	0		0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
po	5:15 PM	0	0	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
٦,	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	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 PIVI 7:15 PM	0	0	0	0	0		0	0	0	0				0	0		0		0	0	0	
	7:13 PM	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	l ol	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	
	9:30 PIVI	0	0			0		0	0	0	0				0	0		0			0	0	
Tot	5.45 ° IVI	0	68	11	0	70		0	1	0	5		59		0	59		0		0	0	142	

#### Peak Hour Heavy Vehicle Volume Summary

				¥					+					1					<b>→</b>			
Но	urly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period			STH 10	0			WHIT	NALL E	DGE RE	)			STH 10	00			WHIT	NALL E	DGE RD	)	Hourly
Sta	art Time Right Thru Left U-Tn Tot					Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:15 AM	0	33	4	0	37	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	69
PM	4:00 PM	0	0 0 0 0 0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### 15-Minute Heavy Vehicle Percentages

### STH 100 & WHITNALL EDGE RD

### 15-Minute Heavy Vehicle Percentages

Count Basics		Page 10 of 13
Start Date: Saturday, September 14, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events



				$\mathbf{\Psi}$					←					↑					<b>→</b>			Total	Houri
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	rom W	/est		Heavy	Heavy
Tim	e Period		T	STH 10	0			WHIT	NALL E	DGE R	<u>p</u>			STH 10	00			WHIT	NALL E	DGE RE	)	Vehicle	Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percen
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
σ	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>9</u>	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pe	7.30 AIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ř	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pe	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Σ	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
₹	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
-	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
i j	11:00 AM	0.0	2.8	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.2	4.
Pe	11:15 AIVI	0.0	5.8	9.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	4.9	4.
×	11:45 AM	0.0	6.2	3.6	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	6.0	3.
Pe	12:00 PM	0.0	2.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.2	2.
5	12:15 PM	0.0	5.7	0.0	0.0	5.0	3.8	0.0	0.0	0.0	3.6	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	4.2	2.
g	12:30 PM	0.0	2.4	3.8	0.0	2.6	3.4	0.0	0.0	0.0	3.1	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.6	2.
ΪŻ	12:45 PM	0.0	0.6	5.9	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.5	2.
	1:00 PM	0.0	3.0	7.7	0.0	3.6	2.4	0.0	0.0	0.0	2.2	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.9	2.
	1:15 PM	0.0	3.3	4.5	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.6	
	1:30 PM	0.0	2.7	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	
	1:45 PM	0.0	0.6	3.8	0.0	1.1	4.3	0.0	33.3	0.0	7.7	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.4	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 PIVI 2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
σ	5:00 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
i,	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pe	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ak.	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ď	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
N S	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>ا</u>	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	8:00 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
	8-30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tot	als	0.0	3.4	3.5	0.0	3.4	1.1	0.0	2.5	0.0	1.3	0.0	2.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3.0	-

#### Peak Hour Heavy Vehicle Percentages Summary

				¥					÷					↑					→			Hourly
Но	urly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	'est		Heavy
Tin	me Period STH 100					WHIT	NALL E	DGE RE	)			STH 10	0			WHIT	NALL E	DGE RD	)	Vehicle		
Sta	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
A٨	1 8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
М	D 11:15 AM	0.0	4.8	4.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.1
ΡN	1 4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



### 15-Minute Pedestrian and Bicyclist Data

#### STH 100 & WHITNALL EDGE RD

#### 15-Minute Pedestrian and Bicyclist Data



		Cr	ossing 🔸	•••	Cr	ossing	1	Cr	ossing		Cr	ossing 🕈			
15-	Minute	North App	broach	<b>.</b>	East App	broach	¥	South App	oroach 🛶	•	West App	oroach 🗼	<b>.</b>		
Tim	e Period		STH 100		WHIT	NALL EDGE R	D		STH 100		WHIT	NALL EDGE R	D	15-Min	Hourly
Sta	rt Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝───
	0:45 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
P	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
5	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
P	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
A,	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ş	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	Ű	0	Ű	0	0	0	0	0	U	U	0	0	┥┝───
	10:00 AM	0	0	0	0	0	0	0	0	0	U	0	0	0	┨┣──
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨ ┣───
	10:45 AM	0	0	0	0	0	0	0	0	0	0	n	0	0	┨┠───
P	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
rio	11:15 AM	0	0	0	0	0	Ő	0	0	0	0	0	0	0	
Pe	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
р р	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ide	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Σ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝───
	1.30 PIVI	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	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	∦ ├───
	4.50 PIVI 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
pc	5:15 PM	0	0	0	0	0	Ő	0	0	0	0	0	0	Ő	
eric	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
G P	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
eal	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
NS 1	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		┥┝──
	7:15 PIVI 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨ ┣───
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	1
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
_	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Tot	als	0	0	0	0	0	0	0	0	0	0	0	0	0	J

### **Special Pedestrians**

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

Count Basics	Versio	n 2024.04	Page 1 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number of Ho	ours Counted: 3	Non-Holiday	No Special Events

### Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: WHITNALL EDGE RD

Minor St: BOUCHER DWY

Intersection of: WHITNALL EDGE RD & BOUCHER DWY

### Site Information

Municipality	City of Franklin			
County	40 - Milwaukee	WisDOT	Γ Region	SE
Traffic Control	Partial Stop Control			
Roadway Names		North Directio	n	↑
North Leg	BOUCHER DWY			
East Leg	WHITNALL EDGE RD			
South Leg	0			
West Leg	WHITNALL EDGE RD			
Special Consider	ations			
Schools	In Session			
Holidays	None			
Special Events	None			
Special Pedestria	ans Observed			
	Pre-s	chool children	None	
	Elementry schoo	ol age children	None	
Visua	ally impaired (white car	ie/helper dog)	None	
	Elderly/disabled (excep	t wheelchairs)	None	
	Wheelchairs/ele	ectric scooters	None	
Other (de	escribe)	None	None	

#### Count Information

Hrs Counted:	03:00	PM-06:00	) PM				
1st Day of Co	unt	Thursda	y, Septe	ember 1	L2, 2024	Weath	ner
AM Peal	Period	Thursda	y, Septe	ember 1	L2, 2024	Clear 8	§ Dry
Midday Peal	Period	Thursda	y, Septe	ember 1	12, 2024	Clear 8	§ Dry
PM Peal	Period	Thursda	y, Septe	ember 1	12, 2024	Clear 8	& Dry
Calculated Pe	ak Hour	S					
AM			MD			PM	5:00-6:00pm
Peak Hours S	elected	for Analy	sis				
AM			MD			PM	5:00-6:00pm
Daily/Seas	onal Adj	ustment	Group	(2) Urb	an Arterials & (	Collecto	rs
	Count E	xpansion	Group	(2) Urb	an Arterials & (	Collecto	rs
Daily/Seas	onal Adj	ustment	Factor	0.846	Count Ex	pansior	Factor 4.113
Compan	y Name	TADI				Man	ual Adj. 1.000
		AM Peak	Period	None			
Observers	Mide	day Peak	Period	None			
		PM Peak	Period	Wendy	Picard		
Comments							
	2021 C	OT Daily	& Seas	onal Fa	ctors		
	1						

### **Observed 3 Hour Volume Summary**



### Estimated 24 Hour AADT



Peak Hour Volume Graphical Summary

WHITNALL EDGE RD & BOUCHER DWY

Count Basics			Page 2 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number of	Hours Counted: 3	Non-Holiday	No Special Events
Total Number of	nouis councer. s	Non Honday	No special Events

All Motor Vehicles

AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



#### PM Peak Hour Summary



### Peak Hour Volume Summary

WHITNALL EDGE RD & BOUCHER DWY

 Count Basics
 Page 3 of 13

 Start Date:
 Thursday, September 12, 2024
 Weekday
 Schools in Session

 Total Number of Hours Counted: 3
 Non-Holiday
 No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

_																						
Thu	rsday, September 12, 2024		Fr	Tom N	orth			F	Fom Ea	ast			Fr	↑ om Sc	outh			Fr	→ om W	est		
	AM Peak Hour		BO	UCHER	DWY			WHIT	NALL E	DGE RI	>			0				WHIT	NALL E	DGE RE	,	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	8:30 AM	0	0,	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ž	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jec.	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ň	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	% 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

N/#	A		Fre	↓ om No	orth			F	← rom E	ast			Fre	↑ om So	uth			Fr	→ om W	est		
	MD Peak Hour		BOU	JCHER	DWY			WHIT	NALL E	DGE RD	)			0				WHITI	NALL EI	DGE RE	)	
1	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Þ	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
シ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea.	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
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ミ	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
a da	% 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
<u>i</u>	% 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
ĮΣ	% 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

Thu	ursday, September 12, 2024		<b>F</b>	¥					+				<b>F</b>	1					<b>→</b>			
			Fre	OM INC	orth			F	rom Ea	ast Doct pr			Fr	om so	uth			Fr	om w	est		
	PIM Peak Hour		BOL	JCHER	DWY			WHII	NALLE	DGE RD	)			0				WHIII	VALL E	DGE RL	)	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	5:00 PM	2	0	1	0	3	0	31	0	0	31	0	0	0	0	0	0	50	10	0	60	94
5	5:15 PM	3	0	2	0	5	1	44	0	0	45	0	0	0	0	0	0	48	2	1	51	101
1 P	5:30 PM	2	0	1	0	3	0	31	0	0	31	0	0	0	0	0	0	46	5	0	51	85
¥	5:45 PM	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	0	52	2	1	55	99
Pec	Peak Hour Volume	7	0	4	0	11	2	149	0	0	151	0	0	0	0	0	0	196	19	2	217	379
ŝ	Rounded Hourly Volume	5	0	5	0	10	0	150	0	0	150	0	0	0	0	0	0	195	20	0	215	375
<u>م</u>	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.8	2.1
	% 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	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.8	2.1
	Peak Hour Factor (PHF)	0.58	0.00	0.50	0.00	0.55	0.50	0.85	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.47	0.50	0.90	0.94

#### Peak Hour Pedestrian and Bicyclist Volumes

Ped	destrians and Bicyclists	Cr	ossing 🔸	>	Cr	ossing	1	Cr	ossing		Cr	ossing 🔶		Total
	<u>i</u> i i i i i i i i i i i i i i i i i i	North App	oroach		East App	broach	¥	South App	oroach 🛶	···· <b>&gt;</b>	West App	oroach 븆	E	Ped &
	<b>K</b> 000	BO	JCHER DWY		WHIT	NALL EDGE R	D		0		WHIT	NALL EDGE RI	)	Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
l≩	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
		-					-	-						
	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
18	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
15	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
							-							
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
ΙŞ	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1 4	5:45 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

### Hourly Volume Summary - Motor Vehicle Data

#### WHITNALL EDGE RD & BOUCHER DWY

<b>Count Basics</b>				Page 4 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session	
Fotal Number	of Hours Counted: 3	Non-Holiday	No Special Events	

# All Motor Vehicles

Г	<b>₩</b>								←					↑					→							
0	ne-l	Hour		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total	Dire	tion	al
Ti	me	Period		BO	UCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHIT	NALL EI	DGE RD	)	Vehicle	Volu	me T	otals
St	art	Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/\	N	N/S
	e	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
2	5 7	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
<	£ 8	3:00 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	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
	1	L0:00 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	<u>1</u>	L1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
2	2 1	L2:00 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	L: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	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	-	3:00 PM	21	0	6	0	27	5	107	0	0	112	0	0	0	0	0	0	142	33	2	177	316		289	27
	2	1:00 PM	6	0	1	0	7	1	107	0	0	108	0	0	0	0	0	0	175	27	3	205	320		313	7
	1	5:00 PM	7	0	4	0	11	2	149	0	0	151	0	0	0	0	0	0	196	19	2	217	379		368	11
	e	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
Тс	otal	s	34	0	11	0	45	8	363	0	0	371	0	0	0	0	0	0	513	79	7	599	1015		970	45



### 15-Minute Motor Vehicle Data

#### WHITNALL EDGE RD & BOUCHER DWY

#### 15-Minute Motor Vehicle Data

Count Basics			Page 5 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	Hours Counted: 3	Non-Holiday	No Special Events



				¥					←				↑					<b>→</b>					
15-	Minute		Fr	om No	orth			F	rom East			Fr	om So	outh			Fr	om V	Vest				
Tin	ne Period		ВО	UCHER	DWY			WHIT	NALL EDGE	RD			0				WHIT	NALLE	DGE RD	)	15-Min	Hourly	
Sta	irt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left U-1	n Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
	6:00 AM	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0		
	6:45 AIVI	0	0	0	0	0	0	0	0			0		0	0	0	0	0	0	0	0		
5	7:00 AIVI		0			0	0		0			0		0	0	0		0		0	0		
rio	7:30 AM	0	0	0	0	0	0		0			0		0	0	0		0		0	0		
Pe	7:45 AM	0	0	0	0	0	0		0			0		0	0	0		0	0	0	0		
A S	8:00 AM	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0		
Pe	8:15 AM	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0		
₽	8:30 AM	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0		
	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		<u> </u>
	10:00 AM	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		-
	10:30 AIV	0				0	0					0			0	0				0	0		
-	11:00 AM	n 1	0		n 1	0	0 0	0	0			0			0	0	n 1	0		0	0		1
ioc	11:15 AM	0	0	n 1	0	0	0	0	0	0 0		0		0	0	0	n 0	0	0	0	0		1
Pel	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		
ak a	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		
Pe	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		
2g	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		
1id.	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		
	1:15 PM	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		
	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	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	4	0	1	0	5	0	29	0	0 29	0	0	0	0	0	0	38	9	2	49	83	316	0.9
	3:15 PM	3	0	3	0	6	2	27	0	0 29	0	0	0	0	0	0	34	4	0	38	73	313	0.9
	3:30 PM	4	0	2	0	6	0	30	0	0 30	0 0	0	0	0	0	0	29	13	0	42	78	313	0.9
	3:45 PM	10	0	0	0	10	3	21	0	0 24	0	0	0	0	0	0	41	7	0	48	82	313	0.9
	4:00 PM	2				3		27	0	0 28				0	0		43	5	1	49	80	320	0.9
	4:15 PIVI 4:30 PM					2		30		0 30		0			0	0	32	8	1	41	73	334	0.8
	4:45 PM	2	0		n 1	2	0 0	23	0	0 23		0			0	n 0	54	6	0	60	70 89	362	0.9
	5:00 PM	2	0	1	0	3	0	31	0	0 31		0	0	0	0	0	50	10	0	60	94	379	0.9
P	5:15 PM	3	0	2	0	5	1	44	0	0 45	0	0	0	0	0	0	48	2	1	51	101		
sric	5:30 PM	2	0	1	0	3	0	31	0	0 31	. 0	0	0	0	0	0	46	5	0	51	85		
k P	5:45 PM	0	0	0	0	0	1	43	0	0 44	0	0	0	0	0	0	52	2	1	55	99		
eal	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		
N N	6:15 PM	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0		L
P	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		
	7:00 PIVI					0						0			0	0				0			
	7:30 PM	0	0	0	0	0	0		0			0		0	0	0	0	0		0	0		1
	7:45 PM	0	0	1 n	0	0	0	0	0	0 0		0		0	0	0	n 1	0	0	0	0		1
	8:00 PM	0	0	0	l õ	0	0	0	0	0 0	Ō	0		o	0	Ō	l õ	0	0	0	0		1
	8:15 PM	0	0	0	0	0	0	0	0	0 0		0	0	0	0	0	0	0	0	0	0		1
	8:30 PM	0	0	0	0	0	0	0	0	0 0	00	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		L
	9:30 PM	0	0	0	0	0	0	0	0	0 0		0	0	0	0	0	0	0	0	0	0		I
Tai	9:45 PM	0	0		0	0	0		0			0		0	0	0	0	0	0	0	0		I
110	Lais	■ 34	1 ()	1 11	i 0	1 45	• X	1 363	1 01	VI 3/1	. 0	. 0	ı ()	1 U I	0	• 0	1 513	1 /9	u //	599	<ul> <li>1015</li> </ul>		

### Peak Hour All Vehicle Volume Summary

			¥					←					↑					→			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	lest		Total
Time Period		BOU	JCHER	DWY			WHIT	NALL E	DGE R	)			0				WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 5:00 PM	7	0	4	0	11	2	149	0	0	151	0	0	0	0	0	0	196	19	2	217	379

PHF

### 15-Minute Automobile Data

### WHITNALL EDGE RD & BOUCHER DWY

## Count Basics Page 6 of 13 Start Date: Thursday, September 12, 2024 Weekday Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events



15-Minute Automobile Data

				¥					+					1					<b>→</b>				
15-	Minute		Fr	om N	orth			F	rom E	ast			Fr	om So	outh			F	rom W	/est			
Tim	e Period		во	UCHER	DWY			WHIT	NALL E	DGE R	P			0				WHIT	NALL E	DGE RD	)	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
Ø	7:00 AIVI	0	0	0	0	0		0		0	0	0			0	0	0		0	0	0	0	
5	7:30 AM	0	0	0	0	0	0	0		0	0				0	0	0		0	0	0	0	
Pe	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1×	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ş	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>`</b>	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM					0									0					0	0	0	
	10:15 AIVI	0	0			0															0	0	∣
	10:45 AM	n 0	0			0	0			0	0	0			0		n 0				0	0	
ø	11:00 AM	0	0	0	0	0	0	0	1 0	0	0	0	0		0	0	0	0	0	0	0	0	
5	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
١, X	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
٩	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ģ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ig	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ĮΣ	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 PIM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	1.13 PM	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	Ő	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	3	0	1	0	4	0	29	0	0	29	0	0	0	0	0	0	36	9	2	47	80	30
	3:15 PM	3	0	2	0	5	2	26	0	0	28	0	0	0	0	0	0	32	4	0	36	69	29
	3:30 PM	4	0	2	0	6	0	29	0	0	29	0	0	0	0	0	0	29	11	0	40	75	30
	3:45 PM	9	0	0	0	9	3	17	0	0	20	0	0	0	0	0	0	40	7	0	47	76	30
	4:00 PIVI	1	0	1	0	2		26		0	2/		0			0	0	43	5	1	49	/8	31
	4.13 PIVI	2	0	0	0	2	0	23		0	23	0				0	0	46	0	1	40 54	72	35
	4:45 PM	1	0	0	0	1	0	23	0	0	23	0	0		0	0	0	54	6	0	60	88	36
	5:00 PM	2	0	1	0	3	0	31	0	0	31	0	0	0	0	0	0	50	10	0	60	94	37
po	5:15 PM	3	0	2	0	5	1	43	0	0	44	0	0	0	0	0	0	46	2	1	49	98	
eri	5:30 PM	2	0	1	0	3	0	31	0	0	31	0	0	0	0	0	0	44	5	0	49	83	
7	5:45 PM	0	0	0	0	0	1	40	0	0	41	0	0	0	0	0	0	52	2	1	55	96	
ea	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 h	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
E I	6:30 PM	0	0			0					0				0					0	0	0	
	0:45 PM					0														0	0	0	
	7:15 PM	0	0			0					0						0			0	0	0	
	7:30 PM	0 0	0 0		0	0	0			n 1		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	
	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	
	9:30 PM					0														0	0	0	
Tat	9:45 PIVI	0	0	10		0		0			0				0					0	0	0	
1,00	a13	30	1 0	1 10	1 0	40	ľ	∣ <u>3</u> 52	1 0	1 0	1 300	<b>U</b>	1 0	1 0	0	, U	L 0	1 203	1 /6	1 /	200	900	

#### Peak Hour Automobile Volume Summary

			¥					+					1					<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period		BOU	JCHER	DWY			WHIT	NALL E	DGE RD	)			0				WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 5:00 PM	7	0	4	0	11	2	145	0	0	147	0	0	0	0	0	0	192	19	2	213	371

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

#### WHITNALL EDGE RD & BOUCHER DWY

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

## Count Basics Page 7 of 13 Start Date: Thursday, September 12, 2024 Weekday Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events

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Single Unit (SU) Trucks & Buses

Deter         Provisite         P	From North									←					1					<b>→</b>				
	15-N	/linute	linute From North Period BOUCHER DWY						F	rom Ea	ast			Fr	om Sc	outh			Fr	om W	/est			
Bart         Bart <th< th=""><th>Time</th><th>e Period</th><th>Disks</th><th>BO</th><th>UCHER</th><th>DWY</th><th>T-4-1</th><th>D'-h4</th><th>WHIT</th><th></th><th>DGE RI</th><th></th><th>D'-ht</th><th><b>T</b>I</th><th>0</th><th></th><th>Tatal</th><th>D'-h4</th><th>WHIT</th><th></th><th>DGE RD</th><th>)</th><th>15-Min</th><th>Hourly</th></th<>	Time	e Period	Disks	BO	UCHER	DWY	T-4-1	D'-h4	WHIT		DGE RI		D'-ht	<b>T</b> I	0		Tatal	D'-h4	WHIT		DGE RD	)	15-Min	Hourly
District	Star		Right	Inru	Len	0-1n	Iotai	Right	Inru	Left	U-1n	Iotai	Right	Inru	Len	U-10	Iotai	Right	Inru	ιεπ	U-1n	Iotai	Iotais	Sum
Signal         0 <td></td> <td>6.00 AIVI 6.15 AM</td> <td>0</td> <td></td>		6.00 AIVI 6.15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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agroad         a         b <td>rioc</td> <td>7:15 AM</td> <td>0</td> <td></td>	rioc	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Normal         0 <td>Pei</td> <td>7:30 AM</td> <td>0</td> <td></td>	Pei	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Arr         0	ak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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al         12.35 PM         0	ak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
drop         12:35 PM         0 <th< td=""><td>Pe</td><td>12:00 PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td></th<>	Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
910         23.0 PM         0	lay	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
V         V	idc	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Disprim         0 </td <td>S</td> <td>12:45 PM</td> <td>0</td> <td></td>	S	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
130 PM         0 <td></td> <td>1:00 PIVI 1:15 PM</td> <td>0</td> <td></td>		1:00 PIVI 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
130 PM         0 <td></td> <td>1:30 PM</td> <td>0</td> <td></td>		1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
visco         0 <td></td> <td>1:45 PM</td> <td>0</td> <td></td>		1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pist PM         0 </td <td></td> <td>2:00 PM</td> <td>0</td> <td></td>		2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Prove         0 <td></td> <td>2:15 PM</td> <td>0</td> <td></td>		2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P01         300 PM         1         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	
OTO         I		2:45 PIVI 3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1
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No.         1         0         0         1         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0		3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3	1
Year         1         0         0         1         0		3:45 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5	
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Pg         0		4:30 PIVI 4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Si15 PM         0         0         0         1         0         0         0         0         0         2         0         0         2         3           Si30 PM         0         <		5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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Norm         O	ık F	5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
G         G:30 PM         O </td <td>Pec</td> <td>6:00 PIVI</td> <td>0</td> <td></td>	Pec	6:00 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
G         G	N	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	Tota	ls	4	0	1	0	5	0	10	0	0	10	0	0	0	0	0	0		3	0	12	27	1 '

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

I				$\mathbf{\Psi}$					←					1					→			
I	Hourly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
I	Time Period		BOU	UCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHIT	NALL E	DGE RD	)	Hourly
I	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
I	AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I	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 5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8

### 15-Minute Semi-Truck Data

### WHITNALL EDGE RD & BOUCHER DWY

## Count Basics Page 8 of 13 Start Date: Thursday, September 12, 2024 Weekday Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events



15-Minute Semi-Truck Data

							÷					1					→						
15-	Vinute		Fr	om N	orth				From E	ast			Fr	om So	outh			Fr	rom W	/est		1	11
Tim	e Period		BO	UCHER	DWY			WHI	FNALL E	DGE RI	D			0	1			WHIT	NALL E	DGE RD	)	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
	6:30 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	6:45 AIVI	0	0	0	0	0	0			0	0	0			0	0	0	0		0	0	0	┨┠───
Ø	7:00 AIVI	0	0	0		0				0	0				0	0	0	0		0	0	0	
i:	7:13 AM	0	0	0	0	0	0			0		0			0	0	0	0		0	0	0	
P	7:45 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
1×	8:00 AM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	8:15 AM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
₹ I	8:30 AM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>`</b>	8:45 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	╡┣──
	9:45 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝──
	10:15 ANA	0													0					0	0	0	1 ┣──
	10:15 AIVI	0	0																	0	0	0	1 ┣──
	10:45 AM	0	0	0	0	1 0	0			0		0			0	1 0	0	0	n 1	0	0	0	1
ğ	11:00 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	l ol	0	0	
Ľ.	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	
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ak l	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	
ď	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	
l ĝ	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	
ig	12:30 PM	0	0	0	0	0	0	(		0	0	0	0	0	0	0	0	0	0	0	0	0	
2	12:45 PIVI	0	0	0	0	0	0			0	0	0	0			0	0	0	0	0	0	0	╡┠──
	1.00 PIVI 1.15 PM	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	
	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	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	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
	3:15 PM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	1	0	0	1	1	▌┣──
	3:30 PIM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	╡┠───
	3:45 PIVI 4:00 PM	0	0	0	0	0				0	1	0				0	0	0	0	0	0		1
	4.00 PIVI 4.15 PM	0	0	0	0	0	0			0	0	0	0		0		0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0			0	0	0	0	l o	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
jo	5:15 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
er l	5:30 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ik F	5:45 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	{
l a	6:00 PM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
E I	6:20 PM	0	0																		0	0	∣
a	6:45 PM	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	- U	0	0	0	0	0	0	1
	7:15 PM	0	0	0	0	0	0			0	0	0		l õ	0	0	0	0	0	o	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	00	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	∣
	8:45 PM	0	0							0										0	0	0	{ ├──
	9:00 PIVI	0				0														0	0	0	1 ┣──
	9.13 PIVI	0	0							0											0	0	1 ┣──
	9:45 PM	0	0		0	0	0		) 0	0		0			0	0	0	0	0	0	0	0	1
Tot	als	0	0	0	0	0	0			0	1	Ō	0	0	0	0	0	1	0	0	1	2	1'

#### Peak Hour Semi-Truck Volume Summary

			¥					÷										+			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Time Period	BOUCHER DWY						WHIT	NALL E	DGE RD	)			0				WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### 15-Minute Heavy Vehicle Data

### WHITNALL EDGE RD & BOUCHER DWY

### 15-Minute Heavy Vehicle Data

Count Basics			Page 9 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	of Hours Counted: 3	Non-Holiday	No Special Events

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

				$\mathbf{\Psi}$					÷					<b>T</b>					→				
15-1	Minute		Fre	om No	orth			F	rom Ea	ast			Fr	om So	outh			Fr	om W	/est			
Tim	e Period		BOL	JCHER	DWY			WHIT	NALL E	DGE RI	2			0				WHIT	NALL E	DGE RD	)	15-Min	Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
od	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri.	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ak l	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
IΣ	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
g	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
i,	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<u>ē</u>	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Σ	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 PIVI	0	0	0	0	1	0	0	0	0	0	0			0	0	0	0	0	0	0	0	1
	2:15 DM		0	1	0	1		1		0	1	0			0	0		2		0	2	3	
	3.13 FIVI	0	0	1	0		0	1	0	0	1	0			0	0	0	2	2	0	2	4	
	2:45 DM	1	0	0	0	1	0	1	0	0	1	0			0	0	0	1	2	0	2 1	5	
	4:00 PM	1	0	0	0	1	0	4	0	0	4	0			0	0	0	0		0		2	
	4·15 PM	0	0	0	0	1	n 0		0	n 1	0	0			0		n 0	1			1	1	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	1	0	1	1	
	4·45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ba	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
eri	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
l d	5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
5a	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Š	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	
	9:00 PM	0	0	0	0	0					0							0		0	0	0	
	9:12 PIVI	0	0	0	0	0					0	0			0			0		0	0	0	
	0.45 PM			0		0												0			0		
Tot	3.43 PIVI	1	0	1			0	11	0		11	0			0		0	10	2	0	12	20	

#### Peak Hour Heavy Vehicle Volume Summary

			♦					÷										→			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Time Period	BOUCHER DWY						WHIT	NALL E	DGE RE	)			0				WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8

### 15-Minute Heavy Vehicle Percentages

### WHITNALL EDGE RD & BOUCHER DWY

### 15-Minute Heavy Vehicle Percentages

Count Basics			Page 10 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events



				¥					÷					↑					→			Total	Houri
15-1	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Heavy	Heavy
Tim	e Period		BO	UCHER	DWY			WHIT	NALL E	DGE RI	P			0				WHIT	NALL E	DGE RE	2	Vehicle	Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percen
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
σ	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	7:15 AIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pe	7.30 AIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ř	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pe	8.15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Σ	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
₹	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
00	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
eri	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ea	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
qq	12:15 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ļi	12.30 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	25.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.1	3.6	5.
	3:15 PM	0.0	0.0	33.3	0.0	16.7	0.0	3.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.3	5.5	4.
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	4.8	3.8	3.
	3:45 PM	10.0	0.0	0.0	0.0	10.0	0.0	19.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	7.3	3.
	4:00 PM	50.0	0.0	0.0	0.0	33.3	0.0	3./	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	1.
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.4	1.4	0.
	4:30 PIVI	50.0	0.0	0.0	0.0	E0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	1.8	1.3	1.
	5:00 PM	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.
Ø	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2 3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.9	3.0	2.
eric	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.9	2.4	
Å,	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	
sak	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
l d	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
N S	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	_ <b> </b>
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
	8:20 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tot	als	11.8	0.0	9.1	0.0	11.1	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	3.8	0.0	2.2	2.9	-

#### Peak Hour Heavy Vehicle Percentages Summary

Г				¥					÷					↑					→			Hourly
Но	ourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	'est		Heavy
Ti	ime Period BOUCHER DWY						WHIT	NALL E	DGE RE	)			0				WHIT	NALL E	DGE RD	,	Vehicle	
St	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
A	MA 00:8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
м	<b>D</b> 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PN	<b>1</b> 5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.8	2.1



### 15-Minute Pedestrian and Bicyclist Data

#### WHITNALL EDGE RD & BOUCHER DWY

15-Minute Pedestrian and Bicyclist Data



#### **Special Pedestrians**

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



Count Basics		Version 2024	.04	Page 1 of 13
Start Date:	Friday, June 14, 2024		Weekday	Schools in Session
Total Number of Ho	ours Counted: 3		Non-Holiday	No Special Events

### Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: WHITNALL EDGE RD

Minor St: BOUCHER DWY

Intersection of: WHITNALL EDGE RD & BOUCHER DWY

### Site Information

Municipality	City of Franklin											
County	40 - Milwaukee	WisDOT	Region	SE								
Traffic Control	Partial Stop Control											
Roadway Names		North Directio	n	♦								
North Leg	BOUCHER DWY											
East Leg	WHITNALL EDGE RD											
South Leg	0											
West Leg	WHITNALL EDGE RD											
Special Consider	ations											
Schools	In Session											
Holidays	None											
Special Events	None											
Special Pedestria	ans Observed											
	Pre-s	chool children	None									
	Elementry schoo	ol age children	None									
Visua	ally impaired (white car	ie/helper dog)	None									
	Elderly/disabled (excep	t wheelchairs)	None									
	Wheelchairs/electric scooters None											
Other (de	escribe)	None	None									

#### Count Information

Hrs Counted:	11:00 AM-02:00	) PM											
1st Day of Cou	unt Friday, J	une 14	, 2024			Weath	er						
AM Peak	Period Friday, J	une 14	, 2024			Clear 8	k Dry						
Midday Peak	Period Friday, J	une 14	, 2024			Clear 8	k Dry						
PM Peak	Period Friday, J	une 14	, 2024			Clear 8	k Dry						
Calculated Pe	ak Hours												
AM		MD	12:30-2	1:30pm		PM							
Peak Hours Selected for Analysis													
AM		MD	12:30-2	1:30pm		PM							
Daily/Seaso	onal Adjustment	Group	(2) Urb	an Arterial	s & Co	ollecto	rs						
(	Count Expansion	Group	(2) Urb	an Arterial	s & Co	ollecto	rs						
Daily/Seaso	onal Adjustment	Factor	0.804	Cour	nt Exp	ansion	Factor 5.849						
Company	/ Name TADI					Manu	ual Adj. 1.000						
	AM Peak	Period	None										
Observers	Midday Peak	Period	Wendy	Picard									
	PM Peak	Period	None										
Comments													
	2021 DOT Daily	& Seas	onal Fa	ctors									

#### **Observed 3 Hour Volume Summary**



#### Estimated 24 Hour AADT



Peak Hour Volume Graphical Summary

WHITNALL EDGE RD & BOUCHER DWY

Count Basics Page 2 of 1												
Start Date:	Friday, June 14, 2024	Weekday	Schools in Session									
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events									

All Motor Vehicles





### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



### Peak Hour Volume Summary

WHITNALL EDGE RD & BOUCHER DWY

Count Basics			Page 3 of 13
Start Date:	Friday, June 14, 2024	Weekday	Schools in Session
Total Number of	f Hours Counted: 3	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

				- / -	-	-																
Frid	lay, June 14, 2024		Fre	↓ om No	orth			F	← rom Ea	ast			Fre	↑ om So	uth			Fr	→ om W	est		
	AM Peak Hour		BOU	JCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHITI	NALL E	DGE RE	)	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ы	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P P	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ξ	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ŝ	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	% 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

Fric	day, June 14, 2024		Fr	↓ om No	orth			F	← rom E	ast			Fre	↑ om So	uth			→ From West				
	MD Peak Hour		BO	JCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHITI	NALL E	DGE RE	)	
٤	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
ş	12:30 PM	2	0	0	0	2	0	30	0	0	30	0	0	0	0	0	0	29	1	0	30	62
シ	12:45 PM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	34	3	0	37	67
ea.	1:00 PM	1	0	0	0	1	0	45	0	0	45	0	0	0	0	0	0	30	3	0	33	79
	1:15 PM	0	0	0	0	0	1	40	0	0	41	0	0	0	0	0	0	26	2	0	28	69
18	Peak Hour Volume	3	0	0	0	3	1	145	0	0	146	0	0	0	0	0	0	119	9	0	128	277
ミ	Rounded Hourly Volume	5	0	0	0	5	0	145	0	0	145	0	0	0	0	0	0	120	10	0	130	280
l ĝ	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	4.2	11.1	0.0	4.7	2.5
<u>i</u>	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
ĮΣ	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	4.2	11.1	0.0	4.7	2.9
	Peak Hour Factor (PHF)	0.37	0.00	0.00	0.00	0.37	0.25	0.81	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.75	0.00	0.86	0.88

Frid	lav. June 14, 2024			¥					+					1				→								
	auy, suite 14, 2024		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est						
	PM Peak Hour		BO	JCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHITI	VALL E	DGE RE	>					
	Start Time		Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals				
	4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
١P	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Ιž	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
မို	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
ŝ	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<u>م</u>	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				

#### Peak Hour Pedestrian and Bicyclist Volumes

Ped	lestrians and Bicyclists	Cr	ossing 🔸	>	Cr	ossing	1	Cr	ossing		Cr	ossing 🛉		Total
	<u>i</u> i i i i i i i i i i i i i i i i i i	North App	oroach	E	East App	broach	¥	South App	oroach 🛶	···•	West Ap	Ped &		
	<b>K</b> 010	BO	JCHER DWY	WHIT	NALL EDGE R	D		0		WHIT	Bike			
	15-Minute Start Time	Pedestrian Bicyclist		Total	Pedestrian	Bicyclist	Bicyclist Total		Pedestrian Bicyclist		Pedestrian	Bicyclist Total		Volume
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
l≩	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
							-	-			-		-	-
	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
3	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>- ا</u>	1:15 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
	-					_	-				_	_	-	-
	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
ΡM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

### Hourly Volume Summary - Motor Vehicle Data

WHITNALL EDGE RD & BOUCHER DWY

Count Decise				Dana 4 af 12
Count Basics				Page 4 0j 13
Start Date:	Friday, June 14, 2024	Weekday	Schools in Session	
Total Number	of Hours Counted: 3	Non-Holiday	No Special Events	

## All Motor Vehicles

<b>One-Hour Motor</b>	r Vehicle Data
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					¥					←					↑					→						
0	ne-l	Hour	From North						From East				From South					From West					Total	tal Directional		al
Time Period		BOUCHER DWY					WHIT	NALL E	DGE RE	)	0					WHITNALL EDGE RD					Vehicle	/ehicle Volume Totals				
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/	w/	N/S	
AM	e	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	: 7	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	ξĘ	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	9	00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	1	L0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
5	1	1:00 AM	7	0	2	0	9	3	129	0	0	132	0	0	0	0	0	0	121	10	0	131	272		263	9
2	1	.2:00 PM	4	0	0	0	4	0	126	0	0	126	0	0	0	0	0	0	116	8	0	124	254		250	4
	1	:00 PM	2	0	0	0	2	1	132	0	0	133	0	0	0	0	0	0	114	6	0	120	255		253	2
	2	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	3	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	4	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	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	e	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
Тс	tal	S	13	0	2	0	15	4	387	0	0	391	0	0	0	0	0	0	351	24	0	375	5 781		766	15


### 15-Minute Motor Vehicle Data

#### WHITNALL EDGE RD & BOUCHER DWY

#### 15-Minute Motor Vehicle Data

Count Basics			Page 5 of 13
Start Date:	Friday, June 14, 2024	Weekday	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events



			_	•			_	+				_	1				_	<b>→</b>					
15- Tim	Minute Doriod		Fr	om North		<u> </u>	F	rom E	ast	<b>D</b>		Fr	om Sc	buth			Fr	om W	/est	<u></u>	15 Min	Hourby	
Sta	rt Time	Right	Thru		Total	Right	Thru		UGE RI	Total	Right	Thru	U	ll-Tn	Total	Right	Thru			Total	15-iviin Totals	Sum	DHE
518	6.00 AM	nigint 0	0				0	0	0-111		Night 0	0		0-11	10121	Nigirt 0	0	0	0-111	10121		Juin	rnr
	6:15 AM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
g	7:15 AM	0	0	0	) O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eric	7:30 AM	0	0	0	D C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A P	7:45 AM	0	0	0	D C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eal	8:00 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A P	8:15 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
A	8:30 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
_	9:45 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		<u> </u>
	10:00 AM	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		
	10:45 AM		0					0							0		0			0	0		
_	11:00 AM	1	0	2			21	0		22		0			0	0	<u>л</u> 1	1		0 12	80	272	0.0
ioa	11.15 AM	-	0			1	28			20					0	0	72	2		76	55	2/2	0.0
Per	11:30 AM	1	0	0	0 1	0	33	0	0	33	0	0	0	0	0	0	26	2	0	28	62	262	0.8
ž	11:45 AM	2	0	0	2 2	1	37	0	0	38	0	0	0	0	0	0	31	4	0	35	75	262	0.8
Pe	12:00 PM	0	0	0	) C	0	38	0	0	38	0	0	0	0	0	0	28	4	0	32	70	254	0.9
à	12:15 PM	2	0	0	2 2	0	28	0	0	28	0	0	0	0	0	0	25	0	0	25	55	263	0.8
ida	12:30 PM	2	0	0	2 2	0	30	0	0	30	0	0	0	0	0	0	29	1	0	30	62	277	0.8
Σ	12:45 PM	0	0	0	) O	0	30	0	0	30	0	0	0	0	0	0	34	3	0	37	67	266	0.8
	1:00 PM	1	0	0	0 1	. 0	45	0	0	45	0	0	0	0	0	0	30	3	0	33	79	255	0.8
	1:15 PM	0	0	0	0 0	1	40	0	0	41	0	0	0	0	0	0	26	2	0	28	69		
	1:30 PM	0	0	0	0 0	0	22	0	0	22	0	0	0	0	0	0	29	0	0	29	51		
	1:45 PM	1	0	0	) 1	. 0	25	0	0	25	0	0	0	0	0	0	29	1	0	30	56		
	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		I
	2:45 PIVI	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PIVI	0	0	0			0	0	0	0	0	0		0	0	0	0	0	0	0	0		-
	3.13 PM	0	0	0				0	0	0	0	0		0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0				0	0			0		0	0	0	0	0	0	0	0		
	4.00 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1
	4:30 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1
	4:45 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P	5:15 PM	0	0	0	0 C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eric	5:30 PM	0	0	0	0 C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
K P	5:45 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
ea.	6:00 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Ň	6:15 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		L
P	6:30 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		<b> </b>
	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		
	7:15 PIVI	0	0					0							0	0	0	0		0	0		
	7:30 PIVI	0	0					0							0	0	0			0	0		
	8:00 PM	0	0				- 0	0				0			0		0	0		0	0		
	8.15 PM	0	0				n 1	n 0							0	0	0	0	0	0	0		1
	8:30 PM	0	0				n 1	0	0		0	n 1	0		0	0	0	0	0	0	0		1
	8:45 PM	0	0	0			n n	0	n n	n 0	n	n l	0		0	0	0	n n	0	0	n 0		1
	9:00 PM	0	0	0		Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1
	9:15 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1
	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	00	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Tot	als	13	0	2	0 15	4	387	0	0	391	0	0	0	0	0	0	351	24	0	375	781	-	-

#### Peak Hour All Vehicle Volume Summary

			¥					←					1					≯			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	lest		Total
Time Period		BOU	JCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:30 PM	3	0	0	0	3	1	145	0	0	146	0	0	0	0	0	0	119	9	0	128	277
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**PHF** 0.88

### 15-Minute Automobile Data

### WHITNALL EDGE RD & BOUCHER DWY

# Count Basics Page 6 of 13 Start Date: Friday, June 14, 2024 Weekday Schools in Session Total Number of Hours Counted: 3 Non-Holiday No Special Events



15-Minute Automobile Data

					+					↑					<b>→</b>								
15-	Minute		Fr	om N	orth			F	rom E	ast			Fr	om So	outh			Fi	rom W	/est			
Tim	e Period		во	UCHER	DWY			WHIT	NALL E	DGE R	P			0				WHIT	NALL E	DGE RD	)	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AIVI	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
P	7:00 AIVI	0	0	0	0	0		0	0	0	0	0			0	0	0	0	0	0	0	0	
5	7:30 AM	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0	
Pe	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ş	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>`</b>	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0				0			0		0					0				0	0	0	
	10:15 AM	0				0					0					0					0	0	
	10:45 AM	0	0			0										0					0	0	
0	11:00 AM	1	0	2		6	1	21		0	37	n 0			0	0	n 0	<u></u>	1		42	0 80	26
ri	11:15 AM	0	0	0	0	0	1	28	0	0	29	0	0		0	0	0	21	3	0	24	53	25
Pe	11:30 AM	1	0	0	0	1	0	33	0	0	33	0	0	0	0	0	0	26	2	0	28	62	25
ak	11:45 AM	2	0	0	0	2	1	37	0	0	38	0	0	0	0	0	0	29	4	0	33	73	25
Pe	12:00 PM	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	28	4	0	32	70	24
<u>ē</u>	12:15 PM	2	0	0	0	2	0	27	0	0	27	0	0	0	0	0	0	25	0	0	25	54	25
id o	12:30 PM	2	0	0	0	2	0	29	0	0	29	0	0	0	0	0	0	28	1	0	29	60	26
Σ	12:45 PM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	32	3	0	35	65	26
	1:00 PM	1	0	0	0	1	0	44	0	0	44	0	0	0	0	0	0	29	2	0	31	76	24
	1:15 PIVI 1:20 PM	0	0	0	0	0	1	40	0	0	41	0	0		0	0	0	25	2	0	27	68 E1	
	1.30 PIVI	1	0	0	0	1	0	22		0	22				0	0	0	29	1	0	29	51	
_	2:00 PM	0	0	0	0	0	0	23	0	0	23	0	0		0	0	0	25	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	4:15 PIVI 4:30 PM	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
po	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 1	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	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	
	7:00 PIVI	0	0			0					0					0					0	0	
	7:30 PM	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	
	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	
liot	ais	13	1 0	2	0	15	4	382	1 0	0	386	0	0	1 0	0	0	0	342	23	0	365	/66	

#### Peak Hour Automobile Volume Summary

			¥					+					1					<b>→</b>			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period		BOU	JCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right Thru Left U-Tn Tota					Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:30 PM	3	0	0	0	3	1	143	0	0	144	0	0	0	0	0	0	114	8	0	122	269
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

#### WHITNALL EDGE RD & BOUCHER DWY

#### Count Basics Start Date: Friday, June 14, 2024 Total Number of Hours Counted: 3 Page 7 of 13 Schools in Session No Special Events Weekday Non-Holiday

Single Unit (SU) Trucks & Buses

 $\overline{\mathbf{O}}$ 

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

				¥					←					↑					<b>→</b>				
15-N	/linute		Fr	om N	orth			Fi	rom E	ast			Fr	om So	uth			Fr	om W	/est			
Tim	e Period		BO	JCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHIT	NALL E	DGE RD	)	15-Min	Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
g	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
k P	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AIVI	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	
ioc	11:00 AM	0		0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	3
Per	11:15 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
×	11:30 AM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9	12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
pp	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7
ŝ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	6
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	1:30 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2.43 FW	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	- 2	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PIM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
~	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ioc	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Per	5:30 PM	0		0		0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	
ak	5:45 PIVI 6:00 PM	0		0		0		0	0	0	0	0		0		0		0	0		0	0	
Pe	6.00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
S	6:30 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<u>م</u>	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	
	8.00 PIVI 8.15 PM	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	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	1
Tota	IS	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	13	

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

L				$\mathbf{\Psi}$					←					1					→			
þ	Hourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
ŀ	Time Period		BOI	UCHER	DWY			WHIT	NALL E	DGE RE	)			0				WHIT	NALL E	DGE RD	)	Hourly
Ŀ	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
7	AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	MD 12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	7
	PM 4:00 PM	0	0	0	0	0	0							0	0	0	0	0	0	0	0	0

### 15-Minute Semi-Truck Data

### WHITNALL EDGE RD & BOUCHER DWY

Count Basics			Page 8 of 13
Start Date:	Friday, June 14, 2024	Weekday	Schools in Session
Total Number	of Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Semi-Truck Data

				¥					+					1					<b>→</b>				
15-	Minute		Fr	om N	orth				From E	ast			Fr	rom So	outh			Fr	rom W	/est			
Tim	e Period		BO	UCHER	DWY			WHI	FNALL E	DGE RI	D			0	1			WHIT	NALL E	DGE RD	)	15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣━━━
	6:15 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	6:30 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	5:45 AIVI	0	0	0	0	0	0			0	0	0			0	0	0	0		0	0	0	┨┠───
P	7:15 AM	0	0	0	0	0	0			0	0	0			0	0	0	0	0	0	0	0	┨┠───
i.	7:30 AM	0	0	0	0	0	0			0		0			0	0	0	0		0	0	0	┨┠───
P	7:45 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	1
¥.	8:00 AM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P	8:15 AM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
₹ I	8:30 AM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	┨┣───
	9:45 AM	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	┨ ┣───
	10:15 AIVI	0																		0	0	0	! ┣──
	10:45 AM	0	0	0	0		0			0		0			0	1 0	0	0	n 1	0	0	0	1
p	11:00 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	l ol	0	0	
i,	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	
ď	11:30 AM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ak	11:45 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	1	0	0	1	1	
ď	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	
l ĝ	12:15 PM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
id	12:30 PM	0	0	0	0	0	0	1		0	1	0	0	0	0	0	0	0	0	0	0	1	
2	12:45 PIVI	0	0		0	0	0			0		0				0		0	0	0	0	0	
	1.00 PIVI	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	1
	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	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	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣━━━
	3:15 PM	0	0	0	0	0	0	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	3:30 PM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	┨┠───
	3:45 PIVI 4:00 PM	0	0			0	0			0	0	0					0	0	0	0	0	0	
	4.00 PW	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	l o	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
iod	5:15 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
'en	5:30 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
¥.	5:45 PM	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
Dea	6:00 PM			0																0	0	0	∣
S	6:30 PM	0																				0	! ├──
a l	6:45 PM	0			0		n 0		) <u>0</u>	0							n 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	
	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	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	∣
	8:45 PM																			0	0	0	┨┣──
	9.00 PIVI 9.15 PM	0																		0	0	0	! ├──
	9:30 PM	0		0	0		0			0		0			0		0			0	0	0	1
	9:45 PM	Ő		0	0	0	0			0	0	0	0	l õ	0	0	0	0	0	o	0	0	
Tot	als	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	1.

#### Peak Hour Semi-Truck Volume Summary

			♦					÷										<b>→</b>			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	est		Total
Time Period		BOU	JCHER	DWY			WHIT	NALL E	DGE RD	)			0				WHIT	NALL E	DGE RD	)	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## 15-Minute Heavy Vehicle Data

### WHITNALL EDGE RD & BOUCHER DWY

#### 15-Minute Heavy Vehicle Data

Count Basics			Page 9 of 13
Start Date:	Friday, June 14, 2024	Weekday	Schools in Session
Total Number	of Hours Counted: 3	Non-Holiday	No Special Events

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

				$\mathbf{\Psi}$	_				←					<b>^</b>					<b>→</b>				
15-	Minute		Fr	om No	orth			Fi	rom Ea	st			Fr	om Sc	outh			Fr	om W	/est			
Tim	e Period	<b>D</b> : 1 -	BOU	JCHER	DWY		<b>n</b> :	WHIT		OGE RE	<b>)</b>	<u>.</u>		0			<u>.</u>	WHIT		DGE RE	)   - · · ·	15-Min	Hourly
Sta		Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	lotals	Sum
	6:00 AIVI	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
po	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
¥ I	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ŝ	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
₹	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AIVI	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	
io	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	4
Per	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	4
ž	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	2		0	2	2	5
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5	12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
B	12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
Ī	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	6
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	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 PIVI 2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0		0	0	0	0		0		2	i
	2:00 PIVI 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
iod	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Per	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ϊž	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dea	6:00 PM	0	0	0	0	0	0	0	0	0	0				0	0	0	0				0	∣
S	6:30 PM	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	/ ┣───
	7:00 PM	0	0	0	Ő	0	0	0	Ő	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	/ ┣───
	9.00 PM	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	
	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	
Tot	als	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	1	0	10	15	1 .

