FRANKLIN CITY HALL CHAMBERS
9229 W. LOOMIS ROAD
FRANKLIN, WISCONSIN

PLAN COMMISSION MEETING AGENDA
Thursday, October 9, 2025 at 6:00 P.M.

A. Call to Order and Roll Call

B. Approval of Minutes

1. Approval of the regular meeting of September 18, 2025.

C. Public Hearing Business Matters.

1. **Franklin High School, Natural Resource Special Exception.** Natural Resource Special Exception (NRSE) for proposed impacts and disturbance of approximately 0.27 acres of wetland, 0.66 acres of wetland buffer, 0.55 acres of wetland setback, and 6.74 acres of woodland to allow for the construction of a building addition, a concession building, parking lot and drive additions, tennis courts, and soccer field at Franklin High School located at 8222 South 51st Street (Tax Key No. 807 9999 001). The Plan Commission may enter closed session pursuant to Wis. Stat. § 19.85(l)(g), to confer with legal counsel for the Plan Commission who is rendering advice concerning strategy to be adopted by the body with respect to litigation upon the Natural Resource Special Exception for the Franklin High School Approval in which the City is likely to become involved, and to reenter open session at the same place thereafter to act on such matters discussed therein as it deems appropriate.

2. **Bear Development, Special Use.** Request for approval of a resolution imposing conditions and restrictions for the approval of a Special Use for a multi-family condominium development use upon property located at 11590 West Meadowview Drive (Tax Key No. 891 1081 000).

3. **Poths General, Planned Development District Major Amendment.** Request to amend Section 15-3.0447 of the Unified Development Ordinance Planned Development District No. 42 to amend uses, density, development standards, exhibits, and conditions of approval for properties located at approximately 7154 South 76th Street (Tax Key Nos. 756-9993-021, 756-9993-016, and 756-9993-012).

D. Citizen comment period. Citizens may comment upon the Business Matter items set forth on this Meeting Agenda.

E. Business Matters

1. **Franklin High School, Site Plan Amendment.** Request to approve a resolution to approve a Site Plan Amendment to allow for building and site modifications at the Franklin High School located at 8222 South 51st Street (Tax Key No. 807 9999 001).

2. **Bear Development, Final (Condominium) Plat.** Request to approve a resolution conditionally approving a Condominium Plat for Lot 81, a condominium at 11590 West Meadowview Drive (Tax Key No. 891 1081 000).

3. **Poths General, Site Plan Amendment.** Request to approve a resolution to approve a Site Plan Amendment to allow for building, site and landscape plan changes for a mixed-use multi-family residential and commercial development upon property located at approximately 7154 South 76th Street (Tax Key Nos. 756-9993-021, 756-9993-016, and 756-9993-012).

4. **Iconica Inc., Site Plan Amendment.** Request for approval of fill and grading activities after the fact, specifically excess spoil materials from the Luxe Golf Bays netting poles installation and golf ball target field (in September of 2021), which were stockpiled in the area between the Ballpark Commons parking lot and the Whitnall View subdivision, and spread out thereafter (in August of 2022) over approximately 3 acres, upon property located at 7005 S Ballpark Drive, TKN 744 1003 000 [The Plan Commission heard this item on February 9, 2023].

5. **Franklin Glow Run Food Vendor, Temporary Use.** Request for approval of seasonal sales (food vending) by Crossroads II Pizza and Subs on September 27, 2025 at Forest Park Middle School. This use requires Plan Commission approval because it is in an I-Institutional District. Staff conditionally approved this permit awaiting Plan Commission approval to allow the event to occur, upon property located at 8225 W Forest Hill Avenue (TKN 838 9978 001).

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 https://www.youtube.com/c/CityofFranklinWIGov. 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: October 23, 2025.

City of Franklin unapproved
Plan Commission Meeting
September 18, 2025
Minutes

A. Call to Order and Roll Call
Mayor John Nelson called the September 18, 2025 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, Alderman Nabil Salous, Alderwoman Courtney Day and Commissioner Michael Shawgo. Excused were Commissioners Rebecca Specht, Kevin Haley and Patrick Leon. Also present were City Attorney Jesse Wesolowski, Planning Manager Régulo Martínez-Montilva and Assistant Planner Rose Melton.

B. Approval of Minutes – Regular Meeting of September 4, 2025.
Alderman Salous moved and Commissioner Shawgo seconded a motion to approve meeting minutes. On voice vote, all voted 'aye'; motion carried (4-0-3).

C. Public Hearing Business Matters

1. **Department of City Development, UDO Text Amendment.** An Ordinance to amend the Unified Development Ordinance (UDO) text at Art. 2 Establishment of Districts, Art. 3 District Specific Standards, Art. 4 Use-Specific Standards, Art. 5 General Development Standards, Art. 6 Sign Standards, Art. 7 Natural Resource Protection Standards, Art. 8 Subdivision Standards and Art. 9 Administrative Standards and Procedures; to correct typos and omissions, as well as to address questions raised during the first months of implementation of this new UDO, including, but not limited to: set maximum dwelling units for mixed-use developments, setback exceptions for decks, exceptions from sign permit requirements; add surface water setback, timeline for submitting temporary use permit applications, permitting process for home-based businesses, slab requirements for accessory structures; update to table of permitted uses, parking ratio for healthcare facilities, and standards for accessory structures over 1,200 square feet.

   Planning Manager Martínez presented the Unified Development Ordinance (UDO) Text Amendment.

   The Official Notice of Public Hearing was read in to the record by Planning Manager Martínez and the Public Hearing opened at 6:10 pm and closed at 6:10 pm.

   Alderwoman Day moved and Alderman Salous seconded a motion to recommend approval of an Ordinance to amend the Unified Development Ordinance text at Art. 2 Establishment of Districts, Art. 3 District Specific Standards, Art. 4 Use-Specific Standards, Art. 5 General Development Standards, Art. 6 Sign Standards, Art. 7 Natural Resource Protection Standards, Art. 8 Subdivision Standards and Art. 9 Administrative Standards and Procedures. On voice vote, all vote 'ayes'; motion carried (4-0-3).

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

The citizen comment period opened at 6:14 p.m. and closed at 6:14 p.m.

E. Business Matters

1. **Franklin Youth Football Food Truck Events, Temporary Use.** Request for approval of a Temporary Use Permit for a food truck operation on multiple dates upon property located at 8222 S 51st Street.

   Alderwoman Day moved and Commissioner Shawgo seconded a motion to approve a Resolution imposing conditions and restrictions for the approval of a Temporary Use for multiple food truck events in the parking lot of Franklin High School located at 8222 S 51st Street (Franklin Youth Football, applicant). On voice vote, all voted 'aye'; motion carried (4-0-3).

2. **Ben Franklin Elementary Food Truck Event, Temporary Use.** Request for retroactive approval of a Temporary Use Permit for a Food Truck operation on August 27th, 2025, upon property located at 7620 S 83rd Street.

   Alderwoman Day moved and Commissioner Shawgo seconded a motion to approve a Resolution imposing conditions and restrictions for the approval of a Temporary Use for a food truck event in the parking lot of Ben Franklin Elementary School located at 7620 S 83rd Street. On voice vote, all voted 'aye'; motion carried (4-0-3).

F. Adjournment

Commissioner Shawgo moved and Alderwoman Day seconded to adjourn the meeting at 6:18 pm. On voice vote, all voted 'aye'; motion carried (4-0-3).

DRAFT

CITY OF FRANKLIN

REPORT TO THE PLAN COMMISSION

Meeting of October 9, 2025

Natural Resource Special Exception and Site Plan Amendment

RECOMMENDATION: Department of City Development Staff recommends approval of the Natural Resource Special Exception and Site Plan Amendment applications for property located at 8222 S. 51st Street, subject to the conditions listed in the attached draft resolutions and Standards, Findings and Decision form.

Project Name:	Franklin Public Schools Natural Resource Special Exception and Site Plan Amendment
Project Location:	8222 South 51st Street (Tax Key No. 807 9999 001)
Property Owner:	Franklin High School Franklin School District #5
Applicant:	Andrew Chromy, Franklin Public Schools
Agent:	Jesse Becker, Point of Beginning
Current Zoning:	I - Institutional District, FW Floodway District, and C-1 Conservancy District
2025 Comprehensive Plan:	Institutional and Areas of Natural Resource Features
Applicant's Action Requested:	Approval of the subject development applications
Planner:	Nick Fuchs, Planning Associate

Introduction

The applicant, Franklin Public Schools, filed a Conditional Use Permit, Natural Resource Special Exception, and Site Plan Amendment for building and site improvements to the Franklin High School facility.

The City previously acted, approving the Conditional Use Permit and Natural Resource Special Exception, subject to certain conditions of approval, including providing a 150-foot buffer to the adjacent single-family residential properties to the north. The Common Council also approved an amendment to the existing Conservation Easement reflecting the proposed 60-foot average buffer from those single-family residential properties. The Plan Commission, however, tabled the Site Plan Amendment. A detailed history of meeting dates and actions is below for review.

The applicant is requesting approval of the Site Plan Amendment and is also asking for reconsideration of the Natural Resource Special Exception, and continues to request approval with a 60-foot average buffer, opposed to the 150-foot buffer previously approved.

Detailed plans of these improvements were provided at the August 21, 2025 Plan Commission meeting. The only revisions to the plans since that meeting are building material changes to portions of the building from metal panels to a fiber cement product to comply with UDO requirements. Revised elevations are provided. **Please utilize the August 21st plans for this**

meeting as well. If new plan sets are needed, please contact the Department of City Development.

History

Below is a history of meeting dates and motions related to the Franklin High School project.

- May 20th Common Council
  - Concept Review: No action requested. No action to be taken
- May 22nd Plan Commission
  - Concept Review: No action to be taken
- June 9th Parks Commission
  - Natural Resource Special Exception: Commissioner Serafin moved and Alderman Craig seconded a motion to table the Natural Resource Special Exception for City Planners to re-review the Special Exception in regards to the UDO and what the mitigation will be and putting together a coherent draft or the recommendations of Hilltop mitigation. On voice vote, 1 abstained and 4 voted 'aye'; motion carried (4-0-2).
- July 14th Parks Commission
  - Natural Resource Special Exception: Chair Valdez moved and Commissioner Serafin seconded a motion to recommend to Plan Commission denial of a NRSE due to the existence of a previous agreed upon Conservation Easement on the land. However, allow for mitigation on wetland area 1 and 2 to allow for the building addition. On voice vote, 3 voted aye, 2 voted nay and 1 abstained; motion carried. This item will go to the next Plan Commission meeting.
- July 17th Plan Commission
  - Natural Resource Special Exception: Commissioner Leon moved and Alderwoman Day seconded a motion to table until August 21, 2025, with the understanding to the applicant to work with neighbors on mitigation of tree removal onsite and offsite. On roll call, all vote 'ayes'; motion carried (5-0-1).
- August 7th Plan Commission
  - Conditional Use Permit: Alderwoman Day moved and Commissioner Specht seconded a motion to postpone and continue to the August 21, 2025 Plan Commission meeting. On roll call, all vote 'ayes'; motion carried (6-0-0).
- August 21st Plan Commission
  - Conditional Use Permit: Alderwoman Day moved and Alderman Salous seconded a motion to recommend approval of a resolution imposing conditions and restrictions for a Conditional Use for the Franklin High School, an educational facility use, upon property located at 8222 South 51st Street, with the following amendments: (1) this Conditional Use is approving access to High View Drive only for emergency vehicles, (2) Tennis court lighting shall be shut off by dusk or 8:00 p.m., with the exception of school sponsored activities or tournaments. On roll call, 4 voted aye, 1 vote nay; motion carried (4-1-1).
  - Natural Resource Special Exception: Alderman Salous moved and Alderwoman Day seconded a motion to approve a Natural Resource Special Exception for proposed impacts and disturbance of approximately 0.27 acres of wetland, 0.66

acres of wetland buffer, 0.55 acres of wetland setback, and 6.74 acres of woodland to allow for the construction of a building addition, a concession building, parking lot and drive additions, tennis courts, and soccer field at Franklin High School located at 8222 South 51st Street, with the following amendment: this Natural Resource Special Exception is not approving impacts to natural resources within 150 feet from the south and east property lines, with the exception of emergency access to High View Drive and stormwater management facilities. On roll call, 4 voted aye, 1 vote nay; motion carried (4-1-1)

- Site Plan Amendment: Commissioner Haley moved and Alderwoman Day seconded a motion to table the Site Plan to a regular meeting that accommodates the applicant's schedule. On voice vote, all voted 'aye'; motion carried (5-0-1).

- September 2nd Common Council
  - Conditional Use Permit: Alderwoman Day moved to adopt Resolution No. 2025-8372, A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A CONDITIONAL USE FOR THE FRANKLIN HIGH SCHOOL, AN EDUCATIONAL FACILITY USE, UPON PROPERTY LOCATED AT 8222 S. 51ST STREET (TKN 807-9999-001) (FRANKLIN PUBLIC SCHOOLS, APPLICANT/PROPERTY OWNER) with the following amendments to the Resolution of the conditional use approving access to High View Drive only for emergency vehicles and the tennis court lighting shall be shut off by dusk or 8:00 p.m., with the exception of school sponsored activities or tournaments. Seconded by Alderman Salous. On roll call, Alderman Peccarelli, Alderman Hasan, Alderwoman Day and Alderman Salous voted Aye; Alderwoman Eichmann and Alderman Craig voted No. Motion carried.
  - Conservation Easement: Alderwoman Eichmann moved to adopt Resolution No. 2025-8373, A RESOLUTION TO AMEND A CONSERVATION EASEMENT, PREVIOUSLY APPROVED BY RESOLUTION NO. 2013-0692, TO MODIFY EASEMENT BOUNDARIES TO 60 FEET UPON PROPERTY LOCATED AT 8222 S. 51ST S. (TKN 807-9999-001) (FRANKLIN PUBLIC SCHOOLS, APPLICANT). Seconded by Alderman Hasan. On roll call, Alderman Craig, Alderman Hasan, Alderwoman Eichmann and Alderman Peccarelli voted Aye; Alderwoman Day and Alderman Salous voted No. Motion carried.
- September 16th Common Council
  - Reconsideration of and/or Amendment to A Resolution Imposing Conditions and Restrictions for the Approval of a Conditional Use for the Franklin High School: No action taken.
- September 25th Special Common Council
  - Rescind and Amendment to A Resolution Imposing Conditions and Restrictions for the Approval of a Conditional Use for the Franklin High School: The official motion was not available at the time of this report. Staff can note that the Common Council did not rescind or amend the Conditional Use resolution for the Franklin High School.

Recommendation

Natural Resource Special Exception:

Per Section 15-10.0208 of the Unified Development Ordinance (UDO), the applicant shall have the burden of proof to present evidence sufficient to support a Natural Resource Special Exception (NRSE) request. The applicant has presented evidence for the request by answering the questions and addressing the statements that are part of the Natural Resource Special Exception (NRSE) application. The applicant's responses to the application's questions and statements are attached for review as well as a project description and associated maps and information for review and consideration.

Department of City Development Staff recommends a motion to approve the Natural Resource Special Exception request for property located at 8222 South 51st Street, subject to the conditions listed in the attached draft Standards, Findings and Decision form.

Site Plan Amendment:
A motion to approve a resolution for a Site Plan Amendment to allow for building and site modifications at the Franklin High School located at 8222 South 51st Street.

DRAFT 7/2/2025

Standards, Findings and Decision
of the City of Franklin Plan Commission upon the Application of the Franklin High School/Franklin School District #5, property owner, for a Special Exception to Certain Natural Resource Provisions of the City of Franklin
Unified Development Ordinance

Whereas, Andrew Chromy of the Franklin Public Schools, applicant, having filed an application dated May 4, 2025, for a Special Exception pursuant to Section 15-9.0110 of the City of Franklin Unified Development Ordinance pertaining to the granting of Special Exceptions to Wetland, Wetland Buffer, Wetland Setback and Woodland Provisions; and Improvements or Enhancements to a Natural Resource Features; a copy of said application being annexed hereto and incorporated herein as Exhibit A; and

Whereas, the application having been reviewed by the City of Franklin Parks Commission and the Commission having made its recommendation upon the application, a copy of said recommendation dated June 9, 2025 being annexed hereto and incorporated herein as Exhibit B; and

Whereas, following a public hearing before the City of Franklin Plan Commission, the Plan Commission having reviewed the application and having made its recommendation thereon as set forth upon the report of the City of Franklin Planning Department, a copy of said report dated _____ __, 2025 being annexed hereto and incorporated herein as Exhibit C; and

Whereas, the property which is the subject of the application for a Special Exception is located at 8222 South 51st Street, zoned I-1 Institutional District, FW Floodway District, and C-1 Conservancy District and such property is more particularly described upon Exhibit D annexed hereto and incorporated herein; and

Whereas, Section 15-9-08 of the City of Franklin Unified Development Ordinance pertaining to the granting of Special Exceptions to Wetland, Wetland Buffer, Wetland Setback and Woodland Provisions, provides in part: "Upon recommendation by Staff and the Environmental Commission, the Plan Commission may grant a Special Exception to the provisions of this Article in accordance with the procedures in this Section."

Now, Therefore, the Plan Commission makes the following findings pursuant to Section 15-9-08B. of the Unified Development Ordinance upon the application for a Special Exception dated May 4, 2024, by Andrew Chromy of the Franklin Public Schools, applicant, pursuant to the City of Franklin Unified Development Ordinance, the proceedings heretofore had and the recitals and matters incorporated as set forth above, recognizing the applicant as having the burden of proof to present evidence sufficient to support the following findings and that such findings be made by not less than four members of the Plan Commission in order to grant such Special Exception.

1. Criteria for Approval. A Special Exception may be granted only upon a finding by the Plan Commission:

    a. That the condition(s) giving rise to the request for a Special Exception were not self-imposed by the applicant (this subsection (i) does not apply to an application to improve or enhance a natural resource feature);

    The conditions giving rise to this request were not self-imposed. When the Franklin High School (FHS) property was originally purchased and later constructed in the 1960s, the natural resource requirements imposed now by the City of Franklin did not exist. The school district at the time reasonably believed that they would have the ability to develop this land as needed to meet the growing needs of students of the Franklin Community. Preventing the local school district from utilizing the remaining land located east of the high school is unreasonably burdensome.

    The High View Drive stub road located east of FHS, which was constructed around 1995 and ties directly into the high school property, shows that the undeveloped land located east of the high school was meant to be developed, in order for this roadway connection to be made.

    Special note should be made regarding the conservation easement that the school district signed in 2014. Conservation easements are meant to be permanent but can be modified if there is a substantial reason, such as public interest, community benefit, changed conditions, or unforeseen circumstances. In 2014, school district staff may have thought that the next reasonable step for the school district would be to construct a new school. However, the recent Franklin Forward long-range facility planning initiative, through community outreach and population studies, has determined that the Franklin Community does not currently need or want a second high school. Therefore, modifying the current conservation easement to allow for development on the land east of the high school makes the most sense for the community as a whole, as it allows the school district to address its needs without the financial and social costs of splitting the community through the creation of a second high school.

    and

    b. Compliance with the strict provisions of this Article will:

        i. Be unreasonably burdensome to the applicant and that there are no reasonable practicable alternatives; or,

        ii. Unreasonably and negatively impact upon the applicant's use of the property and that there are no reasonable practicable alternatives; and

        iii. The Special Exception, including the specific compensation measures in the Natural Resource Protection Plan and physical

modifications to the site to protect other Natural Resources, including any conditions imposed under this Section will:

1. Enhance the overall character of the resulting development in a manner consistent with the planned character of the area and site; and City of Franklin Article 9. Administrative Standards and Procedures Unified Development Ordinance 20 Unified Development Ordinance, City of Franklin, Wisconsin

2. Not effectively undermine the ability to apply or enforce the requirement with respect to other properties; and

3. Be in harmony with the general purpose and intent of the provisions of this Article; and

4. Incorporate sufficient monitoring, conditions, and financial sureties to ensure preservation and enhancement of Protected Areas and compensation areas; and

5. Preserve or enhance the quality of the natural resources affected.

When the high school property was originally purchased and later built in the 1960s, the natural resource requirements imposed now by the City of Franklin did not exist. The school district at the time reasonably believed that they would have the ability to develop this land as needed to meet the growing needs of students of the Franklin Community. Preventing the District from utilizing the remaining land located east of the high school is unreasonably burdensome. Construction of a new high school would be substantially more expensive than the currently proposed project and may run into similar natural resources concerns.

FHS has existed on this property since the 1960s. The proposed site improvements and expansion of the existing facility are consistent with the current land use and the overall character of the surrounding neighborhood. Since the school has existed on this property for 60 plus years and has very unique responsibilities to the Franklin community, approval of this NRSE will not under undermine the city's ability to apply or enforce natural resources requirements with respect to other properties.

The proposed development and wetland/woodland mitigation areas shall be in harmony with the intent of the UDO Natural Protection Guidance Document. The UDO allows for natural resource special exceptions to allow for community driven needs such as this project.

The proposed mitigation plan incorporates sufficient monitoring, conditions, and financial sureties to ensure preservation and enhancement of Protected Areas and compensation areas. Proposed mitigation areas shall be constructed in accordance with City requirements and guidelines with measures taken to prevent the spread of invasive species such as buckthorn and reed canary grass, resulting in enhanced natural resources for the community.

The proposed development will avoid impact to the existing environmental corridor on the north side of the school property which contains an existing waterway, woodlands, wetlands, and floodplain area.

c. Review Criteria. In making its recommendation, the Plan Commission shall consider factors such as:

   i. The impact on physical characteristics of the property, including but not limited to, relative placement of improvements thereon with respect to property boundaries or otherwise applicable setbacks;

   The current high school property already has a fair amount of development, with undeveloped areas lying to north and east of the current facilities. The area to north is quite likely undevelopable, as there is a myriad number of environmental concerns – wetlands, woodlands, floodplains, two minor waterways, an environmental corridor, etc.

   The only realistically developable land, substantial enough in size to host the proposed improvements, lies east of the current high school facility. This area is wooded with three small, isolated wetland areas and a series of drainage swales which have been delineated as wetland. The cost of building a new high school would be excessive, so it is in the community's best interest to further develop the current FHS property to allow for referendum approved improvements for the high school facility.

   ii. Any exceptional, extraordinary, or unusual circumstance or conditions applying to the lot or parcel, structure, use, or intended use that do not apply generally to other properties or uses in the same district;

   An exceptional amount of land is needed to construct and maintain a high school facility, given the needs for school buildings, athletic fields, student drop-of and pickup areas, parking, and community events. Given that the district's long-term planning and community

feedback indicates that there is no current need or community desire for a second high school, it only makes sense that the needed facility improvements occur at the current high school property.

iii. The proposed degree of noncompliance with the requirement of this Article to be allowed by the Special Exception;

Per the newly approved UDO, woodland and nonfederal jurisdiction wetland disturbance with compensatory mitigation is allowed without a special exception. Offsite compensation requires approval of a special exception.

iv. The project's proximity to and character of surrounding property;

The proposed building and site improvements will match the character of the existing high school facility. The proposed building will be aesthetically pleasing modern construction. Substantial landscaping is proposed to enhance the beauty of the proposed development, in accordance with local requirements.

Locating schools near residential homes offers numerous benefits, including improved student safety, reduced transportation costs, and increased opportunities for walking or biking. It strengthens community ties, boosts attendance and punctuality, and allows for greater parental involvement. Proximity also supports neighborhood development, promotes environmental sustainability, and ensures more equitable access to education for all families.

v. Purpose of the zoning district of the area in which property is located and neighboring area; and

The purpose of the institutional zoning district in which this property is located is to allow for the development of institutional facilities to educate the youth of the City of Franklin. This proposed development aligns with this purpose.

Furthermore, locating school development near residential centers offers numerous benefits, including improved student safety, reduced transportation costs, and increased opportunities for walking or biking. It strengthens community ties and allows for greater parental involvement. Proximity also supports neighborhood development and promotes environmental sustainability through improved access.

vi. Any potential for negative effects upon adjoining property from the Special Exception if authorized.

As mentioned above, schools should generally be located near residential properties. The proposed development has been designed with substantial landscape buffer and the proposed tennis courts have been shifted away from neighboring residences as much as possible to minimize any negative impact upon adjoining properties.

Erosion control measures are proposed in accordance with WDNR technical standards to protect local waterways from construction sediment throughout the duration of construction. Additionally, a new wet detention pond and adjustments to an existing wet detention pond are also proposed in accordance with WDNR Technical Standard 1001 to provide long-term stormwater rate control and treatment of stormwater discharge from the proposed development, protecting local waterways post-construction. Furthermore, new wetland area will be constructed as required by state and local mitigation requirements.

Decision

Upon the above findings and all of the files and proceedings heretofore had upon the subject application, the Plan Commission hereby grants a Special Exception for such relief as is described within Exhibit C, upon the conditions:

1) *that the natural resource features areas upon the property to be developed and the off-site mitigation areas upon property located along W. Hilltop Lane bearing Tax Key No. 885 9995 003 be protected by a perpetual conservation easement to be approved by the Common Council prior to any development within the areas for which the Special Exception is granted prior to the issuance of any Occupancy Permits;*
2) *that the applicant obtain all other necessary approval(s) from all other applicable governmental agencies prior to any development within the areas for which the Special Exception is granted;*
3) *that all development within the areas for which the Special Exception is granted shall proceed pursuant to and be governed by the approved Natural Resource Protection Plan and all other applicable plans for Andrew Chromy of the Franklin Public Schools, applicant, and all other applicable provisions of the Unified Development Ordinance.*
4) *that the applicant restore any temporarily disturbed wetland buffer and wetland setback to the standards of UDO §15-4.0102I for wetland setback and UDO §15-4.0103B5 for wetland buffer.*
5) *that the City Forester review and approve the proposed species of trees within the woodland mitigation areas.*

6) *that the applicant shall provide a financial guarantee as required by Section 15-7-04B. and 15-7-04F.2., subject to City Attorney review and approval.*
7) *that that woodland mitigation areas shall survive at least two growing seasons, or shall be replaced.*
8) *that Planning Staff shall review and approve a multi-year wetland mitigation and maintenance plans, prior to any development within the areas for which the Special Exception is granted.*
9) *the applicant shall provide demarcation as required by Section 15-7-04D., subject to approval of the Planning Department.*
10) *that the duration of this grant of Special Exception is permanent.*

Introduced at a regular meeting of the Plan Commission of the City of Franklin this ____ day of _____, 2025.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this ____ day of _____, 2025.

APPROVED:

_____
John R. Nelson, Mayor

ATTEST:

_____
Shirley J. Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY
PLAN COMMISSION

RESOLUTION NO. 2025-____

A RESOLUTION APPROVING A SITE PLAN AMENDMENT TO ALLOW FOR BUILDING AND SITE MODIFICATIONS AT THE FRANKLIN HIGH SCHOOL LOCATED AT 8222 SOUTH 51ST STREET (TAX KEY NO. 807 9999 001) (FRANKLIN PUBLIC SCHOOLS, APPLICANT)

WHEREAS, Franklin Public Schools having applied for an amendment to the site plan to allow for a building and site modifications, such Site Plan having been previously approved as part of a Zoning Permit approval (Permit No. 61-147) applied for on December 12, 1961, and amended thereafter by a Zoning Permit dated September 25, 1963 and November 29, 1965 (Permit No. 178), Rezoning Ordinance No. 1995-1330, Site Plan approval dated March 12, 1998, Site Plan approval dated November 20, 2003, Site Plan approval dated May 9, 2013, by Resolution No. 2013-004, and Site Plan approval dated December 9, 2021, by Resolution No. 2021-029; upon property located at 8222 South 51st Street, zoned I – Institutional District. The property which is the subject of the application bears Tax Key No. 807 9999 001; and

WHEREAS, such proposed site plan proposes to raze approximately 70,000 square feet of the existing high school building and add a 192,000 square foot building addition, with other site improvements including tennis courts, a soccer field, drive and parking additions, an access drive connection to High View Drive, press box, concession building, 1,300 square foot storage building, greenhouse, and utility and storm water management improvements; and

WHEREAS, the Plan Commission having reviewed such proposal and having found same to be in compliance with the applicable terms and provisions of §15-2-02D.2. I – Institutional District and Table 15-3.01(B) of the Unified Development Ordinance and in furtherance of those express standards and purposes of a site plan amendment review pursuant to Section 15-9-03B. 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 for the Franklin High School, City file-stamped August 11, 2025 as submitted by the Franklin Public Schools, as described above, is hereby approved subject to the following conditions:

1. The City of Franklin, successors and assigns and any developer of the Franklin High School 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 Franklin High School 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 §15-9.14E. thereof and §1-19 of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.

2. The approval granted hereunder is conditional upon the City of Franklin, Franklin High School project for the property located at 8222 South 51st 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.

3. The Franklin High School project shall be developed in substantial compliance with the plans City file-stamped August 11, 2025 and architectural elevations dated City file-stamped _____ ___, 2025.

4. A final tree mitigation plan must be approved, subject to review by the City Forrester and Planning department, prior to the issuance of building permits.

5. The final design of the turnaround adjacent to High View Drive shall be reviewed and approved by the Engineering Department and dedicated as public right-of-way.

6. Final approval of grading, erosion control, utility, and storm water management plans shall be approved by the Engineering Department prior to issuance of a Building Permit.

7. Plans for any retaining wall more than three (3) feet in height above the natural lot grade shall be stamped and signed by a professional engineer and submitted to the City Engineer for approval prior to construction.

8. All signage shall comply with the requirements of Article 6 of the Unified Development Ordinance and must receive a Sign Permit from the City Development Department prior to installation.

9. As required by the concurrent Conditional Use Permit, Resolution No. 2025-8372, tennis court lighting shall be shut off by dusk or 8:00 p.m., with the exception of school sponsored activities or tournaments, and the High View Drive access shall be for emergency vehicles only.

10. Applicant shall address all Fire Department comments, to the satisfaction of the Fire Chief, prior to issuance of an Occupancy Permit.

11. The Site Plan Amendment approval shall be contingent upon approval of the concurrently submitted Natural Resource Special Exception Application and Common Council approval of an amended Conservation Easement.

BE IT FURTHER RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the Franklin High School development as depicted upon the plans City file-stamped August 11, 2025, 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 8222 South 51st Street, as previously approved, is amended accordingly.

Introduced at a regular meeting of the Plan Commission of the City of Franklin this _____ day of _____, 2025.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this _____ day of _____, 2025.

APPROVED:

ATTEST: _____
John R. Nelson, Mayor

_____
Shirley J. Robinson, City Clerk

AYES _____ NOES _____ ABSENT _____

To the Mayor and the Planning Commission, this is what I planned to share at the Aug 21st meeting last night but unfortunately I was unable to make the meeting due to issues not in my control. So I would appreciate it if you would take the time to read my concerns.

As I stated before I am one of the original owners in highview estates and a resident for over 31 years.

When my children were in HS I was one of the first people selected to be on the Site planning team for the HS. I was also an officer for the PTO for four years and an assistant advisor for Future Business Leaders, with a business degree, so clearly I am all for enhancing education. So I want to make that clear, I am not opposed to school improvements including tennis courts. What I am opposed to is removing the trees and having our subdivision used as an exit from a parking lot.

So why am I speaking again: I am back because of what I heard at the last meeting:

What I heard is that the original plan had changed now that the referendum had been approved.

What I heard was that trees that were supposed to be protected, that provide a sound barrier and privacy to this subdivision were now going to be removed.

What I heard was a panel member make a remark about how our vote wouldn't have mattered anyways had we voted no. (Your wrong sir our vote always matters)

What I did hear was the parking lot that was to be added will now exit through a family subdivision. So let me speak a bit on that moment

Regarding the parking lot: traffic has steadily increased especially since the roundabout. If this new parking lot exits through our subdivision it will surely create a safety issue.

The district advised me that the parking lot would be only for teachers (70) and they would not be leaving all at the same time. They also stated they would monitor teachers only. How is that I question ?

So when your making your decision please answer these questions:
If the teachers are not leaving all at the same time why not exit out on 51st?
Will the district be monitoring the exit 24 hrs a day? And if not. What's to stop students and visitors from using the exit at any time?
Will they put a gate there with a key card so only teachers are able to use it?
Will speed bumps be installed on 47th to stop racing at speeds exceeding 25 miles and will police do regular monitoring during arriving, dismissal and games? These are valid questions.

I ask because we already have had one car of teenagers in the middle of our front lawn in the past with way less traffic then being proposed. Fortunately my kids were not out playing basketball that day. (It's in the records you can check

When a referendum is presented one way and then changes it makes the community lose faith in the process: As the saying goes Fool me once shame on you. Fool me twice, shame on me! Please keep our subdivision a family neighborhood as the developer promised. Thank you for letting me speak today.

Best regards
Jan & Greg Jaeger - 7916 S 47th St.

From: Mary OHara
To: General Planning
Subject: FHS
Date: Thursday, October 2, 2025 12:24:23 PM

Dear Plan Commission,

Please do not delay the renovation of Franklin High School. The referendum for this project was approved in an election. How is it that a few neighbors can stop this project? I'm not impressed with the neighbors whining. Get over it. That school was there long before that subdivision was.
Franklin already has a terrible reputation as a city to do business with. I remember when Forest Park was built and the condos I lived in at the time went ballistic about trees coming down. As the former mayor said: If you want control over the trees, you have to own them.
I have lived in Franklin for about 13 years. I don't have children in the Franklin school system and never have. My children have been grown and gone for years, but that doesn't mean I stop advocating for schoolchildren. If someone lives in a community they have an obligation to support it. Children are our future and we have an obligation to support them.

Please give this fair and speedy consideration. Leave the politics, favoritism, personal opinions, and whining out of it.

Mary OHara
Sent from my iPad

City of Franklin – Plan Commission
September 26, 2025

FRANKLIN PUBLIC SCHOOLS

Plan Commission - Cover Letter

The Franklin Public Schools submits the below requested considerations to the City of Franklin – Plan Commission, with the intent of advancing a referendum approved project. The district has committed significant efforts in engagement, analysis, and due process. Prior to referendum, this included: enrollment study in Winter of 2023, six School Board Meetings with Franklin Forward focus including the June 2024 meeting where a resolution was approved for referendum in November 2024, three community information sessions in February 2024, a full community survey in April 2024 to engage support for a referendum. Following resolution, four additional community information sessions took place along with a community campaign to put out information across businesses about the referendum across Franklin. The Franklin Forward website was established in 2023 to house the plethora of information provided to the community and continues to remain up-to-date.

The November 2024 referendum, and all associated Franklin Forward planning work, has strived to ensure that the Franklin Public Schools are prepared to support our current, and future, students, staff, and community. It is an effort representative of the continued growth, and enrichment of the community we, collectively, serve.

Please reference site plan materials as submitted for Plan Commission 8/21/2025, with the attached update exhibits.

1) **Natural Resource Special Exception (NRSE) Amendment**

   a) **Requested Action:** Amendment of the Natural Resources Special Exemption, as approved by the City of Franklin Plan Commission on August 21, 2025, to align with City of Franklin Common Council action to amend the existing conservation easement as approved on September 2, 2025. The Common Council's action amended the existing conservation easement with the acceptance of the proposed site plan with the average 60' setback at the southeast corner of the Franklin High School property. As presented to Plan Commission previously, the proposed setback would retain the existing wooded vegetation in an attempt to provide a dense buffered separation between the project and adjacent properties. The District offers the proposed solution, double the City of Franklin UDO requirement of 30', in an attempt to adequately balance the creation of a responsible separation with the community supported referendum program goals.

   b) **Additional Considerations:** Environmental Impact Analysis: Per discussion at the City of Franklin - Plan Commission regarding an alternative setback distance, please see the attached exhibit comparing environmental and programmatic impacts. This matrix document aims to objectively compare the following three scenarios: the City of Franklin UDO requirement of 30' setback, the proposed average 60' setback, and the Plan Commission assigned 150' setback.

Site Feature	City of Franklin - UDO 30' Setback	District - Proposed 60' Setback	Plan Commission 8/21/2025 150' Setback
Setback Increase City of Franklin UDO Req.: 30'	0'	30' (2x UDO Requirement)	120' (5x UDO Requirement)
Tennis Courts	Yes (Total: 16)	Yes (Total: 10)	Yes (Total: 11)
Practice Field	Yes	Yes (Reduce Size)	No (Eliminated)
Concessions Building	Yes	Yes	Yes
Tennis Parking	72 Stalls	72 stalls	52 stalls
Retaining Wall	740 feet long x 14 feet tall (typical)	740 feet long x 14 feet tall (typical)	440 feet long x 6 feet tall (typical)
Woodland Impact	7.3 acres	5.9 acres	4.4 acres
Conservation Easement Impact	6.2 acres	5.0 acres	3.8 acres
Wetland Impact	19,767 sf	11,806 sf	6,939 sf
Wetland Buffer Impact	38,807 sf	28,017 sf	17,276 sf

2) **Site Plan Approval**

a) **Requested Action:** The School District is requesting approval of the proposed site plan. The proposed solution meets (and in some conditions, exceeds) the City of Franklin's UDO requirements, thoughtfully responds to concerns raised by neighboring property owners, while also striving to successfully deliver the community-supported referendum project objectives - competitive tennis programming, and a replacement of a displaced practice field. In addition, the District has worked closely with the City of Franklin staff to answer questions, and integrate their respective feedback into the success of this project. The District believes strongly that the proposed solution is a responsible balance of all contributing factors in a complex project, on a complex site, in a complex community.

PLUNKETT RAYSICH
ARCHITECTS, LLP

26 September 2025

Plunkett Raysich Architects
209 S Water Street
Milwaukee, WI 53204

Franklin High School
210240-02

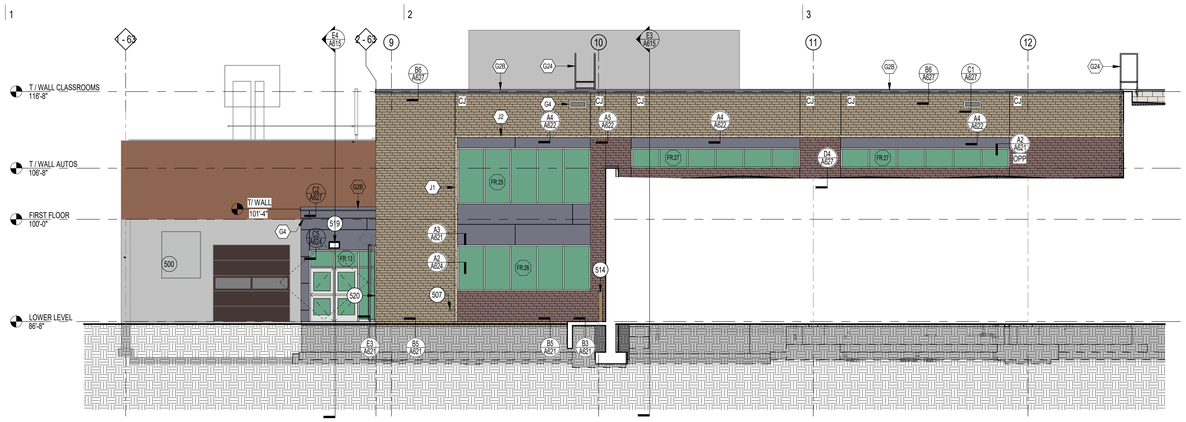
CITY OF FRANKLIN PLAN COMMISSION,

We submit the attached revised renderings with updated façade compliance per Table 15-5-10(B) Exterior Building Cladding Materials of the UDO. Composite metal panel, as previously proposed to match the existing, has been revised to a complementary fiber cement panel system and the wood-look metal panel has been revised to a wood-look fiber cement. Updated Façade percentages are noted in the chart below:

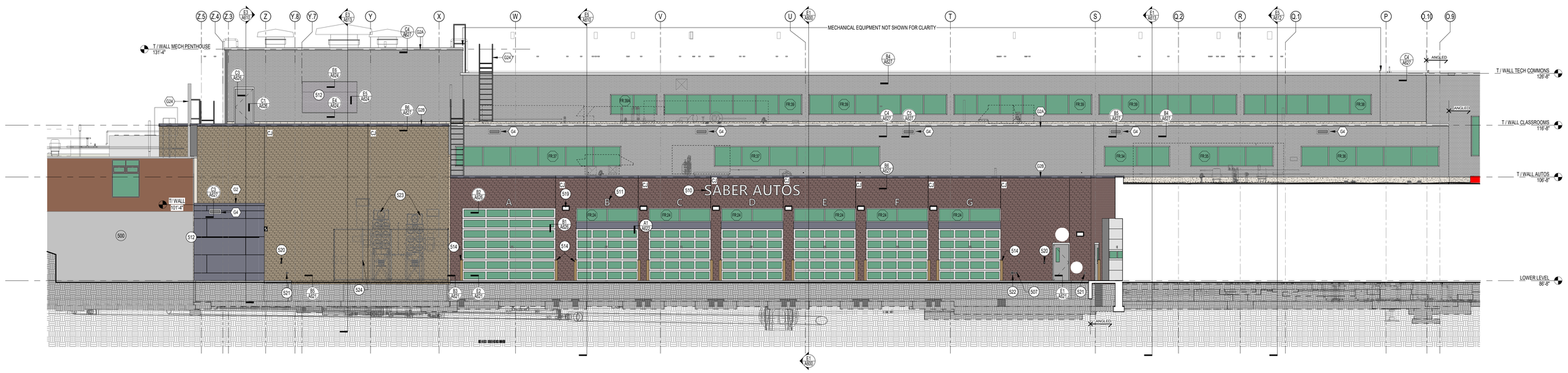
	MASONRY	FIBER CEMENT	CONCRETE	METAL PANEL
FRONT, STREET SIDE	**74%**	**11%**	**0%**	**15%**
	MIN 50%	MAX 50%	MAX 15%	MAX 15%
INTERIOR SIDE	**51%**	**41%**	**7%**	**1%**
	MIN 25%	MAX 75%	MAX 25%	MAX 25%
REAR	**80%**	**8%**	**0%**	**12%**
	ANY % ALLOWED	ANY % ALLOWED	MAX 25%	MAX 25%

The previously submitted site plan documents are under consideration for plan commission approval. Final approval of grading, erosion control, utility, and storm water management plans are under review by the City of Franklin Engineering Department, and all comments are being addressed prior to issuance of a Building Permit. All site plan documents are also subject to DNR reviews and approvals and all processes for submissions to all governing bodies are being met prior to commencement of construction as required.

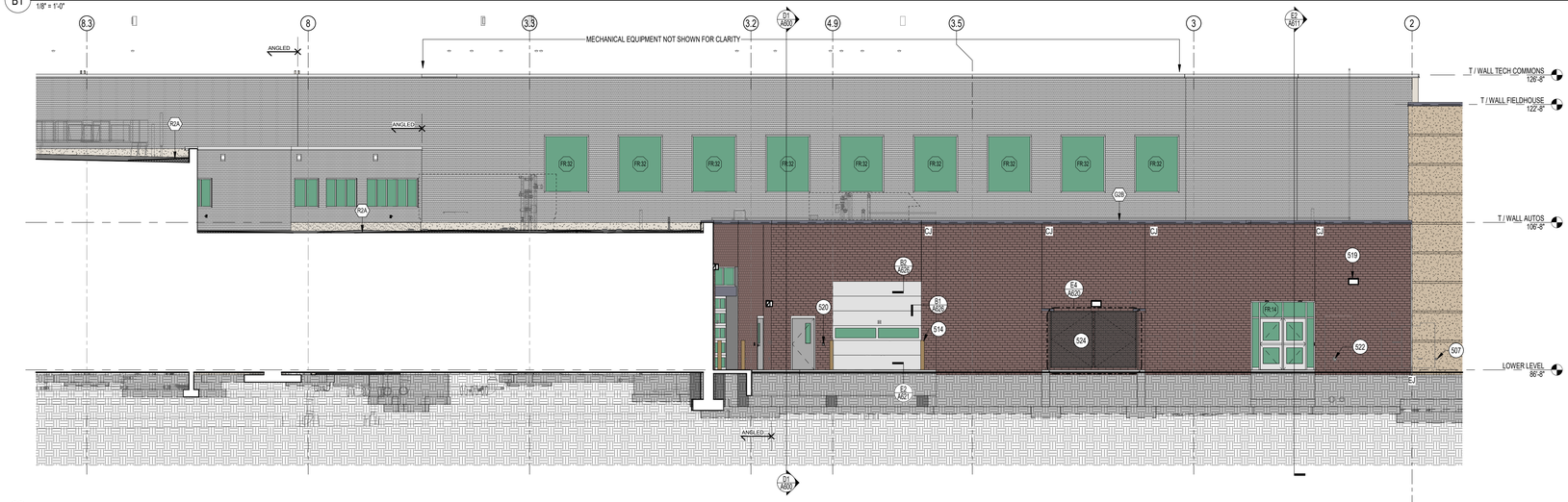
Best regards,
Paige Steed
Project Architect - Associate



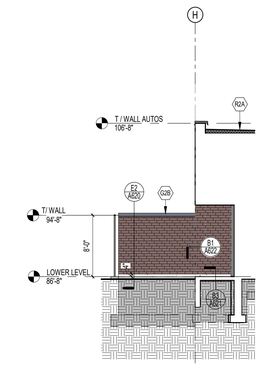
A1 **NORTH ELEVATION - MATH**
1/8" = 1'-0"



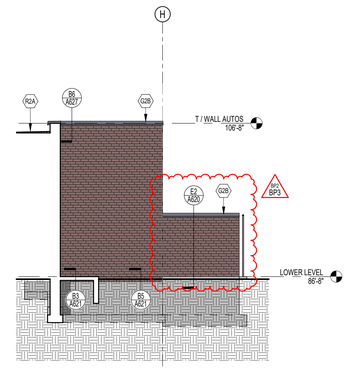
B1 **EAST ELEVATION - CTE**
1/8" = 1'-0"



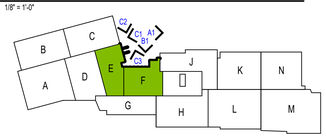
C1 **SOUTHEAST ELEVATION - COMMONS**
1/8" = 1'-0"



C2 **NORTHEAST ELEVATION - ALCOVE / TRASH ENCLOSURE**
1/8" = 1'-0"



C3 **SOUTHWEST ELEVATION - TRASH ENCLOSURE**
1/8" = 1'-0"



EXTERIOR ELEVATION KEY
12" = 1'-0"

CONSTRUCTION TYPES

MARK	DESCRIPTION
G2A	METAL COPING SYSTEM: METAL COPING ON 2x WOOD BLOCKING. CLEAR ANODIZED.
G2B	METAL COPING SYSTEM: METAL COPING ON 2x WOOD BLOCKING. PEWTER.
G4	METAL SCUPPER. 24"W x 8"H, COLOR TO MATCH COPING.
G24	ROOF LADDER.
J1	PRECAST CONCRETE PROFILE - TYPE B. SEE DETAIL A5/A620 FOR PROFILE.
J2	PRECAST CONCRETE PROFILE - TYPE A. SEE DETAIL A5/A620 FOR PROFILE.

EXTERIOR ELEVATION NOTES

MARK	DESCRIPTION
500	PATCH CONCRETE AS REQUIRED & REPAINT.
507	HOSE BIBB. SEE PLUMBING.
510	1"D x 24"H PIN-MOUNTED ANODIZED ALUMINUM SIGNAGE (CLEAR ANODIZED). FONT TO BE 'SEGOE UI', BOLD. SIGNAGE DESIGN PENDING OWNER & CITY REVIEW/APPROVALS (AUTOS).
511	1"D x 16"H PIN-MOUNTED ANODIZED ALUMINUM SIGNAGE (CLEAR ANODIZED). FONT TO BE 'SEGOE UI', BOLD. SIGNAGE DESIGN PENDING OWNER & CITY REVIEW/APPROVALS (AUTOS)
512	LOUVER. SEE MECHANICAL.
514	CONCRETE FILLED BOLLARD. SEE DETAIL C3/A620.
519	WALL MOUNTED EXTERIOR LIGHTING, SEE ELECTRICAL.
520	CARD READER. SEE TECHNOLOGY.
521	OUTLET. SEE ELECTRICAL.
522	ROOF DRAIN OVERFLOW OUTLET NOZZLE. SEE PLUMBING.
523	DUST COLLECTOR. SEE MECHANICAL.
524	CHAIN LINK FENCING W/ PRIVACY SLATS.

EXTERIOR ELEVATIONS SYMBOLS LEGEND

- SECTION REFERENCE
- ELEVATION NOTE
- DETAIL REFERENCE
- WINDOW TYPE
- CONSTRUCTION KEYNOTE

EXTERIOR FINISH PATTERNS

- PRECAST PANEL (TAN SMOOTH FINISH)
- BRICK 1 - UTILITY (TAN TO MATCH EXISTING)
- BRICK 2 - UTILITY (RED TO MATCH EXISTING)
- EXPOSED CONCRETE FOUNDATION WALL
- FIBER CEMENT 1 - FIBER CEMENT PANEL (GRAY)
- FIBER CEMENT 2 - FIBER CEMENT SIDING (WOOD-LOOK)
- METAL WALL PANEL - PROFILED (SILVER TO MATCH EXISTING)

EXTERIOR ELEVATIONS GENERAL NOTES

A. PAINT ALL EXPOSED STEEL LINTELS TO MATCH ADJACENT VENEER COLOR

B. REFER TO SHEET A860 THROUGH A866 FOR WINDOW FRAME ELEVATIONS

C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES.

D. PROVIDE CONTROL JOINTS AS SHOWN ON ELEVATIONS AND AT ALL INSIDE CORNERS.

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2777 allen boulevard, suite 101, austin, texas 78745 t 512 851 1900
220 industrial boulevard, suite 101, austin, texas 78745 t 512 851 1900
3272 E 4th street, suite 204, waterloo, iowa 50703 t 319 233 1163

Franklin Public Schools
Franklin High School Addition & Renovations
8222 South 51st Street, Franklin WI 53132

REVISIONS:
BP3 BP2 10/01/2025

EXTERIOR ELEVATIONS

CITY SUBMITTAL
BID PACKAGE:
DATE: 09/26/2025
JOB NO: 210240-02
SHEET NO: A500

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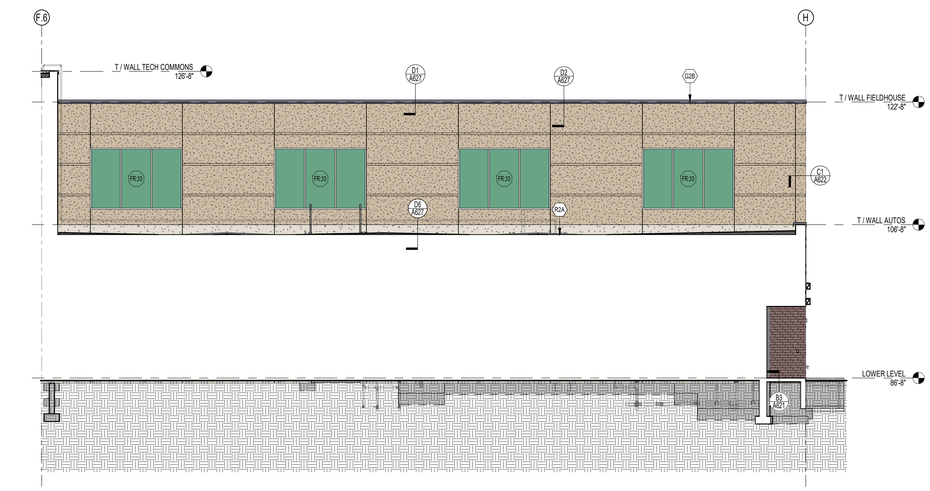
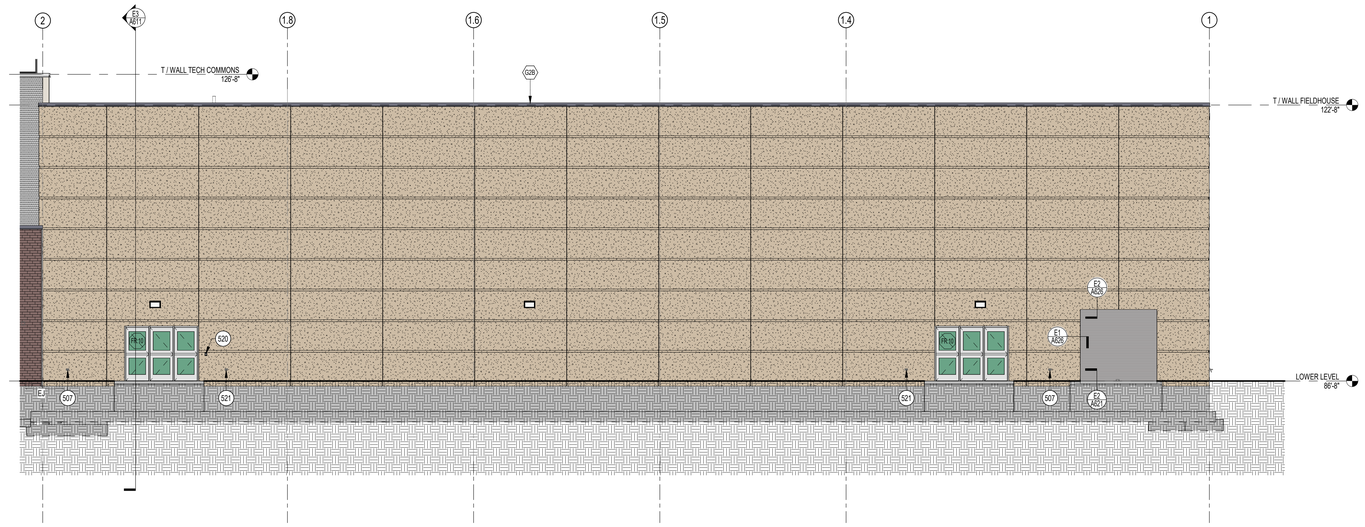
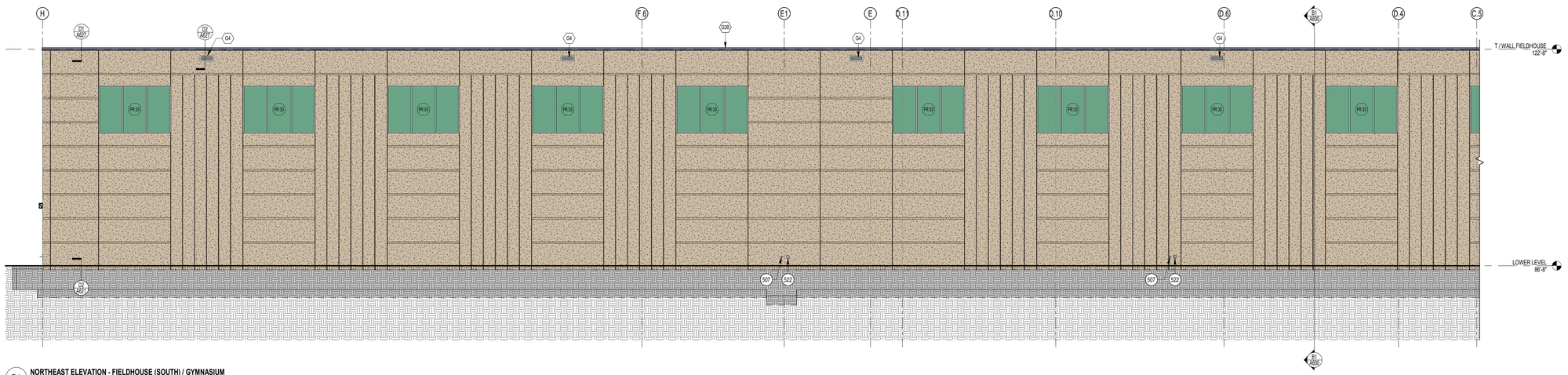


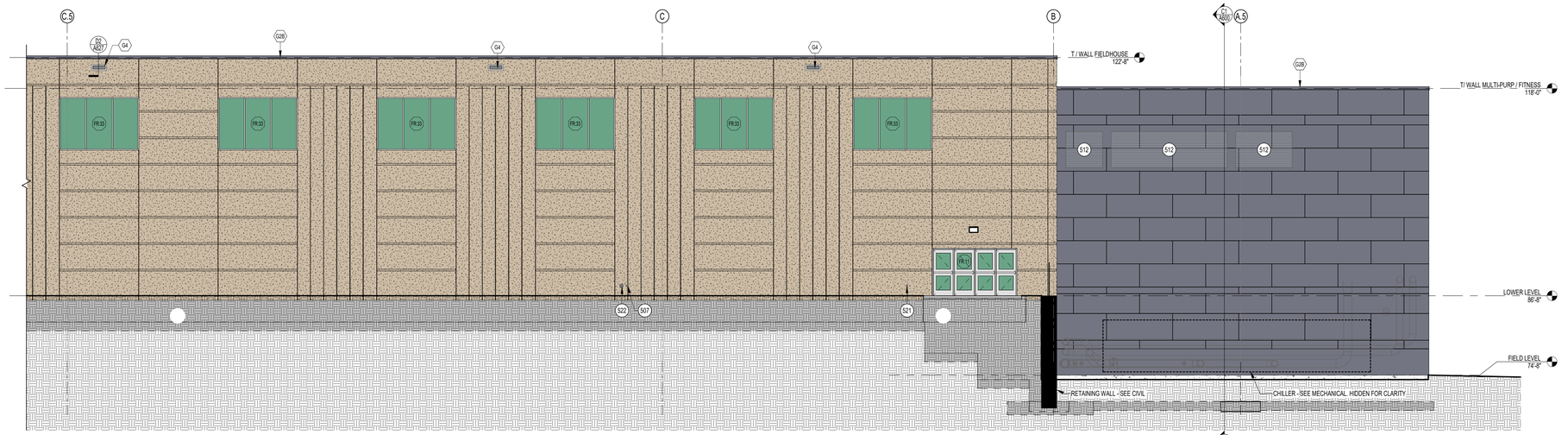
A1 **SOUTHWEST ELEVATION - GYMNASIUM**
1/8" = 1'-0"



A2 **SOUTHEAST ELEVATION - GYMNASIUM**
1/8" = 1'-0"



B1 **NORTHEAST ELEVATION - FIELDHOUSE (SOUTH) / GYMNASIUM**
1/8" = 1'-0"



C1 **NORTHEAST ELEVATION - FIELDHOUSE (NORTH)**
1/8" = 1'-0"

EXTERIOR ELEVATIONS SYMBOLS LEGEND

- DTL / SHT — SECTION REFERENCE
- DTL / SHT — DETAIL REFERENCE
- X — ELEVATION NOTE
- FRX — WINDOW TYPE
- X — CONSTRUCTION KEYNOTE

EXTERIOR FINISH PATTERNS

- PRECAST PANEL (TAN SMOOTH FINISH)
- BRICK 1 - UTILITY (TAN TO MATCH EXISTING)
- BRICK 2 - UTILITY (RED TO MATCH EXISTING)
- EXPOSED CONCRETE FOUNDATION WALL
- FIBER CEMENT 1 - FIBER CEMENT PANEL (GRAY)
- FIBER CEMENT 2 - FIBER CEMENT SIDING (WOOD-LOOK)
- METAL WALL PANEL - PROFILED (SILVER TO MATCH EXISTING)

EXTERIOR ELEVATIONS GENERAL NOTES

A. PAINT ALL EXPOSED STEEL LINTELS TO MATCH ADJACENT VENEER COLOR.

B. REFER TO SHEET A860 THROUGH A866 FOR WINDOW FRAME ELEVATIONS.

C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES.

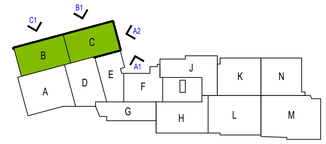
D. PROVIDE CONTROL JOINTS AS SHOWN ON ELEVATIONS AND AT ALL INSIDE CORNERS.

CONSTRUCTION TYPES

MARK	DESCRIPTION
G2B	METAL COPING SYSTEM: METAL COPING ON 2x WOOD BLOCKING. PEWTER.
G4	METAL SCUPPER. 24"W x 8"H, COLOR TO MATCH COPING.

EXTERIOR ELEVATION NOTES

MARK	DESCRIPTION
507	HOSE BIBB. SEE PLUMBING.
512	LOUVER. SEE MECHANICAL.
520	CARD READER. SEE TECHNOLOGY.
521	OUTLET, SEE ELECTRICAL.
522	ROOF DRAIN OVERFLOW OUTLET NOZZLE. SEE PLUMBING.



EXTERIOR ELEVATION KEY
12" = 1'-0"

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Franklin Public Schools
Franklin High School Addition & Renovations
8222 South 51st Street, Franklin WI 53132

REVISIONS:

EXTERIOR ELEVATIONS

CITY SUBMITTAL
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JOB NO: 210240-02
SHEET NO: A501

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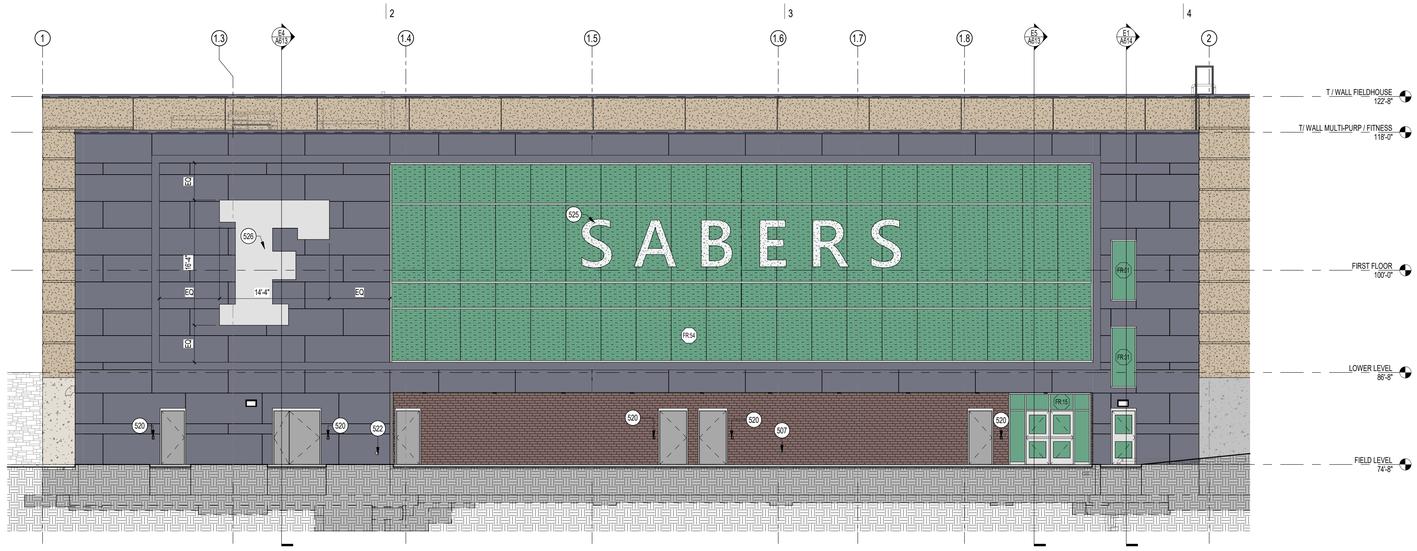
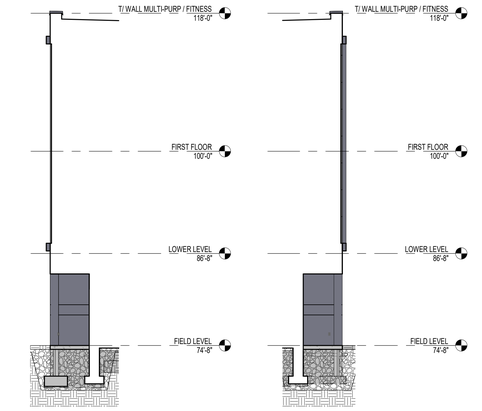


A1 **NORTHWEST ELEVATION - MULTI-PURPOSE / FITNESS**
1/8" = 1'-0"



A2 **EAST ELEVATION - MULTI-PURPOSE / FITNESS**
1/8" = 1'-0"

A3 **WEST ELEVATION - MULTI-PURPOSE / FITNESS**
1/8" = 1'-0"

EXTERIOR ELEVATIONS SYMBOLS LEGEND

- SECTION REFERENCE
- ELEVATION NOTE
- DETAIL REFERENCE
- WINDOW TYPE
- CONSTRUCTION KEYNOTE

EXTERIOR FINISH PATTERNS

- PRECAST PANEL (TAN SMOOTH FINISH)
- BRICK 1 - UTILITY (TAN TO MATCH EXISTING)
- BRICK 2 - UTILITY (RED TO MATCH EXISTING)
- EXPOSED CONCRETE FOUNDATION WALL
- FIBER CEMENT 1 - FIBER CEMENT PANEL (GRAY)
- FIBER CEMENT 2 - FIBER CEMENT SIDING (WOOD-LOOK)
- METAL WALL PANEL - PROFILED (SILVER TO MATCH EXISTING)

EXTERIOR ELEVATIONS GENERAL NOTES

A. PAINT ALL EXPOSED STEEL LINTELS TO MATCH ADJACENT VENEER COLOR

B. REFER TO SHEET A860 THROUGH A866 FOR WINDOW FRAME ELEVATIONS

C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES.

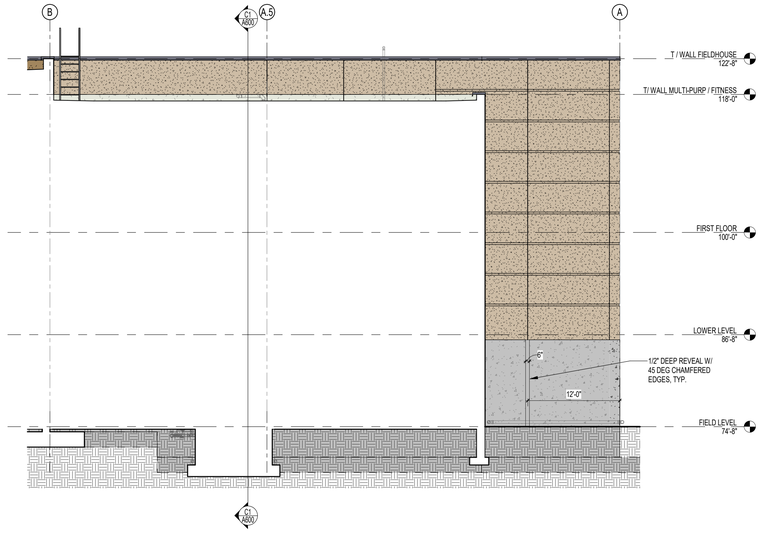
D. PROVIDE CONTROL JOINTS AS SHOWN ON ELEVATIONS AND AT ALL INSIDE CORNERS.

CONSTRUCTION TYPES

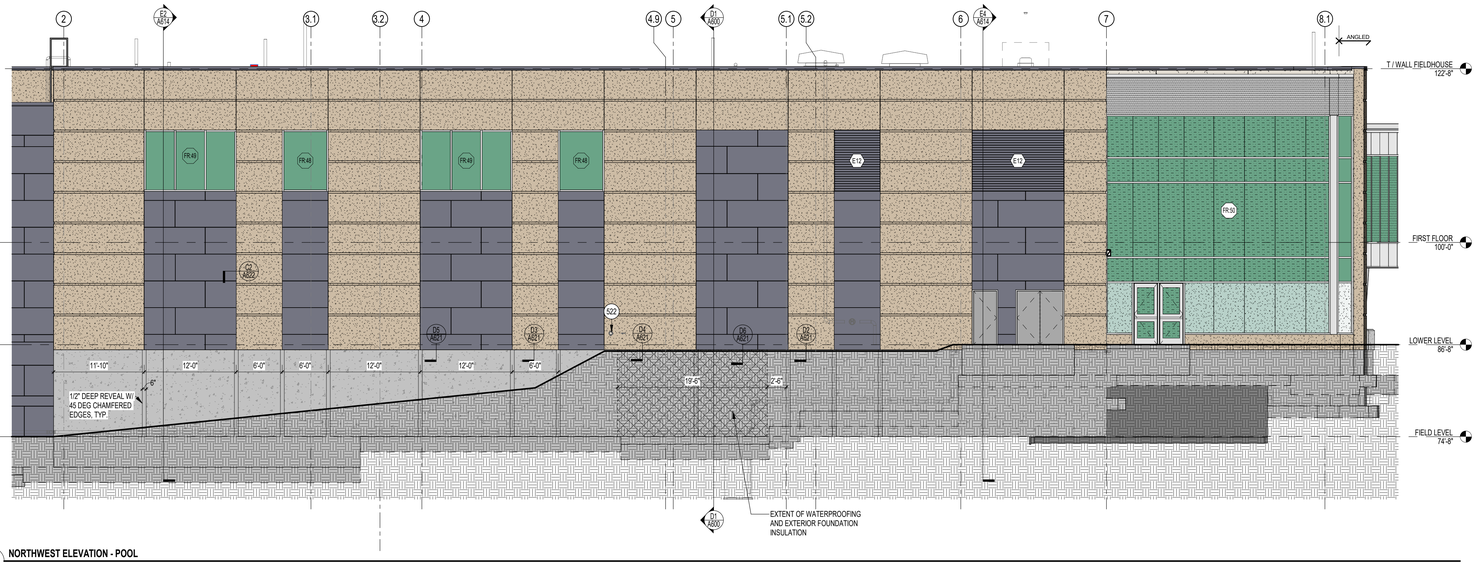
MARK	DESCRIPTION
E12	ARCHITECTURAL LOUVER. FINISH TO MATCH COMPOSITE PANEL. COORDINATE W/ MECHANICAL.

EXTERIOR ELEVATION NOTES

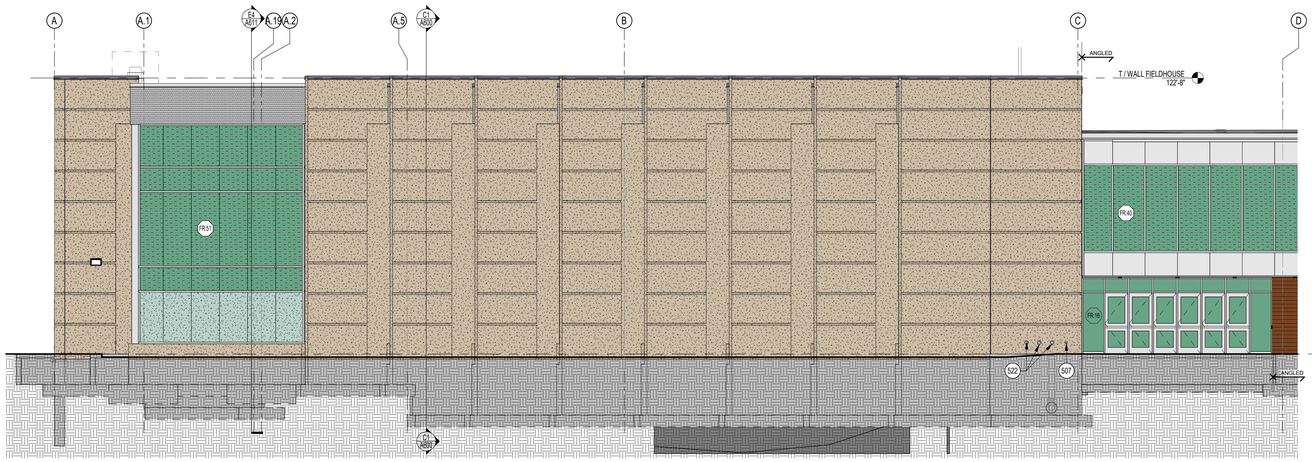
MARK	DESCRIPTION
507	HOSE BIBB. SEE PLUMBING.
520	CARD READER. SEE TECHNOLOGY.
522	ROOF DRAIN OVERFLOW OUTLET NOZZLE. SEE PLUMBING.
525	VINYL GRAPHIC - EXACT DESIGN TBD.
526	INTERNALLY LIT SIGNAGE



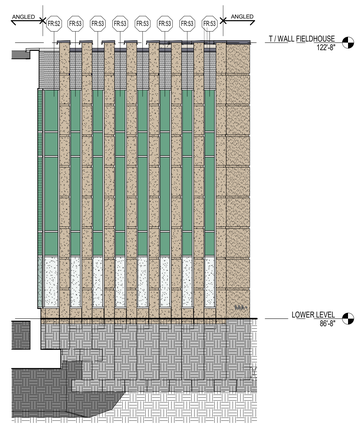
B1 **NORTHEAST ELEVATION - POOL**
1/8" = 1'-0"



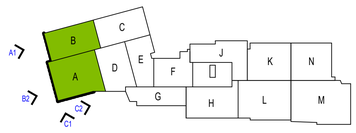
B2 **NORTHWEST ELEVATION - POOL**
1/8" = 1'-0"



C1 **SOUTHWEST ELEVATION - POOL**
1/8" = 1'-0"



C2 **NORTHWEST ELEVATION - POOL SLATS**
1/8" = 1'-0"



EXTERIOR ELEVATION KEY
12" = 1'-0"

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Franklin High School Addition & Renovations
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REVISIONS:

EXTERIOR ELEVATIONS

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JOB NO: 210240-02
SHEET NO: A502

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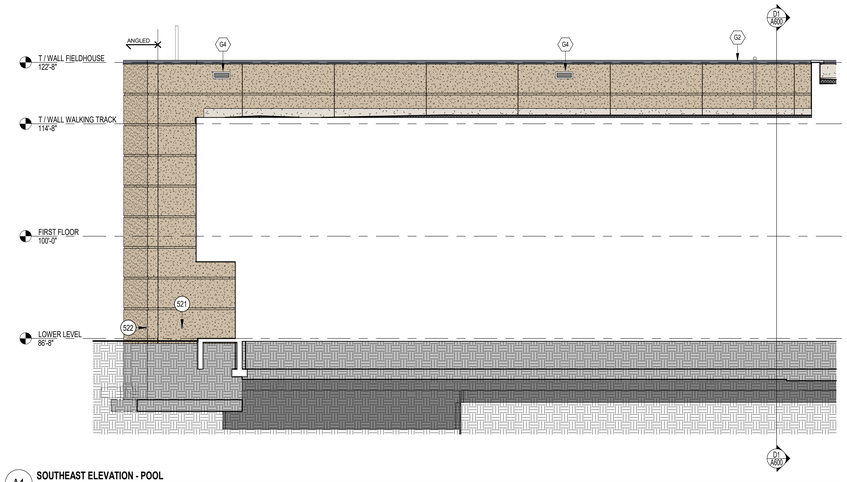
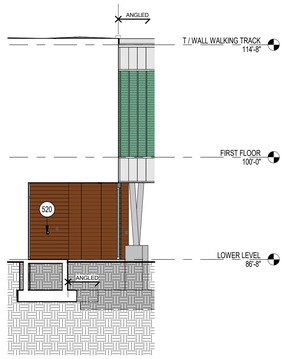
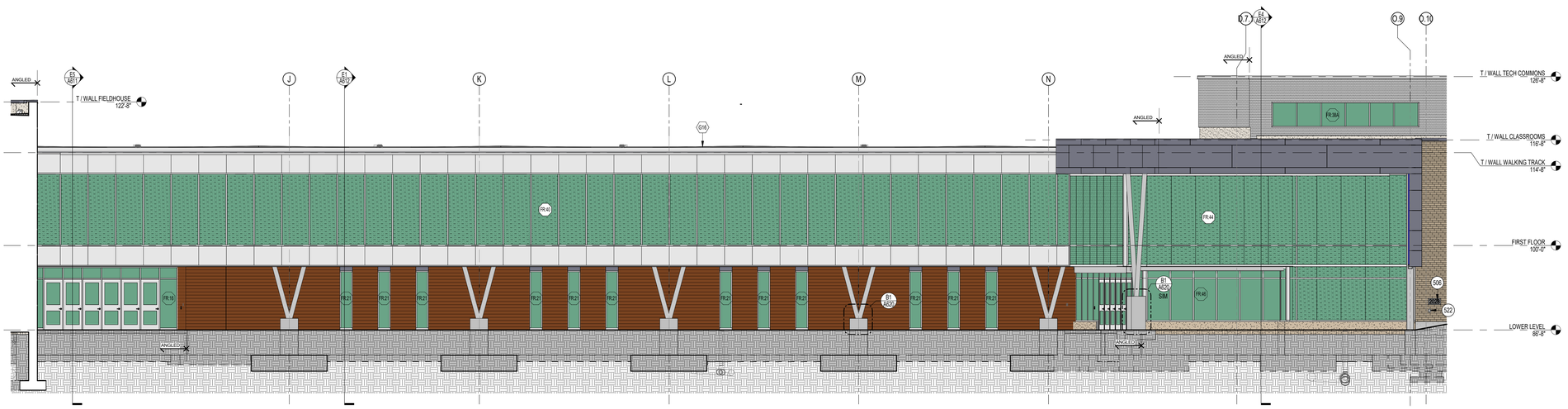


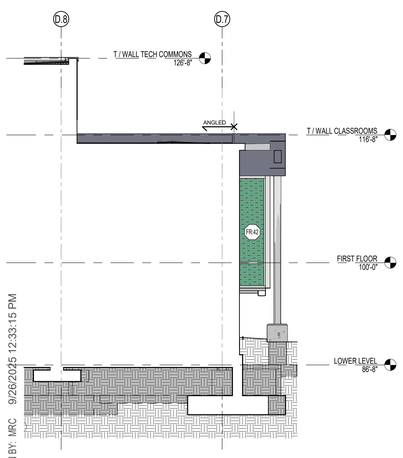
A1 **SOUTHEAST ELEVATION - POOL**
1/8" = 1'-0"



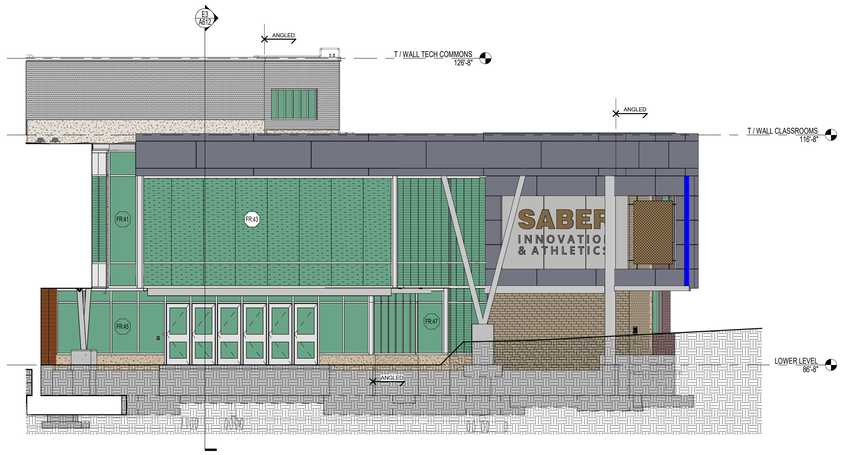
A4 **NORTHWEST ELEVATION - WRESTLING / MULTI-PURPOSE**
1/8" = 1'-0"



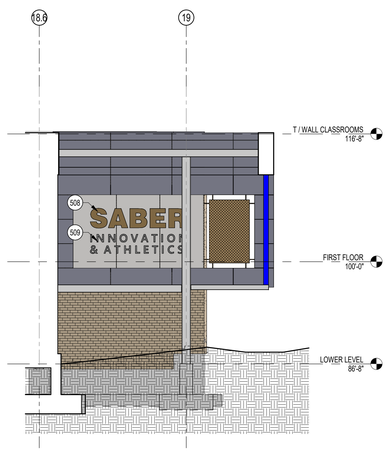
B1 **WEST ELEVATION - WRESTLING / WEIGHT ROOM**
1/8" = 1'-0"



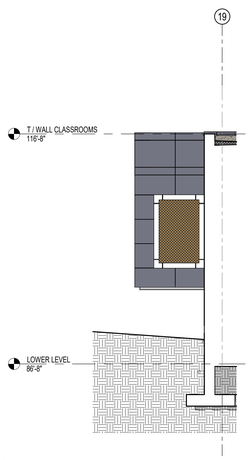
C1 **NORTHEAST ELEVATION - ENTRY**
1/8" = 1'-0"



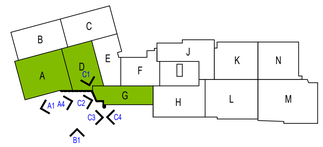
C2 **NORTHWEST ELEVATION - ENTRY**
1/8" = 1'-0"



C3 **NORTH ELEVATION - ENTRY CANOPY**
1/8" = 1'-0"



C4 **SOUTH ELEVATION - ENTRY CANOPY**
1/8" = 1'-0"



EXTERIOR ELEVATION KEY
12" = 1'-0"

EXTERIOR ELEVATIONS SYMBOLS LEGEND

- D1 / SH1 — SECTION REFERENCE
- D1 / SH1 — DETAIL REFERENCE
- X — ELEVATION NOTE
- FRX — WINDOW TYPE
- X — CONSTRUCTION KEYNOTE

EXTERIOR FINISH PATTERNS

- PRECAST PANEL (TAN SMOOTH FINISH)
- BRICK 1 - UTILITY (TAN TO MATCH EXISTING)
- BRICK 2 - UTILITY (RED TO MATCH EXISTING)
- EXPOSED CONCRETE FOUNDATION WALL
- FIBER CEMENT 1 - FIBER CEMENT PANEL (GRAY)
- FIBER CEMENT 2 - FIBER CEMENT SIDING (WOOD-LOOK)
- METAL WALL PANEL - PROFILED (SILVER TO MATCH EXISTING)

EXTERIOR ELEVATIONS GENERAL NOTES

A. PAINT ALL EXPOSED STEEL LINTELS TO MATCH ADJACENT VENEER COLOR

B. REFER TO SHEET A860 THROUGH A866 FOR WINDOW FRAME ELEVATIONS

C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES.

D. PROVIDE CONTROL JOINTS AS SHOWN ON ELEVATIONS AND AT ALL INSIDE CORNERS.

CONSTRUCTION TYPES

MARK	DESCRIPTION
G4	METAL SCUPPER. 24"W x 8"H, COLOR TO MATCH COPING.
G16	METAL WRAPPED FASCIA: METAL FASCIA ON 1x WOOD BLOCKING

EXTERIOR ELEVATION NOTES

MARK	DESCRIPTION
506	DATE STONE WITH TIME CAPSULE BEYOND. SEE DETAIL XX/AXXX.
508	1"D x 30"H PIN-MOUNTED ANODIZED ALUMINUM SIGNAGE (GOLD). FONT TO BE 'SEGOE UI', BOLD. SIGNAGE DESIGN PENDING OWNER & CITY REVIEW/APPROVALS.(ENTRY)
509	1"D x 12"H PIN-MOUNTED ANODIZED ALUMINUM SIGNAGE (CLEAR ANODIZED). FONT TO BE 'SEGOE UI', BOLD. SIGNAGE DESIGN PENDING OWNER & CITY REVIEW/APPROVALS (ENTRY).
520	CARD READER. SEE TECHNOLOGY.
521	OUTLET, SEE ELECTRICAL.
522	ROOF DRAIN OVERFLOW OUTLET NOZZLE, SEE PLUMBING.

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REVISIONS:

EXTERIOR ELEVATIONS

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SHEET NO: A503

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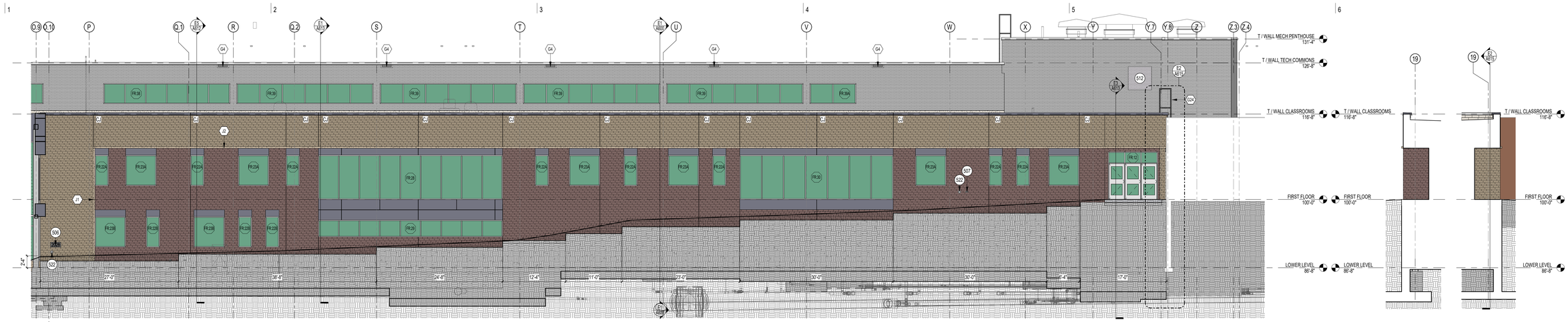
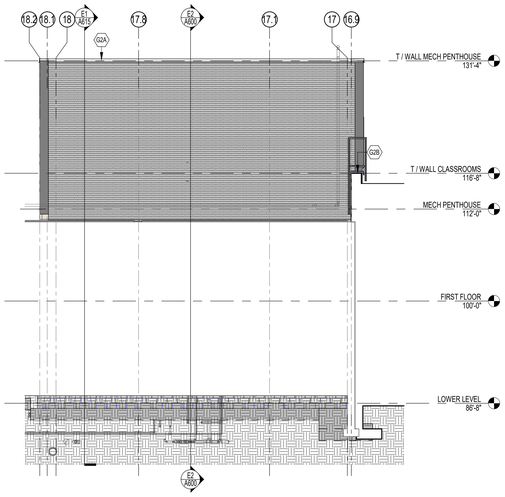
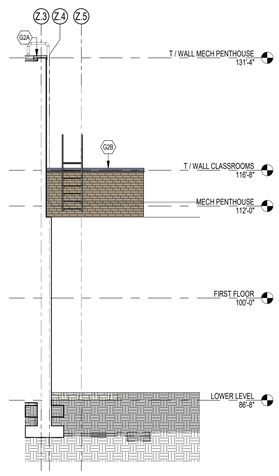


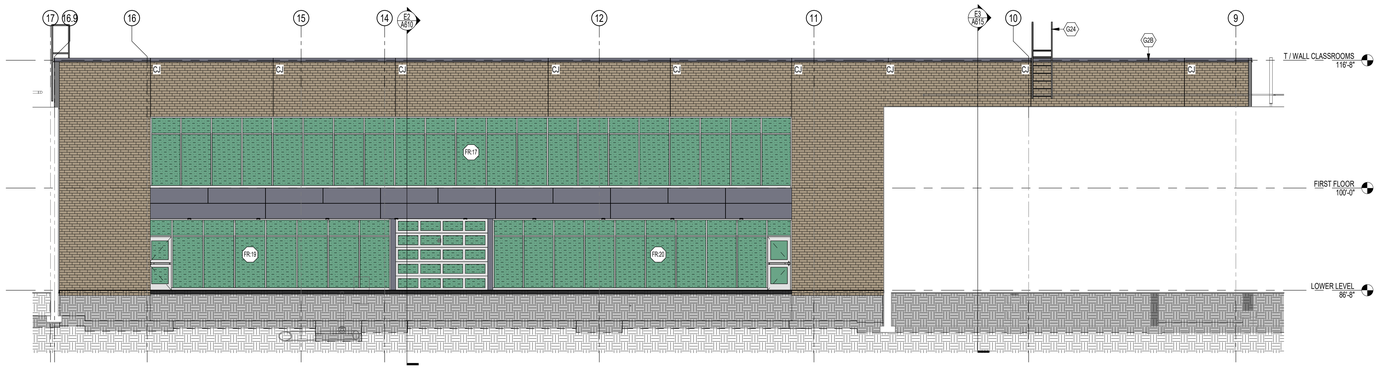
A1 **WEST ELEVATION - CLASSROOMS**
1/8" = 1'-0"

A2 **SOUTH ELEVATION - ALCOVE**
1/8" = 1'-0"

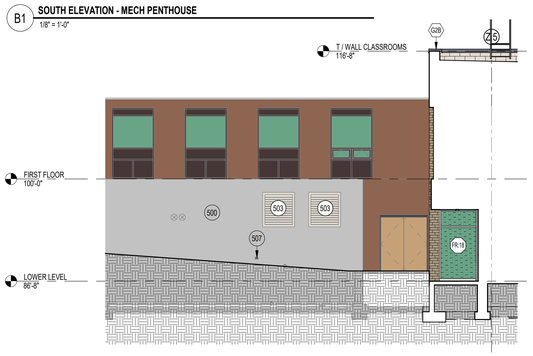
A3 **NORTH ELEVATION - ALCOVE**
1/8" = 1'-0"



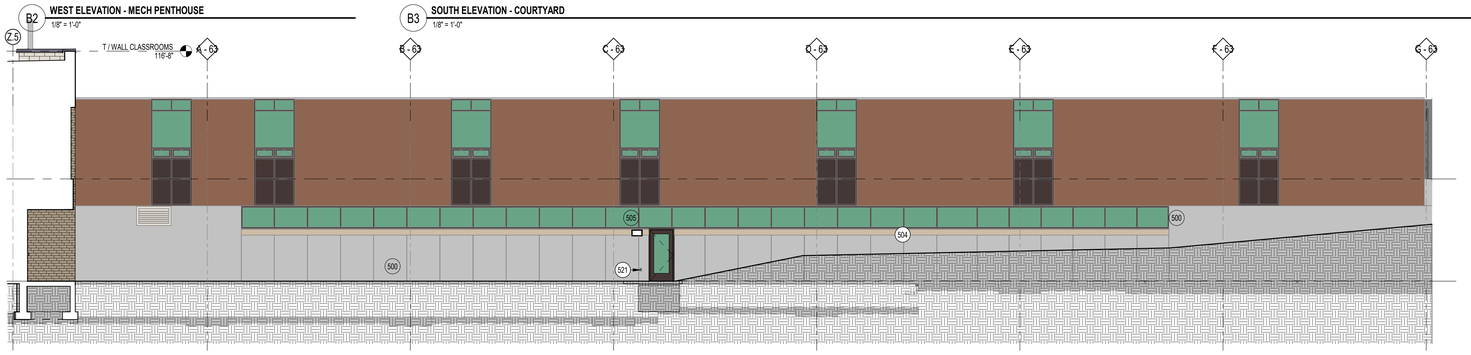




B1 **SOUTH ELEVATION - MECH PENTHOUSE**
1/8" = 1'-0"



B2 **WEST ELEVATION - MECH PENTHOUSE**
1/8" = 1'-0"



B3 **SOUTH ELEVATION - COURTYARD**
1/8" = 1'-0"

C1 **EAST ELEVATION - COURTYARD**
1/8" = 1'-0"

C2 **WEST ELEVATION - COURTYARD**
1/8" = 1'-0"

EXTERIOR ELEVATIONS SYMBOLS LEGEND

- SECTION REFERENCE
- ELEVATION NOTE
- DETAIL REFERENCE
- WINDOW TYPE
- CONSTRUCTION KEYNOTE

EXTERIOR FINISH PATTERNS

- PRECAST PANEL (TAN SMOOTH FINISH)
- BRICK 1 - UTILITY (TAN TO MATCH EXISTING)
- BRICK 2 - UTILITY (RED TO MATCH EXISTING)
- EXPOSED CONCRETE FOUNDATION WALL
- FIBER CEMENT 1 - FIBER CEMENT PANEL (GRAY)
- FIBER CEMENT 2 - FIBER CEMENT SIDING (WOOD-LOOK)
- METAL WALL PANEL - PROFILED (SILVER TO MATCH EXISTING)

EXTERIOR ELEVATIONS GENERAL NOTES

A. PAINT ALL EXPOSED STEEL LINTELS TO MATCH ADJACENT VENEER COLOR

B. REFER TO SHEET A860 THROUGH A866 FOR WINDOW FRAME ELEVATIONS

C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES.

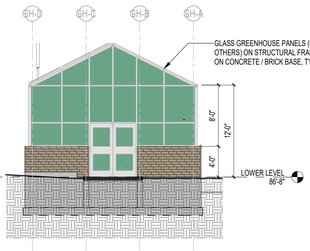
D. PROVIDE CONTROL JOINTS AS SHOWN ON ELEVATIONS AND AT ALL INSIDE CORNERS.

EXTERIOR ELEVATION NOTES

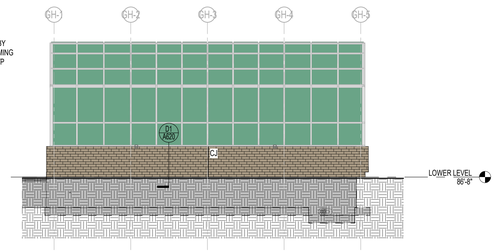
MARK	DESCRIPTION
500	PATCH CONCRETE AS REQUIRED & REPAINT.
503	PATCH CONCRETE CRACKING & RESEAL AROUND LOUVERS.
504	REMOVE FORMWORK.
505	RESEAL ALONG WINDOW & AT CONTROL JOINTS.
506	DATE STONE WITH TIME CAPSULE BEYOND, SEE DETAIL XX/AXXX.
507	HOSE BIBB, SEE PLUMBING.
512	LOUVER, SEE MECHANICAL.
521	OUTLET, SEE ELECTRICAL.
522	ROOF DRAIN OVERFLOW OUTLET NOZZLE, SEE PLUMBING.

CONSTRUCTION TYPES

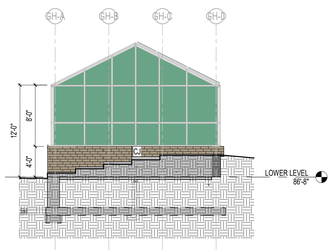
MARK	DESCRIPTION
G2A	METAL COPING SYSTEM: METAL COPING ON 2x WOOD BLOCKING. CLEAR ANODIZED.
G2B	METAL COPING SYSTEM: METAL COPING ON 2x WOOD BLOCKING. PEWTER.
G4	METAL SCUPPER. 24"W x 8"H, COLOR TO MATCH COPING.
G24	ROOF LADDER.
J1	PRECAST CONCRETE PROFILE - TYPE B. SEE DETAIL A5/A620 FOR PROFILE.
J2	PRECAST CONCRETE PROFILE - TYPE A. SEE DETAIL A5/A620 FOR PROFILE.



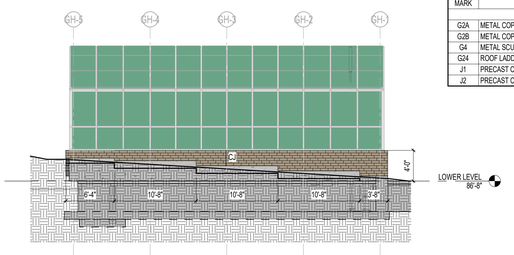
D1 **EAST ELEVATION - GREENHOUSE**
1/8" = 1'-0"



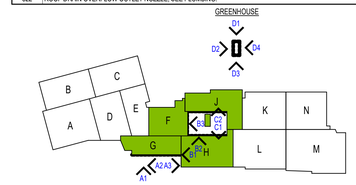
D2 **NORTH ELEVATION - GREENHOUSE**
1/8" = 1'-0"



D3 **WEST ELEVATION - GREENHOUSE**
1/8" = 1'-0"



D4 **SOUTH ELEVATION - GREENHOUSE**
1/8" = 1'-0"



EXTERIOR ELEVATION KEY
1/2" = 1'-0"

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EXTERIOR ELEVATIONS

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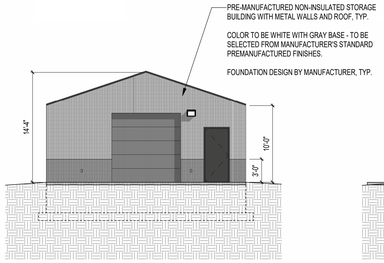
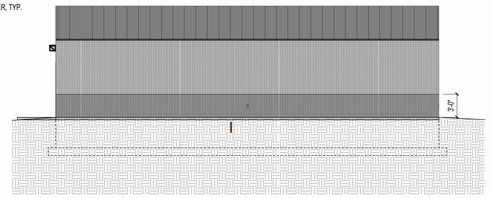
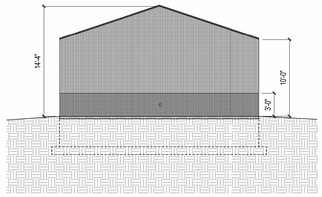
STORAGE SHED



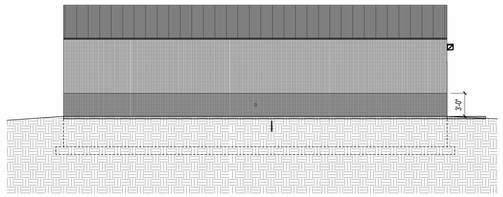
A1 **STORAGE BUILDING - SOUTH ELEVATION**
1/8" = 1'-0"



A2 **STORAGE BUILDING - EAST ELEVATION**
1/8" = 1'-0"



A3 **STORAGE BUILDING - NORTH ELEVATION**
1/8" = 1'-0"

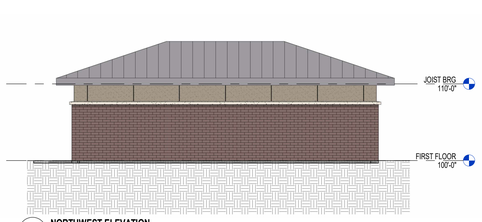


A4 **STORAGE BUILDING - WEST ELEVATION**
1/8" = 1'-0"

TENNIS BUILDING

D1 **SOUTHEAST ELEVATION**
1/8" = 1'-0"

D2 **NORTHEAST ELEVATION**
1/8" = 1'-0"



D3 **NORTHWEST ELEVATION**
1/8" = 1'-0"

D4 **SOUHWEST ELEVATION**
1/8" = 1'-0"

EXTERIOR ELEVATIONS SYMBOLS LEGEND

- SECTION REFERENCE
- ELEVATION NOTE
- DETAIL REFERENCE
- WINDOW TYPE
- CONSTRUCTION KEYNOTE

EXTERIOR FINISH PATTERNS

- STANDING SEAM ROOFING
- UTILITY BRICK
- FIBER CEMENT SIDING
- CAST STONE

EXTERIOR ELEVATIONS GENERAL NOTES

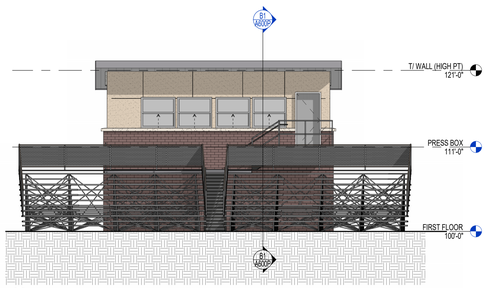
A. PAINT ALL EXPOSED STEEL LINTELS TO MATCH ADJACENT VENEER COLOR

B. TRIM ALL EXTERIOR LIGHTING FIXTURES, OUTLETS, HOSE BIBBS AND ALL OTHER SIDING PENETRATIONS WITH 1X4 FIBER CEMENT TRIM (TYP.)

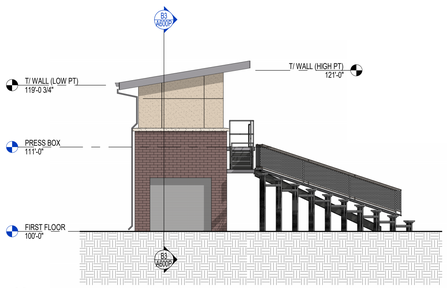
C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES.

D. PROVIDE CONTROL JOINTS AS SHOWN ON ELEVATIONS AND AT ALL INSIDE CORNERS.

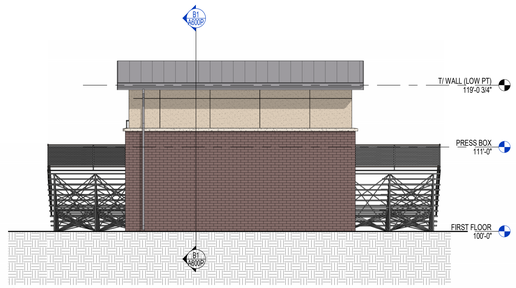
PRESS BOX



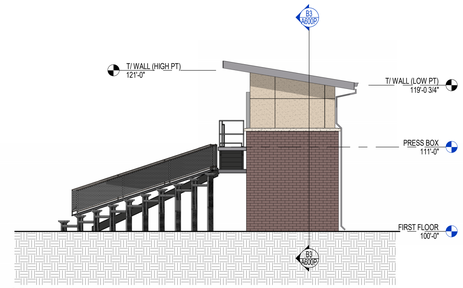
E1 **NORTH ELEVATION**
1/8" = 1'-0"



E3 **EAST ELEVATION**
1/8" = 1'-0"



E4 **SOUTH ELEVATION**
1/8" = 1'-0"



E5 **WEST ELEVATION**
1/8" = 1'-0"

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327 E 4th street, suite 204, waterloo, iowa 50703 t 319 233 1163

Franklin Public Schools
Franklin High School Site Buildings
8222 South 51st Street, Franklin WI 53132

REVISIONS:

TENNIS BUILDING & PRESS BOX EXTERIOR ELEVATIONS

SITE PLAN SUBMISSION
BID PACKAGE:
DATE: 06/16/2025
JOB NO: 210240-02
SHEET NO: A200P

NOT FOR CONSTRUCTION
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CITY OF FRANKLIN

REPORT TO THE PLAN COMMISSION

Meeting of October 9

Special Use and Condominium Plat

RECOMMENDATION: Staff recommends approval of the Special Use and Condominium Plat for the condominium development project upon property located at 11590 W. Meadowview Drive.

Project Name:	Bear Development Condominiums
Property Owner:	Loomis & Ryan, Inc.
Applicant:	Bear Development, LLC
Agent:	Daniel Szczap, Bear Development, LLC
Property Address/TKN:	11590 W. Meadowview Drive/891 1081 000
Aldermanic District:	District 6
Zoning District:	M-1 Limited Industrial District
Staff Planner:	Nick Fuchs, Planning Associate
Submittal date:	May 30, 2025
Application number:	PPZ25-0127 (Special Use) and PPZ25-0126 (Condominium Plat)

INTRODUCTION

The applicant filed Special Use and Condominium Plat applications related to a proposed multi-family residential development upon property located at 11590 W. Meadowview Drive. These applications have been submitted prior to the effective date of the new zoning ordinance. As such, these applications were reviewed under the previous version of the Unified Development Ordinance (UDO).

A Site Plan Application was also submitted and is still pending final submission by the applicant. This application is also being reviewed under the previous version of the UDO. The applicant is requesting approval of the Special Use and Condominium Plat, prior to providing additional details for the Site Plan Application.

The Plan Commission and Common Council previously approved a comprehensive master plan amendment, rezoning, and certified survey map related to this project at their May 8, 2025 and May 20, 2025 meetings, respectively.

PROJECT DESCRIPTION/ANALYSIS

The subject property has a Base Site Area of 6.28-acres, which allows a maximum of 31 dwelling units under the R-8 District development standards. The applicant is requesting approval of an increase in density to 36 units as allowed under Section 15-3.0701A.7. of the UDO.

The project consists of eighteen duplex buildings along a newly proposed public road extending from Meadowview Drive. *The applicant must submit a Certified Survey Map to dedicate the public right-of-way as shown on the Condominium Plat prior to plat recording*.

The building separation minimum proposed is 10-feet, which is consistent with the R-8 District requirement of 5-foot side yard setbacks for two-family structures. The development consists of 35% greenspace, which is also in compliance with R-8 District standards.

Staff is suggesting that a design with side entry garages be provided. Alternatively, a greater variety may be considered, with some front facing entries and some side entry garages.

The Natural Resource Protection Plan provided illustrates 0.50-acres of woodland onsite. The applicant is proposing to preserve 0.41-acres of woodland, which exceeds the UDO protection standard of seventy percent.

A Conservation Easement, consistent with the boundary as shown on the Condominium Plat, shall be approved by the Common Council and recorded with the Milwaukee County Register of Deeds, prior to or at the time of recording the Condominium Plat.

A final review of architecture, parking, landscaping and lighting plans will be completed once resubmitted by the applicant. The applicant has provided conceptual plans as part of this submittal. *Staff recommends that approval of the Special Use and Condominium Plat be contingent upon final approval of the Site Plan Application*.

Staff can note that the parking standard of one, two stall attached garage per dwelling unit is met. Related to the site plan, staff anticipates recommending or suggesting the following:

- A variation of architecture and building materials be provided.
- Again, as noted above, staff suggests a building design to allow for side entry garages.
- Minimum living areas shall comply with Table 15-3.0209A of the UDO.
- The maximum building height shall not exceed 2.5 stories or 30-feet as required by Table 15-3.0209A of the UDO.
- Additional plantings between the parking lot and the condominium project shall be provided.
- Landscaping quantities provided shall be in conformance with Table 15-5.0302 of the UDO and the number of species provided must conform to the standards of Section 15-5.0302F.

Additionally, the Site Plan approval will be contingent upon final Engineering Department review of grading, erosion control, utilities, and storm water management.

Staff Recommendation:

Staff recommends approval of the Special Use and Condominium Plat for the condominium development project upon property located at 11590 W. Meadowview Drive, subject to the conditions noted above as well as the following conditions:

- *The declaration of deed restrictions and protective covenants for the condominium shall be provided for City Attorney review prior to recording of the Condominium Plat pursuant to Section 15-7.0603D. of the UDO*.
- *This Condominium Plat shall be recorded with the Milwaukee County Register of Deeds prior to the issuance of building permits*.
- *Following the recording of the plat, the applicant shall provide a copy of the recording information and final condominium plat to the Engineering Department and Department of City Development*.

- *Pursuant to the Unified Development Ordinance Section 15-7.0601, a condominium plat shall be required for the establishment of a condominium*.

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY

[Draft 10-1-25]

RESOLUTION NO. 2025-_____

A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR A MULTI-FAMILY CONDOMINIUM DEVELOPMENT USE UPON PROPERTY LOCATED AT 11590 WEST MEADOWVIEW DRIVE (DANIEL SZCZAP, BEAR DEVELOPMENT, LLC, APPLICANT) (LOOMIS & RYAN, INC., PROPERTY OWNER)

WHEREAS, 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 multi-family condominium development ("Lot 81"), consisting of 36 dwelling units arranged in 18 side-by-side duplex structures, property located at 11590 West Meadowview Drive (6.28 acres), bearing Tax Key No. 891-1081-000 [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:

> Lot 2 of Certified Survey Map No. 9683, as recorded in the Register of Deeds office for Milwaukee County as Document No. 11533631, being a redivision of Lot 80 and Lot 81 of Ryan Meadows, as recorded in the Register of Deeds office for Milwaukee County as Document No. 10962414, located in the Northwest 1/4 of the Northeast 1/4 and the Northeast 1/4 of the Northwest 1/4, Section 30, Township 5 North, Range 21 East, City of Franklin, Milwaukee County, Wisconsin, described as follows:
>
> Commencing at the northwest corner of the Northeast 1/4 of said Section 30; thence South 00°34'43" East along the west line of said Northeast 1/4, 473.41 feet to the plat of Ryan Meadows, the southeasterly right of way line of West Loomis Road - United States Highway "45" and the Point of Beginning; Thence continuing South 00°34'43" East along said west line and along the northerly line of Ryan Meadows, 47.96 feet; thence South 89°23'13" East along said northerly line, 271.70 feet; thence North 00°34'43" West along said northerly line, 302.82 feet; thence South 89°44'26" East, 151.64 feet; thence North 00°15'34" East, 71.20 feet; thence South 89°44'26" East, 259.64 feet to the platted east line of Lot 81, Ryan Meadows; thence South 00°34'43" East along said platted line of Ryan Meadows, 622.00 feet to the north line of Outlot 2 of Ryan Meadows; thence South 89°25'17" West along the north line of said Outlot 2, 327.05 feet; thence South 48°07'58" West along said north line, 142.71 feet to the north right of way line of Meadowview Drive; thence North 44°02'33" West along said right of way line, 91.29 feet; thence North 45°57'27" East along said right of way line, 5.00 feet; thence North 44°02'33" West along said right of way, 369.79 feet to the aforesaid southeasterly right of way line of West Loomis Road and a point on a curve; thence northeasterly 90.22 feet along the arc of said curve to the left and

said right of way, whose radius is 1979.86 feet and whose chord bears North 44°31'39" East, 90.21 feet to the Point of Beginning; 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 October, 2025, 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 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 Bear Development, LLC, successors and assigns, as a multi-family condominium development use, which shall be developed in substantial compliance with, and operated and maintained by Bear Development, LLC, pursuant to those plans City file-stamped October 1, 2025 and annexed hereto and incorporated herein as Exhibit A.

2. 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 Bear Development, LLC multi-family condominium 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 Bear Development, LLC, and the multi-family condominium development use, for the property located at 11590 West Meadowview Drive: (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. This Special Use permission granted under this Resolution shall be null and void unless Plan Commission approval of the concurrently submitted Site Plan Application is obtained within six months of the date of adoption of this Resolution.

5. A Certified Survey Map shall be approved to dedicate the public right-of-way as shown on the Condominium Plat prior to plat recording.

6. A Conservation Easement, consistent with the boundary as shown on the Condominium Plat, shall be approved by the Common Council and recorded with the Milwaukee County Register of Deeds, prior to or at the time of recording the Condominium Plat

7. The declaration of deed restrictions and protective covenants for the condominium shall be provided for City Attorney review prior to recording of the Condominium Plat pursuant to Section 15-7.0603D. of the UDO.

8. This Condominium Plat shall be recorded with the Milwaukee County Register of Deeds prior to the issuance of building permits.

9. Following the recording of the plat, the applicant shall provide a copy of the recording information and final condominium plat to the Engineering Department and Department of City Development

10. 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 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 _____ day of _____, 2025.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2025.

APPROVED:

_____
John R. Nelson, Mayor

ATTEST:

_____
Shirley J. Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY

[Draft 10-1-25]

RESOLUTION NO. 2025-_____

A RESOLUTION CONDITIONALLY APPROVING A CONDOMINIUM PLAT FOR LOT 81, A CONDOMINIUM AT 11590 WEST MEADOWVIEW DRIVE (DANIEL SZCZAP, BEAR DEVELOPMENT, LLC, APPLICANT) (LOOMIS & RYAN, INC., PROPERTY OWNER)

WHEREAS, the City of Franklin, Wisconsin, having received an application for approval of a condominium plat for Lot 81, a Condominium (total development includes 36 dwelling units arranged in 18 side-by-side duplex structures, such plat being Lot 2 of Certified Survey Map No. 9683, as recorded in the Register of Deeds office for Milwaukee County as Document No. 11533631, being a redivision of Lot 80 and Lot 81 of Ryan Meadows, as recorded in the Register of Deeds office for Milwaukee County as Document No. 10962414, located in the Northwest 1/4 of the Northeast 1/4 and the Northeast 1/4 of the Northwest 1/4, Section 30, Township 5 North, Range 21 East, City of Franklin, Milwaukee County, Wisconsin, described as follows: Commencing at the northwest corner of the Northeast 1/4 of said Section 30; thence South 00°34'43" East along the west line of said Northeast 1/4, 473.41 feet to the plat of Ryan Meadows, the southeasterly right of way line of West Loomis Road - United States Highway "45" and the Point of Beginning; Thence continuing South 00°34'43" East along said west line and along the northerly line of Ryan Meadows, 47.96 feet; thence South 89°23'13" East along said northerly line, 271.70 feet; thence North 00°34'43" West along said northerly line, 302.82 feet; thence South 89°44'26" East, 151.64 feet; thence North 00°15'34" East, 71.20 feet; thence South 89°44'26" East, 259.64 feet to the platted east line of Lot 81, Ryan Meadows; thence South 00°34'43" East along said platted line of Ryan Meadows, 622.00 feet to the north line of Outlot 2 of Ryan Meadows; thence South 89°25'17" West along the north line of said Outlot 2, 327.05 feet; thence South 48°07'58" West along said north line, 142.71 feet to the north right of way line of Meadowview Drive; thence North 44°02'33" West along said right of way line, 91.29 feet; thence North 45°57'27" East along said right of way line, 5.00 feet; thence North 44°02'33" West along said right of way, 369.79 feet to the aforesaid southeasterly right of way line of West Loomis Road and a point on a curve; thence northeasterly 90.22 feet along the arc of said curve to the left and said right of way, whose radius is 1979.86 feet and whose chord bears North 44°31'39" East, 90.21 feet to the Point of Beginning, more specifically, of the property located at 11590 West Meadowview Drive, bearing Tax Key No. 891-1081-000, Bear Development, LLC, applicant; said Condominium Plat having been reviewed by the City Plan Commission following the reviews and recommendations or reports of the Department of City Development and the City Engineering Department, and the Plan Commission having recommended approval thereof at its meeting on October 9, 2025, pursuant to certain conditions; and

WHEREAS, the Common Council having reviewed such application and Plan Commission recommendation and the Common Council having determined that such proposed condominium plat is appropriate for approval pursuant to law upon certain conditions and is consistent with the 2025 Comprehensive Master Plan of the City of Franklin, Wisconsin, and

will serve to further orderly growth and development and promote the health, safety and welfare of the Community.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the Condominium Plat for Lot 81, a Condominium, as submitted by Bear Development, LLC, as described above, be and the same is hereby approved, subject to the following conditions:

1. That any and all objections made and corrections required by the City of Franklin, by Milwaukee County, and by any and all reviewing agencies, shall be satisfied and made by the applicant, and that all minor technical deficiencies within the Condominium Plat be rectified, all prior to the recording of the Condominium Plat.