#### Peak Hour Heavy Vehicle Volume Summary

			♦					÷										→			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	lest		Total
Time Period	BOUCHER DWY					WHIT	NALL E	dge Re	)			0				WHIT	NALL E	DGE RD	)	Hourly	
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	8
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## 15-Minute Heavy Vehicle Percentages

### WHITNALL EDGE RD & BOUCHER DWY

### 15-Minute Heavy Vehicle Percentages

Count Basics			Page 10 of 13
Start Date:	Friday, June 14, 2024	Weekday	Schools in Session
Total Number of	of Hours Counted: 3	Non-Holiday	No Special Events



				$\mathbf{\Psi}$					←					↑					<b>→</b>			Total	Houri
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Heavy	Heavy
Tim	e Period		BO	UCHER	DWY			WHIT	NALL E	DGE R	D			0				WHIT	NALL E	DGE RE	)	Vehicle	Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percen
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
g	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
eri	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
A P	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ea	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
l d	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
F	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9.15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
po	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.
erj	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	7.7	3.6	1.
κP	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.
ea	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	5.7	2.7	1.
ž	12:00 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.
d a	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	3.2	2.
Ĭž	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.4	3.0	2.
1	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3.3	33.3	0.0	6.1	3.8	2.
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.6	1.4	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ø	5.00 PIVI 5.15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
erio	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Å	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
sak	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
l d	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
l ₹	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	/:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0	0.0	0.0	
	7:30 PIVI 7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	_
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
-	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
liot	ais	0.0	0.0	0.0	0.0	0.0	0.0	1.3	<u> </u>	J U.O	1.3	0.0	l 0.0	<u> </u>	0.0	l 0.0	0.0	2.6	4.2	0.0	2.7	1.9	

### Peak Hour Heavy Vehicle Percentages Summary

			¥					÷										→			Hourly
Hourly		Fre	om No	orth			F	rom Ea	ast			Fre	om So	uth			Fr	om W	est		Heavy
Time Period	BOUCHER DWY Bight Thru Left U-Th Total						WHIT	NALL E	dge RD	-			0				WHIT	NALL E	DGE RD	)	Vehicle
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM 8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD 12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	4.2	11.1	0.0	4.7	2.9
PM 4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



### 15-Minute Pedestrian and Bicyclist Data

#### WHITNALL EDGE RD & BOUCHER DWY

**15-Minute Pedestrian and Bicyclist Data** 



#### **Special Pedestrians**

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



Count Basics	Versio	on 2024.04	Page 1 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number of H	ours Counted: 3	Non-Holiday	No Special Events

## Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: S Whitnall Edge Rd

Minor St: Shopping Center Drwy

Intersection of: S Whitnall Edge Rd & Shopping Center Drwy

### Site Information

Municipality	City of Franklin			
County	40 - Milwaukee	WisDOT	<b>F</b> Region	SE
Traffic Control	Partial Stop Control			
Roadway Names		North Directio	n	1
North Leg	0			
East Leg	S Whitnall Edge Rd			
South Leg	Shopping Center Drwy			
West Leg	S Whitnall Edge Rd			
Special Consider	ations			
Schools	In Session			
Holidays	None			
Special Events	None			
Special Pedestria	ans Observed			
	Pre-s	chool children	None	
	Elementry schoo	ol age children	None	
Visu	ally impaired (white can	e/helper dog)	None	
	Elderly/disabled (excep	t wheelchairs)	None	
	Wheelchairs/ele	ectric scooters	None	
Other (de	escribe)	None	None	

Count Info	rmatic	on							
Hrs Counted:	03:00	PM-06:00	) PM						
1st Day of Co	unt	Thursda	y, Septe	ember 1	L2, 2024		Weath	ner	
AM Pea	k Period	Thursda	y, Septe	ember 1	L2, 2024		Clear 8	& Dry	
Midday Pea	k Period	Thursda	y, Septe	ember 1	l2, 2024		Clear 8	& Dry	
PM Pea	k Period	Thursda	y, Septe	ember 1	l2, 2024		Clear 8	& Dry	
Calculated Pe	eak Hour	S							
AM			MD				PM	5:00-6	:00pm
Peak Hours S	elected	for Analy	sis						
AM			MD				PM	4:00-5	:00pm
Daily/Seas	onal Adj	ustment	Group	(2) Urb	an Arteria	ls & C	ollecto	rs	
	Count Ex	kpansion	Group	(2) Urb	an Arteria	ils & C	ollecto	rs	
Daily/Seas	onal Adj	ustment	Factor	0.846	Cou	int Exp	bansior	n Factor	4.113
Compan	y Name	TADI					Man	ual Adj.	1.000
	/	AM Peak	Period	None					
Observer	6 Mide	day Peak	Period	None					
		PM Peak	Period	Sara Ke	elling				
Comments	2021 D	OT Daily	& Seas	onal Fa	ctors				

#### **Observed 3 Hour Volume Summary**



#### Estimated 24 Hour AADT



Peak Hour Volume Graphical Summary

S Whitnall Edge Rd & Shopping Center Drwy

C 2 0) 1.	Page .			Count Basics
	Schools in Session	Weekday	Thursday, September 12, 2024	Start Date:
	No Special Events	Non-Holiday	irs Counted: 3	Total Number of Hou
_	No Special Events	Non-Holiday	irs Counted: 3	Total Number of Hou



AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



## Peak Hour Volume Summary

S Whitnall Edge Rd & Shopping Center Drwy

 Count Basics
 Page 3 of 13

 Start Date:
 Thursday, September 12, 2024
 Weekday
 Schools in Session

 Total Number of Hours Counted: 3
 Non-Holiday
 No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

_	1																					
Thu	rsday, September 12, 2024		Fr	↓ om No	orth			F	← rom E	ast			Fre	↑ om So	uth			Fr	→ om W	est		
	AM Peak Hour			0				S Wh	itnall E	dge Rd			Shoppir	ng Cent	er Drw	'Y		S Whi	tnall E	dge Rd		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
'n	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
k I	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea <sup>0</sup>	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AI	% 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

N/A	۱.		Fre	↓ om No	orth			F	← rom Ea	ast			Fr	<b>↑</b> om So	uth			Fr	→ om W	est		
	MD Peak Hour			0				S Wh	itnall E	dge Rd			Shoppiı	ng Cent	er Drw	/y		S Whi	tnall E	dge Rd		
١	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
ĕ	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea.	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
3	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ミ	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l ĝ	% 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
<u>i</u> g	% 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
ĮΣ	% 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

Thi	ursday, Sentember 12, 2024			¥					+					1					<b>&gt;</b>			
The	rsuay, september 12, 2024		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		
	PM Peak Hour			0				S Wh	itnall E	dge Rd			Shoppir	ng Cent	er Drw	ry		S Whi	tnall E	dge Rd		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:00 PM	0	0	0	0	0	0	22	4	0	26	7	0	1	0	8	6	37	0	0	43	77
5	4:15 PM	0	0	0	0	0	0	22	5	0	27	8	0	3	0	11	6	24	0	0	30	68
۶ ۲	4:30 PM	0	0	0	0	0	0	19	4	0	23	8	0	3	0	11	12	34	0	0	46	80
Ξ	4:45 PM	0	0	0	0	0	0	16	2	0	18	7	0	6	0	13	18	38	0	0	56	87
ec.	Peak Hour Volume	0	0	0	0	0	0	79	15	0	94	30	0	13	0	43	42	133	0	0	175	312
1 S	Rounded Hourly Volume	0	0	0	0	0	0	80	15	0	95	30	0	15	0	45	40	135	0	0	175	315
P	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.3	13.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	% 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	1.3	13.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.75	0.00	0.87	0.94	0.00	0.54	0.00	0.83	0.58	0.87	0.00	0.00	0.78	0.90

#### Peak Hour Pedestrian and Bicyclist Volumes

Ped	lestrians and Bicyclists	Cr	ossing 🔸	>	Cr	ossing	1	Cr	ossing		Cr	ossing 🛉		Total
	<u>i</u> i i i i i i i i i i i i i i i i i i	North App	oroach		East App	broach	¥	South App	oroach 🛶	···•	West App	oroach 븆	E	Ped &
	<b>K</b> 010		0		S Wh	itnall Edge Ro	1	Shoppi	ng Center Drv	vy	S Wh	itnall Edge Rd	1	Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
l≩	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
							-	_			_		-	-
	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
3	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5	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
	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
ΙŞ	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

### Hourly Volume Summary - Motor Vehicle Data

S Whitnall Edge Rd & Shopping Center Drwy

<b>Count Basics</b>				Page 4 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session	
Total Number	of Hours Counted: 3	Non-Holiday	No Special Events	
	-			



One-Hour Motor Vehicle Data

Г					¥					←					↑					→						
Or	ne-Ho	our		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total	Direct	ional	l.
Tir	ne P	eriod			0				S Wh	itnall E	dge Rd			Shoppi	ng Cent	er Drw	'Y		S Whi	itnall E	dge Rd		Vehicle	Volum	е То	tals
St	art Ti	ime	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W		N/S
	6:	00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
5	7:0	00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	8:0	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
	9:0	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	D: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
5	11	L: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
2	12	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
	1:0	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
	2:0	00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
-	3:0	00 PM	0	0	0	0	0	0	74	13	0	87	37	0	13	0	50	37	112	0	0	149	286	23	6	50
	4:0	00 PM	0	0	0	0	0	0	79	15	0	94	30	0	13	0	43	42	133	0	0	175	312	26	i9	43
	5:0	00 PM	0	0	0	0	0	0	116	17	0	133	38	0	8	0	46	53	148	0	0	201	380	33	4	46
	6:0	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
То	tals		0	0	0	0	0	0	269	45	0	314	105	0	34	0	139	132	393	0	0	525	978	83	9	139



### 15-Minute Motor Vehicle Data

#### S Whitnall Edge Rd & Shopping Center Drwy

#### 15-Minute Motor Vehicle Data

Count Basics			Page 5 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number	of Hours Counted: 3	Non-Holiday	No Special Events



				¥					←					↑					<b>→</b>					
15	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	rom W	/est		1 1		
Tin	ne Period			0				S Wh	itnall E	dge Ro	1		Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		15-Min	Hourly	
Sta	irt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
	6:00 AIVI	0	0	0	0	0	0		0		0	0	0		0	0	0	0	0	0	0	0		
	6:20 AM		0		0	0	0		0		0		0		0	0			0		0	0		<b> </b>
	6:45 AM	0	0	0	0	0	0		0		0	0	0		0	0	0		0	0	0	0		
	7:00 AM	0	0	0	0	0	0		0		0		0		0	0			0	0	0	0		
5	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
rio	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pe	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		<u> </u>
ak a	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1 Pe	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1
A	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		<b> </b>
	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		
	11:00 ANA				0				0				0		0	0					0	0		
iod	11.00 AIVI	0	0	0	0	0	0		0		0		0		0	0		0	0	0	0	0		
Per	11.13 AM	0	0	0	0	0	0		0		0		0		0	0	0		0		0	0		
k	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
N	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		1
idd	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
ΙS	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		<u> </u>
	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	-	-
	2.45 PIVI	0	0	0	0	0	0	25	2		27	0	0	1	0	0	12	20	0	0	40	76	296	0.0
	3:15 PM	0	0	0	0	0	0	15	2		17	10	0	5	0	15	12	20	0		35	67	280	0.9
	3:30 PM	0	0	0	0	0	0	23	5	0	28	8	0	4	0	12	8	24	0	0	32	72	288	0.9
	3:45 PM	0	0	0	0	0	0	11	4	0	15	11	0	3	0	14	9	33	0	0	42	71	296	0.9
	4:00 PM	0	0	0	0	0	0	22	4	0	26	7	0	1	0	8	6	37	0	0	43	77	312	0.9
	4:15 PM	0	0	0	0	0	0	22	5	0	27	8	0	3	0	11	6	24	0	0	30	68	320	0.9
	4:30 PM	0	0	0	0	0	0	19	4	0	23	8	0	3	0	11	12	34	0	0	46	80	357	0.8
	4:45 PM	0	0	0	0	0	0	16	2	0	18	7	0	6	0	13	18	38	0	0	56	87	368	0.8
	5:00 PM	0	0	0	0	0	0	26	3	0	29	6	0	1	0	7	15	34	0	0	49	85	380	0.9
po	5:15 PM	0	0	0	0	0	0	33	6	0	39	12	0	3	0	15	9	42	0	0	51	105		_
Peri	5:30 PM	0	0	0	0	0	0	26	7	0	33	8	0	2	0	10	17	31	0	0	48	91		—
X	5:45 PM		0		0	0	0	31	1		32	12			0	14	12	41		0	53	99		
Per	6:15 DM				0				0						0	0			0		0			╂───
S	6.30 PM	0			0		0	0	0		0		0		0	0	0	0	0		0	0		<u> </u>
٩	6:45 PM	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	n 0	0	0	n 0	0	0		0	0	0	n 0	0		0	0		t
	7:15 PM	0	0	o	0	0	0	0	0	0	0	0	t õ		0	0	0	l õ	0		0	0		1
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1
	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		<b> </b>
	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		<b> </b>
	9:30 PM				0	0			0						0	0			0		0	0		
To	5.45 PIVI	0			0		0	269	45		31/	105	0	2/		120	122	302	0		525	978	I	1

#### Peak Hour All Vehicle Volume Summary

			¥					←					↑					≯			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd	1	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:00 PM	0	0	0	0	0	0	79	15	0	94	30	0	13	0	43	42	133	0	0	175	312

PHF

### 15-Minute Automobile Data

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 6 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Automobile Data

				¥					÷					↑					<b>→</b>				
15-	Vinute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fi	rom W	/est		1	11 .
Tim	e Period	Diska	<b>T</b> 1	0		Tatal	Disha	S Wh	nitnall E	Edge Ro	d Tatal	D'-h t	Shoppi	ng Cen	ter Drv	vy	Dista	S Wh	itnall E	dge Rd	Tetel	15-Min	Hourly
Sta		Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	lotals	Sum
	6:00 AM	0	0	0	0	0	0	0		0	0	0			0	0	0	0	0	0	0	0	
	6.30 AM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
iod	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Per	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ž	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ped	8:00 AIVI 8:15 AM	0	0	0		0	0	0							0	0				0	0	0	
S	8:30 AM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
₹	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
	9:45 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝──
	10:15 AM	0	0			0					0									0	0	0	1 ┣──
	10:30 AM	0	0		0	0	0				0	0			0		0	0		0	0	0	
	10:45 AM	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0	
po	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
κP	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
ea	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	
ž	12:00 PIVI 12:15 PM	0	0			0	0	0							0					0	0	0	
1 g	12:10 PM	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0	
ž	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	▌┣──
	1:45 PIVI 2:00 PM	0	0	0	0	0	0	0		0		0			0		0	0	0	0	0	0	ł ┣──
	2:00 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	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	25	2	0	27	8	0	1	0	9	11	28	0	0	39	75	27
	3:15 PM	0	0	0	0	0	0	14	2	0	16	10	0	5	0	15	8	26	0	0	34	65	27
	3:30 PIVI 2:45 PM	0	0	0		0	0	21	. 5		26	11		4	0	12	8	24		0	32	70	2/
	4.00 PM	0	0	0	0	0	0	21	4	0	25	7	0	1	0	8	6	37	0	0	41	76	30
	4:15 PM	0	0	0	0	0	0	22	4	0	26	8	0	3	0	11	6	24	0	0	30	67	31
	4:30 PM	0	0	0	0	0	0	19	3	0	22	8	0	3	0	11	12	34	0	0	46	79	35
	4:45 PM	0	0	0	0	0	0	16	2	0	18	7	0	6	0	13	18	38	0	0	56	87	36
8	5:00 PM	0	0	0	0	0	0	26	3	0	29	6	0	1	0	7	15	34	0	0	49	85	. 37
rio.	5:15 PIVI	0	0			0		33	6		39	11		3		14	16	40			49	102	{ ├──
Ре	5:45 PM	0	0	0	0	0	0	31	1		32	11		2	0	13	10	41		0	53	98	
ak	6:00 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
1 Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P S	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	┨┠──
	7:15 PIVI 7:30 PM	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	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	{
	9:00 PIVI 9:15 PM	0	0			0									0			0		0	0	0	
	9:30 PM	0	0	0	0	0	0	0			0	0			0	0	0	0	n 1	0	0	0	1 ⊢
	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	
Tot	als	0	0	0	0	0	0	262	41	0	303	102	0	34	0	136	129	389	0	0	518	957	1

#### Peak Hour Automobile Volume Summary

			¥					+					1					<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	lest		Total
Time Period	ime Period 0						S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:00 PM	0	0	0	0	0	0	78	13	0	91	30	0	13	0	43	42	133	0	0	175	309

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

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 7 of 13
Start Date:	Thursday, September 12, 2024	Weekday	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events

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



			-	₩					· •				-	Ţ				-					
15-	Minute		Fr	om No	orth			F	rom E	ast			FI	rom So	buth			FI	rom W	/est	-		
Tim	e Period			0				S WF	nitnall E	dge Ro	1		Shoppi	ng Cen	ter Drv	NY		SWh	itnall E	dge Rd		15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	
σ	7:00 AM	0	0	0	0	0	0			0	0	0	0				0	0	0	0	0	0	_
<u>ક</u>	7:15 AIVI			0		0	0			0		0	0					0	0	0		0	
Pe	7:45 AM	0	0	0	0	0	0			0	0	0	0				0	0	0	0		0	
Ř	8:00 AM	0	0	0	0	0	0	0		0	0	0	0				0	0	0	0	0	0	
Pe	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	
Σ	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
▼	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
00	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
erj	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea l	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0 0	0	0	0	0	0	0	
l e	12:15 PM	0	0	0	0	0	0	0		0	0	0	0				0	0	0	0	0	0	
Ϊġ	12:30 PIVI	0	0	0		0	0			0	0	0	0				0	0	0	0		0	
>	12:45 PIVI	0	0	0	0	0	0			0	0	0					0	0	0	0	0	0	
	1.00 PIVI		0	0		0	0			0		0					0	0	0	0		0	
	1:30 PM					0	0			0		0						0		0		0	
	1:45 PM			0			0			0		0						0	0	0		0	
	2:00 PM	Ő	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	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	3:45 PM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	0	0	0	1	6	
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	5:00 PM			0								0								0		0	
rio	5:15 PIVI																	2		0	2	3	
Pe	5:30 PIVI			0																0		3	
ak	6:00 PM		0	0	0		0					0						0	0	0		1	
Pe	6.15 PM	0	n 0	0	n 1		0					0	0				0	0		0		0	
Σ	6:30 PM	0		0	0 0		0		0	0		0					0	0	0	0		0	
_ ⊂	6:45 PM	0	0	0	0	0	0		0	0	0	0	0				0	0	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	Ō	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	0	
Tot	ais	0	1 0	0	1 0	ı 0	I 0	I 6	4	1 0	1 10	3	1 0	0 1	0	1 3	3	3	1 0	1 0	I 6	19	

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

L				$\mathbf{\Psi}$					←					<b>•</b>					→			
н	ourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
Ti	me Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
St	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
A	MA 00:8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
м	<b>D</b> 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PI	M 4:00 PM 0 0 0 0				0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	

### 15-Minute Semi-Truck Data

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 8 of 13
tart Date:	Thursday, September 12, 2024	Weekday	Schools in Session
otal Number o	of Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Semi-Truck Data

				¥					+					↑					<b>→</b>				i 🖂
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fi	rom W	/est			11
Tim	e Period	<u>.</u>		0			a:	S Wł	nitnall E	dge Ro	1	a:	Shoppi	ng Cen	ter Drv	vy	<b>a</b> : 1 .	SWh	itnall E	dge Rd		15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AIVI	0	0	0	0	0		0		0	0				0	0	0		0	0	0	0	┨┣──
	6:30 AM	0	0	0		0	0	0		0	0		0		0	0	0			0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
iod	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
en o	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ž	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pec	8:00 AM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
Σ	8:30 AM	0		0		0		0								0	0			0	0	0	
7	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝──
	10:00 AM	0	0	0	0	0		0		0	0		0	0	0	0	0	0	0	0	0	0	╡┠───
	10:13 AM	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	
po	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
k P	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
ea	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ž	12:00 PIVI 12:15 PM	0	0			0											0			0	0	0	
da	12:30 PM	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0	
ž	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	┨┠───
_	2:00 PM	0	0	0	0	0	0	0		0	0	0			0	0	0	0	0	0	0	0	┣──
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	▌┣──
	3:30 PIVI 2:45 DM	0	0	0		0		1							0	0	0			0	0	1	┨┠──
	4:00 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	5:00 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
rio	5:30 PM	0	0				0					0			0		0	0		0	0	0	( ├──
Pe	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
sak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
l ₹	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	▌┣───
	7:00 PIVI 7:15 PM	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	
	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 PIVI	0	0																	0	0	0	{
	9:15 PM	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	
Tot	als	0	0	0	0	0	0	1	. 0	0	1	0	0	0	0	0	0	1	0	0	1	2	1

#### Peak Hour Semi-Truck Volume Summary

			♦					÷										<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	est		Total
Time Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM</b> 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## 15-Minute Heavy Vehicle Data

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 9 of 13
tart Date:	Thursday, September 12, 2024	Weekday	Schools in Session
otal Number	of Hours Counted: 3	Non-Holiday	No Special Events

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

	15-Minute	Heavy	Vehicle	Data
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				¥					÷					↑					<b>→</b>				
15-	Minute		Fr	om N	orth			F	rom E	ast			Fi	rom So	outh			Fr	rom W	/est			
Tim	e Period	Diaht	These	0	11.7.	Total	Diaba	SWh	itnall E	dge Ro	d Total	Diaht	Shopp	ing Cer	ter Dr	NY Tatal	Diaba	SWh	itnall E	dge Rd	Tatal	15-Min	Hourly
Sta	6:00 AM	Right	1 nru	Len	0-10	Total	Right	1 nru		0-10	Total	Right	Inru		0-10	Total	Right	Inru	Len	0-10	Total		Sum
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	
-	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	
ĿŠ	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	
Pe	7:30 AIVI	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	
Ř	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	
P	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
₽	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
`	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0		0	0	0					0			0	0	0	
	9:45 AM	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	Ō				0	Ō	0	0	0	0	0	i
	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	
-	10:45 AM	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	┨┠──
ġ.	11:00 AM	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	
Pel	11:30 AM	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	
ak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
Pe	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	
þ	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	
id	12:30 PM	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	
2	12:45 PIVI 1:00 PM	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	
	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	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	
	2:30 PIVI 2:45 PM	0	0	0	0	0	0	0	0	0	0	0					0		0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0				0	1	0	0	0	1	1	
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0 0	0 0	0	0	1	0	0	1	2	1
	3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0 0	0 0	0	0	0	0	0	0	2	1
	3:45 PM	0	0	0	0	0	0	3	2	0	5	0	0		0 0	0	1	0	0	0	1	6	
	4:00 PM	0	0	0	0	0	0	1	0	0		0					0	0	0	0	0	1	
	4:15 PIVI 4:30 PM	0	0	0		0	0	0	1	0	1	0					0			0	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	
ioa	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0		0	1	0	2	0	0	2	3	
Per	5:30 PM	0	0	0	0	0	0	0	0	0	0	1				1			0	0	2	3	
K	5:45 PIVI 6:00 PM	0				0															0		
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0	1
N	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	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	┨┠──
	7:45 PM	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	ŏ	0	0	0	0	0	1
	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	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	
	9:00 PIVI 9:15 PM	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	1
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	1
Tot	als	0	0	0	0	0	0	7	1	0	11	2	0		0	2	2	1	0	0	7	21	1 .

#### Peak Hour Heavy Vehicle Volume Summary

				¥					+					1					<b>→</b>			
Hou	rly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	lest		Total
Time	e Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3

## 15-Minute Heavy Vehicle Percentages

S Whitnall Edge Rd & Shopping Center Drwy

 Count Basics
 Page 10 of 13

 Start Date:
 Thursday, September 12, 2024
 Weekday
 Schools in Session

 Total Number of Hours Counted: 3
 Non-Holiday
 No Special Events

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

15-Minute Heavy Vehicle Percentages

				$\mathbf{\Psi}$					←					↑					→			Total	Hourly
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fi	rom W	/est		Heavy	Heavy
Tim	e Period			0				S Wh	itnall E	dge Ro	1		Shoppi	ing Cen	ter Drv	vy		S Wh	itnall E	dge Ro		Vehicle	Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percen
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
_	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
00	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
er	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
eal	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
P A	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ì	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>`</b>	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
po	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
eri	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ea	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	_
l d	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
l ĝ	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ig	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ν	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 FIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:13 FIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	2.5	1.3	3.
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	2.9	3.0	3.
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	3.
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	27.3	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	2.4	8.5	3.
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.
-	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.
io	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	6.7	0.0	4.8	0.0	0.0	3.9	2.9	
Per	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	10.0	5.9	3.2	0.0	0.0	4.2	3.3	
Ϊž	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	1.0	
ec.	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
s	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	
E I	6:30 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	
	7:20 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8.15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tot	als	0.0	0.0	0.0	0.0	0.0	0.0	2.6	8.9	0.0	3.5	2.9	0.0	0.0	0.0	2.2	2.3	1.0	0.0	0.0	1.3	2.1	-

#### Peak Hour Heavy Vehicle Percentages Summary

				¥					÷										→			Hourly
Но	urly		Fre	om No	orth			F	rom E	ast			Fre	om So	uth			Fr	om W	est		Heavy
Tin	ne Period			0				S Wh	itnall E	dge Rd			Shoppiı	ng Cent	ter Drw	'Y		S Wh	itnall E	dge Rd		Vehicle
Sta	irt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
٨N	1 8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M	<b>)</b> 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ΡN	1 4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	13.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0



## 15-Minute Pedestrian and Bicyclist Data

Crossing

**4**.....>

S Whitnall Edge Rd & Shopping Center Drwy



North Approach

15-Minute



Tim	e Period		0		S Wh	itnall Edge Rd		Shoppi	ng Center Drv	vy	S Wh	itnall Edge Rd	l	15-Min		Hourly
Star	t Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals		Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6·30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		<u> </u>
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
σ	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	<u> </u>
5	7.15 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pe	7:30 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0		
×	7:45 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0		
ec	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
14	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
₹ I	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
1	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Р	11:00 AM	0	0	n n	0	0	ñ	0	0	ñ	0	0	ñ	n n	1	
9	11.15 AM	0	0	0	0	0	ŏ	0	0	ŏ	0	0	Ő	0	1	<b>⊢</b>
Pe	11.10 AM	0	n	n	0	ñ	n	n n	n n	0	n	n	n	0	1	<u> </u>
×	11:45 AM	0	n	0	n	n	0	n	n	0	n	n n	0	0	1	<u> </u>
e l	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
1	12:00 FIVI	0	0	0	0	0	0	0	0	0	0	0	0	0		
9	12.15 PIVI	0	0		0	0	0	0	0	0	0	0	0			
lid	12:30 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0		
Ν	12:45 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PIM	0	0	0	0	0	0	0	0	0	0	0	0	0		L
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
p	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
i,	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Pe	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Ř	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	<b>—</b>
Pe	6.15 PM	0	0	0	0	0	Ő	0	0	0	0	0	ő	0	1	L
Σ	6.30 PM	0	0	n	0	0	ň	0	0	ň	0	0	n	n	1	L
a l	6:45 PM	0	n	0	n	n	0	n	n	0	n	n n	0	0	1	<u> </u>
	7.00 PM	0	0	0	0	0	0	0	0	0	0	0			1	L
	7:15 DM	0	0	0	0	0		0	0		0	0	0		1	<b>⊢</b>
	7.20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	<b>⊢</b>
	7:45 DM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	L
	7.43 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	1	L
	8:00 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	1	<b>├</b> ──
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	I
	8:30 PM	0	U	0	0	0	0	0	0	0	U	U	0	0	1	L
	8:45 PM	0	U	0	U	U	0	U	U	0	U	U	0	0	1	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	——
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	L
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	L
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	I
Tot	als	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

#### **Special Pedestrians**

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

Count Basics	Versio	n 2024.04	Page 1 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number of H	ours Counted: 3	Non-Holiday	No Special Events

## Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: S Whitnall Edge Rd

Minor St: Shopping Center Drwy

Intersection of: S Whitnall Edge Rd & Shopping Center Drwy

### Site Information

Municipality	City of Franklin													
County	40 - Milwaukee	WisDOT	<b>F</b> Region	SE										
Traffic Control	Partial Stop Control													
Roadway Names		North Directio	n	1										
North Leg	0													
East Leg	S Whitnall Edge Rd													
South Leg	Shopping Center Drwy													
West Leg	S Whitnall Edge Rd													
Special Consider	Schools In Service													
Schools	Schools In Session													
Holidays	None													
Special Events	None													
Special Pedestria	ans Observed													
	Pre-s	chool children	None											
	Elementry schoo	ol age children	None											
Visu	ally impaired (white can	e/helper dog)	None											
	Elderly/disabled (excep	t wheelchairs)	None											
	Wheelchairs/ele	ectric scooters	None											
Other (de	escribe)	None	None											

#### Count Information

Hrs Counted:	11:00 AM-02:0	00 PM				
1st Day of Cou	unt Saturda	ay, Septe	ember 1	4, 2024	Weath	er
AM Peak	Period Saturda	ay, Septe	ember 1	4, 2024	Clear 8	& Dry
Midday Peak	Period Saturda	ay, Septe	ember 1	4, 2024	Clear 8	& Dry
PM Peak	Period Saturda	ay, Septe	ember 1	4, 2024	Clear 8	& Dry
Calculated Pe	ak Hours					
AM		MD	12:30-2	1:30pm	PM	
Peak Hours Se	elected for Anal	ysis				
AM		MD	11:15-3	12:15am	PM	
Daily/Sease	onal Adjustmen	t Group	(2) Urb	an Arterials	& Collector	rs
(	Count Expansio	ո Group	(2) Urb	an Arterials	& Collector	rs
Daily/Sease	onal Adjustmen	t Factor	1.061	Count	Expansion	Factor 5.849
Company	/ Name TADI				Manu	ual Adj. 1.000
	AM Pea	<pre>     Period </pre>	None			
Observers	Midday Peal	Period	Sara Ke	elling		
	PM Peal	<pre>     Period </pre>	None			
Comments						
	2021 DOT Dail	y & Seas	onal Fa	ctors		

#### **Observed 3 Hour Volume Summary**



#### Estimated 24 Hour AADT



Peak Hour Volume Graphical Summary

S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 2 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number of Ho	urs Counted: 3	Non-Holiday	No Special Events



AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



## Peak Hour Volume Summary

S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 3 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Satu	ırday, September 14, 2024		Fre	↓ om No	orth			Fi	← rom Ea	ast			Fr	↑ om So	uth			Fr	→ om W	est		
	AM Peak Hour			0				S Whi	itnall E	dge Rd			Shoppiı	ng Cent	ter Drw	'Y		S Whi	tnall E	dge Rd		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
n	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
k I	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ec.	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MF	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AI	% 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

Satı	urday, September 14, 2024		Fre	↓ om No	orth			F	← rom Ea	ast			Fr	↑ om So	uth			Fr	→ om W	est		
	MD Peak Hour			0				S Wh	itnall E	dge Rd			Shoppiı	ng Cent	ter Drw	'Y		S Whi	tnall E	dge Rd		
1	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Ę	11:15 AM	0	0	0	0	0	0	23	2	0	25	6	0	2	0	8	11	12	0	0	23	56
12	11:30 AM	0	0	0	0	0	0	22	0	0	22	13	0	2	0	15	12	14	0	0	26	63
ea.	11:45 AM	0	0	0	0	0	0	25	4	0	29	13	0	2	0	15	13	18	0	0	31	75
1	12:00 PM	0	0	0	0	0	0	28	4	0	32	12	0	3	0	15	11	16	0	0	27	74
8	Peak Hour Volume	0	0	0	0	0	0	98	10	0	108	44	0	9	0	53	47	60	0	0	107	268
15	Rounded Hourly Volume	0	0	0	0	0	0	100	10	0	110	45	0	10	0	55	45	60	0	0	105	270
l ĝ	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	2.3	0.0	0.0	0.0	1.9	4.3	1.7	0.0	0.0	2.8	1.9
<u>id</u>	% 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	1.7	0.0	0.0	0.9	0.4
Σ	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	2.3	0.0	0.0	0.0	1.9	4.3	3.3	0.0	0.0	3.7	2.2
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.62	0.00	0.84	0.85	0.00	0.75	0.00	0.88	0.90	0.83	0.00	0.00	0.86	0.89

Sat	urday Sentember 14, 2024			¥					+					1					<b>→</b>			
Jui	1007, September 14, 2024		Fre	om No	orth			Fr	rom Ea	ast			Fr	om So	uth			Fr	om W	est		
	PM Peak Hour			0				S Wh	itnall E	dge Rd			Shoppiı	ng Cent	er Drw	ry		S Whi	tnall E	dge Rd		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ž	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
e Se	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ŝ	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E I	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

#### Peak Hour Pedestrian and Bicyclist Volumes

Ped	lestrians and Bicyclists	Cr	ossing 🔸	>	Cr	ossing	1	Cr	ossing		Cr	ossing 🔶		Total
	<u>i</u> i i i i i i i i i i i i i i i i i i	North App	oroach		East App	broach	¥	South App	oroach 🛶	···•	West App	oroach 🗼	E	Ped &
	<b>K</b> 010		0		S Wh	itnall Edge Ro	1	Shoppi	ng Center Drv	vy	S Wh	itnall Edge Rd		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
l≩	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
							-	_						-
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
ΙŞ	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

### Hourly Volume Summary - Motor Vehicle Data

S Whitnall Edge Rd & Shopping Center Drwy

Count Basics				Page 4 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session	
Total Number of	f Hours Counted: 3	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

Г					¥					←					↑					→						
0	ne-⊦	lour		Fr	om N	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total	Dire	ction	al
Ti	mel	Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cent	er Drw	'Y		S Whi	itnall E	dge Rd		Vehicle	Volu	me T	otals
St	art T	Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/	N	N/S
	6	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
15	; 7	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
2	<b>i</b> 8	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	9	:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	1	0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
5	<u>1</u>	1:00 AM	0	0	0	0	0	0	88	9	0	97	44	0	8	0	52	45	76	0	0	121	270		218	52
2	1	2:00 PM	0	0	0	0	0	0	79	10	0	89	49	0	8	0	57	38	78	0	0	116	262		205	57
	1	:00 PM	0	0	0	0	0	0	72	10	0	82	59	0	5	0	64	43	71	0	0	114	260		196	64
	2	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
_	3	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	4	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	5	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	6	:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
То	tals	;	0	0	0	0	0	0	239	29	0	268	152	0	21	0	173	126	225	0	0	351	792		519	173



### 15-Minute Motor Vehicle Data

#### S Whitnall Edge Rd & Shopping Center Drwy

#### 15-Minute Motor Vehicle Data

<b>Count Basics</b>			Page 5 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number	of Hours Counted: 3	Non-Holiday	No Special Events



				¥					←					1					<b>→</b>					
15-	Minute		Fi	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	est				
Tin	ne Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Dru	vy		S Wh	itnall E	dge Ro	1	15-Min	Hourly	
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		l
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		l
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
~	7:00 AIVI	0	0		0	0	0	0	0	0	0		0		0	0	0	0	0	0	0	0		l
io	7:20 AM	0	0		0	0	0		0	0	0		0		0	0	0	0	0	0	0	0		I
Pe	7:45 AM	0	0		0	0	0	0	0	0	0		0		0	0	0	0	0	0	0	0		
ak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pe	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Ν	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	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		I
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		l
0	11:00 AM	0	0	0	0	0	0	18	3	0	21	12	0	2	0	14	9	32	0	0	41	76	270	0.89
eri	11:15 AM	0	0	0	0	0	0	23	2	0	25	6	0	2	0	8	11	12	0	0	23	56	268	0.89
КP	11:30 AM	0	0	0	0	0	0	22	0	0	22	13	0	2	0	15	12	14	0	0	26	63	263	0.88
ea	11:45 AIVI	0	0		0	0	0	25	4	0	29	13		2	0	15	13	18	0	0	31	75	264	0.88
N	12:00 PIVI	0	0	0	0	0	0	20	4	0	32	12	0	3	0	10	11	10	0	0	27	74 51	202	0.85
ad d	12.13 FIVI	0	0		0	0	0	13	2	0	20	10	0	2	0	10	11	10	0	0	20	64	203	0.80
Š	12:30 PM	0	0		0	0	0	18	2	0	20	15	0	2	0	19	9	25	0	0	30	73	203	0.93
	1:00 PM	0	0	0	0	0	0	24	4	0	28	19	0	1	0	20	11	18	0	0	29	73	260	0.84
	1:15 PM	0	0	0	0	0	0	26	2	0	28	15	0	2	0	17	13	13	0	0	26	71		
	1:30 PM	0	0	0	0	0	0	7	3	0	10	16	0	2	0	18	10	19	0	0	29	57		
	1:45 PM	0	0	0	0	0	0	15	1	0	16	9	0	0	0	9	9	21	0	0	30	55		
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		<b> </b>
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	4:00 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	4:15 PIM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	4:45 PM	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		L
0	5:15 PM	0	0	0	0	0	Ō	0	0	o	0	0	0		0	0	0	0	o	0	0	0		
irio	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
C Pe	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
eak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1 P	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2	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		L
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		I
	7:30 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		I
	7:45 PM	0	0			0					0								0	0	0	0		I
	8:00 PM		0	0	0	0					0				0		0		0	0	0	0		I
	8-30 PM										0						0			0		0		I
	8:45 DM		0		0	0	0		0		0		0		0		0	0	0	0	0	0		L
	9:00 PM	0	0	0	0	0	n 0	0	n 1		0		n 1		0		0	n 1	0	0	0	0		I
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	n		0	0	0	n 1	0	0	0	0		L
	9:30 PM	0	0	0	0	0	Ō	0	0	o	0	0	0	0	0	0	0	0	o	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		
Tot	als	0	0	0	0	0	0	239	20	0	268	152	0	21	0	173	126	225	0	0	351	702		

#### Peak Hour All Vehicle Volume Summary

			¥					←					1					→			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Time Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	Y		S Wh	itnall E	dge Rd	1	Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 11:15 AM	0	0	0	0	0	0	98	10	0	108	44	0	9	0	53	47	60	0	0	107	268
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**PHF** 0.89

### 15-Minute Automobile Data

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 6 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number o	f Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Automobile Data

				$\mathbf{\Psi}$					÷					<b>^</b>	_		→ From West						
15-	Minute		Fr	om No	orth			F	rom E	ast	-		Fr	om So	outh			Fr	rom W	/est			
Tim	e Period	Diska	<b>T</b> I	0		Tatal	D'-h4	S Wh	itnall E	Edge Ro	d Tatal	D'-h t	Shoppi	ng Cen	ter Drv	vy	Diska	S Wh	itnall E	dge Rd	Tetel	15-Min	Hourly
Sta	rt lime	Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	Right	Inru	Left	U-In	Iotal	lotais	Sum
	6:00 AIVI	0	0	0		0	0	0			0			0	0	0		0		0	0	0	
	6:30 AM	0	0	0	0	0		0		0	0		0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Po	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
٦ ط	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ł	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AIVI	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	
	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	
po	11:00 AM	0	0	0	0	0	0	18	3	0	21	12	0	2	0	14	9	32	0	0	41	76	26
eri	11:15 AM	0	0	0	0	0	0	23	2	0	25	6	0	2	0	8	10	11	0	0	21	54	26
μ	11:30 AM	0	0	0	0	0	0	22	0	0	22	13	0	2	0	15	12	14	0	0	26	63	25
bea	11:45 AM	0	0	0	0	0	0	25	4	0	29	13	0	2	0	15	12	1/	0	0	29	/3	25
Ň	12:00 PIVI	0	0	0	0	0	0	2/	4		31	10	0	3	0	14	11	10	0	0	27	51	25
100	12:13 PM	0	0	0		0	0	17	2		10	10		2	0	10	11	18		0	23	62	20
Ϊ	12:45 PM	0	0	0	0	0	0	18	3	0	21	15	0	3	0	18	9	24	0	0	33	72	27
<u>ا</u>	1:00 PM	0	0	0	0	0	0	23	4	0	27	19	0	1	0	20	11	17	0	0	28	75	25
	1:15 PM	0	0	0	0	0	0	26	2	0	28	15	0	2	0	17	12	13	0	0	25	70	
	1:30 PM	0	0	0	0	0	0	7	3	0	10	16	0	2	0	18	10	19	0	0	29	57	
	1:45 PM	0	0	0	0	0	0	14	1	0	15	9	0	0	0	9	9	20	0	0	29	53	
	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 PIVI 2:00 PM	0	0	0		0	0				0			0	0	0				0	0	0	
	3:15 PM	0	0	0		0				0	0			0	0	0	0	0		0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
rio I	5:15 PM	0									0				0					0	0	0	
Pe	5.45 PM	0	0	0											0		0				0	0	
ak	6:00 PM	0	0	0	n 1		0				0	0	0		0	0	0		0	0	0	0	
Pe	6:15 PM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	
Š	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
۳	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	
	8:15 PIVI 8:30 PM	0	0								0				0						0	0	
	8:45 PM	0	0	0			0					0	0		0		0			0	0	0	
	9:00 PM	0	0	0	n 1		0				0	0	0		0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	Ō	0	1 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	
Tot	als	0	0	0	0	0	0	235	29	0	264	151	0	21	0	172	123	219	0	0	342	778	

#### Peak Hour Automobile Volume Summary

			♦					+										<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	lest		Total
Time Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 11:15 AM	0	0	0	0	0	0	97	10	0	107	43	0	9	0	52	45	58	0	0	103	262
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 7 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
Total Number o	Hours Counted: 3	Non-Holiday	No Special Events

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

Single Unit (SU)	Trucks & Buses	

Ē				Ý					+					♠					→				
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om V	/est			
Tim	e Period			0				S Wh	itnall F	dge Ro	1		Shoppi	ng Cen	ter Dr	wv		S Whi	tnall F	- dge Rd		15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	left	U-Tn	Total	Right	Thru	left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Ju	6:00 AM	0	0	0	0	0	۰ ۱۰۰۵	0	0	0	0	۰. ۱	0	0	0		0	0	0		0	0	Juin
	6:15 AM	0	0	0		0	0			0	0	0	0	0			0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	) 0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	) 0	0	0	0	0	0	0	
8	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	) 0	0	0	0	0	0	0	1
3	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
P	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
₹	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
	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	
-	9:45 AIVI	0	0	0	0	0	0	0		0	0	0	0	0		<u>10</u>	0	U	0		0	0	
	10:00 AM	0										0					0	0	0		0	0	┨┣───
	10:15 AIVI	0	0	0		0						0						0	0		0	0	
	10.50 AIVI	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	
5	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			1	1	0	0	2	2	
Pe	11:30 AM	0	0	0	0	0	0	0		0	0	0	0	0			0	0	0	0	0	0	
Ř	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	1	0	0	0	1	1	
Pe	12:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	C	) 1	0	0	0	0	0	2	
5	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
dd	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	) 0	0	1	0	0	1	1	
ΪŻ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	1	0	0	1	1	
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	C	0 0	0	1	0	0	1	2	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	1	0	0	0	1	1	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0 0	0	1	0	0	1	2	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	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	
	2:45 PIVI 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0		0	0	
	3.00 PM	0	0	0	0	0				0	0	0	0	0			0	0	0		0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0		0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C		0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	00	0	0	0	0	0	0	
-	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
ioa	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
Je.	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>	0 0	0	0	0	0	0	0	
Ĭž	5:45 PM	0	0			0						0					0	0	0		0	0	┨ ┣───
ec.		0										0					0	0	0		0	0	┨┣───
ŝ	6:20 PM	0	0	0		0				0		0						0	0		0	0	
D	6:45 PM	0		0								0						0	0		0	0	┨┣───
	7:00 PM	0	0	0	0	0	0	0	n 0	0	0	0	0	0			0	0	0		0	0	
	7:15 PM	0	0	0	0	0	0	n 1	n 1	n 0	n 1	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	Ō	0	0	0	0	0	0	Ċ		0	0	0	0	0	0	1
	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	1
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	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	C	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		<u>1 0</u>	0	0	0	0	0	0	
Tot	ais	0	0	0	0	0	0	3	1 0	0	3	1	1 0	0	1 0	ן 1	3	5	0	0	8	12	

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

L				$\mathbf{\Psi}$					←					↑					→			
н	ourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	rom W	est		Total
Ti	me Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
St	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
A	M 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
м	<b>D</b> 11:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	1	0	0	3	5
PI	<b>4</b> :00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### 15-Minute Semi-Truck Data

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 8 of 13
tart Date:	Saturday, September 14, 2024	Weekend	Schools in Session
otal Number o	of Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Semi-Truck Data

				¥					←					↑			→ From West						
15-	Minute		Fr	om N	orth			F	From E	ast			Fr	om So	outh			Fi	rom W	/est		1	11
Tim	e Period			0	-			S WI	hitnall E	dge Ro	k .		Shoppi	ng Cer	ter Drv	vy		S Wh	itnall E	dge Rd		15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
	6:30 AM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	╡┠──
	0:45 AIVI	0	0	0		0				0			0		0	0				0	0	0	1
g	7.00 AM	0	0	0	0	0				0	0	0	0		0	0	0	0	0	0	0	0	
5	7:13 AM	0	0	0	0	0	0			0		0	0		0		0	0		0	0	0	
P a	7:45 AM	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
1×	8:00 AM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	8:15 AM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I₿	8:30 AM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	C	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	┥┝──
	10:15 ANA					0				0										0	0	0	1 ┣──
	10:15 AIVI	0				0	0			0							0			0	0	0	1 ┣──
	10:45 AM	0	0	0	0	0	0			0		0	0		0	1 0	0	0	n 1	0	0	0	1
p	11:00 AM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	
i S	11:15 AM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ď	11:30 AM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Тă.	11:45 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	1	0	0	1	1	
٩	12:00 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
l ĝ	12:15 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ϊġ	12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2	12:45 PM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	╡┠───
	1:00 PIVI 1:15 PM	0	0	0	0	0				0		0	0		0		0	0	0	0	0	0	┣──
	1:10 PM	0	0	0	0	0	0			0	0	0	0		0		0	0	0	0	0	0	1
	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	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
	3:30 PIM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	╡┠───
	3:45 PIVI	0	0	0	0	0	0			0	0	0	0		0	0	0	0		0	0	0	
	4.00 PIVI 4.15 PM	0	0	0	0	0	0			0		0	0		0		0	0		0	0	0	
	4:30 PM	0	0	0	0	0	0			0	0	0	0		0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
io l	5:15 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
e,	5:30 PM	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ξ	5:45 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	
l a	6:00 PM	0	0	0	0	0	0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	▌┣──
S	6:20 PM		0			0				0											0	0	∣
a l	6.30 PIVI 6.45 PM	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	
	7:15 PM	Ő	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	↓ ┣───
	8:45 PM	0				0				0										0	0	0	1 ┣──
	9:00 PIVI 9:15 PM	0				0				0					0						0	0	
	9-30 PM	0	0			0				0					0					0	0	0	1 ┣──
	9:45 PM	0	0	0	0	0	0		) 0	0	0	0	0		0	0	0	0	0	0	0	0	
Tot	als	0	0	0	0	0	0	1	L 0	0	1	0	0	0	0	0	0	1	0	0	1	2	1 '

#### Peak Hour Semi-Truck Volume Summary

			♦					÷										<b>→</b>			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period			0				S Wh	itnall E	dge Rd			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>PM</b> 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## 15-Minute Heavy Vehicle Data

### S Whitnall Edge Rd & Shopping Center Drwy

Count Basics			Page 9 of 13
Start Date:	Saturday, September 14, 2024	Weekend	Schools in Session
otal Number	of Hours Counted: 3	Non-Holiday	No Special Events

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

	15-Minute	Heavy	Vehicle	Data
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				¥					+										<b>→</b>				
15-	Minute		Fr	om No	orth			F	rom East	t			Fr	om Sc	outh			Fr	om W	lest			
Tim	e Period			0				S Wh	nitnall Edge	e Rd			Shoppi	ng Cen	ter Drv	vy		S Wh	itnall E	dge Rd		15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left U	-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
_	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<u>.</u>	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
e	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ž	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eo	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
L L	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Æ	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
_	5:45 AIVI	0				0				0	0		0		0				0		0	0	┥┝──
	10:00 AIVI	0				0					0		0		0				0	0	0	0	┨┠────┤ ┣
	10:15 AIVI	0	0			0				0	0		0						0		0	0	┨┠───
	10:45 AM	0	0			0				0	0		0		0				0		0	0	┨┠───
σ	11:00 AM	0	0	0	0	0	0		0	0	0		0	0	0		0		0	0	0	0	┨┠──
19	11:15 AM	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1	1	0	0	2	2	
Pe	11:13 AM	0	0	0		0				0	0	0	0	0	0	0	0	0	0	0	2	0	
ž	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	
Pe	12:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	
2	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ġ	12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
ŝ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PIVI 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	├──
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┠───
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
p	5:15 PM	0	n 1	n 1	0	0	0	0	0	õ	0	0	n	n 1	0	0	0	n 1	0	0	0	0	1
eric	5:30 PM	0	0	0	Ő	0	0	0	0	ō	0	Ő	0	0	0	0	n n	0	0	Ő	0	0	1
Å	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
sak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
ă	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Š	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	┨┣──
	8:45 PM	0			0	0			0	-0	0	0	0						0	0	0	0	┨┠───
	9:00 PIVI	0			0	0				0	0		0		0				0	0	0	0	┨┠───
	0:30 DV4					0				0	0		0						0	0	0	0	┨┠───
	9:45 PM	0	0			0				0	0		0		0				0	0	0	0	┨┠────
Tot	als	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	6	0	0	0	1/	1'

#### Peak Hour Heavy Vehicle Volume Summary

				¥					+					1					<b>→</b>			
Hourly			Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Time Per	riod			0				S Wh	itnall E	dge Ro			Shoppi	ng Cen	ter Drw	/y		S Wh	itnall E	dge Rd		Hourly
Start Tim	ne	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00	D AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>MD</b> 11:1	15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	2	0	0	4	6
PM 4:00	D PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## 15-Minute Heavy Vehicle Percentages

S Whitnall Edge Rd & Shopping Center Drwy

 Count Basics
 Page 10 of 13

 Start Date:
 Saturday, September 14, 2024
 Weekend
 Schools in Session

 Total Number of Hours Counted: 3
 Non-Holiday
 No Special Events

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

15-Minute Heavy Vehicle Percentages

				$\mathbf{\Psi}$					←					♠					<b>→</b>			Total	Houri
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Heavy	Heavy
Tim	e Period			0				S Wh	itnall E	dge Ro	ł		Shoppi	ing Cen	ter Drv	vy		S Wh	itnall E	dge Rd		Vehicle	Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percen
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
σ	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
.5	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pe	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ĸ	7:45 AIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pe	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Σ	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
A	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
iod	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.
eri	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	8.3	0.0	0.0	8.7	3.6	2.
1×	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.
ea.	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	/./	5.6	0.0	0.0	6.5	2.7	2.
1	12:00 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.1	8.3	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	2.7	1.
5	12:13 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	3.3	3.1	2
ΪŠ	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	2.9	14	1
5	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	3.4	2.6	1.
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	3.8	1.4	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	3.3	3.6	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
po	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
eri	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
A P	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ea	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
P	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	- I
	7:15 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
	7:30 PIVI	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	- H
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tot	als	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.5	0.7	0.0	0.0	0.0	0.6	2.4	2.7	0.0	0.0	2.6	1.8	

#### Peak Hour Heavy Vehicle Percentages Summary

			¥					÷										→			Hourly
Hourly		Fre	om No	orth			Fi	rom E	ast			Fre	om So	uth			Fr	om W	est		Heavy
Time Period			0				S Wh	itnall E	dge Rd			Shoppiı	ng Cent	ter Drw	'Y		S Wh	itnall E	dge Rd		Vehicle
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM 8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD 11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	2.3	0.0	0.0	0.0	1.9	4.3	3.3	0.0	0.0	3.7	2.2
<b>PM</b> 4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



## 15-Minute Pedestrian and Bicyclist Data

S Whitnall Edge Rd & Shopping Center Drwy



15-Minute Pedestrian and Bicyclist Data

		Cr	ossing 🔸	•••	Cr	ossing	•	Cr	ossing		Cr	ossing			1
15-	Minute	North App	broach		East Ap	proach	¥	South App	oroach 🛶	•••	West Ap	oroach 🛓	<b>-</b>		
Tim	e Period		0		S Wh	itnall Edge Rd		Shoppi	ng Center Drv	vy	S Wh	itnall Edge Rd		15-Min	Hourly
Sta	rt Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝───
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Po	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ea	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 S	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
A	8:30 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
-	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
ioc	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Per	11.15 AIVI	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	
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<sup>S</sup>	12:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	
id	12:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	
Σ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PIVI 1:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝───
	1:30 PW	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┥┝───
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PIM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣───
	3:45 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
-	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ioa	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	↓
Per	5:30 PM	0	0	0	0	0		0	0	0	0	0	0	0	┨┣───
sk	5:45 PIVI 6:00 PM	0	0	0	0	0		0	0	0	0	0	0	0	┨┠───
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Σ	6:30 PM	0	0	Ő	0	0	Ő	0	0	Ő	0	0	Ő	ŏ	1 🗁
٩	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣━━━
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┨┣──
	0:00 PIVI 8:15 PM	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	1
	8:45 PM	0	0	0	0	0	Ő	0	0	0	0	0	0	Ő	1
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
_	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Tot	ais	0	0	0	4	0	4	0	0	0	0	0	0	4	J

#### Special Pedestrians

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

## Wisconsin Department of Transportation

## Coverage Count

Hourly Traffic Volume Report

2021-Apr-06 to 2021-Apr-08

## 51 Hour Count - Averages and Graphs Do Not Include All Days

Location	USH 45/STH 100 S 108TH ST BTWN W KELM & COLLEGE HALES CORNERS	Segment ID 2	2902	2021
Site #	400823	Seasonal Factor Group 2	2	
Region	SE	Daily Factor Group 2	2	
County	MILWAUKEE	Axle Factor Group 5	5	WisDOT Hourly
Funct. Class	U Principal Arterial - Other	Growth Factor Group 1	L	Volume from Apr
				2021

Hour	Sun			Mon			Tues	2021-04	-06	Wed	2021-04	-07	Thur	2021-04	-08	Fri			Sat		
пош	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total									
<b>00:00</b> -00:59			-			-			-	44	52	96	46	54	100			-			-
<b>01:00</b> -01:59			-			-			-	42	44	86	38	34	72			-			-
<b>02:00</b> -02:59			-			-			-	22	25	47	24	31	55			-			-
<b>03:00</b> -03:59			-			-			-	45	35	80	35	40	75			-			-
<b>04:00</b> -04:59			-			-			-	105	63	168	115	71	186			-			-
<b>05:00</b> -05:59			-			-			-	377	221	598	359	227	586			-			-
<b>06:00</b> -06:59			-			-			-	743	468	1,211	765	421	1,186			-			-
<b>07:00</b> -07:59			-			-			-	1,078	698	1,776	1,070	713	1,783			-			-
<b>08:00</b> -08:59			-			-		108	108	912	695	1,607	924	577	1,501			-			-
<b>09:00</b> -09:59			-			-		473	473	870	645	1,515	803	251	1,054			-			-
<b>10:00</b> -10:59			-			-	681	753	1,434	919	709	1,628	819		819			-			-
<b>11:00</b> -11:59			-			-	1,012	843	1,855	993	845	1,838			-			-			-
<b>12:00</b> -12:59			-			-	981	927	1,908	965	839	1,804			-			-			-
<b>13:00</b> -13:59			-			-	895	812	1,707	999	898	1,897			-			-			-
<b>14:00</b> -14:59			-			-	1,039	1,035	2,074	1,042	971	2,013			-			-			-
<b>15:00</b> -15:59			-			-	1,177	1,201	2,378	1,134	1,134	2,268			-			-			-
<b>16:00</b> -16:59			-			-	1,243	1,245	2,488	1,310	1,305	2,615			-			-			-
<b>17:00</b> -17:59			-			-	1,153	1,191	2,344	964	821	1,785			-			-			-
<b>18:00</b> -18:59			-			-	868	864	1,732	657	648	1,305			-			-			-
<b>19:00</b> -19:59			-			-	639	685	1,324	596	536	1,132			-			-			-
<b>20:00</b> -20:59			-			-	400	462	862	349	457	806			-			-			-
<b>21:00</b> -21:59			-			-	210	296	506	234	248	482			-			-			-
<b>22:00</b> -22:59			-			-	149	165	314	158	163	321			-			-			-
<b>23:00</b> -23:59			-			-	62	100	162	79	91	170			-			-			-
Daily Total	-	-	-	-	-	-	-	-	-	14,637	12,611	27,248	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	1,078	698	1,776	1,070	713	1,783	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-
MD Peak	-	-	-	-	-	-	1,039	1,035	2,074	1,042	971	2,013	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	14:00	14:00	14:00	14:00	14:00	14:00	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	1,243	1,245	2,488	1,310	1,305	2,615	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	16:00	16:00	16:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	-	-	1,310	1,305	2,615	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-	-	8.9%	10.3%	9.6%	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-	-	610	525	1,135	-	-	-	-	-	-	-	-	-

Seasonal Fctr					1.020	1.020	1.020	1.020	1.020	1.020					
Daily Fctr					0.953	0.953	0.945	0.945	0.929	0.929					
Axle Factor					0.500	0.500	0.500	0.500	0.500	0.500					
Pulse Fctr					2.000	2.000	2.000	2.000	1.000	1.000					
Overall Fctr	0.000	0.000	0.000	0.000	0.972	0.972	0.964	0.964	0.474	0.474	0.000	0.000	0.000	0.000	

Avg	<u>Actual</u>
2,323	2136
2,552	2267
2,065	2111



2024

Movement Counts taken in Sept 2024

8% <mark>11%</mark> -2%

Appendix Trip Generation Comparison Table

	ITE		l	PM Peak	(	S	AT Peak	(
Land Use	Code	Proposed Size	In	Out	Total	In	Out	Total
Automated Car Wash <sup>1</sup>	049	1 Stolle	40	40	80	20	20	40
Automated Car Wash	940		(50%)	(50%)	(77.50)	(46%)	(54%)	(41.00)
Automated Car Wash (West Allis Study)	TADI	1 Stalls	25	25	50	55	55	110
Automated Car Wash (Madison Study)	TADI	1 Stalls	55	55	110	55	55	110

<sup>1</sup> ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.