2. 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 Lot 81, a Condominium 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 Bear Development, LLC, applicant, and the Lot 81, a Condominium development for the property located at 11590 West Meadowview Drive: (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 Lot 81, a Condominium development project shall be developed in substantial compliance with the terms and provisions of this Resolution.

5. Plan Commission approval of the concurrently submitted Site Plan Application shall be obtained prior to recording the Condominium Plat with the Milwaukee County Register of Deeds.

6. A Certified Survey Map shall be approved to dedicate the public right-of-way as shown on the Condominium Plat prior to plat recording.

7. A Conservation Easement, consistent with the boundary as shown on the Condominium Plat, shall be approved by the Common Council and recorded with the Milwaukee County Register of Deeds, prior to or at the time of recording the Condominium Plat

8. The declaration of deed restrictions and protective covenants for the condominium shall

be provided for City Attorney review prior to recording of the Condominium Plat pursuant to Section 15-7.0603D. of the UDO.

9. This Condominium Plat shall be recorded with the Milwaukee County Register of Deeds prior to the issuance of building permits.

10. Following the recording of the plat, the applicant shall provide a copy of the recording information and final condominium plat to the Engineering Department and Department of City Development

11. 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 the Condominium Plat for Lot 81, a Condominium be and the same is hereby rejected without final approval and without any further action of the Common Council, if any one, or more than one of the above conditions is or are not met and satisfied within 12 months from the date of adoption of this Resolution.

BE IT FINALLY RESOLVED, that upon the satisfaction of the above conditions within 12 months of the date of adoption of this Resolution, same constituting final approval, and pursuant to all applicable statutes and ordinances and lawful requirements and procedures for the recording of a condominium plat, the City Clerk is hereby directed to obtain the recording of the Condominium Plat for Lot 81, a Condominium with the Office of the Register of Deeds for Milwaukee County.

Introduced at a regular meeting of the Common Council of the City of Franklin this_____ day of _____, 2025.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2025.

APPROVED:

_____
John R. Nelson, Mayor

ATTEST:

_____
Shirley J. Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

8/25/2025

Nick Fuchs, Associate Planner
Department of City Development
9229 W. Loomis Road
Franklin, WI 53132

Re: **Applications for special Use, Condominium Plat, and Site Plan**
11590 W. Meadowview Drive
Franklin, WI 532132
PEG Job No. 809.71-WI

Nick,

This letter is in response to the review comments in the letter dated July 24, 2025. The original comments are presented in black text referenced to the original comment number followed by the Pinnacle response in *RED Italics.*

City Development Department Comments

1. Condominium Development
   A. It is suggested to include the proposed additional density along the private drive on all plans. The request for additional density should be noted in response to Section 15-3.0701A.7. of the UDO. A single site plan may then be provided for the alternative option without the private drive extension.
   We are no longer considering an alternative with the private drive extension
   B. Staff suggests consideration of a building design to allow for side entry garages.
   Understood
   C. Please provide all information listed within Section 15-7.0103 of the UDO.
   Understood, plans have been updated to include necessary information
   D. It is recommended that a CSM be submitted at this time to dedicate the public right-of-way of the street for the condominium development.
   Understood, a CSM will be submitted in the future for the ROW dedication.
   E. Please illustrate and label all setbacks on the site plan (Sheet 1 of 4).
   Understood, setbacks are shown and labeled
   F. It is recommended to provide floor plans of the proposed buildings? What is the minimum total living area for the two-family structures? Please confirm compliance with Table 15-3.0209A of the UDO.
   Understood, floor plans will be provided at a future date.
   G. Will the architecture and building materials of all buildings be identical?
   Most likely yes, although this hasn't yet been decided
   H. Please provide architectural elevations. What is the peak height of the buildings?
   Architectural elevations will be provided at a future date
   I. The site intensity calculations do not include any protected natural resources; however, the NRPP map shows protected woodlands. Please revise so the plans and calculations are consistent.
   The site intensity calcs and NRPP map provided now show protected woodlands
   J. A Conservation Easement is required to protect the remaining woodland onsite.
   Understood, a conversation easement is now shown and called out in the plans
   K. Staff recommends providing additional plantings between the parking lot and the condominium project.
   Understood, requested planting have been added
   L. The Landscape Plan does not show the forty-four-unit development option. It is recommended that option be provided if being requested for approval.
   Understood, the plans have been updated to reflect the current site intent.
   M. The Final Plat also does not show the private drive option. Please revise accordingly.

The private drive option is no longer being pursued

N. All utility, drainage, conservation and any other easements must be shown on the Condominium Plat.
Understood

O. Please provide a copy of the declaration of deed restrictions and protective covenants for the condominiums. Note that condominium documents require City Attorney review.
Easements shown on the plat as requested

P. What is the proposed street name for the cul-de-sac? Please include on all plans showing the street.
The name of the proposed street is "Chicory Street" and has been updated accordingly in the plans

Q. Please note the total length of the cul-de-sac on the site plan as well as the width of the right-of-way and radius of the cul-de-sac to show compliance with Table 15-5.0103 of the UDO.
Understood, these elements have been added

R. Please dimension the distance between buildings on the site plan.
Understood, dimensions have been added

S. Please show the vision triangle on the plans in accordance with Section 15-5.0201 of the UDO.
Understood, vision triangle is shown

T. Please indicate areas for snow storage for the private drive. See Section 15-5.0210 of the UDO.
Understood, snow storage areas are called out in the landscaping plans

U. Please provide landscaping quantities in conformance with Table 15-5.0302 of the UDO. Currently the plan is well below the minimum plantings required.
Understood, however any foundation plantings around each of the buildings are currently being omitted.

V. Please ensure the number of species provided is in conformance with Section 15-5.0302F. of the UDO.
Understood, this has been checked

W. Is irrigation provided? See Section 15-5.0303.D. of the UDO.
Notes have been added to the plan regarding hose bibs, they will be provided at each building.

X. Please note on the Landscape Plan that a planting guaranty is provided per Section 15-5.0303.G.3. of the UDO.
Understood, a note has been added to the plan.

Y. Please provide a Lighting Plan as may be applicable. See Division 15-5.0400.
Understood, lighting plan will be provided at a later date

Z. Please provide a complete condominium plat. For example, the approximate square footage of each unit is not shown (WisStat 703.11(2)(c)).
Updated condo plat provided. Unit area is 1,170 SF as indicated on the "notes" section.

If you have any questions on the information contained within, please do not hesitate to contact me at 262-754-8888 or via email at dylan.crisp@pinnacle-eng.com.

Thank you for your time in this matter.

Best Regards,
Pinnacle Engineering Group

Dylan Crisp
Senior Project Engineer

Cc: Daniel Szczap, Bear Development, LLC

LOT 2

City of Franklin, WI
Monday, May 3, 2021

Chapter UDO. Unified Development Ordinance

Part 3. Zoning Districts: District Establishment, Dimensional, and Use Regulations

Division 15-3.0500. Site Intensity and Capacity Calculations

§ 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 § 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-site boundary survey of the property.		6.28 acres
STEP 2:	Subtract (-) land which constitutes any existing dedicated public street rights-of-way, land located within the ultimate road rights-of-way of existing roads, the rights-of-way of major utilities, and any dedicated public park and/or school site area.	-	0 acres
STEP 3:	Subtract (-) land which, as a part of a previously approved development or land division, was reserved for open space.	-	0 acres
STEP 4:	In the case of "Site Intensity and Capacity Calculations" for a proposed residential use, subtract (-) the land proposed for nonresidential uses; or In the case of "Site Intensity and Capacity Calculations" for a proposed nonresidential use, subtract (-) the land proposed for residential uses.	-	0 acres
STEP 5:	Equals "Base Site Area"	=	6.28 acres

§ 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 § 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.

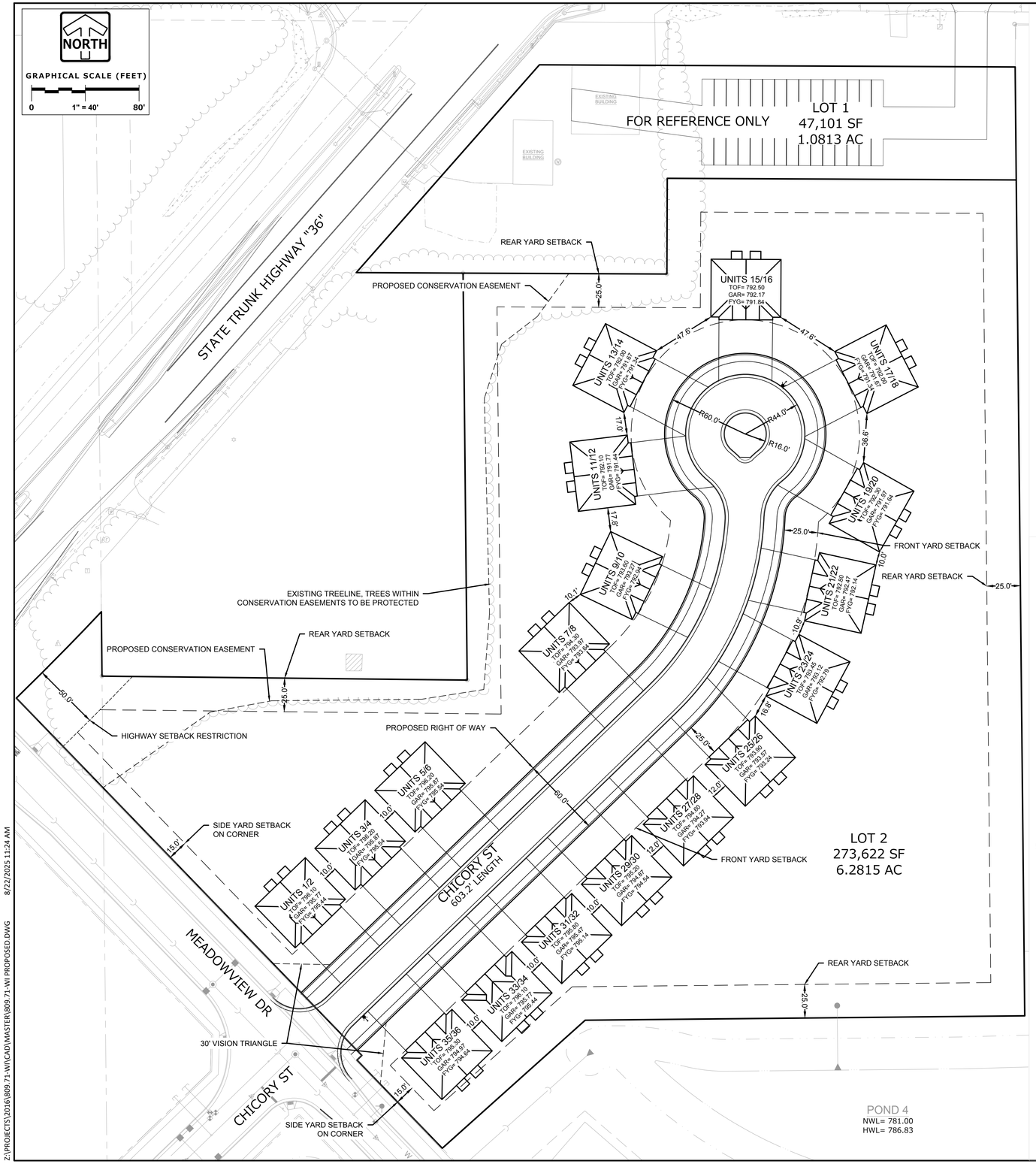
Table 15-3.0503					
Worksheet for the Calculation of Resource Protection Land					
Natural Resource Feature	**Protection Standard Based Upon Zoning District Type (circle applicable standard from Table 15-4.0100 for the type of zoning district in which the parcel is located)**			**Acres of Land in Resource Feature**	
	Agricult- ural District	**Residential District**	**Non-Residential District**		
Steep Slopes:					
10-19%	0.00	0.60	0.40	X 0	0
				=	
20-30%	0.65	0.75	0.70	X 0	0
				=	
+ 30%	0.90	0.85	0.80	X 0	0
				=	
Woodlands & Forests:					
Mature	0.70	0.70	0.70	X 0.50	0.35
				=	
Young	0.50	0.50	0.50	X 0	0
				=	
Lakes & Ponds	1	1	1	X 0	0
				=	
Streams	1	1	1	X 0	0
				=	
Shore Buffer	1	1	1	X 0	0
				=	
Floodplains	1	1	1	X 0	0
				=	
Wetland Buffers	1	1	1	X	
				=	
Wetlands & Shoreland Wetlands	1	1	1	X	
				=	
TOTAL RESOURCE PROTECTION LAND (Total of Acres of Land in Resource Feature to be Protected)					0.35

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.

§ 15-3.0504. Calculation of Site Intensity and Capacity for Residential Uses.

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		
STEP 1:	**CALCULATE MINIMAL REQUIRED ON-SITE OPEN SPACE**	0 acres
	Take Base Site Area (from Step 5 in Table 15-3.0502): 6.28	
	Multiple by Minimum Open Space Ratio (OSR) (see specific residential zoning district OSR standard): X 0	
	Equals **MINIMUM REQUIRED ON-SITE OPEN SPACE** =	
STEP 2:	**CALCULATE NET BUILDABLE SITE AREA:**	5.93 acres
	Take Base Site Area (from Step 5 in Table 15-3.0502): 6.28	
	Subtract Total Resource Protection Land from Table 15-3.0503) or Minimum Required On-Site Open Space (from Step 1 above), whichever is greater:- 0.35	
	Equals **NET BUILDABLE SITE AREA** =	
STEP 3:	**CALCULATE MAXIMUM NET DENSITY YIELD OF SITE:**	29.65 D.U.s
	Take Net Buildable Site Area (from Step 2 above): 5.93	
	Multiply by Maximum Net Density (ND) (see specific residential zoning district ND standard): X 5.00 R-8	
	Equals **MAXIMUM NET DENSITY YIELD OF SITE** =	
STEP 4:	**CALCULATE MAXIMUM GROSS DENSITY YIELD OF SITE:**	31.40 D.U.s
	Take Base Site Area (from Step 5 of Table 15-3.0502): 6.28	
	Multiple by Maximum Gross Density (GD) (see specific residential zoning district GD standard): X 5.00 R-8	
	Equals **MAXIMUM GROSS DENSITY YIELD OF SITE** =	
STEP 5:	**DETERMINE MAXIMUM PERMITTED D.U.s OF SITE:**	31.40 D.U.s
	Take the lowest of Maximum Net Density Yield of Site (from Step 3 above) or Maximum Gross Density Yield of Site (from Step 4 above):	



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SHEET INDEX

SHEET 1 of 4 - CONCEPT SITE EXHIBIT

SHEET 2 of 4 - CONCEPT GRADING EXHIBIT

SHEET 3 of 4 - CONCEPT UTILITY & LIGHTING EXHIBIT

SHEET 4 of 4 - CONCEPT LANDSCAPING EXHIBIT

PROJECT TEAM CONTACTS

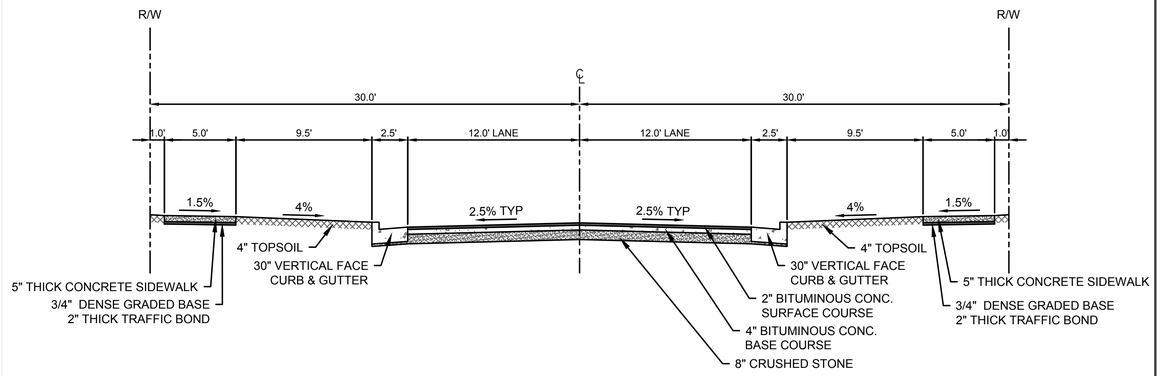
CIVIL ENGINEER:
MATT CAREY, P.E.
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD, SUITE 100
BROOKFIELD, WI 53186
(262) 754-8888

SURVEYOR:
JOHN KONOPACKI, P.L.S.
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD, SUITE 100
BROOKFIELD, WI 53186
(262) 754-8888

OWNER:
DAN SZCZAP
BEAR DEVELOPMENT, LLC
4011 80TH STREET
KENOSHA, WI 53142
(262) 949-3788

LOT 2 SITE DATA TABLE

LOT 2 TOTAL AREA:	273,622 SF (6.28 AC)
IMPERVIOUS AREA:	95,768 SF (2.20 AC)
GREENSPACE AREA:	177,854 SF (4.08 AC)
GREENSPACE %:	65%
ZONING:	R-8



PROPOSED RESIDENTIAL STREET TYPICAL SECTION - 60' R.O.W.
(PER CITY OF FRANKLIN STANDARDS)

NOTE: CRUSHED STONE BASE SHALL CONSIST OF THE BOTTOM 4 INCHES OF 1½" TO 3" TB AND THE TOP 4 INCHES OF ¾" TO 1½" TB.

NOTE: BITUMINOUS CONC BASE COURSE TO HAVE A NO.3 (19.0mm) GRADATION (3 MT 58-28 S). BITUMINOUS CONC SURFACE COURSE TO HAVE A NO.4 (12.5mm) GRADATION (4 MT 58-28 H).

BEAR LOT 81 - CONCEPT SITE EXHIBIT

SHEET 1 of 4 8/21/25

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

COUNTY TRUNK HIGHWAY "H"

STATE TRUNK HIGHWAY "36"

8% RUNNING SLOPE

FOR REFERENCE ONLY

POTENTIAL BORROW PIT AREA

UNITS 15/16
TOF= 792.50
GAR= 792.17
FYG= 791.84

UNITS 13/14
TOF= 792.66
GAR= 791.67
FYG= 791.34

UNITS 17/18
TOF= 792.60
GAR= 791.97
FYG= 791.34

UNITS 11/12
TOF= 792.10
GAR= 791.77
FYG= 791.44

UNITS 19/20
TOF= 792.00
GAR= 791.97
FYG= 791.64

UNITS 9/10
TOF= 793.20
GAR= 792.87
FYG= 792.54

UNITS 21/22
TOF= 792.80
GAR= 792.47
FYG= 792.14

UNITS 7/8
TOF= 794.30
GAR= 793.97
FYG= 793.64

UNITS 23/24
TOF= 793.10
GAR= 793.07
FYG= 792.78

UNITS 5/6
TOF= 795.20
GAR= 794.87
FYG= 794.54

UNITS 25/26
TOF= 793.90
GAR= 793.57
FYG= 793.24

UNITS 3/4
TOF= 795.50
GAR= 795.17
FYG= 794.84

UNITS 27/28
TOF= 794.60
GAR= 794.27
FYG= 793.94

UNITS 1/2
TOF= 795.10
GAR= 794.77
FYG= 794.44

UNITS 29/30
TOF= 795.00
GAR= 794.67
FYG= 794.34

UNITS 31/32
TOF= 795.60
GAR= 795.27
FYG= 794.14

UNITS 33/34
TOF= 795.10
GAR= 794.77
FYG= 794.44

UNITS 35/36
TOF= 794.90
GAR= 794.57
FYG= 794.64

CHICORY ST
603.2' LENGTH

MEADOWVIEW DR

CHICORY ST

POND 4
NWL= 781.00
HWL= 786.83

WALKOUT=784.30

LOOKOUT=787.60

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BEAR LOT 81 - CONCEPT GRADING EXHIBIT

SHEET 2 of 4 8/21/25

PINNACLE ENGINEERING GROUP

20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186 | WWW.PINNACLE-ENGR.COM |

PLAN | DESIGN | DELIVER **PEGJOB#** 809.71

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

STATE TRUNK HIGHWAY "36"

FOR REFERENCE ONLY

EXISTING BUILDING

EXISTING BUILDING

SANITARY MANHOLE RIM=780.48 8" W=778.84 8" E=778.79

15" CMP CULVERT INV. W=790.77 INV. E=790.39

PROPOSED DRIVEWAY CULVERT

SANITARY MANHOLE RIM=780.48 8" W=771.74 8" E=771.69 8" N=771.74

PROPOSED 18" STORM SEWER

PROPOSED 8" SANITARY INV=780.15

PROPOSED LIGHT POLE

PROPOSED 24" STORM SEWER

PROPOSED BASEMENT ELEV=784.00
MAXIMUM SANITARY CONNECTION INV=781.50

UNITS 15/16
TOF= 792.50
GAR= 792.17
FYG= 791.84

UNITS 13/14
TOF= 792.60
GAR= 791.97
FYG= 791.34

UNITS 17/18
TOF= 792.60
GAR= 791.97
FYG= 791.34

PROPOSED 18" STORM SEWER

UNITS 11/12
TOF= 791.10
GAR= 791.77
FYG= 791.44

UNITS 19/20
TOF= 792.60
GAR= 791.97
FYG= 791.64

PROPOSED 12" STORM SEWER

PROPOSED 24" STORM SEWER

UNITS 9/10
TOF= 793.06
GAR= 792.73
FYG= 792.94

UNITS 21/22
TOF= 792.80
GAR= 792.47
FYG= 792.14

UNITS 7/8
TOF= 793.10
GAR= 793.03
FYG= 793.64

UNITS 23/24
TOF= 793.16
GAR= 793.13
FYG= 792.79

PROPOSED HYDRANT (TYP.)

PROPOSED 8" WATERMAIN

PROPOSED 8" SANITARY MAIN

UNITS 25/26
TOF= 793.50
GAR= 793.17
FYG= 793.24

PROPOSED 12" STORM SEWER

UNITS 5/6
TOF= 796.20
GAR= 795.87
FYG= 795.54

UNITS 3/4
TOF= 796.50
GAR= 796.17
FYG= 795.84

UNITS 27/28
TOF= 794.60
GAR= 794.27
FYG= 793.94

CHICORY ST
603.2' LENGTH

UNITS 1/2
TOF= 796.10
GAR= 795.77
FYG= 795.44

UNITS 29/30
TOF= 795.20
GAR= 794.87
FYG= 794.54

MEADOWVIEW DR

UNITS 31/32
TOF= 795.80
GAR= 795.47
FYG= 795.14

PROPOSED 30" STORM SEWER

UNITS 33/34
TOF= 796.10
GAR= 795.77
FYG= 795.44

ABANDON/REMOVE EXISTING STORM SEWER

PROPOSED 18" STORM SEWER

PROPOSED LIGHT POLE

UNITS 35/36
TOF= 795.50
GAR= 795.17
FYG= 794.84

CONNECT TO EXISTING SANITARY MANHOLE

CHICORY ST

POND 4
NWL= 781.00
HWL= 786.83

CONNECT TO EXISTING WATERMAIN STUB

ABANDON/REMOVE EXISTING SANITARY STUB

PROPOSED 18" STORM SEWER

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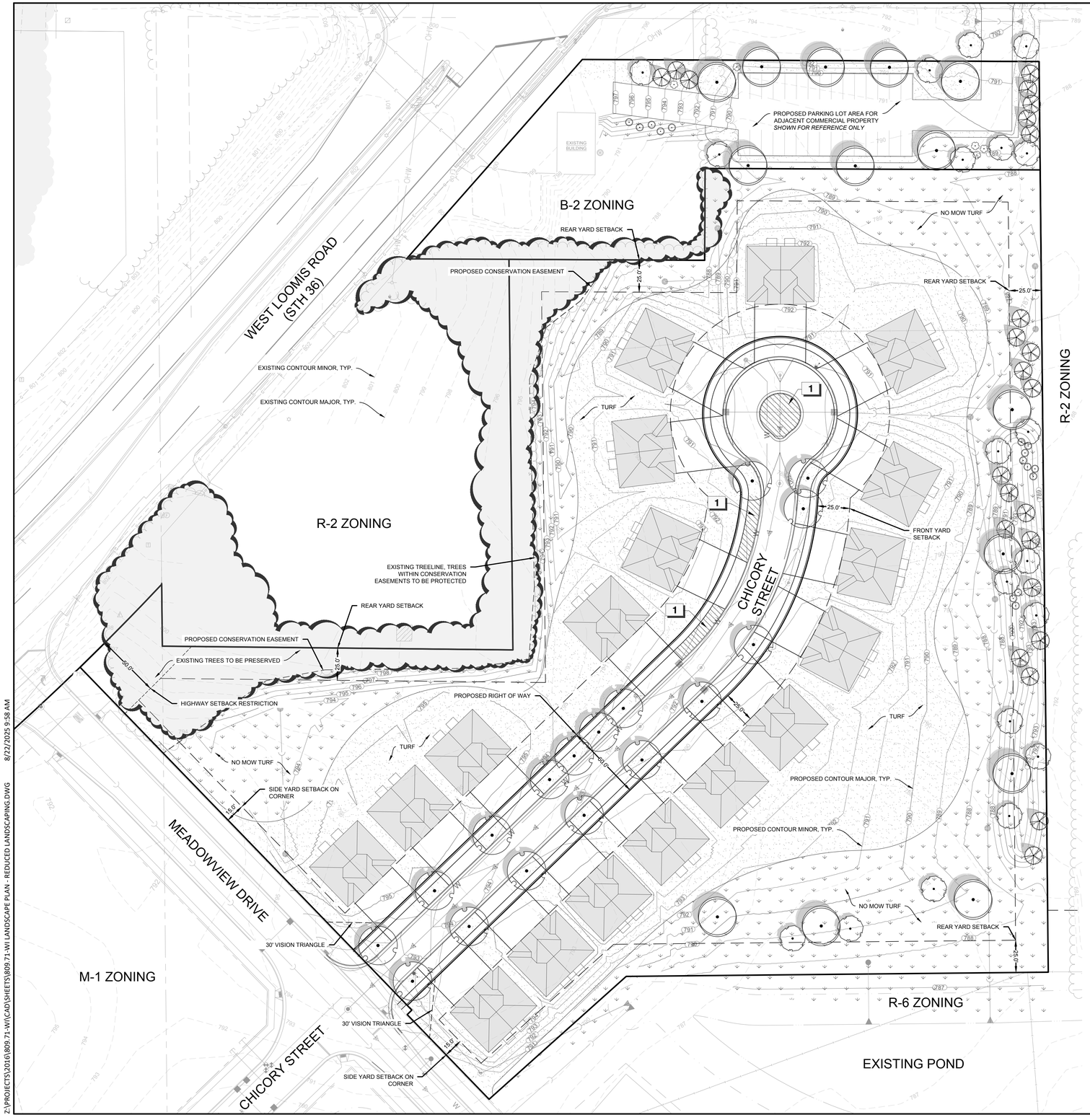
BEAR LOT 81 - CONCEPT UTILITY AND LIGHTING EXHIBIT

SHEET 3 of 4 8/21/25

PINNACLE ENGINEERING GROUP

20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186 | WWW.PINNACLE-ENGR.COM |

PLAN | DESIGN | DELIVER **PEGJOB#** 809.71



CONCEPT PLANT SCHEDULE SITE

STREET TREES — 17
Celtis occidentalis / Common Hackberry
Corylus colurna / Turkish Filbert
Gymnocladus dioicus / Kentucky Coffee Tree
Tilia cordata 'Greenspire' / Greenspire Littleleaf Linden
Ulmus americana 'Princeton' / Princeton Elm

DECIDUOUS TREES — 6
Acer x freemanii 'Sienna' / Sienna Glen Maple
Betula nigra / River Birch Multi-Stem
Quercus alba / White Oak
Quercus bicolor / Swamp White Oak
Quercus x schuetti / Swamp Bur Oak
Ulmus americana 'Valley Forge' / Valley Forge Elm

ORNAMENTAL TREES — 11
Aesculus x carnea `Briotii` / Briotii Red Horsechestnut
Amelanchier x grandiflora 'Autumn Brilliance' / Autumn Brilliance Serviceberry
Carpinus caroliniana / Musclewood
Cercis canadensis / Eastern Redbud
Crataegus phaenopyrum / Washington Hawthorn
Malus x 'Prairie Maid' / Prairie Maid Crabapple
Malus x 'Sugar Tyme' / Sugar Tyme Crabapple

EVERGREEN TREES — 16
Juniperus virginiana / Eastern Red Cedar
Picea glauca 'Densata' / Black Hills Spruce
Pinus cembra 'Big Blue' / Big Blue Swiss Stone Pine
Pinus strobus / White Pine
Pseudotsuga menziesii / Douglas Fir

LARGE EVERGEEN SHRUB — 10
Juniperus chinensis `Ames` / Ames Juniper
Juniperus chinensis `J.N. Select Blue` / Star Power Juniper
Juniperus chinensis `Old Gold` / Old Gold Juniper
Picea glauca `Conica` / Dwarf Alberta Spruce

NO MOW TURF — 104,600 sf

TURF — 104,700 sf

REFERENCE NOTES SCHEDULE SITE

SYMBOL	CODE	DESCRIPTION	QTY	DETAIL
	1	SNOW STORAGE AREAS	1,796 sf	

NOTES

- HOSE BIB TO BE PROVIDED AT EACH BUILDING
- PLANTING GUARANTY TO BE PROVIDED BY OWNER PER SECTION 15-5.0303.G.3 OF THE UDO

LANDSCAPE IMPROVEMENT TABLE	REQUIRED	PROVIDED
STREET TREES **15-8.0117** **1 TREE / 85' LOT FRONTAGE (1,325 LF)**	**16**	**17**

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

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BEAR LOT 81 - CONCEPT LANDSCAPE PLAN

SHEET 4 of 4 8/25/25

PINNACLE ENGINEERING GROUP 20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53186 | WWW.PINNACLE-ENGR.COM | **PLAN | DESIGN | DELIVER** **PEGJOB#** 809.71

CONDOMINIUM PLAT OF

LOT 81

A CONDOMINIUM

in the Northwest 1/4 of the Northeast 1/4 and the Northeast 1/4 of the Northwest 1/4 all in Section 30, Township 5 North, Range 21 East, City of Franklin, Milwaukee County, Wisconsin

REGISTER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN)
WAUKESHA COUNTY) SS

I, John P. Konopacki, Professional Land Surveyor, do hereby certify that I have surveyed and mapped the lands shown and described hereon and that this is a true and correct representation of LOT 81, a condominium and that the identification and location of each unit and the common elements can be determined from this plat.

SIGNED _____ **AUGUST 20, 2025**

JOHN P. KONOPACKI, PROFESSIONAL LAND SURVEYOR S-2461

WISCONSIN JOHN P. KONOPACKI S-2461 FRANKLIN WI LAND SURVEYOR

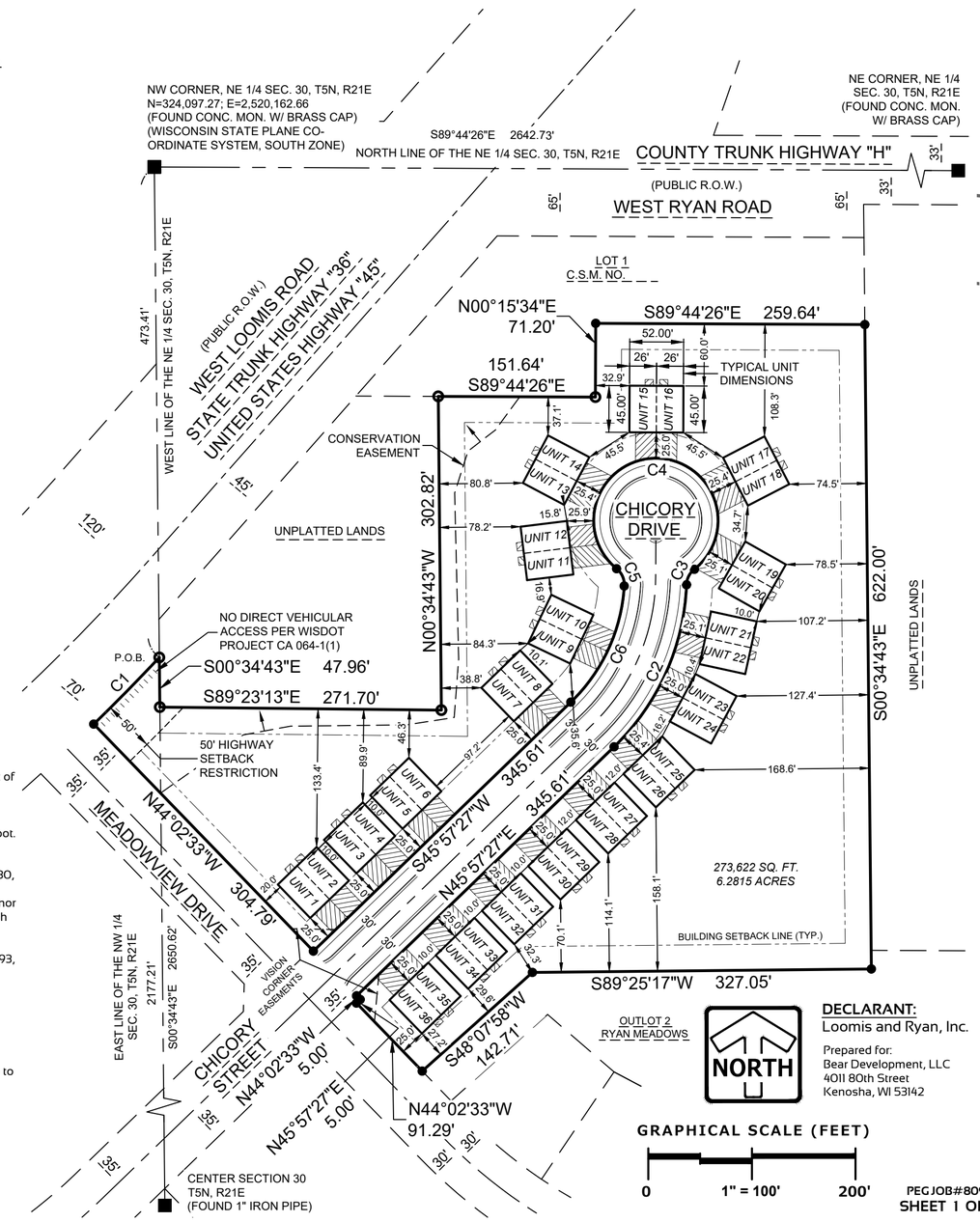
DRAFT

Prepared by:
PINNACLE ENGINEERING GROUP
20725 WATERTOWN ROAD I SUITE 100
BROOKFIELD, WI 53186
OFFICE: (262) 754-8888

CURVE TABLE				
CURVE NO.	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	90.22'	1979.86'	N44°31'39"E	90.21'
C2	175.59'	230.00'	N24°05'12"E	171.36'
C3	17.28'	20.00'	N26°57'48"E	16.74'
C4	295.90'	60.00'	S89°34'11"E	75.06'
C5	18.94'	20.00'	S23°43'18"E	18.24'
C6	126.25'	170.00'	S24°40'56"W	123.37'

LEGEND:
- ○ - Denotes Found 1" Iron Pipe
- ● - Denotes Found 3/4" Iron Rod
- ▨ - Indicates Limited Common Element
- ▨ - Indicates Limited Common Element
- ▭ - Indicates No Access

NOTES:
- All portions of the property that are not specified as Limited Common Elements or as a Unit shall be considered a Common Element.
- Stoops, patios, sidewalks, decks and driveways, if any, are Limited Common Elements assigned to the Unit(s) they service.
- Length of Limited Common Element from garage to the public road right of way line curb varies and is intended to cover that entire portion of the driveway between the curb and the public road right of way line.
- Each Unit measures 45 feet by 26 feet and is 1,170 Square feet in area.
- All measurements have been made to the nearest one-hundredth of a foot.
- All angular measurements have been made to the nearest one second.
- Bearings referenced to the Wisconsin State Plane Coordinate System, South Zone (N.A.D. 1927). The north line of the Northeast 1/4 of Section 30, Township 5 North, Range 21 East bears S89°44'26"E.
- ACCESS RESTRICTION NOTE: No owner, possessor, user, nor licensee, nor other person shall have any right of direct vehicular ingress or egress with West Loomis Road - State Trunk Highway "36" - United States Highway "45" as shown. It being expressly intended that this restriction shall constitute a restriction for the benefit of the public according to SS236.293, Stats., and shall be enforceable by the Department of Transportation.
- HIGHWAY SETBACK RESTRICTION: There shall be no improvements or structures placed between the highway and the setback line.
- NOISE NOTE: The lots of this land division may experience noise at the levels exceeding the levels in SSTrans 405.04, Table I. These levels are based on federal standards. The Department of Transportation is not responsible for abating noise from the existing state trunk highways or connecting highways, in the absence of any increase by the Department to the highway's through-lane capacity.
- BUILDING SETBACKS: Front Street = 25 Feet; Side Yard = 5 Feet; Street Side Yard = 15 Feet; Rear Yard = 25 Feet



DECLARANT:
Loomis and Ryan, Inc.

Prepared for:
Bear Development, LLC
4011 80th Street
Kenosha, WI 53142

This instrument drafted by John P. Konopacki, PLS-Registration No. S-2461

PINNACLE ENGINEERING GROUP

DRAFTED BY: ST

PEG JOB#809.71

SHEET 1 OF 2

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CONDOMINIUM PLAT OF

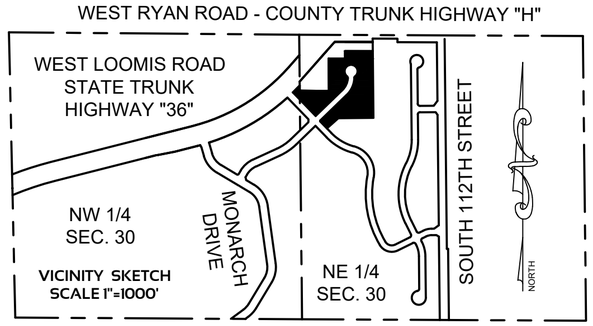
LOT 81

A CONDOMINIUM

in the Northwest 1/4 of the Northeast 1/4 and the Northeast 1/4 of the Northwest 1/4 all in Section 30, Township 5 North, Range 21 East, City of Franklin, Milwaukee County, Wisconsin

ADDRESS:

UNIT 1: _____ Chicory Drive, Franklin, WI
UNIT 2: _____ Chicory Drive, Franklin, WI
UNIT 3: _____ Chicory Drive, Franklin, WI
UNIT 4: _____ Chicory Drive, Franklin, WI
UNIT 5: _____ Chicory Drive, Franklin, WI
UNIT 6: _____ Chicory Drive, Franklin, WI
UNIT 7: _____ Chicory Drive, Franklin, WI
UNIT 8: _____ Chicory Drive, Franklin, WI
UNIT 9: _____ Chicory Drive, Franklin, WI
UNIT 10: _____ Chicory Drive, Franklin, WI
UNIT 11: _____ Chicory Drive, Franklin, WI
UNIT 12: _____ Chicory Drive, Franklin, WI
UNIT 13: _____ Chicory Drive, Franklin, WI
UNIT 14: _____ Chicory Drive, Franklin, WI
UNIT 15: _____ Chicory Drive, Franklin, WI
UNIT 16: _____ Chicory Drive, Franklin, WI
UNIT 17: _____ Chicory Drive, Franklin, WI
UNIT 18: _____ Chicory Drive, Franklin, WI
UNIT 19: _____ Chicory Drive, Franklin, WI
UNIT 20: _____ Chicory Drive, Franklin, WI
UNIT 21: _____ Chicory Drive, Franklin, WI
UNIT 22: _____ Chicory Drive, Franklin, WI
UNIT 23: _____ Chicory Drive, Franklin, WI
UNIT 24: _____ Chicory Drive, Franklin, WI
UNIT 25: _____ Chicory Drive, Franklin, WI
UNIT 26: _____ Chicory Drive, Franklin, WI
UNIT 27: _____ Chicory Drive, Franklin, WI
UNIT 28: _____ Chicory Drive, Franklin, WI
UNIT 29: _____ Chicory Drive, Franklin, WI
UNIT 30: _____ Chicory Drive, Franklin, WI
UNIT 31: _____ Chicory Drive, Franklin, WI
UNIT 32: _____ Chicory Drive, Franklin, WI
UNIT 33: _____ Chicory Drive, Franklin, WI
UNIT 34: _____ Chicory Drive, Franklin, WI
UNIT 35: _____ Chicory Drive, Franklin, WI
UNIT 36: _____ Chicory Drive, Franklin, WI



WISCONSIN
JOHN P. KONOPACKI
S-2461
SUMMIT
WI
LAND SURVEYOR

DRAFT

AUGUST 20, 2025

LEGAL DESCRIPTION

Being a part of Lot 2 of Certified Survey Map No. _____, as recorded in the Register of Deeds office for Milwaukee County as Document No. _____, located in the Northwest 1/4 of the Northeast 1/4 and the Northeast 1/4 of the Northwest 1/4 all in Section 30, Township 5 North, Range 21 East, City of Franklin, Milwaukee County, Wisconsin, described as follows:

Commencing at the northwest corner of the Northeast 1/4 of said Section 30; Thence South 00°34'43" East along the west line of said Northeast 1/4, 473.41 feet to the plat of Ryan Meadows, the southeasterly right of way line of West Loomis Road - United States Highway "45" and the Point of Beginning;

Thence continuing South 00°34'43" East along said west line and along the northerly line of Ryan Meadows, 47.96 feet; Thence South 89°23'13" East along said northerly line, 271.70 feet; Thence North 00°34'43" West along said northerly line, 302.82 feet; Thence South 89°44'26" East, 151.64 feet; Thence North 00°15'34" East, 71.20 feet; Thence South 89°44'26" East, 259.64 feet to the platted line of Ryan Meadows; Thence South 00°34'43" East along said platted line of Ryan Meadows, 622.00 feet to the north line of Outlot 2 of Ryan Meadows; Thence South 89°25'17" West along the north line of said Outlot 2, 327.05 feet; Thence South 48°07'58" West along said north line, 142.71 feet to the north right of way line of Meadowview Drive; Thence North 44°02'33" West along said right of way line, 91.29 feet; Thence North 45°57'27" East along said right of way line, 5.00 feet; Thence North 44°02'33" West along said right of way line, 5.00 feet to the right of way line of Chicory Drive; Thence North 45°57'27" East along said right of way, 345.61 feet to a point of curvature; Thence northeasterly 175.59 feet along the arc of said curve to the left, whose radius is 230.00 feet and whose chord bears North 24°05'12" East, 171.36 feet to a point of reverse curve; Thence northeasterly 17.28 feet along the arc of said reverse curve to the right and said right of way line, whose radius is 20.00 feet and whose chord bears North 26°57'48" East, 16.74 feet to a point of reverse curve; Thence northwesterly 295.90 feet along the arc of said reverse curve to the left and said right of way line, whose radius is 60.00 feet and whose chord bears North 89°34'11" West, 75.06 feet to a point of reverse curve; Thence southeasterly 18.94 feet along the arc of said curve to the right and said right of way line, whose radius is 20.00 feet and whose chord bears South 23°43'18" East, 18.24 feet to a point of compound curve; Thence southwesterly 126.25 feet along the arc of said compound curve to the right and said right of way line, whose radius is 170.00 feet and whose chord bears South 24°40'56" West, 123.37 feet; Thence South 45°57'27" West along said right of way line, 345.61 feet to the north right of way line of Meadow Drive; Thence North 44°02'33" West along the aforesaid north right of way line of Meadow Drive, 304.79 feet to the southeasterly right of way line of said West Loomis Road and a point on a curve; Thence northeasterly 90.22 feet along the arc of said curve to the left and said right of way line, whose radius is 1979.86 feet and whose chord bears North 44°31'39" East, 90.21 feet to the Point of Beginning.

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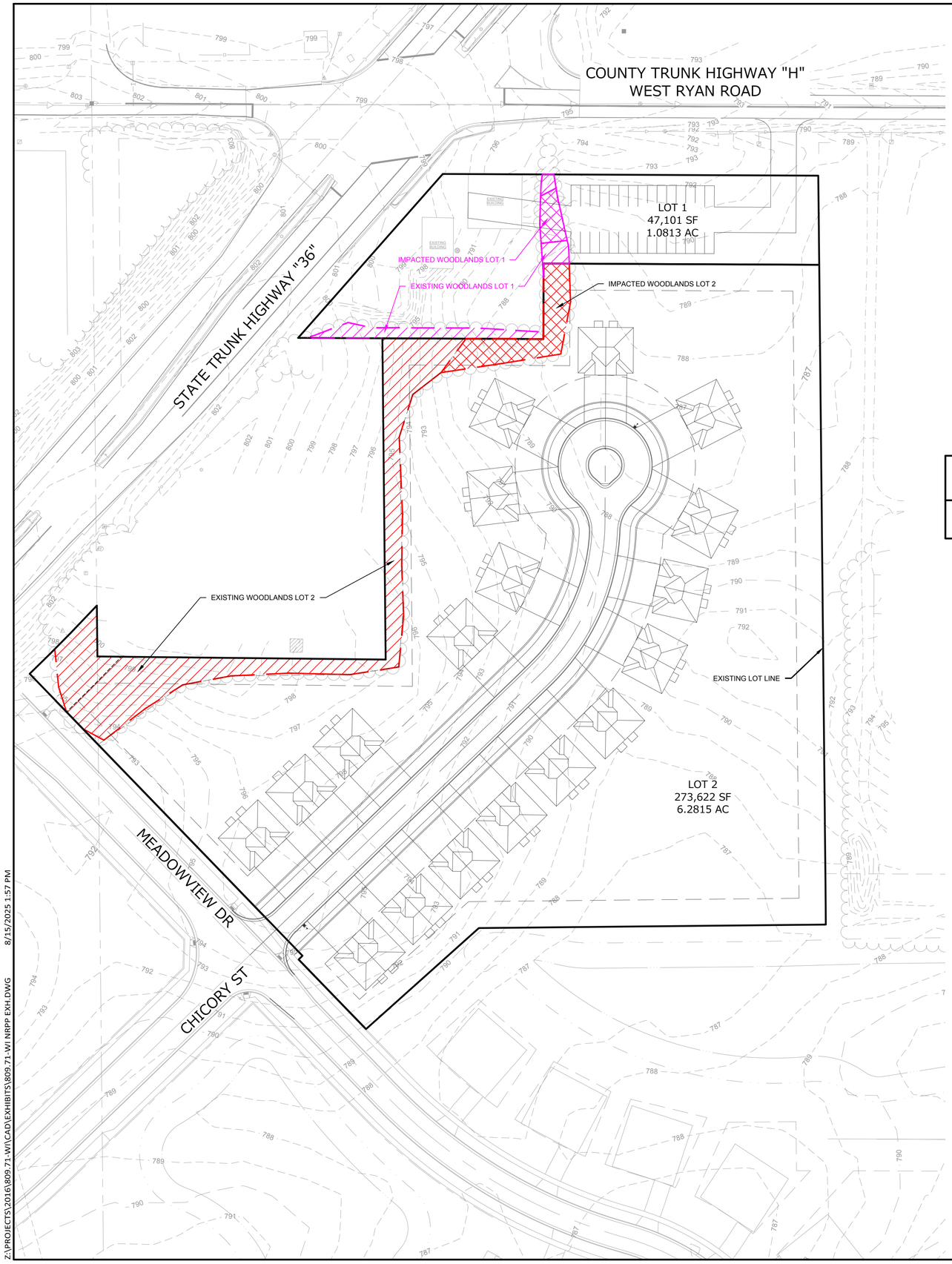
This instrument drafted by John P. Konopacki, PLS-Registration No. S-2461

PINNACLE ENGINEERING GROUP

PEG JOB#809.71



NORTH

GRAPHICAL SCALE (FEET)

0 1" = 60' 120'

NATURAL RESOURCE FEATURE AREAS

	RESOURCE TYPE	AREAS OF RESOURCE (0.59 AC)	ACRES OF LAND REQUIRED TO BE PROTECTED	ACRES OF LAND IMPACTED
MATURE WOODLANDS & FORESTS LOT 1	MATURE WOODLANDS & FORESTS IMPACT AREA	3,777 S.F. 0.09 ACRES	2,614 S.F. 0.06 ACRES	983 S.F. 0.02 ACRES
MATURE WOODLANDS & FORESTS LOT 2	MATURE WOODLANDS & FORESTS IMPACT AREA	21,949 S.F. 0.50 ACRES	15,364 S.F. 0.35 ACRES	3,936 S.F. 0.09 ACRES
	STEEP SLOPES AREA - 10-19% SLOPES - PER PEG SURVEYED CONTOURS	N/A	N/A	N/A
	STEEP SLOPES AREA - 20-30% SLOPES - PER PEG SURVEYED CONTOURS	N/A	N/A	N/A
	LAKES & PONDS -FIELD DELINEATED BY PEG SURVEY	N/A	N/A	N/A
	SHORE BUFFER -75' OFFSET	N/A	N/A	N/A
	STREAMS (NOT PRESENT ON SITE)	N/A	N/A	N/A
	FLOODPLAINS (NOT PRESENT ON SITE)	N/A	N/A	N/A
	WETLANDS (NOT PRESENT ON SITE)	N/A	N/A	N/A
	WETLAND BUFFER (NOT PRESENT ON SITE)	N/A	N/A	N/A
	WETLAND SETBACK (NOT PRESENT ON SITE)	N/A	N/A	N/A

SITE DATA

PROJECT NAME	FRANKLIN BUSINESS PARK LOT 81
LOCATION/ADDRESSES	**LOT 1** SOUTH OF COUNTY TRUNK HIGHWAY "H" WEST OF WEST LOOMIS ROAD **LOT 2** NORTH OF MEADOWVIEW DRIVE AND CHICORY STREET
OWNER CONTACT INFORMATION	DAN SZCZAP 4011 80TH ST KENOSHA WI, 53142 DAN@BEARDEVELOPMENT.COM (262) 842-0556

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FRANKLIN DEVELOPMENT - NATURAL RESOURCES PROTECTION PLAN

8/15/25

CITY OF FRANKLIN

REPORT TO THE PLAN COMMISSION

Meeting of October 9, 2025

Major Planned Development District Amendment and Major Site Plan Amendment

RECOMMENDATION: City Development Staff recommends approval of the Major PDD Amendment and Major Site Plan Amendment applications related to the Poths General mixed-use development.

Project Name:	Poths General Major Planned Development District Amendment and Major Site Plan Amendment
Project Address/Tax Key:	Approximately 7154 South 76th Street / 756 9993 012, 756 9993 016, and 756 9993 021
Property Owner:	INITECH, LLC
Applicant:	Emily Cialdini, Land By Label, LLC
Aldermanic District:	District 5
Zoning District:	Planned Development District No. 42
Staff Planner:	Nick Fuchs, Planning Associate

Introduction/Background

Please note:

- Recommendations are *underlined, in italics* and are included in the draft resolution and ordinance.
- Suggestions are underlined and are not included in the draft resolution and ordinance.

The applicant filed a Major Planned Development District Amendment and Major Site Plan Application for the Poths General Development as required by Sections 10-07B and 9-03B5.c. of the Unified Development Ordinance (UDO).

The applicant is proposing substantial revisions to PDD No. 42 as well as site and building changes. Below is a general summary of these changes.

- A reduction in density from a maximum of 500 dwelling units to a maximum of 310 dwelling units.
- A change to the site plan and reduction in building height. The original site plan included six to seven 4-story buildings. The updated plan includes one 3-story building and eight 2-story buildings.
- An increase in commercial space. The site plan previously contained 25,000 square feet of commercial space. The revised plan consists of approximately 50,000 square feet.
- An increase in setbacks from adjacent single-family uses. The current site plan includes a building setback of about 100-feet. The previous site plan had buildings as close as 30-feet to the adjacent residential development to the east.
- A reduction in parking from approximately 1,000 parking spaces to 783 parking spaces.

These revisions also result in corresponding site design changes, such as landscaping, parking locations, and stormwater management.

Planned Development District (PDD) Amendment

The text revisions of PDD No. 42 can be found in the attached draft ordinance. There is both a tracked change version and a clean version. Below is a summary of these changes.

- Exhibit dates updated.
- Allowed uses changed to reflect current building configuration and lettering.
- References the newly created B-G General District, opposed to the former B-3 District.
- "Hotel Inn" removed as an allowed use.
- Accessory uses updated to allow a plaza, dog park, outdoor dining, clubhouse, swimming pool and grill area. Uses removed include pavilion, food truck plaza, identity beacon, ice skating rink, restrooms, and splash pad.
- Non-residential development standards revised as follows:
    - Requires a maximum allowed lot coverage of 80%.
    - Removes LSR of 0.45, GFAR of 0.31, and NFAR of 0.57.
- Residential development standards updated as follows:
    - Requires a maximum lot coverage of 60%.
    - Requires a minimum lot area per unit of 2,200 square feet.
    - Removes OSR of 0.35, GD of 30 dwelling units per acre and ND of 45 dwelling units per acre.
- Parking minimums were eliminated and now limits the maximum amount of parking provided.
- Landscape quantities revised in accordance with the currently proposed Landscape Plan.
- Updates to the conditions of approval. See list in draft ordinance.

Project Description/Analysis

Upon review of the Plan Commission submittal, received on September 29, 2025, the attached plans are in compliance and consistent with the proposed revisions of PDD No. 42.

Site Plan

The revised site plan generally consists of the following:

- apartments including a clubhouse, swimming pool, and leasing center and management offices;
- approximately 50,000 square feet of commercial tenant space;
- the existing Harry's Ace Hardware; and

The apartments are located within multiple buildings. There is a larger building consisting of 124 units. There are also eight additional buildings consisting between 21 and 25 units. As previously indicated, the revised site plan includes 50,000 square feet of commercial space.

The applicant has eliminated the public square, which included a food truck plaza, splash pad, ice-skating rink, farmers/winter holiday market, and public restrooms.

The site plan also includes associated parking, landscaping, trails/walkways, and a protected conservation area. The applicant has provided a detailed project narrative, site and development plans, a storm water management plan memo, and a Traffic Impact Analysis.

Complete details have not yet been provided for the Ace Hardware store. *As such, those modifications to the hardware store are subject to separate review and approval of a Site Plan Application*.

Related to the site plan, staff recommends:

- *A cross-access easement shall be provided for the connection to the property to the south*.
- *Retaining walls over four feet shall require Engineering Department review and approval*.
- *Vision clearance areas shall be shown on the site plan*.

Traffic Impact Analysis (TIA)
A TIA was completed as recommended by the City in the initial review and adoption of PDD No. 42. The TIA includes recommendations that, if followed, would generally provide a Level of Service of D or better, except for Drive #7, which is the easternmost drive on W. Rawson Avenue across from the Root River Center which is expected to be a LOS E at peak hours. See the conclusion summary below.

> With the addition of the Poths General development, traffic volumes are expected to increase along 76th Street and Rawson Avenue; however, all movements at the study area intersections are expected to operate efficiently with the recommended improvements, except the northbound and southbound movement on Driveway #7/Dental/Bowling Alley Driveway on Rawson Avenue, which is expected to operate at a LOS E during the weekday PM peak and Saturday midday peak hours. However, the expected 95th percentile queue only shows a one to two vehicle queue during these peak hours. In addition, traffic from the bowling alley (north side of Rawson Avenue) has two driveways and drivers could choose to make a right-turn from the eastern driveway and then make a U-turn at the Driveway #7/Bowling Alley western driveway intersection. Drivers from the south (Anderson Family Dental & Poths General development) could make a right-turn on Rawson Avenue and then make a U-turn at the next median opening. In addition, drivers from the Poths General development have different driveway alternatives, such as along 76th Street that would have less delay when exiting during the peak traffic hours.

The PDD ordinance includes a condition stating, "*[t]he applicant shall complete all recommended modifications listed in Part F of the Traffic Impact Analysis dated August 25, 2025 prior to issuance of any occupancy permits.*"

The Department of City Development may be contacted to obtain a digital copy of the full TIA report.

Parking
PDD No. 42 requires parking to comply with the quantity shown on Exhibit "A," which is 783 parking spaces.

It can be noted that the UDO does not state a maximum parking requirement for multifamily buildings or multifamily complexes.

Commercial uses are currently unknown. Uses will likely be a mix of retail, eating and drinking establishments, and service uses. UDO maximum parking ratios for these uses are noted below.

- Multitenant shopping center: 1 per 200 square feet.

- Service uses: 1 per 300 square feet.
- Eating and drinking uses: 1 per 150 square feet.

According to the applicant, the commercial area of the PDD includes 292 parking spaces. The applicant has noted that the parking provided is to accommodate potential restaurant uses in addition to retail.

Landscape Plan

The PDD originally included a condition requiring a Landscape Plan as defined by the UDO. PDD No. 42 was then amended to require the quantities listed below. Note quantities are incorrect on the Landscape Plan.

- Ordinance 2023-2576 (adopted January 3, 2024)
    - Canopy/Shade Trees: 225
    - Evergreen Trees: 260
    - Decorative Trees: 205
    - Shrubs: 1,500

The current landscape plan includes:

- Canopy/Shade Trees: 150
- Evergreen/Ornamental Trees: 260
- Evergreen/Large Deciduous Shrubs: 500
- Small Shrubs/Perennial Grasses: 1,500

For comparison purposes, the UDO requires 1 planting of each type of planting listed in the table below per 5 provided parking spaces for retail uses.

For multi-family, 1.5 Canopy/Shade trees are required per dwelling unit and 1 Evergreen or Ornamental Tree and 1 Evergreen or Large Deciduous Shrub is required per dwelling unit. 3 Small Flowering Shrubs or Native Grasses/Forbs or Bioretention Plantings are required per dwelling unit.

Based upon 292 parking spaces provided for the commercial portion of the development and a maximum of 310 dwelling units, below lists the quantities required per the current UDO. Note that a 20% increase in plantings is also listed as the development abuts single-family residential homes. This does not give any credit for preserved plant materials.

Tree Type	**Proposed**	**Current UDO Requirement – Multi-Family (20% bufferyard increase)**	**Current UDO Requirement – Commercial (20% bufferyard increase)**	**Total Required**
Canopy/Shade Trees	150	465 (558)	59 (71)	524 (629)
Evergreen/Ornamental	200	310 (372)	59 (71)	369 (443)
Evergreen Shrub or Large Deciduous Shrub	500	310 (372)	59 (71)	369 (443)

Small Flowering Shrub or Native Grasses/Forbs or Bioretention Plantings	1,500	930 (1,116)	59 (71)	989 (1,187)

Regarding the landscape plan, staff recommends that:

- *An additional row of plantings shall be provided adjacent to the dog park to better buffer from the adjacent uses to the south.*
- *The bufferyard areas shall be labeled on the Landscape Plan and noted that these areas are for plantings only and structures and impervious surfaces are prohibited*.
- *The type of irrigation provided shall be noted on the Landscape Plan to conform to Section 15-5-05D*.
- *A minimum 2-year plant replacement guaranty for all landscaping shall be provided and noted on the Landscape Plan.*
- *Plantings located within bufferyards shall be maintained and replaced in perpetuity.*

Lighting Plan
An updated Lighting Plan, in conformance with Section 15-5-11 of the UDO, shall be provided for staff review and approval prior to issuance of a Building Permit.

Natural Resource Protection Plan (NRPP)
A NRPP is attached for review. The proposed site plan impacts 1.074 acres of woodlands, which requires 0.8055 acres of required mitigation area. Mitigation areas are shown on the updated NRPP. One area is located along the south property line along a required bufferyard. The other area is adjacent to Pond 1 in the northeast corner of the site.

The mitigation plan requires further review by staff. There are concerns with mitigation areas overlapping with bufferyards as well as the quantity of plantings provided. Staff recommends the condition below to allow for further review and the opportunity to work with the applicant on complying with mitigation standards.

> *This ordinance is not approving any of the impacts to protected natural resources indicated on Exhibit "C" Natural Resource Protection Plan. The applicant shall be responsible for filing a Minor Site Plan Amendment application for staff review and approval of the woodland impacts onsite. Compensation shall be provided as required by the Unified Development Ordinance. A Natural Resource Special Exception Application shall be submitted if off-site mitigation is proposed*.

All protected natural resources indicated in the Natural Resource Protection Plan, including wetlands, wetland buffers, wetland setbacks and woodlands shall be protected by a conservation easement in accordance with the Unified Development Ordinance.

Architecture
Buildings have changed with the reduction of units; however, the same building materials and general architectural design is being utilized.

Staff recommends that building materials comply with Section 15-5-10B. and Table 15-5-10(B).

Staff also recommends that the applicant provide a rooftop mechanical screening plan for staff review and approval.

Signage
Sign details have not yet been provided. Signage will require separate sign review and sign permits prior to installation. All signage must comply with the City's sign regulations.

Storm water Management
It is recommended that final approval of grading, erosion control, storm water management, and utilities, as may be applicable, be granted by the Engineering Department prior to any land disturbance activities.

Staff Recommendation:

City Development Staff recommends approval of the PDD Amendment for PDD No. 42, subject to the conditions in the draft ordinance.

City Development Staff recommends the approval of the Site Plan Amendment for the Poths General development, subject to the conditions listed in the draft resolution.

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY

ORDINANCE NO. 2025-____

AN ORDINANCE TO AMEND SECTION 15-3.0447 OF THE FRANKLIN UNIFIED DEVELOPMENT ORDINANCE PLANNED DEVELOPMENT DISTRICT NO. 42 (*POTHS GENERAL)* TO AMEND USES, DENSITY, DEVELOPMENT STANDARDS, EXHIBITS, AND CONDITIONS OF APPROVAL (APPROXIMATELY 7154 SOUTH 76TH STREET)

WHEREAS, Section 15-3.0447 of the Unified Development Ordinance provides for and regulates Planned Development District No. 42 (Poths General), same having been created by Ordinance No. 2023-2546 and amended by Ordinance No. 2024-2576, with such District primarily being located at approximately 7154 South 76th Street, bearing Tax Key Nos. 756 9993 012, 756 9993 016, and 756 9993 021, and is more particularly described below; and

PARCEL A:
Parcel 2 of Certified Survey Map No. 8318, recorded on January 6, 2011, as Document No. 9956357, a division of Parcel 1 of Certified Survey Map No. 6313, being part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Property Address: 7154 South 76th Street, Franklin, WI 53132
Tax Key Number: 756-9993-021

PARCEL B:
Outlot 1 of Certified Survey Map No. 6313, recorded on December 27, 1996, on Reel 3956, Images 849 to 851 inclusive, as Document No. 7307525, being a redivision of Parcel 2 of Certified Survey Map No. 4828, and Outlot 1 of Certified Survey Map No. 5689, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Tax Key Number: 756-9993-016

PARCEL C:
Outlot 1 of Certified Survey Map No. 5401, recorded on April 2, 1990, on Reel 2434, Images 436 to 439 inclusive, as Document No. 6366765, a redivision of Parcel 1 of Certified Survey Map No. 4828, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Tax Key Number: 756-9993-012

WHEREAS, Exhibit A, the Proposed Site Plan, has been modified to reflect a mixed-use residential development concept consistent with the District Intent, General Requirements, and Development Standards of Planned Development District No. 42; and,

WHEREAS, the language within Planned Development District No. 42 has been modified to ensure consistency with the 2025 City of Franklin Unified Development Ordinance;

WHEREAS, the City of Franklin Plan Commission on the 9th day of October, 2025, having reviewed the proposed amendment to Planned Development District No. 42 and thereafter having recommended to the Common Council that the proposed amendment be approved subject to the conditions and restrictions included herewith; 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 amendment to Planned Development District No. 42 is consistent with the 2025 Comprehensive Master Plan of the City of Franklin, Wisconsin and that it will 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: Section 15-3.0447 of the Unified Development Ordinance of the City of Franklin, Wisconsin, is hereby amended and recreated as follows:

Section 15-3.0447 PLANNED DEVELOPMENT DISTRICT NO. 42 (*POTHS GENERAL*)

A. **Development Scope.**

This Planned Development District shall be constructed, operated and maintained in conformance with the following listed Exhibits, all containing matters approved hereunder or by the separate approval of the Common Council as set forth below, and all applicable terms and provisions of the Municipal Code and the Unified Development Ordinance not enumerated herein and not contrary to the terms or provisions of this Ordinance, including, but not limited to such permits as are required under Section 15-8-08 (UDO Attachment 4), as well as the Development Agreement required as a condition of approval of Exhibit A, below. The plans contained in the following listed Exhibits may be adjusted in minor detail and so noted prior to construction upon the written approval of the City Engineer or City Planning Manager in order to comply with all of the conditions of this Ordinance. The Developer of this Planned Development District is as set forth below.

1. **Exhibit A**: Proposed Site Plan entitled “Poths General - Franklin Masterplan”, dated-stamped September 5, 2025.

2. **Exhibit B**: Site Intensity and Capacity Calculations, dated-stamped September 5, 2025.

3. **Exhibit C**: Natural Resource Protection Plan prepared by The Sigma Group dated September 5, 2025.

4. **Exhibit D**: Landscape Plan prepared by The Sigma Group dated September 5, 2025.

5. **Developer**: Land by Label, LLC.

B. **District Intent.** It is the intent of the Planned Development District No. 42 (*Poths General*) to allow for the development of commercial retail sales and services and multi-family residential uses.

C. **General Requirements.** The site shall be developed in substantial compliance with the district standards and specific development standards for the Planned Development District No. 42 (*Poths General*) set forth in this Ordinance.

D. **Permitted Uses.** The following uses are hereby permitted within the parameters as set forth below and referenced on Exhibit "A".

1. Multi-family residential use within buildings A, B, C, D, E, F,G, H and I.
2. Any use within the commercial buildings shall be a use consistent with the permitted uses in the B-G General Business District of the City of Franklin Unified Development Ordinance, as may be amended from time to time.
3. Hardware store or any use consistent with the permitted uses in the B-G General Business District of the City of Franklin Unified Development Ordinance within the building labeled as "Renovated Portion of 1-Story Strip Mall" on Exhibit "A".
4. Essential services as defined in the City of Franklin Unified Development Ordinance.

E. **Conditional Uses.** The following uses are hereby allowed when approved as Conditional Use within the parameters set forth in the Unified Development Ordinance, this Planned Development District No. 42, and as referenced on Exhibit "A".

1. Any conditional use within the commercial buildings shall be a conditional use consistent with the uses in the B-G General Business District of the City of Franklin Unified Development Ordinance, as may be amended from time to time.

F. **Prohibited Uses.** All uses not listed as a permitted use, Conditional Use or Temporary use thereto within the B-G General Business District or this Planned Development District No. 42.

G. **Accessory Uses.** The following uses are allowed provided the principal structure is present or under construction on the lot or parcel:

1. Amenities depicted on Exhibit "A", specifically plaza, dog park, outdoor dining, clubhouse, swimming pool and grill area.
2. Off-street parking as required in the City of Franklin Unified Development Ordinance.

H. **Non-residential Development Standards.** Commercial buildings and the " Renovated Portion of 1-Story Strip Mall" depicted as commercial on Exhibit "A" shall meet the following development standards:

1.	Minimum lot area:	40,000 square feet
2.	Maximum Impervious Coverage (%)	80%
3.	Minimum front setback:	15 feet

4.	Minimum side setback on corner lot:	15 feet
5.	Minimum side setback:	10 feet
6.	Minimum rear setback:	20 feet
7.	Minimum setback from arterial roadways: (South 76th Street and Rawson Avenue)	40 feet
8.	Maximum building height,	
	Principal structure:	4.0/60 stories/ft
	Accessory structure:	1.0/25 stories/ft

I. **Residential Development Standards.** Buildings A, B, C, D, E, F,G, H and I depicted on Exhibit "A" shall meet the following development standards:

1.	Minimum lot area:	40,000 square feet
2.	Maximum Impervious Coverage (%):	60%
3.	Minimum lot area per unit:	2,200 square feet
4.	Minimum front setback:	15 feet
5.	Minimum side setback on corner lot:	15 feet
6.	Minimum side setback:	10 feet
7.	Minimum rear setback:	20 feet
8.	Minimum setback from arterial roadways: (South 76th Street and Rawson Avenue)	40 feet
9.	Maximum building height,	
	Principal structure:	4.0/60 stories/ft
	Accessory structure:	1.0/25 stories/ft

J. **Parking.** The maximum number of parking spaces shall conform to the quantity shown and table referenced on Exhibit "A", unless otherwise approved in writing by the Plan Commission. No parking shall be allowed within the parking setback of 30 feet from a residential zoning district or 10 feet from a commercial zoning district. No parking setback is required when abutting another property zoned PDD No. 42.

K. **Landscaping**. The minimum quantity of plantings to be provided, including in bufferyards, as part of the Landscape Plan for PDD No. 42 shall be in substantial conformance with the Landscape Plans dated September 5, 2025:

Canopy/Shade Trees: 150
Evergreen/Ornamental Trees: 200
Evergreen/Large Deciduous Shrubs: 500

Small Shrubs/Perennial Grasses: 1,500

Except for the minimum number of plantings required within Table 15-5.04(A), all other standards of Section 15-5-04 of the Unified Development Ordinance shall be met, unless inconsistent with the quantities of plantings required above.

Plantings located within bufferyards shall be maintained and replaced in perpetuity.

L. **Conditions of Approval.** The approval of the Planned Development District No. 42 Amendment is conditioned upon the subsequent submittal and approval of more specific and detailed plans. The conditions of general approval for Planned Development District No. 42 POTHS GENERAL are listed below:

1. The applicant shall be responsible for filing a Certified Survey Map or Preliminary Plat of Subdivision consistent with all requirements of the Unified Development Ordinance and this Planned Development District.

2. The applicant shall be responsible for filing a Subdivision Development Agreement consistent with all regulations of the Unified Development Ordinance and Municipal Code, as may be amended, for the Certified Survey Map or Final Subdivision Plat. Said Subdivision Development Agreement shall be subject to review and approval by the Common Council.

3. The applicant shall be responsible for filing Site Plans and/or Conditional Uses consistent with all regulations of the Unified Development Ordinance and Municipal Code, as may be amended, for each individual lot resulting from the eventual Certified Survey Map or subdivision plat.

4. Grading, stormwater management, erosion control and utility plans shall be subject to review by the Engineering Department.

5. This ordinance is not approving any of the impacts to protected natural resources indicated on Exhibit "C" Natural Resource Protection Plan. The applicant shall be responsible for filing a Minor Site Plan Amendment application for staff review and approval of the woodland impacts onsite. Compensation shall be provided as required by the Unified Development Ordinance. A Natural Resource Special Exception Application shall be submitted if off-site mitigation is proposed.

6. All protected natural resources indicated in the Natural Resource Protection Plan, including wetlands, wetland buffers, wetland setbacks and woodlands shall be protected by a conservation easement in accordance with the Unified Development Ordinance.

7. In the event that no building permit has been issued for any one of the structures in this Planned Development District; prior to the expiration of 24 months from the date of enactment of this Ordinance No. 2025-_____, and allowing a three month extension thereto if requested by the applicant and approved by the

Common Council prior to the expiration of the 24 months, the zoning designation shall revert back to the zoning for the subject parcel(s) which existed prior to the effective date of this Ordinance.

8. The applicant shall complete all recommended modifications listed in Part F of the Traffic Impact Analysis dated August 25, 2025 prior to issuance of any occupancy permits.

9. Signage shall require separate sign review and sign permits prior to installation. All signage must comply with the City's sign regulations.

SECTION 2: All other applicable terms and provisions of §15-3.0447, shall apply to Planned Development District No. 42 (Poths General) mixed-use development located at approximately 7154 South 76th Street, and all terms and provisions of §15-3.0447 as existing immediately prior to the adoption of this Ordinance, except as amended hereunder, shall remain in full force and effect.

SECTION 3: 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 4: All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.

SECTION 5: 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 _____, 2025, by Alderman _____.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2025.

APPROVED:

_____
John R. Nelson, Mayor

ATTEST:

_____

Shirley J. Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY

~~*[Draft 5-10-23]*~~

ORDINANCE NO. 2023~~5~~-____

AN ORDINANCE TO AMEND ~~CREATE~~ SECTION 15-3.0447 OF THE FRANKLIN UNIFIED DEVELOPMENT ORDINANCE ~~ESTABLISHING~~ PLANNED DEVELOPMENT DISTRICT NO. 42 (*POTHS GENERAL*) TO AMEND ~~FOR A MINOR AMENDMENT~~USES, DENSITY, DEVELOPMENT STANDARDS, EXHIBITS, AND CONDITIONS OF APPROVAL ~~TO THE SITE PLAN) AND TO REZONE PROPERTY FROM B-3 COMMUNITY BUSINESS DISTRICT AND R-6 SUBURBAN SINGLE FAMILY RESIDENCE DISTRICT TO PLANNED DEVELOPMENT DISTRICT NO. 42~~ (APPROXIMATELY 7154 SOUTH 76TH STREET)

~~WHEREAS, a petition for zoning change having been filed to change the zoning on a tract of land (3 parcels) from B-3 Community Business District and R-6 Suburban Single Family Residence District to a Planned Development District, which tract of land is located at approximately 7154 South 76th Street, bearing Tax Key Nos. 756-9993-021, 756-9993-016 and 756-9993-012, and which is more particularly described below; and~~

~~WHEREAS, the Plan Commission having determined that the proposed Planned Development District No. 42 (*Poths General*) is in conformance with the City of Franklin Comprehensive Master Plan and contains more than 3 acres; and~~

~~WHEREAS, a Public Hearing was held before the Plan Commission on the 18th day of May, 2023, and the Plan Commission having reviewed the Planned Development District No. 42 petition and having found that the proposed Planned Development District conforms to the standards for adoption of a Planned Development District, and having recommended to the Common Council that the creation of Planned Development District No. 42 be approved; and~~

~~WHEREAS, the Common Council having reviewed the petition and recommendation following the Public Hearing and having determined that the adoption of an ordinance to create Planned Development District No. 42 will promote the health, safety and welfare of the Community.~~

WHEREAS, Section 15-3.0447 of the Unified Development Ordinance provides for and regulates Planned Development District No. 42 (Poths General), same having been created by Ordinance No. 2023-2546 and amended by Ordinance No. 2024-2576, with such District primarily being located at approximately 7154 South 76th Street, bearing Tax Key Nos. 756 9993 012, 756 9993 016, and 756 9993 021, and is more particularly described below; and

~~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 the properties described below be changed from B-3 Community Business District and R-6 Suburban~~

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~~Single Family Residence District to Planned Development District No. 42 (*Poths General*) as is created under SECTION 2 of this ordinance:~~

PARCEL A:
Parcel 2 of Certified Survey Map No. 8318, recorded on January 6, 2011, as Document No. 9956357, a division of Parcel 1 of Certified Survey Map No. 6313, being part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Property Address: 7154 South 76th Street, Franklin, WI 53132
Tax Key Number: 756-9993-021

PARCEL B:
Outlot 1 of Certified Survey Map No. 6313, recorded on December 27, 1996, on Reel 3956, Images 849 to 851 inclusive, as Document No. 7307525, being a redivision of Parcel 2 of Certified Survey Map No. 4828, and Outlot 1 of Certified Survey Map No. 5689, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Tax Key Number: 756-9993-016

PARCEL C:
Outlot 1 of Certified Survey Map No. 5401, recorded on April 2, 1990, on Reel 2434, Images 436 to 439 inclusive, as Document No. 6366765, a redivision of Parcel 1 of Certified Survey Map No. 4828, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Tax Key Number: 756-9993-012

WHEREAS, Exhibit A, the Proposed Site Plan, has been modified to reflect a mixed-use residential development concept consistent with the District Intent, General Requirements, and Development Standards of Planned Development District No. 42; and,

WHEREAS, the language within Planned Development District No. 42 has been modified to ensure consistency with the 2025 City of Franklin Unified Development Ordinance;

WHEREAS, the City of Franklin Plan Commission on the 9th ~~9~~th day of October, 2025, having reviewed the proposed amendment to Planned Development District No. 42 and thereafter having recommended to the Common Council that the proposed amendment be approved subject to the conditions and restrictions included herewith; 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 amendment to Planned Development District No. 42 is consistent with the 2025 Comprehensive Master Plan of the City of Franklin, Wisconsin and that it will 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:~~SECTION 2:~~

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Section 15-3.0447 of the Unified Development Ordinance of the City of Franklin, Wisconsin, is hereby amended and recreated as follows:

Section 15-3.0447 PLANNED DEVELOPMENT DISTRICT NO. 42 (*POTHS GENERAL*)

A. **Development Scope.** **Exhibits.**

This Planned Development District shall be constructed, operated and maintained in conformance with the following listed Exhibits, all containing matters approved hereunder or by the separate approval of the Common Council as set forth below, and all applicable terms and provisions of the Municipal Code and the Unified Development Ordinance not enumerated herein and not contrary to the terms or provisions of this Ordinance, including, but not limited to such permits as are required under Section 15-8-08 (UDO Attachment 4)~~Division 15-8.0200 Construction, Division 15-8.0300 Construction Site Erosion Control and Division 15-8.0600~~, as well as the Development Agreement required as a condition of approval of Exhibit A, below. The plans contained in the following listed Exhibits may be adjusted in minor detail and so noted prior to construction upon the written approval of the City Engineer or City Planning Manager in order to comply with all of the conditions of this Ordinance. The Developer of this Planned Development District is as set forth below.

1. **Exhibit A**: ~~Concept~~ Proposed Site Plan entitled "Poths General ~~Apartments~~ Franklin Masterplan", dated-stamped ~~May~~ September ~~3~~5, 202~~3~~5.

~~2. **Exhibit B**: Site Intensity Calculation Site Plan, dated-stamped May 3, 2023.~~

~~3~~2. **Exhibit B~~C~~**: Site Intensity and Capacity Calculations, dated-stamped ~~May~~ September ~~3~~5, 202~~3~~5.

~~4~~3. **Exhibit C~~D~~**: Natural Resource Protection Plan prepared by The Sigma Group dated ~~May~~ September ~~1~~5, 202~~3~~5.

4. **Exhibit D**: Landscape Plan prepared by The Sigma Group dated September 5, 2025.

~~5~~5. **Developer**: Land by Label, LLC.

B. **District Intent.** It is the intent of the Planned Development District No. 42 (*Poths General*) to allow for the development of commercial retail sales and services~~, hotel~~ and multi-family residential uses.

C. **General Requirements.** The site shall be developed in substantial compliance with the district standards and specific development standards for the Planned Development District No. 42 (*Poths General*) set forth in this Ordinance.

D. **Permitted Uses.** The following uses are hereby permitted within the parameters as set forth below and referenced on Exhibit "A".

1. Multi-family residential use within buildings A, B, C, D, E, F, ~~and~~ G, H and I.
2. Any use within the commercial ~~area of~~ buildings ~~A and B~~ shall be a use consistent

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with the permitted uses in the ~~B-3 Community~~B-G General Business District of the City of Franklin Unified Development Ordinance, as may be amended from time to time. ~~Commercial uses are only permitted in buildings A and B, limited to the ground floor level.~~

~~Hotel Inn as defined in the City of Franklin Unified Development Ordinance within building H.~~

3. Hardware store or any use consistent with the permitted uses in the B-~~3~~G ~~Community~~ General Business District of the City of Franklin Unified Development Ordinance within the building labeled as "~~Ace Hardware~~Renovated Portion of 1-Story Strip Mall" on Exhibit "A".

4. Essential services as defined in the City of Franklin Unified Development Ordinance.

E. ~~**Special**~~ **Conditional Uses.** The following uses are hereby allowed when approved as ~~Special~~ Conditional Use within the parameters set forth in the Unified Development Ordinance, this Planned Development District No. 42, and as referenced on Exhibit "A".

1. A~~A~~ny ~~special~~ conditional use within the commercial ~~area of~~ buildings ~~A and B~~ shall be a ~~special~~ conditional use consistent with the uses in the B-~~3~~ G ~~Community~~ General Business District of the City of Franklin Unified Development Ordinance, as may be amended from time to time.

~~Any building over four stories or 60 feet in height.~~

F. **Prohibited Uses.** All uses not listed as a permitted use, ~~special use~~Conditional Use or ~~accessory~~ Temporary use thereto within the B-~~3~~G ~~Community~~ General Business District or this Planned Development District No. 42.

G. **Accessory Uses.** The following uses are allowed provided the principal structure is present or under construction on the lot or parcel:

1. Amenities depicted on Exhibit "A", specifically ~~pavilion,~~ plaza, dog park, ~~food truck plaza, identity beacon, ice skating rink, restrooms,~~ outdoor dining, ~~splash pad,~~ clubhouse, swimming pool and grill area.

2. Off-street parking as required in the City of Franklin Unified Development Ordinance.

H. **Non-residential Development Standards.** ~~Commercial areas of Buildings A and B; Building~~ Commercial buildings ~~H~~ and the "~~Ace Hardware~~ Renovated Portion of 1-Story Strip Mall" depicted as commercial on Exhibit "~~B~~A," shall meet the following development standards:

1.	Minimum lot area:	40,000 square feet
2.	Maximum Impervious Coverage (%)	80%

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~~Minimum Landscape Surface Ratio (LSR): 0.45~~

~~Maximum Gross Floor Area Ratio (GFAR): 0.31~~

~~Maximum Net Floor Area Ratio (GFAR): 0.57~~

3. Minimum front setback: 15 feet
4. Minimum side setback on corner lot: 15 feet
5. Minimum side setback: 10 feet
6. Minimum rear setback: 20 feet
7. Minimum setback from arterial roadways: 40 feet
   (South 76th Street and Rawson Avenue)
8. Maximum building height,
   Principal structure: 4.0/60 stories/ft
   Accessory structure: 1.0/25 stories/ft

I. **Residential Development Standards.** ~~Residential areas of Buildings A and B;~~ Buildings A, B, C, D, E, F, ~~and~~ G, H and I depicted ~~as residential~~ on Exhibit "AB" shall meet the following development standards:

1. Minimum lot area: 40,000 square feet
2. Maximum Impervious Coverage (%): 60%
3. Minimum lot area per unit: 2,200 square feet

~~Minimum Open Space Ratio (OSR): 0.35~~

~~Maximum Gross Density (GD): 30 dwelling unit/acre~~

~~Maximum Net Density (ND): 45 dwelling unit/acre~~

4. Minimum front setback: 15 feet
5. Minimum side setback on corner lot: 15 feet
6. Minimum side setback: 10 feet
7. Minimum rear setback: 20 feet
8. Minimum setback from arterial roadways: 40 feet
   (South 76th Street and Rawson Avenue)
9. Maximum building height,
   Principal structure: 4.0/60 stories/ft
   Accessory structure: 1.0/25 stories/ft

J. **Parking.** The ~~minimum number of parking spaces shall comply with the requirements of the Unified Development Ordinance, and the~~ maximum number of

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parking spaces shall conform to the quantity shown and table referenced on Exhibit "A", unless otherwise approved in writing by the Plan Commission. No parking shall be allowed within the parking setback of 30 feet from a residential zoning district or 10 feet from a commercial zoning district. No parking setback is required when abutting another property zoned PDD No. 42.

K. **Landscaping**. The minimum quantity of plantings to be provided, including in bufferyards, as part of the Landscape Plan for PDD No. 42 shall be in substantial conformance with the Landscape Plans dated September 5, 2025:

Canopy/Shade Trees: 150
Evergreen/Ornamental Trees: 200
Evergreen/Large Deciduous Shrubs: 500
Small Shrubs/Perennial Grasses: 1,500

Except for the minimum number of plantings required within Table 15-5.04(A), all other standards of Section 15-5-04 of the Unified Development Ordinance shall be met, unless inconsistent with the quantities of plantings required above.

Plantings located within bufferyards shall be maintained and replaced in perpetuity.

L. **Conditions of Approval.** ~~Pursuant to the Unified Development Ordinance Section 15-9.0208E.7.b.(1), a~~The ~~general~~ approval of the ~~a~~ Planned Development District No. 42 Amendment is conditioned upon the subsequent submittal and approval of more specific and detailed plans. The conditions of general approval for Planned Development District No. 42 POTHS GENERAL are listed below:

1. The applicant shall be responsible for filing a Certified Survey Map or Preliminary Plat of Subdivision consistent with all requirements of the Unified Development Ordinance and this Planned Development District.

2. The applicant shall be responsible for filing a Subdivision Development Agreement consistent with all regulations of the Unified Development Ordinance and Municipal Code, as may be amended, for the Certified Survey Map or Final Subdivision Plat. Said Subdivision Development Agreement shall be subject to review and approval by the Common Council.

~~The applicant shall submit a landscape plan, as defined in the Unified Development Ordinance as part of the Certified Survey Map or Preliminary Plat submittal. Such landscape plan shall depict a 30-foot wide landscape buffer where the site abuts residential zoning districts, specifically R-6 as well as Planned Development Districts nos. 11 and 17, and excluding any natural resource area.~~

3. The applicant shall be responsible for filing Site Plans and/or ~~Special~~ Conditional Uses consistent with all regulations of the Unified Development Ordinance and Municipal Code, as may be amended, for each individual lot resulting from the eventual Certified Survey Map or subdivision plat.

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4. Grading, stormwater management, erosion control and utility plans shall be subject to review by the Engineering Department.

5. This ordinance is not approving any of the impacts to protected natural resources indicated on Exhibit "CD" Natural Resource Protection Plan. The applicant shall be responsible for filing a Minor Site Plan Amendment~~Natural Resource Special Exception~~ application for staff review and approval of the woodland impacts onsite. Compensation shall be provided as required by ~~, if required, that is consistent with all regulations of~~ the Unified Development Ordinance. A Natural Resource Special Exception Application shall be submitted if off-site mitigation is proposed.

6. All protected natural resources indicated in the Natural Resource Protection Plan, including wetlands, wetland buffers, wetland setbacks and woodlands shall be protected by a conservation easement in accordance with the Unified Development Ordinance.

7. In the event that no building permit has been issued for any one of the structures in this Planned Development District; prior to the expiration of 24 months from the date of enactment of this Ordinance No. 2025-_____, and allowing a three month extension thereto if requested by the applicant and approved by the Common Council prior to the expiration of the 24 months, the zoning designation shall revert back to the zoning for the subject parcel(s) which existed prior to the effective date of this Ordinance.

8. The applicant shall complete all recommended modifications listed in Part F of the ~~submit a~~ Traffic Impact Analysis dated August 25, 2025 prior to issuance of any occupancy permits~~of this development at the time detailed site plans or land division applications are provided for review~~.

9. ~~All signs~~Signage shall require separate sign review and sign permits prior to installation. All signage must comply with the City's sign regulations~~, including the identity beacon depicted on Exhibit "A", must comply with the city's sign regulations and will require a separate approval~~.

~~The applicant shall be responsible for revising the location of Building A or any other building to meet the 40-foot building setback from arterial roadways (South 76th Street and West Rawson Avenue) set forth in Section 15-5.0108B. of the Unified Development Ordinance.~~

~~The applicant shall be responsible for revising the location of parking lots to meet the parking setbacks set forth in Section 2.J. "Parking" of this ordinance.~~

SECTION 2: All other applicable terms and provisions of §15-3.0447, shall apply to Planned Development District No. 42 (Poths General) mixed-use development located at approximately 7154 South 76th Street, and all

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terms and provisions of §15-3.0447 as existing immediately prior to the adoption of this Ordinance, except as amended hereunder, shall remain in full force and effect.

SECTION ~~3~~3: 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 ~~4~~4: All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.

SECTION ~~5~~5: 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 _____, 202~~3~~5, by Alderman _____.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 202~~3~~5.

APPROVED:

_____
John R. Nelson, Mayor

ATTEST:

_____
~~Karen L. Kastenson~~Shirley J. Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

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STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY
PLAN COMMISSION *[Draft 10-02-25]*

RESOLUTION NO. 2025-____

A RESOLUTION APPROVING A SITE PLAN AMENDMENT TO ALLOW FOR BUILDING, SITE, AND LANDSCAPE PLAN CHANGES FOR A MIXED-USE MULTI-FAMILY RESIDENTIAL AND COMMERCIAL DEVELOPMENT UPON PROPERTY LOCATED AT APPROXIMATLEY 7154 SOUTH 76TH STREET
(BY POTHS GENERAL LLC, APPLICANT, INITECH LLC, PROPERTY OWNER)

WHEREAS, Poths General LLC, having petitioned the City of Franklin for the approval of a Site Plan amendment to allow for building, site, and landscape changes to the overall development, such Site Plan having been previously approved via Resolution No. 2023-021 on December 21, 2023; upon properties located at approximately 7154 South 76th Street, within Planned Development District No. 42 (Poths General); and

WHEREAS, the Plan Commission having reviewed such proposal and having found same to be in compliance with the applicable terms and provisions of §15-3.0447 of the Unified Development Ordinance and in furtherance of those express standards and purposes of a site plan review pursuant to Section 15-9-03B. 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 City file-stamped September 29, 2025, 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 Plans for the Poths General LLC mixed-use multi-family residential and commercial development City file-stamped September 29, 2025.

2. Poths General LLC, successors and assigns, and any developer of the Poths General LLC mixed-use multi-family residential and commercial development 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 Poths General LLC mixed-use multi-family residential and commercial development 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 §15-9-14 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 Poths General LLC mixed-use multi-family residential and commercial development project, located at approximately 7154 South 76th Street, within Planned Development District No. 42 (Poths General): (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 a building permit be issued within 24 months from the date of adoption of this Resolution, and allowing a three month extension thereto if requested by the applicant and approved by the Common Council prior to the expiration of the 24 months, for any one of the structures that is part of the Poths General LLC mixed-use multi-family residential and commercial development as depicted on the approved Site Plan , 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. A cross-access easement shall be provided for the connection to the property to the south.

6. Retaining walls over four feet shall require Engineering Department review and approval.

7. Vision clearance areas shall be shown on the site plan.

8. Modifications to the hardware store are subject to separate review and approval of a Site Plan Application.

9. The development shall comply with all recommendations of the Traffic Impact Analysis, dated August 25, 2025.

10. An additional row of plantings shall be provided adjacent to the dog park to better buffer from the adjacent uses to the south.

11. The bufferyard areas shall be labeled on the Landscape Plan and noted that these areas are for plantings only and structures and impervious surfaces are prohibited.

12. The type of irrigation provided shall be noted on the Landscape Plan to conform to Section 15-5-05D.

13. A minimum 2-year plant replacement guaranty for all landscaping shall be provided and noted on the Landscape Plan.

14. Plantings located within bufferyards shall be maintained and replaced in perpetuity.

15. This resolution is not approving any impacts to protected natural resources features. The applicant shall be responsible for filing a Minor Site Plan Amendment for staff review and approval of the woodland impacts onsite. Compensation shall be provided as required by the Unified Development Ordinance. A Natural Resource Special Exception Application shall be submitted if off-site mitigation is proposed.

16. All protected natural resources indicated in the Natural Resource Protection Plan, including wetlands, wetland buffers, wetland setbacks and woodlands shall be protected by a conservation easement in accordance with the Unified Development Ordinance.

17. Staff recommends that building materials comply with Section 15-5-10B. and Table 15-5-10(B).

18. Staff also recommends that the applicant provide a rooftop mechanical screening plan for staff review and approval.

19. Signage shall require separate sign review and sign permits prior to installation. All signage must comply with the City's sign regulations

20. Final approval of grading, erosion control, storm water management, and utilities, as may be applicable, shall be granted by the Engineering Department prior to any land disturbance activities.

21. [other conditions, etc.]

Introduced at a regular meeting of the Plan Commission of the City of Franklin this 9th day of October, 2025.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this 9th day of October, 2025.

APPROVED:

_____
John R. Nelson, Chairman

ATTEST:

_____
Shirley J. Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

Poths General Legal Description

PARCEL A:

Parcel 2 of Certified Survey Map No. 8318, recorded on January 6, 2011, as Document No. 9956357, a division of Parcel 1 of Certified Survey Map No. 6313, being part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.

Property Address: 7154 South 76th Street, Franklin, WI 53132

Tax Key Number: 756-9993-021

PARCEL B:

Outlot 1 of Certified Survey Map No. 6313, recorded on December 27, 1996, on Reel 3956, Images 849 to 851 inclusive, as Document No. 7307525, being a redivision of Parcel 2 of Certified Survey Map No. 4828, and Outlot 1 of Certified Survey Map No. 5689, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.

Tax Key Number: 756-9993-016

PARCEL C:

Outlot 1 of Certified Survey Map No. 5401, recorded on April 2, 1990, on Reel 2434, Images 436 to 439 inclusive, as Document No. 6366765, a redivision of Parcel 1 of Certified Survey Map No. 4828, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.

Tax Key Number: 756-9993-012

LAND By LABEL
DEVELOPMENT CO.

September 5, 2025

Nick Fuchs
Planner
City of Franklin
9229 West Loomis Road
Franklin, WI 53132

Re: Poths General PDD Amendment and Detailed Site Plan Review

Mr. Fuchs

We are pleased to deliver our applications for an Amendment to Planned Development District No. 42 and Detailed Site Plan Review related to the Poths General mixed-use development. You will find under cover of this letter the following documents:

1. Planned Development District (PDD) Application and $5,900 Fee
2. Site Plan Major Amendment Application and $1,700 Fee
3. Legal Description in Word Format
4. Architectural Site Plan, Building Plans, Elevations and Renderings prepared by Rinka and dated 9.5.2025
5. Civil Engineering Plans including, site, grading, utility, landscape plans and site lighting prepared by Sigma and dated 9.5.2025
6. Natural Resource Protection Plan prepared by Sigma and dated 9.5.2025
7. Redline and Clean Drafts of Planned Development District 42 Amendment Ordinance
8. Site Intensity and Capacity Calculations prepared by Land By Label and dated 9.5.2023
9. Traffic Impact Analysis Addendum prepared by TADI and dated 8.25.25.

In addition to and simultaneously with the foregoing hard copies, we are providing an electronic copy of the information via dropbox.com link. If there are any questions regarding our application or materials, please do not hesitate to contact me. We look forward to advancing our efforts on this exciting redevelopment.

Sincerely,

Emily Cialdini
Vice President of Development
Land By Label

638 Milwaukee Street
Delafield, Wisconsin 53018
262-315-4627

landbylabel.com

LAND By LABEL
DEVELOPMENT CO.

Project Vision
The historic Poths General Store served Franklin families for 40 years as the neighborhood emporium at the redevelopment site. The Poths General development today comprises a collection of retailers, restaurants, residences, and amenities, designed to endure and evolve.

The comprehensive redevelopment with its public presence on 76th Street is designed to transform this gateway corridor to the City of Franklin into a thriving, vibrant community center. The existing shopping center is deteriorating and mostly vacant. The City has contemplated the site for mixed-use redevelopment in their long-term planning goals. Poths General realizes the City's long-term vision for the site.

Program Statement
Restaurants & Retail
Poths General includes roughly 50,000 square feet of commercial and retail space. Discussions are on-going with high-quality local restaurants, including a steakhouse and sushi concept. We've also discussed the site with breweries and coffee shops.

Enhancements to Harry's Ace Hardware
Harry's Ace Hardware will remain in its current location, but will receive enhancements to the exterior architecture and landscaping.

Luxury Apartments
The Poths General residential component includes roughly 300 units ranging from studios to three-bedrooms that offer Class A finishes and amenities, including quartz countertops, stainless steel appliances, and hard surface plank flooring. Units are contained in eight (8) two-story buildings and one (1) three to four-story buildings. A variety of enclosed and surface parking will serve the residential buildings. The interior and exterior design and finish of Poths General will be one of the finest in the Franklin submarket.

Resident Amenities
With a development of such scale, we have an opportunity to deliver exceptional resident amenities. A roughly 4,000 square foot clubhouse is appended to the multi-family podium building, creating a highly visible arrival beacon to the site. The clubhouse includes our leasing center and management offices along with an expansive clubroom with ample patio space, outdoor kitchen, and private pool. Central common areas are designed to provide a residential 'backyard'.

638 Milwaukee Street
Delafield, Wisconsin 53018
262-315-4627

LAND
By
LABEL
DEVELOPMENT CO.

Collaborative Design Revisions

Poths General reflects a highly considered design solution that incorporates good design principles. The site plan incorporates response to feedback we received from neighbors, Staff, and elected officials. To that end, we thought it would be helpful to summarize the changes from the previous PDD:

1. ***Reduced Number of Units.*** The prior PDD permitted a residential density of 500 dwelling units. The amended PDD would permit a residential density of up to 310 units.

2. ***Reduced Scale/Building Height.*** The prior PDD contemplated six (6) to seven (7) 4-story buildings. The amended PDD contemplates one (1) three-story building located at the center of the site, away from adjacent residential uses, and eight (8) two-story buildings. The new concept delivers smaller scale housing adjacent to all residential uses.

3. ***Increased Commercial Square Footage.*** The prior PDD contained roughly 25,000 square feet of commercial space. The amended PDD offers nearly double the square footage at roughly 50,000 square feet.

4. ***Increased Setbacks and Buffers.*** The smaller scale two-story buildings are much farther from property lines than the prior plan. Buffers and setbacks in the prior PDD were roughly 30 feet. Our site plan today contemplates a roughly 100-foot setback adjacent to all residential. Increasing the setbacks and buffers allowed us to preserve much of the existing mature woodlands to the east and south, further mitigating impact to the neighbors.

5. ***Reduced Parking.*** The prior PDD included roughly 1,000 parking spaces. The amended PDD includes 780 parking spaces.

Development Operations

Land By Label will hire a third-party property management company to oversee the development operations including leasing, maintenance, and operation of the public spaces. The residential leasing offices will be open 9 am to 6pm Monday through Friday and 9 am to 4 pm Saturday and Sunday. These hours are subject to change with input from our management team. The maintenance and leasing team will response to maintenance emergencies 24/7. The clubhouse will be open and accessible to residents 24/7 with secure, fobbed access. The pool will be open in the summer months, typically Memorial Day to Labor Day from 9am to 7pm.

LAND By LABEL
DEVELOPMENT CO.

Development Schedule
It is anticipated that demolition activities will begin in November 2025. Land By Label will be responsible for all of the phase I of the development which will include all the residential buildings, the 4,000 SF commercial building and the Ace Hardware renovations. A construction phasing plan will be submitted to the City for review as part of our building permit approvals.

638 Milwaukee Street
Delafield, Wisconsin 53018
262-315-4627

Poths General Development SWMP MEMO

S 76th Steet and Rawson Avenue
Franklin, Wisconsin

LAND By LABEL
DEVELOPMENT CO.

PREPARED FOR
Land By Label
7044 South Ballpark Drive, Suite 305
Franklin, WI 53132

PREPARED BY
THE SIGMA GROUP
Single Source. Sound Solutions.

Project Number – 21775
9/5/2025

Chris Carr, P.E.
Vice President

Michael Garner, E.I.T.
Project Engineer

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1. Introduction

This Storm Water Management memo presents the preliminary design calculations and considerations for the proposed development located at the intersection of S 76th Street and Rawson Avenue in the City of Franklin, WI. The proposed site encompasses approximately 24.93 acres. The site is bounded by residential developments to the south and east, 76th Street to the west, and by commercial developments, as well as Rawson Avenue, to the north. The western half of the existing site currently consists of commercial developments that will be redeveloped for the proposed project. The eastern half of the existing site consists of natural features such as woodland, grassland, and wetlands. The proposed site will consist of new development for this half of the site. This storm water management memo serves as a summary of calculations showing the proposed development meets all applicable ordinances.

2. Design Criteria

City of Franklin, Wisconsin

Water Quality

- Total Suspended Solids. BMPs shall be designed, installed, and maintained to control total suspended solids carried in runoff from the post-construction site as follows:
    - For new and in-fill developments, by design, reduce to the maximum extent practicable, the total suspended solids load by 80%, based on the average annual rainfall, as compared to no runoff management controls. No person shall be required to exceed an 80% total suspended solids reduction to meet the requirements of this subdivision.
    - For redevelopment, by design, reduce to the maximum extent practicable, the total suspended solids load from parking areas and roads by 40%, based on the average annual rainfall, as compared to no runoff management controls. No person shall be required to exceed a 40% total suspended solids reduction to meet the requirements of this subdivision.
    - Maximum Extent Practicable. If the design cannot meet a total suspended solids reduction performance standard of subs. 1. to 2, the storm water management plan shall include a written, site-specific explanation of why the total suspended solids reduction performance standard cannot be met and why the total suspended solids load will be reduced only to the maximum extent practicable.
    - Off-Site Drainage. When designing BMPs, runoff draining to the BMP from offsite shall be taken into account in determining the treatment efficiency of the practice. Any impact on the efficiency shall be compensated for by increasing the size of the BMP accordingly.

Water Quantity and Management of Peak Runoff

- By design, BMPs shall be employed to maintain or reduce the 1-year, 24-hour post-construction peak runoff discharge rate to the 1-year, 24-hour pre-development peak runoff discharge rate, or to the maximum extent practicable.
- By design, BMPs shall be employed to meet both of the following for the 2-year, 24-hour storm:
    - Maintain or reduce the 2-year, 24-hour post-construction peak runoff discharge rate to the 2-year, twenty-four-hour pre-development peak runoff discharge rate, or to the maximum extent practicable (per City of Franklin), and
    - Achieve a maximum runoff release rate of 0.15 cubic feet per second per acre or utilize the volumetric design procedure to limit post-development runoff volumes to existing condition runoff volumes during the critical time period (per MMSD).

- By design, BMPs shall be employed to maintain or reduce the 10-year, 24-hour post-construction peak runoff discharge rate to the 10-year, 24-hour pre-development peak runoff discharge rate, or to the maximum extent practicable.
- By design, BMPs shall be employed to meet the both of the following for the 100-year, 24-hour storm:
    - Maintain or reduce the 100-year, 24-hour post-construction peak runoff discharge rate to the 100-year, 24 hour pre-development peak runoff discharge rate, or to the maximum extent practicable (per City of Franklin), and
    - The stricter of the following (per MMSD):
        - Achieve a maximum runoff release rate of 0.5 cubic feet per second per acre or utilize the volumetric design procedure to limit post- development runoff volumes to existing condition runoff volumes during the critical time period, or
        - A rate determined for the individual site that distributes runoff over the critical time sufficient to comply with sub. 1.

  Note: § 13.11(3)(b)(2), MMSD Rules, permits an individual site exemption from the 0.5 cfs release rate if an analysis shows that the runoff will be distributed over the critical time (a defined term) so as not to reduce the level of protection downstream.

Storm Sewer

- All storm sewers shall at a minimum be designed to carry the peak flows from a 10-year, 24-hour design storm using planned land use for the entire contributing watershed. All storm sewers shall be designed in accordance with applicable City standards and specifications. The City Engineer may require conveyance of a larger recurrence interval storm for heavily traveled roadways and areas where the City Engineer determines that an added level of protection is needed.

Wisconsin Department of Natural Resources

WDNR – Technical Standards (NR151 and NR216)

Infiltration

- For residential developments one of the following shall be met: Infiltrate sufficient runoff volume so that the post-development infiltration volume shall be at least 90% of the pre-development infiltration volume, based on an average annual rainfall. However, when designing appropriate infiltration systems to meet this requirement, no more than 1% of the project site is required as an effective infiltration area. Due to this being a partial redevelopment, and because this site contains silt loam soils with infiltration rates below 0.5 inches/hour, infiltration will not be required for this site.

Protective Areas

- Impervious surfaces shall be kept out of the protective area to the maximum extent practicable. Where land disturbing construction activity occurs within a protective area, and where no impervious surface is present, adequate sod or self-sustaining vegetative cover of 70% or greater shall be established and maintained. The adequate sod or self-sustaining vegetative cover shall be sufficient to provide for bank stability, maintenance of fish habitat and filtering of pollutants from upslope overland flow areas under sheet flow conditions. Non-vegetative materials, such as rock riprap, may be employed on the bank as necessary to prevent erosion such as on steep slopes or where high velocity flows occur. Best management practices such as filter strips, swales or wet detention basins, that are designed to control pollutants from non-point sources may be located in the protective area. The wetlands on the northeast side of this side will remain protected and undisturbed for the proposed development. Woodlands on the east side of the site will be partially disturbed.

3. Design Analysis

- Stormwater Detention basins – were designed to meet relevant standards per WDNR Technical Standard 1001.
- Rainfall data used in the hydrologic analysis were obtained from the NOAA Atlas 14 precipitation depths, and the appropriate NRCS Wisconsin MSE3 precipitation distribution for 24 hour duration (1-yr, 2-yr, 10-yr, and 100-yr storm events).

1 year	2 year	10 year	100 year
2.36”	2.66”	3.74”	5.98”

- Curve numbers for the soils within the analysis region were selected from the values published in TR-55. Native soil types were determined from NRCS maps and borings.
- Time of concentration values were calculated based on the standard TR-55 method.
- The hydraulic calculations and analysis presented in this memo were performed using HydroCad Watershed Modeling software which utilizes the methodologies of TR-55 for a hydrograph based analysis of watershed conditions. Hydrographs were developed using a standard MSE-3 24 hour hydrograph for the various 24-hr storm events.
- Sediment reduction characteristics for the proposed water quality facilities were determined using WinSLAMM (Version 10.3.4) Source Loading and Management Model.

4. Existing Condition Analysis

The existing site consists of an already developed area on the western half of the site, and an undeveloped area on the eastern half. Most of the developed area of the site generally drains from south to north. The far southern side of the developed area drains from east to west towards the southwest corner of the site. The undeveloped eastern side of the site generally drains from southwest to northeast. This area currently consists of woodland and open green space where several wetlands are located. Most of these wetlands have been deemed artificial by the WDNR, with the exception of the wetland located at the northeast corner of the site. This wetland will not be disturbed as part of the proposed project. The WDNR Artificial Wetland Exemptions for the artificial wetlands on site were received on October 13th, 2022 and March 4th, 2024.

5. Proposed Developed Conditions Description

The proposed development will include 4 proposed commercial buildings, 9 proposed residential buildings, 1 existing commercial building, and associated parking, drive aisles and sidewalks. The site will primarily maintain existing drainage patterns and outfall locations through implementation of storm sewer, bio-filtration basins and a wet detention basin. A private road will be constructed crossing an artificial wetland and culverts will be installed to allow the existing offsite drainage to bypass the development and continue to flow to the wetland.

The total disturbance area for the project site is approximately 22.25 acres. Prior to development, the site had 8.54 ac of impervious surfaces. Post construction, the development area will contain approximately 14.87 acres of impervious surface.

6. Storm Water Quantity Modeling

A summary of results can be viewed in the table below:

Peak Flow Reduction Summary (To Northwest)		
Storm Frequency (yr)	Existing Site Conditions Peak Runoff Discharge Rate on site (cfs)	Post-Development Site Conditions Peak Runoff Discharge Rate (cfs)
1	25.62	15.58
2	29.79	18.28
10	44.75	28.06
100	75.35	71.81
Peak Flow Reduction Summary (To Northeast)		
Storm Frequency (yr)	Existing Site Conditions Peak Runoff Discharge Rate on site (cfs)	Post-Development Site Conditions Peak Runoff Discharge Rate (cfs)
1	6.11	1.90
2	8.20	2.33
10	16.73	3.96
100	37.14	32.68
Peak Flow Reduction Summary (To South)		
Storm Frequency (yr)	Existing Site Conditions Peak Runoff Discharge Rate on site (cfs)	Post-Development Site Conditions Peak Runoff Discharge Rate (cfs)
1	1.54	1.17
2	1.91	1.45
10	3.31	2.51
100	6.36	4.82

Volume Reduction Summary for Critical Time: Root River – 7.75 hours – 11.75-19.50		
Storm Frequency (yr)	Existing Site Condition Runoff Volume (acre-feet)	Proposed Site Condition Runoff Volume (acre-feet)
2	2.229	1.826
100	6.669	6.060

7. Storm Water Quality Modeling

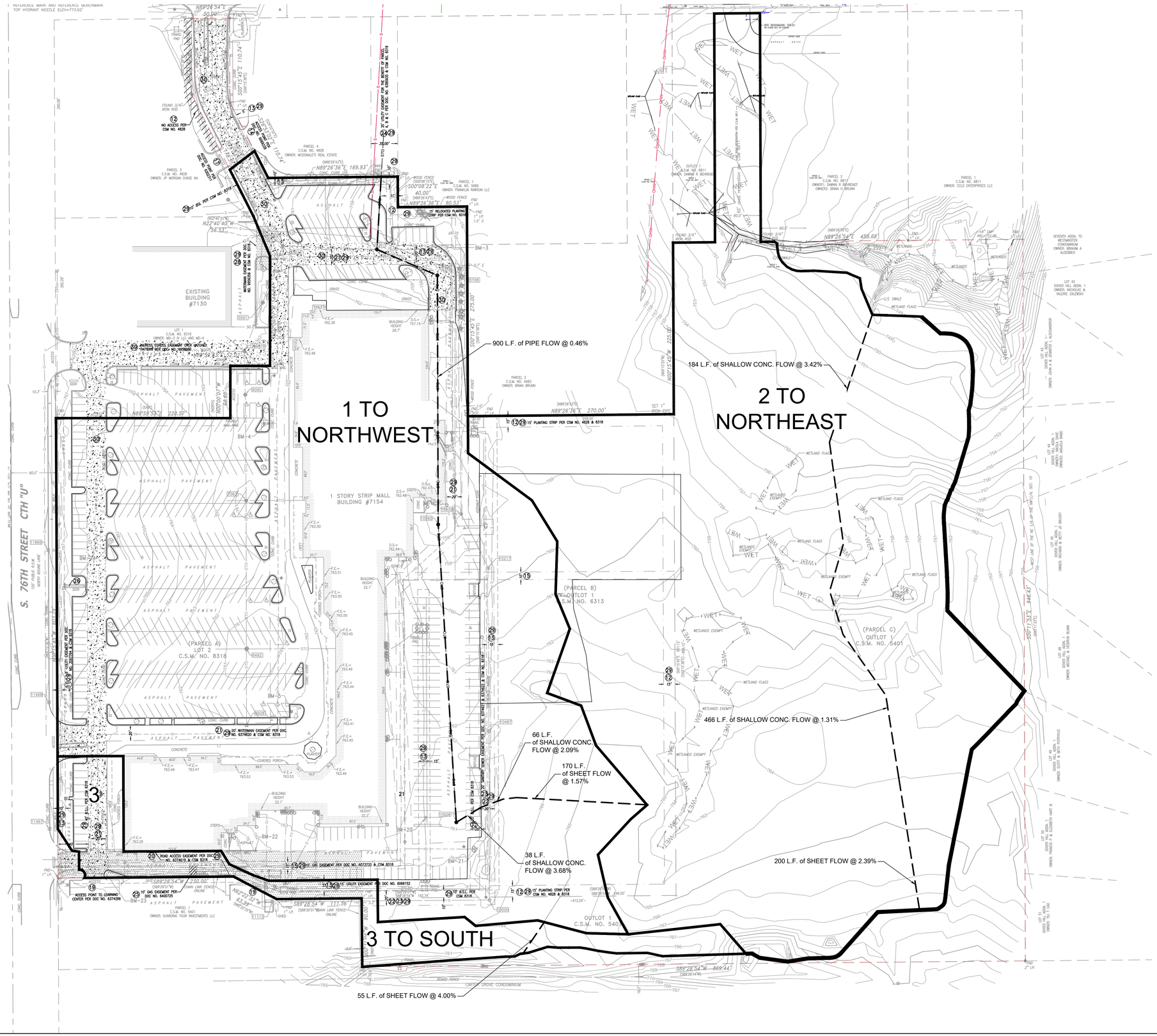
NR 151 regulations require that the project employ BMPs to reduce sediment load leaving the site by 80% compared to no controls for new developments, and 40% for redevelopments. Since the site contains redevelopment and new development, a composite total suspended solids reduction requirement was calculated based on the proposed redevelopment and new development areas. The table below shows this calculation. A summary table below showing the proposed total suspended solids reduction for the site is also included below.