## APPENDIX TRIP GENERATION COMPARISON TABLE

FRANKLIN, WISCONSIN

# Appendix B Existing Traffic Peak Hour Analysis Outputs

Existing Traffic

## Lanes, Volumes, Timings 100: Lovers Lane Road & Whitnall Edge Road

	۶	-	7	4	+	×	1	t	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		÷.			4	1	ሻ	<b>44</b> b		5	44¢	
Traffic Volume (vph)	5	0	5	5	0	115	5	1090	25	190	1025	15
Future Volume (vph)	5	0	5	5	0	115	5	1090	25	190	1025	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	140		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.932				0.850		0.997			0.998	
Flt Protected		0.976			0.950		0.950			0.950		
Satd. Flow (prot)	0	1440	0	0	1752	1568	1719	4925	0	1719	4930	0
Flt Permitted		0.976			0.950		0.950			0.950		
Satd. Flow (perm)	0	1440	0	0	1752	1568	1719	4925	0	1719	4930	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		500			220			500			500	
Travel Time (s)		13.6			6.0			8.5			8.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	20%	20%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	5	0	5	5	0	119	5	1124	26	196	1057	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	5	119	5	1150	0	196	1072	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type: C	Other											
Control Type: Unsignalized												
Intersection Capacity Utilizati	ion 47.6%			IC	CU Level	of Service	A					
Analysis Period (min) 15												

3.6

## Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्च	1	۲	<b>ተተ</b> ኈ		۲	朴朴	
Traffic Vol, veh/h	5	0	5	5	0	115	5	1090	25	190	1025	15
Future Vol, veh/h	5	0	5	5	0	115	5	1090	25	190	1025	15
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	140	-	-	140	-	-
Veh in Median Storage,	# -	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	20	20	20	3	3	3	5	5	5	5	5	5
Mvmt Flow	5	0	5	5	0	119	5	1124	26	196	1057	15

Major/Minor	Minor2		N	Ainor1		N	Major1		ſ	Major2			
Conflicting Flow All	1919	2619	538	1964	2613	577	1073	0	0	1151	0	0	
Stage 1	1458	1458	-	1148	1148	-	-	-	-	-	-	-	
Stage 2	461	1161	-	816	1465	-	-	-	-	-	-	-	
Critical Hdwy	6.8	6.9	7.5	6.46	6.56	7.16	5.4	-	-	5.4	-	-	
Critical Hdwy Stg 1	7.7	5.9	-	7.36	5.56	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	7.1	5.9	-	6.76	5.56	-	-	-	-	-	-	-	
Follow-up Hdwy	4	4.2	4.1	3.83	4.03	3.93	3.15	-	-	3.15	-	-	
Pot Cap-1 Maneuver	58	18	383	66	24	392	352	-	-	323	-	-	
Stage 1	80	164	-	156	270	-	-	-	-	-	-	-	
Stage 2	463	233	-	304	189	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	· 21	7	382	33	9	391	352	-	-	323	-	-	
Mov Cap-2 Maneuver	53	23	-	74	53	-	-	-	-	-	-	-	
Stage 1	79	64	-	154	266	-	-	-	-	-	-	-	
Stage 2	318	230	-	118	74	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	48.5	19.8	0.1	4.9	
HCM LOS	Е	С			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1W	/BLn1\	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	352	-	-	93	74	391	323	-	-
HCM Lane V/C Ratio	0.015	-	-	0.111	0.07	0.303	0.606	-	-
HCM Control Delay (s)	15.4	-	-	48.5	57.3	18.2	31.9	-	-
HCM Lane LOS	С	-	-	E	F	С	D	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	1.3	3.7	-	-

	٦	-	-	•	1	-
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્સ	1.		- Y	
Traffic Volume (vph)	20	195	115	5	5	5
Future Volume (vph)	20	195	115	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.932	
Flt Protected		0.995			0.976	
Satd. Flow (prot)	0	1872	1834	0	1711	0
Flt Permitted		0.995			0.976	
Satd. Flow (perm)	0	1872	1834	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		220	180		250	
Travel Time (s)		6.0	4.9		6.8	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	22	217	128	6	6	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	239	134	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 28.4%			IC	CU Level of	of Service /

Analysis Period (min) 15

### Intersection

Int Delay, s/veh

Int Delay, s/veh	0.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		- <del>द</del>	4		Y		
Traffic Vol, veh/h	20	195	115	5	5	5	
Future Vol, veh/h	20	195	115	5	5	5	
Conflicting Peds, #/hr	1	0	0	1	1	1	
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	90	90	90	90	90	90	
Heavy Vehicles, %	1	1	3	3	1	1	
Mvmt Flow	22	217	128	6	6	6	

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	135	0	-	0	394	133
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1456	-	-	-	613	919
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	601	917
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	783	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.7		0		10	
HCM LOS	0.7		Ū		B	
Minor Long/Major Mur			ГОТ	WDT		
Minor Lane/Major Mivr	ทเ	EBL	FRI	WRI	WBR	SRFUI
Capacity (veh/h)		1455	-	-	-	/26
HCM Lane V/C Ratio	、	0.015	-	-	-	0.015
HCM Control Delay (s	i)	7.5	0	-	-	10
HCM Lane LOS		A	A	-	-	В
HCM 95th %tile Q(ver	ר)	0	-	-	-	0
	-	$\mathbf{F}$	1	-	1	1
-----------------------------------	------------	--------------	------	------	-----------	--------------
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	Ţ.			स्	- W	
Traffic Volume (vph)	200	0	0	120	0	0
Future Volume (vph)	200	0	0	120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1845	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1845	1881	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	180			200	250	
Travel Time (s)	4.9			5.5	6.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	222	0	0	133	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	0	133	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	tion 20.9%			IC	U Level o	of Service A
Analysis Dariad (min) 15						

Int Delay, s/veh

Int Delay, s/veh	0						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4			- <del>द</del>	۰¥		
Traffic Vol, veh/h	200	0	0	120	0	0	
Future Vol, veh/h	200	0	0	120	0	0	
Conflicting Peds, #/hr	0	1	1	0	1	1	
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	90	90	90	90	90	90	
Heavy Vehicles, %	1	1	3	3	1	1	
Mvmt Flow	222	0	0	133	0	0	

Major/Minor	Major1	N	Major2		Minor1			
Conflicting Flow All	0	0	223	0	357	224		
Stage 1	-	-	-	-	223	-		
Stage 2	-	-	-	-	134	-		
Critical Hdwy	-	-	4.13	-	6.41	6.21		
Critical Hdwy Stg 1	-	-	-	-	5.41	-		
Critical Hdwy Stg 2	-	-	-	-	5.41	-		
Follow-up Hdwy	-	-	2.227	-	3.509	3.309		
Pot Cap-1 Maneuver	· -	-	1340	-	643	818		
Stage 1	-	-	-	-	816	-		
Stage 2	-	-	-	-	895	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuve	er -	-	1339	-	642	816		
Mov Cap-2 Maneuve	er -	-	-	-	642	-		
Stage 1	-	-	-	-	815	-		
Stage 2	-	-	-	-	894	-		
Approach	EB		WB		NB			
HCM Control Delay,	s 0		0		0			
HCM LOS					А			
Minor Lane/Major Mv	/mt N	VBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)		-	-	-	1339	-		
HCM Lane V/C Ratio	)	-	-	-	-	-		
HCM Control Delay (	(s)	0	-	-	0	-		
HCM Lane LOS		А	-	-	А	-		
HCM 95th %tile Q(ve	eh)	-	-	-	0	-		

	-	$\mathbf{r}$	1	-	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1.			र्स	Y	
Traffic Volume (vph)	160	40	15	120	15	30
Future Volume (vph)	160	40	15	120	15	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973				0.911	
Flt Protected				0.994	0.983	
Satd. Flow (prot)	1830	0	0	1834	1685	0
Flt Permitted				0.994	0.983	
Satd. Flow (perm)	1830	0	0	1834	1685	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			763	250	
Travel Time (s)	5.5			20.8	6.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	178	44	17	133	17	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	0	150	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 29.2%			IC	CU Level of	of Service /

Int Delay, s/veh

Int Delay, s/veh	1.5							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	ef 👘			- <del>द</del>	Y			
Traffic Vol, veh/h	160	40	15	120	15	30		
Future Vol, veh/h	160	40	15	120	15	30		
Conflicting Peds, #/hr	0	1	1	0	1	1		
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	90	90	90	90	90	90		
Heavy Vehicles, %	1	1	3	3	1	1		
Mvmt Flow	178	44	17	133	17	33		

Major/Minor	Major1	١	Major2	ſ	Minor1	
Conflicting Flow All	0	0	223	0	369	202
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1340	-	633	841
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	· -	-	1339	-	623	839
Mov Cap-2 Maneuver	· -	-	-	-	623	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	851	-
Approach	FB		WB		NB	
HCM Control Delay	; 0		0.9		10.1	
HCM LOS	, 0		0.7		B	
					J	
Minor Lane/Major Mv	mt N	VBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	752	-	- 1339	-
HCM Lane V/C Ratio	0.066	-	- 0.012	-
HCM Control Delay (s)	10.1	-	- 7.7	0
HCM Lane LOS	В	-	- A	А
HCM 95th %tile Q(veh)	0.2	-	- 0	-

# Lanes, Volumes, Timings 100: Lovers Lane Road & Whitnall Edge Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ų	1	۲	<u>ተተ</u> ኑ		1	ተተኈ	
Traffic Volume (vph)	5	0	1	15	0	125	1	785	25	100	760	5
Future Volume (vph)	5	0	1	15	0	125	1	785	25	100	760	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	140		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.977				0.850		0.995			0.999	
Flt Protected		0.960			0.950		0.950			0.950		
Satd. Flow (prot)	0	1764	0	0	1787	1599	1736	4963	0	1719	4935	0
Flt Permitted		0.960			0.950		0.950			0.950		
Satd. Flow (perm)	0	1764	0	0	1787	1599	1736	4963	0	1719	4935	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		500			220			500			500	
Travel Time (s)		13.6			6.0			8.5			8.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	5	0	1	16	0	133	1	835	27	106	809	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	16	133	1	862	0	106	814	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type: C	Other											
Control Type: Unsignalized												
Intersection Capacity Utilizati	on 37.4%			10	CU Level	of Service	A					
Analysis Period (min) 15												

2.2

## Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्च	1	۲	<b>ተተ</b> ኈ		٦	朴朴	
Traffic Vol, veh/h	5	0	1	15	0	125	1	785	25	100	760	5
Future Vol, veh/h	5	0	1	15	0	125	1	785	25	100	760	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	140	-	-	140	-	-
Veh in Median Storage,	# -	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	5	5	5
Mvmt Flow	5	0	1	16	0	133	1	835	27	106	809	5

Major/Minor	Minor2		Ν	/linor1		Ν	Najor1		N	lajor2			
Conflicting Flow All	1362	1890	409	1389	1879	433	815	0	0	863	0	0	
Stage 1	1025	1025	-	852	852	-	-	-	-	-	-	-	
Stage 2	337	865	-	537	1027	-	-	-	-	-	-	-	
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.38	-	-	5.4	-	-	
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	3.14	-	-	3.15	-	-	
Pot Cap-1 Maneuver	157	70	508	151	71	490	474	-	-	446	-	-	
Stage 1	193	313	-	254	376	-	-	-	-	-	-	-	
Stage 2	599	371	-	455	312	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	· 93	53	507	123	54	489	474	-	-	446	-	-	
Mov Cap-2 Maneuver	· 149	138	-	187	155	-	-	-	-	-	-	-	
Stage 1	192	238	-	253	375	-	-	-	-	-	-	-	
Stage 2	435	370	-	346	237	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	27.1	16.3	0	1.8	
HCM LOS	D	С			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	VBLn1V	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	474	-	-	169	187	489	446	-	-
HCM Lane V/C Ratio	0.002	-	-	0.038	0.085	0.272	0.239	-	-
HCM Control Delay (s)	12.6	-	-	27.1	26	15.1	15.6	-	-
HCM Lane LOS	В	-	-	D	D	С	С	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	1.1	0.9	-	-

	≯	-	-	•	1	∢
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	f,		Y	
Traffic Volume (vph)	10	115	135	1	1	5
Future Volume (vph)	10	115	135	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.884	
Flt Protected		0.996			0.993	
Satd. Flow (prot)	0	1820	1879	0	1651	0
Flt Permitted		0.996			0.993	
Satd. Flow (perm)	0	1820	1879	0	1651	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		220	180		250	
Travel Time (s)		6.0	4.9		6.8	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	11	129	152	1	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	140	153	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 24.7%			IC	CU Level of	of Service

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		÷.	el 👘		Y	
Traffic Vol, veh/h	10	115	135	1	1	5
Future Vol, veh/h	10	115	135	1	1	5
Conflicting Peds, #/hr	1	0	0	1	1	1
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	89	89	89	89	89	89
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	11	129	152	1	1	6

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	154	0	-	0	306	155
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.14	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.236	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1414	-	-	-	688	893
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	681	891
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	877	-
Approach	FB		WB		SB	
HCM Control Delay, s	0.6		0		9.3	
HCM LOS	0.0		Ū		A	
		EDI	EDT	WDT		
Minor Lane/Major Mvr	nt	EBL	FRI	WRI	WBK :	SBLn1
Capacity (veh/h)		1413	-	-	-	847
HCM Lane V/C Ratio		0.008	-	-	-	0.008
HCM Control Delay (s	;)	7.6	0	-	-	9.3
HCM Lane LOS		A	А	-	-	А
HCM 95th %tile O(veh	1)	0	_	-	-	0

	-	$\mathbf{r}$	1	-	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĥ			र्स	Ý	
Traffic Volume (vph)	116	0	0	136	0	0
Future Volume (vph)	116	0	0	136	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1827	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1827	0	0	1881	1881	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	180			200	250	
Travel Time (s)	4.9			5.5	6.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	130	0	0	153	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	153	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 17.5%			IC	U Level o	of Service
Analysis Dariad (min) 1E						

Int Delay, s/veh

Int Delay, s/veh	0						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4			- <del>द</del>	۰¥		
Traffic Vol, veh/h	116	0	0	136	0	0	
Future Vol, veh/h	116	0	0	136	0	0	
Conflicting Peds, #/hr	0	1	1	0	1	1	
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	89	89	89	89	89	89	
Heavy Vehicles, %	4	4	1	1	1	1	
Mvmt Flow	130	0	0	153	0	0	

Major/Minor	Major1	M	ajor2	1	Minor1	
Conflicting Flow All	0	0	131	0	285	132
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	- 2	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1460	-	707	920
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	706	918
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	876	-
Approach	FR		W/R		NR	
HCM Control Dolay s			000		0	
	0		U		0	
					A	
Minor Lane/Major Mvn	nt NI	BLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		-	-	-	1459	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)	)	0	-	-	0	-
HCM Lane LOS		Α	_	-	А	-

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HCM 95th %tile Q(veh)

	-	$\mathbf{F}$	1	-	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ţ,			र्स	¥	
Traffic Volume (vph)	71	45	10	136	10	45
Future Volume (vph)	71	45	10	136	10	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.947				0.889	
Flt Protected				0.997	0.991	
Satd. Flow (prot)	1730	0	0	1876	1641	0
Flt Permitted				0.997	0.991	
Satd. Flow (perm)	1730	0	0	1876	1641	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			763	250	
Travel Time (s)	5.5			20.8	6.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	1%	1%	2%	2%
Adj. Flow (vph)	80	51	11	153	11	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	0	164	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	tion 24.8%			IC	CU Level o	of Service I

1.9					
EBT	EBR	WBL	WBT	NBL	NBR
el 👘			- <del>द</del>	۰¥	
71	45	10	136	10	45
71	45	10	136	10	45
0	1	1	0	1	1
Free	Free	Free	Free	Stop	Stop
-	None	-	None	-	None
-	-	-	-	0	-
e,# 0	-	-	0	0	-
0	-	-	0	0	-
89	89	89	89	89	89
4	4	1	1	2	2
	1.9 EBT 71 71 0 Free - - - - - - - - - - - - -	1.9 EBT EBR 71 45 71 45 71 45 0 1 Free Free - None - None  8, # 0 0 - 89 89	I.9         EBT       EBR       WBL         1       45       10         71       45       10         71       45       10         71       45       10         71       45       10         71       45       10         71       45       10         71       45       10         0       1       1         Free       Free       Free         80       80       89	I.9         EBT       EBR       WBL       WBT         P       45       10       136         71       45       10       136         71       45       10       136         71       45       10       136         0       1       1       0         Free       Free       Free       Free         0       -       0       -         e, # 0       -       0       0         0       -       0       0         89       89       89       89	I.9         EBT       EBR       WBL       WBT       NBL         P       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       45       10       136       10         71       745       70       70       70         89       89       89       89       89

Major/Minor	Major1		Major2	I	Vinor1	
Conflicting Flow All	0	(	) 132	0	283	108
Stage 1	-			-	107	-
Stage 2	-			-	176	-
Critical Hdwy	-		- 4.11	-	6.42	6.22
Critical Hdwy Stg 1	-			-	5.42	-
Critical Hdwy Stg 2	-			-	5.42	-
Follow-up Hdwy	-		- 2.209	-	3.518	3.318
Pot Cap-1 Maneuver	-		- 1459	-	707	946
Stage 1	-			-	917	-
Stage 2	-			-	855	-
Platoon blocked, %	-		-	-		
Mov Cap-1 Maneuver	-		- 1458	-	700	944
Mov Cap-2 Maneuver	-			-	700	-
Stage 1	-			-	916	-
Stage 2	-			-	847	-
Annroach	FB		W/R		MB	
HCM Control Delay	0		0.5		9.1	
HCM LOS	0		0.5		9.4 Λ	
					А	
Minor Lane/Major Mvr	nt	NBLn	1 EBT	EBR	WBL	WBT
Capacity (veh/h)		888	3 -	-	1458	-
HCM Lane V/C Ratio		0.0	7 -	_	0.008	_

HCIM Lane V/C Ratio	0.07	-	- 0.0	80	-
HCM Control Delay (s)	9.4	-	- 7	7.5	0
HCM Lane LOS	А	-	-	А	А
HCM 95th %tile Q(veh)	0.2	-	-	0	-

# Appendix C Build Traffic Peak Hour Analysis Outputs

Full Build Traffic

# Lanes, Volumes, Timings 100: Lovers Lane Road & Whitnall Edge Road

	۶	-	7	4	+	×	•	1	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	1	ሻ	<b>ተተ</b> ኈ		۲	<u> ተተ</u> ኈ	
Traffic Volume (vph)	5	0	5	35	0	140	5	1085	50	220	1015	15
Future Volume (vph)	5	0	5	35	0	140	5	1085	50	220	1015	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	140		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.932				0.850		0.993			0.998	
Flt Protected		0.976			0.950		0.950			0.950		
Satd. Flow (prot)	0	1440	0	0	1752	1568	1719	4905	0	1719	4930	0
Flt Permitted		0.976			0.950		0.950			0.950		
Satd. Flow (perm)	0	1440	0	0	1752	1568	1719	4905	0	1719	4930	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		500			220			500			500	
Travel Time (s)		13.6			6.0			8.5			8.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	20%	20%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	5	0	5	36	0	144	5	1119	52	227	1046	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	36	144	5	1171	0	227	1061	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type: C	other											
Control Type: Unsignalized												
Intersection Capacity Utilizati Analysis Period (min) 15	on 49.7%			IC	CU Level	of Service	A					

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## Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			र्च	1	۲.	朴朴		۲.	<b>**</b>	
Traffic Vol, veh/h	5	0	5	35	0	140	5	1085	50	220	1015	15
Future Vol, veh/h	5	0	5	35	0	140	5	1085	50	220	1015	15
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	140	-	-	140	-	-
Veh in Median Storage,	# -	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	20	20	20	3	3	3	5	5	5	5	5	5
Mvmt Flow	5	0	5	36	0	144	5	1119	52	227	1046	15

Major/Minor	Minor2		ſ	Ainor1		1	Major1		Ν	/lajor2			
Conflicting Flow All	1968	2691	533	2029	2672	588	1062	0	0	1172	0	0	
Stage 1	1509	1509	-	1156	1156	-	-	-	-	-	-	-	
Stage 2	459	1182	-	873	1516	-	-	-	-	-	-	-	
Critical Hdwy	6.8	6.9	7.5	6.46	6.56	7.16	5.4	-	-	5.4	-	-	
Critical Hdwy Stg 1	7.7	5.9	-	7.36	5.56	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	7.1	5.9	-	6.76	5.56	-	-	-	-	-	-	-	
Follow-up Hdwy	4	4.2	4.1	3.83	4.03	3.93	3.15	-	-	3.15	-	-	
Pot Cap-1 Maneuver	54	16	386	60	22	385	357	-	-	315	-	-	
Stage 1	74	154	-	154	267	-	-	-	-	-	-	-	
Stage 2	465	228	-	280	179	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	14	4	385	~ 24	6	384	357	-	-	315	-	-	
Mov Cap-2 Maneuver	36	~ -3	-	54	36	-	-	-	-	-	-	-	
Stage 1	73	43	-	152	263	-	-	-	-	-	-	-	
Stage 2	286	225	-	77	50	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	69.4			47.3			0.1			7.2			
HCM LOS	F			E									
Minor Lane/Major Mvr	nt	NBL	NBT	NBR I	EBLn1V	VBLn1V	VBLn2	SBL	SBT	SBR			
Capacity (veh/h)		357	-	-	66	54	384	315	-	-			
HCM Lane V/C Ratio		0.014	-	-	0.156	0.668	0.376	0.72	-	-			
HCM Control Delay (s	)	15.2	-	-	69.4	157.1	19.9	41	-	-			
HCM Lane LOS	,	С	-	-	F	F	С	E	-	-			
HCM 95th %tile Q(ver	1)	0	-	-	0.5	2.7	1.7	5.2	-	-			
Notes													
		÷		1 0	~~	0			<u> </u>	* • •			

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

	≯	-	-	•	1	∢
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	1.		۰Y	
Traffic Volume (vph)	20	250	170	5	5	5
Future Volume (vph)	20	250	170	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.932	
Flt Protected		0.996			0.976	
Satd. Flow (prot)	0	1874	1837	0	1711	0
Flt Permitted		0.996			0.976	
Satd. Flow (perm)	0	1874	1837	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		220	180		250	
Travel Time (s)		6.0	4.9		6.8	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	22	278	189	6	6	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	300	195	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 37.3%			IC	CU Level of	of Service

Int	Delay	aluah	
ш	Delay,	S/ven	

Movement EBL EBT WBT WBR SBL SBR
Lane Configurations of 👔 🎓 🏹
Traffic Vol, veh/h 20 250 170 5 5 5
Future Vol, veh/h 20 250 170 5 5 5
Conflicting Peds, #/hr 1 0 0 1 1 1
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 90 90 90 90 90 90
Heavy Vehicles, % 1 1 3 3 1 1
Mvmt Flow 22 278 189 6 6 6

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	196	0	-	0	516	194
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	323	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1383	-	-	-	521	850
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	510	848
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	735	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.6		0		10.8	
HCM LOS					В	
Minor Lane/Maior Myr	nt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		1382			-	637
HCM Lane V/C Ratio		0.016	-	-	-	0.017
HCM Control Delay (s	)	7.6	0	-	-	10.8
HCM Lane LOS	/	A	A	-	-	B
HCM 95th %tile O(ver	1)	0	_	-	-	01

$\mathbf{r}$	1	-	1	1
EBR	WBL	WBT	NBL	NBR
		र्स	¥	
55	1	120	55	1
55	1	120	55	1
1900	1900	1900	1900	1900
1.00	1.00	1.00	1.00	1.00
			0.998	
			0.953	
0	0	1845	1789	0
			0.953	
0	0	1845	1789	0
		25	25	
		200	250	
		5.5	6.8	
1	1		1	1
1				1
0.90	0.90	0.90	0.90	0.90
1%	3%	3%	1%	1%
61	1	133	61	1
0	0	134	62	0
No	No	No	No	No
Right	Left	Left	Left	Right
		0	12	
		0	0	
		16	16	
1.00	1.00	1.00	1.00	1.00
9	15		15	9
		Free	Stop	
		IC	CU Level of	of Service A
	<ul> <li>EBR</li> <li>55</li> <li>1900</li> <li>1.00</li> <li>0</li> <li>0</li> <li>0</li> <li>0</li> <li>1</li> <li>0.90</li> <li>1</li> <li>0.90</li> <li>1</li> <li>0.90</li> <li>1</li> <li>0.90</li> <li>1</li> <li>0.90</li> <li>1</li> <li>1</li> <li>1</li> <li>0.90</li> <li>1</li> &lt;</ul>	EBR       WBL         55       1         55       1         1900       1900         1.00       100         1.00       0         0       0         0       0         0       0         1       1         1       1         0.90       0.90         1%       3%         61       1         0       0         No       No         Right       Left         1.00       15	EBR       WBL       WBT         55       1       120         55       1       120         1900       1900       1900         100       100       100         100       1.00       1.00         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1845         0       0       1900         1%       3%       3%         61       1       133         0       0       134         No       No       0         16       1.00       0         1.00       1.00       1.00         9       15 <td>EBR         WBL         WBT         NBL           55         1         120         55           155         1         120         55           1900         1900         1900         1900           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           0         0         1845         1789           0         0         1845         1789           0         0         1845         1789           25         25         25         25           200         250         5.5         6.8           1         1         1         1           1         1         1         1         1           0.90         0.90         0.90         0.90         1%           1%         3%         3%         1%         61           0         0         134         62         0           10</td>	EBR         WBL         WBT         NBL           55         1         120         55           155         1         120         55           1900         1900         1900         1900           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           1.00         1.00         1.00         1.00           0         0         1845         1789           0         0         1845         1789           0         0         1845         1789           25         25         25         25           200         250         5.5         6.8           1         1         1         1           1         1         1         1         1           0.90         0.90         0.90         0.90         1%           1%         3%         3%         1%         61           0         0         134         62         0           10

1.5						
EBT	EBR	WBL	WBT	NBL	NBR	
ef 👘			÷	Y		
200	55	1	120	55	1	
200	55	1	120	55	1	
0	1	1	0	1	1	
Free	Free	Free	Free	Stop	Stop	
-	None	-	None	-	None	
-	-	-	-	0	-	
,# 0	-	-	0	0	-	
0	-	-	0	0	-	
90	90	90	90	90	90	
1	1	3	3	1	1	
222	61	1	133	61	1	
	1.5 EBT 200 200 Free - , # 0 0 90 1 222	1.5 EBT EBR 200 55 200 55 0 1 Free Free - None - None  , # 0 - 0 - 90 90 1 1 222 61	1.5     EBR     WBL       EBT     EBR     WBL       200     55     1       200     55     1       200     55     1       200     55     1       200     55     1       200     1     1       0     1     1       Free     Free     Free       .     None     -       .     -     -       .     0     -       .     90     90       .     1     3       .     61     1	1.5       EBR       WBL       WBT         EBT       EBR       WBL       WBT         1       0       120         200       55       1       120         200       55       1       120         200       55       1       120         0       1       1       0         Free       Free       Free       Free         None       -       None         -       -       -       -         #       0       -       0       -         90       -       -       0       -         90       90       90       90       90         1       1       3       3         222       61       1       133	1.5       EBR       WBL       WBT       NBL         EBT       EBR       WBL       WBT       NBL         1       EBT       120       55         200       55       1       120       55         200       55       1       120       55         200       55       1       120       55         200       1       1       0       1         Free       Free       Free       Stop       -         0       1       1       0       1         Free       Free       Free       Stop       -         -       -       -       0       -         -       -       -       0       0         -       -       -       0       0         -       -       -       0       0         90       90       90       90       90         91       1       3       3       1         222       61       1       133       61	1.5       EBR       WBL       WBT       NBL       NBR         EBT       EBR       WBL       WBT       NBL       NBR         P       ·       ·       ·       ·       ·         200       55       1       120       55       1         200       55       1       120       55       1         200       55       1       120       55       1         200       55       1       120       55       1         200       55       1       120       55       1         200       55       1       120       55       1         200       55       1       120       55       1         7       1       1       0       1       1         7       None       -       None       -       None         4       0       -       0       0       -       -         90       90       90       90       90       90       90       90         91       1       3       3       1       1       1         922       61       1

Major/Minor	Major1	ľ	Major2	ſ	Vinor1				
Conflicting Flow All	0	0	284	0	390	255			
Stage 1	-	-	-	-	254	-			
Stage 2	-	-	-	-	136	-			
Critical Hdwy	-	-	4.13	-	6.41	6.21			
Critical Hdwy Stg 1	-	-	-	-	5.41	-			
Critical Hdwy Stg 2	-	-	-	-	5.41	-			
Follow-up Hdwy	-	-	2.227	-	3.509	3.309			
Pot Cap-1 Maneuver	-	-	1273	-	616	786			
Stage 1	-	-	-	-	791	-			
Stage 2	-	-	-	-	893	-			
Platoon blocked, %	-	-		-					
Mov Cap-1 Maneuve	er -	-	1272	-	614	785			
Mov Cap-2 Maneuve	er -	-	-	-	614	-			
Stage 1	-	-	-	-	790	-			
Stage 2	-	-	-	-	891	-			
Approach	EB		WB		NB			_	
HCM Control Delay,	s 0		0.1		11.5				
HCM LOS					В				
Minor Lane/Major Mv	/mt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)		616	-	-	1272	-			
HCM Lane V/C Ratio	)	0.101	-	-	0.001	-			
HCM Control Delay (	(s)	11.5	-	-	7.8	0			

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0

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HCM Lane LOS

HCM 95th %tile Q(veh)

В

0.3

-

-

	-	$\mathbf{r}$	1	-	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ţ,			र्स	Y	
Traffic Volume (vph)	160	40	15	105	15	30
Future Volume (vph)	160	40	15	105	15	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973				0.911	
Flt Protected				0.994	0.983	
Satd. Flow (prot)	1830	0	0	1834	1685	0
Flt Permitted				0.994	0.983	
Satd. Flow (perm)	1830	0	0	1834	1685	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			763	250	
Travel Time (s)	5.5			20.8	6.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	178	44	17	117	17	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	0	134	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 28.5%			IC	CU Level o	of Service A

In Delay, siven	1.0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ef 👘			÷.	Y	
Traffic Vol, veh/h	160	40	15	105	15	30
Future Vol, veh/h	160	40	15	105	15	30
Conflicting Peds, #/hr	0	1	1	0	1	1
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	90	90	90	90	90	90
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	178	44	17	117	17	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0 223	0 353	202	
Stage 1	-		- 201	-	
Stage 2	-		- 152	-	
Critical Hdwy	-	- 4.13	- 6.41	6.21	
Critical Hdwy Stg 1	-		- 5.41	-	
Critical Hdwy Stg 2	-		- 5.41	-	
Follow-up Hdwy	-	- 2.227	- 3.509	3.309	
Pot Cap-1 Maneuver	-	- 1340	- 647	841	
Stage 1	-		- 835	-	
Stage 2	-		- 878	-	
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver		- 1339	- 637	839	
Mov Cap-2 Maneuver	· _		- 637	-	
Stage 1	-		- 834	-	
Stage 2	-		- 865	-	
Approach	EB	WB	NB		
HCM Control Delay, s	0	1	10.1		

HCM LOS				В					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT				
Capacity (veh/h)	759	-	-	1339	-				

	, , ,			007				
HCM Lane V/C Ratio	0.066	-	- 0.	012	-			
HCM Control Delay (s)	10.1	-	-	7.7	0			
HCM Lane LOS	В	-	-	А	А			
HCM 95th %tile Q(veh)	0.2	-	-	0	-			

# Lanes, Volumes, Timings 100: Lovers Lane Road & Whitnall Edge Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			र्भ	1	۲	<u>ተተ</u> ኑ		1	<u> ተተ</u> ጉ	
Traffic Volume (vph)	5	0	1	45	0	150	1	780	50	130	750	5
Future Volume (vph)	5	0	1	45	0	150	1	780	50	130	750	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	140		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.977				0.850		0.991			0.999	
Flt Protected		0.960			0.950		0.950			0.950		
Satd. Flow (prot)	0	1764	0	0	1787	1599	1736	4943	0	1719	4935	0
Flt Permitted		0.960			0.950		0.950			0.950		
Satd. Flow (perm)	0	1764	0	0	1787	1599	1736	4943	0	1719	4935	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		500			220			500			500	
Travel Time (s)		13.6			6.0			8.5			8.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	5	0	1	48	0	160	1	830	53	138	798	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	48	160	1	883	0	138	803	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type: C	Other											
Control Type: Unsignalized												
Intersection Capacity Utilizati	on 39.4%			IC	CU Level	of Service	A					
Analysis Period (min) 15												

3.3

#### Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			ŧ	1	1	朴朴。		1	朴朴。	
Traffic Vol, veh/h	5	0	1	45	0	150	1	780	50	130	750	5
Future Vol, veh/h	5	0	1	45	0	150	1	780	50	130	750	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	0	140	-	-	140	-	-
Veh in Median Storage,	# -	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	5	5	5
Mvmt Flow	5	0	1	48	0	160	1	830	53	138	798	5

Major/Minor	Minor2		Ν	/linor1		Ν	/lajor1		Ν	lajor2			
Conflicting Flow All	1413	1964	404	1456	1940	444	804	0	0	884	0	0	
Stage 1	1078	1078	-	860	860	-	-	-	-	-	-	-	
Stage 2	335	886	-	596	1080	-	-	-	-	-	-	-	
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.38	-	-	5.4	-	-	
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	3.14	-	-	3.15	-	-	
Pot Cap-1 Maneuver	147	63	512	138	65	482	480	-	-	436	-	-	
Stage 1	177	295	-	250	373	-	-	-	-	-	-	-	
Stage 2	601	363	-	419	295	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	· 74	43	511	104	44	481	480	-	-	436	-	-	
Mov Cap-2 Maneuver	· 128	116	-	168	137	-	-	-	-	-	-	-	
Stage 1	176	201	-	249	372	-	-	-	-	-	-	-	
Stage 2	400	362	-	286	201	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	30.8	20.5	0	2.5	
HCM LOS	D	С			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	VBLn1V	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	480	-	-	146	168	481	436	-	-
HCM Lane V/C Ratio	0.002	-	-	0.044	0.285	0.332	0.317	-	-
HCM Control Delay (s)	12.5	-	-	30.8	34.8	16.2	17	-	-
HCM Lane LOS	В	-	-	D	D	С	С	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	1.4	1.3	-	-

	≯	-	-	•	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	ĥ		- W	
Traffic Volume (vph)	10	170	190	1	1	5
Future Volume (vph)	10	170	190	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.884	
Flt Protected		0.997			0.993	
Satd. Flow (prot)	0	1821	1879	0	1651	0
Flt Permitted		0.997			0.993	
Satd. Flow (perm)	0	1821	1879	0	1651	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		220	180		250	
Travel Time (s)		6.0	4.9		6.8	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	11	191	213	1	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	202	214	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	tion 27.5%			IC	CU Level	of Service

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		- सी	4		۰¥	
Traffic Vol, veh/h	10	170	190	1	1	5
Future Vol, veh/h	10	170	190	1	1	5
Conflicting Peds, #/hr	1	0	0	1	1	1
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	89	89	89	89	89	89
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	11	191	213	1	1	6

Major/Minor	Major1	Ν	/lajor2		Minor2	
Conflicting Flow All	215	0	-	0	429	216
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	4.14	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.236	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1343	-	-	-	585	826
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	824	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	579	824
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	823	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.4		0		9.7	
HCM LOS					А	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1342	-	-	-	770
HCM Lane V/C Ratio		0.008	-	-	-	0.009
HCM Control Delay (s	)	7.7	0	-	-	9.7
HCM Lane LOS		А	А	-	-	А
HCM 95th %tile Q(ver	ר)	0	-	-	-	0

	-	$\mathbf{r}$	1	-	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4Î			ર્સ	Y	
Traffic Volume (vph)	115	55	1	135	55	1
Future Volume (vph)	115	55	1	135	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.956				0.998	
Flt Protected					0.953	
Satd. Flow (prot)	1747	0	0	1881	1789	0
Flt Permitted					0.953	
Satd. Flow (perm)	1747	0	0	1881	1789	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	180			200	250	
Travel Time (s)	4.9			5.5	6.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	129	62	1	152	62	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	0	153	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	tion 19.9%			IC	CU Level of	of Service A

Int Delay, s/veh

Int Delay, s/veh	1.7						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4			- <del>द</del>	۰¥		
Traffic Vol, veh/h	115	55	1	135	55	1	
Future Vol, veh/h	115	55	1	135	55	1	
Conflicting Peds, #/hr	0	1	1	0	1	1	
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	89	89	89	89	89	89	
Heavy Vehicles, %	4	4	1	1	1	1	
Mvmt Flow	129	62	1	152	62	1	

Major/Minor	Major	1	Major2	ſ	Vinor1	
Conflicting Flow All		0 0	192	0	316	162
Stage 1				-	161	-
Stage 2				-	155	-
Critical Hdwy			4.11	-	6.41	6.21
Critical Hdwy Stg 1				-	5.41	-
Critical Hdwy Stg 2				-	5.41	-
Follow-up Hdwy			2.209	-	3.509	3.309
Pot Cap-1 Maneuver			1388	-	679	885
Stage 1				-	870	-
Stage 2				-	876	-
Platoon blocked, %				-		
Mov Cap-1 Maneuver			1387	-	677	883
Mov Cap-2 Maneuver	-			-	677	-
Stage 1				-	869	-
Stage 2				-	874	-
Annroach	F	R	W/R		MR	
HCM Control Dolay	L 、	0	0.1		10.0	
LCM LOS	)	0	0.1		10.0 D	
					Б	
Minor Lane/Major Mv	mt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	680	-	- 1387	-
HCM Lane V/C Ratio	0.093	-	- 0.001	-
HCM Control Delay (s)	10.8	-	- 7.6	0
HCM Lane LOS	В	-	- A	А
HCM 95th %tile Q(veh)	0.3	-	- 0	-

	-	$\mathbf{F}$	1	+	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ţ,			ર્સ	Ý	
Traffic Volume (vph)	70	45	10	125	10	45
Future Volume (vph)	70	45	10	125	10	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.947				0.889	
Flt Protected				0.996	0.991	
Satd. Flow (prot)	1730	0	0	1874	1641	0
Flt Permitted				0.996	0.991	
Satd. Flow (perm)	1730	0	0	1874	1641	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			763	250	
Travel Time (s)	5.5			20.8	6.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	1%	1%	2%	2%
Adj. Flow (vph)	79	51	11	140	11	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	151	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	tion 24.2%			IC	CU Level o	of Service A

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	et -			्र	Y	
Traffic Vol, veh/h	70	45	10	125	10	45
Future Vol, veh/h	70	45	10	125	10	45
Conflicting Peds, #/hr	0	1	1	0	1	1
	-	-	-	-	<u>.</u>	<u>.</u> .

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	89	89	89	89	89	89	
Heavy Vehicles, %	4	4	1	1	2	2	
Mvmt Flow	79	51	11	140	11	51	

Major/Minor	Major		Major2	l	Vinor1	
Conflicting Flow All	(	) 0	131	0	269	107
Stage 1			-	-	106	-
Stage 2			-	-	163	-
Critical Hdwy			4.11	-	6.42	6.22
Critical Hdwy Stg 1			-	-	5.42	-
Critical Hdwy Stg 2			-	-	5.42	-
Follow-up Hdwy			2.209	-	3.518	3.318
Pot Cap-1 Maneuver			1460	-	720	947
Stage 1			-	-	918	-
Stage 2			-	-	866	-
Platoon blocked, %				-		
Mov Cap-1 Maneuver			1459	-	713	945
Mov Cap-2 Maneuver			-	-	713	-
Stage 1			-	-	917	-
Stage 2			-	-	858	-
Annroach	FF	2	W/R		MR	
HCM Control Dolay		)	0.6		0.2	
HCM LOS		)	0.0		9.3	
					А	
Minor Lane/Major Mvr	mt	NBLn1	EBT	EBR	WBL	WBT

Minor Earlormajor minit	NBEIII		LDIX	TIDE	1101	
Capacity (veh/h)	892	-	-	1459	-	
HCM Lane V/C Ratio	0.069	-	-	0.008	-	
HCM Control Delay (s)	9.3	-	-	7.5	0	
HCM Lane LOS	А	-	-	А	А	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	



**CITY OF FRANKLIN** 



**REPORT TO THE PLAN COMMISSION** 

Meeting of October 17, 2024

# **CMP Amendment, Rezoning, Special Use**

**RECOMMENDATION:** Staff recommends approval of the applications for Comprehensive Master Plan Amendment, Rezoning, and Special Use. Recommended Conditions of Approval are provided in the draft Resolution(s).

Project Name:	Communities of Crocus					
Property Owner:	Northwestern Mutual Life Insurance					
Applicant:	Amy Hansel, Communities of Crocus					
Property Address/Tax Key Number:	7521 S. 31 <sup>st</sup> St. / 786 9981 004; and					
	0 S 35TH ST / 761 9997 003; and					
	0 S 31ST ST / 761 9994 005; and					
	0 S 31ST ST / 761 9992 002					
Aldermanic District:	District 3					
Agent:	Kevin Allenbach, RA, HGA Architects					
Zoning District:	7521 S. 31 <sup>st</sup> St. / 786 9981 004: R-6 and OL-1					
	0 S 35TH ST / 761 9997 003: R-6 and OL-1					
	0 S 31ST ST / 761 9994 005: R-6 and OL-1					
	0 S 31ST ST / 761 9992 002: B-4 S. 27 <sup>th</sup> St. MU					
	Commercial					
	FW on all lots					
Use of Surrounding Properties:	R-6 (North and West)					
	R-6 and OL-1 (South)					
	B-4 S. 27 <sup>th</sup> St. MU Commercial (East)					
	BP Business Park and OL-1					
Application Request:	CMP Amendment, Rezoning and Special Use					
Staff Planner:	Marion Ecks, AICP					

#### **APPLICATION BACKGROUND**

The applicant, Communities of Crocus, is seeking approval of a multifamily residential development with supportive services for adults with autism and similar Intellectual Developmental Disabilities (IDDs) and their families. The proposed development includes supportive housing for individuals with IDDs, and buildings with services for residents. Other buildings will include office spaces and community education and recreation facilities. Future phases will include additional supportive housing and community facilities, as well as standard housing for families.



The applications before the Commission today are for a Special Use to allow for development of residential facilities and a community building on the north-most lot of the development, and a Comprehensive Master Plan (CMP) Amendment and Rezoning so that all lots are zoned B-4 Mixed Use Commercial. The applications include conceptual site plans; future development will require Site Plan approval. The proposed development will occur over multiple phases, which are described in the applicant's prior Plan Commission packet.

Lot	Phase	Address & TKN	Dev.	Acreage	App.(s)	Zoning
А	1	0 S 31ST ST	Care Homes	18.4	SU	B-4 S. 27th St.
		761 9992 002	& Services			Mixed Use
В	2	0 S 31ST ST	Apartments	10.3	CMPa,	R-6 and
		761 9994 005			RZ	OL-1
С	3	0 S 35TH ST	Townhome	8.4	CMPa,	R-6 and
		761 9997 003	duplex		RZ	OL-1
D	3	7521 S. 31st St.	Duplex	5.7	CMPa,	R-6 and
		786 9981 004			RZ	OL-1
			Total	42.9		

This application was presented to Plan Commission on August 22, 2024, and public hearings were held at the meeting for the Special Use and Rezoning. A public hearing is required for the Comprehensive Master Plan Amendment; this hearing will be scheduled after the Plan Commission makes a recommendation on the application.

#### PUBLIC AND COMMISSIONER COMMENTS

At the August meeting, members of the community provided comment during the public hearings. They expressed concerns about the project which generally fell into several categories: possible impacts to natural resources and the floodplain, the movement and storage of water (stormwater designs) on the property, and the safety of the autistic adults in residence. Commissioners shared their concerns about the natural resources including the presence of environmental corridor on the lots, as well as the location of easements, that might limit developable area.

The items were tabled as a result, so that staff and the applicant could prepare additional information regarding natural resources, stormwater, and general design of the development.

#### PROJECT ANALYSIS

Approval of the full development will require a Comprehensive Master Plan Amendment, Rezoning, Special Use permits and Site Plan. The applicant is currently seeking approval for a Special Use for lot A, and CMP Amendment and Rezoning on the remaining lots. City Development staff provided an analysis of the applications and comments at the previous meeting. The packet for that meeting is available on the City of Franklin Website: <u>https://www.franklinwi.gov/Departments/Elected-Officials/Boards-Comissions/Plan-Commission.htm</u>

To address resident and Commissioner concerns, the applicant has provided the attached supplementary submittal. Planning has the following responses to the discussion:

<u>Easements</u> – Planning staff provided the applicants with copies of easements on the lots, which have been incorporated into their supplementary exhibits, including the boundaries of the limited-term conservation easement protecting the constructed wetlands on the properties.

<u>Environmental Corridor and natural resource features</u>-The site includes an area identified by the Southeast Wisconsin Regional Plan Commission (SEWRPC) as Secondary Environmental Corridor. The areas with designation contain natural resources such as woodland, wetlands, and other water resources including FEMA flood hazard areas. These features are located on the western portion of the lot, adjacent to 35<sup>th</sup> street. There are also artificial and naturally occurring wetlands, which have been delineated by wetland experts. The applicant has provided exhibits depicting the location of these features.

The UDO obliges residents and developers to protect natural resources and has strict requirements that limit the degree to which they may be impacted. Any request to impact a water resource, or to remove significant areas of woodland, will necessitate a Natural Resource Special Exception (NRSE) which is a variance that requires Common Council approval. Floodplain impacts require an analysis to demonstrate that the impacts will not raise flood elevations elsewhere along the floodplain.

Developers must also protect the natural resources via conservation easements. These easements are required as part of the approval of a Site Plan (a necessary future application for this development), an NRSE, or with a plat.

<u>Stormwater</u> – The applicant has provided a supplemental stormwater concept for Commission consideration. Planning and engineering reviewed the draft concept on September 18, 2024, and the Engineering department offers the following comment:

On September 18, GRAEF (on behalf of the City's Engineering Department) met with the applicants engineer to discuss the project. The exhibits submitted, for use at the Plan Commission meeting, generally coincide with the direction provided at the September 18th

meeting and generally demonstrates that the site will be able to comply with the City's stormwater requirements.

The applicant has also contacted the Milwaukee Metropolitan Sewer District who is the regional authority for stormwater facilities and has provided information about that meeting.

Fully engineered stormwater designs are an element of a Site Plan, which is typically the trigger for the developers to apply to the Engineering department for their review and approval. It would be premature, punitive, and prohibitively costly to produce fully engineered development plans at this stage in the project, when it is not certain that the proposal will receive approvals, and future phases are only conceptual. Requiring them now is outside the scope of the application requests before the Commission.

<u>Owner notification</u> - There were also questions about notification of the owners of the development lots. All City of Franklin Planning applications require signature by the property owner or a representative. All applications were signed by the Director of Asset Management at Northwestern Mutual Real Estate, Bryan Konyn. Copies of the signed applications were included in the August 22 Plan Commission Packet.

<u>Fair Housing</u> – Some neighbors have expressed concerns about the safety of residents with IDDs living in proximity to wetlands or other natural resources. With regard to the type of facility, or status of the residents, it is illegal to discriminate on the basis of disability, age, or other protected classes, and no party can use these categories in evaluating housing uses or making housing policy. Commissioners and the public may refer to WI Department of Administration guidance on the subject here: <u>https://doa.wi.gov/Pages/LocalGovtsGrants/Fair-Housing.aspx</u> or the US Department of Housing and Urban Development here: <u>https://www.hud.gov/program\_offices/fair\_housing\_equal\_opp/fair\_housing\_act\_overview#</u> <u>Who\_ls\_Protected</u>? While neighborhood concerns may be well-meaning, they run afoul of these protections.

Further, there are licenses and other qualifications that supportive housing facilities must meet that are not part of the land use review of the development, and are regulated by State and local agencies with the appropriate expertise to evaluate them.

## **Approval process and Future Applications**

The key decision points and scope of discussion for Plan Commission fall under their powers to make recommendations and decisions regarding land use in the City of Franklin. The applicant is currently seeking approval for a Special Use for lot A, and CMP Amendment and Rezoning on the remaining lots. For these applications, the Commission should consider whether the project conforms to the allowable density and use categories for lots with B-4 zoning or require mitigating conditions, and whether the allowable future land use for lots to be rezoned aligns with the community's goals for the uses, density, and overall development of the City.

The applicants must submit a Site Plan application for approval of final project designs for Phase

One. The Site Plan will have to comply with the terms of the Special Use, and comply with the dimensional requirements of B-4 zoning. Subsequent phases will require separate review and approval. If the CMP Amendment and Rezoning are approved, future development on the three southern lots (Phases 2 and 3) will also require review and approval of a Special Use for the density and other site features, and a Site Plan for the design of the development.

As a point of information, in addition to Planning review of applications, all development in the City must undergo several stages of review by many departments. Engineering evaluates the capacity and functioning of site infrastructure such as stormwater and facilities like public water and sewer, as well as aspects of the development process such as grading plans. Inspection Services enforces the Building Code and reviews building permits for all residential and commercial development, including features like the plumbing of stormwater, location and height of fences etc. As noted earlier, other government agencies also have review over aspects of development, and these requirements must be met for the development to proceed.

### **Recommendation**

All resolutions are drafted with a standard set of condition relating to development timelines and requirements, approvals from other jurisdictions and departments, etc. Staff recommends the following additional conditions based on review of these applications for compliance with the Unified Development Ordinance:

#### CMP Amendment: None.

**Rezoning**: None. This request is the key decision point for the proposed development. Rezoning applications must comply with the standards of the Comprehensive Master Plan and Zoning Ordinance.

**Special Use**: Approval of a Site Plan and provision of cross access, conservation, and landscape bufferyard easements at the time of review.

Staff recommends approval of the applications, subject to conditions in the draft legislative documents.