Total Suspended Solids Reduction Requirement Calculation		
	Area	% TSS Reduction Requirement
Redevelopment Area	10.21 acres	40%
New Development Area	14.72 acres	80%
Total Site	22.25 acres	61.6%

Quality Summary Table

Total Suspended Solids Loading	
Total TSS prior to controls/treatment	7097 lbs
Total TSS After controls/treatment	2470 lbs
Total Percent TSS Reduction	65.2%

Stormwater Figures


1 TO NORTHWEST
2 TO NORTHEAST
3 TO SOUTH
900 L.F. of PIPE FLOW @ 0.46%
184 L.F. of SHALLOW CONC. FLOW @ 3.42%
466 L.F. of SHALLOW CONC. FLOW @ 1.31%
66 L.F. of SHALLOW CONC. FLOW @ 2.09%
170 L.F. of SHEET FLOW @ 1.57%
38 L.F. of SHALLOW CONC. FLOW @ 3.68%
200 L.F. of SHEET FLOW @ 2.39%
55 L.F. of SHEET FLOW @ 4.00%
EXISTING BUILDING #7130
1 STORY STRIP MALL BUILDING #7154
(PARCEL A) LOT 2 C.S.M. NO. 8318
(PARCEL B) OUTLOT 1 C.S.M. NO. 6313
(PARCEL C) OUTLOT 1 C.S.M. NO. 5401
OUTLOT 1 C.S.M. NO. 5401
S. 76TH STREET CTH "U"
PARCEL 4 C.S.M. NO. 4828 OWNER: MCDONALD'S REAL ESTATE
PARCEL 3 C.S.M. NO. 4828 OWNER: JP MORGAN CHASE NA
PARCEL 1 C.S.M. NO. 5689 OWNER: FRANKLIN RAWSON LLC
PARCEL 2 C.S.M. NO. 4483 OWNER: BRIAN BRUNN
OUTLOT 1 C.S.M. NO. 6811 OWNER: DAWNA R BEVERIDGE
PARCEL 2 C.S.M. NO. 6811 OWNER: DAWNA R BEVERIDGE OWNED: BRIAN H BRUNN
PARCEL 1 C.S.M. NO. 6811 OWNER: COLD ENTERPRISES LLC
PARCEL 1 C.S.M. NO. 8318 OWNED: MO-2 N LLC AND MO-N
PARCEL 1 C.S.M. NO. 5401 OWNER: GUARDING YOUR INVESTMENTS LLC
SEVENTH ADDN. TO WESTMINSTER CONDOMINIUM OWNER: ABRAHAM A ALDERSEH
LOT 45 DOVER HILL ADDN. 1 OWNER: NICHOLAS & VALERIE ZALEMSKI
LOT 44 DOVER HILL ADDN. 1 OWNER: JOHN K & JENNIFER L ALEXANDROV
LOT 43 DOVER HILL ADDN. 1 OWNED: ANGELA MARC
LOT 42 DOVER HILL ADDN. 1 OWNER: RICHARD & BETTY JO BRISKY
LOT 41 DOVER HILL ADDN. 1 OWNER: MICHAEL & REGINA ADAM
LOT 40 DOVER HILL ADDN. 1 OWNER: JOSEPH & BETH POWROS
LOT 39 DOVER HILL ADDN. 1 OWNER: FRANCIS P & ELIZABETH HART III
LOT 38 DOVER HILL ADDN. 1 OWNER: DAVID & BETTY A. LAND
CARTER GROVE CONDOMINIUM
BOARD FENCE
WETLANDS EXEMPT
WETLAND FLAGS
WETLANDS
WET
N89°26'54"E 458.68'
S89°28'54"W 869.44'
S89°28'54"W 230.00'
S89°28'54"W 111.36'
S00°15'45"E 275.00'
S00°15'45"E 110.74'
N89°26'36"E 169.93'
N89°26'36"E 90.53'
N89°26'54"E 50.00'
N89°26'54"E 270.00'
S00°08'22"E 40.00'
N00°00'01"W 264.00'
N89°59'25"E 228.52'
N22°40'40"W 56.53'
S00°11'33"E 946.43'
S89°26'54"W 412.24'
S89°26'54"W 249.50'
S89°29'01"W 162.74'
S89°29'01"W 63.42'
S89°29'01"W 63.42'
S89°29'01"W 111.19'
N89°26'54"E 50.00'
S00°15'45"E 110.74'
N89°26'54"E 50.00'
N89°26'54"E 270.00'
S00°08'22"E 40.00'
N89°26'36"E 90.53'
N89°26'36"E 169.93'
N89°26'54"E 458.68'
S00°11'33"E 946.43'
S89°28'54"W 869.44'
S89°28'54"W 230.00'
S89°28'54"W 111.36'
N00°00'01"W 264.00'
N89°59'25"E 228.52'
N22°40'40"W 56.53'
S89°29'01"W 162.74'
S89°29'01"W 63.42'
S89°29'01"W 63.42'
S89°29'01"W 111.19'
SET 1" IRON PIPE
FOUND 3/4" IRON ROD
FOUND 1" I.P.
FOUND 3/4" I.P.
FOUND 1" I.P. 1.5' S
FOUND 1" I.P. 0.6' E
FOUND 1" I.P. 0.6' W
FOUND 1" I.P. 0.7' E
FOUND 1" I.P. 0.7' W
FOUND 1" I.P. 0.7' S
FOUND 1" I.P. 0.7' N
FOUND 1" I.P. 0.8' E
FOUND 1" I.P. 0.8' W
FOUND 1" I.P. 0.8' S
FOUND 1" I.P. 0.8' N
FOUND 1" I.P. 0.9' E
FOUND 1" I.P. 0.9' W
FOUND 1" I.P. 0.9' S
FOUND 1" I.P. 0.9' N
FOUND 1" I.P.

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

GRAPHIC SCALE
0 60 120

W. RAWSON AVENUE

S. 76TH STREET CTH "U"

POND 1

BIO 2

AREA 1
TO POND 1

AREA 2
TO BIO 2

AREA 5
UNDETAINED
TO NORTHWEST

BIO 4

AREA 3
TO BIO 3

AREA 4
TO BIO 4

BIO 3

AREA 7
UNDETAINED TO SOUTH

AREA 6
UNDETAINED

FUTURE GARAGES

FUTURE GARAGES

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

PROPOSED CONDITIONS

PRELIMINARY
NOT FOR
CONSTRUCTION

SCALE:	1"=60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	9/5/2025
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC
SHEET NO:	SW 2.0

12:28
MGARNER
SW 2.0
21775

I:\land by label\21775 poths general - 76th-rawson\060 CAD\030_Production Sheets\800_SWMP\SW 2.0 PROPOSED CONDITIONS.dwg

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY

~~[Draft 5-10-23]~~

ORDINANCE NO. 2023~~3~~5-____

AN ORDINANCE TO AMEND ~~CREATE~~ SECTION 15-3.0447 OF THE FRANKLIN UNIFIED DEVELOPMENT ORDINANCE ~~ESTABLISHING~~ PLANNED DEVELOPMENT DISTRICT NO. 42 (*POTHS GENERAL*) FOR A MINOR AMENDMENT TO THE SITE PLAN~~) AND TO REZONE PROPERTY FROM B-3 COMMUNITY BUSINESS DISTRICT AND R-6 SUBURBAN SINGLE-FAMILY RESIDENCE DISTRICT TO PLANNED DEVELOPMENT DISTRICT NO. 42~~ (APPROXIMATELY 7154 SOUTH 76TH STREET)

~~WHEREAS, a petition for zoning change having been filed to change the zoning on a tract of land (3 parcels) from B-3 Community Business District and R-6 Suburban Single-Family Residence District to a Planned Development District, which tract of land is located at approximately 7154 South 76th Street, bearing Tax Key Nos. 756-9993-021, 756-9993-016 and 756-9993-012, and which is more particularly described below; and~~

~~WHEREAS, the Plan Commission having determined that the proposed Planned Development District No. 42 (*Poths General*) is in conformance with the City of Franklin Comprehensive Master Plan and contains more than 3 acres; and~~

~~WHEREAS, a Public Hearing was held before the Plan Commission on the 18th day of May, 2023, and the Plan Commission having reviewed the Planned Development District No. 42 petition and having found that the proposed Planned Development District conforms to the standards for adoption of a Planned Development District, and having recommended to the Common Council that the creation of Planned Development District No. 42 be approved; and~~

~~WHEREAS, the Common Council having reviewed the petition and recommendation following the Public Hearing and having determined that the adoption of an ordinance to create Planned Development District No. 42 will promote the health, safety and welfare of the Community.~~

WHEREAS, Section 15-3.0447 of the Unified Development Ordinance provides for and regulates Planned Development District No. 42 (Poths General), same having been created by Ordinance No. 2023-2546, with such District primarily being located at approximately 7154 South 76th Street, bearing Tax Key Nos. 756 9993 012, 756 9993 016, and 756 9993 021, and is more particularly described below; and

~~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 the properties described below be changed from B-3 Community Business District and R-6 Suburban Single-Family Residence District to Planned Development District No. 42 (*Poths General*) as is created under SECTION 2 of this ordinance:~~

PARCEL A:
Parcel 2 of Certified Survey Map No. 8318, recorded on January 6, 2011, as Document No. 9956357, a division of Parcel 1 of Certified Survey Map No. 6313, being part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Property Address: 7154 South 76th Street, Franklin, WI 53132
Tax Key Number: 756-9993-021

PARCEL B:
Outlot 1 of Certified Survey Map No. 6313, recorded on December 27, 1996, on Reel 3956, Images 849 to 851 inclusive, as Document No. 7307525, being a redivision of Parcel 2 of Certified Survey Map No. 4828, and Outlot 1 of Certified Survey Map No. 5689, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Tax Key Number: 756-9993-016

PARCEL C:
Outlot 1 of Certified Survey Map No. 5401, recorded on April 2, 1990, on Reel 2434, Images 436 to 439 inclusive, as Document No. 6366765, a redivision of Parcel 1 of Certified Survey Map No. 4828, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 10, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin.
Tax Key Number: 756-9993-012

WHEREAS, Exhibit A, the Proposed Site Plan, has been modified to reflect a mixed-use residential development concept consistent with the District Intent, General Requirements, and Development Standards of Planned Development District No. 42; and,

WHEREAS, the language within Planned Development District No. 42 has been modified to ensure consistency with the 2025 City of Franklin Unified Development Ordinance;

WHEREAS, the City of Franklin Plan Commission on the 9th day of October, 2025, having reviewed the proposed amendment to Planned Development District No. 42 and thereafter having recommended to the Common Council that the proposed amendment be approved subject to the conditions and restrictions included herewith; 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 amendment to Planned Development District No. 42 is consistent with the 2025 Comprehensive Master Plan of the City of Franklin, Wisconsin and that it will 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 2: §15-3.0447 of the Unified Development Ordinance of the City of Franklin, Wisconsin, is hereby created to read as follows:~~

Section 15-3.0447 PLANNED DEVELOPMENT DISTRICT NO. 42 (*POTHS GENERAL*)

A. **Development Scope.**

This Planned Development District shall be constructed, operated and maintained in conformance with the following listed Exhibits, all containing matters approved hereunder or by the separate approval of the Common Council as set forth below, and all applicable terms and provisions of the Municipal Code and the Unified Development Ordinance not enumerated herein and not contrary to the terms or provisions of this Ordinance, including, but not limited to such permits as are required under Division 15-8.0200 Construction, Division 15-8.0300 Construction Site Erosion Control and Division 15-8.0600, as well as the Development Agreement required as a condition of approval of Exhibit A, below. The plans contained in the following listed Exhibits may be adjusted in minor detail and so noted prior to construction upon the written approval of the City Engineer or City Planning Manager in order to comply with all of the conditions of this Ordinance. The Developer of this Planned Development District is as set forth below.

1. **Exhibit A**: ~~Concept~~ Proposed Site Plan entitled "Poths General ~~Apartments~~ Franklin Masterplan", dated-stamped ~~May~~ September ~~3~~5, 202~~3~~5.

~~2. **Exhibit B**: Site Intensity Calculation Site Plan, dated-stamped May 3, 2023.~~

~~3~~2. **Exhibit B~~C~~**: Site Intensity and Capacity Calculations, dated-stamped ~~May~~ September ~~3~~5, 202~~53~~.

~~4~~3. **Exhibit C~~D~~**: Natural Resource Protection Plan prepared by The Sigma Group dated ~~May~~ September ~~1~~5, 202~~3~~5.

4. **Exhibit D**: Landscape Plan prepared by The Sigma Group dated September 5, 2025.

~~5~~5. **Developer**: Land by Label, LLC.

B. **District Intent.** It is the intent of the Planned Development District No. 42 (*Poths General*) to allow for the development of commercial retail sales and services~~, hotel~~ and multi-family residential uses.

C. **General Requirements.** The site shall be developed in substantial compliance with the district standards and specific development standards for the Planned Development District No. 42 (*Poths General*) set forth in this Ordinance.

D. **Permitted Uses.** The following uses are hereby permitted within the parameters as set forth below and referenced on Exhibit "A".

1. Multi-family residential use within buildings A, B, C, D, E, F, ~~and~~ G, H and I.

2. Any use within the commercial ~~area of~~ buildings ~~A and B~~ shall be a use consistent with the permitted uses in the ~~B-3 Community~~B-G General Business District of the City of Franklin Unified Development Ordinance, as may be amended from time to time. ~~Commercial uses are only permitted in buildings A and B, limited to the ground floor level.~~

~~3. Hotel Inn as defined in the City of Franklin Unified Development Ordinance within building H.~~

4.3. Hardware store or any use consistent with the permitted uses in the B-~~3~~G ~~Community~~ General Business District of the City of Franklin Unified Development Ordinance within the building labeled as "~~Ace Hardware~~Renovated Portion of 1-Story Strip Mall" on Exhibit "A".

~~5.~~4. Essential services as defined in the City of Franklin Unified Development Ordinance.

~~E. **Special Uses.** The following uses are hereby allowed when approved as Special Use within the parameters set forth in the Unified Development Ordinance, this Planned Development District No. 42, and as referenced on Exhibit "A".~~

~~1. Any special use within the commercial area of buildings A and B shall be a special use consistent with the uses in the B-3 Community Business District of the City of Franklin Unified Development Ordinance, as may be amended from time to time.~~

~~2. Any building over four stories or 60 feet in height.~~

F. **Prohibited Uses.** All uses not listed as a permitted use, ~~special use~~Conditional Use or ~~accessory~~ Temporary use thereto within the B-~~3~~G ~~Community~~ General Business District or this Planned Development District No. 42.

G. **Accessory Uses.** The following uses are allowed provided the principal structure is present or under construction on the lot or parcel:

1. Amenities depicted on Exhibit "A", specifically ~~pavilion,~~ plaza, ~~food truck plaza, identity beacon, ice skating rink, restrooms,~~ outdoor dining, ~~splash pad,~~ clubhouse, swimming pool and grill area.

2. Off-street parking as required in the City of Franklin Unified Development

Ordinance.

H. **Non-residential Development Standards.** ~~Commercial areas of Buildings A and B; Building~~ Commercial buildings ~~H~~ and the "~~Ace Hardware~~ Renovated Portion of 1-Story Strip Mall" depicted as commercial on Exhibit "~~B~~A" shall meet the following development standards:

1.	Minimum lot area:	40,000 square feet
~~1.~~2.	Maximum Impervious Coverage (%)	80%
~~2. Minimum Landscape Surface Ratio (LSR):~~		~~0.45~~
~~3. Maximum Gross Floor Area Ratio (GFAR):~~		~~0.31~~
~~4. Maximum Net Floor Area Ratio (GFAR):~~		~~0.57~~
~~5.~~3.	Minimum front setback:	15 feet
~~6.~~4.	Minimum side setback on corner lot:	15 feet
~~7.~~5.	Minimum side setback:	10 feet
~~8.~~6.	Minimum rear setback:	20 feet
~~9.~~7.	Minimum setback from arterial roadways: (South 76th Street and Rawson Avenue)	40 feet
~~10.~~8.	Maximum building height,	
	Principal structure:	4.0/60 stories/ft
	Accessory structure:	1.0/25 stories/ft

I. **Residential Development Standards.** ~~Residential areas of Buildings A and B;~~ Buildings A, B, C, D, E, F, ~~and~~ G, H and I depicted ~~as residential~~ on Exhibit "A~~B~~" shall meet the following development standards:

1.	Minimum lot area:	40,000 square feet
2.	Maximum Impervious Coverage (%):	60%
~~1.~~3.	Minimum lot area per unit:	2,200 square feet
~~2. Minimum Open Space Ratio (OSR):~~		~~0.35~~
~~3. Maximum Gross Density (GD):~~		~~30 dwelling unit/acre~~
~~4. Maximum Net Density (ND):~~		~~45 dwelling unit/acre~~
~~5.~~4.	Minimum front setback:	15 feet
~~6.~~5.	Minimum side setback on corner lot:	15 feet
~~7.~~6.	Minimum side setback:	10 feet
~~8.~~7.	Minimum rear setback:	20 feet

~~9.~~8. Minimum setback from arterial roadways: 40 feet

(South 76th Street and Rawson Avenue)

~~10.~~9. Maximum building height,

Principal structure: 4.0/60 stories/ft

Accessory structure: 1.0/25 stories/ft

J. **Parking.** The ~~minimum number of parking spaces shall comply with the requirements of the Unified Development Ordinance, and the~~ maximum number of parking spaces shall conform to the table referenced on Exhibit "A", unless otherwise approved in writing by the Plan Commission. No parking shall be allowed within the parking setback of 30 feet from a residential zoning district or 10 feet from a commercial zoning district. No parking setback is required when abutting another property zoned PDD No. 42.

K. **Landscaping**. The minimum quantity of plantings to be provided, including in bufferyards, as part of the Landscape Plan for PDD No. 42 shall be in conformance with the Landscape Plans dated September 5, 2025:

Canopy/Shade Trees: 150
Evergreen/Ornamental Trees: 200
Evergreen/Large Deciduous Shrubs: 500
Small Shrubs/Perennial Grasses: 1,500

L. **Conditions of Approval.** ~~Pursuant to the Unified Development Ordinance Section 15-9.0208E.7.b.(1), a~~The ~~general~~ approval of the ~~a~~ Planned Development District No. 42 Amendment is conditioned upon the subsequent submittal and approval of more specific and detailed plans. The conditions of general approval for Planned Development District No. 42 POTHS GENERAL are listed below:

1. The applicant shall be responsible for filing a Certified Survey Map or Preliminary Plat of Subdivision consistent with all requirements of the Unified Development Ordinance and this Planned Development District.

2. The applicant shall be responsible for filing a Subdivision Development Agreement consistent with all regulations of the Unified Development Ordinance and Municipal Code, as may be amended, for the Certified Survey Map or Final Subdivision Plat. Said Subdivision Development Agreement shall be subject to review and approval by the Common Council.

~~3. The applicant shall submit a landscape plan, as defined in the Unified Development Ordinance as part of the Certified Survey Map or Preliminary Plat submittal. Such landscape plan shall depict a 30-foot wide landscape buffer where the site abuts residential zoning districts, specifically R-6 as well as Planned Development Districts nos. 11 and 17, and excluding any natural~~

~~resource area.~~

~~4.~~3. The applicant shall be responsible for filing Site Plans and/or Special Uses consistent with all regulations of the Unified Development Ordinance and Municipal Code, as may be amended, for each individual lot resulting from the eventual Certified Survey Map or subdivision plat.

~~5.~~4. Grading, stormwater management, erosion control and utility plans shall be subject to review by the Engineering Department.

~~6.~~5. This ordinance is not approving any of the impacts to protected natural resources indicated on Exhibit "C~~D~~" Natural Resource Protection Plan. The applicant shall be responsible for filing a Natural Resource Special Exception application, if required, that is consistent with all regulations of the Unified Development Ordinance.

~~7.~~6. All protected natural resources indicated in the Natural Resource Protection Plan, including wetlands, wetland buffers, wetland setbacks and woodlands shall be protected by a conservation easement in accordance with the Unified Development Ordinance.

~~8.~~7. In the event that no building permit has been issued for any one of the structures in this Planned Development District; prior to the expiration of 24 months from the date of enactment of this Ordinance No. 2025-_____, and allowing a three month extension thereto if requested by the applicant and approved by the Common Council prior to the expiration of the 24 months, the zoning designation shall revert back to the zoning for the subject parcel(s) which existed prior to the effective date of this Ordinance.

~~9.~~8. The applicant shall submit a Traffic Impact Analysis of this development at the time detailed site plans or land division applications are provided for review.

~~10.~~9. All signs, including the identity beacon depicted on Exhibit "A", must comply with the city's sign regulations and will require a separate approval.

~~11. The applicant shall be responsible for revising the location of Building A or any other building to meet the 40-foot building setback from arterial roadways (South 76th Street and West Rawson Avenue) set forth in Section 15-5.0108B. of the Unified Development Ordinance.~~

~~12. The applicant shall be responsible for revising the location of parking lots to meet the parking setbacks set forth in Section 2.J. "Parking" of this ordinance.~~

SECTION 3: 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 4: All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.

SECTION 5: 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 _____, 202~~3~~5, by Alderman _____.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 202~~3~~5.

APPROVED:

_____
John R. Nelson, Mayor

ATTEST:

_____
~~Karen L. Kastenson~~Shirley Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

Exhibit B – Site Intensity Calculations

Site Intensity Calculations

Table 15-9-04(A)(4): Calculation of Natural Resource Protection Land Area	
Resource/Feature	Total land surface area of each Natural Resource feature (acres or square feet; use throughout)
a. SEWRPC Primary Environmental Corridor	0 acres
b. SEWRPC Secondary Environmental Corridor	0 acres
c. SEWRPC Isolated Natural Resource	0 acres
d. Surface Water or Wetland Buffer	0.262 acres
e. Woodland or Forest	2.419 acres
f. Wetland	0.167 acres
g. Degraded Wetland	0 acres
h. Lake or Pond	0 acres
i. Gross land surface area of natural resource features	(i) = Sum of (a) through (h) above 2.848 acres
j. Net Natural Resource Protection Land - Total area of the site lying within the boundaries of at least one Natural Resource feature (a) through (h)	1.774 acres (1.074 acres of impacted woodlands) Determine from map; total surface area lying within at least one Natural Resource Feature

Table15-9-04(A)(5): Calculation of Base Site Area For Development			
Step	Land Area to Be Determined	Calculation	Area (Square feet or acres; use throughout)
a	Total gross site area (SF or acres; use throughout) determined through a boundary survey of the subject property		24.51 acres
b	Land in dedicated public street rights-of-way, land located within the ultimate road right-of-way of existing roads, rights-of-way of utilities, and dedicated public park or school sites		0 acres
c	Land reserved for open space as part of a previously approved development or land division		0 acres
d	Land area to be reserved for parks and schools		0 acres
e	Net Natural Resource Protection Lands, row (j) from Table 15-3-01		1.774 acres
f	Net Buildable Area for Development = (a) – {sum (b+c+d+e)}		22.74 acres

Table 15-9-04(A)(6): Calculation of Site Capacity For Residential Uses		
Land Area to Be Determined		**Area (SF or acres; use throughout)**
a. Net Buildable Area for Development, Row (f) from Table 15-9-04(A)(5)		a = row (f), Table 15-9-04(A)(5) 22.74 acres
For multi-family units, if proposed:		
b. Number of units proposed: Up to 310	c. Minimum lot area per unit (Section 15-3.0447(I)(3)) 2,200 square feet	d = (b) x (c) Minimum land area required: 15.66 acres
For single-family units, if proposed:		
e. Number of units proposed:	f. Minimum lot area per unit (from Section 15-3-01)	g = (e) x (f) Minimum land area required:
Total minimum land area required shall not exceed net buildable area for development; check that (h) < (a)		h = (d) + (g) Total minimum land area required:

LAND BY LABEL
RESPONSE TO:
MEMORANDUM

Date:	September 21, 2025
To:	Emily Cialdini, Land By Label
From:	Department of City Development Nick Fuchs, Planning Associate
RE:	Staff comments for Major PDD Amendment and Major Site Plan Amendment, Poths General TKN 756 9993 012, 756 9993 016, and 756 9993 021

Below are comments and recommendations for the proposed Poths General development for properties generally located at the southeast corner of West Rawson Avenue and South 76th Street.

City Development Department comments

1. Staff recommends allowing conditional uses as allowed in the B-G District for the commercial area. LxL Response: Ok, we agree conditional uses for B-G District should be allowed. This has been added as Section E of PDD 42.
2. The ordinance should include dog park in the list of accessory uses. LxL Response: Ok. This has been added to list of accessory uses under Section G of PDD 42.
3. Staff recommends providing an additional row of plantings adjacent to the dog park to better buffer from the adjacent uses to the south. LxL Response: Ok. We will add additional plantings adjacent to dog park.
4. "Plaza" is included in the list of accessory uses as depicted on Exhibit A. Is the plaza shown and labeled on the Site Plan? What specific amenities are now included within the plaza area? LxL Response: Plaza area is intended to be open green space across from retail Building K.
5. Where is the exact boundary between the residential and non-residential area of the PDD? It is recommended to show that line on the overall site plan as well as showing site information for each area in addition to the total for the entire PDD. This will help demonstrate conformance with development standards for each area. LxL Response: Delineation between residential and non-residential will be added to Site Plan.
6. Please update the Natural Resource Protection Plan to reflect Article 7. Natural Resource Protection Standards of the UDO. It is recommended to follow the R-MF District for wetland buffers. LxL Response: Will update NRPP to reflect Article 7 and woodland requirements below.

   See Section 15-7-02A.1. for Woodland determination requirements. The Woodland definition is below.

   > **Woodland:** An area or stand of trees with a minimum of eight (8) or more individual trees with a dBH of at least six (6) inches, whose combined canopies cover at least fifty (50) percent of the area. The area is defined using the perimeter of the canopies during full leaf-

on. Woodland may include, without limitation, trees, woodlands, forests, and oak-savanna complexes.

Also note that a Woodland Buffer is required. See Section 15-7-02B.3.a.

The City also requires compensation for impacts. See Section 15-7-03.

7. Please note a cross-access easement area for the connection to the property to the south. See Section 15-5-01C.1.b.v. LxL Response: Ok, will show cross access easement on Site Plan.
8. Please update parking spaces and aisles to comply with the current UDO standards. See Section 15-5-01C.2. and Table 15-5-01(C) of the UDO. LxL Response: Parking spaces and drive aisles comply with current UDO standards. Drive aisles are 24' and parking spaces are 10' x 18'.
9. Staff recommends providing off-street bicycle parking in conformance with Section 15-5-01E. of the UDO. LxL Response: Bicycle parking is located in the underground parking level and garages. Bike hooks are provided.
10. Please label the bufferyard areas on Landscape Plan. It should be noted that this area is for plantings only and structures and impervious surfaces are prohibited. LxL Response: Ok, will label bufferyards and add note.
11. Please confirm the number of parking spaces provided for both the residential area and commercial area. Sheet C100 Site Information indicates 659 parking spaces. The cover letter indicates a total of 780 parking spaces. LxL Response: Please see parking table below for code required parking and parking provided. There are 643 parking spaces provided for Phase I, as depicted on civil plans.

Table 15-5-01(B) Max Parking

Building	Use	Maximum Parking		Poths # Units/SF	Code Req. Parking	Parking Provided
A, B, C, D, E, F, G, H, I	Efficiency/1BR			156	-	491
	2BR	n/a		117	n/a	
	3BR			27	-	
16,000 SF bldg	Retail, up to 50,000 sf	1	per 250 sf	16,000	64	116
K1/K2	Restaurant/Bar/Tavern	1	per 150 sf	4,200	28	20
K	Retail, up to 50,000 sf	1	per 250 sf	8,000	32	84
M	Retail, up to 50,000 sf	1	per 250 sf	4,000	16	20
Harry's	Retail, up to 50,000 sf	1	per 250 sf	15,000	60	52
					200	292
Total Parking					**Commercial: 200**	**783**

12. It is recommended to review current UDO required landscaping quantities. See Section 15-5-04A. and Table 15-5-04(A). Note the proposed quantities in the PDD are significantly below those required by the UDO. It is recommended to increase plant quantities, particularly considering the 20% required for Bufferyards. Also note screening requirements for additional landscaping opportunities. LxL Response: Landscaping requirements that mandate excessive tree quantities have long presented challenges for multi-family developments in the City of Franklin. No major residential project, including Poths General under the prior approved site plan and PDD 42, has been able to fully meet the former nor current Unified Development Ordinance (UDO) tree counts. Based on site density, strict application of the code would require 456 canopy trees, 304 ornamental/evergreen trees, 304 evergreen or large deciduous shrubs, and 912 smaller shrubs, grasses, and bioretention plantings—equating to roughly 35 trees per acre, a density more typical of unmanaged North American forests than designed residential landscapes. Rather than overplanting large trees that will compete for space and struggle to mature, our approach reduces

canopy tree counts while exceeding requirements for shrubs, flowers, grasses, and bioretention plantings. This strategy fulfills the spirit and intent of the ordinance by delivering long-term canopy coverage, sustainable stormwater benefits, and layered ecological diversity, while ensuring the landscape is practical, maintainable, and suited to the character of a modern residential community.

13. Note the type of irrigation provided on the Landscape Plan to conform to Section 15-5-05D.? LxL Response: Irrigation will be provided surrounding clubhouse and pool. Hose bibs will be provided at every building.
14. Note that a 2-year plant replacement is provided on the Landscape Plan. LxL Response: Ok.
15. Where are trash enclosures located for commercial buildings? LxL Response: Northern part of building is intended to be "back of house". Trash enclosure will be located on north side of building and will be screened.
16. Are rooftop mechanicals anticipated to be completely screened by the parapet walls? LxL Response: Yes, rooftop mechanicals will be screened with parapet walls.
17. Note retaining walls over four feet require Engineering Department approval. Please be aware of retaining wall design standards in the UDO. LxL Response: Retaining walls will be designed and stamped by qualified engineer.
18. Do building materials comply with Section 15-5-10B. and Table 15-5-10(B)? LxL Response: Building materials comply. Architect will provide a table of exterior material percentages.
19. Staff suggest consideration of additional roofline modulation for the larger building. LxL Response: Building A achieves roofline articulation through varied parapet heights and a complementary, simple material palette, creating a cohesive and timeless design. The intentional simplicity reflects the historic character of general stores, nodding to the site's "Poths General" brand. With the building's longest elevation facing the site interior to minimize external visual impact, the design results in a purposeful, visually appealing building that aligns with both the ordinance's intent and the project's brand aesthetic.
20. Please provide a Lighting Plan? See Section 15-5-11 of the UDO for standards. LxL Response: A lighting plan meeting the UDO requirements will be provided.
21. Please show vision clearance areas on site plan. LxL Response: Vision clearance areas will be shown on site plan.

Fire Department

Given 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. LxL Response: Poths General has been discussed with the Fire Chief in the past, and a follow up coordination meeting is forthcoming. We understand that the concern is not a particularized commentary on the need to serve new multifamily developments, such as Poths General, but rather due to the large physical expanse of the City of Franklin and current staffing and infrastructure. The current situation with emergency services pre-dates our application and represents a policy question for elected officials. It should be noted that the City's size is in large part due to its historic preference for single family housing over other residential forms. Poths General is a redevelopment, in-fill site and therefore does not contribute to the geographic challenges currently facing fire and ER services. During the Plan Commission meeting on May 18, 2023 the fire department indicated that major burden on services is attributable to emergency calls from single family developments within Franklin. The Assistant Fire Chief indicated that over 90% of the calls are generated

from single family homes. It should be noted that Fire Impacts fees generated by the project are anticipated to be $125,000.

Franklin Health Department

FHD has no comments on this stage of the project. As the project progresses, FHD will conduct plan review of the physical facility and license and inspect any applicable Retail Food Establishments or Public Pools as an agent of DATCP. LxL Response: Ok.

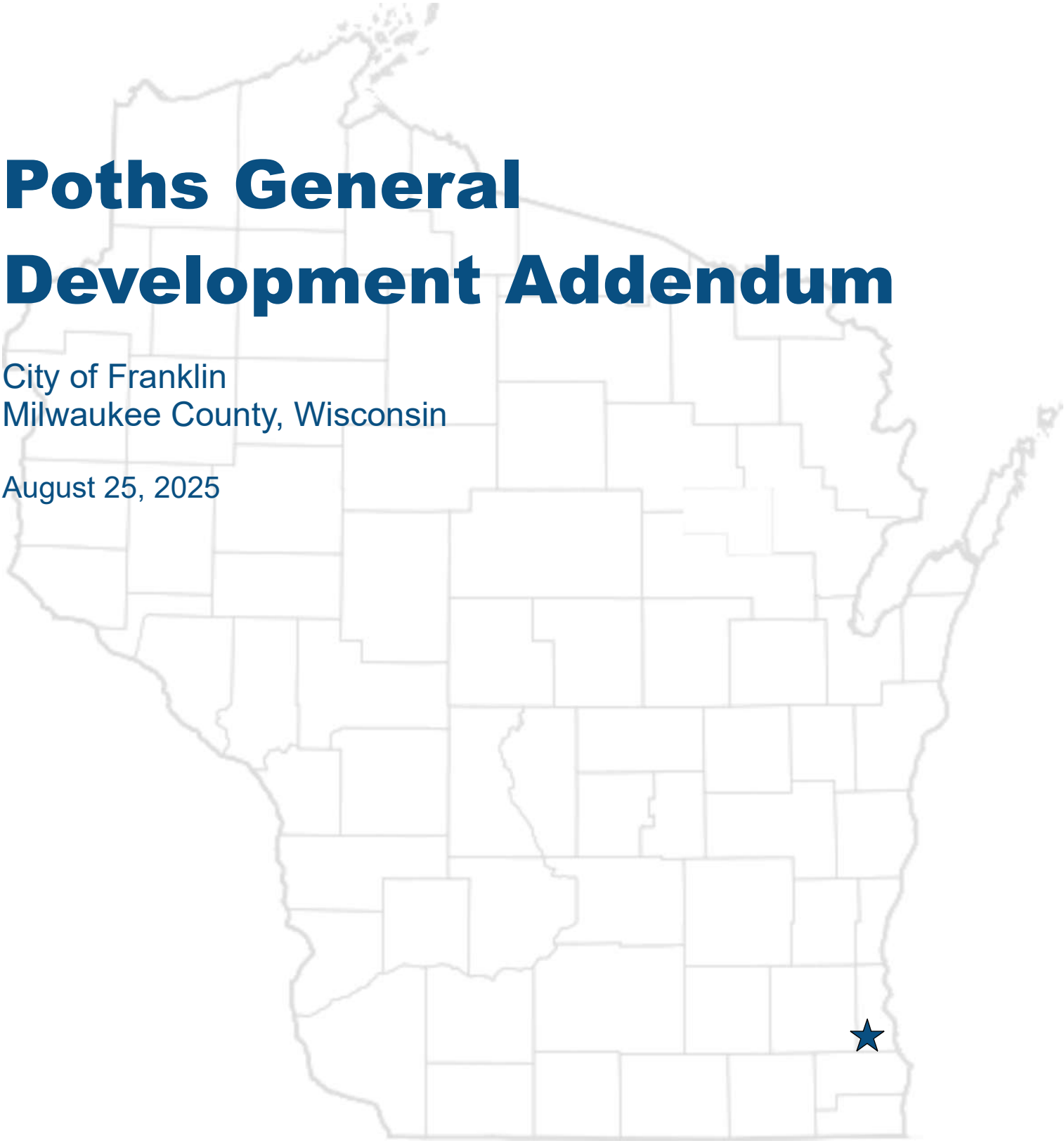
TRAFFIC ANALYSIS & DESIGN, INC.

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

Poths General Development Addendum

City of Franklin
Milwaukee County, Wisconsin

August 25, 2025



TRAFFIC IMPACT ANALYSIS ADDENDUM FOR:

POTHS GENERAL DEVELOPMENT

CITY OF FRANKLIN, MILWAUKEE COUNTY, WISCONSIN

DATE SUBMITTED: August 25, 2025

PREPARED FOR:
Land by Label Development Co.
638 Milwaukee Street
Delafield, WI 53018
Contact Person: Emily Cialdini, Vice President of Development
Phone: (262) 315-4627

PREPARED BY:
TADI
P.O. Box 128
Cedarburg, WI 53012
Phone: (614) 483-1297
Contact Person: Daniel Bieberitz, P.E., PTOE

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

Daniel C. Bieberitz

Daniel Bieberitz, P.E., PTOE
TADI

Traffic Impact Analysis
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PART A – INTRODUCTION

This TIA is an Addendum to the Poths General Development TIA completed on November 30, 2023, by Ayres Associates. This Addendum includes changes to the proposed land uses from the initial 2023 TIA.

This traffic study addendum summarizes the trip generation and traffic operations anticipated with the proposed on-site and off-site developments for year 2025 and the horizon year of 2039. The two off-site developments include the Ballpark Commons Area and the Vitalogy development.

PART B – STUDY AREA

An aerial of the study area with the site location is shown in Exhibit 1. The updated conceptual site plan for the development is shown on Exhibit 2.

The study area includes the following intersections:

- 76th Street with Rawson Avenue
- 76th Street & Driveway #3 (Ace Hardware/Pick 'n Save main driveway)
- 76th Street with the proposed new driveway (per the updated site plan)
- Rawson Avenue with Driveway #5 (Chase Band/McDonald's Access.
- Rawson Avenue with Driveway #7 (Anderson Family Dental Access)

Exhibit 3 shows the existing transportation details of the study area intersections.

S. 76th Street (County Trunk Highway (CTH) U) is a six-lane divided north/south principal arterial highway with a speed limit of 40 mph within the study area. From the WisDOT 2024 traffic count, S. 76th Street has an average annual daily traffic (AADT) volume of approximately 19,200 vehicles per day (vpd) just north of Rawson Avenue. There are sidewalks along both sides of 76th Street and street lighting in the center median within the study area.

Rawson Avenue (CTH BB) is a four-lane divided principal arterial street with the outside lane being very wide for right-turn traffic. The speed limit on Rawson Avenue is 40 mph within the study area. From the WisDOT 2024 traffic count, Rawson Avenue has an AADT of 21,000 vpd east of 76th Street. There are sidewalks along both sides of Rawson Avenue and street lighting within the center median.

PART C – TRAFFIC VOLUMES

C1. Existing & Year 2024 Background Traffic Volumes

Traffic counts were taken from the November 2023 TIA, which were completed on Wednesday, May 17, 2023 and Saturday, May 13, 2023 at the study intersections. The offsite Ballpark Commons development traffic was added to the existing traffic volumes to obtain the year 2024 background traffic, which is shown on Exhibit 4. (See the November 30, 2023 TIA for details on the Ballpark Commons development.)

The peak hours from the turning movement counts were identified to be the following time periods:

- Weekday PM Peak hour: 4:30 – 5:30 pm
- Saturday Midday Peak Hour: 11:30 am – 12:30 pm

C2. Projected Year 2039 Traffic Volumes

Traffic forecasts were completed by WisDOT on 76th Street and Rawson Avenue as part of the November 2023 TIA. These forecasts were used to develop the growth rates between the year

2024 background volumes and the year 2039 background volumes, which are shown on Exhibit 5.

C3. Trip Generation & Distribution

Trips for the proposed Poths General development were calculated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* ITE land uses #220 Multifamily Housing (Low-Rise, Not Close to Rail Transit), #822 Strip Retail Plaza (<40k), #850 Supermarket, #930 Fast Casual Restaurant, and #937 Coffee/Donut with Drive-Thru Window were used for the trip generation of the development. Although exact land uses are not 100 percent certain, this land use mix shows more of a worse-case scenario of the potential development. The trip generation table for the planned updated on-site development is shown on Exhibit 6. Based on the ITE Trip Generation rates, the proposed development is expected to generate the following after taking into account the linked and pass-by trips:

- Weekday Daily: 4,670 new trips (2,335 in/2,335 out)
- Weekday PM Peak Hour: 425 new trips (240 in/185 out)
- Saturday Midday Peak Hour: 525 new trips (280 in/245 out)

These generated trips are about 75 to 165 more trips as compared to the November 2023 TIA for the weekday PM peak hour and Saturday midday peak hour, respectively.

The distribution of new trips was based on November 2023 TIA, which is listed below and shown graphically on Exhibit 7.

- 45% to/from the north on 76th Street
- 10% to/from the south on 76th Street
- 20% to/from the east on Rawson Avenue
- 25% to/from the west on Rawson Avenue

The new trips were assigned to the study intersections based on their respective trip distribution percentages and locations of each land use to the respective driveways along 76th Street and Rawson Avenue. The development's new driveway trip assignments are shown on Exhibit 8.

Linked trips occur when a motorist visits one or more tenants or land use within a development site (e.g., a motorist from the supermarket visits the coffee shop prior to leaving the overall site). For this development, 5% linked trips were assumed between the supermarket, fast casual restaurants, and the coffee/donut shop.

Pass-by trips occur when motorists already on the roadway system stop at a development prior to continuing to their intended route (e.g., a motorist heading north on 76th Street makes a stop at the supermarket and then continues north on 76th Street to their intended destination). Based on the Institute of Transportation Engineers (ITE) Trip Generation Handbook and the fact that pass-by trips are not allowed to exceed 10-percent of the traffic currently on 76th Street and Rawson Avenue, approximately 25 percent of the supermarket and fast casual restaurants were assumed to be pass-by trips and 35% of the coffee/donut shop were assumed to be pass-by trips. The pass-by trips will be from traffic already traveling past the site on 76th Street and Rawson Avenue. The development pass-by trips are shown on Exhibit 9.

Due to the new development, the existing Orchard View Shopping Center will be demolished, with the exception of Ace Hardware. Therefore, traffic associated with the existing leased and operating spaces will need to be subtracted from new development traffic. As of May 2023 (time of traffic counts), there was approximately 34,000 SF of shopping center in operation. This translates to 185 trips during the weekday PM peak hour and 225 trips during the Saturday

peak hour. These subtracted trips are shown on Exhibit 10. The new development net new trips (new trips on Exhibit 8 plus pass-by trips on Exhibit 9 plus the subtracted trips on Exhibit 10) are shown on Exhibit 11.

The year 2025 build traffic volumes, shown in Exhibit 12, were determined by summing the Year 2024 background traffic volumes (Exhibit 4) and the development net new trips shown in Exhibit 11.

C4. Proposed Off-Site Development

From the November TIA, there were two off-site developments included in the TIA. The generated trips from the Ballpark Commons development (along Rawson Avenue just west of STH 36/W. Loomis Road) were included in the year 2024 background volumes (Exhibit 4). The generated trips from the Vitalogy development (mixed use development on the southeast quadrant of STH 36 and Rawson Avenue interchange area) are shown on Exhibit 13. At this time, the Ballpark Commons and the Vitalogy development are not going forward; however, they were still included in the study to cover any potential future developments that may occur on these vacant parcels. The proposed off-site new trips were added to the year 2025 build traffic volumes (Exhibit 12) to obtain the year 2025 total traffic volumes, as shown on Exhibit 14.

C5. Projected Year 2039 Traffic Volumes

The year 2039 build traffic volumes are shown in Exhibit 15, which were determined by summing the Year 2039 background traffic volumes (Exhibit 5) and the development net driveway trips shown in Exhibit 11. The year 2039 total traffic volumes are shown in Exhibit 16, which were determined by summing the Year 2039 build traffic volumes (Exhibit 15) and the off-site development new trips shown in Exhibit 13.

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th Edition* (HCM). Intersection operation is defined by "Level of Service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, and as is standard for use in urban and suburban areas in Wisconsin, LOS D or better was used to define desirable peak hour operating conditions at the study area intersections. Descriptions of the various levels of service are shown in Table 1.

Table 1: Level of Service Descriptions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

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

D2. Traffic Operations – Year 2025 & 2039 Total Volumes with Existing Conditions

For this addendum, only the year 2025 and 2039 total traffic volumes were analyzed, since this portrays the highest amount of traffic (worse-case scenario) and therefore would show the greatest amount of improvements needed to the roadway system.

The analysis of the Year 2025 total traffic volumes (background plus on-site development plus Vitalogy off-site development) was conducted using the existing transportation detail shown in Exhibit 3 and the year 2025 total traffic volumes in Exhibit 14. The analysis used WisDOT guidance for saturation flow rates and no right-turns on red with a 0.62 growth rate for exclusive right-turn lanes at signalized intersections. Also, the existing signal timings were used at the 76th Street and Rawson Avenue intersection (85-second cycle in the PM peak hour and variable cycle length, uncoordinated, for the Saturday midday peak hour). Based on the results of the capacity analysis (LOS, delay, and queue length) as shown on Table 2, all movements are shown to operate at a LOS D or better at the study intersections, except the following movements:

- The northbound movements (through and left turns) at the Rawson Ave. & Drive #5/Bank Drive which is shown to operate at a LOS E in the PM and Saturday midday peak hours, and the southbound movements are shown to operate at a LOS E in the weekday PM peak hour.
- Both the eastbound and westbound left-turn/through movements at the 76th Street and Drive #3/Pick ‘n Save South Driveway, which are shown to operate at a LOS F during the weekday PM and Saturday midday peak hours.

Table 2
Year 2025 Total Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: 76th St. & Rawson Ave. *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*3*		
	PM	LOS	D	C	C	C	D	C	B	C	C	D	C		C
		Delay	36	34.9	26.7	24.6	35.7	26.9	19.6	28.7	23.1	41.1	25.8		30.6
		Queue	200'	235'	75'	115'	230'	235'	85'	205'	55'	315'	190'		
	Sat.	LOS	C	C	C	C	C	C	C	C	C	C	C		C
		Delay	23.1	27.8	24.1	22.7	28.2	20.8	20.3	28.9	24.4	26.5	26.6		25.7
		Queue	190'	250'	100'	120'	155'	205'	140'	230'	75'	270'	190'		
Node 200: Rawson Ave. & Drive #5/Bank Dr. *Two-Way Stop Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*		*1*	*1*			
	PM	LOS	B	*	*	B	*	*	E		B	E			A
		Delay	13.6	*	*	11.6	*	*	35.2		13.1	35.9			0.9
		Queue	25'	*	*	25'	*	*	25'		25'	25'			
	Sat.	LOS	B	*	*	B	*	*	E		B	D			A
		Delay	11.3	*	*	12.1	*	*	38.6		13.4	30.7			1.5
		Queue	25'	*	*	25'	*	*	25'		25'	25'			
Node 300: Rawson Ave. & Drive #7/Dental Dr/Bowling Alley Dr. *Two-Way Stop Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*			*1*			
	PM	LOS	B	*	*	B	*	*	D			D			A
		Delay	13.8	*	*	10.1	*	*	27.6			33.9			1.2
		Queue	25'	*	*	25'	*	*	30'			25'			
	Sat.	LOS	B	*	*	B	*	*	D			D			A
		Delay	10.9	*	*	11.5	*	*	30.8			25.9			1.4
		Queue	25'	*	*	25'	*	*	30'			25'			
Node 400: 76th St. & Drive #2B (Right-in, Right-out) *One-Way Stop Control*		*Lanes->*	-			-	-	*1*	-		*3*	*3*			
	PM	LOS	-			-	-	B	-		*	*			A
		Delay	-			-	-	13.2	-		*	*			0.4
		Queue	-			-	-	25'	-		*	*			
	Sat.	LOS	-			-	-	B	-		*	*			A
		Delay	-			-	-	13.6	-		*	*			0.7
		Queue	-			-	-	25'	-		*	*			
Node 500: 76th St. & Drive #3/Pick N Save South Dr. *Two-Way Stop Control*		*Lanes->*	*1*		*1*	*1*		*1*	*1*		*3*	*1*	*3*		
	PM	LOS	F		C	F		B	B		*	B	*		A
		Delay	56.3		15.1	67.3		12.6	14.8		*	12.8	*		6.7
		Queue	60'		25'	80'		25'	25'		*	25'	*		
	Sat.	LOS	F		B	F		B	B		*	B	*		A
		Delay	50.1		13.2	59.6		13	13.2		*	12.7	*		6.9
		Queue	55'		25'	75'		25'	25'		*	25'	*		

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

The analysis of the Year 2039 total traffic volumes (background plus on-site development plus Vitalogy off-site development) was conducted using the existing transportation detail shown in Exhibit 3 and the year 2039 total traffic volumes in Exhibit 16. The analysis also used the existing signal timings at the 76th Street and Rawson Avenue intersection. Based on the results of the capacity analysis as shown on Table 3, all movements are shown to operate at a LOS D or better at the study intersections, except the following movements:

- The northbound movements (through and left turns) at the Rawson Ave. & Drive #5/Bank Drive which is shown to operate at a LOS E in the PM and Saturday midday peak hours, and the southbound movements are shown to operate at a LOS E in the PM peak hour.
- The southbound movements at the Rawson Ave. & Drive #7/Bowling Alley Driveway are shown to operate at a LOS E in the PM peak hour and the northbound movements are shown to operate at a LOS E in the Saturday midday peak hour.
- Both the eastbound and westbound left-turn/through movement at the 76th Street and Drive #3/Pick 'n Save South Driveway, which are shown to operate at a LOS F during the PM and Saturday midday peak hours.

The analysis worksheets are included in Appendix B.

Table 3
Year 2039 Total Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: 76th St. & Rawson Ave. *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*3*		
	PM	LOS	D	D	C	C	D	C	B	C	C	D	C		C
		Delay	43	40.6	27.6	29.3	39.3	27.2	19.7	29.4	23.4	51.5	26.9		33.9
		Queue	220'	290'	80'	160'	280'	240'	95'	220'	60'	340'	195'		
	Sat.	LOS	C	C	C	C	C	C	C	C	C	C	C		C
		Delay	25.4	30.2	25.2	24.2	29	21.3	20.9	29.4	24.8	29.8	27.7		27.1
		Queue	190'	275'	105'	135'	170'	210'	150'	240'	85'	295'	195'		
Node 200: Rawson Ave. & Drive #5/Bank Dr. *Two-Way Stop Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*		*1*	*1*			
	PM	LOS	B	*	*	B	*	*	E		B	E			A
		Delay	14.5	*	*	12.3	*	*	40.4		13.9	41.6			0.9
		Queue	25'	*	*	25'	*	*	25'		25'	25'			
	Sat.	LOS	B	*	*	B	*	*	E		B	D			A
		Delay	11.8	*	*	12.8	*	*	44.2		14	34.6			1.6
		Queue	25'	*	*	25'	*	*	25'		25'	25'			
Node 300: Rawson Ave. & Drive #7/Dental Dr/Bowling Alley Dr. *Two-Way Stop Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*			*1*			
	PM	LOS	B	*	*	B	*	*	D			E			A
		Delay	14.8	*	*	10.7	*	*	32.2			39.2			1.2
		Queue	25'	*	*	25'	*	*	35'			25'			
	Sat.	LOS	B	*	*	B	*	*	E			D			A
		Delay	11.3	*	*	12.1	*	*	35.1			28.6			1.5
		Queue	25'	*	*	25'	*	*	35'			25'			
Node 400: 76th St. & Drive #2B (Right-in, Right-out) *One-Way Stop Control*		*Lanes->*	-			-	-	*1*	-	*3*		*3*			
	PM	LOS	-			-	-	B	-	*		*			A
		Delay	-			-	-	13.7	-	*		*			0.4
		Queue	-			-	-	25'	-	*		*			
	Sat.	LOS	-			-	-	B	-	*		*			A
		Delay	-			-	-	14.1	-	*		*			0.6
		Queue	-			-	-	25'	-	*		*			
Node 500: 76th St. & Drive #3/Pick N Save South Dr. *Two-Way Stop Control*		*Lanes->*	*1*		*1*	*1*		*1*	*1*	*3*		*1*	*3*		
	PM	LOS	F		C	F		B	C	*		B	*		A
		Delay	70.5		15.1	89.1		13.1	15.7	*		13.6	*		7.5
		Queue	70'		25'	95'		30'	25'	*		25'	*		
	Sat.	LOS	F		B	F		B	B	*		B	*		A
		Delay	60.3		13.6	74.7		13.5	13.8	*		13.3	*		7.6
		Queue	65'		25'	90'		25'	25'	*		25'	*		

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

D3. Traffic Operations – Year 2025 & 2039 Total Volumes with Improvements

Based on the initial November 2023 TIA, the following geometric and traffic control improvements were identified:

- 76th Street & Rawson Avenue: Lengthen the westbound left-turn lane to 175 feet.
- Rawson Avenue & Driveway #5/Bank Drive: Close median to convert the intersection to a right-in, right-out access control.
- 76th Street at Driveway #3/Pick 'n Save South Drive: Install a traffic signal and convert the eastbound and westbound approaches to an exclusive left-turn lane and shared through/right-turn lane. Lengthen the northbound left-turn lane to 150 feet and the southbound left-turn lane to 275 feet.

The analysis of the Year 2025 total traffic volumes was conducted using the above geometric and traffic control changes and the year 2025 redistributed total traffic volumes as shown in Exhibit 17, due to the turn restrictions at the Rawson Avenue at Drive #5/Bank Drive intersection. The signal timing at the 76th Street & Rawson Avenue was kept at the 85-second

cycle length due to the signal being in coordination in the weekday PM peak hour, but the split times were optimized. The cycle length for the Saturday midday peak hour was reduced from a 103 second maximum cycle to a 90-second maximum cycle length. (The traffic signal operates uncoordinated or in free mode on weekends.)

At the 76th Street and Drive #3/Pick 'n Save Drive, the PM peak hour cycle length was set to 85 seconds to be in coordination with the 76th Street and Rawson Avenue intersection. During the Saturday midday peak hour analysis, the cycle length at the 76th Street and Drive #3/Pick 'n Save Drive was analyzed with an 80-second cycle length (operating freely, not in coordination). Based on the results of the capacity analysis as shown on Table 4, all movements are shown to operate at a LOS D or better at the study intersections.

Table 4
Year 2025 Total Traffic Peak Hour Operating Conditions
With Improved Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: 76th St. & Rawson Ave. *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*3*		
	PM	LOS	C	C	C	C	C	C	C	D	C	C	C		C
		Delay	29.9	33.6	26.2	24.8	33.7	20.8	24.1	43.7	30.8	34	29		31.5
		Queue	205'	240'	75'	165'	235'	205'	120'	155'	45'	300'	185'		
	Sat.	LOS	C	C	C	C	C	B	C	C	C	C	C		C
		Delay	22.5	31.9	25.5	24.4	27.7	19.5	20.6	31.9	24.9	23.7	27.2		26.6
		Queue	175'	240'	95'	185'	145'	170'	125'	230'	70'	240'	175'		
Node 200: Rawson Ave. & Drive #5/Bank Dr. *Two-Way Stop Control*		*Lanes->*	-	*2*	*1*	-	*2*	*1*	-		*1*	-		*1*	
	PM	LOS	-	*	*	-	*	*	-		B	-		C	A
		Delay	-	*	*	-	*	*	-		13.2	-		16.2	0.4
		Queue	-	*	*	-	*	*	-		25'	-		25'	
	Sat.	LOS	-	*	*	-	*	*	-		B	-		B	A
		Delay	-	*	*	-	*	*	-		13.4	-		13.8	0.6
		Queue	-	*	*	-	*	*	-		25'	-		25'	
Node 300: Rawson Ave. & Drive #7/Dental Dr/Bowling Alley Dr. *Two-Way Stop Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*			*1*			
	PM	LOS	B	*	*	B	*	*	D			D			A
		Delay	13.9	*	*	10.1	*	*	28.4			34			1.2
		Queue	25'	*	*	25'	*	*	30'			25'			
	Sat.	LOS	B	*	*	B	*	*	D			D			A
		Delay	10.9	*	*	11.5	*	*	31.5			26.1			1.5
		Queue	25'	*	*	25'	*	*	35'			25'			
Node 400: 76th St. & Drive #2B (Right-in, Right-out) *One-Way Stop Control*		*Lanes->*	-			-	-	*1*	-	*3*		*3*			
	PM	LOS	-			-	-	B	-	*		*			A
		Delay	-			-	-	13.2	-	*		*			0.4
		Queue	-			-	-	25'	-	*		*			
	Sat.	LOS	-			-	-	B	-	*		*			A
		Delay	-			-	-	13.6	-	*		*			0.7
		Queue	-			-	-	25'	-	*		*			
Node 500: 76th St. & Drive #3/Pick N Save South Dr. *Traffic Signal Control*		*Lanes->*	*1*	*1*		*1*	*1*		*1*	*3*		*1*	*3*		
	PM	LOS	D	C		D	C		A	A		A	A		A
		Delay	35	34.3		39	32.1		5.2	7.8		5.1	0.6		8.9
		Queue	55'	115'		70'	75'		25'	95'		25'	75'		
	Sat.	LOS	C	C		C	C		A	A		A	A		B
		Delay	28.6	26		28.8	26.1		5.5	8.5		5.5	8.8		11.6
		Queue	50'	90'		60'	95'		25'	85'		25'	90'		

(-) 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 analysis of the Year 2039 total traffic volumes was conducted using the above geometric and traffic control changes and the year 2039 redistributed total traffic volumes as shown in Exhibit 18, due to the turn restrictions at the Rawson Avenue at Drive #5/Bank Drive intersection. Based on the results of the capacity analysis as shown on Table 5, all movements are shown to currently operate at a LOS D or better at the study intersections, except the following movements:

- The southbound movements at the Rawson Ave. & Drive #7/Bowling Alley Driveway are shown to operate at a LOS E in the PM peak hour and the northbound movements are shown to operate at a LOS E in the Saturday midday peak hour.

It is important to note that these two movements that are shown to operate at a LOS E only show a one to two vehicle queue on the side street.

The analysis worksheets are included in Appendix C.

Table 5
Year 2039 Total Traffic Peak Hour Operating Conditions
With Improved Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: 76th St. & Rawson Ave. *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*3*		
	PM	LOS	D	D	C	C	D	C	C	D	C	C	C		C
		Delay	36.3	40.3	27.6	33.2	39.1	21.6	22.9	41.6	28.1	33.2	29.1		33.8
		Queue	210'	310'	85'	200'	300'	205'	130'	255'	45'	300'	190'		
	Sat.	LOS	C	D	C	C	C	B	C	D	C	C	C		C
		Delay	24	35.7	26.5	28.1	28.5	19.5	22.6	35.2	26.7	27.4	29.5		29.1
		Queue	180'	270'	100'	230'	160'	175'	135'	240'	80'	265'	180'		
Node 200: Rawson Ave. & Drive #5/Bank Dr. *Two-Way Stop Control*		*Lanes->*	-	*2*	*1*	-	*2*	*1*	-		*1*	-		*1*	
	PM	LOS	-	*	*	-	*	*	-		B	-		C	A
		Delay	-	*	*	-	*	*	-		13.9	-		17.3	0.4
		Queue	-	*	*	-	*	*	-		25'	-		25'	
	Sat.	LOS	-	*	*	-	*	*	-		B	-		B	A
		Delay	-	*	*	-	*	*	-		14.1	-		14.4	0.5
		Queue	-	*	*	-	*	*	-		25'	-		25'	
Node 300: Rawson Ave. & Drive #7/Dental Dr/Bowling Alley Dr. *Two-Way Stop Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*1*			*1*			
	PM	LOS	C	*	*	B	*	*	D			E			A
		Delay	15	*	*	10.7	*	*	33.3			39.3			1.3
		Queue	25'	*	*	25'	*	*	35'			25'			
	Sat.	LOS	B	*	*	B	*	*	E			D			A
		Delay	11.4	*	*	12.1	*	*	36			28.8			1.5
		Queue	25'	*	*	25'	*	*	40'			25'			
Node 400: 76th St. & Drive #2B (Right-in, Right-out) *One-Way Stop Control*		*Lanes->*	-			-	-	*1*	-		*3*	*3*			
	PM	LOS	-			-	-	B	-		*	*			A
		Delay	-			-	-	13.7	-		*	*			0.4
		Queue	-			-	-	25'	-		*	*			
	Sat.	LOS	-			-	-	B	-		*	*			A
		Delay	-			-	-	14.1	-		*	*			0.6
		Queue	-			-	-	25'	-		*	*			
Node 500: 76th St. & Drive #3/Pick N Save South Dr. *Traffic Signal Control*		*Lanes->*	*1*	*1*		*1*	*1*		*1*	*3*		*1*	*3*		
	PM	LOS	D	C		D	C		A	A		A	A		A
		Delay	35	34.3		39	32.1		5.2	8		5.1	0.7		8.6
		Queue	55'	115'		70'	75'		25'	105'		25'	85'		
	Sat.	LOS	C	C		C	C		A	A		A	A		B
		Delay	28.6	26		28.8	26.1		5.5	8.5		5.6	8.9		11.6
		Queue	50'	90'		60'	95'		25'	95'		25'	100'		

(-) 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.

PART E – TRAFFIC SIGNAL WARRANTS

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

The year 2023 existing weekday traffic volumes (May 17-18, 2023) were evaluated with traffic signal warrant #1 (Eight Hour Warrant) and warrant #2 (Four-Hour Volume Warrant) at the 76th Street and Drive #3 (Ace Hardware)/Pick 'n Save Drive intersection. Based on the existing traffic volumes, traffic signal warrants #1 and #2 were **not met.**

The year 2023 existing plus on-site development volumes (minus the existing Orchard View Shopping Center volumes) were then evaluated with traffic signal warrant #1 and #2. The hourly trip distributions from the development were based on the WisDOT and ITE hourly distributions of traffic from land uses #220 Multifamily Housing (Low-Rise, Not Close to Rail Transit), #822 Strip Retail Plaza (<40k), #850 Supermarket, #930 Fast Casual Restaurant, and #937 Coffee/Donut with Drive-Thru Window. These trip distribution volumes were then estimated at the 76th Street at and Drive #3/Pick 'n Save Drive intersection based on the location of the different businesses and residential units within the development area.

Based on the year 2023 existing traffic plus development traffic, signal *Warrant #1 (Eight Hour Volume)* ***is met*** under Condition B of the warrant (Interruption of Continuous Traffic). Also, the intersection is only one hour shy (approximately 20 vehicles shy) of meeting signal *Warrant #2* as well.

Crash history investigations were conducted at the intersection of 76th Street and Drive #3 (Ace Hardware)/Pick 'n Save Drive intersection from year 2020 through 2024 (5 years of data). Within these five years, there were eight right angle crashes. Out of these eight crashes, five of the crashes occurred in year 2024. Although Warrant #7 (Crash Experience) warrant was not evaluated within the Signal Warrant calculation sheets, Warrant #7 would be met with the existing crash experience (5 or more angle crashes within one year) if adequate trial of alternatives with satisfactory observance and enforcement has failed in reducing the crash frequency in the past.

The 14-hour weekday traffic counts are included in Appendix A and the signal warrant analysis sheets and projected volume 12-hour volumes distributions are in Appendix D.

PART F – RECOMMENDED MODIFICATIONS

Modifications are for jurisdictional consideration and are not legally binding. The City of Franklin and Milwaukee County reserves the right to determine alternative solutions.

Similar improvements are recommended when compared to the recommendations found in the November 30, 2023 TIA, by Ayres Associates. These improvements are shown on Exhibit 19 and listed below for the year 2025 total traffic (with development):

<u>76th Street at Rawson Avenue</u>

- Adjust the weekday after peak hour timing program (Split Pattern 3) as follows with keeping the same cycle length (85 seconds):
  - Increase SB left-turn phase split time to 22 seconds.
  - Adjust the NB through phase split time to 24 seconds.
  - Adjust the EB & WB left-turn phases split time to 14 seconds.
  - Adjust the EB/WB through phases split time to 25 seconds.
- Adjust the maximum green time for the SB left-turn phase (Phase 1) from 12 seconds to 16 seconds. This will help reduce delays during the Saturday peak hours.
- Increase the westbound left-turn lane storage from 50 feet to 330 feet. The existing westbound left-turn lane at Drive #5/Bank Drive can remain and the existing median between 76th Street and Drive #5 can be realigned to allow for the longer westbound left-turn lane.

<u>Rawson Avenue at Drive #5/Bank Drive</u>

- Close median to convert the intersection to a right-in, right-out access with side-street stop control.

76th Street at Drive #2B

- Construct a right-in, right-out drive approximately 220 feet north of the existing Drive #3 (Ace Hardware North Drive).

76th Street at Drive #3/Pick 'n Save South Drive

- Install an actuated traffic signal with protected/permitted left-turn phasing on 76th Street. The signal should be programmed to be in coordination with the 76th Street at Rawson Avenue signal during the weekday PM peak hours (85-second cycle length).
- Lengthen the northbound left-turn lane to 150 feet and the southbound left-turn lane to 200 feet, based on the deceleration length and potential queues. The left-turn lanes on 76th Street should be aligned for neutral or positive offset.
- Change the eastbound and westbound approaches to have one left-turn lane and one shared through/right-turn lane. Based on the queue analysis, the eastbound left-turn lane should be 75 feet long and the westbound left-turn lane should be 100 feet long.

PART G – CONCLUSION

With the addition of the Poths General development, traffic volumes are expected to increase along 76th Street and Rawson Avenue; however, all movements at the study area intersections are expected to operate efficiently with the recommended improvements, except the northbound and southbound movement on Driveway #7/Dental/Bowling Alley Driveway on Rawson Avenue, which is expected to operate at a LOS E during the weekday PM peak and Saturday midday peak hours. However, the expected 95th percentile queue only shows a one to two vehicle queue during these peak hours. In addition, traffic from the bowling alley (north side of Rawson Avenue) has two driveways and drivers could choose to make a right-turn from the eastern driveway and then make a U-turn at the Driveway #7/Bowling Alley western driveway intersection. Drivers from the south (Anderson Family Dental & Poths General development) could make a right-turn on Rawson Avenue and then make a U-turn at the next median opening. In addition, drivers from the Poths General development have different driveway alternatives, such as along 76th Street that would have less delay when exiting during the peak traffic hours.

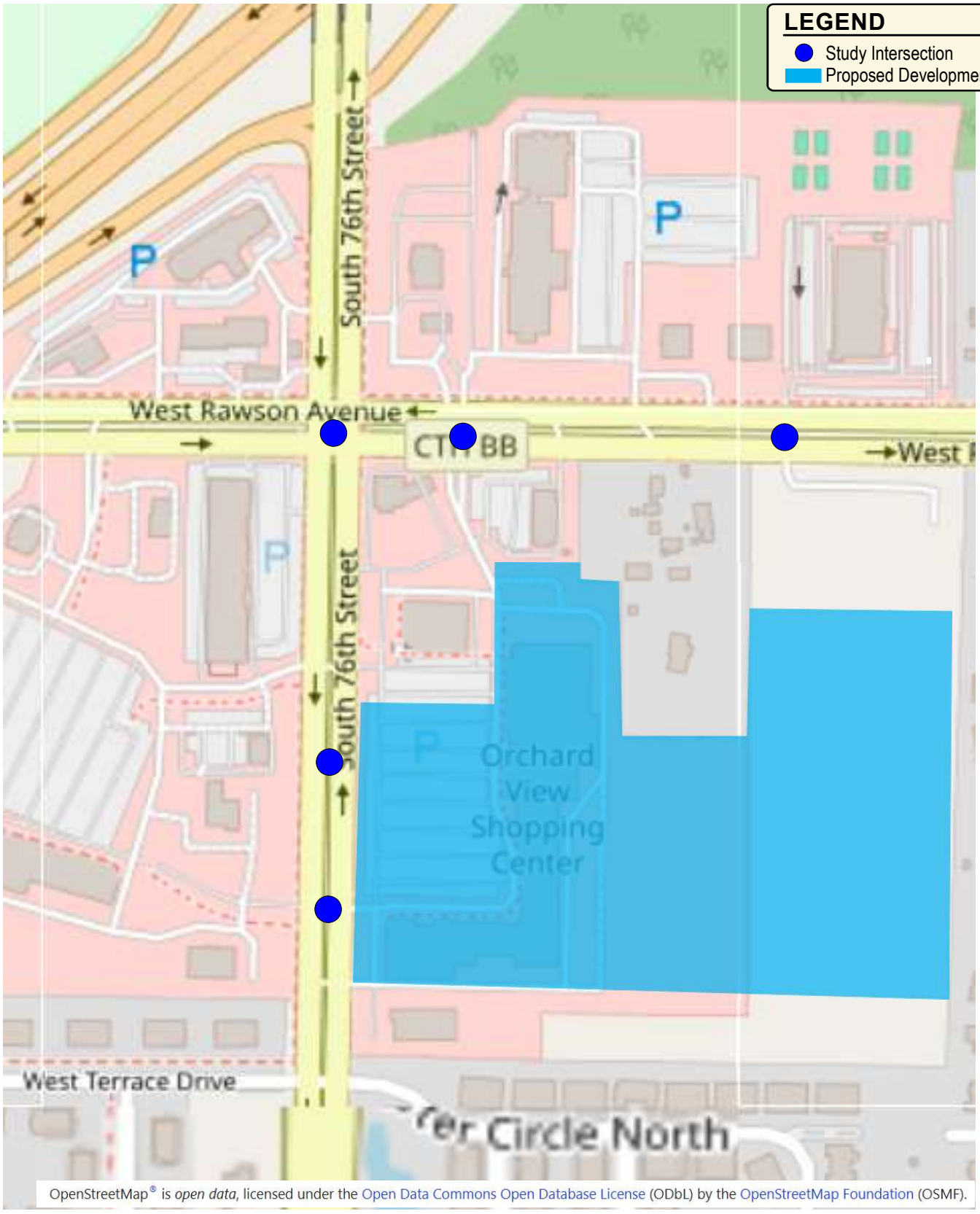

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EXHIBIT 1
SITE LOCATION MAP

FRANKLIN, WISCONSIN

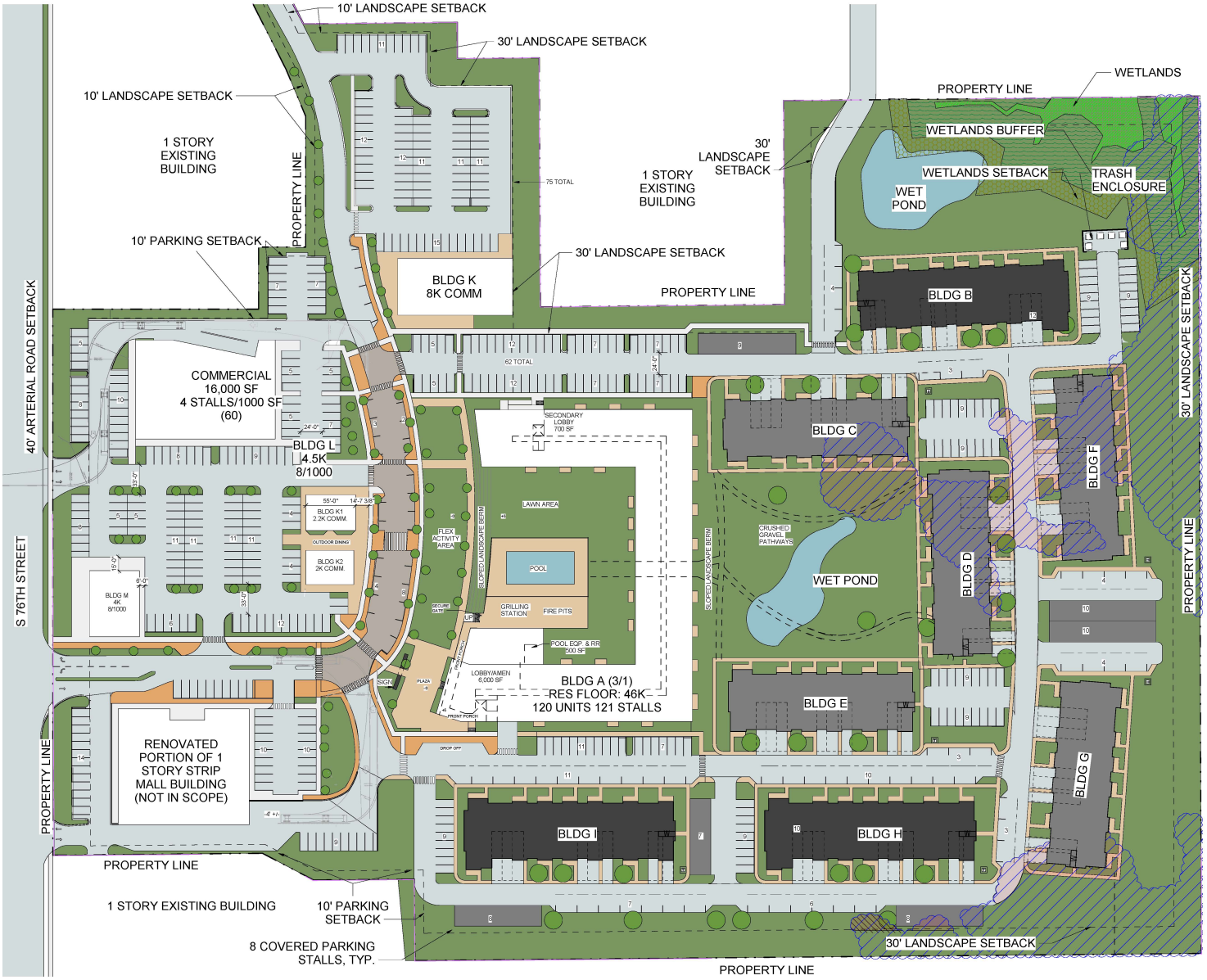

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EXHIBIT 2
CONCEPTUAL SITE PLAN

FRANKLIN, WISCONSIN

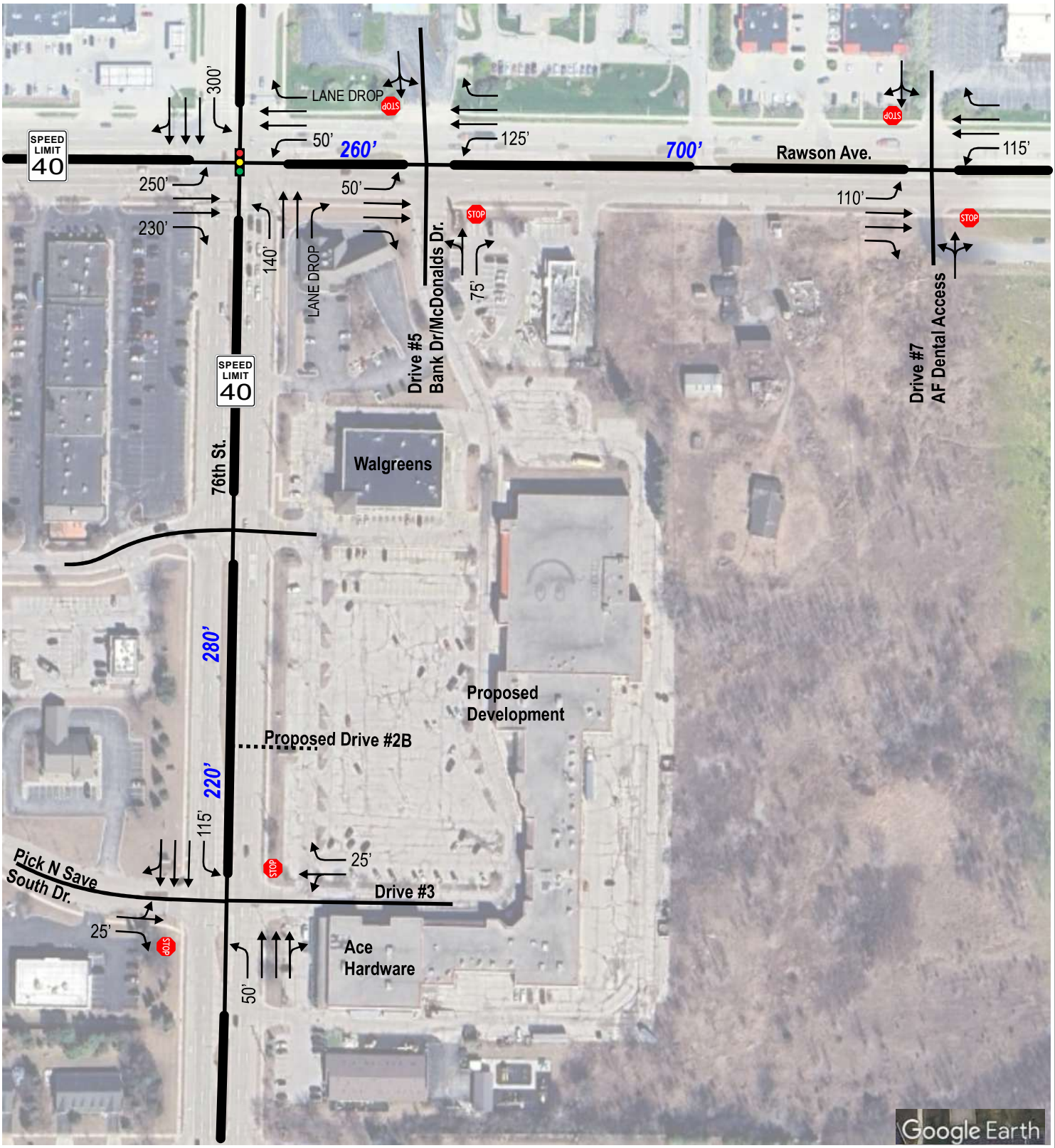

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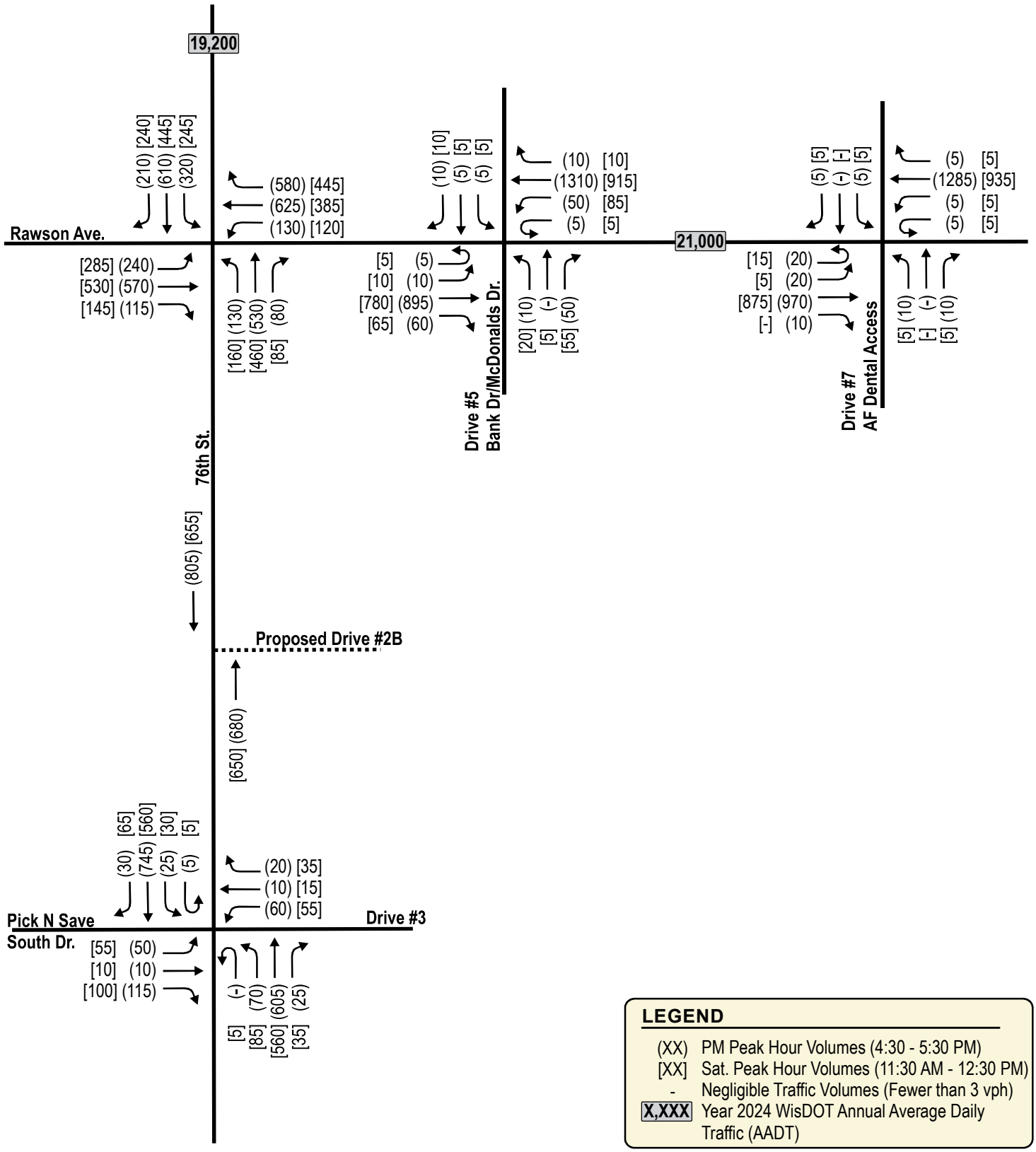
EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	Year 2024 WisDOT Annual Average Daily Traffic (AADT)

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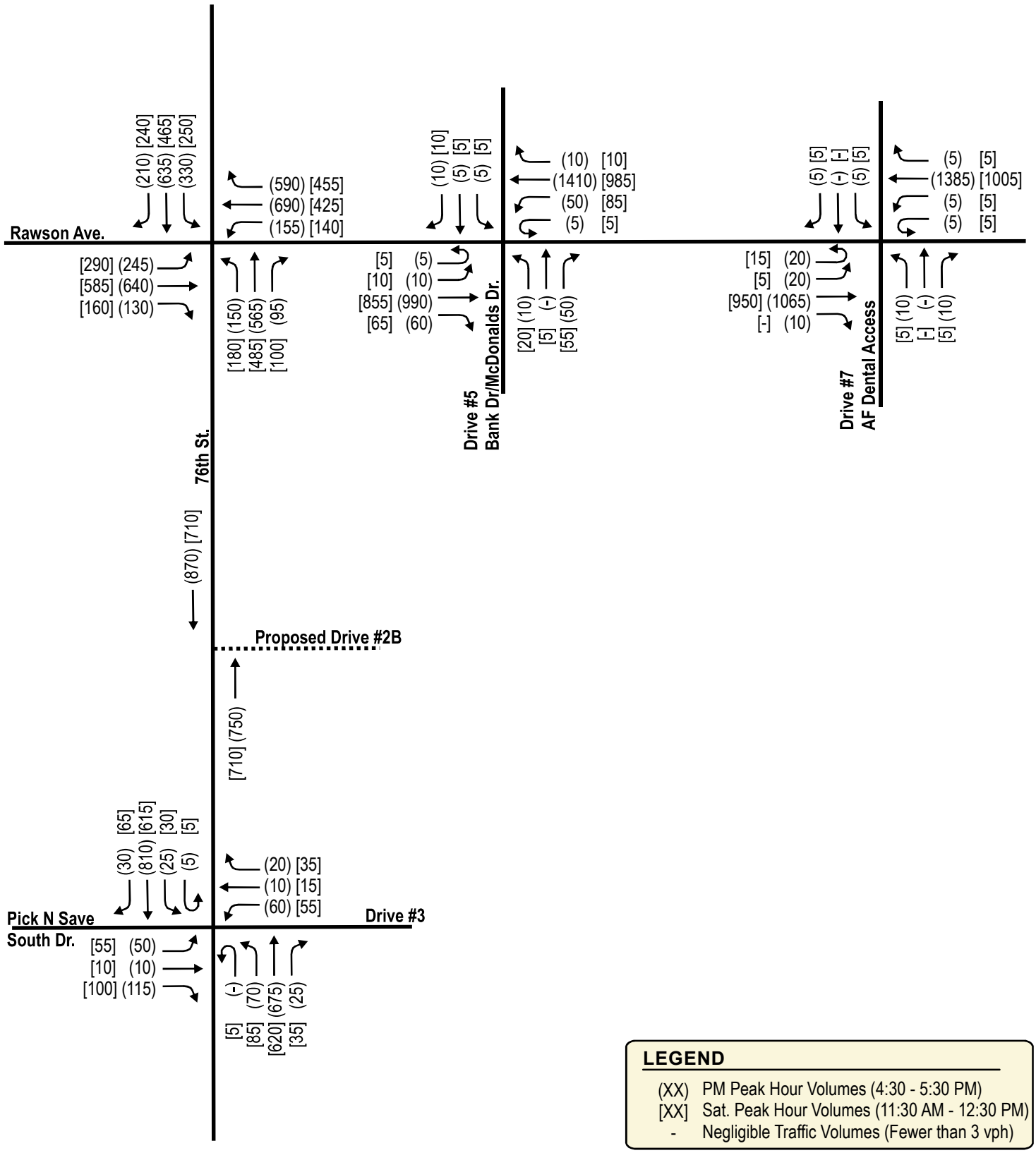
EXHIBIT 4
YEAR 2024 BACKGROUND TRAFFIC VOLUMES

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 5
YEAR 2039 BACKGROUND TRAFFIC VOLUMES

FRANKLIN, WISCONSIN

On-Site Trip Generation Table [1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	320 Units	2,130 FCE	30 (24%)	90 (76%)	120 FCE	100 (63%)	60 (37%)	160 FCE	70 (54%)	60 (46%)	130 (0.41)
Strip Retail Plaza (<40k)	822	8.000 x 1,000 SF	440 (54.45)	10 (60%)	10 (40%)	20 (2.36)	35 (50%)	30 (50%)	65 FCE	30 (51%)	25 (49%)	55 (6.57)
Supermarket	850	16.000 x 1,000 SF	1,870 FCE	25 (59%)	20 (41%)	45 (2.86)	90 (50%)	85 (50%)	175 FCE	120 (50%)	115 (50%)	235 FCE
Fast Casual Restaurant (Bldg K2)	930	2.000 x 1,000 SF	190 (97.14)	5 (50%)	0 (50%)	5 (1.43)	15 (55%)	10 (45%)	25 (12.55)	35 (55%)	30 (45%)	65 (32.64)
Fast Casual Restaurant	930	2.200 x 1,000 SF	210 (97.14)	5 (50%)	0 (50%)	5 (1.43)	15 (55%)	15 (45%)	30 (12.55)	40 (55%)	30 (45%)	70 (32.64)
Coffee/Donut Shop with Drive-Through Window (Bldg M)	937	1.500 x 1,000 SF	800 (533.57)	65 (51%)	65 (49%)	130 (85.88)	30 (50%)	30 (50%)	60 (38.99)	65 (50%)	65 (50%)	130 (87.91)
Total Trips			**5,640**	**140**	**185**	**325**	**285**	**230**	**515**	**360**	**325**	**685**
Minus Linked Trips	*(850)*	*5%*	*-90*	*0*	*0*	*0*	*-5*	*-5*	*-10*	*-5*	*-5*	*-10*
Minus Linked Trips	*(930)*	*5%*	*-10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(930)*	*5%*	*-10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(937)*	*5%*	*-40*	*-5*	*-5*	*-10*	*0*	*0*	*0*	*-5*	*-5*	*-10*
Total Linked Trips (Minus)			**(150)**	**(5)**	**(5)**	**(10)**	**(5)**	**(5)**	**(10)**	**(10)**	**(10)**	**(20)**
Total Driveway Trips			**5,490**	**135**	**180**	**315**	**280**	**225**	**505**	**350**	**315**	**665**
Minus Pass-by Trips	*(220)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Pass-by Trips	*(822)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Pass-by Trips	*(850)*	*25%*	*-450*	*-5*	*-5*	*-10*	*-20*	*-20*	*-40*	*-30*	*-30*	*-60*
Minus Pass-by Trips	*(930)*	*25%*	*-50*	*0*	*0*	*0*	*-5*	*-5*	*-10*	*-10*	*-10*	*-20*
Minus Pass-by Trips	*(930)*	*25%*	*-50*	*0*	*0*	*0*	*-5*	*-5*	*-10*	*-10*	*-10*	*-20*
Minus Pass-by Trips	*(937)*	*35%*	*-270*	*-20*	*-20*	*-40*	*-10*	*-10*	*-20*	*-20*	*-20*	*-40*
Total Pass-by Trips (Minus)			**(820)**	**(25)**	**(25)**	**(50)**	**(40)**	**(40)**	**(80)**	**(70)**	**(70)**	**(140)**
New Trips			**4,670**	**110**	**155**	**265**	**240**	**185**	**425**	**280**	**245**	**525**
Orchard View Shopping Center Removal Trips			1,660	50	30	80	95	90	185	115	110	225
Total New Net Trips			**3,010**	**60**	**125**	**185**	**145**	**95**	**240**	**165**	**135**	**300**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

TRIP DISTRIBUTION

North on 76th Street	45%	2100	50	70		105	85		125	110
South on 76th Street	10%	470	10	15		25	20		30	25
East on Rawson Ave.	20%	930	20	30		50	35		55	50
West on Raswon Ave.	25%	1170	30	40		60	45		70	60
	100%	***4670***	***110***	***155***		***240***	***185***		***280***	***245***

TRIP DISTRIBUTION (Pass-by Trips)

North on 76th St	20%	-160	-5	-5		-10	-10		-15	-15
South on 76th St	20%	-160	-5	-5		-10	-10		-15	-15
West on Rawson Ave.	30%	-250	-10	-10		-10	-10		-20	-20
East on Rawson Ave.	30%	-250	-10	-10		-10	-10		-20	-20
	100%	***-820***	***-30***	***-30***		***-40***	***-40***		***-70***	***-70***

Pass-by Calculations (10% of mainline traffic)

Rawson Ave	EB	@10%	@5%*	WB	@10%	@5%*
PM	895	90	45	1310	130	65
Sat	780	80	40	915	90	45
76th St.	**NB**	**@10%**	**@5%***	**SB**	**@10%**	**@5%***
PM	895	90	45	1310	130	65
Sat	780	80	40	915	90	45

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EXHIBIT 6
DEVELOPMENT TRIP GENERATION TABLE

FRANKLIN, WISCONSIN

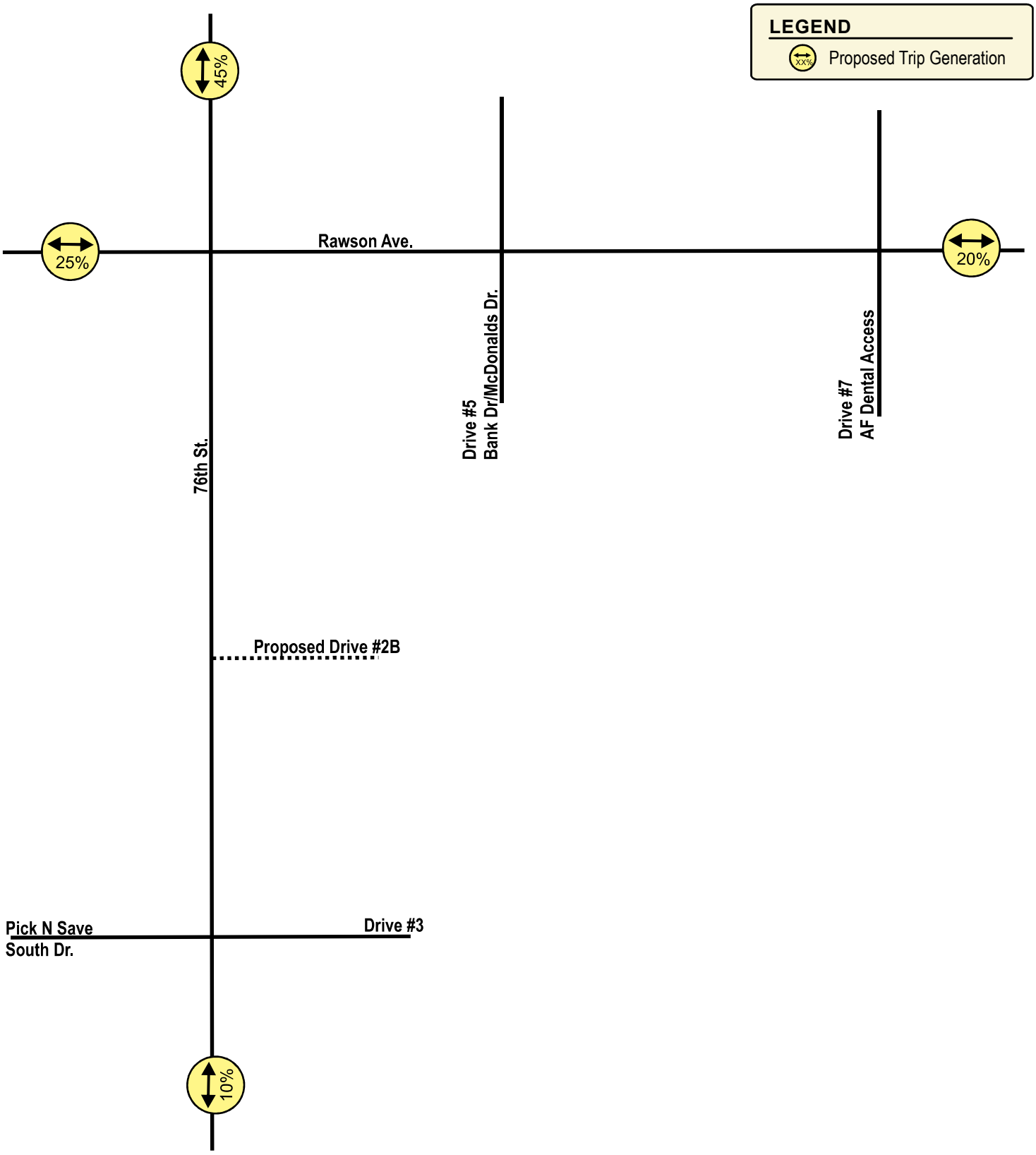

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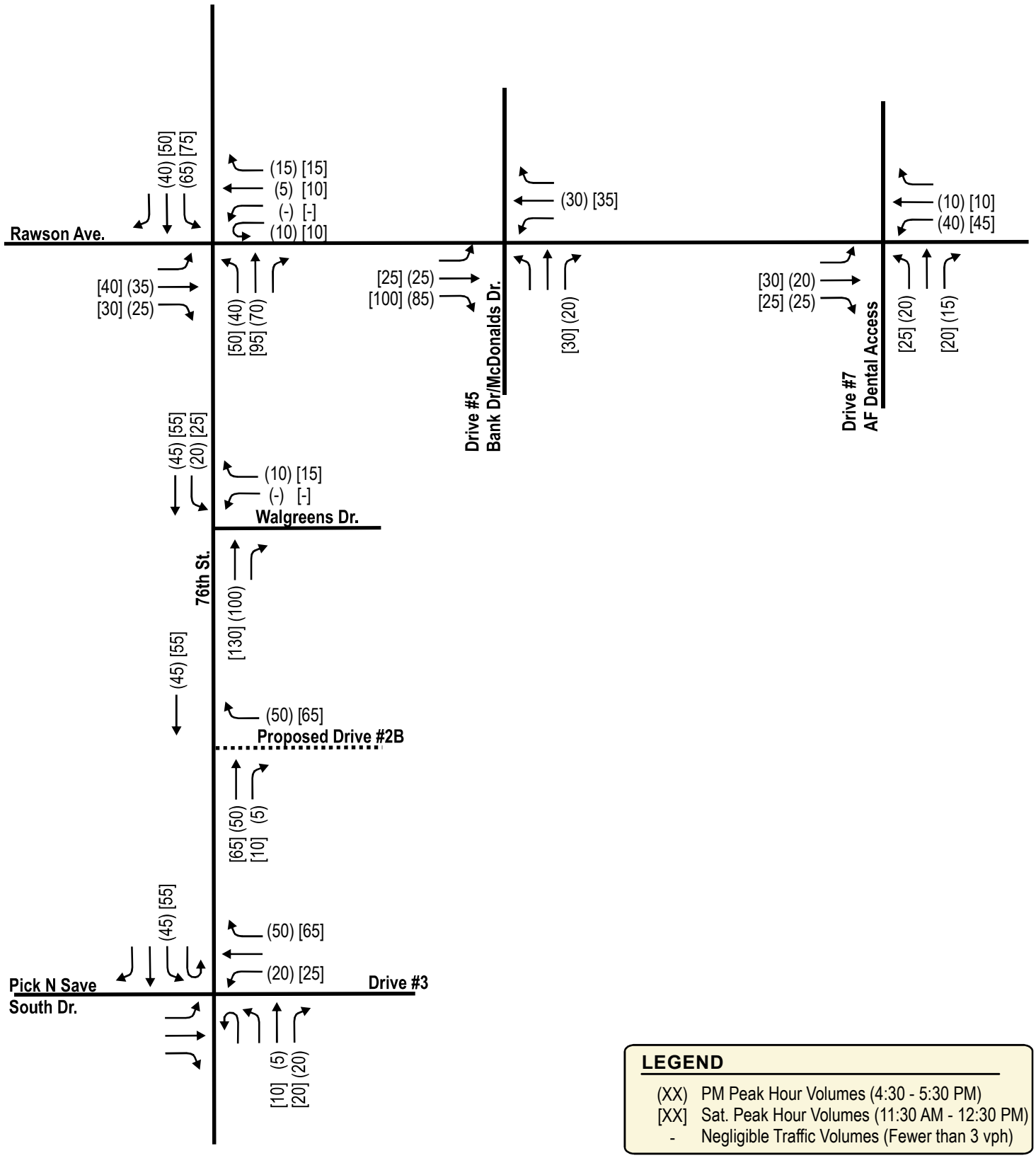
EXHIBIT 7
TRIP DISTRIBUTION DIAGRAM

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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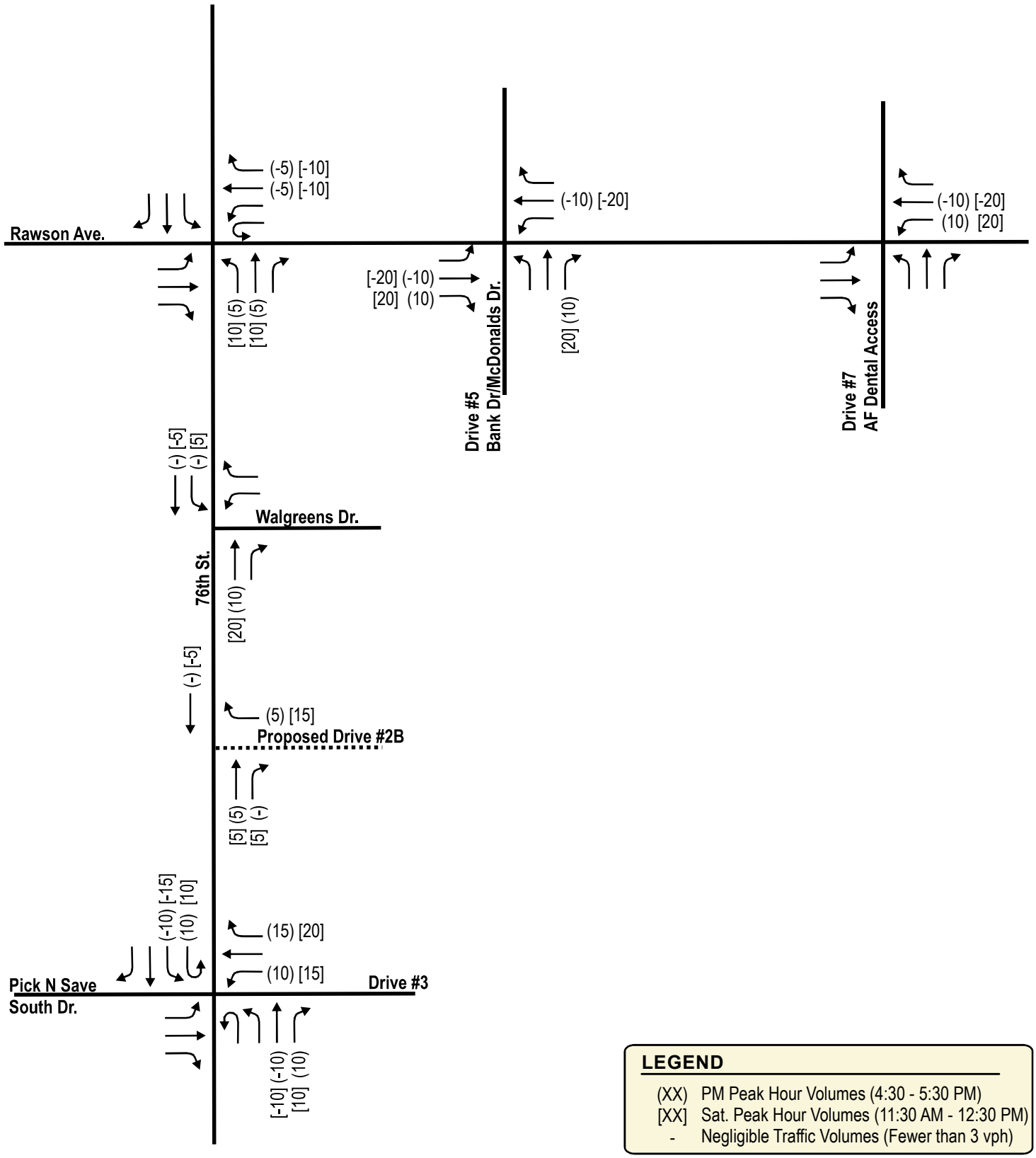
EXHIBIT 8
ON-SITE DEVELOPMENT NEW TRIPS

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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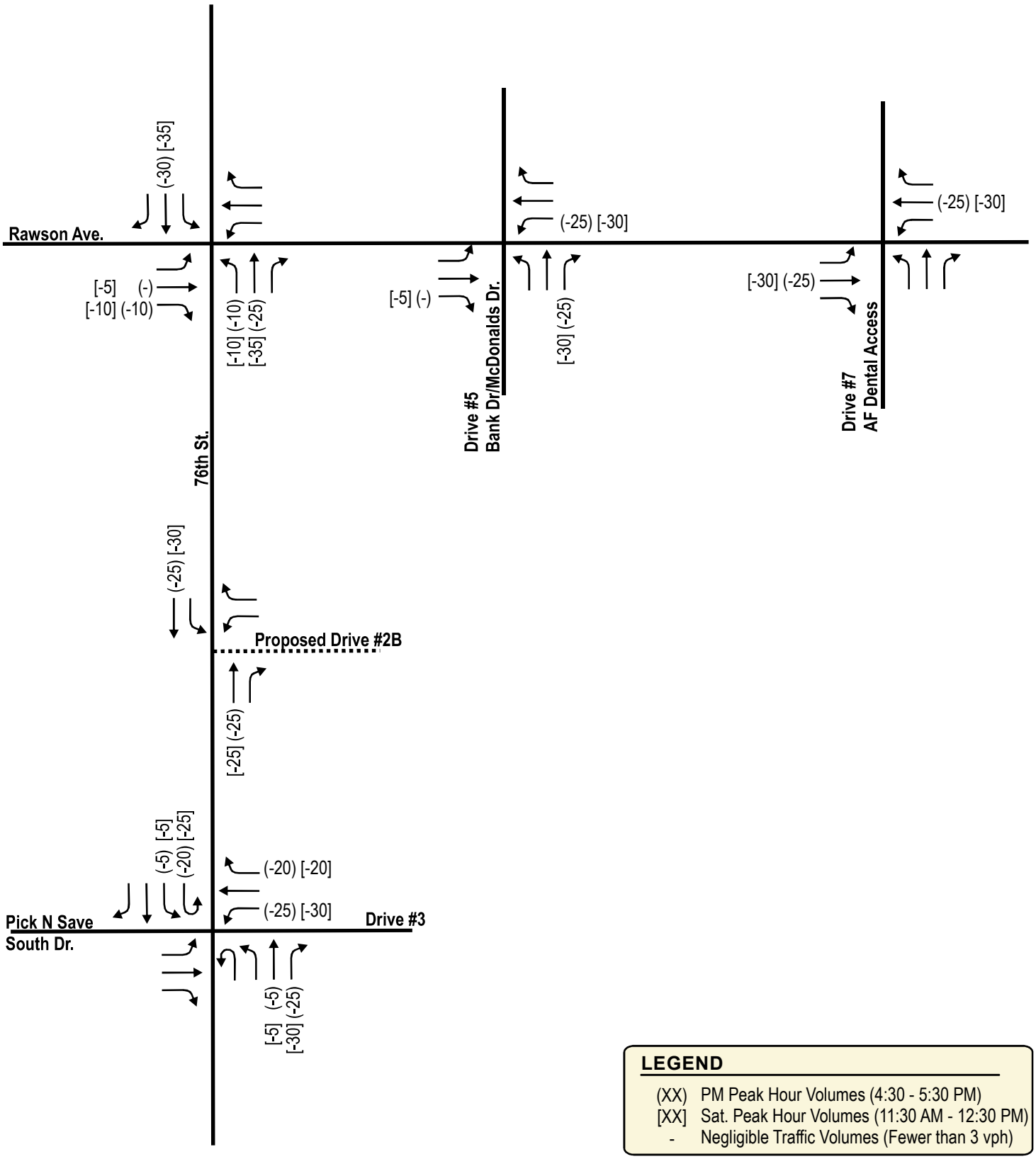
EXHIBIT 9
ON-SITE DEVELOPMENT PASS-BY TRIPS

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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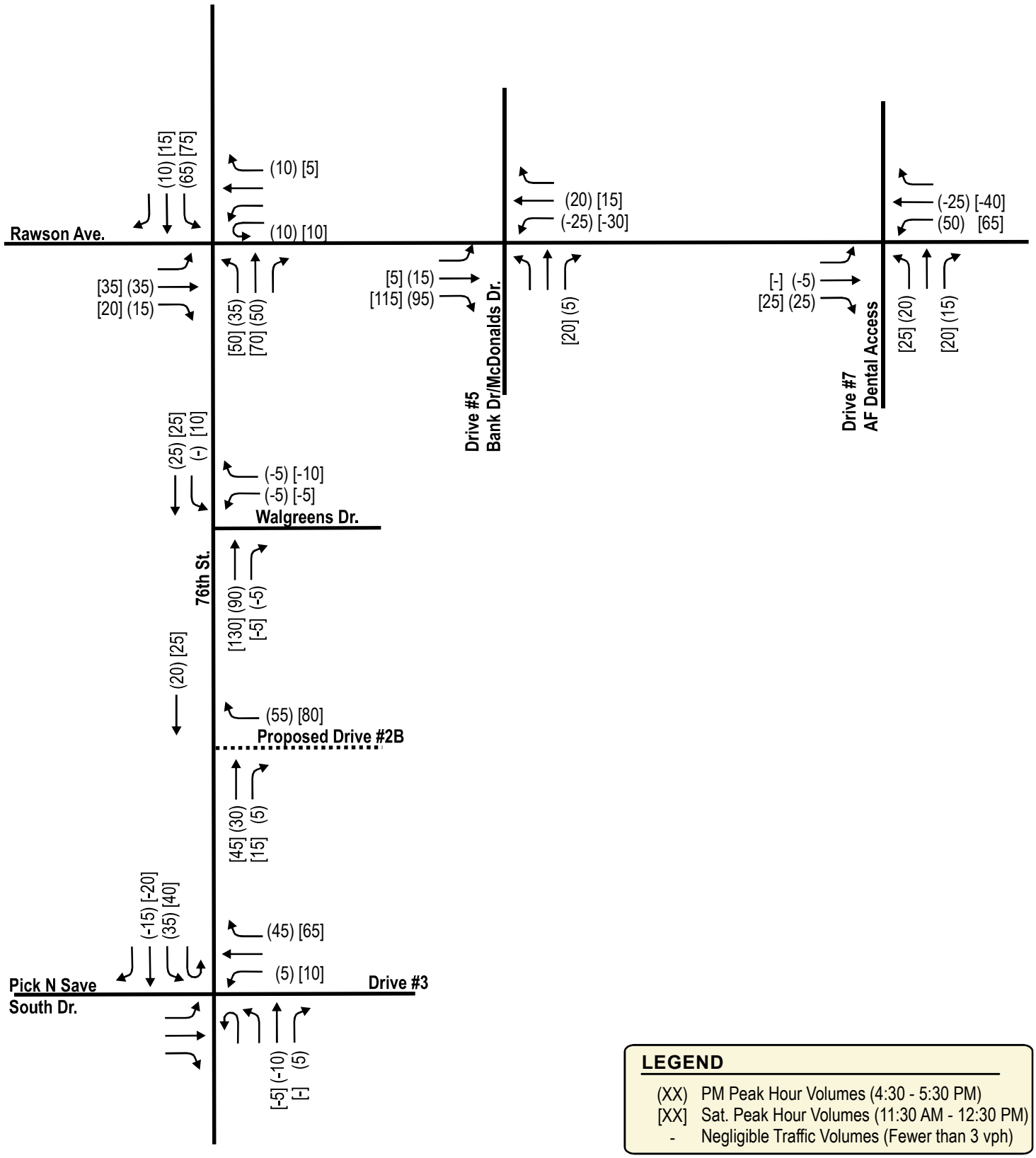
EXHIBIT 10
ON-SITE EXISTING TRAFFIC TRIP REMOVAL
(EXISTING ORCHARD VIEW SHOPPING CENTER)

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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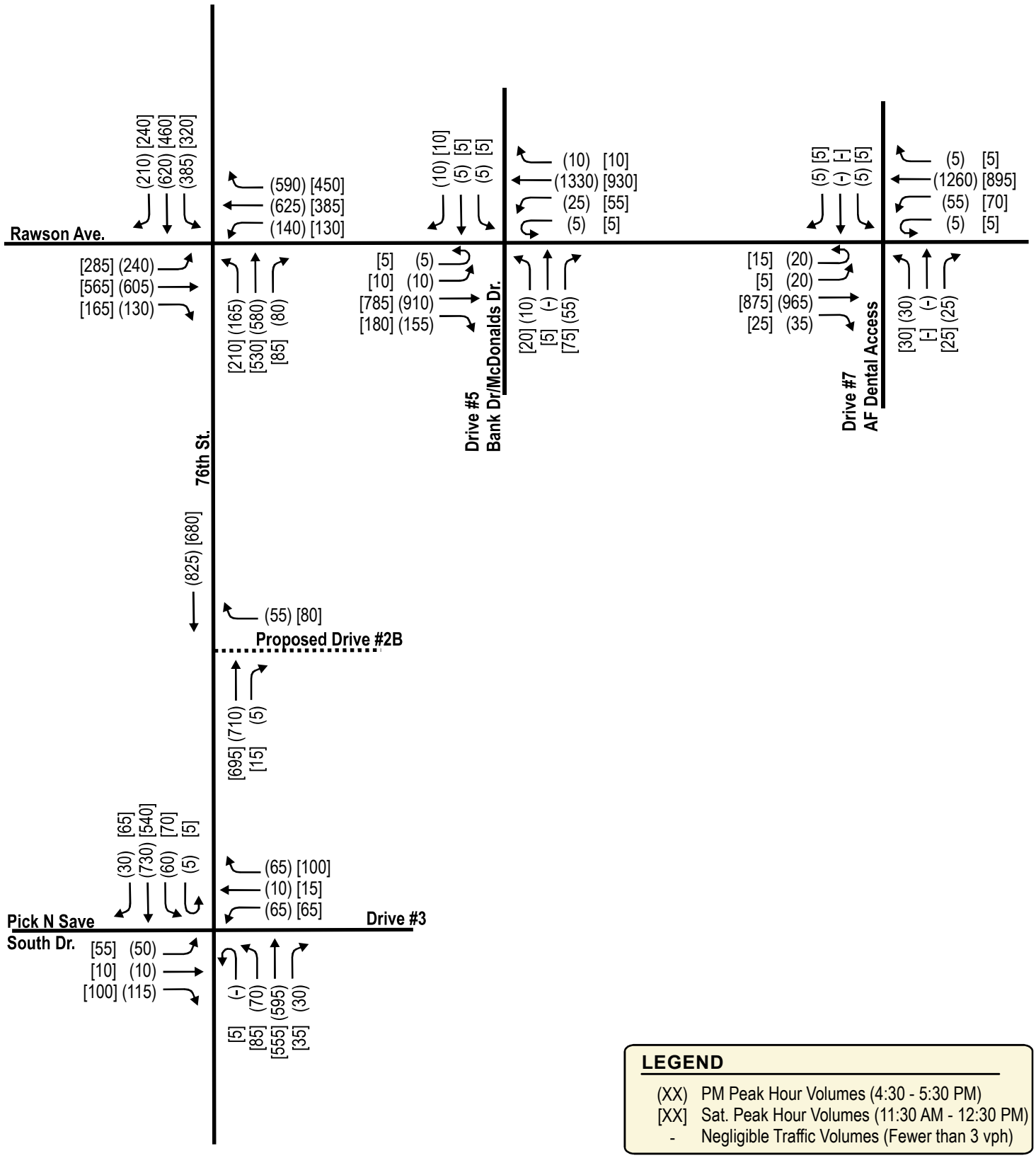
EXHIBIT 11
ON-SITE NET DRIVEWAY TRIPS
(AFTER CONSIDERING EXISTING TRIP REMOVALS)