Exhibits:

• Applicant Exhibits

#### CITY OF FRANKLIN

#### **RESOLUTION NO. 2024-**

# A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR A SIXTEEN UNIT SUPPORTIVE HOUSING DEVELOPMENT, RESIDENT COMMUNITY CENTER, AND COMMUNITY HUB FACILITY, UPON PROPERTY LOCATED AT 0 S 31ST ST, TKN 761 9992 002 (BY AMY HANSEL, COMMUNITIES OF CROCUS, APPLICANT, NORTHWESTERN MUTUAL LIFE INSURANCE, PROPERTY OWNER)

WHEREAS, Amy Hansel, Communities of Crocus having petitioned the City of Franklin for the approval of a Special Use to allow for the development of a sixteen unit supportive housing development, resident community center, and community Hub facility upon property located at 0 S. 31<sup>st</sup> Street, zoned B-4 S. 27th St. Mixed Use Commercial District. The property which is the subject of the application bears Tax Key No. 761 9992 002 and is more particularly described as follows:

Lot 1 of certified survey map no. 7905 recorded in the office of the register of deeds for Milwaukee County, Wisconsin on April 11, 2007 as document no. 9415687, said certified survey map being a part of the southwest 1/4 and the southeast 1/4 of the Northeast 1/4 of section 12, township 5 north, range 21 east, in the city of Franklin, Milwaukee County, Wisconsin.; and

WHEREAS, such petition having been duly referred to the Plan Commission of the City of Franklin for a public hearing, pursuant to the requirements of §15-9.0103D. of the Unified Development Ordinance, and a public hearing having been held before the Plan Commission on the 22<sup>nd</sup> day of August, 2024, and the Plan Commission thereafter having determined to recommend that the proposed Special Use be approved, subject to certain conditions, and the Plan Commission further finding that the proposed Special Use upon such conditions, pursuant to §15-3.0701 of the Unified Development Ordinance, will be in harmony with the purposes of the Unified Development Ordinance and the Comprehensive Master Plan; that they will not have an undue adverse impact upon adjoining property; that they will not interfere with the development of neighboring property; that they will be served adequately by essential public facilities and services; that they will not cause undue traffic congestion; and that they will not result in damage to property of significant importance to nature, history or the like; and

WHEREAS, the Common Council having received such Plan Commission recommendation and also having found that the proposed Special Use, subject to conditions, meet the standards set forth under §15-3.0701 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the petition of Amy Hansel, Communities of Crocus, for the approval of a Special Use for the property particularly described in the preamble to this Resolution, be and the same is hereby approved, subject to the following conditions and restrictions:

- 1. That this Special Use is approved only for the use of the subject property by Amy Hansel, Communities of Crocus, successors and assigns, for a sixteen-unit supportive housing development, resident community center, and community Hub facility, pursuant to those plans City file-stamped August 12, 2024 and annexed hereto and incorporated herein as Exhibit A.
- 2. Amy Hansel, Communities of Crocus, successors and assigns, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Amy Hansel, Communities of Crocus, sixteen-unit supportive housing development, resident community center, and community Hub facility Special Use, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
- 3. The approval granted hereunder is conditional upon the Amy Hansel, Communities of Crocus sixteen-unit supportive housing development, resident community center, and community Hub facility Special Use for the property located at 0 S 31<sup>st</sup> Street TKN 761 9992 002: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
- 4. The applicants shall obtain approval of a site plan for full development of this lot.

BE IT FURTHER RESOLVED, that in the event Amy Hansel, Communities of Crocus, successors or assigns, or any owner of the subject property, does not comply with one or any of the conditions and restrictions of this Special Use Resolution, following a ten (10) day notice to cure, and failure to comply within such time period, the Common Council, upon notice and hearing, may revoke the Special Use permission granted under this Resolution.

BE IT FURTHER RESOLVED, that any violation of any term, condition or restriction of this Resolution is hereby deemed to be, and therefore shall be, a violation of the Unified Development Ordinance, and pursuant to §15-9.0502 thereof and §1-19 of the Municipal Code, the penalty for such violation shall be a forfeiture of no more than \$2,500.00, or such other maximum amount and together with such other costs and terms as may be specified therein from time to time. Each day that such violation continues shall be a
#### AMY HANSEL, COMMUNITIES OF CROCUS – SPECIAL USE RESOLUTION NO. 2024-\_\_\_\_ Page 3

separate violation. Failure of the City to enforce any such violation shall not be a waiver of that or any other violation.

BE IT FURTHER RESOLVED, that this Resolution shall be construed to be such Special Use Permit as is contemplated by §15-9.0103 of the Unified Development Ordinance.

BE IT FURTHER RESOLVED, pursuant to §15-9.0103G. of the Unified Development Ordinance, that the Special Use permission granted under this Resolution shall be null and void upon the expiration of one year from the date of adoption of this Resolution, unless the Special Use has been established by way of the issuance of an occupancy permit for such use.

BE IT FINALLY RESOLVED, that the City Clerk be and is hereby directed to obtain the recording of a certified copy of this Resolution in the Office of the Register of Deeds for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

APPROVED:

John R. Nelson, Mayor

ATTEST:

Shirley J. Robinson, City Clerk

AYES \_\_\_\_\_ NOES \_\_\_\_\_ ABSENT \_\_\_\_\_

STATE OF WISCONSIN

CITY OF FRANKLIN

#### ORDINANCE NO. 2024-

AN ORDINANCE TO AMEND THE CITY OF FRANKLIN 2025 COMPREHENSIVE MASTER PLAN TO CHANGE THE CITY OF FRANKLIN 2025 FUTURE LAND USE MAP FOR THREE PROPERTIES GENERALLY LOCATED ON THE EAST SIDE OF SOUTH 31ST STREET, ADDRESSED AS 7521 S. 31ST STREET (TKN 786 9981 004), 0 S 35TH STREET (TKN 761 9997 003) AND 0 S 31ST STREET (TKN 761 9994 005), FROM OFFICE USE AND AREAS OF NATURAL RESOURCE FEATURES USE TO MIXED USE (TOTALING APPROXIMATELY 24.5 ACRES) (AMY HANSEL, COMMUNITIES OF CROCUS) (NORTHWESTERN MUTUAL LIFE INSURANCE, PROPERTY OWNERS)

WHEREAS, pursuant to Wis. Stat. §§ 62.23(2) and (3) and 66.1001(4), the City of Franklin is authorized to prepare and adopt and to amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2); and

WHEREAS, Amy Hansel, Communities of Crocus has applied for an amendment to the Comprehensive Master Plan to change the City of Franklin 2025 Future Land Use Map designation for three properties generally located on the east side of South 31<sup>st</sup> Street, addressed as 7521 S. 31<sup>st</sup> Street (TKN786 9981 004), 0 S 35<sup>th</sup> Street (TKN 761 9997 003) and 0 S 31<sup>st</sup> Street (TKN 761 9994 005), from Office Use and Areas of Natural Resource Features Use to Mixed Use; and

WHEREAS, the Plan Commission of the City of Franklin by a majority vote of the entire Commission on August 22, 2024, recorded in its official minutes, has adopted a resolution recommending to the Common Council the adoption of the Ordinance to Amend the City of Franklin 2025 Comprehensive Master Plan to change the City of Franklin 2025 Future Land Use Map for three properties generally located on the east side of South 31<sup>st</sup> Street, addressed as 7521 S. 31<sup>st</sup> Street (TKN786 9981 004), 0 S 35<sup>th</sup> Street (TKN 761 9997 003) and 0 S 31<sup>st</sup> Street (TKN 761 9994 005), from Office Use and Areas of Natural Resource Features Use to Mixed Use; and

NOW, THEREFORE, the Mayor and Common Council of the City of Franklin, Wisconsin, do ordain as follows:

SECTION 1: The City of Franklin 2025 Comprehensive Master Plan is hereby

amended to change the City of Franklin 2025 Future Land Use Map designation for three properties generally located on the east side of South 31<sup>st</sup> Street, addressed as 7521 S. 31<sup>st</sup> Street (TKN786 9981 004), 0 S 35<sup>th</sup> Street (TKN 761 9997 003) and 0 S 31<sup>st</sup> Street (TKN 761 9994

ORDINANCE NO. 2024-\_\_\_\_ Page 2

	005), from Office Use and Areas of Natural Resource Features Use to Mixed Use. Such property is more particularly described within Resolution No. 2024 of even-date herewith.
SECTION 2:	The terms and provisions of this ordinance are severable. Should any term or provision of this ordinance be found to be invalid by a court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect.
SECTION 3:	All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.
SECTION 4:	This ordinance shall take effect and be in force from and after its passage and publication.
Introduced at day of	a regular meeting of the Common Council of the City of Franklin this, 2024, by Alderman

Passed and adopted by a majority vote of the members-elect of the Common Council at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

#### APPROVED:

John R. Nelson, Mayor

ATTEST:

Shirley J. Robinson, City Clerk

AYES \_\_\_\_\_ NOES \_\_\_\_\_ ABSENT \_\_\_\_\_

#### CITY OF FRANKLIN

#### ORDINANCE NO. 2024-

### AN ORDINANCE TO AMEND THE UNIFIED DEVELOPMENT ORDINANCE (ZONING MAP) TO REZONE THREE PROPERTIES LOCATED ON THE EAST SIDE OF SOUTH 31ST STREET, ADDRESSED AS 7521 S. 31ST STREET (TKN 786 9981 004), 0 S 35TH STREET (TKN 761 9997 003) AND 0 S 31ST STREET (TKN 761 9994 005), TO B-4 SOUTH 27<sup>TH</sup> STREET MIXED USE BUSINESS DISTRICT (AMY HANSEL, COMMUNITIES OF CROCUS) (NORTHWESTERN MUTUAL LIFE INSURANCE, PROPERTY OWNERS)

WHEREAS, Amy Hansel, Communities of Crocus having petitioned the City of Franklin for the rezoning of approximately 24.5 acres of land, from R-6 Suburban Single-Family Residence District and OL-1 Office Overlay District to B-4 South 27<sup>th</sup> Street Mixed Use Business District, such land addressed as 7521 S. 31<sup>st</sup> Street (TKN786 9981 004), 0 S 35<sup>th</sup> Street (TKN 761 9997 003) and 0 S 31<sup>st</sup> Street (TKN 761 9994 005); and

WHEREAS, a public hearing was held before the City of Franklin Plan Commission on the 22<sup>nd</sup> day of August, 2024, upon the aforesaid petition and the Plan Commission thereafter having determined that the proposed rezoning would promote the health, safety and welfare of the City and having recommended approval thereof to the Common Council; and

WHEREAS, the Common Council having considered the petition and having concurred with the recommendation of the Plan Commission and having determined that the proposed rezoning is consistent with the 2025 Comprehensive Master Plan of the City of Franklin, Wisconsin and would promote the health, safety and welfare of the Community.

NOW, THEREFORE, the Mayor and Common Council of the City of Franklin, Wisconsin, do ordain as follows:

SECTION 1: §15-3.0102 (Zoning Map) of the Unified Development Ordinance of the City of Franklin, Wisconsin, is hereby amended to provide that the zoning district designation for 7521 S. 31st Street (TKN 786 9981 004) described below, be changed from R-6 Suburban Single-Family Residence District and OL-1 Office Overlay District to B-4 South 27th Street Mixed Use Business District; and

> §15-3.0102 (Zoning Map) of the Unified Development Ordinance of the City of Franklin, Wisconsin, is hereby amended to provide that the zoning district designation for 0 S 35<sup>th</sup> Street (TKN 761 9997 003) described below, be changed from R-6 Suburban Single-Family

Residence District and OL-1 Office Overlay District to B-4 South 27th Street Mixed Use Business District; and

§15-3.0102 (Zoning Map) of the Unified Development Ordinance of the City of Franklin, Wisconsin, is hereby amended to provide that the zoning district designation for 0 S 31<sup>st</sup> Street (TKN 761 9994 005) described below, be changed from R-6 Suburban Single-Family Residence District and OL-1 Office Overlay District to B-4 South 27th Street Mixed Use Business District:

7521 S. 31<sup>st</sup> Street (TKN 786 9981 004): Parcel 2 of certified survey map no. 5794 recorded in the office of the register of deeds for Milwaukee County, Wisconsin on January 14, 1993, in reel 2948 of certified survey maps, image 745 as document no. 6715343, said certified survey map being a division of lands in the southeast 1/4 and the southwest 1/4 of the northeast 1/4 of section 12, township 5 north, range 21 east, in the city of Franklin, Milwaukee County, Wisconsin.

Excepting therefrom that portion of land conveyed in instrument recorded April 10, 2006 as document no. 9215971.; and

0 S 35<sup>th</sup> Street (TKN 761 9997 003): That part of the northeast 1/4 of section 12 in town 5 north, range 21 east, in the city of Franklin, county of Milwaukee, state of Wisconsin, which is bounded and described as follows, to-wit:

Commencing at the southwest corner of said 1/4 section; thence north  $00^{\circ}$  05' 06" west along the west line of said 1/4 section 165.32 feet to the point of beginning of lands to be described; thence continuing north  $00^{\circ}$  05' 06" west along said line 165.33 feet to a point in the south line of certified survey map no. 5794; thence north 87° 41' 30" east along said south line 1308.41 feet; thence south  $00^{\circ}$  02' 14" west 331.39 feet, said point also being in the centerline of south 31st street; thence south 87° 43' 22" west 1037.44 feet to a point in the east line of certified survey map no. 3564; thence north  $00^{\circ}$  05' 06" west along said east line 165.32 feet to the northeast corner of said certified survey map; thence south 87° 43' 22" west along the north line of said certified survey map 270.23 feet to the point of beginning. Excepting therefrom lands dedicated to the public for street purposes.

Further excepting therefrom that portion of land conveyed in instrument recorded April 10, 2006 as document no. 9215973.; and

0 S 31<sup>st</sup> Street (TKN 761 9994 005): All that part of the west 1/2 of the southeast 1/4 section 12, town 5 north, range 21 east, in the city of Franklin, county of Milwaukee, state of Wisconsin, bounded and described as follows:

Commencing at the northwest corner of the 1/4 section; thence north  $89^{\circ}$  44' 10" east on and along the north line of the 1/4 section, 1330.13 feet to the northeast corner of the west 1/2 of the 1/4 section; thence south  $2^{\circ}$  03' west along the east line of the west 1/2, 206.05 feet (recorded) south  $00^{\circ}02'11"$  west, 205.25 feet (measured) to a point; thence west on a line which is parallel to and 2448.99 feet north  $2^{\circ}$  03' east of the south line of the 1/4 section,

ORDINANCE NO. 2024-\_\_\_\_ Page 3

1330.30 feet (recorded) south  $88^{\circ}$  00' 24" west 1330.10 feet (measured) to a point in the west line of the 1/4 section; thence north  $2^{\circ}$  08' east along said west line, 200 feet (recorded) 198.75 feet (measured) to the place of Commencement.

Excepting therefrom certified survey map no. 3564 recorded on February 12, 1979 as Document no. 5289377.

Further excepting therefrom that portion of land conveyed in instrument recorded April 10, 2006 as document no. 9215974; and

- SECTION 2: The terms and provisions of this ordinance are severable. Should any term or provision of this ordinance be found to be invalid by a court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect.
- SECTION 3: All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.
- SECTION 4: This ordinance shall take effect and be in force from and after its passage and publication.

Introduced at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_\_, 2024.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

APPROVED:

John R. Nelson, Mayor

ATTEST:

Shirley J. Robinson, City Clerk

AYES \_\_\_\_\_ NOES \_\_\_\_\_ ABSENT \_\_\_\_\_



# 7521 S. 31st Street TKNs: 786 9981 004, 761 9997 003, 761 9994 005



### Planning Department (414) 425-4024





This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.







## TKN: 761 9992 002



### Planning Department (414) 425-4024





This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.





or surveying purposes.





$\langle 1 \rangle$	STEVEN J. FEIDER 7250 S 35TH ST FRANKLIN WI 53132	(17)	DOROTHY E. TURCSANYI & DANIEL J. ANTE 7341 S 35TH ST FRANKLIN WI 53132
$\langle 2 \rangle$	ROXANNE & ALEXANDER MLADENOVICH 3321 W MINNESOTA AVE FRANKLIN WI 53132	(18)	JUSTIN WEISE 7375 S 35TH ST FRANKLIN WI 53132
$\langle 3 \rangle$	DIANE C. TURNER & DENNIS J. SPACEK 3313 W MINNESOTA AVE FRANKLIN WI 53132	(19)	LARRY D. TOM 7124 S 35TH ST FRANKLIN WI 53132
$\langle 4 \rangle$	CYNTHIA R. CALARCO & THOMAS C. MURPHY 3305 W MINNESOTA AVE FRANKLIN WI 53132	<b>(20)</b>	CITY OF FRANKLIN 9229 W LOOMIS RD FRANKLIN WI 53132
$\langle 5 \rangle$	BRENDA A. GUAGLIARDO 3219 W MINNESOTA AVE FRANKLIN WI 53132	(21)	JANELLE & GORDON CRUM 3513 W MADISON BLVD FRANKLIN WI 53132
$\langle 6 \rangle$	ABEGAIL D. & TOLENTINO D. MIRA JR 3211 W MINNESOTA AVE FRANKLIN WI 53132	<b>(22)</b>	LINDA & HOWARD SCHAFER 3505 W MADISON BLVD FRANKLIN WI 53132
$\langle 7 \rangle$	JEFFERY OGREN 5657 N BAY RIDGE AVE WHITEFISH BAY WI 53217	(23)	EDITH S. WEINHOLD 3518 W MARQUETTE AVE FRANKLIN WI 53132
<b>(8</b> )	DAGMAR & TIMOTHY D. TATLOCK 3119 W MINNESOTA AVE FRANKLIN WI 53132	<b>(24)</b>	WENDY J. & TIMOTHY J. SCULLY 3506 W MARQUETTE AVE FRANKLIN WI 53132
<b>(9</b> )	ROY & SUSAN BODSHAUG 3111 W MINNESOTA AVE FRANKLIN WI 53132	<b>(25)</b>	MOZELLE M. & JOHN KELLY 7444 S 35TH ST FRANKLIN WI 53132
(10)	PATRICIA A. & JEFFREY T. PRZYBYLKA 3103 W MINNESOTA AVE FRANKLIN WI 53132	<b>(26)</b>	KATHLEEN A. MCGRAW 7452 S 35TH ST FRANKLIN WI 53132
(11)	DEREK DOSEDLA 7271 S 35TH ST FRANKLIN WI 53132	<b>(27)</b>	AL ULMA REVOCABLE LIVING TRUST 7411 W COLD SPRING RD GREENFIELD WI 53220
(12)	STEVEN A. ROHDE 7283 S 35TH ST FRANKLIN WI 53132	<b>(28)</b>	GREGORY T & BARBARA NOWAK TRUST 7541 S 31TH ST FRANKLIN WI 53132
(13)	CAROL F. NICKELS 7305 S 35TH ST FRANKLIN WI 53132	<b>(29)</b>	MASTER-HALCO, INC. 3010 LYNDON B JOHNSON FWY, #800 DALLAS TX 75234
(14)	JUDITH & TIM DERESZYNSKI 7315 S 35TH ST FRANKLIN WI 53132	<b>30</b>	THE NORTHWESTERN MUTUAL LIFE INSURANCE COMPANY 1 NORTHWESTERN MUTUAL WAY ERANKLIN WI 53132
(15)	JUNE A. DUFFY & JOHN J. KNIGHT 7341 S 35TH ST FRANKLIN WI 53132	(31)	FRANKLIN STATESMAN APARTMENTS, LLC 570 LAKE COOK RD STE 325 DEEREIELD II 60015
(16)	KAREN D. JEFFRIES-WRIGHT 7351 S 35TH ST FRANKLIN WI 53132	32	FRANKLIN STATESMAN APARTMENTS, LLC 570 LAKE COOK RD STE 325 DEERFIELD IL 60015

# LEGEND

$\sim$	PROPOSED PROJECT BOUNDARY
/ \ /	100-YR FLOODPLAIN & FLOODWAY PER FEMA FIRM 55079C0162E, EFFECTIVE SEPTEMBER 26, 2008
<u> </u>	ORDINARY HIGH WATER MARK (OHWM), PER DELINEATION BY RES, DATED MAY 8, 2024
/ \_ /	CONSERVATION EASEMENT (RECORED DOCUMENT AS NOTED)
an a	SECONDARY ENVIRONMENTAL CORRIDOR, PER SOUTHEAST WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC) 2020 GIS LINEWORK PROVIDED SEPTEMBER 18, 2024
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	30' WETLAND BUFFER DISTURBANCE TO BE MITIGATED AT A RATIO OF 1.5x THE ACREAGE OF DISTURBANCE (UDO §15-4.0103 (B)(5))
/^\/	20' WETLAND SETBACK NO IMPERMEABLE IMPROVEMENTS PERMITTED. PERMANENT VEGETATION TO BE REESTABLISHED IN ALL DISTURBED AREAS
-^	75' SHORELAND SETBACK (OFFSET FROM DELINEATED OHWM)
/ \ _ /	STORMWATER & UTILITY EASEMENTS

	EFFECTIVE SEPTEMBER 26, 2008
·	ORDINARY HIGH WATER MARK (OHWM), PER DELINEATION BY RES, DATED MAY 8, 2024
•	CONSERVATION EASEMENT (RECORED DOCUMENT AS NOTED)
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# NOTES:

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# **COMMUNITIES OF CROCUS** -CAMPUS PLAN

7521 S 31st ST FRANKLIN, WI 53132



ΔNO	DESCRIPTION	DATE
	ISSUANCE HISTORY - THIS SH	IEET
HGA NO:		G14-0581
OVERALL SITE EXHIBIT		
DATE:	JAN	UARY 26, 2024
	PROJECT DOCUME	NTS

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STEVEN J. FEIDER

STEVEN J. FEIDER 7250 S 35TH ST FRANKLIN WI 53132	 (17)	DOROTHY E. TURCSANYI & DANIEL J. ANTE 7341 S 35TH ST FRANKLIN WI 53132
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# LEGEND



ORDINARY HIGH WATER MARK (OHWM), PER DELINEATION BY RES, DATED MAY 8, 2024

DELINEATED WETLAND BOUNDARY PER RES, DATED MAY 8, 2024 DISTURBANCE TO BE MITIGATED AT A RATIO OF 1.5x THE
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30' WETLAND BUFFER DISTURBANCE TO BE MITIGATED AT A RATIO OF 1.5x THE ACREAGE OF DISTURBANCE (UDO §15-4.0103 (B)(5))

20' WETLAND SETBACK NO IMPERMEABLE IMPROVEMENTS PERMITTED. PERMANENT VEGETATION TO BE REESTABLISHED IN ALL DISTURBED AREAS

100-YR FLOODPLAIN & FLOODWAY PER FEMA FIRM 55079C0162E, EFFECTIVE SEPTEMBER 26, 2008

75' SHORELAND SETBACK (OFFSET FROM DELINEATED OHWM)

CONSERVATION EASEMENT (RECORED DOCUMENT AS NOTED)

SECONDARY ENVIRONMENTAL CORRIDOR, PER SOUTHEAST WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC) 2020 GIS LINEWORK PROVIDED SEPTEMBER 18, 2024

STORMWATER & UTILITY EASEMENTS

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120



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# **COMMUNITIES OF CROCUS** -CAMPUS PLAN

7521 S 31st ST FRANKLIN, WI 53132



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(17) 7341 S 35TH ST

STEVEN J. FEIDER

DOROTHY E. TURCSANYI & DANIEL J. ANTE

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# LEGEND

\*/\_/////////

PROPOSED PROJECT BOUNDARY

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SECONDARY ENVIRONMENTAL CORRIDOR, PER SOUTHEAST WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC) 2020 GIS LINEWORK PROVIDED SEPTEMBER 18, 2024

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DISTURBANCE TO BE MITIGATED AT A RATIO OF 1.5x THE ACREAGE OF DISTURBANCE (UDO §15-4.0103 (B)(5)) 20' WETLAND SETBACK

✓ NO IMPERMEABLE IMPROVEMENTS PERMITTED. PERMANENT VEGETATION TO BE REESTABLISHED IN ALL DISTURBED AREAS

100-YR FLOODPLAIN & FLOODWAY PER FEMA FIRM 55079C0162E, EFFECTIVE SEPTEMBER 26, 2008

ORDINARY HIGH WATER MARK (OHWM), PER DELINEATION BY RES, DATED MAY 8, 2024

75' SHORELAND SETBACK (OFFSET FROM DELINEATED OHWM) STORMWATER & UTILITY EASEMENTS

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UST

TS, LLC

TS, LLC

# **COMMUNITIES OF CROCUS** -CAMPUS PLAN

7521 S 31st ST FRANKLIN, WI 53132



	DESCRIPTION	DATE
L	ISSUANCE HISTORY - THIS SH	IEET
HGA NO		G14-0581



JANUARY 26, 2024

PROJECT DOCUMENTS







STEVEN J. FEIDER

DOROTHY E. TURCSANYI & DANIEL J. ANTE

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PROPOSED PROJECT BOUNDARY

100-YR FLOODPLAIN & FLOODWAY PER FEMA FIRM 55079C0162E, EFFECTIVE SEPTEMBER 26, 2008

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STORMWATER & UTILITY EASEMENTS

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# **COMMUNITIES OF CROCUS** -CAMPUS PLAN

7521 S 31st ST FRANKLIN, WI 53132



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SHORELAND SETBACK **EXHIBIT** 

PROJECT DOCUMENTS

DATE



JANUARY 26, 2024





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JANUARY 26, 2024 PROJECT DOCUMENTS



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JANUARY 26, 2024

PROJECT DOCUMENTS



#### **Communities of Crocus**

7521 South 31<sup>st</sup> Street (Parcels 761-9992-002; 761-9994-005; 761-9997-003; 786-9981-004) Project Narrative for City of Franklin Submitted with Comprehensive Master Plan Amendment / Rezoning / Special Use Applications Prepared by HGA Architects (HGA Inc.) Updated October 7, 2024

#### **Updated Site Narrative**

Communities of Crocus, Inc. aims to create a supportive neighborhood for adults with autism and similar intellectual disabilities in Franklin, Wisconsin. The project is being proposed for 7521 South 31st Street on the approximately 45-acre site owned by Northwestern Mutual Insurance Company. The development will be built in phases, beginning with Phase 1. This initial construction will include both the Care at Crocus and Centre at Care. Care at Crocus will consist of three single-story homes featuring four one-bedroom apartment units each with a private kitchen and bathroom, shared living spaces, laundry facilities, a nurses' station, a sensory room, and calming areas. Supplementing these facilities, Centre at Care will be a 15,000 square foot facility designed for both residents and the broader autism community, offering recreational areas, a therapy pool, and spaces for various therapies including art and music therapy, alongside administrative offices. Phase 1 also includes a Supportive Hub providing services such as life skills training and caregiver support for residents and their families along with office space for Communities of Crocus, Inc. as well as community partners with similar missions. Future phases will include an apartment building for adults who can live independently with support, as well as townhomes and ranch condos family members of residents to promote a close-knit in-community support system. Additionally, a planned future phase will add a community pavilion, which is planned as an area for gatherings, farmers markets, and other events, many of which will be open to the broader Franklin community. The goal of the project is to provide a holistic approach to housing and support that fosters a sense of purpose and community engagement for individuals with autism and their families.

A key factor for the Communities of Crocus leadership was for the site of their new development to prominently feature the natural environment. It was important to select a site in Southeastern Wisconsin where residents could connect with nature in a meaningful way. The property search focused around the Milwaukee County area where there is a substantial need for housing options for adults with autism and their families. The Communities of Crocus team looked at and evaluated multiple locations in Southeast Wisconsin, including several properties in Oak Creek, Franklin, and South Milwaukee, a site in Mt. Pleasant, and a site in Kenosha; all were tested and ruled out due to factors such as site constraints, cost, lack of transportation options, and/or lack of natural amenities and buildable area. The Northwestern Mutual properties on South 31st Street were chosen not only for their close proximity to transportation, stores, and other community facilities, but also for the existing natural environment and abundant green space that was so desired for the wellness and enjoyment of the residents, creating a true community for all who will call this site home.

The buildable area for this site is directly fronting South 31st Street. It is important to note that many natural features located on these properties will restrict development beyond the limits proposed by this project. The floodway associated with the East Branch of the Root River, which runs north-to-south along the western limits of the property, will prevent further construction along South 35th St.

Additionally, a Secondary Environmental Corridor established by the Southeast Wisconsin Regional Planning Commission (SEWRPC), further encompasses the property from the right-of-way line along South 35th St eastward towards the center of the site. While not officially protected at this time, future updates to the City of Franklin's Unified Development Ordinance (UDO) are expected to require mitigation of this Corridor for any lands impacted by development and construction activities. Furthermore, two existing detention basins built in 2022 by the Milwaukee Metropolitan Sewerage District (MMSD) fall under a 10-year conservation easement intended to protect the constructed wetlands established within them. Communities of Crocus choose this site because of its natural beauty. Their goal is to leave the western two-thirds of the site as woodlands and wetlands restricting their buildings to the area along South 31st Street.

Communities of Crocus is aware of concerns that have been brought to the City by local residents, many of whom live in the vicinity of the project site. These questions have largely focused on impacts to the environmental resources on site, as well as concerns regarding stormwater design and the potential for flooding impacts to the surrounding properties. Communities of Crocus is committed to preserving the integrity of this site and its natural resources, and has met with both the City of Franklin and MMSD to ensure that their development will not create negative impacts to the neighboring properties and will preserve the existing features of this site to the fullest extent:

- Stormwater run-off from this development will be captured on-site via a combination of green infrastructure practices to meet the requirements set forth by the City of Franklin's Stormwater Management Ordinance.
- Proposed developments within the City of Franklin must also meet the requirements of MMSD Chapter 13, which places additional restrictions on the peak flows and/or volumes of stormwater produced by new developments.
- In meeting the requirements of both MMSD and the City of Franklin Stormwater Management Ordinance, stormwater run-off generated by this site will not exceed that of existing conditions, ensuring no negative impacts will be caused to the capacity of the existing MMSD ponds nor the existing floodway of the Root River East Branch.
- The design team met with MMSD on September 19, 2024, as well as on earlier phone calls. MMSD is fully aware of the project and saw no issues with the project as proposed. The proposed development respects the MMSD easements and all other easements and restrictions on the site. MMSD will be kept informed of the design intent of this project and any effects on their existing stormwater facilities on-site. Their approval will be required prior to construction to ensure these basins maintain the integrity of their designed function. The developer will be responsible for the restoration of disturbed features within these conservation easements due to the construction activity of this site.
- Any small areas of impact made by this development or its related construction activities to existing wetlands and their surrounding 30-foot buffer will be mitigated at a rate of 1.5x the acreage disturbed, per the requirements set forth in the UDO, Section 15-4.0103.

It is the vision of Communities of Crocus and its leadership to provide residents with a continuum of care that not only caters to the needs of the individuals, but also promotes a strong connection to nature and the outdoors. The innate beauty of the site is highly valued by all involved in the project, and through maintaining a reduced density across the site as well as allocating the western two-thirds of the property to the existing woods and wetlands, Communities of Crocus maintains a fervent commitment to preserving these qualities that the community as grown to cherish.

#### **Communities of Crocus**

7521 South 31<sup>st</sup> Street (Parcels 761-9992-002; 761-9994-005; 761-9997-003; 786-9981-004) Project Narrative for City of Franklin Submitted with Comprehensive Master Plan Amendment / Rezoning / Special Use Applications Prepared by HGA Architects (HGA Inc.) Updated August 12, 2024

#### **Narrative Introduction**

This narrative is to provide details and support the following Communities of Crocus Applications:

#### Special Use Application.

The project is submitting a Special Use Application to provide information on the Care Homes and Centre building, which require a Special Use Permit per City of Franklin Section 15-3.0304 and Special Use Table 15-3.0603. This Special Use Application is for the northern parcel, TKN: 761-992-002.

#### Comprehensive Master Plan Amendment Application.

This project is submitting a Comprehensive Master Plan Amendment Application to modify/amend the current Comprehensive Master Plan that was previously approved for this site.

#### **Rezoning Application.**

The project is submitting a Rezoning Application to reclassify the three (3) southern parcels on the site (761-9994-005 is zoned R-6 with OL-1; 761-9997-003 is zoned R-6 with OL-1; 786-9981-004 is zoned R-6 with OL-1), to a B-4 Zoning. The northern parcel (761-9992-002) is currently zoned B-4, so the reclassification of the southern parcels to B-4 would give the B-4 zoning classification to all of the parcels.

The narrative has the following sections:

- I. Site
- II. Owner Information
- III. Proposed Use of Site
- IV. Buildings Proposed for Site
- V. Project Phasing
- VI. Site Considerations

#### I. Site.

The site is located at 7521 South 31<sup>st</sup> Street in the City of Franklin. The property stretches between South 31<sup>st</sup> and South 35<sup>th</sup> Street, just south of West Minnesota Avenue, and contains the following four (4) parcels (starting with the northern most parcel and moving south) that total approximately 45 acres:

761-9992-002 is zoned B-4

761-9994-005 is zoned R-6 with OL-1

761-9997-003 is zoned R-6 with OL-1

786-9981-004 is zoned R-6 with OL-1

The Root River traverses through the western portion of the site near 35<sup>th</sup> Street and much of the property (about 2/3 of the site) is wetlands and heavily treed woodlands. There is a pond that straddles the southern parcels and two detention ponds that were constructed by MMSD in 2019 to help mitigate and control rainwater run-off across the property headed to the Root River at the western edge of the property. The eastern 1/3 (approximately 12-13 acres) is gently sloping

(east to west) farm fields and that is where the proposed development will take place. There are no planned structures, roads, or infrastructure proposed in the wetlands or woodlands on the bottom 2/3 of the site. Communities of Crocus has a Purchase Agreement to buy the property from current owner, Northwestern Mutual.

#### II. Owner Information.

Communities of Crocus (CoC) is a nonprofit (501)(c)(3) started by Amy Hansel and Emily (Trevor) Peters. Both are parents of children on the autism spectrum and/or with Down Syndrome. The mission of Communities of Crocus is to create supportive homes of choice for adults (18 years of age and above) with autism and similar intellectual and developmental disabilities that give them a sense of pride, accomplishment, and dignity by providing housing and supportive services within a natural environment.

Communities of Crocus is led by a Board that includes the following:

• **Amy Hansel (President)** Amy has spent the past 26 years as a civil servant working for the Federal Government. She has extensive experience building relationships with people from various backgrounds, at all levels and from all over the world.

• Emily Peters (Vice President) Emily is a 25-year sales executive at the Xerox Corporation working with Fortune 1000 companies in the Midwest where she has maintained long lasting relationships with her clients and built trust as an advisor of business solutions.

• Andy Palec (Director). Andy has over three decades of experience managing complex real estate projects from inception through to successful completion. Currently a Vice President with Milwaukee-based Irgens Partners, he has prior involvement with different types of medical real estate and housing, from independent living for seniors to assisted living and skilled nursing care throughout the US.

• **Rechelle Chaffe (Director).** Rechelle serves as the Executive Director of Autism Society SE WI and has family members on the spectrum. She has championed for Autism awareness, education and supports by providing programs and services that benefit the Autism community. She brings a passion for advocacy efforts to work every day.

• Chris Zirbes (Director). Chris has developed a successful professional career of working for small community, family-owned banks and is a Senior Vice President of commercial lending at Horicon Bank. He is also a proud member of the Wauwatosa Mayfair Rotary.

#### III. Proposed Use of the Site.

The goal is to create a community with a range of housing and support programs for adults (18 years and above) with autism or similar intellectual and developmental disabilities. However, an equally important goal of the project is to provide natural supports by offering market rate housing opportunities for the parents/family members of the residents and others who chose to live in the community and participate in the lives of these unique individuals.

In addition, Communities of Crocus will provide an educational support building (called the Supportive Hub) where the residents and others in the greater community, including adults with autism and similar intellectual and developmental disabilities, can get the support and services they need to live as independently as possible. In addition, the Hub will provide services and support for parents,

family members, caregivers, and others involved in the continuum of care for these individuals. The residents living in the CARE homes and the APTS at Communities of Crocus will have a broad range of abilities and needs and CoC will meet those needs through diverse housing options that will include the following:

Name of Building Type	Building Description	Number of Buildings / Units For Adults with Autism /IDD	Number of Buildings / Units For Parents/ Family
Care Homes	The CARE Homes are designed for autistic adults with complex or higher levels of need, including up to 24/7 services and support. The home includes additional centralized and private support/ engagement space for staff/ residents.	Three Homes, each with four (4) one- bedroom Apts = 12 total Apts. *Plans are in place to add a fourth home in the future. Future total = 16	
Apartments	The APTS are for individuals with autism and similar intellectual and developmental disabilities who, with the help of individualized services and support, are able to live more independently, navigate the greater community, and engage in work and other lifelong learning opportunities.	32 one-bedroom apartments 1-Try it apartment 1-four-bedroom respite apartment Total = 34 apartments with the potential for 36, see below *Plans are to look into adding two additional one-bedroom apartments for resident support staff	
Duplex Homes			6- 7 duplexes for total of 12–14 Units
Townhomes			8 Townhomes for a total of 8 Units
Totals		52 Units for Adults with Autism	20 -22 Units for Family Members or Caregivers

### Communities of Crocus Housing Types

#### IV. Buildings Proposed for the Site.

The goal for the Communities of Crocus development is to provide options for housing and support/resources spaces so that adults with autism and similar disabilities can live as independently as possible in a community that also provides options for their parents/family members and other interested parties to live in the same community. The entire Communities of Crocus project is designed to feel like a residential community that fits in with the neighborhood to the north and west. The Care Homes and Centre at Crocus are one-story buildings surrounded by expansive lawn areas with landscaping buffers surrounding the buildings and screening views. The building exteriors will be constructed with a blend of masonry (brick) and cement board siding. They will feature a combination of flat and gently sloped roofs meant to recall the mid-century modern architectural style that features homes with lots of windows and daylight, and large roof overhangs that stretch out and stay low to the ground.

#### Care Homes (Phase 1).

Each Care Home is a 6,000 SF single-story residence for adults with autism and each home features four (4) fully independent one-bedroom apartments with a central commons space. The four (4) one-bedroom apartments are each approximately 650 square feet, are fully ADA accessible, and include a kitchen, living room, bedroom, and bathroom. Each apartment has an exterior porch off of the living room, connecting each of the apartments to the outdoor lawn areas. The central area provides a gathering space for the residents with a shared living room / gaming area and an additional shared kitchen, laundry room, and sensory room. Another shared amenity are two lounges, or 'Relax and Ready Rooms', that contain soft seating, a desk, and provide an additional enclosed lounge space for residents and staff. In addition, the commons space includes an office area for the staff who will be supporting the residents, a nurse's office, restroom, mechanical, and storage rooms.

#### Centre at Crocus (Phase 1).

The Center is a 15,000 square-foot single story building with a basement. The Centre is intended to be a support building for the Care Homes where the 12 residents who live in the Homes (and others with similar needs in the greater community) will engage in lifelong learning, social engagement, and therapeutic opportunities. The Centre has spaces or zones for recreation, life skills training, therapy, art and music-making, relaxation, and leisure. It is envisioned that the residents will move through the zones over the course of the day with 3-4 residents in each zone at a time. Defined Centre zones include:

• Recreation Zone: this space includes a large open area with a track space for walking and tricycle use, as well as a central area with fitness equipment such as stationary bikes and ellipticals. There is also a separate Jungle Gym Room with an adult size climbing structure, a heated therapy pool with supporting locker rooms, showers, and changing rooms.

• Life Skills Training Zone: this space features a kitchen area used for demonstrating cooking, nutritional classes and, cleaning skills. The kitchen will serve as an eating and learning area and provide an opportunity to decrease health inequities for this population. This area will also include a separate personal care area where individuals can engage in health and hygiene instruction.

• Art + Music Zone: this space will feature a large room for art classes with tables for painting,

drawing, and sculpture-making, cabinets for art storage, and countertops with double-bowl sinks. The music and media room will feature spaces for musical instruments, as well as shelving for a small library of books. Both rooms can also be used as art and music therapy spaces.

• Leisure Zone: this zone features quiet places to hang-out and relax. Spaces will allow for watching movies, playing video games, or just relaxing with friends.

• *Therapy Zone:* this space is dedicated for therapists to hold speech, art, music, or general therapy sessions with the residents.

The Centre will have a full-time director, as well as office spaces and conference room for residents, staff, or aides to use for meetings.

The partial basement below the one-story Centre is envisioned to provide mechanical spaces, a safe zone/shelter in case of tornado or weather events, and also future program space, should it be needed.

#### Hub (Phase 1).

The Hub is an approximately 17,000 square-foot single story building. The Hub is envisioned to serve the broader Franklin and Milwaukee County community with educational and training programs. The Communities of Crocus offices will be in the Hub, and it is envisioned that several Continuum of Care community partners will also have space in the building. The spaces in the Hub will include:

• Communities of Crocus Administrative Offices

• Family Resource Center with books, videos, and other publications and resources. This area will include shelving areas for resources, a reading room, reception area, and a meeting room

- Caregiver Training Suite
- Life Skills Suite including a kitchen and mock-up bathrooms, bedroom, and laundry room for use in Life Skills training classes
- Game Room and Maker Space
- Support and public spaces including lobby, restrooms, sensory rooms, and staff lounge
- Multi-purpose Room for lectures, training, seminars, and events
- Partner Suite 1: a suite for a community partner to lease space that includes offices, meeting area, and open space for program requirements
- Partner Suite 2: a suite for a community partner to lease space that includes offices, meeting area and open space for program requirements.

#### Apartments (Phase 2).

The Apartment Building will be for adults with autism and similar intellectual and developmental disabilities who are able to live more independently with the help of services and support. Many of these individuals would work in the community, and a small number may also drive. The apartment building is in early concept design, so plans and elevations are not yet complete. The apartment building is envisioned to be either a two-story building (with an underground basement level for parking) or a three-story building (with parking and a lobby on the main level with two (2) levels of apartments above. The building will feature mostly one-bedroom apartment units along with several two-bedroom units for a total of 32

apartments. The building would also have an apartment manager unit (possibly two) and that person would function as a resident assistant who would provide support for the residents, as well as a Try-it-out unit and a respite 4-bedroom apartment. The total unit count in the apartment building is 36 units. Architecturally it would use a similar blend of materials as the Care Homes and Centre, such as brick and siding and it will feature sloped and flat roofs to compliment the rest of the community.

#### Community Pavilion (Phase 2).

An open-air, covered pavilion is planned to be surrounded by approximately 400 – 500 square feet of an open lawn area. It could be used to host Crocus and other community events geared to the greater community, including a farmer's market. The structure would include some support spaces such as restrooms and storage area.

#### Duplex Homes (Phase 3).

The project proposes that up to seven duplex market-rate homes be built for parents, family members, and other interested parties of the adults living in the CARE Homes or APTS. Each of the homes are planned to be duplexes, built on basements with two-car garages, having approximately 1,600-2,000 square feet<del>.</del>

#### Townhomes (Phase 3).

The project proposes that 8 townhomes be built as a part of Phase 3. The townhomes would likely be 2 ½ or 3 stories with a two-car garage on the lowest level. Currently shown as two buildings, each with four (4) units along South 31<sup>st</sup> Street.

#### V. Project Phasing.

The project is proposed to be constructed in 3 phases; however, fundraising efforts will impact the timing of how the community will develop and when structures are built. The phases are currently planned as follows:

**Phase 1**: will be focused on development of the northern parcel (761-9992-002) that will include the following:

- Main entry off of South 31st Street and private street
- Care Homes
- Centre at Care
- Parking lot between the Centre and the HUB

**Phase 2**: will be focused on development of the second parcel (761-9994-005) and will include the following:

• Extension of the private streets and the addition of a second entry/egress onto South 31<sup>st</sup> Street Supportive Housing Hub• Apartment Building

• Community Pavilion

**Phase 3**: will be focused on the development of the southernmost parcels (761-9997-005; 786-9981-004) and will include the following:

- Extension of the private roads
- 7 Duplex homes
- 8 Townhomes

#### VI. Site Considerations.

#### Stormwater.

The project will need to comply with all City of Franklin storm water requirements. We envision providing an underground storm water storage system somewhere on our site.

#### Landscape.

Today the 45-acre site has extensive woodlands and many natural features. It is important to note that the Communities of Crocus development is not proposing any buildings be constructed in the western 2/3<sup>rd</sup> of the site where the woodlands, wetlands and Root River are located. All of the development is located on the eastern and open and gently sloping 3<sup>rd</sup> of the site along 31<sup>st</sup> Street. The project will meet all City landscape requirements and will provide a landscape buffer along the north property edge to the residential houses.

#### Traffic/Streets.

Upon completion of all phases of the Communities of Crocus development there will be at total of 74 housing units added. Many of the units will be occupied by adults with autism who will not drive or need a car, however, there will be visitors to the Hub and staff who work at the Centre and Care Home. The project will construct a new entrance to the Community which will align with the entrance/egress from the Statesmen Apartments directly across the street. The internal development streets will be private roads and are proposed to be 24' wide. An additional entry/exit will also be added as part of Phase 2 to serve the southern parcels including the apartment building. Given the two entry/exit points along South 31<sup>st</sup> and the low density for the site, it is anticipated that traffic on the street will be minimally affected.

#### Utilities.

The project intends to tie into the electric, water, telecommunications, and sanitary utilities that are located in and along South 31<sup>st</sup> Street. The connections will be worked out with the City of Franklin and Utility providers as the site plan is developed. The utilities design will comply with all City and utility requirements.

#### Lighting.

The project will need to comply with all City of Franklin lighting requirements. We recognize that at public meetings with the neighborhood there were lots of concerns expressed about light pollution. In response, the project commits to keeping any required lighting poles as low as possible and to using full cut-off lighting fixtures along any street or in parking areas. The project will use an exterior lighting control system to ensure that any redundant exterior lighting is turned off as early as possible in the evening.

#### Fencing.

The four Care Homes and their lawn areas are proposed to be fenced to ensure that the residents stay on the Communities of Crocus property. The fence is proposed as a 6' tall painted decorative metal fence and it will be buffered by additional landscaping. The fenced area will completely enclose the Care Homes and provide a secure connection to the Centre so that residents of the Care Homes can safely move between the Center and their apartments.

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September 27, 2024

Amy Hansel - President, CEO, Communities of Crocus

Kevin Allebach, RA – Principal, HGA

Patricia Chin - Civil Engineering Associate, HGA

Subject: Letter of Support agreeing to the meeting held at MMSD between MMSD, Communities of Crocus, and HGA

This letter supports and agrees to the meeting notes for the meeting held at MMSD on September 19<sup>th</sup> between MMSD, Communities of Crocus and HGA. The Milwaukee Metropolitan Sewerage District (MMSD) is committed to working with partners like Communities of Crocus to promote a cleaner environment.

MMSD is a regional government agency that provides water reclamation and flood management services for about 1.1 million people in 28 municipalities in the greater Milwaukee area. We serve 411 square miles that cover all, or segments of, six watersheds. Established by state law, MMSD is governed by 11 commissioners and has taxing authority.

Please work with Andy Kaminski of my staff who can be reached at 414-225-2245, akaminski@mmsd.com, to address any questions about this effort.

Sincerely,

Andy Kaminski

Andy Kaminski, PE Senior Project Manager



Milwaukee Metropolitan Sewerage District 260 W. Seeboth Street, Milwaukee, WI 53204-1446 414-272-5100 www.mmsd.com

#### Meeting Minutes: Communities of Crocus – MMSD Informational Meeting

Date & Time:Thursday, September 19, 2024, 2pmLocation:Milwaukee Metropolitan Sewerage District, 260 W Seeboth StAttendees:Andy Kaminski, PE – Senior Project Manager, MMSDAmy Hansel – President, CEO, Communities of CrocusKevin Allebach, RA – Principal, HGAPatricia Chin – Civil Engineering Associate, HGA

#### Key Discussion Points

- 1. Background information on the existing MMSD Wetlands
  - a. Wetlands were designed and constructed as part of a community based Green Infrastructure (GI) program aimed at implementing GI solutions at a larger and faster scale.
  - b. Funding for the project was contingent upon wetland creation
  - c. The design of the existing wetlands did not account for future impervious cover considerations, instead leaving that to the future developer
- 2. Additional information regarding the wetlands
  - a. The wetlands are encompassed by a Limited Term Conservation Easement, created with the intent of protecting the wetlands established with their construction.
  - b. The Conservation Easement establishes protocols and schedules for maintenance of the wetlands
    - i. Timeline:
      - 1. The first 5 years of the easement term the wetlands will be maintained by Corvias Infrastructure Solutions (CIS)
      - 2. The remaining 5 years will require the landowner of the property to uphold the maintenance procedures
    - ii. Maintenance:
      - Maintenance currently consists of full mowing twice per year (early Spring and late Fall), along with occasional herbicidal treatments to remove invasive species
      - 2. Wetlands should generally be left undisturbed outside of these activities to allow wetland vegetation to take hold
      - 3. Maintenance will theoretically be the most costly during the first 3 years while wetland vegetation is being established
- 3. Impacts of the Communities of Crocus Development
  - a. The existing ponds limit access to the natural lows on site to outlet stormwater from this site. We discussed the feasibility/requirements for this development to discharge to the ponds as a transitory means to reach the floodplain
    - i. The conservation easement was established with the intent to protect and maintain the wetlands. MMSD feels that it will be possible to outlet to the wetland ponds, but will need to review any designs and alternative options for discharge, so long as:

- 1. Any wetlands disturbed by this construction are restored by the developer.
- 2. Rip-rap is added at discharge points to mitigate potential for erosion issues
  - a. Any erosion issues that arise will be the responsibility of the developer to repair
- 3. Stormwater release rates are in compliance with the standards set forth by the City of Franklin
  - a. No concerns regarding changes to the flow rates and affects on the wetland plantings
- 4. Wetland capacity is confirmed following the addition of flows from the new development
- 5. Drivable access to the wetlands is preserved for maintenance and upkeep purposes
- 4. Additional items discussed
  - a. Encroachment into the Conservation Easement with construction equipment and site grading is permissible so long as the overall drainage patterns to the wetlands are not altered and wetland integrity is maintained
  - b. Total Suspended Solids (TSS)
    - i. Potential for usage of the ponds to address phosphorus reduction; will need approval from MMSD & City of Franklin
    - ii. Sediment deposit cannot negatively impact the wetlands and would need to be addressed prior to release of stormwater into the wetlands
  - c. Likelihood of high groundwater in this area will make infiltration of stormwater difficult, discussed potential options for alternative GI opportunities
    - i. Rain Guardian Turret: an outfall structure used to collect sediment prior to discharge. This would require regular maintenance to remove sediment buildup
    - ii. Variation to Bioswale design to improve TSS removal despite high groundwater

### <u>Next Steps</u>

- 1. Official approval from MMSD will be required to move forward with any construction proposed within the limits of the Conservation Easement
- 2. A memo should be submitted to MMSD at the 30% design stage requesting permission to connect through the ponds. The memo will include:
  - a. Statement of intent
  - b. Proposed actions to incorporate GI-based stormwater management practices
  - c. Limitations of the site and development that inhibit GI practices
  - d. Alternative means that have been explored and the reason for being discounted

### MEMORANDUM

Date:	October 9, 2024
To:	Plan Commission
From:	Department of City Development Régulo Martínez-Montilva, Planning Manger
RE:	<b>Woodfield Trail, request to remove condition requiring sidewalk or trail</b> Loomis & Ryan Inc. Special Use Amendment - 9524 S. Sophia Court

Since Planning and Engineering staff didn't agree with the design submitted by the applicant, this item is presented again for consideration of the Plan Commission in accordance with the motion below.

The Plan Commission held a public hearing for this project on October 3, 2024, and carried *a motion to recommend approval of a Resolution to remove condition No. 6 of Resolution No. 2022-7873 if the applicant submits a proposal for placement of this trail within the right-of-way, and the Engineering Department and Planning Department agree, then it would move forward to the Common Council; but if Engineering or Planning disagree it would come back to the Plan Commission.* 

The applicant submitted the attached plans dated April 9, 2024, which depict a proposed 5-foot wide sidewalk and easement. Planning Manager Martínez met with City Engineer Paulos and concluded that the proposed design doesn't meet the recommendation of a 10-foot trail set forth in the Ryan Creek Master Plan as shown below:

### PRIMARY TRAIL DESIGN

- 10' wide, paved asphalt for Primary Trail
- · On Grade Trail for the majority of trail length
- Elevated boardwalks for when the trail enters an environmentally sensitive area.

### TRAIL CROSSING TYPES

- At-grade intersection enhancements
- At-grade mid-block crossing
- Creekside underpass (utilize existing vehicular bridge over water)
- Ped bridge over roadway (none currently proposed)

### OTHER TRAIL FEATURES

- Rest stops/seating areas/overlooks
- Wayfinding/signage
- Trailheads (parking/signage)



Ryan Creek Pedestrian/Bicycle Trail Master Plan prepared by Graef and city staff Trail design recommendations, page 14

Additionally, the trail segment in question is identified in this plan as a *Primary Trail Option*:

# **PRIMARY PATHS**

Primary paths, as shown below, should be continuous routes that connect as many important destinations as possible. The route identified as part of the planning process, looks to connect the west and east side of the study area. Meandering through as many natural areas as possible, this path aims to provide a unique experience along Ryan Creek that ultimately connects up to the Oak Leaf Trail and the future 116th Street Trail.



### Primary Paths, page 14

The full Ryan Creek Pedestrian/Bicycle Trail Master Plan is available in the electronic meeting packet.





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CITY OF FRANKLIN

#### **REPORT TO THE PLAN COMMISSION**

### Meeting of October 3, 2024

#### **Special Use Amendment**

**RECOMMENDATION:** City Development Staff recommends <u>denial</u> of this Special Use amendment to remove condition of approval #6 of Resolution No 2022-7873, requiring a sidewalk or trail along the frontage of the subject site, because this request is not consistent with the Comprehensive Master Plan and the Ryan Creek Pedestrian/Bicycle Trail Master Plan.

Project name:	Woodfield Trail, removal of condition requiring sidewalk or trail
Property Owner:	Home Path Financial Limited Partnership
Applicant:	S.R. Mills. Loomis & Ryan, Inc.
Property Address/TKN:	9524 S. Sophia Court / 891 9054 000
Aldermanic District:	District 6
Zoning District:	R-8 Multiple-Family Residence District
Staff Planner:	Régulo Martínez-Montilva, AICP, CNUa, Planning Manager
Submittal date:	07-09-2024 (deemed complete on 08-12-2024)
Application number:	PPZ24-0146

### **Project Description/Analysis**

The Common Council granted a Special Use permit for the Woodfield Trail residential development on June 9, 2022, by Resolution No. 2022-7873. This resolution includes condition of approval #6 which states that: "The sidewalk or multi-use trail on the south side of Ryan Road, between the future Woodfield Court and the east boundary of this development, should be included in the development agreement".

The applicant is requesting to remove this condition of approval for the reasons outlined in the project narrative.

#### Consistency with the Comprehensive Master Plan and other adopted city policies

During the review of the Special Use permit granted in 2022, City Development staff stated that: "Based on the Comprehensive Master Plan, Map 7.4 Bicycle and Pedestrian Circulation Facilities. City Development staff recommends the installation of a pedestrian path per City of Franklin specifications on the south side of Ryan Road. The applicant is working with Engineering Department on the location of this pedestrian facility, location within the right-of-way is preferred, or within an easement on private property as a second option. This pedestrian path should be included in the developer's agreement" (Staff report for June 9, 2022, Plan Commission meeting).



**Bicycle and Pedestrian Circulation Facilities**, Map 7.4 of Comprehensive Master Plan Note the subject site (star) and on-street bicycle/pedestrian facility planned along Ryan Road



RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

GRaEF

**Trail route recommendations**, Ryan Creek Pedestrian/Bicycle Trail Master Plan The subject site is labeled as "4", note the recommended trail route adjacent to the subject site In addition to the Comprehensive Master Plan, such trail route is also depicted in the Ryan Creek Pedestrian/Bicycle Trail Master Plan (adopted by the Common Council on June 21, 2022).

### Compliance with the Unified Development Ordinance

Pursuant to the Unified Development Ordinance (UDO) Section 15-8.0109 *Bicycle Paths and Trails*, "The Subdivider or Condominium Developer shall install required bicycle paths and trails in accordance with the plans and specifications, including the City Engineer's "Standards and Specifications for Development," approved by the City". Staff recommended this condition requiring a sidewalk or trail based on plans approved by the city, such as the Comprehensive Master Plan. The Ryan Creed Trail Master Plan was adopted shortly after the Special Use permit approval, but this plan doesn't contradict said condition.

### Compatibility with adjacent development

Staff acknowledges that pedestrian facilities were not required as conditions of approval for Certified Survey Map (CSM) No. 9050 and other CSM approved this year (Resolution 2024-8152). On the other hand, such pedestrian facilities were required for the Cape Crossing subdivision (Res. No. 2022-7839).



**Requirement of pedestrian facilities** along Ryan Road as condition of approval for adjacent developments.

Prepared by City Development staff.





**Pedestrian facilities at Cape Crossing subdivision** Photographs by City Development staff



**Approximate location of the trail segment in question** Photograph by City Development staff

City departments' comments
City Development staff routed this application to other city departments, comments below:

Engineering Department Engineering has no comment.

Fire Department No FD comments.

<u>Inspection Services Department</u> Inspection Services has no comments on the proposal at this time.

<u>Police Department</u> The PD has no comments or concerns.

### **Staff Recommendation**

City Development Staff recommends <u>denial</u> of this Special Use amendment to remove condition of approval #6 of Resolution No 2022-7873, requiring a sidewalk or trail along the frontage of the subject site, because this request is not consistent with the Comprehensive Master Plan and the Ryan Creek Pedestrian/Bicycle Trail Master Plan.



### 9524 S. Sophia Court TKN 891 9054 000



### Planning Department (414) 425-4024





This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.



### 9524 S. Sophia Court TKN 891 9054 000



or surveying purposes.

STATE OF WISCONSIN

CITY OF FRANKLIN

### **RESOLUTION NO. 2024-**

### A RESOLUTION TO AMEND RESOLUTION NO. 2022-7873 IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR A CONDOMINIUM COMPLEX DEVELOPMENT USE UPON PROPERTY LOCATED AT 9524 S. SOPHIA COURT (STEPHEN R. MILLS, LOOMIS & RYAN, INC., APPLICANT, HOME PATH FINANCIAL LIMITED PARTNERSHIP, PROPERTY OWNER)

WHEREAS, Stephen R. Mills, Loomis & Ryan, Inc. having petitioned the City of Franklin for the approval of an amendment to Resolution No. 2022-7873, to allow for the development of a condominium complex ("Woodfield Trail"), property located at 9524 S. Sophia Court, bearing Tax Key No. 891-9054-000, more particularly described as follows:

Condominium Plat of Woodfield Trail, a Condominium. Being a part of the Southwest <sup>1</sup>/<sub>4</sub> of the Northwest <sup>1</sup>/<sub>4</sub> of the Northwest <sup>1</sup>/<sub>4</sub> of Section 30, Township 5 North, Range 21 East, City of Franklin, Milwaukee County, Wisconsin.; and

WHEREAS, such proposed amendment is to remove condition of approval No. 6 which states that: "The sidewalk or multi-use trail on the south side of Ryan Road, between the future Woodfield Court and the east boundary of this development, should be included in the development agreement"; and

WHEREAS, such petition having been duly referred to the Plan Commission of the City of Franklin for a public hearing, pursuant to the requirements of §15-9.0103D. of the Unified Development Ordinance, and a public hearing having been held before the Plan Commission on the \_\_\_\_\_\_\_th day of \_\_\_\_\_\_\_, 2024, and the Plan Commission thereafter having determined to recommend that the proposed Special Use amendment be approved, subject to certain conditions, and the Plan Commission further finding that the proposed Special Use upon such conditions, pursuant to §15-3.0701 of the Unified Development Ordinance, will be in harmony with the purposes of the Unified Development Ordinance and the Comprehensive Master Plan; that it will not have an undue adverse impact upon adjoining property; that it will not interfere with the development of neighboring property; that it will be served adequately by essential public facilities and services; that it will not cause undue traffic congestion; and that it will not result in damage to property of significant importance to nature, history or the like; and

WHEREAS, the Common Council having received such Plan Commission recommendation and also having found that the proposed Special Use amendment, subject to conditions, meets the standards set forth under §15-3.0701 of the Unified Development Ordinance.

### WOODFIELD TRAIL CONDOMINIUMS – SPECIAL USE AMENDMENT RESOLUTION NO. 2024-\_\_\_\_ Page 2

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the petition of Stephen R. Mills, Loomis & Ryan, Inc., to remove condition of approval No. 6 of Resolution No. 2022-7873\_which states that: "The sidewalk or multi-use trail on the south side of Ryan Road, between the future Woodfield Court and the east boundary of this development, should be included in the development agreement", be and the same is hereby approved, subject to the following conditions and restrictions:

- 1. That this Special Use amendment is approved only for the use of the subject property by Stephen R. Mills, Loomis & Ryan, Inc., successors and assigns, as a condominium complex development use, which shall be developed in substantial compliance with, and operated and maintained by Stephen R. Mills, Loomis & Ryan, Inc., pursuant to those plans dated September 25, 2023 and annexed hereto and incorporated herein as Exhibit A.
- 2. Stephen R. Mills, Loomis & Ryan, Inc., successors and assigns, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Stephen R. Mills, Loomis & Ryan, Inc. condominium complex development, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
- 3. The approval granted hereunder is conditional upon Stephen R. Mills, Loomis & Ryan, Inc., and the condominium complex development use, for the property located at 12000 West Loomis Road: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.

BE IT FURTHER RESOLVED, that in the event Stephen R. Mills, Loomis & Ryan, Inc., successors or assigns, or any owner of the subject property, does not comply with one or any of the conditions and restrictions of this Special Use Resolution, following a ten (10) day notice to cure, and failure to comply within such time period, the Common Council, upon notice and hearing, may revoke the Special Use permission granted under this Resolution.

BE IT FURTHER RESOLVED, that any violation of any term, condition or restriction of this Resolution is hereby deemed to be, and therefore shall be, a violation of the Unified Development Ordinance, and pursuant to §15-9.0502 thereof and §1-19 of the Municipal Code, the penalty for such violation shall be a forfeiture of no more than \$2,500.00, or such other maximum amount and together with such other costs and terms as may be specified therein from time to time. Each day that such violation continues shall be a

### WOODFIELD TRAIL CONDOMINIUMS – SPECIAL USE AMENDMENT RESOLUTION NO. 2024-\_\_\_\_ Page 3

separate violation. Failure of the City to enforce any such violation shall not be a waiver of that or any other violation.

BE IT FURTHER RESOLVED, that this Resolution shall be construed to be an amendment to such Special Use Permit as is contemplated by §15-9.0103 of the Unified Development Ordinance, and that all of the terms and conditions of 2022-7873, not specifically and expressly amended by or in direct conflict with this Resolution, shall remain in full force and effect.

BE IT FURTHER RESOLVED, pursuant to §15-9.0103G. of the Unified Development Ordinance, that the Special Use permission granted under this Resolution shall be null and void upon the expiration of one year from the date of adoption of this Resolution, unless the Special Use has been established by way of the issuance of an occupancy permit for such use.

BE IT FINALLY RESOLVED, that the City Clerk be and is hereby directed to obtain the recording of a certified copy of this Resolution in the Office of the Register of Deeds for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Franklin this day of , 2024.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

APPROVED:

John R. Nelson, Mayor

ATTEST:

Shirley J. Roberts, City Clerk

AYES NOES ABSENT





Providing Creative Real Estate Solutions to Build Better Communities

### July 9, 2024

Mr. Regulo Martinez-Montilva 9229 West Loomis Road Franklin, WI 53132

### Re: Special Use Amendment - Woodfield Trail

Dear Mr. Matinez-Montilva:

Please accept this letter and the enclosed materials as a formal request for a Special Use Amendment for the Woodfield Trail Condominium.

### History

The City of Franklin Plan Commission recommended approval of a Special Use on June 9, 2022 which included the following condition:

6. The sidewalk or multi-use trail on the south side of Ryan Road, between the future Woodfield Court and the east boundary of this development, should be included in the development agreement.

The City of Franklin Common Council passed and adopted Resolution 2022-7873 on June 21, 2022 which included the condition.

- The purpose of this condition is unclear as there is no existing trail to connect with on the east side of the Woodfield Trail property.
- It is possible that the Plan Commission was not aware of the obstacles and hardships involved in constructing a trail in this location.
- The requested trail does not correspond to the approved trail plans found in the City of Franklin Comprehensive Plan or the Comprehensive Outdoor Recreation Plan.

Loomis & Ryan, Inc. entered into a Development Agreement on September 28, 2023. The Development Agreement was recorded on October 12, 2023.

All design engineering plans for Woodfield Trail were reviewed and approved by City of Franklin.

Loomis & Ryan received all required permits for the construction of Woodfield Trail. The project was developed under the supervision of the City of Franklin.

Loomis & Ryan, Inc. sold the finished project to a third party.





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### Request

Loomis & Ryan, Inc., respectfully requests an amendment to the Woodfield Trail Special Use and/or Development Agreement to remove this condition for the following reasons:

- 1) The Special Use language is unclear as its states the sidewalk "*should* be included in the development agreement". This is not mandatory language.
- 2) The Woodfield Trail Development Agreement which was approved by the City of Franklin Common Council includes the following language:

### 2. Pedestrian

- a) The public recreational trails shall be constructed and installed in accordance with the plans approved by the City Engineer.
- b) The edge of the walk shall be at least one (1) foot from either side of the easement.
- 3.) The approved engineering plans for Woodfield Trail referenced in the Development Agreement <u>do not</u> include any provisions, plans or specifications for a trail.
- 4.) There is no existing trail on the east side of Woodfield Trail for the proposed sidewalk or multi-use trail to connect with.
- 5.) The City of Franklin adopted Planning Documents do not call for a trail in this location:
  - a. Comprehensive Master Plan, Map 7.4 Bicycle and Pedestrian Circulation Facilities shows an On-Street Trail within W. Ryan Road. This indicates the use of the existing road for trail connections and would not require a trail to be constructed on or adjacent to Woodfield Trail. Please see attached.
  - b. The Comprehensive Outdoor Recreation Plan, Map 7.1 does not show a trail on or adjacent to Woodfield Trail. Please see attached.
- 6.) There is no planned or existing trail facility in the location at which the City of Franklin is requesting a trail. Please see attached.
- 7.) There are recorded easements in favor of Buckeye Partners (high-pressure gas main) and ATC (high voltage overhead electric) within the alignment. Both easement holders must grant permission for encroachment. Buckeye Partners Encroachment guidelines specifically prohibit sidewalks to cross their facilities. Please see attached.

4011 80th Street, Kenosha, WI 53142

Phone: 262.694.2327





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- 8.) The City of Franklin approved Certified Survey Map No, 9050 in 2018 directly east of the Woodfield Trail property. The City of Franklin did not require a trail or trail easement for this land division.
- 9.) On May 21, 2024, the City of Franklin adopted Resolution 2024-8152 which approved a Certified Survey Map on the south side of W. Ryan Road, 650 feet east of Woodfield Trail. After much discussion, the City of Franklin Plan Commission and Common Council did not require a trail or trail easements for this land division.

For all the reasons above, we respectfully request a Special Use Amendment and or Development Agreement Amendment to remove the implied requirement for trail construction at Woodfield Trail by Loomis & Ryan, Inc.

We ask that this matter be placed on the next available Plan Commission meeting agenda for consideration and approval.

Should you have any questions regarding this request, please do not hesitate to contact me. I can be reached at (262) 949-3788 or by email, <u>dan@beardevelopment.com</u>.

Thank you for your time and consideration.

Respectfully,

**Daniel Szczap** 

Bear Development, LLC



4011 80th Street, Kenosha, WI 53142

General Standards. No special use permit shall be recommended or granted pursuant to this Ordinance unless the applicant shall establish the following:

### <u>1.</u>

Ordinance and Comprehensive Master Plan Purposes and Intent. The proposed use and development will be in harmony with the general and specific purposes for which this Ordinance was enacted and for which the regulations of the zoning district in question were established and with the general purpose and intent of the City of Franklin Comprehensive Master Plan or element thereof.

### The proposed amendment is consistent with the City of Franklin Comprehensive Plan and Comprehensive Outdoor Recreation Plan.

### <u>2.</u>

No Undue Adverse Impact. The proposed use and development will not have a substantial or undue adverse or detrimental effect upon or endanger adjacent property, the character of the area, or the public health, safety, morals, comfort, and general welfare and not substantially diminish and impair property values within the community or neighborhood.

The proposed amendment will have no adverse or detrimental impacts on adjacent lands.

The proposed amendment will have no adverse or detrimental impacts on the character of the area

The proposed amendment will have no adverse or detrimental impacts on public health, safety, morals, comfort and general welfare.

The proposed amendment will not diminish and impair property values within the community or neighborhood.

### <u>3.</u>

No Interference with Surrounding Development. The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable zoning district regulations.

### The proposed amendment will not interfere with adjacent lands or impair their ability to develop in the future.

### <u>4.</u>

Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities including public water supply system and sanitary sewer, police and fire protection, refuse disposal, public parks, libraries, schools, and other public facilities and utilities or the applicant will provide adequately for such facilities.

### The proposed amendment will not affect public facilities.

### <u>5.</u>

No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets. Adequate measures will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

### The proposed amendment will have no impact on traffic.

### <u>6.</u>

No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.

### The proposed amendment will not impact any of the natural resources on the site.

<u>7.</u>

Compliance with Standards. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the Common Council pursuant to the recommendations of the Plan Commission. The proposed use and development shall comply with all additional standards imposed on it by the particular provision of this Division and Ordinance authorizing such use.

The proposed amendment has no effect on any applicable regulations of the R-8 zoning District.



**Document Number** 

### **RESOLUTION NO. 2022-7873**



Tx:40907016

DOC # 11266614 RECORDED: 07/18/2022 08:51 AM ISRAEL RAMON REGISTER OF DEEDS MILWAUKEE COUNTY, WI AMOUNT: 30.00

Recording Area

Name and Return Address

Shirley J. Roberts, Deputy City Clerk City of Franklin 9229 West Loomis Road Franklin, Wisconsin 53132

891-9011-000

Parcel Identification Number (PIN)

This information must be completed by submitter: <u>document title</u>, <u>name & return</u> address, <u>and PIN</u> (if required). Other information such as the granting clause, legal description, etc., may be placed on this first page of the document or may be placed on additional pages of the document. WRDA Rev. 12/22/2010 STATE OF WISCONSIN

MILWAUKEE COUNTY

### RESOLUTION NO. 2022-7873

### A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR A CONDOMINIUM COMPLEX DEVELOPMENT USE UPON PROPERTY LOCATED AT 12000 WEST LOOMIS ROAD (STEPHEN R. MILLS, PRESIDENT OF BEAR DEVELOPMENT, LLC, APPLICANT, BOOMTOWN, LLC, PROPERTY OWNER)

WHEREAS, Stephen R. Mills, President of Bear Development, LLC having petitioned the City of Franklin for the approval of a Special Use in an R-8 Multiple-Family Residence District, to allow for the development of a condominium complex ("Woodfield Trail"), consisting of 26 dwelling units arranged in 13 side-by-side duplex structures, property located at 12000 West Loomis Road (15.6 acres), bearing Tax Key No. 891-9011-000 [a Special Use permit is required in the R-8 Multiple-Family Residence District for all residential uses, either single-family, two-family or multi-family], more particularly described as follows:

PARCEL 1: A part of the Northwest 1/4 of Section 30, Township 5 North, Range 21 East in the City of Franklin, County of Milwaukee, State of Wisconsin bounded and described as follows: Beginning at the 1/8 post of the North line of said Northwest 1/4 which post is 1325.63 feet West of the Northeast corner of said Northwest 1/4, thence West on and along said North line of said Northwest 1/4, 223.1 feet to the point in the right of way of the Milwaukee Electric Railway and Light Company, thence on and along the line of said right of way, 260.01 feet to a point on the arc of the curve of said right of way, said curve being to the convex Southeasterly center radius of 7877.6 feet and said point in said arc being on the long chord 260 feet and South 39°21' West from the intersection of said line of said right of way and the North line of said Northwest 1/4, South 0°17' East 1094.52 feet to a point in the centerline of the Loomis Road, thence Northeasterly on a 2° curve along said centerline 463.83 feet to a point, said point being on the long chord of 463.52 feet and North 59°29' East from the first mentioned point on the centerline of the Loomis Road; thence North 0°47' West, 1055.3 feet to the place of beginning. The 24.75 feet along the North line of said Northwest 1/4 being excepted therefrom and the 45 feet perpendicular to the center line of the Loomis Road being excepted therefrom further excepting therefrom that part hereof described in Deed recorded as Document 7391120; and

WHEREAS, such petition having been duly referred to the Plan Commission of the City of Franklin for a public hearing, pursuant to the requirements of §15-9.0103D. of the Unified Development Ordinance, and a public hearing having been held before the Plan Commission on the 9th day of June, 2022, and the Plan Commission thereafter having determined to recommend that the proposed Special Use be approved, subject to certain conditions, and the Plan Commission further finding that the proposed Special Use upon such conditions, pursuant to \$15-3.0701 of the Unified Development Ordinance, will be in harmony with the purposes of the Unified Development Ordinance and the Comprehensive Master Plan; that it will not have an undue adverse impact upon adjoining property; that it will not interfere with the development of neighboring property; that it will be served adequately by essential public facilities and services; that it will not cause undue traffic congestion; and that it will not result in damage to property of significant importance to nature, history or the like; and

WHEREAS, the Common Council having received such Plan Commission recommendation and also having found that the proposed Special Use, subject to conditions, meets the standards set forth under §15-3.0701 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the petition of Stephen R. Mills, President of Bear Development, LLC, for the approval of a Special Use for the property particularly described in the preamble to this Resolution, be and the same is hereby approved, subject to the following conditions and restrictions:

- 1. That this Special Use is approved only for the use of the subject property by Stephen R. Mills, President of Bear Development, LLC, successors and assigns, as a condominium complex development use, which shall be developed in substantial compliance with, and operated and maintained by Stephen R. Mills, President of Bear Development, LLC, pursuant to those plans City file-stamped May 31, 2022 and annexed hereto and incorporated herein as Exhibit A.
- 2. Stephen R. Mills, President of Bear Development, LLC, successors and assigns, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Stephen R. Mills, President of Bear Development, LLC condominium complex development, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
- 3. The approval granted hereunder is conditional upon Stephen R. Mills, President of Bear Development, LLC, and the condominium complex development use, for the property located at 12000 West Loomis Road: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
- 4. The applicant must submit a conservation easement for City staff review, Common Council approval, and recording with the Milwaukee County Register of Deeds Office, prior to the issuance of grading permits.

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- 5. The applicant must submit a landscape bufferyard easement for City staff review, Common Council approval, and recording with the Milwaukee County Register of Deeds Office, prior to the issuance of building permits.
- 6. The sidewalk or multi-use trail on the south side of Ryan Road, between the future Woodfield Court and the east boundary of this development, should be included in the development agreement.
- 7. This Special Use is not accepting any dedication of land for right-of-way purposes. A separate instrument, such as Certified Survey Map, shall be required for dedication of land for right-of-way purposes.
- 8. Pursuant to the Unified Development Ordinance Section 15-7.0601, a condominium plat shall be required for the establishment of a condominium.

BE IT FURTHER RESOLVED, that in the event Stephen R. Mills, President of Bear Development, LLC, successors or assigns, or any owner of the subject property, does not comply with one or any of the conditions and restrictions of this Special Use Resolution, following a ten (10) day notice to cure, and failure to comply within such time period, the Common Council, upon notice and hearing, may revoke the Special Use permission granted under this Resolution.

BE IT FURTHER RESOLVED, that any violation of any term, condition or restriction of this Resolution is hereby deemed to be, and therefore shall be, a violation of the Unified Development Ordinance, and pursuant to §15-9.0502 thereof and §1-19 of the Municipal Code, the penalty for such violation shall be a forfeiture of no more than \$2,500.00, or such other maximum amount and together with such other costs and terms as may be specified therein from time to time. Each day that such violation continues shall be a separate violation. Failure of the City to enforce any such violation shall not be a waiver of that or any other violation.

BE IT FURTHER RESOLVED, that this Resolution shall be construed to be such Special Use Permit as is contemplated by §15-9.0103 of the Unified Development Ordinance.

BE IT FURTHER RESOLVED, pursuant to §15-9.0103G. of the Unified Development Ordinance, that the Special Use permission granted under this Resolution shall be null and void upon the expiration of one year from the date of adoption of this Resolution, unless the Special Use has been established by way of the issuance of an occupancy permit for such use.

BE IT FINALLY RESOLVED, that the City Clerk be and is hereby directed to obtain the recording of a certified copy of this Resolution in the Office of the Register of Deeds for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Franklin this 21st day of June, 2022.

### WOODFIELD TRAIL CONDOMINIUMS – SPECIAL USE RESOLUTION NO. 2022-7873 Page 4

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this 21st day of June, 2022.

APPROVED: Man Stephen R. Olson, Mayor

ATTEST:

esolouski Sandra L. Wesolowski, City Clerk

AYES 4 NOES 0

ABSENT (Ald. Holpfer and Ald. Barber)







### Prepared by:

# **RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN**

**CITY OF FRANKLIN** 



RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN



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RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN



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### PROJECT OVERVIEW

Encompassing approximately eight square miles, this trail master plan aims at identifying and locating preferred locations for new bicycle on the West, South 60th Street on the East, West Ryan Road to the North and West County Line Road to the South. The diagram below and pedestrian infrastructure. These new facilities would work with the current regional network to offer better connectivity for the City of Franklin, as well as the county wide network. Master planning services for this project are bound by the limits of South 116th Street graphically indicates the area described above. As the City continues to grow, constructing new public access routes for both bicycles and pedestrians will establish Franklin as a leader in walkability, which is a major element to attracting future growth.



RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN



The City's Comprehensive Outdoor Recreation Plan (CORP) was adopted in April of 2011. The below map identifies multiple trail facilities that were used as a baseline for this master planning study. The "Trail Route Recommendations" section of this report include references to CORPidentified trails that are still relevant.



COMPREHENSIVE OUTDOOR RECREATION PLAN UPDATE: 2030 MAP 7.1 EXISTING AND PLANNED PUBLIC OUTDOOR RECREATION SITES: 2010





RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

GRAEF

Franklin

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## REGIONAL CONNECTIONS

The map below helps to illustrate the need for additional pedestrian infrastructure within the study area. From the map it can be identified that there are not many existing facilities within the area, which limits the overall connectivity of the City.

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As the master planning process evolved, the team noticed some attractive connections to the regional network such as the Oak Leaf Trail (Root River Line) in the northeast corner, and the Muskego Recreational Trail to the northwest. There is also the 116th Street Trail that is currently under construction. Capitalizing on these existing trails will greatly increase the connectivity within Franklin and to the entire region.





RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

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## REGONAL CONNECTONS

The trail route is intended to connect the east and west ends of the study area, outlined in red, along environmental features of the Ryan Creek watercourse and other features. The mapped distance from point A to B is approximately 4 miles in a straight line, which would take about 24 minutes to bike or 60 minutes to walk. The actual trail would take longer as it would meander to different destinations.



## LOCAL DESTINATIONS

Root River Parkway) in addition to the Ryan Creek were identified as key lands where a trail could be routed, though these areas are owned by and enhance the experience along the trail for sightseeing and recreation. Connections to residential areas, shown in yellow, are noted along the study area to provide residents access to the trail as the City of Franklin grows. Environmental areas (such as the Franklin Savannah and Along the northern portion of the study area, several destinations were identified which would connect users to the trail, increase visibility, Milwaukee County. A future city park is also identified in the south west which trail connections should consider.



RAL LEVELS	following pages include descriptions of three different trail levels. The priority of this master planning study is the routing location of mary paths". However, the interconnectivity of secondary and tertiary paths are also identified to achieve an interconnected trail system. City should use these three levels for public trail construction as well as guiding private trail development.	<b>mary Paths</b> : shared-use paths that are paved and accessible for both pedestrians and bicyclists Regional E-W route that connects the Oak Leaf Trail (Root River Line) to Waukesha County's Muskego Recreation Trail system & 116th Street Trail
farm Faces	The fo "prime	Prin.

Secondary Paths: single- or shared-use paths that could either be paved or natural surface trails

- Example: Sidepaths along existing roadways
- Example: Looped paths that are place-based such as riverside paths or tracked-distance loops
- Example: Specialty use paths such as off-road bmx bike paths or non-ADA accessible hiking paths

Tertiary Paths: single- or shared-use paths that could either be paved or natural surface trails

- Example: trail spur that connects to a seating area or look-out point
- Example: Private subdivision with its own trail system that connects to public trail network





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RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

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## TRAIL ROUTING APPROACH

### Routing Approach

Before the planning process could identify a recommended route, it was important to identify both regional and local destinations as highlighted in earlier sections of this report. Using these destinations, the planning team analyzed elements that should be incorporated along this new pedestrian route that would make it even more attractive to its users. These elements could be open spaces, environmental features, commercial destinations, and new or planned housing developments that would connect homes with the new trail amenities. Since some of these new housing developments are only in the planning stages, they offer the unique opportunity to encourage open space agreements for further trail development. In addition to analyzing the existing destinations, a review of the adopted CORP plan was done to align any proposed trails with the recommendations of the Comprehensive Outdoor Recreation Plan. The CORP plan also helped to identify environmental corridors, woodlands, and floodplains that would be suitable areas to incorporate the new proposed trail route.

Primary paths were identified to connect major features along the Ryan Creek watercourse and the Northeast and Northwest corners of the study area. Secondary and tertiary paths are identified as options to extend less formal connections to additional destinations as appropriate. Most of these routes are "off-road" but connect to many "on-road" facilities connecting major streets.



RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN



### PRIMARY PATHS

part of the planning process, looks to connect the west and east side of the study area. Meandering through as many natural areas as possible, Primary paths, as shown below, should be continuous routes that connect as many important destinations as possible. The route identified as this path aims to provide a unique experience along Ryan Creek that ultimately connects up to the Oak Leaf Trail and the future 116th Street Trail.



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### SECONDARY PATHS

residential developments, commercial centers or corridors, and additional environmental corridors. Secondary paths are also found along high use or direct route roadways. These routes create local connections to destinations within the study area or near each other in ways that the Proposed secondary paths seek to include additional amenities not connected via the primary path. These might include new or existing primary routes don't, for those are more focused on regional connectivity.



### TERTIARY PATHS

paths typically are of a smaller scale and may vary in material types. It is common that tertiary paths are constructed of crushed limestone and generally create a loop that interconnects with both primary and secondary paths. Specifics for what is shown below will further be elaborated Such moments might include unique geological elements, natural overlooks, and/or historical elements within the landscape. These types of Similar to secondary paths, tertiary paths connect additional facilities such as private residential developments and site specific moments. on in the "Trail Route Recommendations" section of this report.



### A A S S

### **PRIMARY TRAIL DESIGN**

- to' wide, paved asphalt for Primary Trail
- On Grade Trail for the majority of trail length
- Elevated boardwalks for when the trail enters an environmentally sensitive area.

### TRAIL CROSSING TYPES

- At-grade intersection enhancements
  - · At-grade mid-block crossing
- Creekside underpass (utilize existing vehicular bridge over water)
- Ped bridge over roadway (none currently proposed)

### OTHER TRAIL FEATURES

- Rest stops/seating areas/overlooks
  - Wayfinding/signage
- Trailheads (parking/signage)







RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

GR21 EF

### **TRAILS**



**On-Grade Parallel to Wetlands or Rivers** Elevated Boardwalk through Environmentally Sensitive Areas



Trail Head Example (includes signage and bathroom facilities)



Franklin WISCONSIN

RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

GR21 EF

## TRAIL ROUTE RECOMMENDATIONS

as part of the adopted CORP plan. Specific sites were chosen for the trails based on property ownership information, natural features, existing The map below is an overview of the proposed trail alignments that include new and proposed trails, as well as any trails that were identified plans, and future development. The subsequent pages break down quadrants of the study area and further describe the trail alignments.

analysis and exploration will be needed as the trail projects progress. Site visits, topographical surveys, ecological exploration, and further land It should be stated that these trail locations are only recommendations based on all the information the planning team had access to. Further ownership studies will need to be conducted to ensure the constructibility of the proposed trail routes.



RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

## TRAL ROUTE RECOMMENDATIONS

- Existing 116th Street Trail G
- Recommended off-street sidepath trail along south side of Ryan Road

individual property owners compared to north Ryan Creek corridor; fewer roadway crossings compared to north side of Ryan Road; fewer (most direct route from 116th Street Trail to side of the road) Recommended off-street sidepath trail along south side of Loomis Road 6

provides bike/ped access to future mixed-use development along Loomis; 10-15 minute bike ride north to City Hall / Library)

that connects through existing or Recommended off-street trail planned development areas 

Legend

Trails

located on south side of Ryan **Recommended Primary Trail** Creek 6

**Existing Trail** 

(fewer individual property owners; more direct connection to future development lands to the south)

Boundaries Project Area

Trail Head Underpass

Water Body

Future City Park 0







RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

GRAEF
# TRAL ROUTE RECOMMENDATIONS

- Existing land bridge that could act as connection to secondary trail on the north side of Ryan Creek
- Recommended off-street trail that connects through existing or planned development areas

(located at the edge of the property line to accommodate an easement without hindering site development plans)

- Recommended off-street trail spurs that connect Primary Trail to future development
- Recommended Primary Trail shifts to north side of Ryan Creek

(better alignment with trail to the east where the north side of Ryan Creek is primarily publicly-owned lands)

5 Future City Park

egend	
rails rimary Trail Option condary Trail Option	
ounty Primary Trail Option ounty Secondary Trail Option	••••••
<b>ORP Planned Trails</b>	•••••••
kisting Trail	
kisting Snowmobile Route	
otential Crossings t-Grade Street Crossing	÷
ridge or Overpass	(
nderpass	)
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oundaries roject Area ublicly-Owned Parcels MSD-Owned Parcels	
latural Features	
/ater Body 00-Year Floodplain	\$0
nvironmental Corridor	)
solated Natural Resource Are	





RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

# TRAIL ROUTE RECOMMENDATIONS

Recommended Primary Trail located on north side of Ryan Creek

(primarily publicly-owned lands)

- Alternate A: Recommended Primary Trail shifts from north side of Ryan Creek to south side and connects to existing residential subdivision trail
- Alternate B: Recommended Primary Trail stays on the north side of Ryan Creek and utilizes a more direct route to Root River Parkway

(runs through existing open space outlot of residential subdivision)

- Recommended off-street trail connection to Ryan Road and planned sidepath trail
- Planned off-street sidepath trail
   (planned trail in coordination with WisDOT)

	+()⊲		
Trails Formary Trail Option Secondary Trail Option Courty Perhmary Trail Option Courty Secondary Trail Option CORP Planned Trails Existing Trail Existing Snowmobile Route	Potential Crossings At-Grade Street Crossing Bridge or Overpass Underpass Trail Head	Boundaries Project Area Publicly-Owned Parcels MMSD-Owned Parcels	Natural Features Water Body 100-Year Floodplain Environmental Corridor Isolated Natural Resource Area





RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

GR2 EF

# TRAIL ROUTE RECOMMENDATIONS

- cleared and avoids conflicts with floodplains; connects to existing closed runway within County Park (land is already graded and Alternate A: Recommended Primary Trail utilizes the existing residential subdivision trail on the west side of S. 76th Street) G
- route from Root River to the trail on the west side of S. 76th Street Alternate B: Recommended Primary Trail utilizes a more direct 3
- (connects to existing park entrance, car lot, and R.C. airplane field) Recommended Primary Trail connection to W. Oakwood Road 6
- Recommended Primary Trail future connections to regional County trail plans for Root River Parkway 0
- Recommended Connections to Primary Trail from existing Business/Industrial properties east of S. 60th (

Street

- Existing unpaved, looped path within the
  - parkway 0
- existing Oak Leaf Trail (~10' clearance height) Possible bike/ped underpass connection to B
- Planned off-street sidepath trail (planned trail in coordination with WisDOT) 0
- Existing Oak Leaf Trail (current off-street sidepath trail ends at the bridge) 6



RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN



## 

### Cost Opinions

The project team assembled high-level cost opinions for the recommended trails and related trail facilities recommended in the previous section. This includes primary and secondary trails along with trail heads, elevated boardwalks, at-grade street crossings, underpass, and bridges. The total trail construction cost opinion is estimated to be somewhere between \$10 million and \$15 million. This is a high-level estimate to give a sense of what trail costs might be based on similar construction projects. Until the trail is designed and the exact placement of trail features determined, there will remain a high level of uncertainty for what the trail may cost. Advancement of trail design may change the overall estimate

\$360,000.00 \$100,000.00

\$460,000.00

\$108,000.00 \$240,000.00 \$60,000.00 \$1,606,500.00 \$2,159,100.00 \$2,159,100.00

\$27,000.00 \$115,000.00

\$30,000.00

\$20,000.00

\$500.00 \$300.00

\$300.00 \$250.00

Underpasses

4,050-8,100 Square Feet 17,850 Linear Feet 23,990 Linear Feet

- 00

Creek Crossings (Bridges)

-

12

At-grade crossings

Trail Heads

Underpasses

Cost Opinion (High)

Cost Opinion (Low)

Unit Price

Unit Price

(High)

(Low)

Unit

Amount

Number

Trail Heads Crossings \$780,000.00 \$2,052,750.00 \$2,758,850.00 \$2,478,250.00 \$1,719,250.00

> **\$115.00 \$115.00** \$115.00

\$90.00

**\$90.00** 

\$4,700,400.00

\$1,958,500.00

\$300.00

\$250.00

7,834-15,668 Linear Feet

(additional cost to base trail

ength)

TOTAL

10' County Secondary Elevated Boardwalk

10' Primary LF 10' Secondary LF 10' County Primary 78,340 14.837 7.46

5

Primary <sup>1</sup>

Total miles

miles

\$1,939,500.00

\$1,345,500.00

\$115.00

\$90.00

21,550 Linear Feet 14,950 Linear Feet \$9,959,100.00 \$14,949,500.00

including trails within Milwaukee Countyamenities and related trail infrastructure, trails are prioritized for construction over and secondary trails equals 78,340 linear owned lands) is approximately \$2.8-\$4.0 total construction cost opinion reduces Subtracting out primary and secondary feet. Adding in the recommended trail bridges, underpass, boardwalk) within secondary trails, the total construction to \$5.5-\$8.4 million. Assuming primary trails and ancillary trail infrastructure The total length of proposed primary million. A little under half of the total Milwaukee County-owned lands, the ands owned by Milwaukee County. inear feet of trail is located within cost opinion for primary trails (not this equates to a construction cost opinion range between \$10-\$15 million.

SF	150	450	400	200	500	200	300	400	2600
Width (Ft)	10	10	0	0	10	10	10	10	
Length (Ft)	15	45	40	20	50	20	30	40	260
Bridges		2	m	4	Ω.	v	7	00	TOTAL



## RYAN CREEK PEDESTRIAN/BICYCLE TRAIL MASTER PLAN



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NUMBER OF STREET
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The cost opinion ranges included in the table are due to the uncertainty associated with the following factors:

- Presence of restrooms at trail heads
- Presence of wetlands and floodplains within exact trail route. (Costs assume between 10-20% of total trail length would require elevated boardwalks)
  - · Cost of materials and labor at the time of construction.
- Site topography and needed bridge spans.
- Design of trail widths.
- Aesthetic and informational elements.

Cost refinements will become possible following the steps outlined in the next section.

### Next Steps and Phasing

to begin with a detailed site survey to identify the existing natural conditions, topography, presence of environmental features (i.e. wetland and Following approval of this Master Plan, the City must pursue some due diligence for the site before design and construction. Site due diligence may be performed for individual segments of trail as plans develop. More detail on phasing are included below. Each segment of trail will need floodplains), and any other site specific features.

active recreation (i.e. walking, bicycling, etc.). The course of the trail will determine how many bridges, elevated boardwalks, crossings, and other <sup>-</sup>ollowing a site survey, the trail may undergo design development. Using site details, an exact route will need to be determined. Based on this site-specific features will need to be built into the construction phase. More detailed cost estimates will be necessary following the trail design route, the design of the trail may developed along with decisions about desired trail widths and design to accommodate different modes of development





## 

is intended to be constructed on publicly owned lands where possible and extended into privately owned lands as they are developed. The City portions at different times based on funding availability, private sector development, and intergovernmental coordination. Generally, the trail Due to the overall length, the Ryan Creek Trail is unlikely to be completed all at once. The City may choose to design and build different should make sure lands along the trail route are reserved as private development occurs (i.e. easements, dedications, reservations, etc.)

This segment includes 4 or 5 creek crossings, one trail head, and two at grade crossings. It spans approximately 9,781 linear feet (not including This plan identifies one segment of trail from South 92nd Street to South 76th Street along the north of Ryan Creek as a priority for Phase I. redundant segments, see pg. 22 for details on trail route alternatives). The estimated cost for this segment is as follows:

Trail Phase I Cost Opinion

- 9,781 LF = \$880,300-\$1,124,800
- 4-5 creek crossings (bridges 4-8) = \$450,000-\$1,440,000
  - 10-20% elevated boardwalk = \$244,500-\$586,800
    - 1 trail head = \$27,000-\$115,000
      - (depending on presence of restrooms)
- 2 at-grade crossings = 2 TOTAL = 2
- = \$40,000-\$60,000 = **\$1,641,800-**\$3,326,600



rail Phase I

GR3 EF



3

## 

### Future Phases

completion timeline. Reservations for trail segments may be combined with designs for stormwater facilities Ryan Creek, both edges of the creek should be reserved for trail development, either for the construction Future trail segments should be constructed as private land is developed, incorporated into or adjacent of a secondary trail segment, or in the case that the primary route becomes un-buildable in the desired or similar open space features. Since much of the trail is adjacent or nearby a floodplain, environmental to subdivisions or commercial areas. While the primary trail route is identified on the northern bank of corridor, or wetland, the route for the trail is unlikely to limit developable land in any parcel

trail on the park boundaries. The Franklin Savannah is currently undeveloped with unmapped footpaths and which should include special attention to the preservation of natural features and local biodiversity. This will informal connections to nearby residential development. It is also a rare and sensitive environmental area identified during the private development process to determine entry and exit locations to and from the The development of the trail through the segment crossing Franklin Savannah should be completed as development to the east or western border of the park is developed. A coordinated location should be be a valuable attraction along the Ryan Creek Trail.

County and as such are expected to be developed in partnership with the County. More details on the route Similar to the Franklin Savannah, as private development occurs along the east of 76th St, opportunities to coordinate entry into the Root River Parkway area and connect the trail to Ryan Rd to the north should be identified. The routes identified through this land are more generalized as they are owned by Milwaukee through the Root River Parkway are listed on page 21.

With the construction of the 116th Street trail nearing completion, recommended trails identified between for planned commercial and residential development to have a trail connection to the larger regional trail 124th Street and 112th Street may be an appropriate priority area for the City to advance. This will allow network















### Franklin CITY OF FRANKLIN Franklin REPORT TO THE PLAN COMMISSION

### Meeting of October 17, 2024 Site Plan Amendment

<b>RECOMMENDATION:</b> City Development Staff recommends approval of the proposed Site Plan
amendment, subject to the conditions of in the attached draft resolution.

Project Name:	Saputo Cheese USA, Inc.
Property Owner:	Saputo Cheese USA, Inc.
Applicant:	Jeff Allmann (Saputo Cheese USA)
Property Address/Tax Key Number:	2895 W Oakwood Rd. / TKN 951 9994 003
Aldermanic District:	District 4
Agent:	Dave Koenes, Jason Daye, Excel Engineering, Inc.
Zoning District:	Planned Development District 39
<b>Use of Surrounding Properties:</b>	B-7 South 27th Street Mixed Use Office (North)
	Oak Creek (East)
	Planned Development District 39 (South and West)
Application Request:	Approval of a Site Plan Amendment.
Staff Planner:	Marion Ecks, AICP

### **APPLICANT'S REQUEST**

The applicant, Saputo Cheese USA, Inc., requests approval of a Site Plan Amendment to allow for changes from the Site Plan that was approved via Plan Commission Resolution No. 2022-001 on January 6<sup>th</sup>, 2022. The overall development also required approval via Special Use (RES 2022-7815 on January 18, 2022 and RES 2023-7935 on January 17, 2023).

### CHARACTER OF THE SITE AND SURROUNDING AREA

This area is part of Planned Development District (PDD) 39, the Mixed Use Business Park development district in Franklin's Southeast corner. The property is a 34-acre former farm that has been developed into the headquarters of Saputo Cheese Inc. The adjacent property to the south is occupied by a logistics company, and the surrounding area includes a residence to the southeast, institutional properties and a residential neighborhood to the east, Ascension hospital to the north, and a commercial industrial building and conservancy outlot to the west.

### **PROJECT ANALYSIS**

The applicant has previously obtained approval of a Site Plan for a 310,485 square feet of new building, along with 459 parking spaces and delivery and loading areas along the west and south of the proposed facility. The facility is designed with a two-story profile at the northeast corner of the building at 27<sup>th</sup> and Oakwood. This corner is the office and employee welfare areas of the proposed facility, and is designed with windows and canopy overhangs at the entrance to enhance the appearance. The majority of the building is devoted to the food processing operation, which includes secured facades, no windows, and no foundation plantings of landscaping materials beyond ground vegetation to minimize potential contaminants. The food processing portion of the building is further enclosed with a security fence.

The applicant requested several waivers/modifications to the PDD-39 Gateway Area Design Standards and the UDO which are consistent with the proposed operation, including a reduction of parking standards from the 621 required by the UDO, and a waiver of required sidewalk on 27<sup>th</sup> St.

Planning staff inspected the development on May 10, 2024 and noted changes to the approved Site Plan that necessitate Site Plan approval from the Plan Commission. Staff review of the Site Plan Amendment request has the following findings:

- Changes to quantity, location, and striping of parking facilities;
  - The previous site plan included 459 parking spaces; there are now 481.
  - Striping organization has changed with the orientation of the main entrance.
- Changes to glazing, location and number of canopies, doors, and other exterior treatments on each façade of the building.
- Changes to building height, roof pitch, building footprint.
- The overall building is now 322,460 square feet; 11,975 square feet larger than the original approval.
- The addition of a driveway connection to Oakwood Rd. which cuts through a stormwater pond.
- Additional accessory structures.
- There are no new or additional impacts to natural resources.

The applicant has provided updated building plans for Commission review. Essentially, production areas were expanded, and the building facades, footprint and general dimensions reorganized. While the changes are numerous, the overall aesthetics of the building have not been altered. Further, the development continues to comply with the relevant waivers, and complies with the standards of PDD 39 and the Unified Development Ordinance (UDO).

Staff notes that Landscaping was incomplete as of September 19, 2024, including installation of a required bufferyard next to the house located at 10467 S 27<sup>th</sup> St.

### STAFF RECOMMENDATION

City Development Staff recommends approval of the proposed Site Plan Amendment, subject to the conditions of approval in the attached draft resolution.

STATE OF WISCONSIN

CITY OF FRANKLIN PLAN COMMISSION MILWAUKEE COUNTY [Draft 10-08-2024]

### RESOLUTION NO. 2024-

A RESOLUTION APPROVING A SITE PLAN AMENDMENT FOR A CONSUMER FOOD PRODUCT CONVERTING FACILITY, INCLUDING AN OFFICE AREA SUPPORTING THE PRODUCTION FACILITY AT, PARKING SPACES FOR CARS, LOADING AREAS FOR TRUCKS, STORMWATER PONDS, AND RELATED AMENITIES UPON PROPERTY ZONED PLANNED DEVELOPMENT DISTRICT NO. 39 (MIXED-USE BUSINESS PARK) LOCATED AT 2895 W OAKWOOD RD. (TKN 951 9994 003) (SAPUTO CHEESE USA, APPLICANT AND PROPERTY OWNER)

WHEREAS, Saputo Cheese USA having petitioned the City of Franklin for the approval of a Site Plan amendment to allow for design changes to the building and overall development, such Site Plan having been previously approved via PC RES 2022-001 on January 6<sup>th</sup>, 2022; upon property located at 2895 W Oakwood Rd., zoned Planned Development District 39. The property which is the subject of the application bears Tax Key No. 951 9994 003; and

WHEREAS, the building constructed was modified from the approved Site Plan with changes to quantity, location, and striping of parking facilities; changes to glazing, location and number of canopies, doors, and other exterior treatments on each façade of the building; changes to building height, roof pitch, building footprint, and the inclusion of additional accessory structures and mechanical features; and

WHEREAS, the Plan Commission having reviewed such proposal and having found same to be in compliance with the applicable terms and provisions of §15-3.0444 of the Unified Development Ordinance and in furtherance of those express standards and purposes of a site plan review pursuant to Division 15-7.0100 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the Site Plan Amendment as depicted upon the plans dated November 4, 2022, attached hereto and incorporated herein, is hereby approved, subject to the following terms and conditions:

- 1. The property subject to the Site Plan shall be developed in substantial compliance with, and operated and maintained pursuant to the Site Plan for the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and office area, on plans dated November 4, 2022.
- 2. Saputo Cheese USA, successors and assigns, and any developer of the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and

office area, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and office area, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.

- The approval granted hereunder is conditional upon the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and office area for the property located at 2895 W Oakwood Rd. (Tax Key No. 951 9994 003):
   (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
- 4. That the Saputo Cheese USA consumer food product converting facility, including a two-story employee welfare and office area shall be developed and constructed pursuant to such Site Plan within one year from the date of adoption of this Resolution, or this Resolution and all rights and approvals granted hereunder shall be null and void, without any further action by the City of Franklin.

BE IT FURTHER RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the Saputo Cheese USA development as depicted upon the plans City filestamped October 4, 2024, attached hereto and incorporated herein, shall be developed and constructed within one year from the date of adoption of this Resolution, or this Resolution and all rights and approvals granted hereunder shall be null and void, without any further action by the City of Franklin; and the Site Plan Amendment for the property located at 2895 W Oakwood Rd. (Tax Key No. 951 9994 003) as previously approved, is amended accordingly.

Introduced at a regular meeting of the Plan Commission of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2024.

APPROVED:

ATTEST:

John R. Nelson, Mayor

SAPUTO CHEESE USA – SITE PLAN AMENDMENT RESOLUTION NO. 2024-\_\_\_\_ Page 3

Shirley J. Roberts, City Clerk

AYES \_\_\_\_\_ NOES \_\_\_\_\_ ABSENT \_\_\_\_\_

APPLICATION DATE:

STAMP DATE: city use only

**Planning Department** 9229 West Loomis Road Franklin, Wisconsin 53132 (414) 425-4024 franklinwi.gov



### PLAN COMMISSION REVIEW APPLICATION

PROJECT INFORMATION [print legibly] APPLICANT [FULL LEGAL NAMES] APPLICANT IS REPRESENTED BY [CONTACT PERSON] NAME: Dave Koenes, Jason Daye NAME: Jeff Allmann COMPANY: Excel Engineering, Inc. COMPANY: Saputo Cheese USA, Inc. MAILING ADDRESS: 10700 W Research Drive MAILING ADDRESS: 100 Camelot Drive CITY/STATE: Wauwatosa, WI CITY/STATE: ZIP: ZIP: Fond du Lac, WI 54935 53226 PHONE: PHONE: 262-677-3407 920-926-9800 EMAIL ADDRESS: jeff.allmann@saputo.com EMAIL ADDRESS: david.k@excelengineer.com jason.d@excelengineer.com **PROJECT PROPERTY INFORMATION** TAX KEY NUMBER: 951 9994 003 **PROPERTY ADDRESS:** 2895 W Oakwood Road PROPERTY OWNER: PHONE: Saputo Cheese 262-677-3407 MAILING ADDRESS: 10700 W Research Drive EMAIL ADDRESS: jeff.allmann@saputo.com CITY/STATE: DATE OF COMPLETION: ZIP: office use only Wauwatosa, WI 53226 APPLICATION TYPE Please check the application type that you are applying for □ Building Move □ Sign Review ☑ Site Plan / Site Plan Amendment □ Temporary Use Most requests require Plan Commission review and approval. Applicant is responsible for providing Plan Commission resubmittal materials up to 12 copies pending staff request and comments. SIGNATURES The applicant and property owner(s) hereby certify that: (1) all statements and other information submitted as part of this application are true and correct to the best of applicant's and property owner(s)' knowledge; (2) the applicant and property owner(s) has/have read and understand all information in this application; and (3) the applicant and property owner(s) agree that any approvals based on representations made by them in this Application and its submittal, and any subsequently issued building permits or other type of permits, may be revoked without notice if there is a breach of such representation(s) or any condition(s) of approval. By execution of this application, the property owner(s) authorize the City of Franklin and/or its agents to enter upon the subject property(ies) between the hours of 7:00 a.m. and 7:00 p.m. daily for the purpose of inspection while the application is under review. The property owner(s) grant this authorization even if the property has been posted against trespassing pursuant to Wis. Stat. §943.13. (The applicant's signature must be from a Managing Member if the business is an LLC, or from the President or Vice President if the business is a corporation. A signed applicant's authorization letter may be provided in lieu of the applicant's signature below, and a signed property owner's authorization letter may be provided in lieu of the property owner's signature[s] below. If more than one, all of the owners of the property must sign this Application).

🗆 I, the applicant, certify that I have read the following page detailing the requirements for plan commission approval and submittals and understand that incomplete applications and submittals cannot be reviewed.