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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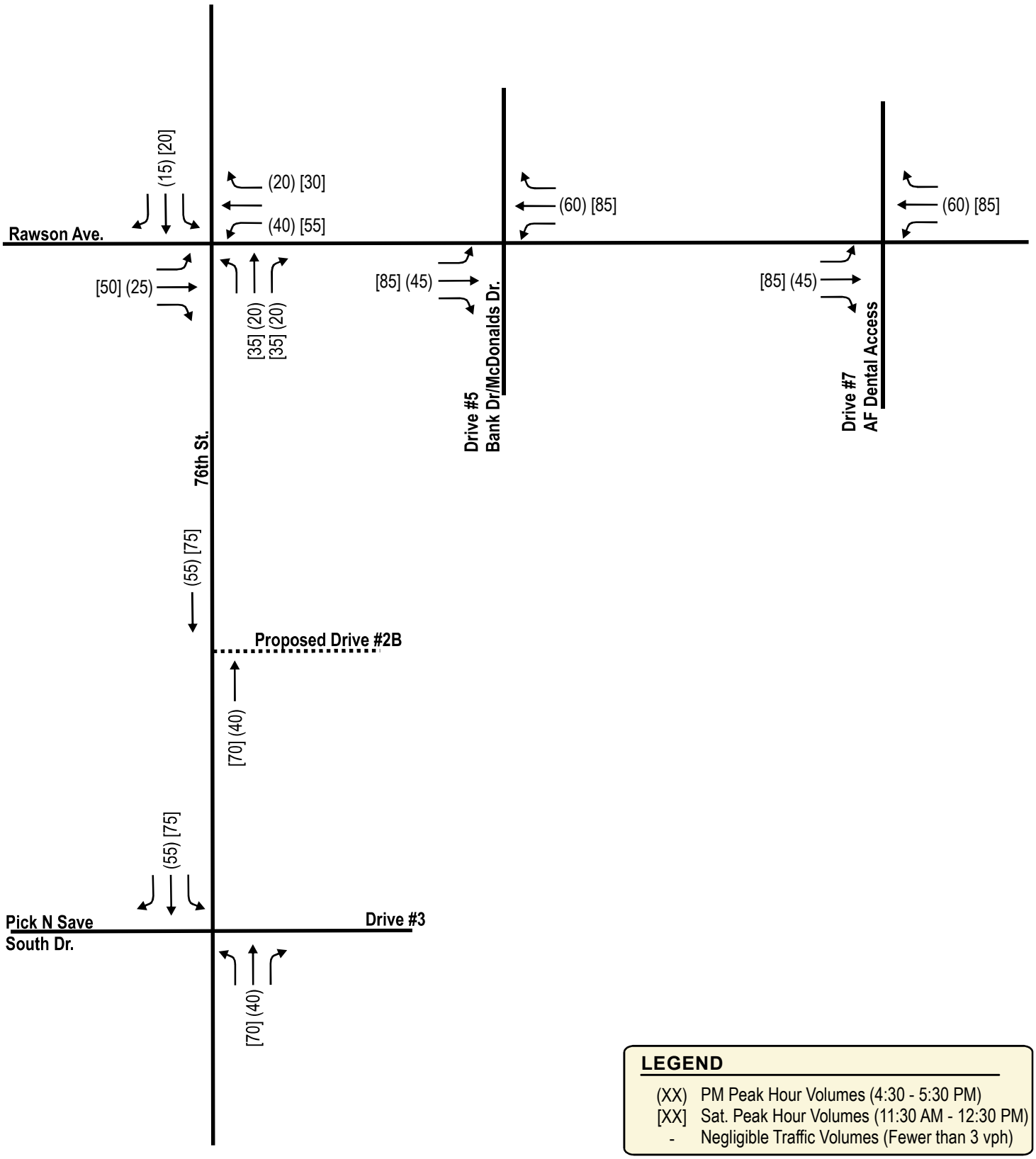
EXHIBIT 12
YEAR 2025 BUILD TRAFFIC VOLUMES

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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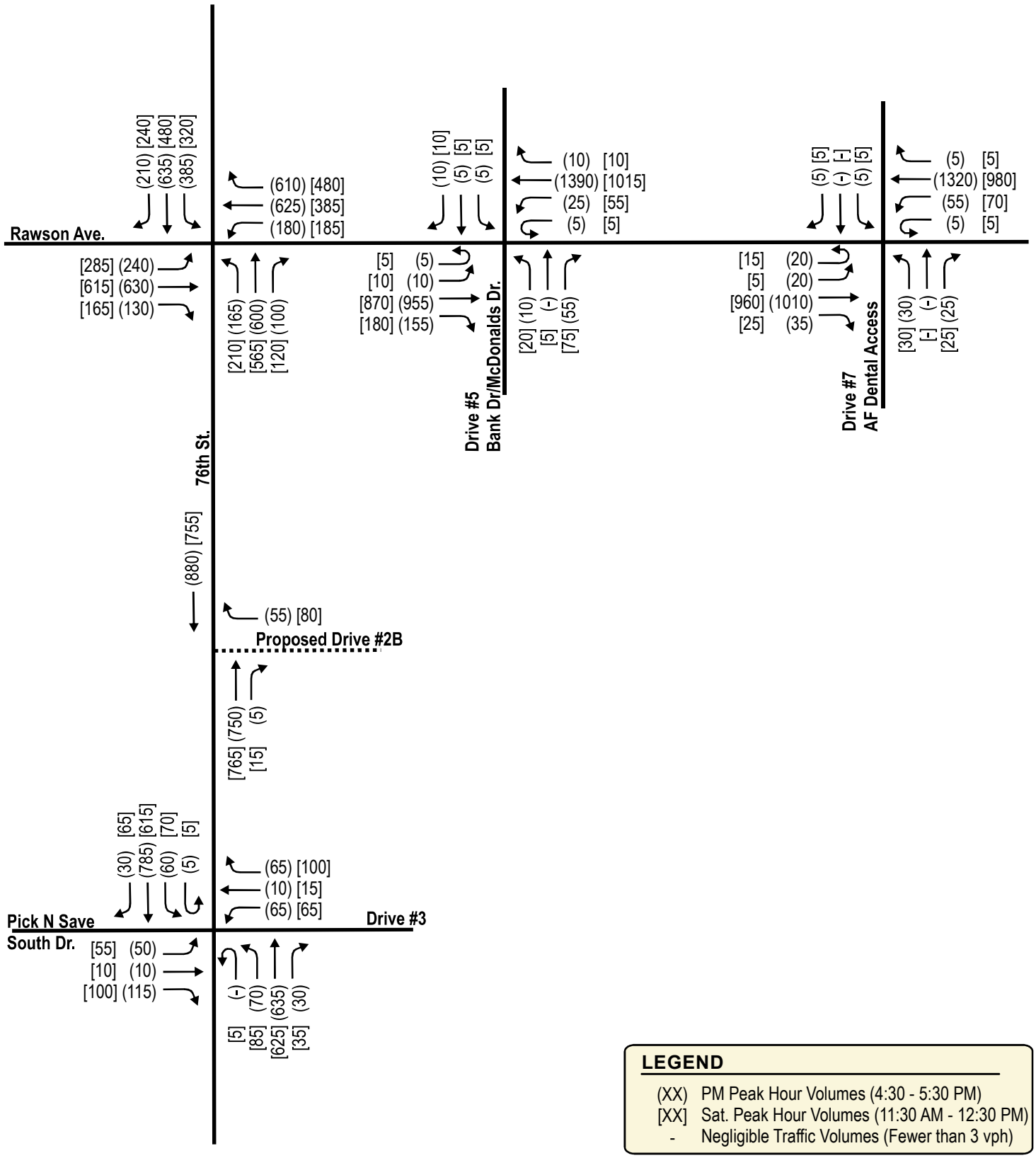
EXHIBIT 13
OFF-SITE DEVELOPMENT NEW TRIPS
(VITALOGY DEVELOPMENT)

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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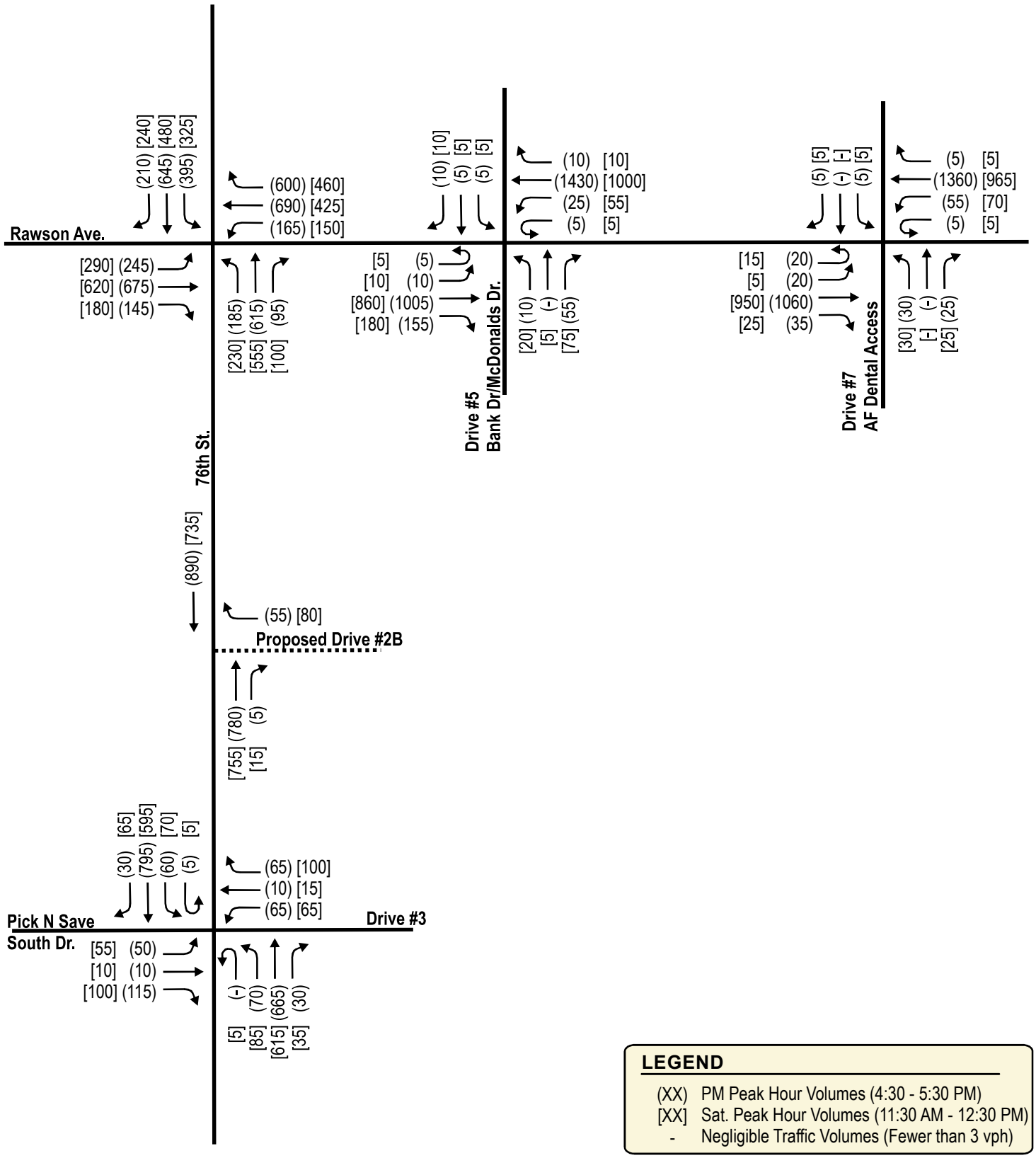
NOT TO SCALE

EXHIBIT 14
YEAR 2025 TOTAL TRAFFIC VOLUMES

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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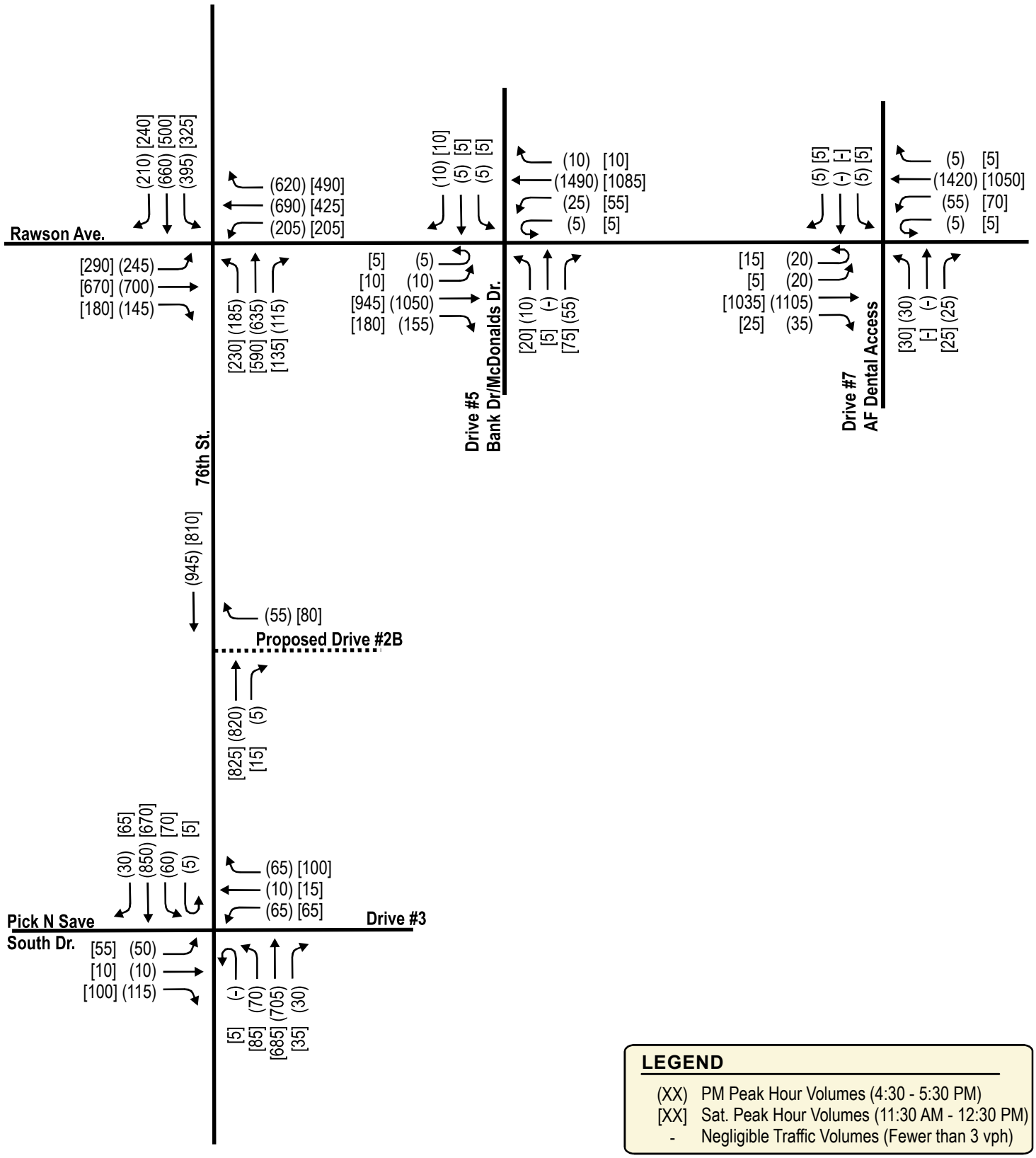
EXHIBIT 15
YEAR 2039 BUILD TRAFFIC VOLUMES

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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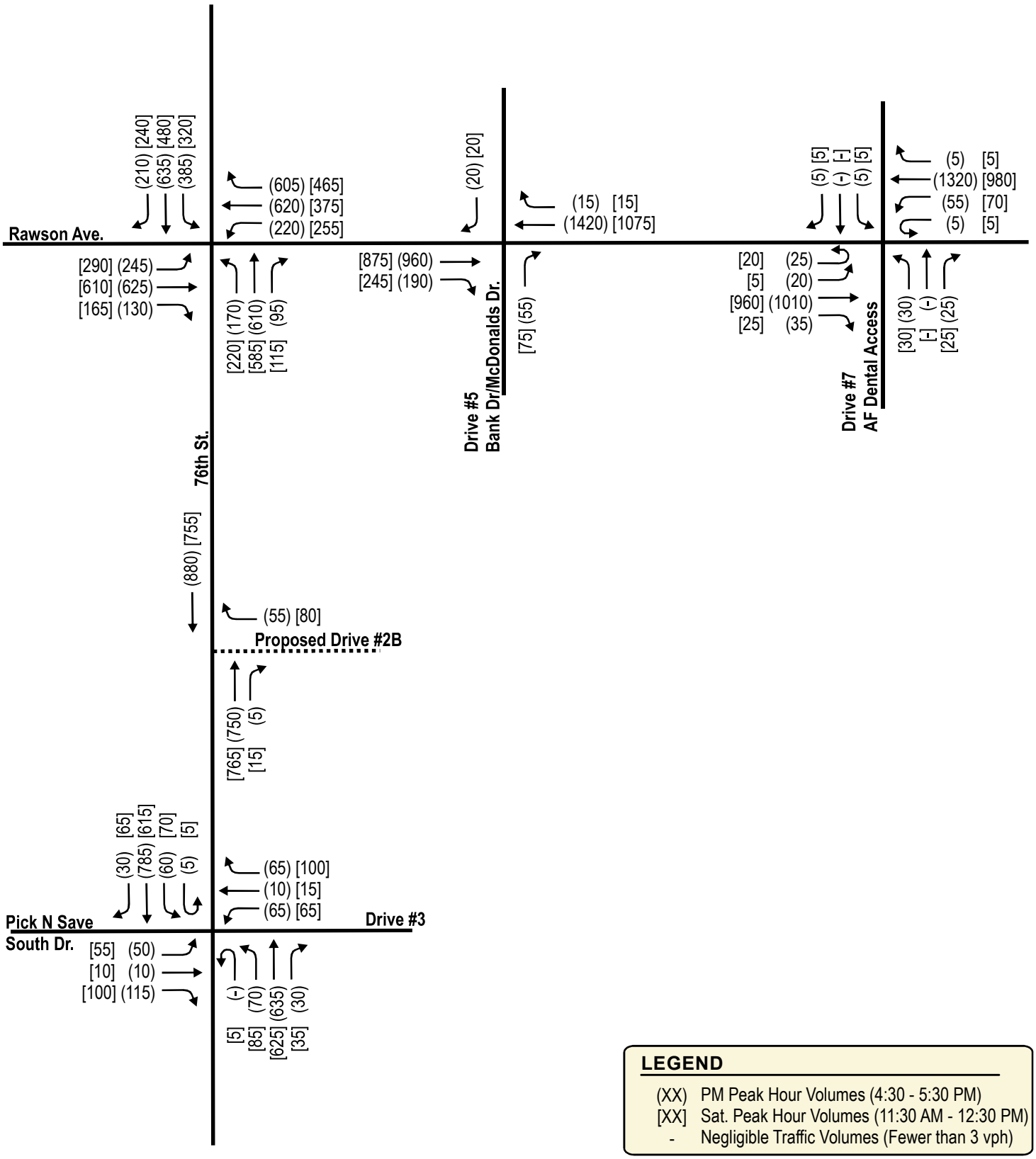
N

NOT TO SCALE

EXHIBIT 16
YEAR 2039 TOTAL TRAFFIC VOLUMES

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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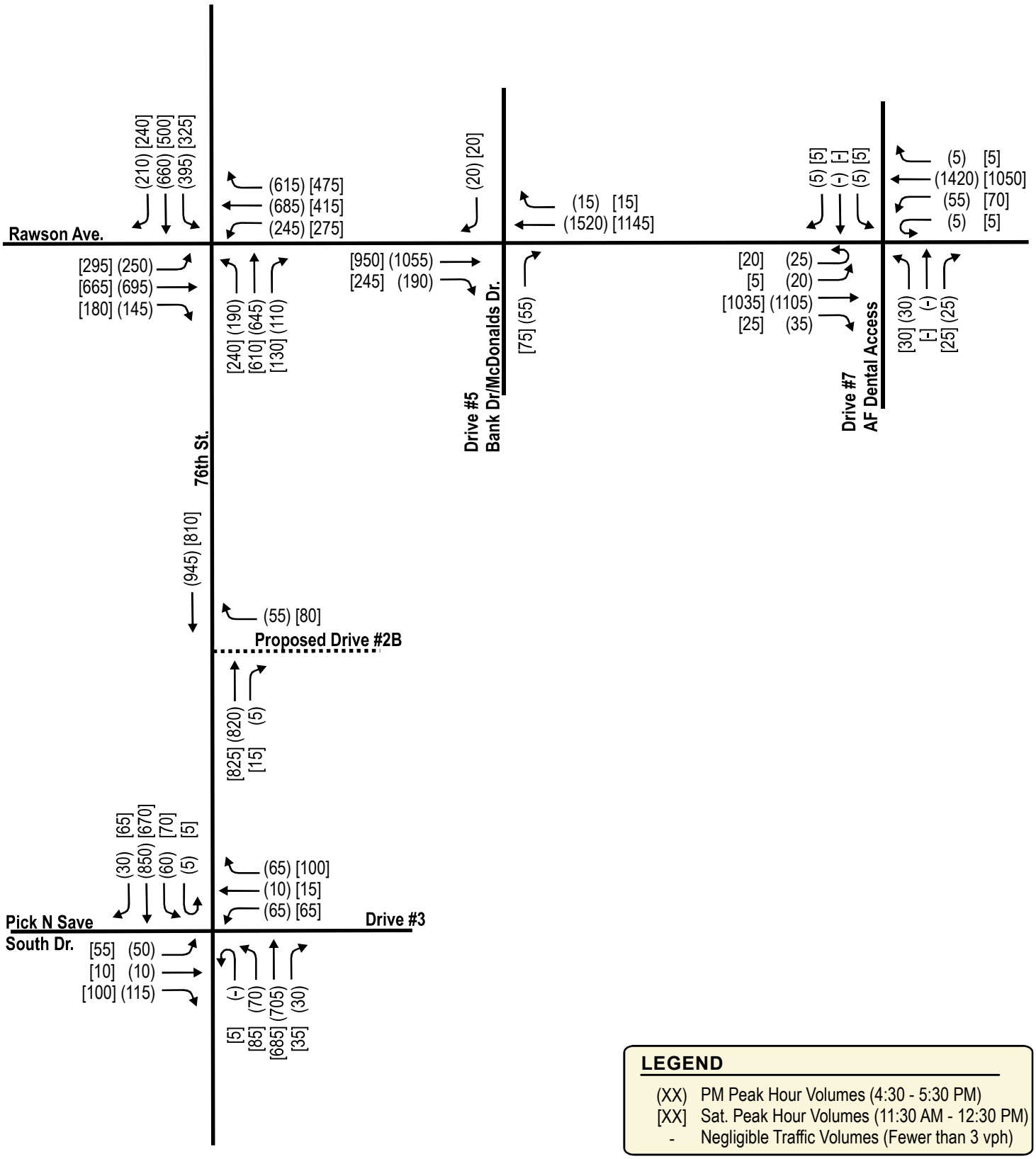
EXHIBIT 17
YEAR 2025 REDISTRIBUTED TOTAL TRAFFIC VOLUMES (DUE TO IMPROVED GEOMETRICS)

FRANKLIN, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (4:30 - 5:30 PM)
[XX]	Sat. Peak Hour Volumes (11:30 AM - 12:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
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NOT TO SCALE

EXHIBIT 18
YEAR 2039 REDISTRIBUTED TOTAL TRAFFIC VOLUMES (DUE TO IMPROVED GEOMETRICS)

FRANKLIN, WISCONSIN

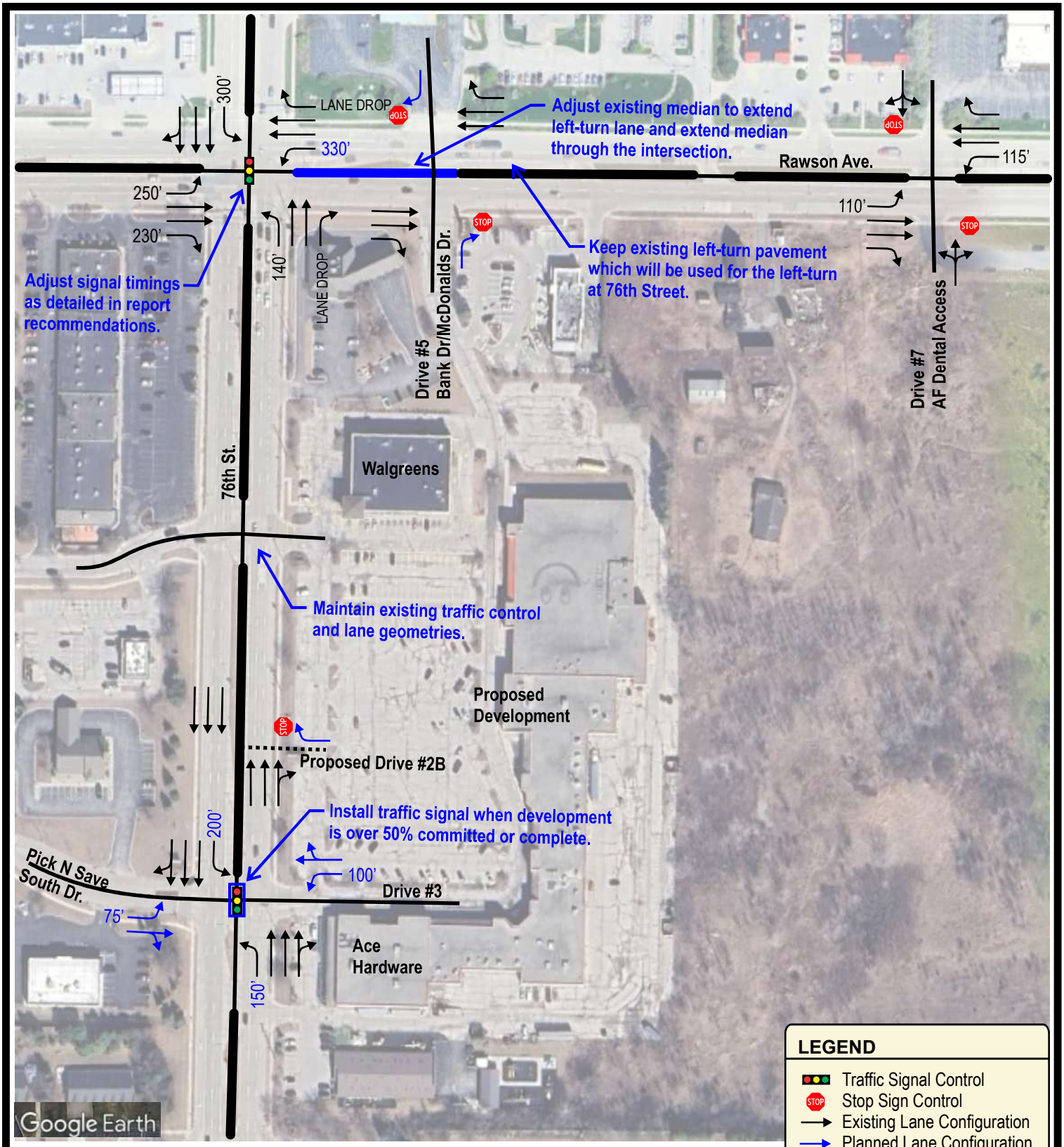

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EXHIBIT 19
RECOMMENDED MODIFICATIONS

FRANKLIN, WISCONSIN

Appendix A
Traffic

Existing Turning Movement Counts – S. 76th Street at Ace Hardware Drive

Saturation Flow Rate Calculations

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

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

Major St: **S. 76th St.**
Minor St: **Ace Hardware Drwy.**
Intersection of: ***S. 76th St. & Ace Hardware Drwy.*** **IX_ID:**

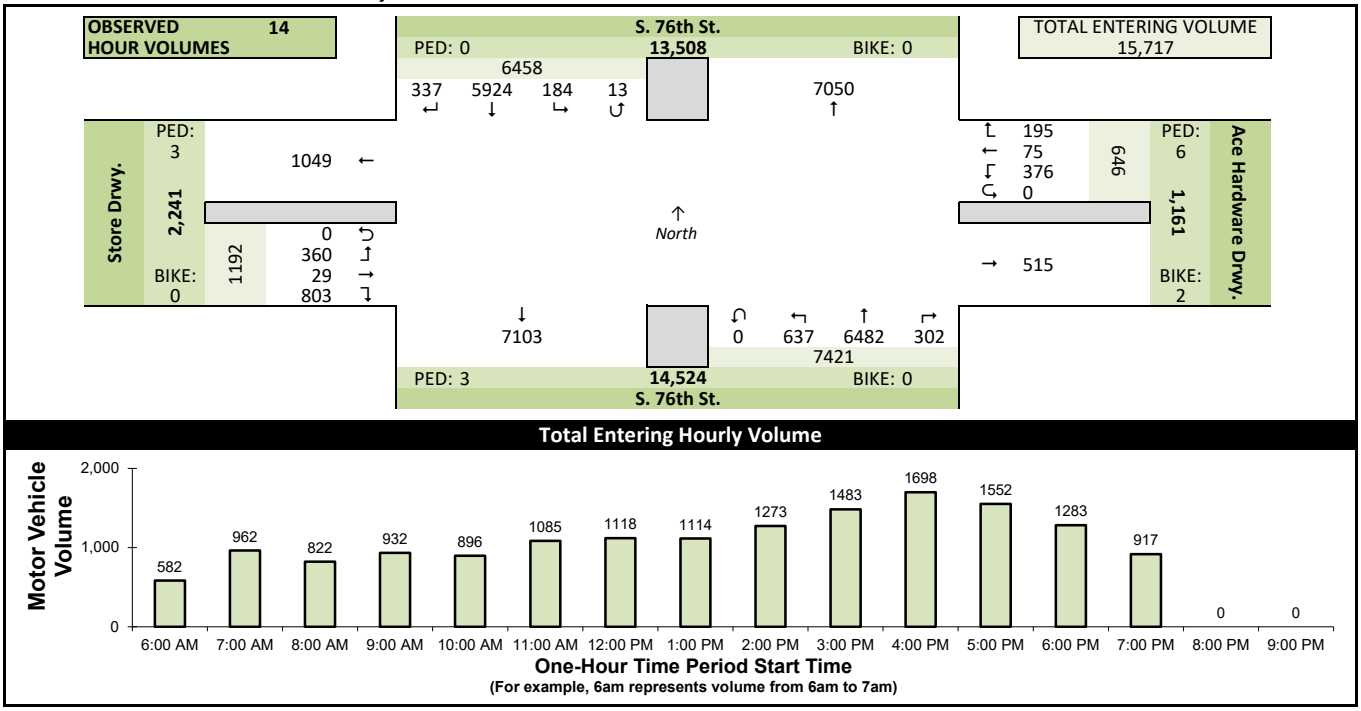
Site Information

Municipality	City of Franklin		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	S. 76th St.		
East Leg	Ace Hardware Drwy.		
South Leg	S. 76th St.		
West Leg	Store Drwy.		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

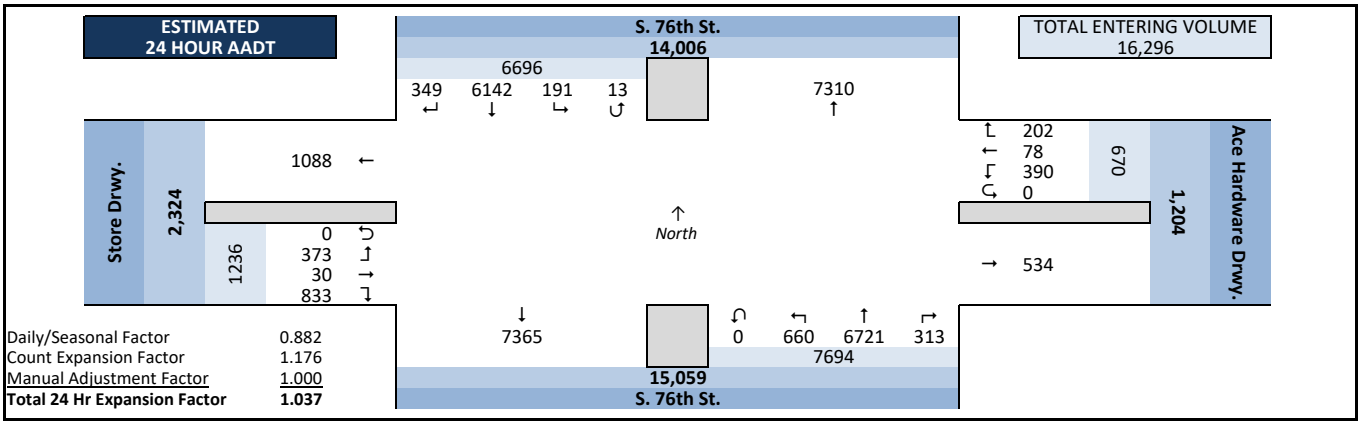
Count Information

Hrs Counted:	06:00 AM-08:00 PM				
1st Day of Count	Wednesday, May 17, 2023			Weather	
AM Peak Period	Thursday, May 18, 2023			Clear & Dry	
Midday Peak Period	Wednesday, May 17, 2023			Clear & Dry	
PM Peak Period	Wednesday, May 17, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	12:15-1:15pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	12:15-1:15pm	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.882	Count Expansion Factor	1.176		
Company Name	Ayres Associates			Manual Adj.	1.000
Observers: AM Peak Period	Miovision Video Recording				
Observers: Midday Peak Period	Miovision Video Recording				
Observers: PM Peak Period	Miovision Video Recording				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 14 Hour Volume Summary



Estimated 24 Hour AADT



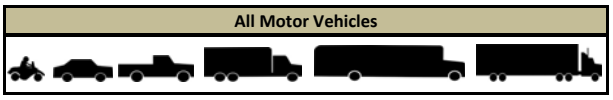
Daily/Seasonal Factor	0.882
Count Expansion Factor	1.176
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.037**

Intersection Traffic Volume Report

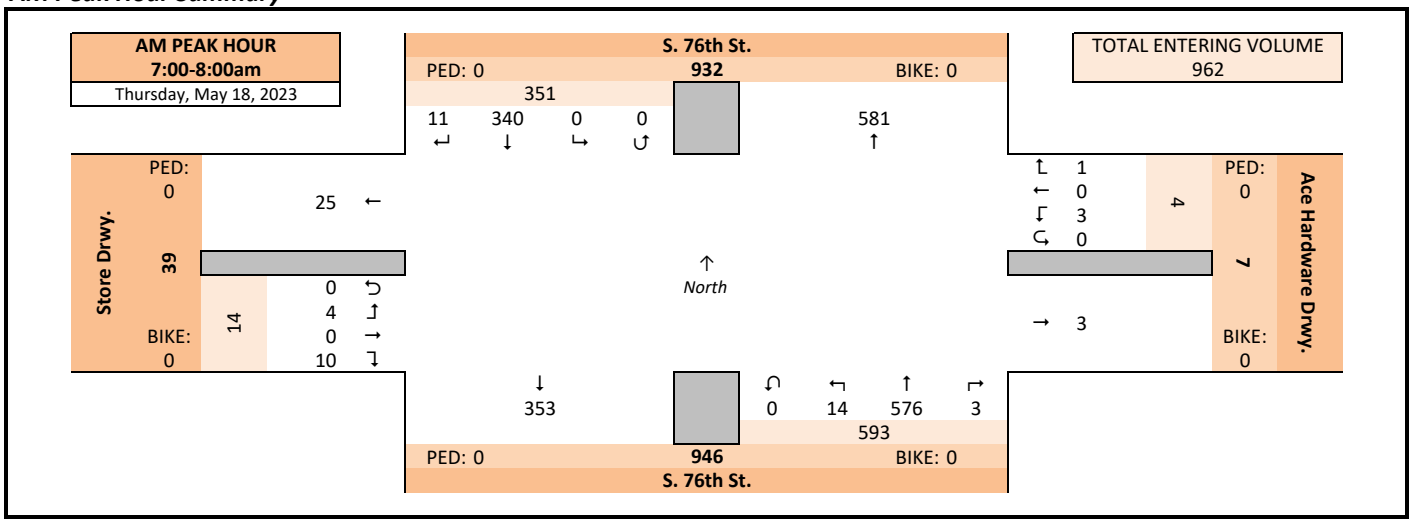
Count Basics			Page 2 of 13
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

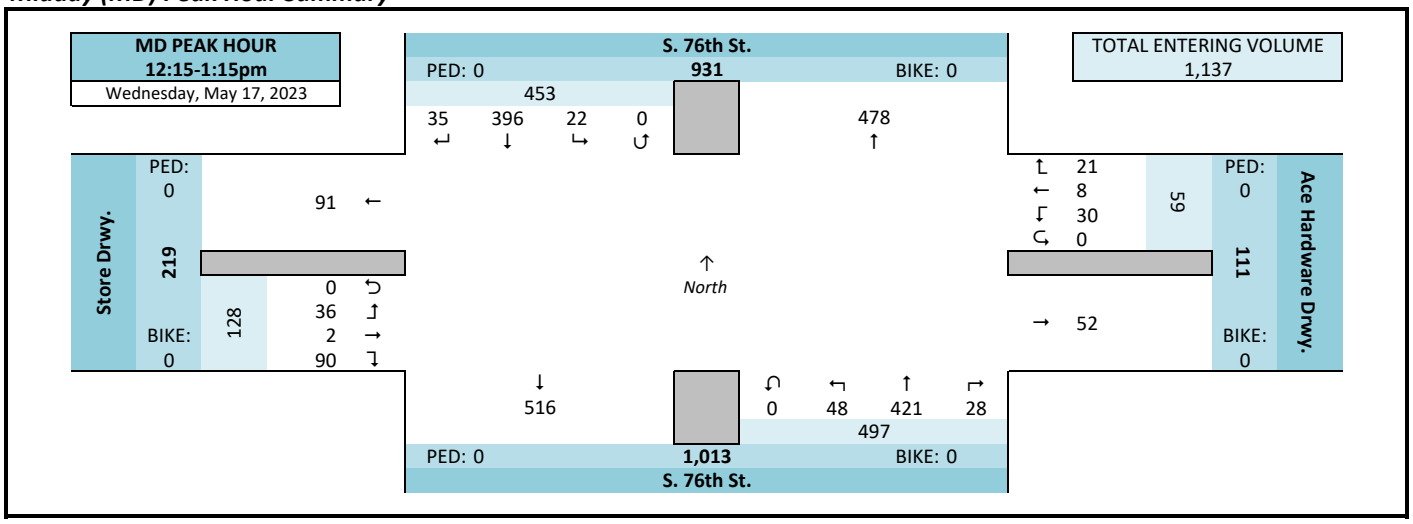
S. 76th St. & Ace Hardware Drwy.



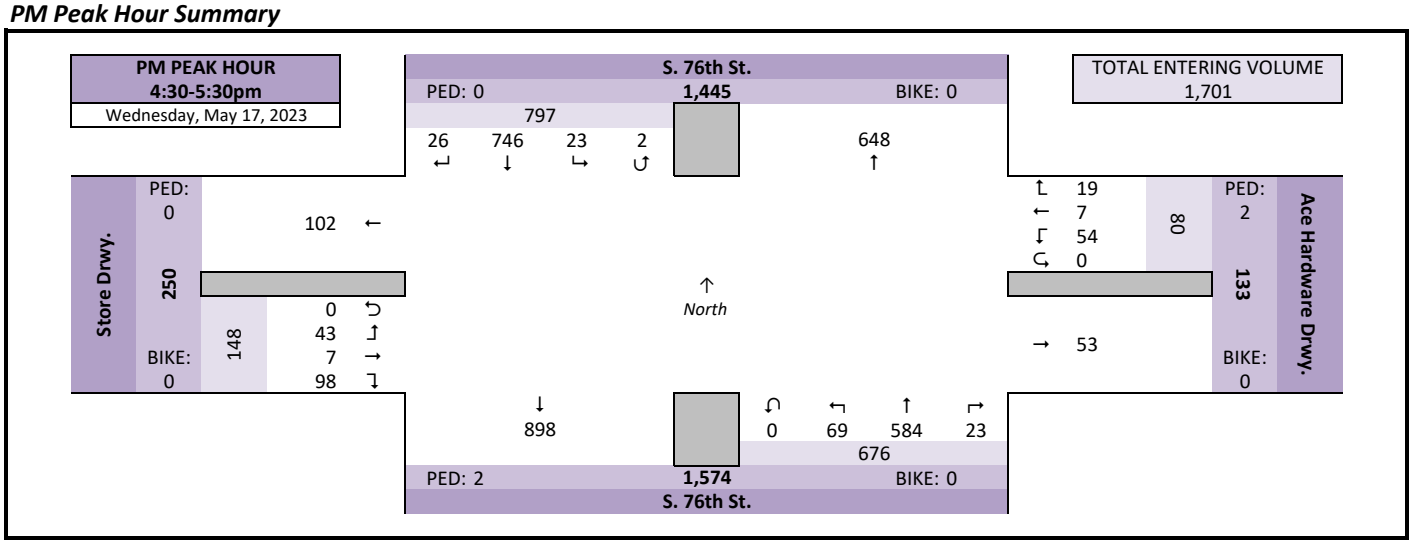
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

Peak Hour Volume Summary

S. 76th St. & Ace Hardware Drwy.

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, May 18, 2023		From North					From East					From South					From West					
	AM Peak Hour	S. 76th St.					Ace Hardware Drwy.					S. 76th St.					Store Drwy.					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	1	61	0	0	62	0	0	1	0	1	0	120	5	0	125	1	0	1	0	2	190
	7:15 AM	4	95	0	0	99	0	0	0	0	0	0	144	2	0	146	2	0	0	0	2	247
	7:30 AM	0	93	0	0	93	0	0	1	0	1	2	157	4	0	163	3	0	0	0	3	260
	7:45 AM	6	91	0	0	97	1	0	1	0	2	1	155	3	0	159	4	0	3	0	7	265
	Peak Hour Volume	11	340	0	0	351	1	0	3	0	4	3	576	14	0	593	10	0	4	0	14	962
	Rounded Hourly Volume	10	340	0	0	350	0	0	5	0	5	5	575	15	0	595	10	0	5	0	15	965
	% Single Unit Trucks	18.2	2.4	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	20.0	0.0	0.0	0.0	14.3	3.3
	% Heavy Trucks	0.0	0.3	0.0	0.0	0.3	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	0.1
	% Trucks (Total)	18.2	2.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	20.0	0.0	0.0	0.0	14.3	3.4
	Peak Hour Factor (PHF)	0.46	0.89	0.00	0.00	0.89	0.25	0.00	0.75	0.00	0.50	0.37	0.92	0.70	0.00	0.91	0.62	0.00	0.33	0.00	0.50	0.91

Wednesday, May 17, 2023		From North					From East					From South					From West					
	MD Peak Hour	S. 76th St.					Ace Hardware Drwy.					S. 76th St.					Store Drwy.					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:15 PM	7	105	7	0	119	5	1	9	0	15	6	100	9	0	115	26	0	9	0	35	284
	12:30 PM	6	100	5	0	111	5	1	8	0	14	8	107	14	0	129	19	1	8	0	28	282
	12:45 PM	11	98	4	0	113	4	3	5	0	12	9	101	11	0	121	18	1	15	0	34	280
	1:00 PM	11	93	6	0	110	7	3	8	0	18	5	113	14	0	132	27	0	4	0	31	291
	Peak Hour Volume	35	396	22	0	453	21	8	30	0	59	28	421	48	0	497	90	2	36	0	128	1137
	Rounded Hourly Volume	35	395	20	0	450	20	10	30	0	60	30	420	50	0	500	90	0	35	0	125	1135
	% Single Unit Trucks	2.9	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	3.6	1.7	0.0	0.0	1.6	0.0	0.0	8.3	0.0	2.3	1.6
	% Heavy Trucks	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	2.8	0.0	0.8	0.4
	% Trucks (Total)	2.9	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3.6	1.9	0.0	0.0	1.8	0.0	0.0	11.1	0.0	3.1	1.9
	Peak Hour Factor (PHF)	0.80	0.94	0.79	0.00	0.95	0.75	0.67	0.83	0.00	0.82	0.78	0.93	0.86	0.00	0.94	0.83	0.50	0.60	0.00	0.91	0.98

Wednesday, May 17, 2023		From North					From East					From South					From West					
	PM Peak Hour	S. 76th St.					Ace Hardware Drwy.					S. 76th St.					Store Drwy.					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	7	165	7	1	180	5	1	14	0	20	7	154	21	0	182	29	2	17	0	48	430
	4:45 PM	9	219	2	0	230	5	1	11	0	17	3	149	16	0	168	32	2	14	0	48	463
	5:00 PM	7	182	3	0	192	6	2	15	0	23	7	141	15	0	163	20	3	7	0	30	408
	5:15 PM	3	180	11	1	195	3	3	14	0	20	6	140	17	0	163	17	0	5	0	22	400
	Peak Hour Volume	26	746	23	2	797	19	7	54	0	80	23	584	69	0	676	98	7	43	0	148	1701
	Rounded Hourly Volume	25	745	25	0	795	20	5	55	0	80	25	585	70	0	680	100	5	45	0	150	1705
	% Single Unit Trucks	0.0	0.7	0.0	0.0	0.6	0.0	0.0	1.9	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	1.0	0.0	0.0	0.0	0.7	0.1
	% Trucks (Total)	0.0	0.7	0.0	0.0	0.6	0.0	0.0	1.9	0.0	1.2	0.0	0.2	0.0	0.0	0.1	1.0	0.0	0.0	0.0	0.7	0.5
	Peak Hour Factor (PHF)	0.72	0.85	0.52	0.50	0.87	0.79	0.58	0.90	0.00	0.87	0.82	0.95	0.82	0.00	0.93	0.77	0.58	0.63	0.00	0.77	0.92

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		S. 76th St.			Ace Hardware Drwy.			S. 76th St.			Store Drwy.			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	2	0	2	2	0	2	0	0	0	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	2	0	2	2	0	2	0	0	0	4

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14	Non-Holiday	No Special Events

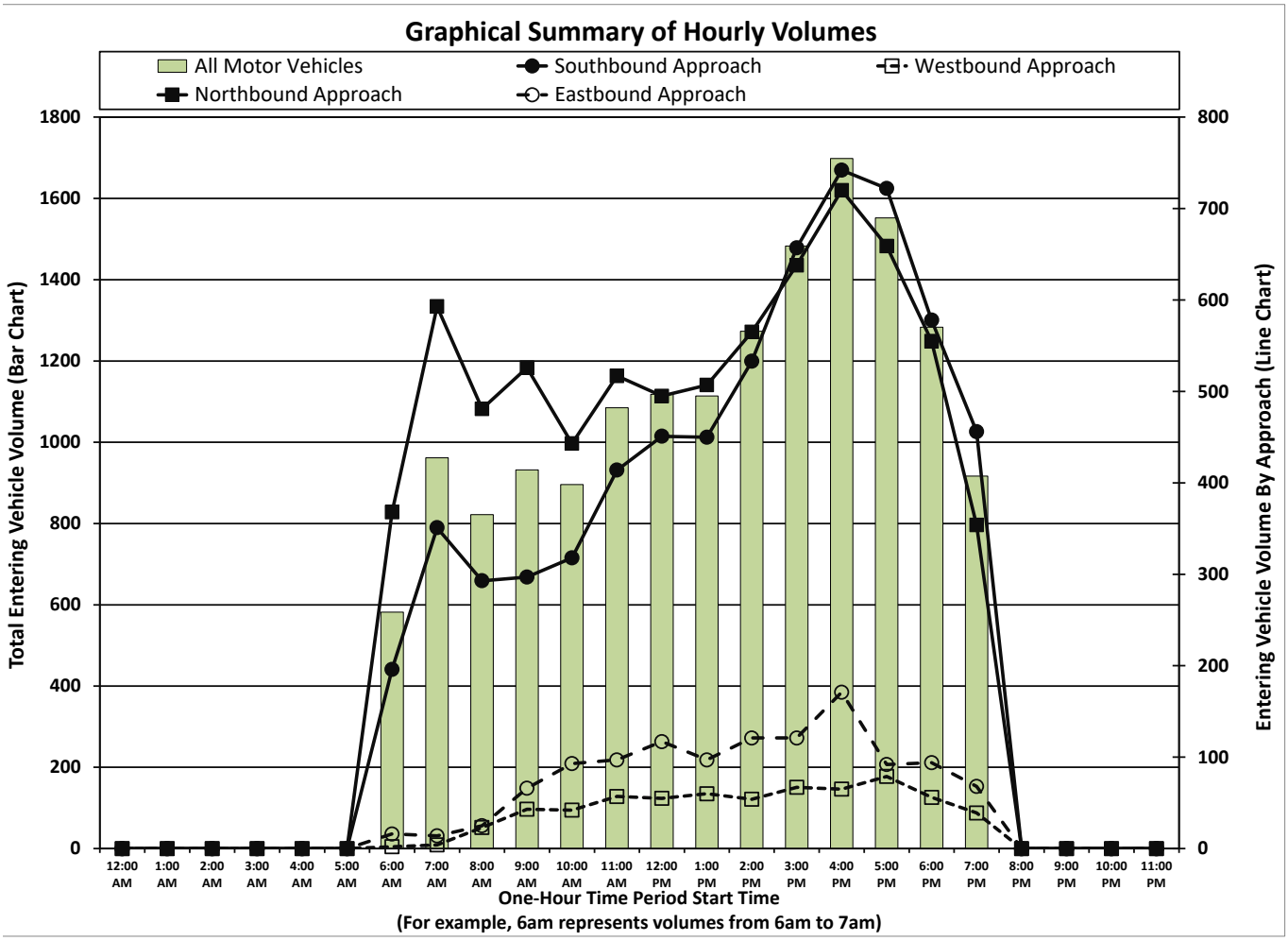
Hourly Volume Summary - Motor Vehicle Data

S. 76th St. & Ace Hardware Drwy.

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	8	187	1	0	196	0	0	2	0	2	2	352	14	0	368	12	0	4	0	16	582	18	564
	7:00 AM	11	340	0	0	351	1	0	3	0	4	3	576	14	0	593	10	0	4	0	14	962	18	944
	8:00 AM	23	263	7	0	293	5	3	15	0	23	17	435	29	0	481	17	1	7	0	25	822	48	774
	9:00 AM	33	245	19	0	297	17	5	21	0	43	28	434	64	0	526	41	4	21	0	66	932	109	823
MD	10:00 AM	31	281	6	0	318	15	7	20	0	42	25	370	48	0	443	58	3	32	0	93	896	135	761
	11:00 AM	22	374	17	1	414	16	11	30	0	57	27	427	63	0	517	74	0	23	0	97	1085	154	931
	12:00 PM	28	398	25	0	451	24	6	25	0	55	28	415	52	0	495	71	2	44	0	117	1118	172	946
	1:00 PM	28	404	18	0	450	23	7	30	0	60	23	423	61	0	507	78	0	19	0	97	1114	157	957
PM	2:00 PM	32	487	14	0	533	13	8	33	0	54	22	493	50	0	565	76	1	44	0	121	1273	175	1098
	3:00 PM	33	604	14	6	657	15	5	47	0	67	30	555	53	0	638	74	7	40	0	121	1483	188	1295
	4:00 PM	29	690	19	4	742	15	5	45	0	65	17	631	72	0	720	111	6	54	0	171	1698	236	1462
	5:00 PM	24	675	21	2	722	18	9	52	0	79	34	574	51	0	659	65	5	22	0	92	1552	171	1381
	6:00 PM	21	541	16	0	578	20	3	33	0	56	33	480	42	0	555	65	0	29	0	94	1283	150	1133
	7:00 PM	14	435	7	0	456	13	6	20	0	39	13	317	24	0	354	51	0	17	0	68	917	107	810
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		337	5924	184	13	6458	195	75	376	0	646	302	6482	637	0	7421	803	29	360	0	1192	15717	1838	13879