PROPERTY OWNER SIGNATURE:	Allow askes 10000	APPLICANT SIGNATURE:	et
<i>y</i> 117 **	07/15/2024	from f	07/09/24
NAME & TITLE:	DATE:	NAMÉ & TITLE:	DATE:
Jeffrey L Allmann, VP Engineering		V	
PROPERTY OWNER SIGNATURE:		APPLICANT REPRESENTATIVE SIGNATURE	E:
NAME & TITLE:	DATE:	NAME & TITLE:	DATE:

CITY OF FRANKLIN APPLICATION CHECKLIST
If you have questions about the application materials please contact the planning department.
BUILDING MOVE APPLICATION MATERIALS
This application form accurately completed with signatures or authorization letters (see reverse side for more details).
□ \$200 Application fee payable to the City of Franklin.
U Word Document legal description of the subject property.
□ Three (3) complete collated sets of application materials to include
$\Box$ Three (3) project narratives.
$\square$ Three (3) folded full size, drawn to scale copies (at least 8 $\frac{1}{2}$ and $\frac{1}{2}$ of the plat of survey, showing the proposed building placement at the new location, indicate setbacks from property was and locations of driveways and access points.
NOTE: Single-Family homes require an attached 2-car gam
□ Three (3) copies of color photographic of the building's current elevations.
□ Other items as may be required or specific applications, per a city planner.
Email or flash driver an all plans / submittal materials.
• Applications for a Building Move are governed by the City of Franklin Municipal Code Chapter 92-2 (A.) and the Wisconsin Uniform Building Code.
SIGN REVIEW APPLICATION MATERIALS
This application form accurately completed with signatures or authorization letters (see reverse side for more details).
$\Box$ \$40 Application fee payable to the City of Franklin.
□ Word Document legal description of the subject property.
□ Three (3) complete collated sets of application materials to include
$\Box$ Three (3) colored copies of the sign elevations, drawn to scale not less than $\frac{1}{2}$ = 1' of $\frac{1}{2}$ shall be folded to a maximum
size of 9" X 12". The elevations should denote the sign dimension and area. Identify the sours, materials, finishes and lighting method (if applicable).
$\Box$ Three (3) scaled copies of the Site Plan, showing the local transformer to proposed signage relative to (1) any existing or proposed
structures; (2) parking stalls and/or driveways; (3) or used landscaping and outdoor lighting; (4) the setback distance from the
street right-of-way at the proposed location (5) height of sign above the Jinished grade; and (6) the vision triangle distances described in Section 15-5.0201
Email or flash drive with a grant / submittal materials.
ermits for construction are REQUIRED after approval. Contact Inspection Services (414-425-0084) for permit processes.
SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS
SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS  This application form accurately completed with signatures or authorization letters (see reverse side for more details).
SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS  This application form accurately completed with signatures or authorization letters (see reverse side for more details). Application fee payable to the City of Franklin [select one of the following]
SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS  SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS  Application form accurately completed with signatures or authorization letters (see reverse side for more details).  Application fee payable to the City of Franklin [select one of the following]  Tier 1: \$2000
SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS         □ This application form accurately completed with signatures or authorization letters (see reverse side for more details).         □ Application fee payable to the City of Franklin [select one of the following]         □ Tier 1: \$2000         □ Tier 2: \$1000 (lot size ≤ 1 acre)
SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS  SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS  Application form accurately completed with signatures or authorization letters (see reverse side for more details).  Application fee payable to the City of Franklin [select one of the following]  Tier 1: \$2000 Tier 2: \$1000 (lot size ≤ 1 acre) Tier 3: \$500 (≤ 10% increase or decrease in total floor area of all structures with no change to parking: or change to parking only).
SITE PLAN / SITE PLAN AMENDMENT APPLICATION MATERIALS         □ This application form accurately completed with signatures or authorization letters (see reverse side for more details).         □ Application fee payable to the City of Franklin [select one of the following]         □ Tier 1: \$2000         □ Tier 2: \$1000 (lot size ≤ 1 acre)         □ Tier 3: \$500 (≤ 10% increase or decrease in total floor area of all structures with no change to parking: or change to parking only).         □ Word Document legal description of the subject property.
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### Legal Description

Lot 2 of Certified Survey Map NO. 9362, recorded in the office of the Register of Deeds for Milwaukee on November 5, 2021 as Document No. 11183864 located in the as Northeast 1/4 of Section 36, Township 5 North, Range 21 East 21, City of Franklin, Milwaukee County, Wisconsin.



### Site Plan Amendment Project Narrative:

July 8, 2024

### Modified Project Description

The project scope includes the construction of a new consumer food product converting facility with a footprint of approximately 322,460 square feet, with an additional 46,430 square feet on the second level. The facility and site development are designed to follow food safety approaches in all aspects of layout and design. As such, several steps have been taken limiting potential risk points for contamination and introduction of foreign material to the site and into the facility.

Fronting the intersection of West Oakwood Road and South 27<sup>th</sup> Street at the northeast corner of the facility is a two-story welfare and office space to support the production facility. The building office façade is constructed using insulated precast concrete wall panels with integral color pigment, and accent banding on its exterior walls. The office design includes prominent corner elements at the lobby and lunchroom areas with storefront windows and canopies above all entries. The aluminum storefront windows at the corner elements include sunshades above the aluminum windows. Additional windows are provided along the façade of the office and employee service areas at both levels. The roofing system at the office is internally draining with parapet walls that extend beyond the roof line.

The production and warehouse façade are constructed mostly of horizontal spanning insulated metal wall panels on its exterior with a limited amount of precast wall along the west elevation of the building. The horizontal spanning insulated metal panel is designed to continue the horizontal banding used in the precast office facade. There are no windows into the production or cold storage areas keeping in line with good manufacturing practices for food processing facilities. The roofing system at the production and warehouse is a combination internally draining roof system at the center of the production area and sheet draining to gutter and downspout on the North and South side dry and cold storage warehouses.

The building structure utilizes a conventional steel framing system with open web roof joists supported by steel building columns. The facility has a fully adhered membrane roof system. The building utilizes a shallow conventional foundation system.

Automobile traffic has been separated from truck traffic for safety purposes and to control on site movements following industry approaches to ensure food safety. Auto parking in front of the building is to the north and east side between the building façade and the public street, with two access points into the site from West Oakwood Road. The East side of the site does not have automobile access onto South 27<sup>th</sup> Street, however, an emergency vehicle access drive connection is provided from the parking lot to the truck exit drive to the south. A single accessible route through the parking lot connects the primary Northeast building entrance to West Oakwood Road providing pedestrian and bike access.

Truck maneuvering areas and loading docks are located on the west and south sides of the building and are not readily visible from the street. Truck traffic enters at the northwest corner of the site from West Oakwood Road and discharges from the site onto South 27<sup>th</sup> Street via a right turn only lane on the southeast corner of the site. A majority of the west and south side of the building are secured by a perimeter fence as an added measure of security and for increased food safety. Landscape screening berms have been constructed to shield the loading dock areas from public view.

There are three stormwater ponds located on the north side of the site between the parking lot and West Oakwood Road serving the site for onsite stormwater management as well as providing a visual amenity to the public street. There is an additional stormwater pond located on the southwest corner of the site. The stormwater elements have been designed to account for potential future expansion of key areas of the facility to accommodate potential growth for Saputo.

### CITY OF FRANKLIN PLAN COMMISSION

### **RESOLUTION NO. 2022-**

A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SITE PLAN FOR CONSTRUCTION OF AN APPPROXIMATELY 310.485 SOUARE FOOT CONSUMER FOOD PRODUCT CONVERTING FACILITY. INCLUDING A TWO-STORY WELFARE AND OFFICE AREA SUPPORTING THE PRODUCTION FACILITY AT THE NORTHEAST PORTION OF THE FACILITY, 459 PARKING SPACES FOR CARS IN FRONT OF THE BUILDNG ON WEST OAKWOOD ROAD AND SOUTH 27TH STREET, LOADING AREAS FOR TRUCKS ON THE WEST AND SOUTH FACIING SIDES OF THE PROPOSED BUILDING AND STORMWATER PONDS ON THE NORTH AND SOUTH SIDES OF THE SITE FOR ONSITE STORMWATER MANAGEMENT AND VISUAL AMENITIES (THE PROPOSED STORMWATER ELEMENTS HAVE BEEN DESIGNED TO ACCOUNT FOR POTENTIAL FUTURE EXPANSION OF KEY AREAS OF THE FACILITY TO ACCOMMODATE GROWTH FOR SAPUTO) UPON PROPERTY ZONED PLANNED DEVELOPMENT DISTRICT NO. 39 (MIXED-USE BUSINESS PARK) LOCATED ON THE EASTERN HALF OF THE PARCEL AT THE INTERSECTION OF WEST OAKWOOD ROAD AND SOUTH 27TH STREET IN THE GATEWAY AREA DISTRICT OF PLANNED DEVELOPMENT DISTRICT NO. 39 (MIXED-USE BUSINESS PARK) (LOT 2 OF CERTIFIED SURVEY MAP NO. 9362, **RECORDED ON NOVEMBER 5, 2021)** (PART OF TAX KEY NO. 951-9994-001, OTHERWISE KNOWN AS LOT 2 OF CERTIFIED SURVEY MAP NO. 9362) (SAPUTO CHEESE USA, APPLICANT, H.S.A. COMMERCIAL REAL ESTATE, PROPERTY OWNER)

WHEREAS, Saputo Cheese USA having applied for approval of a proposed site plan for construction of an approximately 310,485 square foot consumer food product converting facility, including a two-story welfare and office area supporting the production facility at the northeast portion of the facility, 459 parking spaces for cars in front of the building on West Oakwood Road and South 27th Street, loading areas for trucks on the west and south facing sides of the proposed building and stormwater ponds on the north and south sides of the site for onsite stormwater management and visual amenities property located on Lot 2 of Certified Survey Map No. 9362, which was recorded on November 5, 2021; and

WHEREAS, the Plan Commission having reviewed such proposal and having found same to be in compliance with the applicable terms and provisions of §15-3.0421 of the Unified Development Ordinance and in furtherance of those express standards and purposes of a site plan review pursuant to Division 15-7.0100 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of

### SAPUTO CHEESE USA – SITE PLAN RESOLUTION NO. 2022-\_\_\_\_ Page 2

Franklin, Wisconsin, that the Site Plan for construction of an approximately 310,485 square foot consumer food product converting facility, including a two-story welfare and office area supporting the production facility at the northeast portion of the facility, 459 parking spaces for cars in front of the building on West Oakwood Road and South 27th Street, loading areas for trucks on the west and south facing sides of the proposed building and stormwater ponds on the north and south sides of the site for onsite stormwater management and visual amenities, as depicted upon the plans dated November 4, 2021, most recently updated December 22, 2021, attached hereto and incorporated herein, is hereby approved, subject to the following terms and conditions:

- 1. The property subject to the Site Plan shall be developed in substantial compliance with, and operated and maintained pursuant to the Site Plan for the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and office area, on plans dated November 4, 2021, most recently updated December 22, 2021.
- 2. Saputo Cheese USA, successors and assigns, and any developer of the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and office area, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and office area, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
- 3. The approval granted hereunder is conditional upon the Saputo Cheese USA consumer food product converting facility, including a two-story welfare and office area for the property located at Lot 2 of Certified Survey Map No. 9362: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
- 4. That the Saputo Cheese USA consumer food product converting facility, including a two-story employee welfare and office area shall be developed and constructed pursuant to such Site Plan within one year from the date of adoption of this Resolution, or this Resolution and all rights and approvals granted hereunder shall be null and void, without any further action by the City of Franklin.

- 5. The applicant shall obtain a waiver from the Plan Commission of the Planned Development District No. 39 (Mixed Use Business Park) Design Standards Section 15-3.0444A.D.1.a. (Parking required and location regulated) to permit parking in front of the building façades facing West Oakwood Road and South 27th Street.
- 6. The applicant shall obtain a modification from the Plan Commission of the Planned Development District No. 39 (Mixed Use Business Park) Design Standards Section 15-3.0444A.D.2.a. (Site furnishings required and coordination regulated) to provide site furnishings for employees only.
- 7. The applicant shall obtain a modification from the Plan Commission of the Planned Development District No. 39 (Mixed Use Business Park) Design Standards Sections 15-3.0444A.D.2.b.ii. and 2.b.iii. (Bicycle and pedestrian amenities required) to require one walkway connection only to West Oakwood Road to the main entrance of the facility and to only require sidewalk in front of the office/employee welfare portion of the facility.
- 8. The applicant shall obtain a waiver from the Plan Commission of the Planned Development District No. 39 (Mixed Use Business Park) Design Standards Section 15-3.0444A.D.3.a. (Landscaping required and location regulated), provided that the applicant shifts the required foundation plantings to the required Bufferyard along South 27th Street and adjacent to the residential parcel located at Tax Key No. 951-9995-000.
- 9. The applicant shall obtain a modification from the Plan Commission of the Planned Development District No. 39 (Mixed Use Business Park) Design Standards Section 15-3.0444A.D.3.b. (Central Areas/Features required) to provide central gathering areas for employees and authorized company visitors only.
- 10. The applicant shall obtain a modification from the Plan Commission of the Planned Development District No. 39 (Mixed Use Business Park) Design Standards Sections 15-3.0444A.D.4.a.i., 4.a.ii., 4.a.ii., 4.a.iv., 4.a.v., and 4.a.xi. (Building Character and Design regulated) to only require a multi-story building for the office/employee welfare portion of the facility, transparent windows on the office/employee welfare portion of the facility, and permit pigmented precast concrete as the primary material for the industrial/distribution portion of the facility.
- 11. The applicant shall obtain a waiver from the Plan Commission of the Planned Development District No. 39 (Mixed Use Business Park) Design Standards Section 15-3.0444A.E. (Signage Standards) to waive Plan Commission review of proposed

### SAPUTO CHEESE USA – SITE PLAN RESOLUTION NO. 2022-\_\_\_\_ Page 4

signs and defer to Department of City Development staff approval with the Sign Permit Application.

- 12. The applicant shall obtain a waiver from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0352A. (Parking required and location regulated) to permit parking in front of the façades facing West Oakwood Road and South 27th Street.
- 13. The applicant shall obtain a parking reduction from 621 parking spaces to 459 parking spaces from the Plan Commission as provided in the South 27th Street Design Overlay District Standards Section 15-3.0352C.2. (Parking required and location regulated).
- 14. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0353A. (Coordination of site furnishings) to provide site furnishings for employees and authorized company visitors only.
- 15. The applicant shall obtain a waiver from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0353B.3. (Pedestrian Considerations) to not require pedestrian and bicycle connections.
- 16. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Sections 15-3.0353B.2., B.4., and B.5. (Pedestrian Considerations) to provide one walkway connection to West Oakwood Road, to reduce the sidewalk in front of the building to that area in front of the office/employee welfare portion of the facility.
- 17. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0353D. (Bicycle and pedestrian amenities required) to provide bicycle facilities for employees and company visitors only.
- 18. The applicant shall obtain a waiver from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.035E.1. (Foundation area landscaping), provided that the applicant shifts the required foundation plantings to the required Bufferyard along South 27th Street and adjacent to the residential parcel located at Tax Key No. 951-9995-000.

- 19. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0353E.3. (Off-street parking area landscaping) to shift parking lot landscaping to bufferyard areas.
- 20. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0353F. (Central Areas/ Features) to provide central areas for employees and authorized company visitors only.
- 21. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0354A. (Parking Lot Landscaping Required) provided that the applicant shifts the required foundation plantings to the required Bufferyard along South 27th Street and adjacent to the residential parcel located at Tax Key No. 951-9995-000.
- 22. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0354B.1. (Required Trees for Parking Lot Perimeter and Interior Applications) provided that the applicant shifts the required foundation plantings to the required Bufferyard along South 27th Street and adjacent to the residential parcel located at Tax Key No. 951-9995-000.
- 23. The applicant shall obtain modifications from the Plan Commission of the South 27th Street Design Overlay District Standards Sections 15-3.0354C.1, C.2., and C.5. (Interior Landscaping for Off-Street Parking Areas) to provide 13 square feet of parking island space per parking stall, to permit larger parking islands (up to 9 feet wide and 40 feet long) and to reduce required planting materials in parking islands to decorative trees, perennials, and groundcover.
- 24. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0354.D.2.a. and D.2.c. (Screening for Off-Street Parking Areas) to not require an opaque planted street-side greenbelt, and to reduce the number of planting elements and substitute planted berms in lieu.
- 25. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0355A.1., A.2., and A.3. (Building Character and Design) to permit partial use of a multi-story facility for the office/general welfare portion of the facility only; to permit pigmented precast concrete as the primary façade material for the office/general welfare portion of the facility; and to permit horizontal spanning colored insulated metal wall panels as the primary façade material for the industrial/distribution portion of the facility.

- 26. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0355C.5. (Building Façades) to permit use of specific elements and mix of elements as provided on the attached Site Plan dated November 4, 2021, most recently updated December 22, 2021.
- 27. The applicant shall obtain a waiver from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0355C.8. (Building Location) to permit large building setbacks and a single-structure facility.
- 28. The applicant shall obtain a modification from the Plan Commission of the South 27th Street Design Overlay District Standards Section 15-3.0355C.11. (Natural Resources Protection), provided that:
  - a. The applicant shall restore the wetland buffer and setback from any disturbance consistent with the requirements of UDO §15-4.0102I; and
  - b. The applicant shall not use heavy construction equipment for the fence installation through the wetland buffer and setback (i.e., a small backhoe or similar construction vehicle would be considered suitable).
- 29. The applicant shall submit conservation easements for areas of preserved natural resources (per City of Franklin Unified Development Ordinance §15-7.0603B) for Common Council review and approval, prior to any land disturbing activities.
- 30. The applicant shall obtain approval of the Stormwater Management Plan, Utilities Construction Plan, and driveway access from the City Engineering Department prior to the issuance of the building permit.

Introduced at a regular meeting of the Plan Commission of the City of Franklin this \_\_\_\_\_\_\_, 2022.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2022.

### APPROVED:

Stephen R. Olson, Chairman

ATTEST:

Sandra L. Wesolowski, City Clerk

AYES \_\_\_\_\_ NOES \_\_\_\_\_ ABSENT \_\_\_\_\_

Approved January 20, 2022

### City of Franklin Plan Commission Meeting January 6, 2022 Minutes

A. Call to Order and Roll Call

Mayor Steve Olson called the January 6, 2022, regular Plan Commission meeting to order at 7:00 p.m. in the Council Chambers at Franklin City Hall, 9229 West Loomis Road, Franklin, Wisconsin.

Present were Mayor Steve Olson, Alderwoman Shari Hanneman, Commissioners Patricia Hogan and Patrick Leon, and City Engineer Glen Morrow. Commissioner Kevin Haley participated remotely and Commissioner Adam Burckhardt was excused. Also present were City Attorney Jesse Wesolowski, Planning Manager Heath Eddy and Principal Planner Régulo Martínez-Montilva.

### **B.** Approval of Minutes

1. Regular Meeting of December 9, 2021

Commissioner Leon moved and Alderwoman Hanneman seconded approval of the December 9, 2021 regular meeting minutes. On voice vote, all voted 'aye'. Motion carried (5-0-2).

### C. Public Hearing Business Matters

### 1. SAPUTO CHEESE USA INC. CONSUMER FOOD PRODUCT CONVERTING FACILITY

**DEVELOPMENT.** Special Use and Site Plan applications by Saputo Cheese USA Inc. (HSA Commercial, Inc., d/b/a HSA Commercial Real Estate, property owner) as follows:

<u>Special Use</u>: to operate an "Office/Light Industrial Flex Space" in the Gateway Area of Planned Development District No. 39 (Mixed-Use Business Park) (Office/Light Industrial Flex Space requires a Special Use per Section 15-3.0444A B.3.a. of Ordinance No. 2016-2238);

<u>Site Plan:</u> for construction of an approximately 310,485 square foot consumer food product converting facility, including a two-story welfare and office area supporting the production facility at the northeast portion of the facility, 459 parking spaces for cars in front of the building on West Oakwood Road and South 27th Street, loading areas for trucks on the west and south Planning Manager Eddy presented the request by Saputo Cheese USA Inc. (HSA Commercial, Inc., d/b/a HSA Commercial Real Estate, property owner) as follows: Special Use: to operate an "Office/Light Industrial Flex Space" in the Gateway Area of Planned Development District No. 39 (Mixed-Use Business Park) (Office/Light Industrial Flex Space requires a Special Use per Section 15-3.0444A B.3.a. of Ordinance No. 2016-2238); Site Plan: for construction of an approximately 310,485 square foot consumer food product converting facility, including a two-story welfare and office area supporting the production facility at the northeast portion of the facility, 459 parking spaces for cars in front of the building on West Oakwood Road and South 27th Street, loading areas for trucks on the west and south facing sides of the proposed building and stormwater ponds on the north and south sides of the site for onsite stormwater management and visual amenities (the proposed stormwater elements have been designed to account for potential future expansion of key areas of the facility to accommodate growth for Saputo) upon property zoned Planned Development District No. 39 (Mixed-Use Business Park), located on the eastern half of the parcel at the intersection of West Oakwood Road and South 27th Street in the Gateway Area District of Planned Development District No. 39 (Mixed-Use Business Park) (Lot 2 of Certified Survey Map No. 9362, recorded on November 5, 2021);

facing sides of the proposed building and stormwater ponds on the north and south sides of the site for onsite stormwater management and visual amenities (the proposed stormwater elements have been designed to account for potential future expansion of key areas of the facility to accommodate growth for Saputo) upon property zoned Planned Development District No. 39 (Mixed-Use Business Park), located on the eastern half of the parcel at the intersection of West Oakwood Road and South 27th Street in the Gateway Area District of Planned Development District No. 39 (Mixed-Use Business Park) (Lot 2 of Certified Survey Map No. 9362, recorded on November 5, 2021); Requested Waivers/Modifications of Planned Development District No. 39 (Mixed Use Business Park) Design Standards, Section 15-3.0444A.D. Gateway Area Design Standards:

Requested Waivers/Modifications of Planned Development District No. 39 (Mixed Use Business Park) Design Standards, Section 15-3.0444A.D. Gateway Area Design Standards.

The Official Notice of Public hearing was read in to the record by Planning Manager Eddy and the Public Hearing was opened at 7:15 p.m. and closed at 7:17 p.m.

### Special Use

Alderwoman Hanneman moved and Commissioner Leon seconded a motion to recommend approval of a Resolution imposing conditions and restrictions for the approval of a Special Use to allow a 310,485 square foot "office/light industrial flex space" to develop a food processing operation, including the provision of materials delivery, processing, packaging and distribution of food products, with supporting office and employee welfare facilities upon property located on the eastern half of the parcel at the intersection of West Oakwood Road and South 27th Street (lot 2 of Certified Survey Map No. 9362). On voice vote, all voted 'aye'; motion carried (5-0-2).

### Site Plan and requested waivers

Alderwoman Hanneman moved and Commissioner Hailey seconded a motion to direct staff to work with the developer with regards to the inclusion of a water main in that area with the result of that coordination to be completed and presented to the Common Council when this subject matter gets to the Common Council. On voice vote, all voted 'aye'; motion carried (5-0-2).

Alderwoman Hanneman moved and Commissioner Hogan seconded a motion to waive the required standards under various sections of 15-3.0444 pertaining to: (a) parking standards, (b) site furnishings, (c) bicycle and pedestrian amenities, (d) landscaping, (e) central area features, (f) building character and (g) signage. On voice vote, all voted 'aye'; motion carried (5-0-2).

Alderwoman Hanneman moved and Commissioner Hogan seconded a motion to waive the required standards under Section 15-3.0352 et al pertaining to: (a) parking, (b) reducing the number of parking stalls, (c) coordination of site furnishings, (d) pedestrian considerations, (e) pedestrian considerations, (f) bicycle and pedestrian amenities, (g) foundation landscaping, (h) off-street parking landscaping, (i) central area features, (j) parking lot landscaping, (k) trees, (l) off-street parking landscaping, (m) off-street parking areas, (n) building character and design, (o) building façades, (p) building locations and (q) wetland buffer disturbance by the fence as previously discussed. On voice vote, all voted 'aye'; motion carried (5-0-2).

Alderwoman Hanneman moved and Commissioner Hogan seconded a motion to adopt a Resolution imposing conditions and restrictions for the approval of a Site Plan for construction of an approximately 310,485 square foot consumer food product converting facility, including a twostory welfare and office area supporting the production facility at the northeast portion of the facility, 459 parking spaces for cars in front of the building on West Oakwood Road and South 27th Street, loading areas for trucks on the west and south facing sides of the proposed building and stormwater ponds on the north and south sides of the site for onsite stormwater management and visual amenities (the proposed stormwater elements have been designed to account for potential future expansion of key areas of the facility to accommodate growth for Saputo) upon property zoned Planned Development District No. 39 (Mixed-Use Business Park) located on the eastern half of the parcel at the intersection of West Oakwood Road and South 27th Street in the Gateway area district of Planned Development District No. 39 (Mixed-Use Business Park) (lot 2 of Certified Survey Map No. 9362, recorded on November 5, 2021) (part of Tax Key No. 951-9994-001, otherwise known as lot 2 of Certified Survey Map No. 9362). On voice vote, all voted 'ave'; motion carried (5-0-2).

Commissioner Hogan moved and City Engineer Morrow seconded a motion to amend the motion regarding the water main to include discussion on sidewalk on 27<sup>th</sup> Street. On voice vote, all voted 'aye'; motion carried (5-0-2).

### **D. Business Matters**

1. None

Adjournment

Commissioner Hogan moved and Alderwoman Hanneman seconded to adjourn the Plan Commission meeting of January 6, 2022 at 8:13 p.m. On voice vote, all voted 'aye'; motion carried. (5-0-2).

### Franklin CITY OF FRANKLIN Franklin REPORT TO THE PLAN COMMISSION

### Meeting of January 6, 2022

### SPECIAL USE/SITE PLAN

**RECOMMENDED MOTIONS:** Department of City Development Staff recommends the following: (1) Provide an approval recommendation to the Common Council on the Special Use Application; (2) Approve the 37 waivers/modifications requested from the PDD-39 Design Standards and South 27<sup>th</sup> Street Design Overlay District requirements as indicated below and in the attached Site Plan Resolution; (3) Approve the Site Plan Application based on the conditions as provided in the attached Site Plan Resolution, or modify said Resolution as determined by the Plan Commission.

Applicant:	Saputo Cheese USA, Inc.
Property Address/Tax Key Number:	SW corner West Oakwood Road at South 27 <sup>th</sup> Street Part of 951-9994-001
Aldermanic District:	District 4
Agent:	Jeff Allmann, Saputo Cheese USA, Inc.
	Dave Koenes, P.E., Excel Engineering, Inc.
Zoning District:	PDD-39 (Mixed Use Business Park)
	South 27th Street Design Overlay District
Use of Surrounding Properties:	North: Ascension Hospital zoned B-7 South 27 <sup>th</sup> Street Mixed Use-Office District West: Vacant and conservancy land zoned PDD-39 South: XPL Logistics and Residential zoned PDD-39 East: Noncommercial Assembly zoned I-1 and Residential zoned Rs-2
Special Use Request:	To permit an "Office/Light Industrial Flex Space" for a new consumer food product converting facility.
Site Plan Proposal:	To permit construction of a 310,485 square foot office and industrial building and requisite roadway access, parking, loading, and bufferyard and parking area landscaping, with requests for various waivers/modifications to the PDD 39 Design Standards and the South 27 <sup>th</sup> Street Design Overlay District.
Staff Planner:	Heath Eddy, AICP, Planning Manager

- Staff recommendations are *<u>underlined in italics</u>* and included in the draft resolution.
- Staff suggestions are only <u>underlined</u> and are not included in the draft resolution.

### **APPLICANT'S REQUEST**

The applicant is requesting approval of a Special Use to permit an "Office/Light Industrial Flex Space" for a new consumer food product converting facility, and approval of a Site Plan to permit construction of a 310,485-square foot office and industrial building including the roadway accesses to both West Oakwood Road (a City-owned and maintained roadway) and South 27<sup>th</sup> Street (a WisDOT maintained roadway), 459 parking spaces, loading and unloading areas, and landscaping and security fencing for Lot 2 of CSM #9362, which was approved by the Common Council on October 19, 2021. As part of the Site Plan Application, the applicant requests waivers or modifications to PDD-39 Design Standards and the design requirements of the South 27<sup>th</sup> Street Design Overlay District.

The Special Use Application is subject to a public hearing, which requires a Class 2 Notice under State Statute. The Public Notice was provided to the South NOW weekly publication on December 13, 2021 and ran on December 22 and December 29, 2021. Notices were mailed to the requisite adjacent property owners by City Development staff on December 17, 2021.

### CHARACTER OF THE SITE AND SURROUNDING AREA

The subject property is a formerly active farm that is currently owned by H.S.A. Commercial Real Estate. The property was the subject of a 3-lot CSM that includes two development sites and an outlot that will be almost entirely covered by a Conservation Easement. The subject property for these applications is Lot 2, which is a 34.39-acre site. The property primarily consists of maintained field area with a small concentration of wetland features located along the south property line adjacent the property currently occupied by XPL Logistics. The surrounding area includes a residence to the southeast; a couple of institutional properties and a residential neighborhood to the east; Ascension hospital to the north; and Lot 1 of the same CSM and the conservancy outlot to the west.

### **DESCRIPTION OF THE APPLICATION**

On November 8, 2021, the applicant submitted applications for a Site Plan and a Special Use to develop the proposed food converting facility and offices in Planned Development District (PDD)-39. Because the property is located in the Gateway Area of PDD-39, it requires a Special Use approval to operate a use that is a combination of light industrial and office space. The proposed use category "Office/Light Industrial Flex Space" is most consistent with the proposed use of the site.

The applicant's proposal is for 310,485 square feet of new building (with space retained for additional building area), along with 459 parking spaces and delivery and loading areas along the west and south of the proposed facility. The applicant's proposal includes separate accesses for employee arrivals and departures from those of materials deliveries and distribution facilities, and therefore there are 2 proposed access points to West Oakwood Road and 2 additional access points to South 27<sup>th</sup> Street.

To address the provision for buffering the trucking area, the applicant proposes berming located to the northwest of the facility to block the view from West Oakwood Road, and again along the southeast corner of the proposed facility to block the view from South 27<sup>th</sup> Street. Both berms will be landscaped along the peak to aid in the screening effect. Additionally, the applicant proposes bufferyard landscaping along South 27<sup>th</sup> Street and West Oakwood Road against the proposed employee parking areas. However, the applicant also proposes to maintain a view shed from the Oakwood Road/27<sup>th</sup> Street intersection into the property at the focal point of the office portion of the facility.

The applicant's proposed facility design is intended to provide for food safety and minimization of rodents and other contaminants. These design requirements are the primary impetus for the

waivers/modifications requested, and detailed below. The facility is designed with a two-story profile at the northeast corner of the building opposite the aforementioned intersection. This corner is the office and employee welfare areas of the proposed facility, and is designed with windows and bricktype facades along with canopy overhangs at the entrance to enhance the appearance. The majority of the facility is devoted to the food processing operation, which includes secured facades, no windows, and no foundation plantings of landscaping materials beyond ground vegetation to minimize potential contaminants. The food processing portion of the facility is further enclosed with a security fence which will run due west from the northwest corner of the facility, south along the western lot line, then along the southern lot line, then north again to the southeast corner of the facility. This fence is a requirement for food safety.

The applicant's requests for waivers/modifications are consistent with the proposed operation. There are a total of 37 requested waivers or modifications, 13 to the PDD-39 Gateway Area Design Standards and 24 to the South 27<sup>th</sup> Street Design Overlay District standards. Of these requests, there are a total of 7 design waivers and 30 design modifications to provide an alternative to the precise requirements in the design standards.

### NOTED HIGHLIGHTS

There are couple of discussion points for consideration.

- 1. **Parking Reduction.** The applicant is requesting a reduction of the required parking for this proposed use. The nearest requirement is consistent with "Warehouse" which is 2 spaces/1,000 square feet of building area, which would yield a minimum of 621 parking spaces. The applicant proposes a total of 459 parking spaces, which according to the applicant is based on a maximum of 200 food production employees per shift, three shifts, with up to 50 office employees in the daytime shift only. The total amount of parking accounts for the overlapping of shift employees. *Staff recommends approval of this reduction*.
- 2. Sidewalk along South 27<sup>th</sup> Street. This item is notable as there is no sidewalk shown/proposed on the attached Site Plan. While it is normally a requirement, the applicant does have a justification that is two-fold: (1) the existing profile of South 27<sup>th</sup> Street is a four-lane rural boulevard, with no curb/gutter and an open drainage swale adjacent to the shoulder. Installing sidewalk in this condition would either require building in or on the shoulder or behind the swale; and (2) there currently is no sidewalk on South 27<sup>th</sup> Street south of Villa Drive, which is approximately 2.8 miles north of the subject property. Staff believes the sidewalk should be provided if possible though it should be noted that there are no connections south of the subject property except for Elm Road, which currently includes no sidewalk (though proposed for a trail when the City reconstructs this facility). Staff recommends including the sidewalk but defers to the Plan Commission on placing this requirement on the Site Plan Resolution.
- 3. Fencing in Wetland Buffers/Setbacks. The proposed security fence will include a portion that runs through the wetland buffer and setback areas along the south property line. Approximately 258 linear feet of the fence will run through wetland buffer and 526 linear feet will run through wetland setback. The Natural Resource Features Special Exception (NRSE) process was not designed for this kind of limited impact (both duration and area). As shown on the Site Plan, the fence will include 72 posts in the wetland buffer and setback, which would account for maybe 180 square feet of permanent post footings, and a somewhat larger 600 or so cubic feet of disturbance, which would be completed in a fairly short time process. Staff recommends that the fencing be permitted, with the conditions that (1) the applicant is required to restore the wetland buffer and setback from any disturbance consistent with the requirements of UDO §15-4.01021, and (2) the applicant shall not use heavy construction equipment for the fence

*installation through the wetland buffer and setback (i.e. a small backhoe or similar construction vehicle would be considered suitable).* 

### UNIFIED DEVELOPMENT ORDINANCE REQUIREMENTS

This application is subject to the following provisions of the UDO. Subject to the development conditions of approval, the special use and site plan shall meet these standards:

- §15-3.0701 General Standards for Special Uses
- §15-7.0102 Principles and Standards of Review, Site Plans

Attached are the applicant's statements in support of the proposed Special Use. Below are staff's review comments based on the General Standards for Special Uses.

### GENERAL STANDARDS FOR SPECIAL USES (§15-3.0701)

**Standard 1: Ordinance and Comprehensive Master Plan Purposes and Intent.** The standard states that "the proposed use and development will be in harmony with the general and specific purposes for which this Ordinance was enacted and for which the regulations of the zoning district in question were established and with the general purpose and intent of the City of Franklin Comprehensive Master Plan or element thereof."

**Staff's Findings:** The applicant's proposal is a type of food processing facility (light industrial) which is fully internal operation. In fact, per regulatory standards this type of operation requires entirely indoor operations. The proposed use includes a significant office facility located proximate to the West Oakwood Road/South 27<sup>th</sup> Street intersection for maximum visibility. This is consistent with the intent of the PDD-39 Gateway Area. In addition, the proposed use is consistent with the "Business Park" designation for the property on the City of Franklin 2025 Comprehensive Master Plan Future Land Use Map.

**Standard 2: No Undue Adverse Impact.** The standard states that "the proposed use and development will not have a substantial or undue adverse or detrimental effect upon or endanger adjacent property, the character of the area, or the public health, safety, morals, comfort, and general welfare and not substantially diminish and impair property values within the community or neighborhood."

**Staff's Findings:** The proposed use will function entirely internal to the facility. The operation includes delivery of material for sorting and modification, then packaged and shipped. Therefore, the operation itself will present no undue or substantial adverse effect to the area.

**Standard 3: No Interference with Surrounding Development.** The standard states that "the proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable zoning district regulations."

**Staff's Findings:** The applicant's proposed facility will be over 310,000 square feet in area, with potential additions to bring the total to over 350,000 square feet. However, the subject property is over 34 acres in area, and the proposed facility is set back from both West Oakwood Road and South 27<sup>th</sup> Street and visually buffered with proposed stormwater ponds, berms, and landscaping. The net effect of the proposed development will not dominate the area and should easily blend with the surrounding development.

**Standard 4: Adequate Public Facilities.** The standard states that "the proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities including public water supply system and sanitary sewer, police and fire protection, refuse disposal, public parks, libraries, schools, and other public facilities and utilities or the applicant will provide adequately for such facilities."

**Staff's Findings:** The proposed facility will be tied to public sewer and water services, and is located on two multi-lane roadway facilities. The access will include truck access from West Oakwood Road and truck departures from South 27<sup>th</sup> Street, with connection to I-94. The proposed facility should have little impact on police and fire protection services, will provide for secure refuse disposal, and should be a net positive to local parks, the Franklin City Library, the local schools, and other public facilities.

**Standard 5: No Traffic Congestion.** The standard states that "the proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets. Adequate measures will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets."

**Staff's Findings:** The proposed facility will operate with three shifts of 200 employees, with one shift with an additional 50 office employees during the daytime. Therefore, the highest point of traffic impact will be at the change of each shift with a total of no more than 450 vehicles entering or exiting the subject property over a span of roughly 30-60 minutes. The other traffic impact is large trucks entering the site from West Oakwood Road, which would be accessed from South 27<sup>th</sup> Street, a 4-lane rural arterial boulevard at this location. Staff sees no undue traffic congestion from this proposed use.

**Standard 6: No Destruction of Significant Features.** The standard states that "the proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance."

**Staff's Findings:** The applicant's Natural Resource Protection Plan shows that the only significant protected natural resource on the subject property are four small wetlands on the south side, none of which will be impacted from the proposed use or development of the site. Staff previously discussed the location of the security fence in the wetland buffer and setback area of these wetlands, but not in the wetland itself.

**Standard 7: Compliance with Standards.** The standard states that "the special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the Common Council pursuant to the recommendations of the Plan Commission. The proposed use and development shall comply with all additional standards imposed on it by the particular provision of this Division and Ordinance authorizing such use."

**Staff's Findings:** The application meets the area and bulk regulations of PDD-39, and additional requests for modifications and waivers by the applicant are to be adjudicated with consideration of the Site Plan. Therefore, staff finds this standard is met.

The following is staff's analysis of the proposed Site Plan based on the Principles and Standards of Review of Site Plans, as well as assessments of the applicant's requested waivers or modifications to the PDD-39 Design Standards and the South 27<sup>th</sup> Street Design Overlay District.

### PRINCIPLES AND STANDARDS OF REVIEW OF SITE PLANS (§15-7.0102)

**Standard A. Conformity of Use to Zoning District.** The standard states that "the proposed use(s) conform(s) to the use permitted as either a "Permitted Use" or "Special Use" in the zoning district."

Staff's Findings: The applicant's proposal is compliant with the standards of the PDD-39 District.

**Standard B: Dimensional Requirements.** The standard states that "the dimensional arrangement of buildings and structures conform to the required area, yard, setback and height restrictions of the Ordinance."

**Staff's Findings:** The proposed 310,485-square foot industrial building and associated parking are compliant with the area, yard, setback and height restrictions of PDD-39.

**Standard C: Site Intensity and Site Capacity Calculations to be Reviewed.** The standard states that *"the requirements of Division 15-3.0500 of this Ordinance shall be met. In this respect, the necessary worksheets for determining the maximum site intensity, or development capacity, of the site shall be submitted to the Plan Commission for review and approval."* 

**Staff's Findings:** The application is compliant with the requirements of Division 15-3.0500 of the UDO.

**Standard D: Use and Design Provisions.** The standard states that "the proposed use conforms to all use and design provisions and requirements as found in this Ordinance for the specified uses."

**Staff's Findings:** The applicant has requested a series of waivers and modifications to the PDD-39 Design Standards and the South 27<sup>th</sup> Street Design Overlay Standards. Beyond those requests, the applicant's site plan proposal is compliant with other provisions of those requirements. In addition, staff concurs with the waiver/modification requests as provided by the applicant.

**Standard E: Relation to Existing and Proposed Streets and Highways.** The standard states that "there is a proper relationship between the existing and proposed streets and highways within the vicinity of the project in order to assure the safety and convenience of pedestrian and vehicular traffic. In the case of arterial streets and highways not under the jurisdiction of the City of Franklin, that the applicable highway authority (County, State or Federal) has been contacted and the needed permits have been obtained and submitted to the City for review."

**Staff's Findings:** The applicant meets the standards for access to West Oakwood Road and should follow the access requirements for South 27<sup>th</sup> Street (WisDOT jurisdiction). Staff added a condition of approval to the Site Plan Resolution specifying that WisDOT access approval shall be submitted for permitting purposes.

**Standard F: Impacts on Surrounding Uses.** The standard states that "the proposed on-site buildings, structures and entry ways are situated and designed to minimize adverse effects upon owners and occupants of adjacent and surrounding properties by providing for adequate design of ingress/egress and interior/exterior traffic flow, stormwater drainage, erosion, grading, lighting, and parking, as specified by this Ordinance or any other codes or laws."

**Staff's Findings:** The overall design of the site should present no negative impacts on the surrounding properties once construction is completed.

**Standard G: Natural Resource Features Protection.** The standard states that "*Natural features of the landscape are retained to enhance the development on the site, or where they furnish a barrier or buffer between the project and adjoining properties used for dissimilar purposes or where they assist in preserving the general safety, health, welfare, and appearance of the neighborhood. The requirements set forth in Divisions 15-4.0100, 15-7.0100, and 15-11.0100 are to be met. Where required, a "Natural Resource Protection Plan" meeting the requirements set forth in Division 15-7.0100 has also been submitted for Plan Commission review and approval.*"

**Staff's Findings:** The Natural Resource Protection Plan is generally compliant with the standards of the UDO. No impacts are proposed to the wetland features onsite, and will have minor impact to the wetland buffer and setback.

**Standard H: Required Landscaping and Landscape Bufferyards.** The standard states that "Adverse effects of the proposed development and activities upon adjoining residents or owners are minimized by design and installation of landscape bufferyards to provide for appropriate screening, fencing, or landscaping as required in Division 15-5.0300 of this Ordinance. Where required, a "Landscape Plan" meeting the requirements set forth in Division 15-5.0300 has also been submitted for Plan Commission review and approval."

**Staff's Findings:** Except where waivers are requested, the applicant has provided landscaping in compliance with Division 15-5.0300 of the UDO and with the PDD-39 Design Standards.

**Standard I: Provision of Emergency Vehicle Accessibility.** The standard states "land, buildings, and structures are readily accessible to emergency vehicles and the handicapped."

**Staff's Findings:** The applicant has proposed 360 access to the building for all emergency vehicles and adequate access for handicapped and other-abled persons in compliance with the ADA.

**Standard J: Building Location.** The standard states "No building shall be permitted to be sited in a manner which would unnecessarily destroy or substantially damage the beauty of the area, particularly insofar as it would adversely affect values incident to ownership of land in the area; or which would unnecessarily have an adverse effect on the beauty and general enjoyment of existing structures on adjoining properties."

**Staff's Findings:** The design is generally in compliance with the expectations of PDD-39, excepting the requested waivers and modifications as discussed below.

**Standard K: Location and Design of On-Site Waste Disposal and Loading Facilities.** The standard states "No on-site waste disposal and/or loading facility shall be permitted to be designed or sited in a manner which would unnecessarily destroy or substantially damage the beauty of the area, particularly insofar as it would adversely affect values incident to ownership of land in the area; or which would unnecessarily have an adverse effect on the beauty and general enjoyment of the existing structures on adjoining properties."

**Staff's Findings:** The proposed loading and dumpster areas are found along the western and southern (rear) property line, which is adjacent to other industrial uses or to a wooded conservancy area.

**Standard L: Consistency with the Intent of the City of Franklin Unified Development Ordinance.** The standard states *"The Site Plan is consistent with the intent and purposes of the City of Franklin*  Unified Development Ordinance which is to promote the public health, safety, and general welfare, to encourage the use of lands in accordance with their character and adaptability, to avoid the overcrowding of population, to lessen congestion on the public roads and streets, to reduce hazards of life and property, to facilitate the implementation of the City of Franklin Comprehensive Master Plan, or component thereof, and those other purposes and intents of this Ordinance set forth in Division 15-1.0100 of this Ordinance."

**Staff's Findings:** The site plan application is generally consistent with the intent of the UDO, pending review of waivers and modifications to the PDD-39 Design Standards and the South 27<sup>th</sup> Street Design Overlay Standards. Denial of waivers would be incorporated as conditions of approval in the Site Plan Resolution.

**Standard M: Consistency with the Intent of the City of Franklin Comprehensive Master Plan.** The standard states "*The Site Plan is consistent with the public goals, objectives, principles, standards, policies, and urban-design criteria set forth in the City-adopted Comprehensive Master Plan or component thereof.*"

**Staff's Findings:** The site plan application is generally consistent with the City of Franklin Comprehensive Master Plan.

Standard N: Plan Commission Reserves the Right to Determine a Site "Unsuitable" for Planned Use. The standard states "Pursuant to the requirements of § 15-2.0103(B)(3) of this Ordinance, the Plan Commission reserves the right to declare land or structures unsuitable for planned use during the site plan review process." Such conditions amount to site suitability, involving conditions where there is inadequate street right-of-way or street improvements; lack of adequate public sewer or public water; lack of separation distance between incompatible uses; and/or crossing of lot lines with improvements.

Staff's Findings: Staff believes the site is suitable for the proposed use and development.

### **REQUESTED WAIVERS AND MODIFICATIONS**

The Applicant is requesting waivers or modifications to the following standards. Staff suggestions and recommendations are noted below.

### PDD-39 Design Standards, Section 15-3.0444A.D. Gateway Area Design Standards

1. §15-3.0444A.D.1.a. states "Not more than fifty (50) percent of the off-street parking spaces shall be located directly between the front façade of the building and the public street, unless additional buildings in the overall development are or will be located between the main building and the public street, and/or additional enhanced landscaping or decorative fencing is used to screen such parking. Such additional buildings and/or landscaping or fencing must be sufficient in size, location and number to provide an effective visual break between the public street and the parking lot."

**Staff's Recommendation:** The applicant requests this requirement be waived, so as to have all employee and visitor parking in front of the buildings. Staff concurs that separation of the public and employee traffic from heavy vehicles would be appropriate given the type of use proposed, and <u>recommends approval of this waiver.</u>
2. §15-3.0444A.D.2.a. states "Lighting and site furnishings (benches, trash receptacles, bicycle racks, etc.) shall complement the character of the building, and provide an attractive and strong relationship with adjoining properties and the public sidewalk."

**Staff's Recommendation:** The applicant requests a modification to note that all site furnishings are intended for employees only. Staff concurs with this request and <u>recommends approval of this</u> <u>modification.</u>

3. §15-3.0444A.D.2.b.ii. which state "Large parking areas shall include walkways to allow safe pedestrian access to the building entrance and to connect the site to adjacent streets and properties. Pedestrian walkways shall be designed with amenities such as special paving treatments (colored paver blocks or textured concrete), lighting, and furnishings to create a pedestrian-friendly character."

**Staff's Recommendation:** The applicant requests a modification to require one (1) walkway which is located near the West Oakwood Road/South 27<sup>th</sup> Street intersection and runs through the parking area, and lines up to the main entrance. *Staff recommends approval*.

4. §15-3.0444A.D.2.b.iii. which state "Sidewalks shall be provided along the entire length of any façade containing a public entrance, leaving room for foundation planting beds, and shall connect to existing or planned public sidewalks or pedestrian/bike facilities."

**Staff's Recommendation:** The applicant requests modifying this requirement to provide sidewalk as shown on the Site Plan, which limits the sidewalk to the area primarily in front of the proposed office/employee welfare area, rather than including in front of the production/industrial facility area. <u>Staff recommends approval.</u>

5. §15-3.0444A.D.3.a.i. states "Each development which contains a building over forty-thousand (40,000) square feet in area shall provide extensive building foundation landscaping for all building frontages facing public streets or parking lots to provide visual breaks in the mass of the building."

**Staff's Recommendation:** The applicant requests a waiver of this requirement, because foundation plantings often result in harboring/nesting areas for animals and other creatures that would provide a food safety hazard. <u>Staff recommends approval, with the condition that the bufferyard along</u> <u>South 27<sup>th</sup> Street and adjacent to the residence southeast of the site at TKN 951-9995-000 be</u> <u>enhanced.</u> The applicant has already provided a proposed enhancement on the attached Site Plan.

6. §15-3.0444A.D.3.b. states "Each development which contains a building over forty-thousand (40,000) square feet in area shall provide central area(s) or feature(s) such as a patio/seating area, pedestrian plaza with benches, outdoor playground area, water feature, and/or other such deliberately designated areas or focal points that adequately enhance the development or community. All such areas shall be openly accessible to the public, connected to the public and private sidewalk system, designed with materials compatible with the building and remainder of the site, and maintained over the life of the building and project."

**Staff's Recommendation:** The applicant requests a modification to this requirement only that it is provided for employees only, and not as a public amenity. *Staff recommends approval.* 

7. §§15-3.0444A.D.4.a.i., 4.a.ii., 4.a.iii., 4.a.iv., 4.a.v., and 4.a.xi., which state

- a. "i. All principal buildings shall be multi-story and exhibit quality architectural design. Corner buildings shall also serve as landmarks with distinctive architectural character, including such features as towers, rounded walls, recessed entries, or other unique features."
- b. "ii. All exterior materials shall be durable, of high-quality, utilized true to form (such as stone below wood rather than the opposite), and appropriate for external use."
- c. "iii. Brick and stone are preferred primary materials for the solid (non-window) portion of new buildings or additions."
- d. "iv. Precast concrete, cast stone, concrete masonry units, terra cotta, stucco, and wood siding are acceptable accent and secondary materials for the solid portion of new buildings or additions."
- e. "v. Other materials may be allowed subject to Plan Commission approval."
- f. "xi. Commercial buildings shall have at least 60% of their ground floor front elevation with transparent windows."

**Staff's Recommendation:** The applicant requested modifications to the above subsections for the following: (1) require the multi-story feature for the office/employee welfare portion of the facility only; (2) permit pigmented precast concrete as the principle façade material around the industrial/distribution portion of the facility; (3) permit precast concrete in lieu of stone and brick, and as the principle material for the industrial/distribution portion of the facility; (4) require transparent windows on the office/employee welfare portion of the facility only. *Staff recommends approval.* 

8. §15-3.0444A.D.5., which states "All signs must be in accordance with the Municipal Code, as amended, approved by the Plan Commission, and be subject to issuance of a Sign Permit through the Inspection Department. On-site directional signage may be allowed in any area needed to control traffic or parking provided such signage has received approval from the Department of City Development."

**Staff's Recommendation:** The applicant requests waiver of the Plan Commission review of the proposed signs for the site, and defer such review and approval to the Department of City Development under a Sign Permit Application. <u>*Staff recommends approval.*</u>

The applicant requests certain waivers listed under the PDD-39 Design Standards (§15-3.0444A.D.7) but are addressed below as waiver/modification requests of the South 27<sup>th</sup> Street Design Overlay District (Division 15-3.0350).

## UDO, Part 3, Division 15-3.0350, Section 15-3.0351 – South 27th Street Design Overlay District

The South 27<sup>th</sup> Street Design Overlay District ordinance states that the overlay's intent is for South 27<sup>th</sup> Street to "be a local, regional and statewide destination for people to work, live, shop, recreate, and interact with one another." Many of the standards encourage design features geared towards an attractive commercial, public-facing aesthetic. They are not appropriate for industrial users, and staff believes it would be appropriate to waive or modify the sections as requested.

1. §15-3.0352A. states "Not more than 50% of the off-street parking spaces shall be located directly between the front façade of the building and the public street..."

**Staff's Recommendation:** The applicant requests this requirement be waived, so as to have all employee and visitor parking in front of the buildings. Staff concurs that separation of the public

and employee traffic from heavy vehicles would be appropriate given the type of use proposed, and *recommends approval of this waiver*.

2. §15-3.0352C.2. states "If a parking reduction is request for any reason other than shared parking...technical documentation shall be furnished by the applicant during the site plan review process to indicated, to the satisfaction of the Plan Commission, that actual off-street parking for that particular use is less than the required amount...."

**Staff's Recommendation:** The applicant requests a reduction of required parking from 621 parking spaces to 459 spaces based on the applicant's stated shift employment, as noted earlier in this report. *Staff recommends approval of this reduction request*.

3. §15-3.0353A. states "Landscaping and site amenities shall be provided to safety the requirements of this Division. All site improvements shall be designed and undertaken in such a way that clear site lines are maintained..."

**Staff's Recommendation:** The applicant requests a modification to this requirement only that it is provided for employees only, and not as a public amenity. *Staff recommends approval.* 

- 4. §§15-3.0353B.2., B.3., B.4., and B.5. which state
  - a. "2. Large parking areas shall include walkways to allow safe pedestrian access to the building entrance...."
  - b. *"3. The entire development shall provide for safe pedestrian and bicycle access to all uses..."*
  - c. "4. Sidewalks shall be provided along the entire length of any façade..."
  - d. *"5 Pedestrian walkways shall be provided from all building entrances to existing or planned public sidewalks..."*

**Staff's Recommendation:** The applicant requests (1) a modification to subsection B.2. to require one (1) walkway which is located near the West Oakwood Road/South 27<sup>th</sup> Street intersection and runs through the parking area, and lines up to the main entrance; (2) a waiver of subsection B.3. because the proposed facility is not for public use or interaction, and such facilities are to be provided for employee use only; (3) a modification to subsection B.4. to reduce the sidewalk along the façade of the office/employee welfare area only; and (4) a modification to subsection B.5. to reduce the requirement from walkways (plural) to walkway (singular) for the single walkway as shown on the attached Site Plan. <u>Staff recommends approval of the modifications to subsections B.2., B.4., and B.5., and the waiver to subsection B.3.</u>

5. §15-3.0353D. states "The development shall provide secure, integrated bicycle parking and pedestrian furniture..."

**Staff's Recommendation:** The applicant requests a modification to provide bicycle facilities and pedestrian accommodations for employees only. *Staff recommends approval of this modification.* 

- 6. §§15-3.0353.E.1. and E.3. which state
  - a. "1. Extensive building foundation landscaping for all building frontages facing public streets, parking lots or residential districts to provide visual breaks in the mass of the building....
  - b. "3. Off-street parking area landscaping as set forth in Section 15-5.0302..."

**Staff's Recommendation:** The applicant requests a waiver of the requirement in subsection E.1. because foundation plantings often result in harboring/nesting areas for animals and other creatures that would provide a food safety hazard. <u>Staff recommends approval, with the condition that the bufferyard along South 27<sup>th</sup> Street and adjacent to the residence southeast of the site at TKN 951-9995-000 be enhanced.</u> The applicant has already provided a proposed enhancement on the attached Site Plan. Regarding subsection E.3., the applicant requests to modify the requirement for parking lot landscaping to shift those requirements to the bufferyards, again for food safety reasons. <u>Staff recommends approval of this modification</u>.

7. §15-3.0353F. states "Each development which contains a building over fifty thousand (50,000) square feet in area shall provide central area(s) or feature(s) such as a patio/seating area, pedestrian plaza with benches, outdoor playground area, water feature, and/or other such deliberately designated areas or focal points that adequately enhance the development or community. All such areas shall be openly accessible to the public, connected to the public and private sidewalk system, designed with materials compatible with the building and remainder of the site, and maintained over the life of the building and project."

**Staff's Recommendation:** The applicant requests to modify this requirement to provide such facilities for employees only. *Staff supports this modification request.* 

8. §15-3.0354A. states "Interior and perimeter buffer landscaping is required for all off-street parking lots and their associated vehicular use areas..."

**Staff's Recommendation:** The applicant requests to modify this requirement to shift such landscaping to the bufferyards and limit interior parking lot landscaping for food safety reasons. *Staff recommends approval of this modification, as stipulated under the request for Section 15-3.0444A.D.3.a.i.* 

9. §15-3.0354B.1. states "Shade or decorative trees are required within the vehicular use area at a ratio of one tree for every fifteen (15) parking spaces, unless the Plan Commission grants an exception."

**Staff's Recommendation:** The applicant requests to modify this requirement to reduce the number of trees (decorative only) to approximately one tree for every 39 parking spaces, primarily for food safety reasons. *Staff recommends approval of this modification, again with the stipulation to provide more tree materials in the bufferyards.* The applicant has already provided such on the attached Site Plan.

- 10. §§15-3.0354C.1., C.2., and C.5., which state
  - a. "1. A minimum of twenty (20) square feet of interior landscaped island shall be provided per parking stall."
  - b. "2. The interior landscaping shall be provided within landscaped islands a minimum of 250 square feet in area...."
  - c. "5. The interior parking lot landscaping shall be composed of a combination of hardy trees, shrubs, perennials and groundcover...."

**Staff's Recommendation:** The applicant requests (1) a modification of subsection C.1. to provide approximately 13 square feet of interior landscaped island per parking stall; (2) a modification to subsection C.2. to permit interior landscaped islands that exceed the dimensions stated in this section (up to 9 feet wide and 40 feet long); and (3) a modification of subsection C.5. to not require

hardy trees or shrubs in the parking lot interior landscaped islands, relying on decorative trees, perennials and groundcover. *Staff supports all three modification requests*.

- 11. §§15-3.0354D.2.a. and 2.c. which state
  - a. *"a. Street side greenbelts shall contain dense landscape screening which provides plantings..."*
  - b. "c. Other greenbelts not specifically described above shall contain a minimum of one tree or shrub for each fifteen (15) feet of perimeter...."

**Staff's Recommendation:** The applicant requests modifications to both subsections such that the greenbelts are not required to be opaque (as in 2.a.) and to not require the minimum number of materials and provide for berming along South 27<sup>th</sup> Street in lieu of plantings, and stormwater ponds and streets trees along West Oakwood Road in lieu of this standard, and as depicted on the attached Site Plan. *Staff recommends approval of both modifications.* 

- 12. §§15-3.0355A.1., A.2., and A.3., which state
  - a. "1. Buildings located on prominent sites such as key intersections, corners, terminations of street vistas, and on high points shall be multi-story and exhibit quality architectural design to serve as landmarks."
  - *b.* "2. All exterior materials shall be durable, of high-quality, utilized true to form (such as stone below wood rather than the opposite), and appropriate for external use."
  - c. "3. Brick, stone and terra-cotta are preferred primary materials for new buildings or additions."

**Staff's Recommendation:** The applicant requests modifications to these subsections as follows: (1) for subsection A.1. to require the multi-story area for the office/employee welfare portion of the proposed facility and not the whole structure; (2) for subsection A.2. to permit pigmented precast concrete in lieu of stone, wood or other external materials; and (3) for subsection A.3. to permit pigmented precast concrete as the primary material in lieu of brick, stone or terra-cotta. <u>Staff recommends approval of these modifications.</u>

13. §15-3.0355.C.5. states "The building exterior shall be unified in design throughout the structure, and shall complement other buildings in the vicinity. The building shall employ varying building setbacks, height, roof treatments, door and window openings, and other structural and decorative elements to reduce apparent size and scale. A minimum of 20% of all the combined facades of the structure shall employ actual façade protrusions or recesses. A minimum of 20% of all of the combined linear roof eave or parapet lines of the structure shall employ differences in height, with such differenced being 6 feet or more as measured eave to eave or parapet to parapet for buildings over 50,000 square feet. Roofs with particular slopes may be required by the City to complement existing buildings or otherwise establish a particular aesthetic objective. Ground floor facades that face and are on properties that are in any part within 100 feet of public streets shall have arcades, display windows, entry areas, awnings, or other such features along no less than 50% of their horizontal length. The integration of windows into building design is strongly encouraged."

**Staff's Recommendation:** The applicant requests to modify the requirements specific to the placement of windows and decorate elements due to the nature of the food processing use and that portion of the proposed facility. The applicant proposes articulation and varied projection areas and parapet heights of 30 to 50 percent for the projections and 29 to 30.5 percent for the parapet heights.

14. §15-3.0355C.8. states "Modest building setbacks are encouraged. Where buildings are proposed to be distance from the public street, the overall development design shall include smaller buildings on pads or outlots closer to the street."

**Staff's Recommendation:** The applicant requests to waive this requirement because (1) the proposed facility is for essentially the same activity, and therefore creating multiple smaller buildings would create potential food safety hazards; and (2) the larger setback is to permit the parking in front in order to separate employee and delivery/distribution traffic and provide addition security around the food processing portion of the proposed facility. *Staff recommends approval of this waiver*.

15. §15-3.0355C.11. states "Existing natural features shall be integrated into the site design as a site and community amenity."

**Staff's Recommendation:** The applicant requests a modification of this subsection in order to install a security fence through 258 linear feet of wetland buffer and 526 linear feet of wetland setback, in large part because (a) 80 percent of the proposed fence will be located over an existing gravel driveway, and (b) nearby fencing already encroaches on this disturbed wetland area (located on the adjacent property to the south). *Staff recommends approval of this modification, with the following conditions: that (1) the applicant is required to restore the wetland buffer and setback from any disturbance consistent with the requirements of UDO §15-4.0102I, and (2) the applicant shall not use heavy construction equipment for the fence installation through the wetland buffer and setback (i.e. a small backhoe or similar construction vehicle would be considered suitable).* 

### **STAFF RECOMMENDATIONS:**

Based on the above review comments and discussion, staff recommends the following actions:

- 1. An approval recommendation for the Special Use application, subject to the proposed conditions incorporated in the attached Special Use Resolution.
- 2. Approval of the following 13 requested waivers/modifications to the PDD-39 Gateway Area Design Standards:
  - a. §15-3.0444A.D.1.a. waiver request for parking location due to nature of proposed operation
  - b. §15-3.0444A.D.2.a., modification to provide furnishings, etc. for employee use only.
  - c. §15-3.0444A.D.2.b.ii., modification to reduce to 1 walkway from Oakwood Road to front walkway adjacent main entrance
  - d. §15-3.0444A.D.2.b.iii., modification to reduce sidewalk along façade primarily to area adjacent to office/employee welfare-courtyard areas
  - e. §15-3.0444A.D.3.a.i., waive building foundation plantings, with stipulation that bufferyards are enhanced along South 27<sup>th</sup> Street and adjacent the residence southeast of site at TKN 951 9995 000.
  - f. §15-3.0444A.D.3.b. modification that central areas/feature are intended for employees and not as a public amenity.
  - g. §15-3.0444A.D.4a.i., modification to require multi-story specific to office/employee welfare portion of facility
  - h. §15-3.0444A.D.4.a.ii., modification to permit primarily pigmented precast concrete as principle material around the industrial/distribution portion of facility
  - i. §15-3.0444A.D.4.a.iii., modification to permit precast concrete in lieu of stone and brick for the industrial/distribution portion of facility.

- j. §15-3.0444A.D.4.a.iv., modification to permit precast concrete as principal material for the industrial/distribution portion of facility
- k. §15-3.0444A.D.4.a.v., modification to permit pigmented precast concrete.
- 1. §15-3.0444A.D.4.a.xi., modification to include transparent windows on the office portion of the facility
- m. §15-3.0444A.D.5, waive Plan Commission review of proposed signs and defer to staff approval with the Sign Permit Application
- 3. Approval of the following requested 24 waivers/modifications of the South 27<sup>th</sup> Street Design Overlay District:
  - a. §15-3.0352A., waiver request for parking location due to nature of proposed operation
  - b. §15-3.0352C.2., request reduction of required parking from 621 to 459 spaces based on applicant's stated shift employment justification.
  - c. §15-3.0353A., modification to provide furnishings, etc. for employee use only.
  - d. §15-3.0353B.2., modification to reduce to 1 walkway from Oakwood Road to front walkway adjacent main entrance
  - e. §15-3.0353B.3., waive connections with other uses for pedestrian and bicycle access except for employees only.
  - f. §15-3.0353B.4., modification to reduce sidewalk along façade primarily to area adjacent to office/employee welfare-courtyard areas
  - g. §15-3.0353B.5., modification to reduce to 1 walkway from Oakwood Road to front walkway adjacent main entrance
  - h. §15-3.0353D., modification to provide bicycle facilities for employees only.
  - i. §15-3.0353E.1., waive building foundation plantings, with stipulation that bufferyards are enhanced along South 27<sup>th</sup> Street and adjacent the residence southeast of site at TKN 951 9995 000.
  - j. §15-3.0353E.3., modification to shift required parking landscaping to bufferyard areas.
  - k. §15-3.0353.F., modification that central areas/feature are intended for employees and not as a public amenity.
  - 1. §15-3.0354A., modification to what is presented on Site Plan, as updated through December 22, 2021.
  - m. §15-3.0354B.1., modification requirement for trees to a reduced to one tree every 39 parking spaces.
  - n. §15-3.0354C.1., modification to provide less than 20 sq.ft. per parking space (approximately 13 sq.ft. per space)
  - o. §15-3.0354C.2., modification to permit larger parking islands (size and dimensions) vs. the requirement here.
  - p. §15-3.0354C.5., modification to reduce types of materials to decorative trees, perennials and ground cover as shown on Site Plan Application.
  - q. §15-3.0354D.2.a., modification to permit less than opaque street-side greenbelts,
  - r. §15-3.0354D.2.c., modification to reduce the number of planting elements but otherwise compensate with berming along South 27<sup>th</sup> Street.
  - s. §15-3.0355A.1., modification to permit partial use of multi-story façade on office/employee welfare portion of the facility.
  - t. §15-3.0355A.2., modification to permit pigmented precast concrete in lieu of stone or wood.
  - u. §15-3.0355A.3., modification to permit pigmented precast concrete in lieu
  - v. §15-3.0355C.5., modification this requirement with specific elements and mix to that proposed by applicant on Site Plan Application.
  - w. §15-3.0355C.8., waive this requirement as multiple smaller buildings are not consistent with the intent of proposed facility.

- x. §15-3.0355C.11., modification to permit location of security fence through 258 linear feet of wetland buffer and 526 linear feet of wetland setback, in large part because (a) 80% of proposed fence will be located over an existing gravel driveway and (b) nearby fencing already encroaches on this disturbed wetland area. Staff suggests conditions to ensure restoration as appropriate and limits on type of equipment used to install fence to reduce impact on pervious areas of delineated wetland, buffer, and setback.
- 4. Approval of the Site Plan Application with the proposed conditions reflecting adjudication of the waiver/modification requests above, and based on the submitted Site Plan (Complete Civil Plan Set and Architectural Plan Set) dated November 4, 2021, as updated December 22, 2021.

### APPENDICES

- 1. City of Franklin Plan Commission Special Use Resolution No. 2022-\_\_, draft dated December 20, 2021.
- 2. City of Franklin Common Council Site Plan Resolution No. 2022-\_\_, draft dated December 20, 2021.
- 3. Planning Maps of Subject Property
- 4. Special Use Application, dated November 2, 2021
- 5. Site Plan Application, dated November 2, 2021
- 6. Proposal Summary and Responses to Standards, submitted November 8, 2021
- 7. Applicant's Responses to Staff Comments, dated December 23, 2021
- 8. Legal Description of Subject Property.
- 9. CSM No. 9362, as recorded November 5, 2021
- 10. Natural Resource Protection Plan (summary and map), dated December 15, 2021
- 11. Preliminary Stormwater Memorandum, dated November 4, 2021
- 12. Complete Civil Plan Set, dated November 4, 2021, as updated December 22, 2021
- 13. Architectural Plan Set, as submitted November 4, 2021

## **PROPOSED FACILITY FOR: SAPUTO CHEESE USA, INC.** WISCONSIN FRANKLIN, LEGEND

• 000.00	PROPOSED SPOT ELEN (FLOW LINE OF CURB OTHERWISE SPECIFIED	/ATIONS UNLESS ))	
• 000.00	G EXISTING GRADE SPOT	ELEVATIONS	
000.00	3G PROPOSED SPOT ELEN G BG-FINISHED SURFACI FG-FINISHED SURFACI	/ATIONS (REFERENCE R—WALL [ E GRADE AT BACK OF WALL E GRADE AT FRONT OF WALL	DETAIL)
000.00	C PROPOSED SPOT ELEN C (TOP OF CURB, BOTTO	/ATIONS DM OF CURB)	W
000.00	W PROPOSED SPOT ELEN BW (TOP OF WALK, BOTTO	/ATIONS DM OF WALK)	W
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EXISTING CONIFEROUS TREE
EXISTING SHRUB
EXISTING STUMP
SOIL BORING
EXISTING WELL
PROPOSED WELL
EXISTING LIGHT POLE
EXISTING SIGN
CENTER LINE
EXISTING HANDICAP PARKING STALL
PROPOSED HANDICAP PARKING STALL
EXISTING GAS VALVE
EXISTING WOODED AREA
EXISTING HEDGE
EXISTING CHAINLINK FENCE
EXISTING WOOD FENCE
EXISTING BARBED WIRE FENCE
PROPOSED PROPERTY LINE
EXISTING GUARD RAIL
EXISTING STORM SEWER AND MANHOLE
PROPOSED STORM SEWER AND MANHOLE - ST MH
EXISTING SANITARY SEWER AND MANHOLE
PROPOSED SANITARY SEWER AND MANHOLE - SAN MH
EXISTING WATER LINE AND HYDRANT
PROPOSED WATER LINE AND HYDRANT
EXISTING OVERHEAD UTILITY LINE
EXISTING UNDERGROUND FIBER OPTIC LINE
EXISTING UNDERGROUND ELECTRIC CABLE
EXISTING UNDERGROUND TELEPHONE CABLE
EXISTING UNDERGROUND GAS LINE
PROPOSED CURB AND GUTTER
EXISTING CURB AND GUTTER
GRADING/SEEDING LIMITS
NIGHT-UF-WAT LINE
RAILROAD TRACKS
FXISTING GROUND CONTOUR
EXISTING POLISH SEWER AND MANHOLE
PROPOSED POLISH SEWER AND MANHOLE
EXISTING PROCESS SEWER AND MANHOLE
PROPOSED PROCESS SEWER AND MANHOLE
EXISTING CLEAR WATER LINE

PROPOSED CLEAR WATER LINE



**PROJECT LOCATION MAP** 

## **DIVISION 31 EARTH WORK**

31 10 00 SITE CLEARING (DEMOLITION

- A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING SITE DEMOLITION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION. B. DEMOLITION PLAN IS AN OVERVIEW OF DEMOLITION TO TAKE PLACE ON SITE. CONTRACTOR TO FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO BIDDING CONTRACTOR SHALL REMOVE, REPLACE, OR DEMOLISH ALL ITEMS AS NEEDED DURING CONSTRUCTION.
- C. CONTRACTOR TO PROTECT EXISTING IMPROVEMENTS THAT ARE SCHEDULED TO REMAIN. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPLACED AT CONTRACTORS EXPENSE
- D. ALL CONCRETE NOTED TO BE REMOVED SHALL BE REMOVED TO THE NEAREST CONTROL JOINT.
- 31 20 00 EARTH MOVING
- A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING EXCAVATION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO
- CONSTRUCTION B. PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT FOR ALL EXCAVATION, GRADING, FILL AND BACKFILL WORK AS REQUIRED TO COMPLETE THE GENERAL CONSTRUCTION WORK. ALL EXCAVATION AND BACKFILL FOR ELECTRICALS AND MECHANICALS ARE THE RESPONSIBILITY OF THE RESPECTIVE CONTRACTOR UNLESS OTHERWISE SPECIFIED IN THE BID DOCUMENTS.
- C. ALL ORGANIC TOPSOIL INSIDE THE BUILDING AREA, UNDER PAVED AREAS, AND AT SITE FILL AREAS SHALL BE REMOVED. PROOF ROLL SUBGRADES BEFORE PLACING FILL WITH HEAVY PNEUMATIC-TIRED EQUIPMENT, SUCH AS A FULLY-LOADED TANDEM AXLE DUMP TRUCK, TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. CONTRACTOR SHALL VERIFY TOPSOIL DEPTHS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REVIEW AND FOLLOW THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT AND ACCOUNT FOR EXISTING CONDITIONS PRIOR TO SUBMITTING BID FOR THE PROJECT. EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE UNLESS OTHERWISE DIRECTED IN THE PLANS OR BY LOCAL ZONING REOLIBREMENTS
- D. PLACE AND COMPACT FILL MATERIAL IN LAYERS TO REQUIRED ELEVATIONS. UNIFORMLY MOISTEN OR AERATE SUBGRADE AND EACH SUBSEQUENT FILL OR BACKFILL LAYER BEFORE COMPACTION AS RECOMMENDED TO ACHIEVE SPECIFIED DRY DENSITY. REMOVE AND REPLACE, OR SCARIFY AND AIR DRY, OTHERWISE SATISFACTORY SOIL MATERIAL THAT IS TOO WET TO COMPACT TO SPECIFIED DRY DENSITY. E. PLACE BACKFILL AND FILL MATERIALS IN LAYERS NOT MORE THAN 8" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND-OPERATED TAMPERS.
- F. COMPACT THE SOIL TO NOT LESS THAN THE FOLLOWING PERCENTAGES OF MAXIMUM DRY DENSITY ACCORDING TO ASTM D 698, STANDARD PROCTOR TEST. FILL MAY NOT BE PLACED ON FROZEN GROUND AND NO FROZEN MATERIALS MAY BE USED FOR BACK FILL. APPLY THE MORE STRINGENT REQUIREMENTS WHEN COMPARING BETWEEN THE FOLLOWING AND THE GEOTECHNICAL REPORT. 1. UNDER FOUNDATIONS - SUBGRADE, AND EACH LAYER OF BACKFILL OR FILL MATERIAL, TO NOT LESS THAN 98 PERCENT 2. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS MORE THAN 3 FEET BELOW THE SLAB - PLACE A DRAINAGE COURSE LAYER OF 3/4" CRUSHED
- STONE, WITH 5% TO 12% FINES, PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT
- 3. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS WITHIN 3 FEET OF THE SLAB SURFACE- PLACE A DRAINAGE COURSE LAYER OF CLEAN 3/4" CRUSHED STONE, WITH NO MORE THAN 5% FINES, PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT. 4. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENTS - COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT
- 5. UNDER WALKWAYS COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT. 6. UNDER LAWN OR UNPAVED AREAS - COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL, TO NOT LESS THAN 85 PERCENT.
- G. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. IT IS SUGGESTED THAT THE GEOTECHNICAL FIRM USED TO PERFORM THE SUBSURFACE SOIL INVESTIGATION BE ENGAGED FOR THE FIELD QUALITY CONTROL TESTS. THE GEOTECHNICAL REPORT WAS PERFORMED BY (NAME OF GEOTECHNICAL FIRM)
- H. ALLOW THE TESTING AGENCY TO TEST AND INSPECT SUBGRADES AND EACH FILL OR BACKFILL LAYER. PROCEED WITH SUBSEQUENT EARTHWORK ONLY AFTER TEST RESULTS FOR PREVIOUSLY COMPLETED WORK COMPLY WITH REQUIREMENTS. PROVIDE ONE TEST FOR EVERY 2000 SQUARE FEET OF PAVED AREA OR BUILDING SLAB, ONE TEST FOR EACH SPREAD FOOTING, AND ONE TEST FOR EVERY 50 LINEAR FEET OF WALL STRIP FOOTING.
- I. WHEN THE TESTING AGENCY REPORTS THAT SUBGRADES. FILLS, OR BACKFILLS HAVE NOT ACHIEVED DEGREE OF COMPACTION SPECIFIED, SCARIFY AND MOISTEN OR AERATE, OR REMOVE AND REPLACE SOIL TO DEPTH REQUIRED; RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION IS OBTAINED. J. THE BUILDING SITE SHALL BE GRADED TO PROVIDE DRAINAGE AWAY FROM THE BUILDING AS INDICATED ON THE PLANS. SITE EARTHWORK SHALL BE GRADED TO WITHIN 0.10' OF REQUIRED EARTHWORK ELEVATIONS ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE GRADING PLAN.

## 31 30 00 EROSION CONTROL

- A. THE DESIGN ENGINEER SHALL PREPARE A SITE SPECIFIC EROSION CONTROL AND A STORMWATER MANAGEMENT PLAN PURSUANT TO NR 216.46 AND NR 216.47. THE DESIGN ENGINEER SHALL ALSO FILE A CONSTRUCTION NOTICE OF INTENT WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES PURSUANT TO NR 216.43 OR TO AN AUTHORIZED LOCAL PROGRAM PURSUANT TO NR 216.415 TO OBTAIN COVERAGE UNDER THE GENERAL WPDES STORM
- WATER PERMIT B. THE CONTRACTOR SHALL KEEP THE NOTICE OF INTENT PERMIT, APPROVED EROSION CONTROL AND STORMWATER MANAGEMENT PLANS, AND PLAN AMENDMENTS ON THE CONSTRUCTION SITE AT ALL TIMES PURSUANT TO NR 216.455 UNTIL PERMIT COVERAGE IS TERMINATED.
- C. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL EROSION CONTROL PERMITS. D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE MONITORING, MAINTENANCE, AND REPORTING REQUIREMENTS OF NR 216.48. INSPECTIONS OF IMPLEMENTED EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MUST AT A MINIMUM BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS AFTER A PRECIPITATION EVENT OF 0.5" OR MORE. A PRECIPITATION EVENT MAY BE CONSIDERED TO BE THE TOTAL AMOUNT OF PRECIPITATION RECORDED IN ANY CONTINUOUS 24-HOUR PERIOD. THE CONTRACTOR SHALL REPAIR OR REPLACE EROSION AND SEDIMENT CONTROL AS NECESSARY WITHIN 24 HOURS OF
- AN INSPECTION OR AFTER A DEPARTMENT NOTIFICATION WHERE REPAIR OR REPLACEMENT IS REQUESTED. E. THE CONTRACTOR SHALL MAINTAIN, AT THE CONSTRUCTION SITE OR AVAILABLE VIA AN INTERNET WEBSITE, WEEKLY WRITTEN REPORTS OF ALL INSPECTIONS CONDUCTED. WISCONSIN DNR CONSTRUCTION SITE INSPECTION REPORT FORM 3400-187 SHALL BE USED. WEEKLY INSPECTION REPORTS SHALL INCLUDE ALL OF THE FOLLOWING: THE DATE, TIME, AN 2. THE NAME OF THE INDIVIDUAL WHO PERFORMED THE INSPECTION.
- AN ASSESSMENT OF THE CONDITION OF THE EROSION AND SEDIMENT CONTROLS. 4. A DESCRIPTION OF ANY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICE IMPLEMENTATION AND MAINTENANCE PERFORMED 5. A DESCRIPTION OF THE PRESENT PHASE OF LAND DISTURBING CONSTRUCTION ACTIVITY AT THE CONSTRUCTION SITE.
- . EROSION AND SEDIMENT CONTROL IMPLEMENTED DURING CONSTRUCTION SHALL STRICTLY COMPLY WITH THE GUIDELINES AND REQUIREMENTS SET FORTH IN WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151, THE STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES RUNOFF MANAGEMEN PERFORMANCE STANDARDS. TECHNICAL STANDARDS PUBLISHED BY THE WISCONSIN DNR SHALL ALSO BE UTILIZED TO IMPLEMENT THE REQUIRED PERFORMANCE STANDARDS. THE METHODS AND TYPES OF EROSION CONTROL WILL BE DEPENDENT ON THE LOCATION AND TYPE OF WORK INVOLVED. ALL SEDIMENT CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION, AND INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL. BELOW IS A LIST OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES TO ACHIEVE THE PERFORMANCE STANDARDS REQUIRED
- 1. SILT FENCE SHALL BE PLACED ON SITE AT LOCATIONS SHOWN ON THE EROSION CONTROL PLAN. SILT FENCE SHALL ALSO BE PROVIDED AROUND THE PERIMETER OF ALL SOIL STOCKPILES THAT WILL EXIST FOR MORE THAN 7 DAYS. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1056 (CURRENT EDITION) 2. DITCH CHECKS SHALL BE PROVIDED TO REDUCE THE VELOCITY OF WATER FLOWING IN DITCH BOTTOMS. PLACE AT LOCATIONS SHOWN ON THE EROSION CONTROL PLAN. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1062 (CURRENT EDITION
- 3. STONE TRACKING PADS AND TRACKOUT CONTROL PRACTICES SHALL BE PLACED AT ALL CONSTRUCTION SITE ENTRANCES AND SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE CONSTRUCTION SITE. SEE THE EROSION CONTROL PLAN FOR LOCATIONS. THE AGGREGATE USED FOR THE STONE TRACKING PAD SHALL BE 3/8" TO 3 INCH CLEAR OR WASHED STONE AND SHALL BE PLACED IN A LAYER AT LEAST 12 INCHES THICK. THE STONE SHALL BE UNDERLAIN WITH A WISDOT TYPE R GEOTEXTILE FABRIC AS NEEDED. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT (12' MIN WIDTH) AND SHALL BE A MINIMUM OF 50 FEET LONG. SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. OTHER TRACKOUT CONTROL PRACTICES INCLUDING STABILIZED WORK SURFACES, MANUFACTURED TRACKOUT CONTROL DEVICES, TIRE WASHING, AND STREET/PAVEMENT CLEANING SHALL BE IMPLEMENTED AS NECESSARY TO MITIGATE THE TRACKOUT OF SEDIMENT OFFSITE. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR
- TECHNICAL STANDARD 1057 (CURRENT EDITION). 4. STORM DRAIN INLET PROTECTION SHALL BE PROVIDED FOR ALL NEW AND DOWNSTREAM STORM CATCH BASINS AND CURB INLETS. TYPE B OR C PROTECTION SHOULD BE PROVIDED AND SHALL BE IN CONFORMANCE WITH WISCONSIN DNR TECHNICAL STANDARD 1060 (CURRENT EDITION). 5. DUST CONTROL MEASURES SHALL BE PROVIDED TO REDUCE OR PREVENT THE SURFACE AND AIR TRANSPORT OF DUST DURING CONSTRUCTION. CONTROL MEASURES INCLUDE APPLYING MULCH AND ESTABLISHING VEGETATION. WATER SPRAYING, SURFACE ROUGHENING, APPLYING POLYMERS, SPRAY-ON TACKIFIERS, CHLORIDES, AND BARRIERS. SOME SITES MAY REQUIRE AN APPROACH THAT UTILIZES A COMBINATION OF MEASURES FOR DUST CONTROL
- FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION). 6. THE USE, STORAGE, AND DISPOSAL OF CHEMICALS, CEMENT, AND OTHER COMPOUNDS AND MATERIALS USED ON SITE SHALL BE MANAGED DURING THE CONSTRUCTION PERIOD TO PREVENT THEIR TRANSPORT BY RUNOFF INTO WATERS OF THE STATE. 7. CONTRACTOR SHALL PROVIDE AN OPEN AGGREGATE CONCRETE TRUCK WASHOUT AREA ON SITE. CONTRACTOR TO ENSURE THAT CONCRETE WASHOUT
- SHALL BE CONTAINED TO THIS DESIGNATED AREA AND NOT BE ALLOWED TO RUN INTO STORM INLETS OR INTO THE OVERLAND STORMWATER DRAINAGE SYSTEM. WASHOUT AREA SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION 8. TEMPORARY SITE RESTORATION SHALL TAKE PLACE IN DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRES VEGETATIVE COVER FOR LESS THAN ONE YEAR. THIS TEMPORARY SITE RESTORATION REQUIREMENT ALSO APPLIES TO SOIL STOCKPILES THAT EXIST FOR MORE THAN 7 DAYS. PERMANENT RESTORATION
- APPLIES TO AREAS WHERE PERENNIAL VEGETATIVE COVER IS NEEDED TO PERMANENTLY STABILIZE AREAS OF EXPOSED SOIL. PERMANENT STABILIZATION SHALL OCCUR WITHIN 3 WORKING DAYS OF FINAL GRADING. TOPSOIL, SEED, AND MULCH SHALL BE IN GENERAL CONFORMANCE WITH TECHNICAL STANDARDS 1058 AND 1059 AND SHALL MEET THE SPECIFICATIONS FOUND IN THE LANDSCAPING AND SITE STABILIZATION SECTION OF THIS CONSTRUCTION DOCUMENT. ANY SOIL EROSION THAT OCCURS AFTER FINAL GRADING AND/OR FINAL STABILIZATION MUST BE REPAIRED AND THE STABILIZATION WORK REDON 9. IF SITE DEWATERING IS REQUIRED FOR PROPOSED CONSTRUCTION ACTIVITIES, ALL SEDIMENT LADEN WATER GENERATED DURING THE DEWATERING
- PROCESS SHALL BE TREATED TO REMOVE SEDIMENT PRIOR TO DISCHARGING OFF-SITE OR TO WATERS OF THE STATE. FOLLOW ALL PROCEDURES FOUND IN TECHNICAL STANDARD 1061 10. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH WORKING DAY. DUST CONTROL REQUIREMENTS SHALL BE FOLLOWED PER WI DNR TECHNICAL STANDARD 1068 (CURRENT EDITION). FLUSHING SHALL NOT
- BE ALLOWED C. ALL EROSION CONTROL DEVICES SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD. MAINTENANCE SHALL BE PERFORMED PER WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151 TORMWATER MANAGEMENT TECHNICAL STANDARD REQUIREMENTS
- D. EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL THE AREA(S) SERVED HAVE ESTABLISHED VEGETATIVE COVER. E. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL EROSION CONTROL PERMITS.

## GENERAL PROJECT NOTES

- ALL DRIVEWAYS AND CURB CUTS TO BE CONSTRUCTED ACCORDING TO LOCAL ORDINANCES. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL WORK IN ROW PERMITS.
- CONTRACTOR SHALL REFER TO THE CITY OF FRANKLIN STANDARD WATER SPECIFICATIONS, AND STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN FOR THE PROPOSED WATER MAIN
- INSTALLATION, INSPECTION, TESTING, ETC. CONTRACTOR TO CONTACT EXCEL ENGINEERING TO COMPLETE AS-BUILT SURVEY OF STORMWATER POND FOLLOWING COMPLETION OF THE POND.

### CONSTRUCTION STAKING SERVICES CONSTRUCTION STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING AS REQUESTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONTRACTOR TO CONTACT RYAN WILGREEN AT 920-926-9800 OR RYAN.W@EXCELENGINEER.COM TO GET STAKING PRICE TO INCLUDE IN BID TO OWNER. PAYMENT OF STAKING COSTS ABOVE AND BEYOND THE BASE PRICE DUE TO RESTAKING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR, NOT THE OWNER. CAD DRAWING FILES AND SURVEY CONTROL WILL NOT BE PROVIDED FOR STAKING PURPOSES.

## STORMWATER POND ASBUILT NOTE

CONTRACTOR TO CONTACT EXCEL ENGINEERING TO COMPLETE AN AS-BUILT SURVEY FOLLOWING COMPLETION OF THE CONSTRUCTION OF THE STORMWATER POND. THE SURVEY SHALL BE COMPLETED PRIOR TO THE POND FILLING WITH WATER CONTRACTOR SHALL GIVE EXCELENGINEERING A MINIMUM OF A 3 DAY NOTICE PLEASE NOTE THAT THE HORIZONTAL TOLERANCE FOR POND CONSTRUCTION IS 0.50' AND THE VERTICAL TOLERANCE FOR POND, OUTLET, AND SPILLWAY CONSTRUCTION IS 0.10'. ANY ADDITIONAL WORK REQUIRED TO SURVEY A POND FULL OF WATER OR FOR SURVEYING FOLLOWING REWORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

## PLAN SPECIFICATIONS (BASED ON CSI FORMAT)

## DIVISION 32 EXTERIOR IMPROVEMENTS 32 10 00 AGGREGATE BASE & ASPHALT PAVEMENT A. CONTRACTOR TO PROVIDE COMPACTED AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT WHERE INDICATED ON THE PLANS. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. PROVIDE HOT MIX ASPHALT MIXTURE TYPES PER SECTION 460 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. CONTRACTOR SHALL OBTAIN AND REVIEW SOILS REPORT FOR RECOMMENDATIONS FOR GEO-GRID / GEOTEXTILE BELOW CRUSHED AGGREGATE (IF APPLICABLE).

- CONTRACTOR TO PROVIDE AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT TYPES AND DEPTHS AS INDICATED BELOW:
- STANDARD ASPHALT PAVING SECTION 1-1/2" SURFACE COURSE (5 LT 58-28S) ALTERNATE FOR: (5 COMMERCIAL 58-28S) 2" BINDER COURSE (4 LT 58-28S) ALTERNATE FOR: (4 COMMERCIAL 58-28S) 10" OF 1-1/4" CRUSHED AGGREGATE
- HEAVY DUTY TRUCK TRAFFIC ASPHALT PAVING SECTION 2" SURFACE COURSE (4 MT 58-28H) 2-1/2" BINDER COURSE (3 MT 58-28S)
- 12" OF 1-1/4" CRUSHED AGGREGATE
- ALL ASPHALT PAVEMENT AREA.

## 32 20 00 CONCRETE AND AGGREGATE BASE A. CONTRACTOR TO PROVIDE CRUSHED AGGREGATE BASE AND CONCRETE WHERE INDICATED ON THE PLANS.

- STRUCTURE CONSTRUCTION D. EXTERIOR CONCRETE FLAT WORK CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REOUIREMENTS OF THE GEOTECHNICAL REPORT OR THIS SPECIFICATION. CONCRETE FLAT WORK CONSTRUCTION IS AS FOLLOWS: FOOLED JOINT WHERE INDICATED ON THE PLANS. 2. LOADING DOCK CONCRETE - 8" OF CONCRETE OVER 6" OF 3/4" CRUSHED AGGREGATE BASE.
- 1). 4"X4" W5.5XW5.5 W.W.F 2). TWO LAYERS OF 4"X4" W 2.9XW2.9 W.W.F. 3), #3 REBARS AT 7-1/2" O.C. 4), #4 REBARS AT 13" O.C b. LOADING DOCK CONCRETE JOINTING SHALL BE AS FOLLOWS:
- SHALL BE 2" IN DEPTH 3. DUMPSTER PAD/APRON CONCRETE - 8" OF CONCRETE OVER 6" OF AGGREGATE BASE.
- 1). TIE BARS AT ALL CONTRACTION JOINTS OF THE CONCRETE. TIE BARS SHALL BE #4 REBAR 30" LONG PLACED AT 30" O.C. b. DUMPSTER PAD CONCRETE JOINTING SHALL BE AS FOLLOWS:
- 2). TYPICAL POUR CONTROL JOINT POUR CONTROL JOINT SHALL BE PROVIDED WITH 1-1/4" DIAMETER BY 20" LONG SMOOTH DOWEL PLACED AT 12"
- ON CHAIRS AT 3' O.C. REBAR SHALL BE PLACED PLACED IN THE UPPER 1/3 TO ½ OF THE SLAB. CONTRACTION JOINTS SHALL BE SAWCUT 1.5" IN DEPTH AND BE SPACED A MAXIMUM OF 15' ON CENTER SHALL BE SAWCUT 1.5" IN DEPTH AND BE SPACED A MAXIMUM OF 15' O.C. a. CONCRETE SHALL BE STEEL REINFORCED AS FOLLOWS:
- #5 REBAR 24" LONG PLACED AT 30" O.C. DOWELS MANUFACTURED PER ASTM A36 INSTALL PER MANUFACTURERS SPECIFICATIONS IN DEPTH AND BE SPACED A MAXIMUM OF 12.5' ON CENTER a. CONCRETE SHALL BE STEEL REINFORCED AS FOLLOWS:
- SHALL BE #4 REBAR 24" LONG PLACED AT 30" O.C. 2). TYPICAL POUR CONTROL JOINT - POUR CONTROL JOINT SHALL BE PROVIDED WITH 1/4" X 4-1/2" X 4-1/4" DIAMOND SHAPED TAPERED PLATE
- DOWELS MANUFACTURED PER ASTM A36. INSTALL PER MANUFACTURERS SPECIFICATIONS. E. DESIGN MIXES SHALL BE IN ACCORDANCE WITH ASTM C94 1. STRENGTH TO BE MINIMUM OF 4,500 PSI AT 28 DAYS FOR EXTERIOR CONCRETE. 2. MAXIMUM WATER/CEMENT RATIO SHALL BE 0.45. 3. SLUMP SHALL NOT EXCEED 4" FOR EXTERIOR CONCRETE FLAT WORK 4. SLUMP SHALL BE 2.5" OR LESS FOR SLIP-FORMED CURB AND GUTTER
- 5. SLUMP SHALL BE BETWEEN 1.5" TO 3" FOR NON SLIP-FORMED CURB AND GUTTER. ENGINEERING, INC. CALCIUM CHLORIDE SHALL NOT BE USED. 7. MAXIMUM AGGREGATE SIZE FOR ALL EXTERIOR CONCRETE SHALL BE 0.75 INCHES. F VERIEV FOLIPMENT CONCRETE PAD SIZES WITH RESPECTIVE CONTRACTORS PADS SHALL HAVE FIRERMESH 300 FIRERS AT A RATE OF 1.5 LBS/CLL YD, OR 6.X
- OTHERWISE. COORDINATE ADDITIONAL PAD REQUIREMENTS WITH RESPECTIVE CONTRACTOR. GRADES ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE DESIGN PLANS.
- UNLESS INDICATED OTHERWISE
- CONSISTENCY APPEARS TO CHANGE.
- FLOATING AND TROWELLING L. LIMIT MAXIMUM WATER-CEMENTIOUS RATIO OF CONCRETE EXPOSED TO FREEZING, THAWING AND DEICING SALTS TO 0.4:
- N. CONTRACTOR TO PROVIDE 4" WIDE (YELLOW OR WHITE) PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. (YELLOW OR
- 32 30 00 LANDSCAPING AND SITE STABILIZATION
- A. TOPSOIL: CONTRACTOR TO PROVIDE A MINIMUM OF 6" OF TOPSOIL FOR ALL DISTURBED OPEN AREAS. REUSE SURFACE SOIL STOCKPILED ON SITE AND

WITHIN 0.05 FEET OF FINISHED GRADE ELEVATION.

C901/906 PE Water Lateral Domestic, Fire Service, Water Main C900 PVC Water Main (16" MAIN) C905 PVC Sanitary Sewer SDR 35 PVC \*Sanitary Sewer SCH.40 PVC Storm Sewer HDPE Storm Sewer RRCP-Class IV Storm Sewer SDR 35 PVC SCH. 40 PVC \*Storm Sewer Culvert Process Pipinc SCH. 40 CPVC

### HYDRANT ASPHALT PATH PAVING SECTION 3" SURFACE COURSE (5 LT 58-28S) 6" OF 1-1/4" CRUSHED AGGREGATE

B. CONTRACTOR TO COMPACT THE AGGREGATE BASE, ASPHALT BINDER COURSE, AND ASPHALT SURFACE COURSE TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL ASPHALT PAVEMENT AREAS SHALL BE PAVED TO WITHIN 0.10' OF DESIGN SURFACE GRADES WITH POSITIVE DRAINAGE BEING MAINTAINED IN ACCORDANCE WITH DESIGN PLANS. A MINIMUM OF 1% SLOPE SHALL BE MAINTAINED IN C. HOT MIX ASPHALT CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF GEOTECHNICAL REPORT OR CONSTRUCTION DOCUMENTS. D. CONTRACTOR TO PROVIDE 4" WIDE (YELLOW OR WHITE) PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. (YELLOW OR WHITE) PAINT MARKINGS SHALL ALSO BE PROVIDED FOR H.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

B. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL AGGREGATE PLACED MUST BE COMPACTED TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND C. DESIGN AND CONSTRUCTION OF ALL CAST-IN-PLACE EXTERIOR CONCRETE FLAT WORK SHALL CONFORM TO ACI 330R-08 & ACI 318-08.

. SIDEWALK CONCRETE - 4" OF CONCRETE OVER 4" OF 3/4" CRUSHED AGGREGATE BASE. CONTRACTION JOINTS SHALL CONSIST OF 1/8" WIDE BY 1" DEEP

a. CONCRETE SHALL BE REINFORCED WITH ONE OF THE FOLLOWING AND PLACED IN THE UPPER 1/3 TO ½ OF THE SLAB:

1). CONTRACTION SAWCUT JOINT -CONTRACTOR SHALL PROVIDE A SAWCUT JOINT AT MAXIMUM SPACING OF 15' ON CENTER. SAWCUT JOINT 2). <u>TYPICAL POUR CONTROL JOINT</u> - POUR CONTROL JOINT SHALL BE PROVIDED WITH 1-1/4" DIAMETER BY 20" LONG SMOOTH DOWEL PLACED AT 12" ON CENTER. ONE HALF OF THE DOWEL SHALL BE GREASED. GREENSTREAK 9" SPEED DOWEL TUBES SHALL BE USED. a. CONCRETE SHALL BE STEEL REINFORCED WITH THE FOLLOWING AND PLACED IN THE UPPER 1/3 TO ½ OF THE SLAB:

1). CONTRACTION SAWCUT JOINT - CONTRACTOR SHALL PROVIDE A SAWCUT JOINT AT MAXIMUM SPACING OF 15' ON CENTER. SAWCUT SHALL BE 2"

O.C. ONE HALF OF THE DOWEL SHALL BE GREASED. GREENSTREAK 9" SPEED DOWEL TUBES SHALL BE USED. 4. HEAVY DUTY CONCRETE (TRUCK TRAFFIC) - 6" OF CONCRETE OVER 6" OF 3/4" CRUSHED AGGREGATE. CONCRETE SHALL BE REINFORCED WITH #3 REBARS

5. HEAVY DUTY CONCRETE (TRUCK TRAFFIC) - 6" OF CONCRETE OVER 6" OF 3/4" CRUSHED AGGREGATE BASE. CONCRETE SHALL BE REINFORCED WITH MICRO-FIBERS THAT ARE 100% VIRGIN POLYPROPYLENE, FIBRILLATED, ROUGH TEXTURED, INTERCONNECTED FIBERS CONTAINING NO PREPROCESSED OLEFIN MATERIALS AND SPECIFICALLY MANUFACTURED FOR CONCRETE REINFORCEMENT AT A RATE OF 1.5LBS FIBER/YARD<sup>3</sup> OF CONCRETE. FIBER REINFORCEMENT SHALL BE FIBERMESH 300 (OR EQ.) AND CONFORM WITH ASTM C 1116, TYPE III FIBER REINFORCED CONCRETE. CONTRACTION JOINTS

1). TIE BARS AT OUTERMOST CONTRACTION JOINT (FIRST JOINT FROM EDGE OR AT CURB JOINT) AROUND PERIMETER OF CONCRETE. TIE BARS SHALL BE 2), TYPICAL POUR CONTROL JOINT - POUR CONTROL JOINT SHALL BE PROVIDED WITH 1/4" X 4-1/2" X 4-1/4" DIAMOND SHAPED TAPERED PLATE

6. LIGHT DUTY CONCRETE (PASSENGER CAR TRAFFIC) - 5" OF CONCRETE OVER 4" OF 3/4" CRUSHED AGGREGATE. CONTRACTION JOINTS SHALL BE SAWCUT 1.5"

1). TIE BARS AT OUTERMOST CONTRACTION JOINT (FIRST JOINT FROM EDGE OR AT CURB JOINT) AROUND PERIMETER OF CONCRETE. TIE BARS

6. ALL EXTERIOR CONCRETE SHALL BE AIR ENTRAINED WITH 4% TO 7% AIR CONTENT. NO OTHER ADMIXTURES SHALL BE USED WITHOUT APPROVAL OF EXCEL

6-W1.4 X W1.4 WELDED WIRE MESH WITH MINIMUM 1 INCH COVER. EQUIPMENT PADS SHALL BE 3.5 INCHES THICK WITH 1 INCH CHAMFER UNLESS SPECIFIED G. ALL CONCRETE FLAT WORK SURFACES AND CONCRETE CURB FLOWLINES SHALL BE CONSTRUCTED TO WITHIN 0.05' OF DESIGN SURFACE AND FLOWLINE

H. CONCRETE FLAT WORK SHALL HAVE CONSTRUCTION JOINTS OR SAW CUT JOINTS PLACED AS INDICATED ON THE PLANS OR PER THIS SPECIFICATION. SAWCUTS SHALL BE DONE AS SOON AS POSSIBLE, BUT NO LATER THAN 24 HOURS AFTER CONCRETE IS PLACED. CONCRETE CURB AND GUTTER JOINTING SHALL BE PLACED EVERY 10' OR CLOSER (6' MIN.). IF CONCRETE PAVEMENT IS ADJACENT TO CONCRETE CURB, JOINTING IN THE PAVEMENT AND CURB SHALL ALIGN. ALL EXTERIOR CONCRETE SHALL HAVE A LIGHT BROOM FINISH UNLESS NOTED OTHERWISE. A UNIFORM COAT OF A HIGH SOLIDS CURING COMPOUND MEETING ASTM C309 SHOULD BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. ALL CONCRETE IS TO BE CURED FOR 7 DAYS. EXTERIOR CONCRETE SHALL BE SEPARATED FROM BUILDINGS WITH CONTINUOUS 0.5 INCH FIBER EXPANSION JOINT AND/OR 0.25 INCH FIBER EXPANSION JOINT AT DECORATIVE MASONRY

I. ALL REINFORCING BARS SHALL BE ASTM A615 GRADE 60. THICKNESS OF CONCRETE COVER OVER REINFORCEMENT SHALL BE NOT LESS THAN 3" WHERE CONCRETE IS DEPOSITED AGAINST THE GROUND WITHOUT THE USE OF FORMS AND NOT LESS THAN 1.5" IN ALL OTHER LOCATIONS. ALL REINFORCING SHALL BE LAPPED 36 DIAMETERS FOR UP TO #6 BARS. 60 DIAMETERS FOR #7 TO #10 BARS OR AS NOTED ON THE DRAWINGS AND EXTENDED AROUND CORNERS WITH CORNER BARS. PLACING AND DETAILING OF STEEL REINFORCING AND REINFORCING SUPPORTS SHALL BE IN ACCORDANCE WITH CRSI AND ACI MANUAL AND STANDARD PRACTICES. THE REINFORCEMENT SHALL NOT BE PAINTED AND MUST BE FREE OF GREASE/OIL, DIRT OR DEEP RUST WHEN PLACED IN THE WORK. ALL WELDED WIRE FABRIC SHALL MEET THE REQUIREMENTS OF ASTM A 185. WELDED WIRE FABRIC SHALL BE PLACED 2" FROM TOP OF SLAB,

J. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO SAMPLE MATERIALS, PERFORM TESTS, AND SUBMIT TEST REPORTS DURING CONCRETE PLACEMENT. TESTS WILL BE PERFORMED ACCORDING TO ACI 301. CAST AND LABORATORY CURE ONE SET OF FOUR STANDARD CYLINDERS FOR EACH COMPOSITE SAMPLE FOR EACH DAY'S POUR OF EACH CONCRETE MIX EXCEEDING 5 CU. YD., BUT LESS THAN 25 CU. YD., PLUS ONE SET FOR EACH ADDITIONAL 50 CU. YD. OR FRACTION THEREOF. PERFORM COMPRESSIVE-STRENGTH TESTS ACCORDING TO ASTM C 39. TEST TWO SPECIMENS AT 7 DAYS AND TWO SPECIMENS AT 28 DAYS. PERFORM SLUMP TESTING ACCORDING TO ASTM C 143. PROVIDE ONE TEST AT POINT OF PLACEMENT FOR EACH COMPOSITE SAMPLE, BUT NOT LESS THAN ONE TEST FOR EACH DAY'S POUR OF EACH CONCRETE MIX. PERFORM ADDITIONAL TESTS WHEN CONCRETE

K. PROTECT FRESHLY PLACED CONCRETE FROM PREMATURE DRYING AND EXCESSIVE COLD OR HOT TEMPERATURES. IN HOT, DRY, AND WINDY WEATHER, APPLY AN EVAPORATION-CONTROL COMPOUND ACCORDING TO MANUFACTURER'S INSTRUCTIONS AFTER SCREEDING AND BULL FLOATING, BUT BEFORE POWER

M. TEST RESULTS WILL BE REPORTED IN WRITING TO THE DESIGN ENGINEER, READY-MIX PRODUCER, AND CONTRACTOR WITHIN 24 HOURS AFTER TESTS. REPORTS OF COMPRESSIVE STRENGTH TESTS SHALL CONTAIN THE PROJECT IDENTIFICATION NAME AND NUMBER, DATE OF CONCRETE PLACEMENT, NAME OF CONCRETE TESTING SERVICE, CONCRETE TYPE AND CLASS, LOCATION OF CONCRETE BATCH IN STRUCTURE, DESIGN COMPRESSIVE STRENGTH AT 28 DAYS, CONCRETE MIX PROPORTIONS AND MATERIALS, COMPRESSIVE BREAKING STRENGTH, AND TYPE OF BREAK FOR BOTH 7-DAY TESTS AND 28-DAY TESTS.

WHITE) PAINT MARKINGS SHALL ALSO BE PROVIDED FOR H.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

SUPPLEMENT WITH IMPORTED OR MANUFACTURED TOPSOIL FROM OFF SITE SOURCES WHEN QUANTITIES ARE INSUFFICIENT. EXCAVATOR SHALL BE RESPONSIBLE FOR ROUGH PLACEMENT OF TOPSOIL TO WITHIN 1" OF FINAL GRADE PRIOR TO LANDSCAPER FINAL GRADING. LANDSCAPER TO PROVIDE PULVERIZING AND FINAL GRADING OF TOPSOIL. PROVIDE SOIL ANALYSIS BY A QUALIFIED SOIL TESTING LABORATORY AS REQUIRED TO VERIFY THE SUITABILITY OF SOIL TO BE USED AS TOPSOIL AND TO DETERMINE THE NECESSARY SOIL AMENDMENTS. TEST SOIL FOR PRESENCE OF ATRAZINE AND INFORM EXCEL ENGINEERING, INC. IF PRESENT PRIOR TO BIDDING PROJECT. TOPSOIL SHALL HAVE A PH RANGE OF 5.5 TO 8, CONTAIN A MINIMUM OF 5 PERCENT ORGANIC MATERIAL CONTENT, AND SHALL BE FREE OF STONES 1 INCH OR LARGER IN DIAMETER. ALL MATERIALS HARMFUL TO PLANT GROWTH SHALL ALSO BE

TOPSOIL INSTALLATION: LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 6 INCHES AND REMOVE STONES LARGER THAN 1" IN DIAMETER. ALSO REMOVE ANY STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER AND DISPOSE OF THEM OFF THE PROPERTY. SPREAD TOPSOIL TO A DEPTH OF 6" BUT NOT LESS THAN WHAT IS REQUIRED TO MEET FINISHED GRADES AFTER LIGHT ROLLING AND NATURAL SETTLEMENT. DO NOT SPREAD TOPSOIL IF SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET. GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORMLY FINE TEXTURE. GRADE TO

## Table A: Allowable Pipe Material Schedule

Pipe Code	Fitting Code	Joint Code
AWWA C901/C906	ASTM D2609, ASTM D2683, ASTM D3261	Heat fusion: ASTM D2657
AWWA C900, ASTM D1785, ASTM D2241	AWWA C110, AWWA C153, ASTM D2464, ASTM D2466, ASTM D2467, ASTM D3311, ASTM F409, ASTM F1336, ASTM F1866	Joint: ASTM D3139 Integral Bell & Spigot Elastomeric Seal: ASTM F477
AWWA C905	AWWA C110, AWWA C153, ASTM D2464, ASTM D2466, ASTM D2467, ASTM D3311, ASTM F409, ASTM F1336, ASTM F1866	Joint: ASTM D3139 Integral Bell & Spigot Elastomeric Seal: ASTM F477
ASTM D1785, ASTM D2665, ASTM D3034, ASTM F891	ASTM F1336	Push On: ASTM D3212 for Tightness Elastomeric Gasket: ASTM F477
ASTM D1785, ASTM D2665, ASTM F891	ASTM F1336	Primer: ASTM F656 Solvent Cement: ASTM D2564
ASTM F2648	ASTM F2306 Saddle Gasket	Joint: ASTM F2648 Bell & Spigot Elastomeric Seal: ASTM F477
ASTM C14, ASTM C76, AASHTO M170		ASTM C443 Rubber Gasket
ASTM D1785, ASTM D2665, ASTM D3034, ASTM F891	ASTM F1336	Push On: ASTM D3212 for Tightness Elastomeric Seal: ASTM F477
ASTM D1785, ASTM D2665, ASTM F891	ASTM F1336	Primer: ASTM F656 Solvent Cement: ASTM D2564
ASTM B745, AASHTO M-36	ASTM A998, AASHTO M-36	AASHTO M196/ASTM B745
ASTM F2648	ASTM F2306 Saddle Gasket	Joint: ASTM F2648 Bell & Spigot Elastomeric Seal: ASTM F477
ASTM F2618	ASTM F2618 & D1784	Solvent Cement: ASTM F2618, ASTM F493

- B. SEEDED LAWNS . PERMANENT LAWN AREAS SHALL BE SEEDED WITH THE FOLLOWING MIXTURE: 65% KENTUCKY BLUEGRASS BLEND (2.0-2.6 LBS./1,000 S.F.), 20% PERENNIA RYEGRASS (0.6-0.8 LBS./1,000 S.F.), 15% FINE FESCUE (0.4-0.6 LBS/1,000 S.F.). STRAW AND MULCH SHALL BE LAID AT 100LBS/1,000 S.F. FERTILIZE AS PER SOIL TEST OR APPLY 5-10-10 OR EQUIVALENT AT 5-6 LBS/1.000 S.F. SEE EROSION MATTING SPECIFICATIONS AS REQUIRED. ALL SITE DISTURBED AREAS NOT DESIGNATED FOR OTHER LANDSCAPING AND SITE STABILIZATION METHODS SHALL BE SEEDED AS PERMANENT LAWN. NO BARE TOPSOIL SHALL BE LEFT ONSITE. FOLLOW PROCEDURES FOUND IN WDNR TECHNICAL STANDARDS 1058 & 1059. 2. ALL PERMANENT AND TEMPORARY STORM WATER CONVEYANCE SWALE BOTTOMS AND SIDE SLOPES AS WELL AS STORMWATER MANAGEMENT BASIN BOTTOMS AND SIDE SLOPES SHALL BE SEEDED WITH THE FOLLOWING MIXTURE: 45% KENTUCKY BLUEGRASS (0.60 LBS./1000 S.F.), 40% CREEPING RED FESCUE (0.50 LBS./1,000 S.F.), AND 15% PERENNIAL RYEGRASS (0.20 LBS./1,000 S.F.). FERTILIZE AS PER SOIL TEST OR APPLY 5-10-10 OR EQUIVALENT AT 5-6 LBS./1,000 S.F. SEE EROSION MATTING SPECIFICATIONS AS REQUIRED. FOLLOW PROCEDURES FOUND IN WDNR TECHNICAL STANDARDS 1058 & 1059.
- 3. ALL TEMPORARY SEEDING SHALL CONSIST OF THE FOLLOWING MIXTURE: 100% RYEGRASS AT 1.9 LBS./1,000 S.F. STRAW AND MULCH SHALL BE LAID AT 100 LBS./1.000 S.F. FERTILIZE AS PER SOIL TEST OR APPLY 5-10-10 OR EOUIVALENT AT 5-6 LBS./1.000 S.F. SEE EROSION MATTING SPECIFICATIONS AS REOUIRED. FOLLOW PROCEDURES FOUND IN WDNR TECHNICAL STANDARDS 1058 & 1059. . SEEDED LAWN MAINTENANCE: CONTRACTOR TO PROVIDE MAINTENANCE OF ALL LANDSCAPING FOR A PERIOD OF 90 DAYS FROM THE DATE OF NSTALLATION. AT THE END OF THE MAINTENANCE PERIOD, A HEALTHY, UNIFORM, CLOSE STAND OF GRASS SHOULD BE ESTABLISHED FREE OF WEEDS AND
- SURFACE IRREGULARITIES. LAWN COVERAGE SHOULD EXCEED 90% AND BARE SPOTS SHOULD NOT EXCEED 5"X5". CONTRACTOR SHOULD REESTABLISH LAWNS THAT DO NOT COMPLY WITH THESE REQUIREMENTS AND CONTINUE MAINTENANCE UNTIL LAWNS ARE SATISFACTORY. D. EROSION MATTING: . CONTRACTOR TO PROVIDE EROSION CONTROL MATTING (NORTH AMERICAN GREEN \$150) OR EQUIVALENT ON ALL SLOPES THAT ARE 4:1 AND GREATER OUTSIDE OF STORMWATER CONVEYANCE SWALES AND STORMWATER MANAGEMENT BASINS. 2. CONTRACTOR TO PROVIDE EROSION MATTING (NORTH AMERICAN GREEN C125) OR EQUIVALENT IN ALL SWALE BOTTOMS AND SIDE SLOPES AS WELL AS STORMWATER MANAGEMENT BASIN BOTTOMS AND SIDE SLOPES AS REOUIRED. E. STORMWATER MANAGEMENT POND SAFETY SHELF SEEDING: SAFETY SHELF SHALL BE SEEDED WITH A WET PRAIRIE EMERGENT PLANT TYPE MIX. F. RIP RAP: ALL RIP RAP ASSOCIATED WITH STORMWATER MANAGEMENT AND STORMWATER CONVEYANCE, AS DELINEATED ON THE PLANS, SHALL BE
- CONSTRUCTED WITH THE TOP OF RIP RAP MATCHING THE PROPOSED ADJACENT GRADE ELEVATIONS. PLACEMENT OF RIP RAP ABOVE THE PROPOSED ADJACENT GRADE ELEVATIONS IS NOT ACCEPTABLE. ALL RIP RAP SHALL BE PLACED ON TYPE HR FILTER FABRIC PER SECTION 645 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURAL CONSTRUCTION. G TREES AND SHRUBSE FURNISH NURSERV-GROWN TREES AND SHRURS WITH HEALTHY ROOT SYSTEMS DEVELOPED BY TRANSPLANTING OR ROOT PRUNING PROVIDE WELL-SHAPED, FULLY BRANCHED, AND HEALTHY LOOKING STOCK. STOCK SHOULD ALSO BE FREE OF DISEASE, INSECTS, EGGS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT. SEE THE LANDSCAPE PLAN FOR SPECIFIC SPECIE TYPE, SIZE, AND LOCATION. H. TREE AND SHRUB INSTALLATION: EXCAVATE CIRCULAR PITS WITH SIDES SLOPED INWARD. TRIM BASE LEAVING CENTER AREA RAISED SLIGHTLY TO SUPPORT
- ROOT BALL. EXCAVATE PIT APPROXIMATELY THREE TIMES AS WIDE AS THE ROOT BALL DIAMETER. SET TREES AND SHRUBS PLUMB AND IN CENTER OF PIT WITH TOP OF BALL 1" ABOVE ADJACENT FINISHED GRADES. PLACE PLANTING SOIL MIX AROUND ROOT BALL IN LAYERS AND TAMP TO SETTLE MIX. WATER ALL PLANTS THOROUGHLY. PROVIDE TEMPORARY STAKING FOR TREES AS REQUIRED. TREE AND SHRUB MAINTENANCE/WARRANTY: CONTRACTOR TO PROVIDE MAINTENANCE OF ALL LANDSCAPING FOR A PERIOD OF 90 DAYS FROM THE DATE OF INSTALLATION. MAINTENANCE TO INCLUDE REGULAR WATERING AS REQUIRED FOR SUCCESSFUL PLANT ESTABLISHMENT. CONTRACTOR TO PROVIDE 1
- YEAR WARRANTY ON ALL TREES, SHRUBS, AND PERENNIALS. . ORGANIC MULCH: PROVIDE 3" MINIMUM THICK BLANKET OF SHREDDED HARDWOOD MULCH AT ALL PLANTING AREAS INDICATED ON THE LANDSCAPE PLAN. NSTALL OVER NON-WOVEN WEED BARRIER FABRIC. COLOR BY OWNER. K. MINERAL MULCH: PROVIDE 3" MINIMUM THICK BLANKET OF 0.75" MINIMUM TO 1.5" MAXIMUM CRUSHED DECORATIVE STONE AT ALL PLANTING AREAS
- INDICATED ON THE LANDSCAPE PLAN. INSTALL OVER NON-WOVEN WEED BARRIER FABRIC. COLOR BY OWNER. . PLASTIC EDGING: INSTALL VALLEY VIEW INDUSTRIES BLACK DIAMOND LAWN EDGING TO SEPARATE ALL PLANTING BEDS FROM LAWN AREAS. EDGING TO BE .5" TALL WITH METAL STAKES INSTALLED PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
- M. LANDSCAPE AND LAWN IRRIGATION: CONTRACTOR TO PROVIDE DESIGN AND INSTALLATION OF IRRIGATION SYSTEM PIPING. VALVES, VALVE BOXES, PRINKLERS, EMITTERS, DRIP TUBES, AND CONTROLS IN COMBINATIONS THAT BEST SUIT THE LANDSCAPE PLAN LAYOUT. ALL LAWN AND LANDSCAPING AREAS SHALL BE PROVIDED WITH IRRIGATION AS DELINEATED ON THE PLAN. THE DESIGN SHOULD MINIMIZE THE AMOUNT OF WATER THAT EXTENDS BEYOND THE PROPERTY AND ON PAVED AREAS. THE SYSTEM SHALL BE DESIGNED FOR FULLY AUTOMATIC OPERATION AND PROVIDE ALL NECESSARY CONTROLS, VALVES, AND WIRING TO OPERATE THE SYSTEM. THE CONTROL UNIT SHALL BE INSTALLED IN A MECHANICAL ROOM OR AT A LOCATION AGREED TO WITH THE OWNER. THE CONTROL UNIT SHOULD BE PROVIDED WITH A LOCKING COVER. POP-UP SPRAY OR ROTARY SPRINKLERS SHALL BE USED AT LAWN AREAS TO PROVIDE A UNIFORM COVERAGE OF 1 TO 2 INCHES OF WATER PER HOUR. EMITTERS AND DRIP TUBES OR SHRUBBERY SPRINKLERS SHALL BE USED AT PLANTS AND SHRUBS AS APPROPRIATE FOR THE PLANTING DENSITY AND SPECIES TYPE. ALL SPRINKLER HEADS SHALL BE COMMERCIAL GRADE. THE SYSTEM SHALL BE CIRCUITED AS REQUIRED TO PROVIDE ADEQUATE WATER FLOW TO EACH SPRINKLER HEAD. THE CONTROL SYSTEM MUST INCLUDE A RAIN SENSING SHUT OFF DEVICE. THE ENTIRE SYSTEM IS TO BE INSTALLED WITH A MINIMUM UNIFORM SLOPE OF 0.5 PERCENT TOWARD DRAIN VALVES.

## DIVISION 33 UTILITIES

33 10 00 SITE UTILITIES

- A. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES ON SITE. CONTRACTOR TO VERIFY PIPE LOCATIONS, SIZES, AND DEPTHS AT POINT OF PROPOSED CONNECTIONS AND VERIFY PROPOSED UTILITY ROUTES ARE CLEAR (PER CODE) OF ALL EXISTING UTILITIES AND OTHER OBSTRUCTIONS PRIOR TO CONSTRUCTION. COSTS INCURRED FOR FAILURE TO DO SO SHALL BE THE CONTRACTORS RESPONSIBILITY
- B. CONTRACTOR TO FIELD TELEVISE ALL EXISTING SANITARY AND STORM LATERALS THAT ARE SCHEDULED TO BE RE-USED AND/OR CONNECTED TO ON SITE. THE TELEVISING SHALL BE COMPLETED TO ENSURE THE EXISTING LATERAL(S) ARE FREE OF OBSTRUCTIONS AND IN SOUND STRUCTURAL CONDITION. TELEVISING OF THESE LATERAL(S) SHOULD BE COMPLETED AT BEGINNING OF CONSTRUCTION AND DESIGN ENGINEER SHALL BE NOTIFIED OF ANY PIPE OBSTRUCTIONS
- AND/OR STRUCTURAL DEFICIENCIES IMMEDIATELY AFTER COMPLETION OF FIELD TELEVISING C ALL PROPOSED SANITARY PIPE SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A: ALLOWABLE PIPE MATERIAL SCHEDULE ON COLD OF THE PROPOSED PLANSET. ALL PROPOSED SANITARY PIPE BELOW PROPOSED & FUTURE BUILDINGS SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A: ALLOWABLE PIPE MATERIAL SCHEDULE ON C0.1 OF THE PROPOSED PLANSET. ALL PROPOSED CPVC PROCESS PIPING SHALL BE IN ACCORDANCE WITH
- MATERIALS SPECIFIED IN TABLE A: ALLOWABLE PIPE MATERIAL SCHEDULE ON C0.1 OF THE PROPOSED PLANSET D. SANITARY AND PROCESS MANHOLES SHALL BE 48" PRECAST AND CONFORM TO THE STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN-CURRENT EDITION UNLESS OTHERWISE DIRECTED BY THE ENGINEER, PROCESS MANHOLES SHALL BE LINED W/ GSE STUDLINER LINING, SANITARY & PROCESS MANHOLE FRAME AND GRATE TO BE NEENAH R-1550-A OR EQUAL. RIM ELEVATION TO BE SET AT FINISHED GRADE IN DEVELOPED AREAS AND 12" ABOVE FINISHED GRADE IN UNDEVELOPED AREAS EXCEPT AS OTHERWISE DIRECTED BY THE ENGINEER.
- E. CLEANOUTS SHALL BE PROVIDED FOR THE SANITARY SERVICE AT LOCATIONS INDICATED ON THE UTILITY PLAN. THE CLEANOUT SHALL CONSIST OF A COMBINATION WYE FITTING IN LINE WITH THE SANITARY SERVICE WITH THE CLEANOUT LEG OF THE COMBINATION WYE FACING STRAIGHT UP. THE CLEANOUT SHALL CONSIST OF A (4" OR 6") VERTICAL PVC PIPE WITH A WATER TIGHT REMOVABLE CLEANOUT PLUG. AN 8" PVC FROST SLEEVE SHALL BE PROVIDED. THE BOTTOM OF THE FROST SLEEVE SHALL TERMINATE 12" ABOVE THE TOP OF THE SANITARY LATERAL OR AT LEAST 6" BELOW THE PREDICTED FROST DEPTH, WHICHEVER IS SHALLOWER. THE CLEANOUT SHALL EXTEND JUST ABOVE THE SURFACE GRADE IN LAWN OR LANDSCAPE AREAS WITH THE FROST SLEEVE TERMINATING AT THE GRADE SURFACE. THE CLEANOUT SHALL EXTEND TO 4 INCHES BELOW SURFACE GRADE IN PAVED SURFACES WITH A ZURN (Z-1474-N) HEAVY DUTY CLEANOUT HOUSING PLACED OVER THE TOP OF THE CLEANOUT FLUSH WITH THE SURFACE GRADE. IN PAVED SURFACES, THE FROST SLEEVE SHALL TERMINATE IN A CONCRETE PAD AT LEAST 6" THICK AND EXTENDING AT LEAST 9" FROM THE SLEEVE ON ALL SIDES, SLOPING AWAY FROM THE
- SLEEVE. THE CLEANOUT HOUSING SHALL BE CONSTRUCTED PER MANUFACTURERS REQUIREMENTS. F ALL PROPOSED WATER PIPE SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A' ALLOWABLE PIPE MATERIAL SCHEDULE ON CO 1 OF THE PROPOSED PLANSET. 6' MINIMUM COVER SHALL BE PROVIDED OVER ALL WATER PIPING UNLESS OTHERWISE SPECIFIED. G. ALL PROPOSED HDPE STORM PIPE SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A: ALLOWABLE PIPE MATERIAL SCHEDULE ON C0.1 OF THE PROPOSED PLANSET. ALL CONCRETE STORM PIPING SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A: ALLOWABLE PIPE MATERIAL SCHEDULE ON C0.1 OF THE PROPOSED PLANSET. ALL PROPOSED STORM PIPE BELOW BUILDINGS SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A:
- ALLOWABLE PIPE MATERIAL SCHEDULE ON C0.1 OF THE PROPOSED PLANSET. SEE UTILITY PLANS FOR ALL STORM PIPE MATERIAL TYPES TO BE USED. PIPE SHALL BE PLACED MIN. 8' HORIZONTALLY FROM FOUNDATION WALLS. H. SANITARY, STORM, AND WATER UTILITY PIPE INVERTS SHALL BE CONSTRUCTED WITHIN 0.10' OF DESIGN INVERT ELEVATIONS ASSUMING PIPE SLOPE AND SEPARATION IS MAINTAINED PER THE UTILITY DESIGN PLANS AND STATE REQUIREMENTS. I. SITE UTILITY CONTRACTOR SHALL RUN SANITARY SERVICE TO A POINT WHICH IS A MINIMUM OF 5' FROM THE EXTERIOR WALL OF THE FOUNDATION. SITE
- UTILITY CONTRACTOR SHALL RUN STORM SEWER FOR INTERNALLY DRAINED BUILDINGS TO A POINT WHICH IS A MINIMUM OF 5' FROM THE EXTERIOR WALL OF THE FOUNDATION. SITE UTILITY CONTRACTOR SHALL RUN DOWNSPOUT LEADS TO BUILDING FOUNDATION AND UP 6" ABOVE SURFACE GRADE FOR CONNECTION TO DOWNSPOUT. ALL DOWNSPOUT LOCATIONS SHOULD BE VERIFIED WITH ARCHITECTURAL PLANS AND DOWNSPOUT CONTRACTOR/GC PRIOR TO INSTALLATION OF DOWNSPOUT LEADS. DOWNSPOUT LEADS SHALL NOT UNDERMINE BUILDING FOUNDATIONS. SITE UTILITY CONTRACTOR SHALL RUN WATER SERVICE TO A POINT WITHIN THE FOUNDATION SPECIFIED BY THE PLUMBING PLANS. CONTRACTOR TO CUT AND CAP WATER SERVICE 12" ABOVE FINISHED FLOOR ELEVATION.
- J. ALL UTILITIES SHALL BE INSTALLED WITH PLASTIC COATED TRACER WIRE (10 TO 14 GAUGE SOLID COPPER, OR COPPER COATED STEEL WIRE). PLASTIC WIRE MAY BE TAPED TO PLASTIC WATER OR SEWER PIPE. IF ATTACHED, THE TRACER WIRE SHALL BE SECURED EVERY 6 TO 20 FEET AND AT ALL BENDS. TRACER WIRE SHALL HAVE ACCESS POINTS AT LEAST EVERY 300 FEET. K. ALL UTILITIES SHALL BE INSTALLED PER STATE, LOCAL, AND INDUSTRY STANDARDS. WATER, SANITARY, AND STORM SEWER SHALL BE INSTALLED PER STANDARD SPECIFICATION FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN". THE DESIGN ENGINEER SHALL BE RESPONSIBLE FOR OBTAINING STATE
- PLUMBING REVIEW APPROVAL. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL OTHER PERMITS REQUIRED TO INSTALL WATER, SANITARY AND STORM L. SEE PLANS FOR ALL OTHER UTILITY SPECIFICATIONS AND DETAILS.

## **CIVIL SHEET INDEX**

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C1.0B	EXISTING SITE AND DEMOLITION PLAN - AREA B
C1.0C	EXISTING SITE AND DEMOLITION PLAN - AREA C
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C3.3	WATER MAIN PLAN AND PROFILE - NORTH LOOP
C4.0	EXTERNAL PLUMBING SCHEDULES & DETAILS









## NOTE: - CONTRACTOR TO CONTACT CITY ARBORIST TOM RIHA (414-425-2592) BEFORE REMOVING/PLANTING ANY TREES WITHIN CITY ROW. CONTRACTOR TO COORDINATE WITH TOM PRIOR TO REMOVING OR RELOCATING ANY TREES. THE CITY WOULD LIKE TREES MOVED FURTHER BACK FROM THE ROAD AND WANTS TO CONFIRM PLACEMENT IS IN AN ADEQUATE LOCATION.

NOTE: - CONTRACTOR TO CONTACT CITY OF FRANKLIN DPW FOR ANY SIGN REMOVALS/MOVES WITHIN CITY ROW. DPW - 414-425-2592

NOTE: - CONTRACTOR TO FOLLOW WISDOT STANDARD DETAIL DRAWINGS 15C/D FOR LANE CLOSURES, SHOULDER CLOSURES, AND FLAGGING WORK AS REQUIRED. - LANE CLOSURES AND/OR FLAGGING NEED TO BE APPROVED BY CITY, MINIMUM 72-HOURS ADVANCED NOTICE. CONTRACTOR TO COORDINATE.





# SPECIFICATION NOTE: SEE SHEET CO.1 FOR PLAN SPECIFICATIONS AND REQUIREMENTS

SCALE CIVIL EXISTING SITE AND DEMOLITION PLAN - AREA D

1"= 30'





NORTH





WOODED	

 $\sim\sim\sim$ 

GRASS

· 4"

FIELD

DETAILS FOR CURB RAMP TYPE 4B1. NOTE: - CONTRACTOR TO RESTORE ANY IMPACTS TO THE WETLAND BUFFER AND SETBACK IMMEDIATELY FOLLOWING FENCE INSTALLATION. - CONTRACTOR TO UTILIZE EQUIPMENT AS MINIMALLY NECESSARY FOR FENCE INSTALLATION SUCH AS TO LIMIT IMPACTS AS MUCH AS POSSIBLE ON THE WETLAND BUFFERS.

- CONTRACTOR TO FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS FOR BEDDING AND BACKFILL OF UTILITIES IN CITY ROW. - CONTRACTOR TO OBTAIN FILL/SOIL DISTURBING PERMIT. - CONTRACTOR TO OBTAIN ROW PERMIT FOR WORK WITHIN CITY - CONTRACTOR TO OBTAIN DRIVE APPROACH/CURB CUT PERMIT - CONTRACTOR TO CONTACT CITY OF FRANKLIN DPW FOR ANY SIGN REMOVALS/MOVES WITHIN ROW. - SEWER AND WATER DEPARTMENT MUST BE ABLE TO ACCESS THROUGH PROPOSED GATES TO ACCESS WATER MAIN AT ALL TIMES. - ALL CURB RAMPS WITHIN CITY ROW SHALL FOLLOW WISDOT

NOTE: ALL PAVEMENT WITHIN CITY ROW SHALL FOLLOW CITY STANDARDS (INCLUDING DRIVEWAYS) CITY STANDARD SECTION TO BE 6" HMA (4" LOWER, 2" UPPER) WITH 8" OF AGGREGATE BASE FOR ANY PAVEMENT IN ROW, THE TEMPERATURE AT TIME OF PLACEMENT (BASE AND SURFACE COURSES) SHOULD BE 40 DEGREES AND RISING, FOLLOW WISDOT STANDARD SPEC 450.

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<u>site pl</u>	<u>AN KEYNOTES</u>
$\left\langle 1 \right\rangle$	STANDARD ASPHALT SECTION (TYP.)
$\langle 2 \rangle$	HEAVY DUTY ASPHALT SECTION (TYP.)
$\overline{\langle 3 \rangle}$	CONCRETE SIDEWALK (TYP.)
$\overline{\langle 4 \rangle}$	LIGHT DUTY CONCRETE (TYP.)
	I OADING DOCK I OCATION, SEE ARCH PLANS,
	LOADING DOCK CONCRETE (TYP)
	TRASH COMPACTOR LOCATION SEE ARCH DIANS
	CONCRETE STOOD (TYP.) SEE ADOLL PLANS FOR DETAIL
<u> </u>	CONCRETE STOUP (TTP.) SEE ARCH. PLANS FOR DETAIL
9	RAISED WALK (TYP.)
(10)	FLUSH WALK (TYP.)
<u> </u>	CURB RAMP (TYP.)
(12)	ADA RAMP (TYP.)
(13)	18" CURB & GUTTER (TYP.)
	5' STONE STRIP. SEE DETAIL.
(15)	CURB TAPER (TYP.)
(16)	CURB CUT (TYP.)
(17)	ELECTRICAL EQUIPMENT WITH CONC. PAD BY UTILITY SU (CONTRACTOR TO VERIFY FINAL LOCATION & DESIGN PR CONSTRUCTION)
$\langle 18 \rangle$	HANDICAP SIGN (TYP.)
(19)	HANDICAP STALL & STRIPING PER STATE CODES.
20	RETAINING WALL WITH RAILING. SEE ARCH AND STRUCTU
21	FOR DETAILS. MONUMENT SIGN
	(DETAILS, FINAL LOCATION, & APPROVAL BY SIGN VEND
	ROW PAVEMENT. SEE NOTE FOR CITY SPECIFICATION.
23	6" CONCRETE BOLLARDS (SEE DETAIL ON ARCH. PLAN)
24	STOP SIGN (TYP.)
25	FLAGPOLE (TYP.)
26	BIKE RACK (TYPE & COLOR BY OWNER)
27	DETECTABLE WARNING PLATE
	TRAFFIC FLOW ARROWS. COLOR TO MATCH PARKING STA
29	PUBLIC SIDEWALK. 5" CONCRETE OVER 4" OF 3/4" BAS
30	MECHANICAL SLIDE GATE FOR END OF DAY SECURITY.
31	BARRIER ARMS WITH A/V PEDESTAL FOR TRUCK ENTRY.
$\langle 32 \rangle$	METAL STAIRS. SEE ARCH PLANS FOR DETAILS.
$\langle 33 \rangle$	AIRGAS PAD WITH FENCE AND BOLLARDS. SEE SUPPLIER DRAWINGS/SPECIFICATIONS FOR FINAL INFORMATION.
$\overline{\langle 34 \rangle}$	OVERHEAD DOOR LOCATION. PROVIDE 6" CONC. APRON.
35	AIR HANDLER WITH CONC. PAD. SEE ARCH/MEP PLANS.
36	GAS METER WITH CONC. PAD
37	6" CONCRETE DOLLY PADS.
38	OUTDOOR EMPLOYEE WELFARE/PATIO WITH ORNAMENTAL
39	MANUAL LOCKABLE SWING GATE WITH FIRE DEPARTMENT
40	MAIN BUILDING ENTRANCE WITH COLUMNS AND CANOPY.
41	4' WIDE CONC. LANDING AT STAIR.
42	RIGHT TURN ONLY SIGN
43	DO NOT ENTER SIGN
	18" MOUNTABLE CURR AND CUTTER
	TO MOUNTABLE CORD AND GUTTER.
46	6' TALL GALVANIZED STEEL CHAIN LINK SECURITY FENCI
40	OF FENCE NOT ADJACENT TO ROAD ROW)
4/	HD CONCRETE MOTORCYCLE PARKING.
48	4 ELECTRIC VEHICLE CHARGING STALLS. SEE ELEC. PLAN
<u>\</u> 49 \	6" THICK CONCRETE PAD FOR AIRCAS FULLING FOUNDATION
60	PIPING. VERIFY FINAL INSTALLATION WITH AIRGAS/EQUIP SUPPLIER.
65	PIPE SUPPORTS PLACED AT 6' O.C. PROVIDE 18"Ø CONO FOUNDATIONS REINFORCED W/ (4) #5Ø VERT. AND #3Ø O.C. CENTER UNDER PIPE SUPPORT POST LOCATIONS. B
	COORDINATE LOCATIONS AND FINAL TOP OF SONOTUBE
$\langle 70 \rangle$	3' WIDE (6" THICK MIN.) CRUSHED STONE STRIP BELOW
	(8)
$\chi_{8} X \times \rangle$	$\langle \times \times$

STANDARDS (INCLUDING DRIVEWAYS) CITY STANDARD SECTION TO BE 6" HMA (4" LOWER, 2" UPPER) WITH 8" OF AGGREGATE BASE FOR ANY PAVEMENT IN ROW, THE TEMPERATURE AT TIME OF PLACEMENT (BASE AND SURFACE COURSES) SHOULD BE 40 DEGREES AND RISING, FOLLOW WISDOT STANDARD SPEC 450.
NOTE: - CONTRACTOR TO FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS FOR BEDDING AND BACKFILL OF UTILITIES IN CITY ROW. - CONTRACTOR TO OBTAIN FILL/SOIL DISTURBING PERMIT. - CONTRACTOR TO OBTAIN ROW PERMIT FOR WORK WITHIN CITY ROW. - CONTRACTOR TO OBTAIN DRIVE APPROACH/CURB CUT PERMIT. - CONTRACTOR TO OBTAIN DRIVE APPROACH/CURB CUT PERMIT. - CONTRACTOR TO CONTACT CITY OF FRANKLIN DPW FOR ANY SIGN REMOVALS/MOVES WITHIN ROW. - SEWER AND WATER DEPARTMENT MUST BE ABLE TO ACCESS THROUGH PROPOSED GATES TO ACCESS WATER MAIN AT ALL TIMES. - ALL CURB RAMPS WITHIN CITY ROW SHALL FOLLOW WISDOT DETAILS FOR CURB RAMP TYPE 4B1.
NOTE: – CONTRACTOR TO RESTORE ANY IMPACTS TO THE WETLAND

BUFFER AND SETBACK IMMEDIATELY FOLLOWING FENCE

- CONTRACTOR TO UTILIZE EQUIPMENT AS MINIMALLY NECESSARY FOR FENCE INSTALLATION SUCH AS TO LIMIT

IMPACTS AS MUCH AS POSSIBLE ON THE WETLAND BUFFERS.

INSTALLATION.

NOTE: ALL PAVEMENT WITHIN CITY ROW SHALL FOLLOW CITY

	$\left\langle 1 \right\rangle$	STANDARD ASPHALT SECTION (TYP.)
	$\langle 2 \rangle$	HEAVY DUTY ASPHALT SECTION (TYP.)
	$\overline{\langle 3 \rangle}$	CONCRETE SIDEWALK (TYP.)
	$\langle 4 \rangle$	LIGHT DUTY CONCRETE (TYP.)
	$\langle 5 \rangle$	LOADING DOCK LOCATION. SEE ARCH F
		LOADING DOCK CONCRETE (TYP)
		TRASH COMPACTOR LOCATION SEE AR
		CONCRETE STOOD (TYD) SEE ADOU D
		DAISED WALK (TYP.)
	( y )	RAISED WALK (TYP.)
		FLUSH WALK (TYP.)
		CURB RAMP (TYP.)
	(12)	ADA RAMP (TYP.)
	(13)	18" CURB & GUTTER (TYP.)
	(14)	5' STONE STRIP. SEE DETAIL.
	(15)	CURB TAPER (TYP.)
	(16)	CURB CUT (TYP.)
	$\langle 17 \rangle$	ELECTRICAL EQUIPMENT WITH CONC. P. (CONTRACTOR TO VERIFY FINAL LOCAT
		CONSTRUCTION)
	(18)	HANDICAP SIGN (TYP.)
	(19)	HANDICAP STALL & STRIPING PER STA
	20	RETAINING WALL WITH RAILING. SEE AF FOR DETAILS.
	$\langle 21 \rangle$	MONUMENT SIGN (DETAILS, FINAL LOCATION, & APPROV
	<u>(22</u> )	ROW PAVEMENT. SEE NOTE FOR CITY
	23	6" CONCRETE BOLLARDS (SEE DETAIL
	24	STOP SIGN (TYP.)
	25	FLAGPOLE (TYP.)
	$\langle 26 \rangle$	BIKE RACK (TYPE & COLOR BY OWNER
	27	
		TRAFFIC FLOW ARROWS COLOR TO MA
	20	DUDUC SUDEWALK E" CONCRETE OVER
	(29)	PUBLIC SIDEWALK. 5 CONCRETE OVER
		MECHANICAL SLIDE GATE FOR END OF
		BARRIER ARMS WITH A/V PEDESTAL F
	32	METAL STAIRS. SEE ARCH PLANS FOR
		DRAWINGS/SPECIFICATIONS FOR FINAL
	<u> </u>	OVERHEAD DOOR LOCATION. PROVIDE
	35	AIR HANDLER WITH CONC. PAD. SEE A
	36	GAS METER WITH CONC. PAD
	$\langle 37 \rangle$	6" CONCRETE DOLLY PADS.
	38	OUTDOOR EMPLOYEE WELFARE/PATIO N RAILING. SEE ARCH PLANS.
	39	MANUAL LOCKABLE SWING GATE WITH
	<b>40</b>	MAIN BUILDING ENTRANCE WITH COLUM
	<u> </u>	4' WIDE CONC. LANDING AT STAIR.
	42	RIGHT TURN ONLY SIGN
	43	DO NOT ENTER SIGN
	44	18" MOUNTABLE CURB AND GUTTER.
	45	30" CURB AND GUTTER PER CITY STA
	46	6' TALL GALVANIZED STEEL CHAIN LIN
	47	HD CONCRETE MOTORCYCLE PARKING
		4 FLECTRIC VEHICLE CHARCING STALLS
		30" MOUNTARIE OUDR (1" DEDTU) TO
	49	6" THICK CONCRETE PAD FOR AIRGAS
	(60)	PIPING. VERIFY FINAL INSTALLATION WI SUPPLIER.
	-	PIPE SUPPORTS PLACED AT 6' O.C. PI FOUNDATIONS REINFORCED W/ (4) #50
2	65	O.C. CENTER UNDER PIPE SUPPORT PO SONOTUBE TO BE MIN. OF 4'-0" BFI C
5		COORDINATE LOCATIONS AND FINAL TO SITE GRADES AND PIPE SUPPORT DESI
	70	3' WIDE (6" THICK MIN.) CRUSHED STO
1		

SITE PLAN KEYNOTES














FINAL STABILIZA CITY STANDARD IS ESTABLISHED PRIOR TO REMOVAL OF EROSION CONTROL DEVICES.

OAKWOOD RD INLET PROTECTION NOTE: CONTRACTOR TO COORDINATE TIMING OF PROPOSED WORK WITH TIMING OF PROJECT DIRECTLY WEST OF THE SAPUTO SITE. ENSURE INLET PROTECTION IS INSTALLED WITHIN OAKWOOD ROAD FOR ALL INLETS NORTH OF THE SAPUTO SITE AND HSA SITE DURING CONSTRUCTION OF BOTH PROJECTS.

RESTORATION NOTE:

SETBACK AREA.

ORAGE CONSTRUCTION FENCE.

SPECIFICATION NOTE: SEE SHEET CO.1 FOR PLAN SPECIFICATIONS AND REQUIREMENTS

<u>NOTES:</u> (CURRENT EDITION)

SLOPE

INLET PROTECTION NOTE: IΡ CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION FOR ALL CURB INLETS & CATCH BASINS ONSITE & OFFSITE IMMEDIATELY DOWNSTREAM OF THE PROJECT SITE PER LOCAL CODE. STABILIZED CONSTRUCTION ENTRANCE NOTE: CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION

ENTRANCE AT CONSTRUCTION ENTRANCE FOR PROPOSED IMPROVEMENTS AS REQUIRED PER CODE.

> CONCRETE WASHOUT NOTE: CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AS REQUIRED PER CODE. FINAL LOCATION TBD BY CONTRACTOR.

	<u>N NOTE:</u>		
95%	PERMANEN	NT VEGETATIO	NC
	<b>DDI I I I I I I I I I</b>		~ ~ ~

- RESTORATION OF AREAS NEAR WETLANDS (BUFFER, SETBACK) SHOULD BE NON-AGGRESSIVE SPECIES, NATIVE VEGETATION IS PREFERRED. DO NOT USE FERTILIZER IN THE BUFFER, SETBACK AREAS. CITY PREFERS TO NOT HAVE SYNTHETIC MATERIAL IN THE WETLAND BUFFER,

· ALL DEFINED PROTECTED NATURAL RESOURCES (WETLANDS) SHALL BE PROTECTED WITH A DOUBLE ROW OF SILT FENCE AND A SINGLE LINE OF FOUR-FOOT

1. HANDICAP STALL AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1.50% IN ANY DIRECTION. HANDICAP STALL & ACCESS AISLES SHALL CONFORM TO ADA REQUIREMENTS

ALL SIDEWALKS SHALL NOT EXCEED A MAXIMUM CROSS SLOPE OF 1.50% AND RUNNING SLOPE OF 4.50% UNLESS OTHERWISE SPECIFIED. 3. ALL SLOPES WITHIN DRIVEWAY CROSSINGS/ CROSS WALKS TO BE 2% OR LESS IN CRÓSS













NORTH

## SPECIFICATION NOTE: SEE SHEET CO.1 FOR PLAN DOWNSPOUT NOTE:

DS

= DENOTES DOWNSPOUT LOCATIONS. PROVIDE SPLASH BLOCKS AT ALL DS TO GRADE LOCATIONS. FOR ALL TIED DOWNSPOUTS, PROVIDE 6" PVC LEAD AND MAKE CONNECTION TO DOWNSPOUT ABOVE GRADE WITH OPEN AND SCREENED CONNECTION. SEE ARCH PLANS FOR FINAL LOCATIONS. CLEANOUT NOTE:

CO

= DENOTES LOCATIONS WHERE CONTRACTOR SHALL INSTALL CLEANOUTS, SEE CO.1 FOR SPECIFICATION. STORM/WATER CROSSING NOTE:

ALL STORMWATER PIPES CROSSING THE WATER MAIN MUST BE INSULATED WITH 4" R25 PINK BOARD (REFER TO THE CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS) WATER MAIN SPECIFICATION NOTE:

ALL WATER MAIN MATERIAL, INSTALLATION, BEDDING AND BACKFILL SHALL FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS.

NOTE: - CONTRACTOR TO FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS FOR BEDDING AND BACKFILL OF UTILITIES IN CITY ROW. - SEWER AND WATER DEPARTMENT MUST BE ABLE TO ACCESS THROUGH PROPOSED GATES TO ACCESS WATER MAIN AT ALL TIMES.

> INSPECTOR NOTE: CITY INSPECTOR MAY BE REQUIRED (AT DEVELOPERS EXPENSE) FOR SANITARY LATERAL CONNECTION. CONTRACTOR TO CONTACT CITY OF FRANKLIN SEWER AND WATER AND ENGINEERING DEPARTMENT MINIMUM 48-HOURS PRIOR TO WORK.

SEWER/WATER: (414)421-2613 ENGINEERING: (414)425-7510 CITY INSPECTOR MAY BE REQUIRED (AT DEVELOPERS EXPENSE) FOR ANY STORM SEWER WORK WITHIN ROW. CONTRACTOR TO CONTACT CITY DPW MINIMUM 48-HOURS BEFORE WORK. DPW: (414)425-2592 CITY INSPECTOR REQUIRED (AT DEVELOPERS EXPENSE) FOR WATER MAIN WORK AND WATER MAIN ASBUILT RECORD DRAWINGS (AT DEVELOPERS EXPENSE). ENGINEERING: (414)425-7510

SPECIFICATIONS AND REQUIREMENTS

— — \_ \_ ′ 

WOODED

 $\sim\sim\sim\sim$ 

61' OF 18" HDPE STORM POND-DISCHARGE PIPE @ 1%. CONNECT

TO HSA MANHOLE AT:

IE 18"=724.00

HSA STORM BYPASS PIPE. COORDINATE TIMING OF POND DISCHARGE PIPE WITH HSA SITE CONTRACTOR.

WOODED

WOODED

\_\_\_\_\_.

WATER MAIN WITHIN 15' WIDE EASEMENT (SEE SHEETS 3.0-3.3)

SINGLE HEADED

HYDRANT AND VALVE-

FDC LOCATION. VERIFY-WITH FP PLANS.

45' OF 12" C900 PVC-

PROTECTION SERVICE

PROVIDE REDUCER

AFTER 12" TEE.

SINGLE HEADED

o | PIPE 14:---

LIGHT POLE (TYP)

STORM PIPE @ 0.26%

STORM MANHOLE

IE S/NW=724.60

STORM CATCH BASIN H

5' DIA."

RIM=732.00 IE S=727.33 IE N=727.33

IE NE=727.33

SINGLE HEADED

12" C900 PVC PUBLIC-

RIM=729.00

MATCHLINE

194 OF 24" HDPE

-FIRE PUMP BUILDING.

(2 TYP)

FF=734:00 ARCH FF=100.00

ELECTRICAL

FUTURE GENERATOR

└-40' OF ⁄8"

IE=729.00

856' OF 10" C900 PVC PRIVATE FIRE PROTECTION SERVICE

130' OF 30" HDPE STORM PIPE © 0.26%

STRUCTURE RIM<del>⊕</del>730.00

FROM FIRE PUMP.

-PIPE 15: 45' OF 12" HOPE STORM PIPE @ 4%

225' OF 30" HDPE STORM PIPE @ 0.26%

SINGLE HEADED

LIGHT POLE (TYP)

SEE ELEC PLANS.

ASSEMBLY W/ 15' OF 6" C900 HYDRANT LEAD

-400' OF 18" HDPE

-732

STORM POND DISCHARGE PIPE 0 0.26%

+STORM MANHOLE

RIM=732.50 E SE/N=725.64

-140' QF 18" HDRE < STORM POND

DISCHARGE PIPE O

0.26%

STORM CATCH BASIN -5' DIA. RIM=731.50 IE SE=726.74 IE N=726.74



















	LANDSCAPIN	NG PLANTING SCHEDULE	
SYMBOL	COMMON NAME	BOTANICAL NAME	PLA SI
	DECID	UOUS TREES	
$\mathbf{O}$	Red Oak	Quercus rubra	
£3	Sugar Maple	Acer saccharum	
Õ	Autumn Blaze Maple	Acer x freemanii 'Jeffsred'	2
	Red Maple	Acer rubrum	:
 ₩	American Hornbeam, Musclewood	Carpinus caroliniana	
0	Star Magnolia	Maglolia stellata	:
<u>.</u>	Redmond Linden	Tilia americana	
Ø	River Birch	Betula nigra	2
	EVERG	REEN TREES	
$\odot$	Colorado Spruce	Picea pungens	
*	Austrian Pine	Pinus nigra	
۲	Arborvitae – Nigra	Thuja occidentalis 'Nigra'	
0	Black Hills Spruce	Picea glauca	
*	DECIDU Goldmound Spirea Burning Bush	I <u>OUS SHRUBS</u> Spiraea x bumalda 'Goldmound' Evonymus alatus 'Compactus'	15" 30"
0	Red Twigged Dogwood	Cornus baileyi	30"
	EVERGE	REEN SHRUBS	
8	Techny Arborvitae	Thuja occidentalis	42"
$\odot$	Arborvitae Sunkist	Thuja occidentalis 'Sunkist'	2
	PE	RENNIALS	
*	Hostas	Hostas 'Royal Standard'	1 gc
**	Daylilies 'Stella de Oro'	Hemerocallis 'Stella de Oro'	1 gc
*	Karl Foerster Reed Grass	Clamagrostis x acutiflora 'Karl Foerster'	1 gc

1"= 30' SCALE CIVIL LANDSCAPE AND RESTORATION PLAN - AREA A



2021 © EXCEL ENGINEERING, INC.

SHEET NUMBER



TREE PLAN	ITING	DETAIL
NO SCALE		

	LANDSCAPING PLANTING SCHEDULE				
SYMBOL	COMMON NAME	BOTANICAL NAME	PLANTED SIZE		
	DECID	UOUS TREES			
0	Red Oak	Quercus rubra	3"		
£.)	Sugar Maple	Acer saccharum	3"		
Ö	Autumn Blaze Maple	Acer x freemanii 'Jeffsred'	2.5"		
(**)	Red Maple	Acer rubrum	2"		
₩	American Hornbeam, Musclewood	Carpinus caroliniana	2"		
$\odot$	Star Magnolia	Maglolia stellata	2"		
E	Redmond Linden	Tilia americana	2"		
Ø	River Birch	Betula nigra	2"		
	EVERG	REEN TREES			
Ń	Colorado Spruce	Picea pungens	4'		
*	Austrian Pine	Pinus nigra	4'		
¢)	Arborvitae — Nigra	Thuja occidentalis 'Nigra'	2'		
Ö	Black Hills Spruce	Picea glauca	6'		
	DECIDU	IOUS SHRUBS			
*	Goldmound Spirea	Spiraea x bumalda 'Goldmound'	15"-18"		
Ŵ	Burning Bush	Evonymus alatus 'Compactus'	30"-36"		
Õ	Red Twigged Dogwood	Cornus baileyi	30"-36"		
	EVERGE	REEN SHRUBS			
8	Techny Arborvitae	Thuja occidentalis	42"-48"		
$\odot$	Arborvitae Sunkist	Thuja occidentalis 'Sunkist'	24"		
	PE	RENNIALS			
*	Hostas	Hostas 'Royal Standard'	1 gal pot		
**	Daylilies 'Stella de Oro'	Hemerocallis 'Stella de Oro'	1 gal pot		
*	Karl Foerster Reed Grass	Clamagrostis x acutiflora 'Karl Foerster'	1 gal pot		











SYMBOL	Common name	BOTANICAL NAME	PLANTED
	DECIDI	UOUS TREES	JIZL
$\overline{\mathbf{O}}$	Red Oak	Quercus rubra	3"
<u>ر</u>	Sugar Maple	Acer saccharum	3"
$\overline{\circ}$	Autumn Blaze Maple	Acer x freemanii 'Jeffsred'	2.5"
	Red Maple	Acer rubrum	2"
 ₩	American Hornbeam, Musclewood	Carpinus caroliniana	2"
$\overline{\bigcirc}$	Star Magnolia	Maglolia stellata	2"
<u>.</u>	Redmond Linden	Tilia americana	2"
Ø	River Birch	Betula nigra	2"
	EVERG	REEN TREES	•
$(\mathbf{x})$	Colorado Spruce	Picea pungens	4'
*	Austrian Pine	Pinus nigra	4'
<u> </u>	Arborvitae — Nigra	Thuja occidentalis 'Nigra'	2'
Ö	Black Hills Spruce	Picea glauca	6'
	DECIDU	IOUS SHRUBS	
畿	Goldmound Spirea	Spiraea x bumalda 'Goldmound'	15"-18"
Ŵ	Burning Bush	Evonymus alatus 'Compactus'	30"-36"
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	EVERGE	REEN SHRUBS	
⊗	Techny Arborvitae	Thuja occidentalis	42"-48"
$\odot$	Arborvitae Sunkist	Thuja occidentalis 'Sunkist'	24"
	PE	RENNIALS	
*	Hostas	Hostas 'Royal Standard'	1 gal pot
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*	Karl Foerster Reed Grass	Clamagrostis x acutiflora 'Karl Foerster'	1 gal pot






























## **GENERAL NOTES** THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL. THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER. CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS. SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES. ★ FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOURM THE W21-5A SIGN MAY BE OMITTED. $\Box$ \_\_\_\_\_ $\square$ \_ \_ \_ \_ \_ 500' 500' MIN END ROAD WORK 0 OROCOCO 0 0 SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN SEVEN PROVIDE ARROW BOARD WHEN SPECIFIED. CONTINUOUS DAYS AND NIGHTS.

	TRA SHOU DIVIDED GREA	AFFIC CONTROL, LDER CLOSURE ON D ROADWAY, SPEEDS TER THAN 40 MPH
	DEPART	STATE OF WISCONSIN MENT OF TRANSPORTATION
_	APPROVED June 2016 DATE	/S/ Andrew Heidtke STATEWIDE WORK ZONE TRAFFIC

Eliminate vertical drop-offs greater than 2 inches and edge slopes ster adjacent lanes open to traffic. Unless otherwise noted, address hazar feet of the lane as follows: -Delineate vertical drop-offs 2 inches or greater and edge sl drums, barricades, and signs, by the end of the work day. -Eliminate vertical drop-offs 2 inches or greater and edge sl within 72 hours or before a weekend or holiday whichever of -Eliminate or use temporary barrier to protect vertical drop-of after 72 hours or before a weekend or holiday whichever of -Eliminate or use temporary barrier to protect vertical drop-off after 72 hours or before a weekend or holiday whichever of 1f a 4-inch or greater vertical drop-off or an edge slope steeper than 3: feet of the lane, delineate that drop-off or edge slope with drums, barrier end of the work day. If a 12-inch or greater vertical drop-off exists between 8 and 15 feet of speed limit of 55 mph or greater, eliminate or use temporary barrier to 72 hours or before a weekend or holiday whichever comes first. Remove construction hazards, stored materials, and equipment not in shield with concrete barrier for the following: -Posted speeds from 45 mph to 55 mph inclusive: within 10 -Posted speeds above 55 mph: within 15 feet of the lane. -Posted speeds above 55 mph: within 15 feet of the lane. 2" <6" WITH A SLOPE STEEPER THAN 3:1 	Field Manual		
<ul> <li>Delineate vertical drop-offs 2 inches or greater and edge sl drums, barricades, and signs, by the end of the work day.</li> <li>Eliminate vertical drop-offs 2 inches or greater and edge sl within 72 hours or before a weekend or holiday whichever of -Eliminate or use temporary barrier to protect vertical drop-off after 72 hours or before a weekend or holiday whichever or after 72 hours or before a weekend or holiday whichever or after 72 hours or before a weekend or holiday whichever or after 72 hours or before a weekend or holiday whichever or after 72 hours or before a weekend or holiday whichever or after 72 hours or before a weekend or holiday whichever or after 72 hours or before a weekend or holiday whichever or of the lane, delineate that drop-off or edge slope steeper than 3: feet of the lane, delineate that drop-off exists between 8 and 15 feet of speed limit of 55 mph or greater, eliminate or use temporary barrier to 72 hours or before a weekend or holiday whichever comes first.</li> <li>Remove construction hazards, stored materials, and equipment not in shield with concrete barrier for the following:</li> <li>Posted speeds 45 mph or less: within 8 feet of the lane.</li> <li>Posted speeds from 45 mph to 55 mph inclusive: within 10 -Posted speeds above 55 mph: within 15 feet of the lane.</li> <li>Vested speeds above 55 mph: within 15 feet of the lane.</li> <li>2" &lt;6" WITH A SLOPE STEEPER THAN 3:1</li> </ul>	Eliminate vertical dro adjacent lanes open feet of the lane as fo	op-offs greater than 2 ir to traffic. Unless other llows:	nches and edge slopes stee wise noted, address hazard
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Remove construction hazards, stored materials, and equipment not in shield with concrete barrier for the following: -Posted speeds 45 mph or less: within 8 feet of the lane. -Posted speeds from 45 mph to 55 mph inclusive: within 10 -Posted speeds above 55 mph: within 15 feet of the lane. E SIGN VITH A SLOPE STEEPER THAN 3:1 2" <6" WITH A SLOPE STEEPER THAN 3:1 EDGE OF TRAVEL	If a 12-inch or greate speed limit of 55 mpl 72 hours or before a	er vertical drop-off exist h or greater, eliminate o weekend or holiday wi	ts between 8 and 15 feet of or use temporary barrier to hichever comes first.
-Posted speeds 45 mph or less: within 8 feet of the lane. -Posted speeds from 45 mph to 55 mph inclusive: within 10 -Posted speeds above 55 mph: within 15 feet of the lane. E SIGN < 2" WITH A SLOPE STEEPER THAN 3:1 2" <6" WITH A SLOPE STEEPER THAN 3:1 EDGE OF TRAVEL	Remove construction shield with concrete	n hazards, stored mate barrier for the following	rials, and equipment not in g:
E SIGN < 2" WITH A SLOPE STEEPER THAN 3:1 2" <6" WITH A SLOPE STEEPER THAN 3:1 EDGE OF TRAVEL	-Posted sp -Posted sp -Posted sp	beeds 45 mph or less: v beeds from 45 mph to 5 beeds above 55 mph: v	within 8 feet of the lane. 55 mph inclusive: within 10 vithin 15 feet of the lane.
<pre>&lt; 2" WITH A SLOPE STEEPER THAN 3:1 2" &lt;6" WITH A SLOPE STEEPER THAN 3:1 EDGE OF TRAVEL </pre>			
2" <6" WITH A SLOPE STEEPER THAN 3:1	E	SIGN	
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	E < 2" WITH A SLOPE STEEPER THAN 3:1 2" <6" WITH A SLOPE STEEPER THAN 3:1	SIGN	EDGE OF TRAVEL
	E < 2" WITH A SLOPE STEEPER THAN 3:1 2" <6" WITH A SLOPE STEEPER THAN 3:1	SIGN	EDGE OF TRAVEL
Drop-Off Guidelines	E < 2" WITH A SLOPE STEEPER THAN 3:1 2" <6" WITH A SLOPE STEEPER THAN 3:1	SIGN	edge of travel



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4-inches or greater s first. ists between 8 and 15 es, and signs by the

ine with a posted tect that drop-off within

; or delineate and

of the lane.

PROVIDE MIN. 2FT OFFSET WHEN FEASIBLE

PAGE 30





CIVIL DETAILS









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