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

S. 76th St. & Ace Hardware Drwy.

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					15-Min	Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	3	29	0	0	32	0	0	0	0	0	0	58	6	0	64	1	0	1	0	2	98	582	0.77
	6:15 AM	2	46	0	0	48	0	0	1	0	1	0	86	1	0	87	5	0	3	0	8	144	674	0.89
	6:30 AM	1	46	0	0	47	0	0	1	0	1	1	95	6	0	102	2	0	0	0	2	152	777	0.79
	6:45 AM	2	66	1	0	69	0	0	0	0	0	1	113	1	0	115	4	0	0	0	4	188	885	0.85
	7:00 AM	1	61	0	0	62	0	0	1	0	1	0	120	5	0	125	1	0	1	0	2	190	962	0.91
	7:15 AM	4	95	0	0	99	0	0	0	0	0	0	144	2	0	146	2	0	0	0	2	247	962	0.91
	7:30 AM	0	93	0	0	93	0	0	1	0	1	2	157	4	0	163	3	0	0	0	3	260	898	0.85
	7:45 AM	6	91	0	0	97	1	0	1	0	2	1	155	3	0	159	4	0	3	0	7	265	867	0.82
	8:00 AM	5	63	1	0	69	0	0	2	0	2	2	108	3	0	113	4	0	2	0	6	190	822	0.90
	8:15 AM	6	64	0	0	70	3	0	1	0	4	3	99	5	0	107	1	0	1	0	2	183	861	0.94
	8:30 AM	5	62	2	0	69	1	1	4	0	6	2	130	12	0	144	9	1	0	0	10	229	908	0.99
	8:45 AM	7	74	4	0	85	1	2	8	0	11	10	98	9	0	117	3	0	4	0	7	220	918	0.96
	9:00 AM	5	58	2	0	65	2	1	3	0	6	9	115	15	0	139	13	2	4	0	19	229	932	0.97
	9:15 AM	6	56	8	0	70	6	3	2	0	11	3	117	19	0	139	7	0	3	0	10	230	908	0.95
	9:30 AM	8	71	5	0	84	5	1	7	0	13	10	101	14	0	125	10	1	6	0	17	239	884	0.92
	9:45 AM	14	60	4	0	78	4	0	9	0	13	6	101	16	0	123	11	1	8	0	20	234	893	0.90
Midday Peak Period	10:00 AM	3	66	3	0	72	3	1	5	0	9	7	84	12	0	103	12	1	8	0	21	205	896	0.90
	10:15 AM	11	66	2	0	79	4	2	2	0	8	6	85	11	0	102	12	0	5	0	17	206	925	0.93
	10:30 AM	5	80	0	0	85	6	1	8	0	15	4	104	10	0	118	21	1	8	0	30	248	1007	0.87
	10:45 AM	12	69	1	0	82	2	3	5	0	10	8	97	15	0	120	13	1	11	0	25	237	1047	0.91
	11:00 AM	2	87	2	0	91	2	1	4	0	7	11	93	16	0	120	12	0	4	0	16	234	1085	0.94
	11:15 AM	3	96	7	0	106	3	4	6	0	13	4	126	16	0	146	18	0	5	0	23	288	1123	0.97
	11:30 AM	6	91	3	0	100	9	2	12	0	23	5	116	13	0	134	23	0	8	0	31	288	1119	0.97
	11:45 AM	11	100	5	1	117	2	4	8	0	14	7	92	18	0	117	21	0	6	0	27	275	1113	0.98
	12:00 PM	4	95	9	0	108	10	1	3	0	14	5	107	18	0	130	8	0	12	0	20	272	1118	0.98
	12:15 PM	7	105	7	0	119	5	1	9	0	15	6	100	9	0	115	26	0	9	0	35	284	1137	0.98
	12:30 PM	6	100	5	0	111	5	1	8	0	14	8	107	14	0	129	19	1	8	0	28	282	1102	0.95
	12:45 PM	11	98	4	0	113	4	3	5	0	12	9	101	11	0	121	18	1	15	0	34	280	1102	0.95
	1:00 PM	11	93	6	0	110	7	3	8	0	18	5	113	14	0	132	27	0	4	0	31	291	1114	0.95
	1:15 PM	4	88	9	0	101	6	1	5	0	12	5	95	16	0	116	15	0	5	0	20	249	1112	0.95
	1:30 PM	5	113	1	0	119	5	1	6	0	12	6	106	9	0	121	22	0	8	0	30	282	1174	0.94
	1:45 PM	8	110	2	0	120	5	2	11	0	18	7	109	22	0	138	14	0	2	0	16	292	1216	0.94
PM Peak Period	2:00 PM	5	105	2	0	112	3	3	11	0	17	3	108	10	0	121	19	0	20	0	39	289	1273	0.91
	2:15 PM	7	120	1	0	128	3	1	6	0	10	9	127	15	0	151	15	0	7	0	22	311	1335	0.95
	2:30 PM	9	115	5	0	129	3	1	7	0	11	5	134	8	0	147	28	1	8	0	37	324	1374	0.98
	2:45 PM	11	147	6	0	164	4	3	9	0	16	5	124	17	0	146	14	0	9	0	23	349	1426	0.95
	3:00 PM	8	144	3	0	155	3	1	11	0	15	6	132	12	0	150	21	1	9	0	31	351	1483	0.91
	3:15 PM	7	133	3	3	146	4	0	13	0	17	8	143	10	0	161	14	2	10	0	26	350	1566	0.90
	3:30 PM	9	152	2	1	164	3	2	11	0	16	5	144	17	0	166	18	2	10	0	30	376	1587	0.91
	3:45 PM	9	175	6	2	192	5	2	12	0	19	11	136	14	0	161	21	2	11	0	34	406	1641	0.95
	4:00 PM	5	162	6	2	175	3	2	6	0	11	5	187	17	0	209	25	1	13	0	39	434	1698	0.92
	4:15 PM	8	144	4	1	157	2	1	14	0	17	2	141	18	0	161	25	1	10	0	36	371	1672	0.90
	4:30 PM	7	165	7	1	180	5	1	14	0	20	7	154	21	0	182	29	2	17	0	48	430	1701	0.92
	4:45 PM	9	219	2	0	230	5	1	11	0	17	3	149	16	0	168	32	2	14	0	48	463	1676	0.90
	5:00 PM	7	182	3	0	192	6	2	15	0	23	7	141	15	0	163	20	3	7	0	30	408	1552	0.95
	5:15 PM	3	180	11	1	195	3	3	14	0	20	6	140	17	0	163	17	0	5	0	22	400	1514	0.93
	5:30 PM	7	165	6	0	178	4	3	10	0	17	11	172	10	0	193	11	0	6	0	17	405	1445	0.89
	5:45 PM	7	148	1	1	157	5	1	13	0	19	10	121	9	0	140	17	2	4	0	23	339	1343	0.91
	6:00 PM	6	153	2	0	161	4	2	7	0	13	11	146	13	0	170	16	0	10	0	26	370	1283	0.87
	6:15 PM	4	146	8	0	158	5	1	9	0	15	6	124	13	0	143	10	0	5	0	15	331	1162	0.88
	6:30 PM	5	131	4	0	140	5	0	9	0	14	9	105	7	0	121	19	0	9	0	28	303	1098	0.91
	6:45 PM	6	111	2	0	119	6	0	8	0	14	7	105	9	0	121	20	0	5	0	25	279	1008	0.90
	7:00 PM	3	112	3	0	118	5	1	8	0	14	3	91	11	0	105	7	0	5	0	12	249	917	0.86
	7:15 PM	5	112	1	0	118	3	2	8	0	13	4	105	3	0	112	19	0	5	0	24	267		
	7:30 PM	5	104	2	0	111	3	3	3	0	9	2	64	7	0	73	15	0	5	0	20	213		
	7:45 PM	1	107	1	0	109	2	0	1	0	3	4	57	3	0	64	10	0	2	0	12	188		
	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		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		337	5924	184	13	6458	195	75	376	0	646	302	6482	637	0	7421	803	29	360	0	1192	15717		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Total 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	PHF
AM	7:00 AM	11	340	0	0	351	1	0	3	0	4	3	576	14	0	593	10	0	4	0	14	962	0.91
MD	12:15 PM	35	396	22	0	453	21	8	30	0	59	28	421	48	0	497	90	2	36	0	128	1137	0.98
PM	4:30 PM	26	746	23	2	797	19	7	54	0	80	23	584	69	0	676	98	7	43	0	148	1701	0.92

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	14	Non-Holiday	No Special Events

15-Minute Automobile Data

S. 76th St. & Ace Hardware Drwy.

15-Minute Automobile Data

	15-Minute	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					15-Min	Hourly
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	2	29	0	0	31	0	0	0	0	0	0	57	6	0	63	1	0	0	0	1	95	559
	6:15 AM	2	43	0	0	45	0	0	1	0	1	0	81	1	0	82	5	0	3	0	8	136	645
	6:30 AM	1	45	0	0	46	0	0	1	0	1	1	89	6	0	96	2	0	0	0	2	145	747
	6:45 AM	2	65	1	0	68	0	0	0	0	0	1	109	1	0	111	4	0	0	0	4	183	859
	7:00 AM	1	58	0	0	59	0	0	1	0	1	0	114	5	0	119	1	0	1	0	2	181	929
	7:15 AM	3	91	0	0	94	0	0	0	0	0	0	141	2	0	143	1	0	0	0	1	238	935
	7:30 AM	0	91	0	0	91	0	0	1	0	1	2	156	4	0	162	3	0	0	0	3	257	875
	7:45 AM	5	91	0	0	96	1	0	1	0	2	1	145	3	0	149	3	0	3	0	6	253	839
	8:00 AM	5	62	1	0	68	0	0	2	0	2	2	106	3	0	111	4	0	2	0	6	187	801
	8:15 AM	5	60	0	0	65	3	0	1	0	4	3	99	5	0	107	1	0	1	0	2	178	840
	8:30 AM	4	60	2	0	66	0	1	2	0	3	2	128	12	0	142	9	1	0	0	10	221	889
	8:45 AM	6	74	4	0	84	1	2	8	0	11	10	95	9	0	114	3	0	3	0	6	215	906
	9:00 AM	5	56	2	0	63	2	1	2	0	5	9	115	15	0	139	13	2	4	0	19	226	919
	9:15 AM	6	54	8	0	68	6	3	2	0	11	3	116	19	0	138	7	0	3	0	10	227	892
	9:30 AM	8	71	5	0	84	5	1	7	0	13	10	100	14	0	124	10	1	6	0	17	238	865
	9:45 AM	14	56	3	0	73	4	0	9	0	13	6	100	16	0	122	11	1	8	0	20	228	864
Midday Peak Period	10:00 AM	3	61	3	0	67	3	1	5	0	9	6	84	12	0	102	12	1	8	0	21	199	865
	10:15 AM	11	61	2	0	74	4	2	2	0	8	6	85	11	0	102	12	0	4	0	16	200	895
	10:30 AM	5	76	0	0	81	6	1	8	0	15	4	98	10	0	112	21	0	8	0	29	237	975
	10:45 AM	11	67	1	0	79	2	3	5	0	10	8	92	15	0	115	13	1	11	0	25	229	1023
	11:00 AM	2	86	2	0	90	2	1	4	0	7	11	90	16	0	117	11	0	4	0	15	229	1065
	11:15 AM	3	93	7	0	103	3	4	6	0	13	4	121	16	0	141	18	0	5	0	23	280	1102
	11:30 AM	6	90	3	0	99	9	2	12	0	23	5	114	13	0	132	23	0	8	0	31	285	1101
	11:45 AM	10	99	5	1	115	2	4	8	0	14	7	92	18	0	117	21	0	4	0	25	271	1093
	12:00 PM	4	91	9	0	104	10	1	3	0	14	5	105	18	0	128	8	0	12	0	20	266	1094
	12:15 PM	6	104	7	0	117	5	1	9	0	15	6	98	9	0	113	26	0	8	0	34	279	1115
	12:30 PM	6	98	5	0	109	5	1	8	0	14	7	107	14	0	128	19	1	6	0	26	277	1082
	12:45 PM	11	94	4	0	109	4	3	5	0	12	9	98	11	0	118	18	1	14	0	33	272	1081
	1:00 PM	11	92	6	0	109	7	3	8	0	18	5	110	14	0	129	27	0	4	0	31	287	1094
	1:15 PM	4	87	9	0	100	5	1	5	0	11	5	94	16	0	115	15	0	5	0	20	246	1090
	1:30 PM	4	111	1	0	116	5	1	6	0	12	6	103	9	0	118	22	0	8	0	30	276	1151
	1:45 PM	8	106	2	0	116	5	2	11	0	18	7	107	22	0	136	13	0	2	0	15	285	1197
PM Peak Period	2:00 PM	5	103	2	0	110	3	3	11	0	17	3	105	10	0	118	18	0	20	0	38	283	1257
	2:15 PM	7	118	1	0	126	3	1	6	0	10	9	125	15	0	149	15	0	7	0	22	307	1320
	2:30 PM	9	114	5	0	128	3	1	7	0	11	5	134	8	0	147	27	1	8	0	36	322	1357
	2:45 PM	11	145	6	0	162	4	3	9	0	16	5	122	17	0	144	14	0	9	0	23	345	1405
	3:00 PM	8	143	3	0	154	3	1	11	0	15	6	128	12	0	146	21	1	9	0	31	346	1457
	3:15 PM	7	131	3	3	144	4	0	13	0	17	8	139	10	0	157	14	2	10	0	26	344	1539
	3:30 PM	9	151	2	1	163	3	2	11	0	16	5	139	17	0	161	18	2	10	0	30	370	1559
	3:45 PM	9	169	6	2	186	4	2	12	0	18	11	134	14	0	159	21	2	11	0	34	397	1618
	4:00 PM	5	159	6	2	172	3	2	6	0	11	5	184	17	0	206	25	1	13	0	39	428	1682
	4:15 PM	7	142	4	1	154	2	1	13	0	16	2	139	18	0	159	24	1	10	0	35	364	1658
	4:30 PM	7	165	7	1	180	5	1	13	0	19	7	154	21	0	182	29	2	17	0	48	429	1693
	4:45 PM	9	218	2	0	229	5	1	11	0	17	3	148	16	0	167	32	2	14	0	48	461	1664
	5:00 PM	7	179	3	0	189	6	2	15	0	23	7	141	15	0	163	19	3	7	0	29	404	1540
	5:15 PM	3	179	11	1	194	3	3	14	0	20	6	140	17	0	163	17	0	5	0	22	399	1505
	5:30 PM	7	164	6	0	177	4	3	10	0	17	11	169	9	0	189	11	0	6	0	17	400	1434
	5:45 PM	7	147	1	1	156	5	1	13	0	19	10	120	9	0	139	17	2	4	0	23	337	1331
	6:00 PM	6	152	2	0	160	4	2	7	0	13	11	146	13	0	170	16	0	10	0	26	369	1273
	6:15 PM	4	146	8	0	158	5	1	9	0	15	6	123	11	0	140	10	0	5	0	15	328	1153
	6:30 PM	5	129	4	0	138	5	0	9	0	14	9	103	7	0	119	18	0	8	0	26	297	1091
	6:45 PM	6	111	2	0	119	6	0	8	0	14	7	105	9	0	121	20	0	5	0	25	279	1007
	7:00 PM	3	112	3	0	118	5	1	8	0	14	3	91	11	0	105	7	0	5	0	12	249	915
	7:15 PM	5	112	1	0	118	3	2	8	0	13	4	104	3	0	111	19	0	5	0	24	266	
	7:30 PM	5	104	2	0	111	3	3	3	0	9	2	64	7	0	73	15	0	5	0	20	213	
	7:45 PM	1	106	1	0	108	2	0	1	0	3	4	57	3	0	64	10	0	2	0	12	187	
	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		326	5821	183	13	6343	192	75	371	0	638	300	6363	634	0	7297	794	28	350	0	1172	15450	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	9	331	0	0	340	1	0	3	0	4	3	556	14	0	573	8	0	4	0	12	929
MD	12:15 PM	34	388	22	0	444	21	8	30	0	59	27	413	48	0	488	90	2	32	0	124	1115
PM	4:30 PM	26	741	23	2	792	19	7	53	0	79	23	583	69	0	675	97	7	43	0	147	1693

Intersection Traffic Volume Report

Count Basics		*Page 7 of 13*
Start Date: Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14	Non-Holiday	No Special Events

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

S. 76th St. & Ace Hardware Drwy.

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

	15-Minute	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					15-Min	Hourly
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	23
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	29
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	30
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	25
	7:00 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	32
	7:15 AM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9	26
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	22
	7:45 AM	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	12	27
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	19
	8:15 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
	8:30 AM	1	2	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	7	16
	8:45 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4	9
	9:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	10
	9:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	9:45 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	22
Midday Peak Period	10:00 AM	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	25
	10:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
	10:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	9	27
	10:45 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	19
	11:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5	14
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	14
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
	11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	16
	12:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	20
	12:15 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	18
	12:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	5	18
	12:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7	19
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	17
	1:15 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	20
	1:30 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	1:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	16
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6	15
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	14
	2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
	2:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	20
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	24
	3:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	25
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	25
	3:45 PM	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	8	21
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	14
	4:15 PM	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	6	11
	4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4	8
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	9
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	7
	6:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5	6
	6:45 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	2
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	0	0	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	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		10	89	1	0	100	2	0	5	0	7	2	107	2	0	111	6	1	7	0	14	232	

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

	Hourly Time Period / Start Time	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	2	8	0	0	10	0	0	0	0	0	0	20	0	0	20	2	0	0	0	2	32
MD	12:15 PM	1	6	0	0	7	0	0	0	0	0	1	7	0	0	8	0	0	3	0	3	18
PM	4:30 PM	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

S. 76th St. & Ace Hardware Drwy.

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	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	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	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	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	2
	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	10:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	5
	10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	5
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	7
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	6
	11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	4
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	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	
	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	14	0	0	15	1	0	0	0	1	0	12	1	0	13	3	0	3	0	6	35	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	12:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	14	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

S. 76th St. & Ace Hardware Drwy.

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					15-Min	Hourly
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	23
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	29
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	30
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	26
	7:00 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	33
	7:15 AM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9	27
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	23
	7:45 AM	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	12	28
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	21
	8:15 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21
	8:30 AM	1	2	0	0	3	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	8	19
	8:45 AM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5	12
	9:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	13
	9:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	16
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	19
	9:45 AM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	29
Midday Peak Period	10:00 AM	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	31
	10:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	30
	10:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	11	32
	10:45 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	24
	11:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5	20
	11:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	21
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	18
	11:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	20
	12:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	24
	12:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5	22
	12:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	5	20
	12:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8	21
	1:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	20
	1:15 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	22
	1:30 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	23
	1:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7	19
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6	16
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	15
	2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	17
	2:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	21
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	26
	3:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	27
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	28
	3:45 PM	0	6	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9	23
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	16
	4:15 PM	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	7	14
	4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	12
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5	11
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3	9
	6:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	6	7
	6:45 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	2
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	0	0	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	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		11	103	1	0	115	3	0	5	0	8	2	119	3	0	124	9	1	10	0	20	267	

Peak Hour Heavy Vehicle Volume Summary

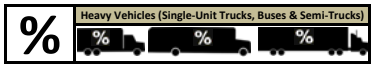
	Hourly Time Period / Start Time	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	2	9	0	0	11	0	0	0	0	0	0	20	0	0	20	2	0	0	0	2	33
MD	12:15 PM	1	8	0	0	9	0	0	0	0	0	1	8	0	0	9	0	0	4	0	4	22
PM	4:30 PM	0	5	0	0	5	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	8

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

S. 76th St. & Ace Hardware Drwy.



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 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	
	12:15 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	
	12:30 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	
	12:45 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	
	1:00 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	
	1:15 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	
	1:30 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	
	1:45 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	
	2:00 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	
	2:15 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	
	2:30 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	
	2:45 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	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 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	
	3:30 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	
	3:45 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	
	4:00 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	
	4:15 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	
	4:30 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	
	4:45 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	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 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	
	5:30 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	
	5:45 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	
AM Peak Period	6:00 AM	33.3	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.6	0.0	0.0	100.0	0.0	50.0	3.1	4.0
	6:15 AM	0.0	6.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	5.6	4.3
	6:30 AM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	4.6	3.9
	6:45 AM	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	2.7	2.9
	7:00 AM	0.0	4.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.7	3.4
	7:15 AM	25.0	4.2	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	50.0	0.0	0.0	0.0	50.0	3.6	2.8
	7:30 AM	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	1.2	2.6
	7:45 AM	16.7	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.3	25.0	0.0	0.0	0.0	14.3	4.5	3.2
	8:00 AM	0.0	1.6	0.0	0.0	1.4	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	1.6	2.6
	8:15 AM	16.7	6.3	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	0.0	0.0	0.0	0.0	0.0	2.7	2.4
	8:30 AM	20.0	3.2	0.0	0.0	4.3	100.0	0.0	50.0	0.0	50.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	3.5	2.1
	8:45 AM	14.3	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.6	0.0	0.0	25.0	0.0	14.3	2.3	1.3
	9:00 AM	0.0	3.4	0.0	0.0	3.1	0.0	0.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.4
	9:15 AM	0.0	3.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.3	1.8
	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	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.4	2.1
	9:45 AM	0.0	6.7	25.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	2.6	3.2
Midday Peak Period	10:00 AM	0.0	7.6	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.9	3.5
	10:15 AM	0.0	7.6	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	5.9	2.9	3.2
	10:30 AM	0.0	5.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.1	0.0	100.0	0.0	0.0	3.3	4.4	3.2
	10:45 AM	8.3	2.9	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	3.4	2.3
	11:00 AM	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.5	8.3	0.0	0.0	0.0	6.3	2.1	1.8
	11:15 AM	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	2.8	1.9
	11:30 AM	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.0	1.6
	11:45 AM	9.1	1.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	7.4	1.5	1.8
	12:00 PM	0.0	4.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.2	2.1
	12:15 PM	14.3	1.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.7	0.0	0.0	11.1	0.0	2.9	1.8	1.9
	12:30 PM	0.0	2.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.8	0.0	0.0	25.0	0.0	7.1	1.8	1.8
	12:45 PM	0.0	4.1	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.5	0.0	0.0	6.7	0.0	2.9	2.9	1.9
	1:00 PM	0.0	1.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	1.4	1.8
	1:15 PM	0.0	1.1	0.0	0.0	1.0	16.7	0.0	0.0	0.0	8.3	0.0	1.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.2	2.0
	1:30 PM	20.0	1.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.1	2.0
	1:45 PM	0.0	3.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.4	7.1	0.0	0.0	0.0	6.3	2.4	1.6
PM Peak Period	2:00 PM	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	5.3	0.0	0.0	0.0	2.6	2.1	1.3
	2:15 PM	0.0	1.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	2:30 PM	0.0	0.9	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	3.6	0.0	0.0	0.0	2.7	0.6	1.2
	2:45 PM	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.1	1.5
	3:00 PM	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	1.4	1.8
	3:15 PM	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	1.7	1.7
	3:30 PM	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.6	1.8
	3:45 PM	0.0	3.4	0.0	0.0	3.1	20.0	0.0	0.0	0.0	5.3	0.0	1.5	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	2.2	1.4
	4:00 PM	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	0.9
	4:15 PM	12.5	1.4	0.0	0.0	1.9	0.0	0.0	7.1	0.0	5.9	0.0	1.4	0.0	0.0	1.2	4.0	0.0	0.0	0.0	2.8	1.9	0.8
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5
	4:45 PM	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.4	0.7
	5:00 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	3.3	1.0	0.8
	5:15 PM	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.6
	5:30 PM	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	10.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.2	0.8
	5:45 PM	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.6	0.9
	6:00 PM	0.0	0.7	0.0	0.0	0.6	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	0.0	0.3	0.8
	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	0.8	15.4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.9	0.8
	6:30 PM	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	5.3	0.0	11.1	0.0	7.1	2.0	0.6
	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	0.1
	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	0.2
	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	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.4	
	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	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	
	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	
Post PM Peak Period	10:00 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	
	10:15 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	
	10:30 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	
	10:45 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	
	11:00 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	
	11:15 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	
	11:30 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	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		3.3	1.7	0.5	0.0	1.8	1.5	0.0	1.3	0.0	1.2	0.7	1.8	0.5	0.0	1.7	1.1	3.4	2.8	0.0	1.7	1.7	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) S. 76th St.					From East (←) Ace Hardware Drwy.					From South (↑) S. 76th St.					From West (→) Store Drwy.					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:00 AM	18.2	2.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	20.0	0.0	0.0	0.0	14.3	3.4
MD	12:15 PM	2.9	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3.6	1.9	0.0	0.0	1.8	0.0	0.0	11.1	0.0	3.1	1.9
PM	4:30 PM	0.0	0.7	0.0	0.0	0.6	0.0	0.0	1.9	0.0	1.3	0.0	0.2	0.0	0.0	0.1	1.0	0.0	0.0	0.0	0.7	0.5

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Wednesday, May 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Ace Hardware Drwy.

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach S. 76th St.			Crossing East Approach Ace Hardware Drwy.			Crossing South Approach S. 76th St.			Crossing West Approach Store Drwy.			15-Min	Hourly
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	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	1	0	1	0	0	0	0	0	0	1	1
	6:45 AM	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
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	9:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	3
	9:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	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
	1:30 PM	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	1
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	2:45 PM	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
	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
	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	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:45 PM	0	0	0	2	0	2	2	0	2	0	0	0	4	4
	5:00 PM	0	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	1
	5:30 PM	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	3
	6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	5
	6:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	4
	6:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	6:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	2	2
	7:00 PM	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	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**6**	**2**	**8**	**3**	**0**	**3**	**3**	**0**	**3**	**14**	

Special Pedestrians

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

Date: August 18, 2025

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
76th St. & Rawson Ave.

Urbanized Area/Cluster Population
1,376,500

Exit Ramp:	No
Speed Limit:	40

Sat. Flow Rate (pc/h/ln)				
	1931	1931		1931

N

# of Lanes				
Lane Type				
	1	2		1
R	T-R	T	L-T	L

Exit Ramp:	Sat. Flow (pc/h/ln)	# of Lanes	Lane Type				Lane Type	# of Lanes	Sat. Flow (pc/h/ln)	Exit Ramp:
No	1931	1	L	R	1	1900				No
Speed Limit:			L-T	T-R						Speed Limit:
	1931	2	T	T	2	1931				
			T-R	L-T						
40	1900	1	R	L	1	1931				40

Traffic Signal

L	L-T	T	T-R	R
1		2	1	
Lane Type				
# of Lanes				

1931		1931	1931	
Sat. Flow Rate (pc/h/ln)				

Speed Limit:	40
Exit Ramp:	No

Bureau of Traffic Operations
Last Updated: **4/7/2022**

Date: August 18, 2023

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
76th St. & Drive #3

Urbanized Area/Cluster Population
1,376,500

Exit Ramp:	No
Speed Limit:	40

Sat. Flow Rate (pc/h/ln)				
	1931	1931		1931

N

# of Lanes				
Lane Type				
	1	2		1
R	T-R	T	L-T	L

Exit Ramp:	Sat. Flow (pc/h/ln)		# of Lanes	Lane Type		Lane Type	# of Lanes		Sat. Flow (pc/h/ln)	Exit Ramp:
No	1760	*	1	L	R			* 1760		No
Speed Limit:				L-T	T-R	1				Speed Limit:
				T	T					
	1760	*	1	T-R	L-T					
25				R	L	1		* 1760		25

Consider using 1900 pc/h/ln

Consider using 1900 pc/h/ln

Traffic Signal

Lane Type				
# of Lanes				
L	L-T	T	T-R	R
1		2	1	

1931		1931	1931	
Sat. Flow Rate (pc/h/ln)				

Speed Limit:	40
Exit Ramp:	No

Bureau of Traffic Operations

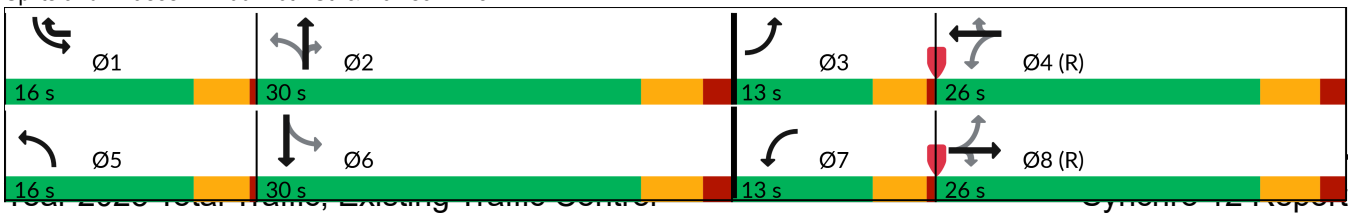
Last Updated: **4/7/2022**

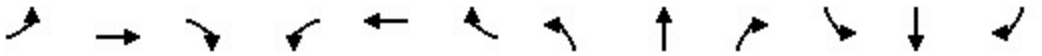
Appendix B
Year 2025 & 2039 Total Traffic
Peak Hour Analysis Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	630	130	180	625	610	165	600	100	385	635	210
Future Volume (vph)	240	630	130	180	625	610	165	600	100	385	635	210
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4977	0
Flt Permitted	0.211			0.217			0.248			0.257		
Satd. Flow (perm)	396	3562	1568	411	3597	1583	469	3597	1609	487	4977	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	250	656	84	188	651	394	172	625	65	401	880	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	13.0	26.0	26.0	13.0	26.0	16.0	16.0	30.0	30.0	16.0	30.0	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	31.3	20.8	20.8	30.7	20.5	38.0	35.8	24.4	24.4	40.0	26.6	
Actuated g/C Ratio	0.37	0.24	0.24	0.36	0.24	0.45	0.42	0.29	0.29	0.47	0.31	
v/c Ratio	0.86	0.75	0.22	0.65	0.75	0.56	0.49	0.61	0.14	0.97	0.57	
Control Delay (s/veh)	47.4	36.3	27.7	28.2	36.2	21.1	17.4	29.1	23.6	56.7	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	47.4	36.3	27.7	28.2	36.2	21.1	17.4	29.1	23.6	56.7	26.5	
LOS	D	D	C	C	D	C	B	C	C	E	C	
Approach Delay (s/veh)		38.4			30.2			26.4			35.9	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	89	172	36	64	170	149	49	151	26	133	142	
Queue Length 95th (ft)	#199	234	74	#114	231	237	86	206	56	#313	191	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	292	870	383	296	867	707	397	1032	461	414	1556	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.86	0.75	0.22	0.64	0.75	0.56	0.43	0.61	0.14	0.97	0.57	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 50 (59%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	630	130	180	625	610	165	600	100	385	635	210
Future Volume (veh/h)	240	630	130	180	625	610	165	600	100	385	635	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	250	656	84	188	651	394	172	625	65	401	661	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	888	390	322	871	606	375	1037	462	446	1312	427
Arrive On Green	0.11	0.25	0.25	0.10	0.24	0.24	0.09	0.29	0.29	0.14	0.34	0.34
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3872	1261
Grp Volume(v), veh/h	250	656	84	188	651	394	172	625	65	401	589	291
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1674
Q Serve(g_s), s	9.0	14.3	3.6	6.5	14.2	17.4	5.6	12.7	2.5	12.0	11.5	11.8
Cycle Q Clear(g_c), s	9.0	14.3	3.6	6.5	14.2	17.4	5.6	12.7	2.5	12.0	11.5	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	315	888	390	322	871	606	375	1037	462	446	1172	567
V/C Ratio(X)	0.79	0.74	0.22	0.58	0.75	0.65	0.46	0.60	0.14	0.90	0.50	0.51
Avail Cap(c_a), veh/h	315	888	390	334	871	606	468	1037	462	446	1172	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	29.4	25.4	22.1	29.9	21.6	18.7	26.1	22.5	20.3	22.4	22.5
Incr Delay (d2), s/veh	12.9	5.5	1.3	2.4	5.8	5.3	0.9	2.6	0.6	20.8	1.5	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.5	1.4	2.8	6.5	6.8	2.3	5.5	1.0	7.5	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	34.9	26.7	24.6	35.7	26.9	19.6	28.7	23.1	41.1	23.9	25.8
LnGrp LOS	D	C	C	C	D	C	B	C	C	D	C	C
Approach Vol, veh/h		990			1233			862			1281	
Approach Delay, s/veh		34.5			31.2			26.5			29.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	30.0	13.0	26.0	11.6	34.4	12.4	26.6
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	12.0	24.4	9.0	20.5	12.0	24.4	9.0	20.5
Max Q Clear Time (g_c+I1), s	14.0	14.7	11.0	19.4	7.6	13.8	8.5	16.3
Green Ext Time (p_c), s	0.0	2.9	0.0	0.7	0.2	4.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	955	155	30	1390	10	10	0	55	5	5	10
Future Vol, veh/h	15	955	155	30	1390	10	10	0	55	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	125	-	0	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	1038	168	33	1511	11	11	0	60	5	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1522	0	0	1207	0	0	1894	2658	519	2128	2815	755
Stage 1	-	-	-	-	-	-	1071	1071	-	1576	1576	-
Stage 2	-	-	-	-	-	-	823	1587	-	552	1239	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	434	-	-	574	-	-	43	22	502	28	18	351
Stage 1	-	-	-	-	-	-	236	296	-	114	168	-
Stage 2	-	-	-	-	-	-	334	166	-	486	246	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	434	-	-	574	-	-	35	20	502	23	16	351
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	94	-	83	89	-
Stage 1	-	-	-	-	-	-	227	284	-	108	159	-
Stage 2	-	-	-	-	-	-	295	157	-	412	236	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.24	16.54	35.86
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	502	434	-	-	574	-	-	138
HCM Lane V/C Ratio	0.084	0.119	0.038	-	-	0.057	-	-	0.157
HCM Ctrl Dly (s/v)	35.2	13.1	13.6	-	-	11.6	-	-	35.9
HCM Lane LOS	E	B	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.3	0.4	0.1	-	-	0.2	-	-	0.5

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1010	35	60	1320	5	30	0	25	5	0	5
Future Vol, veh/h	40	1010	35	60	1320	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	1122	39	67	1467	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1472	0	0	1161	0	0	2078	2817	561	2250	2850	733
Stage 1	-	-	-	-	-	-	1211	1211	-	1600	1600	-
Stage 2	-	-	-	-	-	-	867	1606	-	650	1250	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	454	-	-	768	-	-	40	14	*809	*27	14	363
Stage 1	-	-	-	-	-	-	338	364	-	*111	164	-
Stage 2	-	-	-	-	-	-	314	163	-	*763	344	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	454	-	-	768	-	-	~ 32	12	*809	*21	11	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	76	-	*83	89	-
Stage 1	-	-	-	-	-	-	305	328	-	*101	150	-
Stage 2	-	-	-	-	-	-	282	149	-	*664	311	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	0.44	27.61	33.92
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	219	454	-	-	768	-	-	136
HCM Lane V/C Ratio	0.278	0.098	-	-	0.087	-	-	0.082
HCM Ctrl Dly (s/v)	27.6	13.8	-	-	10.1	-	-	33.9
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.1	0.3	-	-	0.3	-	-	0.3

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	750	5	0	880
Future Vol, veh/h	0	55	750	5	0	880
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	60	824	5	0	967

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	415	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	501	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	501	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.16	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	501	-
HCM Lane V/C Ratio	-	-	0.121	-
HCM Ctrl Dly (s/v)	-	-	13.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	10	115	65	10	65	70	635	30	65	785	30
Future Vol, veh/h	50	10	115	65	10	65	70	635	30	65	785	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	25	180	-	-	145	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	11	125	71	11	71	76	690	33	71	853	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1445	1886	443	1347	1886	361	886	0	0	723	0	0
Stage 1	1011	1011	-	859	859	-	-	-	-	-	-	-
Stage 2	434	875	-	488	1027	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	139	70	481	159	70	542	444	-	-	531	-	-
Stage 1	196	315	-	249	371	-	-	-	-	-	-	-
Stage 2	522	365	-	484	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	50	481	80	50	542	444	-	-	531	-	-
Mov Cap-2 Maneuver	131	137	-	134	129	-	-	-	-	-	-	-
Stage 1	170	273	-	207	308	-	-	-	-	-	-	-
Stage 2	363	302	-	298	269	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	29.22	41.89	1.41	0.95
HCM LOS	D	E		

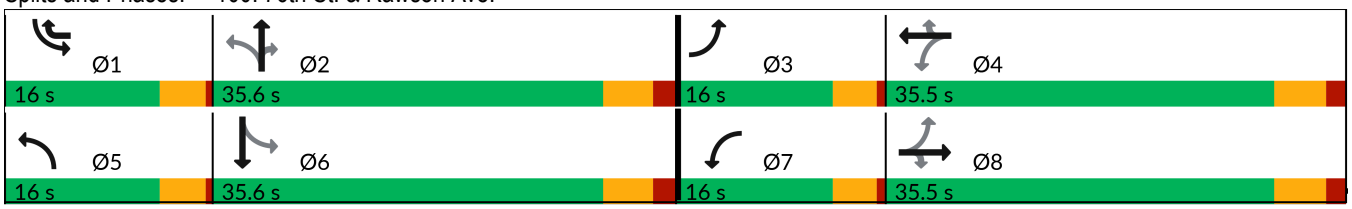
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	444	-	-	132	481	133	542	531	-	-
HCM Lane V/C Ratio	0.171	-	-	0.494	0.26	0.611	0.13	0.133	-	-
HCM Ctrl Dly (s/v)	14.8	-	-	56.3	15.1	67.3	12.6	12.8	-	-
HCM Lane LOS	B	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	2.3	1	3.2	0.4	0.5	-	-

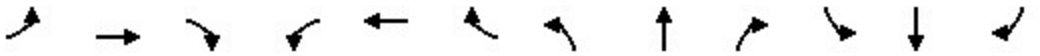
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	615	165	185	385	480	210	565	120	320	480	240
Future Volume (vph)	285	615	165	185	385	480	210	565	120	320	480	240
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4910	0
Flt Permitted	0.419			0.242			0.288			0.266		
Satd. Flow (perm)	786	3562	1568	458	3597	1583	545	3597	1609	504	4910	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	297	641	107	193	401	310	219	589	78	333	750	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	16.0	35.5	35.5	16.0	35.5	16.0	16.0	35.6	35.6	16.0	35.6	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	34.9	21.7	21.7	33.2	20.9	38.7	34.9	22.5	22.5	37.7	23.9	
Actuated g/C Ratio	0.40	0.25	0.25	0.38	0.24	0.45	0.40	0.26	0.26	0.43	0.28	
v/c Ratio	0.66	0.72	0.27	0.57	0.46	0.44	0.58	0.63	0.19	0.83	0.56	
Control Delay (s/veh)	25.4	35.1	29.1	22.7	30.1	19.5	22.3	32.5	27.8	37.9	29.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	25.4	35.1	29.1	22.7	30.1	19.5	22.3	32.5	27.8	37.9	29.6	
LOS	C	D	C	C	C	B	C	C	C	D	C	
Approach Delay (s/veh)		31.7			24.9			29.5			32.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	103	168	47	62	97	111	73	153	34	119	134	
Queue Length 95th (ft)	189	252	99	122	154	206	138	229	76	#269	191	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	461	1256	553	372	1268	706	405	1268	567	402	1731	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.64	0.51	0.19	0.52	0.32	0.44	0.54	0.46	0.14	0.83	0.43	

Intersection Summary		
Cycle Length: 103.1		
Actuated Cycle Length: 86.7		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay (s/veh): 29.8	Intersection LOS: C	
Intersection Capacity Utilization 75.5%	ICU Level of Service D	
Analysis Period (min) 15		

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	615	165	185	385	480	210	565	120	320	480	240
Future Volume (veh/h)	285	615	165	185	385	480	210	565	120	320	480	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	297	641	107	193	401	310	219	589	78	333	500	250
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	929	408	352	788	582	406	898	401	439	982	457
Arrive On Green	0.15	0.26	0.26	0.11	0.22	0.22	0.11	0.25	0.25	0.15	0.28	0.28
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3460	1611
Grp Volume(v), veh/h	297	641	107	193	401	310	219	589	78	333	500	250
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1611
Q Serve(g_s), s	9.9	13.0	4.4	6.5	7.9	12.4	7.1	11.8	3.1	10.8	9.8	10.6
Cycle Q Clear(g_c), s	9.9	13.0	4.4	6.5	7.9	12.4	7.1	11.8	3.1	10.8	9.8	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	444	929	408	352	788	582	406	898	401	439	982	457
V/C Ratio(X)	0.67	0.69	0.26	0.55	0.51	0.53	0.54	0.66	0.19	0.76	0.51	0.55
Avail Cap(c_a), veh/h	446	1334	585	430	1344	826	469	1344	600	439	1288	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	26.9	23.7	21.4	27.7	20.1	19.2	27.2	23.9	19.0	24.2	24.5
Incr Delay (d2), s/veh	3.8	0.9	0.3	1.3	0.5	0.8	1.1	1.7	0.5	7.5	0.9	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	5.3	1.6	2.7	3.2	4.3	2.8	5.0	1.2	5.0	3.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	27.8	24.1	22.7	28.2	20.8	20.3	28.9	24.4	26.5	25.0	26.6
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1045			904			886			1083	
Approach Delay, s/veh		26.1			24.5			26.4			25.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	25.7	15.9	23.1	13.2	28.5	12.5	26.4
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	12.0	30.0	12.0	30.0	12.0	30.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	12.8	13.8	11.9	14.4	9.1	12.6	8.5	15.0
Green Ext Time (p_c), s	0.0	6.3	0.0	3.2	0.2	7.5	0.2	3.9

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	870	180	60	1015	10	20	5	75	5	5	10
Future Vol, veh/h	15	870	180	60	1015	10	20	5	75	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	125	-	0	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1000	207	69	1167	11	23	6	86	6	6	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1178	0	0	1207	0	0	1759	2351	500	1842	2546	583
Stage 1	-	-	-	-	-	-	1034	1034	-	1305	1305	-
Stage 2	-	-	-	-	-	-	724	1316	-	537	1241	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	589	-	-	574	-	-	54	35	516	47	26	455
Stage 1	-	-	-	-	-	-	248	307	-	169	228	-
Stage 2	-	-	-	-	-	-	383	226	-	495	245	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	589	-	-	574	-	-	42	30	516	32	23	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	116	-	105	94	-
Stage 1	-	-	-	-	-	-	241	298	-	149	201	-
Stage 2	-	-	-	-	-	-	319	198	-	393	238	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0.67	19.68	30.66
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	135	516	589	-	-	574	-	-	163
HCM Lane V/C Ratio	0.212	0.167	0.029	-	-	0.12	-	-	0.141
HCM Ctrl Dly (s/v)	38.6	13.4	11.3	-	-	12.1	-	-	30.7
HCM Lane LOS	E	B	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.8	0.6	0.1	-	-	0.4	-	-	0.5

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	960	25	75	980	5	30	0	25	5	0	5
Future Vol, veh/h	20	960	25	75	980	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1067	28	83	1089	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1094	0	0	1094	0	0	1822	2372	533	1833	2394	544
Stage 1	-	-	-	-	-	-	1111	1111	-	1256	1256	-
Stage 2	-	-	-	-	-	-	711	1261	-	578	1139	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	633	-	-	633	-	-	48	34	491	47	33	483
Stage 1	-	-	-	-	-	-	223	283	-	181	241	-
Stage 2	-	-	-	-	-	-	390	240	-	469	274	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	633	-	-	633	-	-	40	29	491	37	28	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	114	-	113	101	-
Stage 1	-	-	-	-	-	-	215	273	-	158	209	-
Stage 2	-	-	-	-	-	-	335	208	-	427	265	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.22	0.82	30.76	25.94
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	633	-	-	633	-	-	183
HCM Lane V/C Ratio	0.306	0.035	-	-	0.132	-	-	0.061
HCM Ctrl Dly (s/v)	30.8	10.9	-	-	11.5	-	-	25.9
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.5	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	80	765	15	0	755
Future Vol, veh/h	0	80	765	15	0	755
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	84	805	16	0	795

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	411	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	505	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	505	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.56	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	505	-
HCM Lane V/C Ratio	-	-	0.167	-
HCM Ctrl Dly (s/v)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	10	100	65	15	100	90	625	35	75	615	65
Future Vol, veh/h	55	10	100	65	15	100	90	625	35	75	615	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	25	180	-	-	145	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	11	105	68	16	105	95	658	37	79	647	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1300	1724	358	1288	1739	347	716	0	0	695	0	0
Stage 1	839	839	-	866	866	-	-	-	-	-	-	-
Stage 2	461	884	-	422	874	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	170	88	545	173	86	554	536	-	-	548	-	-
Stage 1	257	379	-	247	369	-	-	-	-	-	-	-
Stage 2	503	361	-	530	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	62	545	93	61	554	536	-	-	548	-	-
Mov Cap-2 Maneuver	145	146	-	145	143	-	-	-	-	-	-	-
Stage 1	220	325	-	203	303	-	-	-	-	-	-	-
Stage 2	318	298	-	355	313	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.73	33.74	1.58	1.26
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	536	-	-	145	545	145	554	548	-	-
HCM Lane V/C Ratio	0.177	-	-	0.471	0.193	0.581	0.19	0.144	-	-
HCM Ctrl Dly (s/v)	13.2	-	-	50.1	13.2	59.6	13	12.7	-	-
HCM Lane LOS	B	-	-	F	B	F	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	2.2	0.7	3	0.7	0.5	-	-

Queues

100: 76th St. & Rawson Ave. 08/18/2025

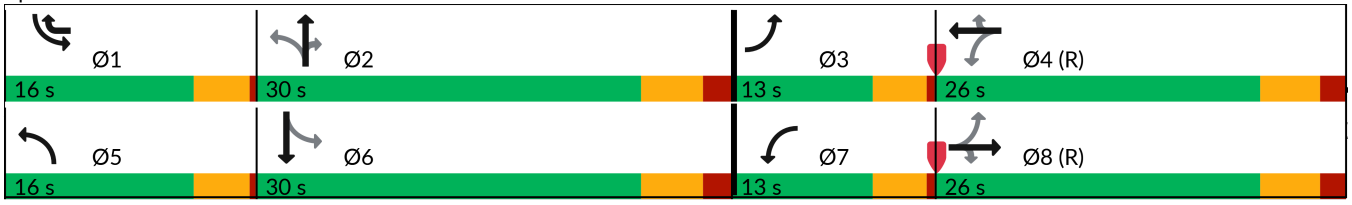
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	700	145	205	690	620	185	635	115	395	660	210
Future Volume (vph)	245	700	145	205	690	620	185	635	115	395	660	210
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4982	0
Flt Permitted	0.195			0.195			0.227			0.238		
Satd. Flow (perm)	366	3562	1568	369	3597	1583	430	3597	1609	451	4982	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	255	729	94	214	719	400	193	661	74	411	907	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	13.0	26.0	26.0	13.0	26.0	16.0	16.0	30.0	30.0	16.0	30.0	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	31.0	20.5	20.5	31.0	20.5	38.0	36.3	24.4	24.4	39.6	26.1	
Actuated g/C Ratio	0.36	0.24	0.24	0.36	0.24	0.45	0.43	0.29	0.29	0.47	0.31	
v/c Ratio	0.90	0.85	0.25	0.75	0.83	0.57	0.55	0.64	0.16	1.03	0.59	
Control Delay (s/veh)	55.1	41.7	28.2	36.1	40.4	21.3	19.0	29.9	23.9	72.2	27.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	55.1	41.7	28.2	36.1	40.4	21.3	19.0	29.9	23.9	72.2	27.2	
LOS	E	D	C	D	D	C	B	C	C	E	C	
Approach Delay (s/veh)		43.7			34.0			27.1			41.2	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	91	195	41	74	192	152	56	161	29	~152	150	
Queue Length 95th (ft)	#219	#288	82	#158	#278	242	96	219	62	#339	197	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	283	861	379	285	867	707	385	1032	461	400	1532	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.90	0.85	0.25	0.75	0.83	0.57	0.50	0.64	0.16	1.03	0.59	

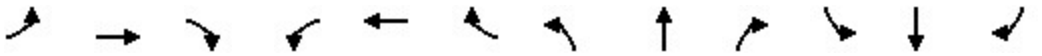
Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 50 (59%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 36.9	Intersection LOS: D
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	700	145	205	690	620	185	635	115	395	660	210
Future Volume (veh/h)	245	700	145	205	690	620	185	635	115	395	660	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	255	729	94	214	719	400	193	661	74	411	688	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	864	379	308	871	606	377	1037	462	434	1292	405
Arrive On Green	0.11	0.24	0.24	0.11	0.24	0.24	0.10	0.29	0.29	0.14	0.33	0.33
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3913	1227
Grp Volume(v), veh/h	255	729	94	214	719	400	193	661	74	411	607	300
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1680
Q Serve(g_s), s	9.0	16.5	4.1	7.4	16.0	17.7	6.2	13.6	2.9	12.0	12.1	12.4
Cycle Q Clear(g_c), s	9.0	16.5	4.1	7.4	16.0	17.7	6.2	13.6	2.9	12.0	12.1	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	302	864	379	308	871	606	377	1037	462	434	1143	555
V/C Ratio(X)	0.85	0.84	0.25	0.69	0.83	0.66	0.51	0.64	0.16	0.95	0.53	0.54
Avail Cap(c_a), veh/h	302	864	379	308	871	606	456	1037	462	434	1143	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	30.7	26.0	22.7	30.6	21.7	18.6	26.4	22.6	21.3	23.1	23.2
Incr Delay (d2), s/veh	19.4	9.9	1.6	6.6	8.8	5.6	1.1	3.0	0.7	30.2	1.8	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.9	1.6	3.5	7.6	6.9	2.5	5.9	1.1	8.8	4.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	40.6	27.6	29.3	39.3	27.2	19.7	29.4	23.4	51.5	24.9	26.9
LnGrp LOS	D	D	C	C	D	C	B	C	C	D	C	C
Approach Vol, veh/h		1078			1333			928			1318	
Approach Delay, s/veh		40.0			34.1			26.9			33.7	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	30.0	13.0	26.0	12.3	33.7	13.0	26.0
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	12.0	24.4	9.0	20.5	12.0	24.4	9.0	20.5
Max Q Clear Time (g_c+I1), s	14.0	15.6	11.0	19.7	8.2	14.4	9.4	18.5
Green Ext Time (p_c), s	0.0	2.9	0.0	0.5	0.2	4.0	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1050	155	30	1490	10	10	0	55	5	5	10
Future Vol, veh/h	15	1050	155	30	1490	10	10	0	55	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	125	-	0	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	1141	168	33	1620	11	11	0	60	5	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1630	0	0	1310	0	0	2052	2870	571	2288	3027	810
Stage 1	-	-	-	-	-	-	1174	1174	-	1685	1685	-
Stage 2	-	-	-	-	-	-	878	1696	-	603	1342	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	394	-	-	524	-	-	32	16	464	21	13	323
Stage 1	-	-	-	-	-	-	204	264	-	98	149	-
Stage 2	-	-	-	-	-	-	309	147	-	452	219	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	394	-	-	524	-	-	26	15	464	17	12	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	81	-	71	76	-
Stage 1	-	-	-	-	-	-	195	253	-	92	139	-
Stage 2	-	-	-	-	-	-	269	138	-	378	210	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.24	17.98	41.56
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	112	464	394	-	-	524	-	-	120
HCM Lane V/C Ratio	0.097	0.129	0.041	-	-	0.062	-	-	0.181
HCM Ctrl Dly (s/v)	40.4	13.9	14.5	-	-	12.3	-	-	41.6
HCM Lane LOS	E	B	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.3	0.4	0.1	-	-	0.2	-	-	0.6

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1105	35	60	1420	5	30	0	25	5	0	5
Future Vol, veh/h	40	1105	35	60	1420	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	1228	39	67	1578	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1583	0	0	1267	0	0	2239	3033	614	2414	3067	789
Stage 1	-	-	-	-	-	-	1317	1317	-	1711	1711	-
Stage 2	-	-	-	-	-	-	922	1717	-	703	1356	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	411	-	-	702	-	-	~ 28	9	*784	*18	8	334
Stage 1	-	-	-	-	-	-	298	327	-	*94	144	-
Stage 2	-	-	-	-	-	-	291	143	-	*739	309	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	411	-	-	702	-	-	~ 22	7	*784	*14	7	334
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	63	-	*70	76	-
Stage 1	-	-	-	-	-	-	265	292	-	*85	131	-
Stage 2	-	-	-	-	-	-	259	130	-	*636	276	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.5	0.43	32.15	39.21
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	193	411	-	-	702	-	-	116
HCM Lane V/C Ratio	0.317	0.108	-	-	0.095	-	-	0.096
HCM Ctrl Dly (s/v)	32.2	14.8	-	-	10.7	-	-	39.2
HCM Lane LOS	D	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	1.3	0.4	-	-	0.3	-	-	0.3

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	820	5	0	945
Future Vol, veh/h	0	55	820	5	0	945
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	60	901	5	0	1038

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	453	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	474	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	474	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	474	-
HCM Lane V/C Ratio	-	-	0.128	-
HCM Ctrl Dly (s/v)	-	-	13.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	10	115	65	10	65	70	705	30	65	850	30
Future Vol, veh/h	50	10	115	65	10	65	70	705	30	65	850	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	25	180	-	-	145	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	11	125	71	11	71	76	766	33	71	924	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1546	2033	478	1451	2033	399	957	0	0	799	0	0
Stage 1	1082	1082	-	935	935	-	-	-	-	-	-	-
Stage 2	464	951	-	516	1098	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	121	56	456	138	56	513	411	-	-	489	-	-
Stage 1	175	292	-	221	342	-	-	-	-	-	-	-
Stage 2	501	336	-	466	287	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	39	456	~ 65	39	513	411	-	-	489	-	-
Mov Cap-2 Maneuver	115	120	-	116	113	-	-	-	-	-	-	-
Stage 1	149	250	-	180	279	-	-	-	-	-	-	-
Stage 2	338	274	-	277	245	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	34.59	53.83	1.37	0.94
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	411	-	-	116	456	116	513	489	-	-
HCM Lane V/C Ratio	0.185	-	-	0.564	0.274	0.704	0.138	0.145	-	-
HCM Ctrl Dly (s/v)	15.7	-	-	70.5	15.8	89.1	13.1	13.6	-	-
HCM Lane LOS	C	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	2.7	1.1	3.8	0.5	0.5	-	-

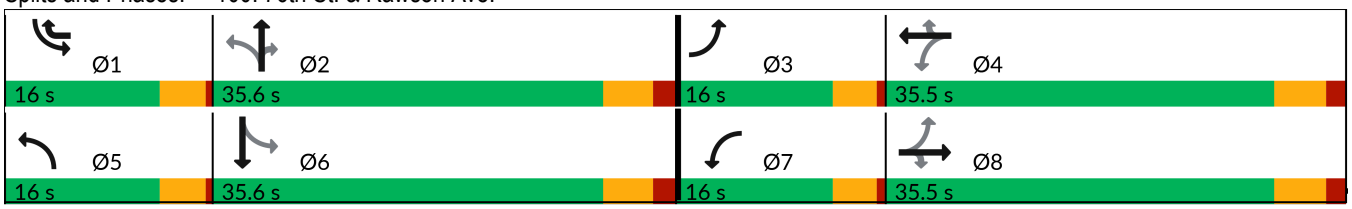
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

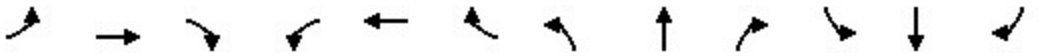
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	670	180	205	425	490	230	590	135	325	500	240
Future Volume (vph)	290	670	180	205	425	490	230	590	135	325	500	240
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4915	0
Flt Permitted	0.392			0.207			0.265			0.248		
Satd. Flow (perm)	735	3562	1568	392	3597	1583	502	3597	1609	469	4915	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	302	698	116	214	443	316	240	615	87	339	771	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	16.0	35.5	35.5	16.0	35.5	16.0	16.0	35.6	35.6	16.0	35.6	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	36.9	23.7	23.7	35.8	23.1	40.9	36.1	23.3	23.3	38.1	24.3	
Actuated g/C Ratio	0.41	0.26	0.26	0.40	0.26	0.46	0.40	0.26	0.26	0.42	0.27	
v/c Ratio	0.69	0.74	0.28	0.65	0.48	0.44	0.66	0.66	0.21	0.89	0.58	
Control Delay (s/veh)	27.0	36.0	29.1	26.0	30.3	19.5	26.1	33.9	28.6	47.6	30.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	27.0	36.0	29.1	26.0	30.3	19.5	26.1	33.9	28.6	47.6	30.9	
LOS	C	D	C	C	C	B	C	C	C	D	C	
Approach Delay (s/veh)		32.9			25.8			31.4			36.0	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	108	191	52	72	111	117	84	166	39	127	143	
Queue Length 95th (ft)	192	277	106	134	170	210	151	240	83	#293	197	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	448	1211	533	352	1223	721	384	1223	547	380	1671	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	0.58	0.22	0.61	0.36	0.44	0.63	0.50	0.16	0.89	0.46	

Intersection Summary		
Cycle Length: 103.1		
Actuated Cycle Length: 89.7		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.89		
Intersection Signal Delay (s/veh): 31.7	Intersection LOS: C	
Intersection Capacity Utilization 79.1%	ICU Level of Service D	
Analysis Period (min) 15		

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	670	180	205	425	490	230	590	135	325	500	240
Future Volume (veh/h)	290	670	180	205	425	490	230	590	135	325	500	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	302	698	116	214	443	316	240	615	87	339	521	250
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	911	400	344	805	584	410	919	410	428	967	448
Arrive On Green	0.15	0.25	0.25	0.11	0.22	0.22	0.12	0.25	0.25	0.15	0.28	0.28
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3465	1606
Grp Volume(v), veh/h	302	698	116	214	443	316	240	615	87	339	520	251
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1612
Q Serve(g_s), s	10.4	14.9	4.9	7.3	9.0	13.0	7.9	12.6	3.5	11.4	10.5	11.0
Cycle Q Clear(g_c), s	10.4	14.9	4.9	7.3	9.0	13.0	7.9	12.6	3.5	11.4	10.5	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	911	400	344	805	584	410	919	410	428	965	450
V/C Ratio(X)	0.70	0.77	0.29	0.62	0.55	0.54	0.59	0.67	0.21	0.79	0.54	0.56
Avail Cap(c_a), veh/h	430	1304	572	401	1314	807	454	1314	586	428	1259	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	28.5	24.8	21.9	28.4	20.5	19.3	27.6	24.2	20.0	25.2	25.4
Incr Delay (d2), s/veh	5.1	1.7	0.4	2.3	0.6	0.8	1.6	1.8	0.5	9.8	1.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.2	1.8	3.1	3.7	4.5	3.2	5.3	1.3	5.5	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	30.2	25.2	24.2	29.0	21.3	20.9	29.4	24.8	29.8	26.2	27.7
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1116			973			942			1110	
Approach Delay, s/veh		28.4			25.4			26.8			27.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.6	16.0	23.9	14.0	28.6	13.4	26.5
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	12.0	30.0	12.0	30.0	12.0	30.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	13.4	14.6	12.4	15.0	9.9	13.0	9.3	16.9
Green Ext Time (p_c), s	0.0	6.4	0.0	3.4	0.1	7.6	0.2	4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	945	180	60	1085	10	20	5	75	5	5	10
Future Vol, veh/h	15	945	180	60	1085	10	20	5	75	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	0	125	-	0	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1086	207	69	1247	11	23	6	86	6	6	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1259	0	0	1293	0	0	1885	2517	543	1966	2713	624
Stage 1	-	-	-	-	-	-	1121	1121	-	1385	1385	-
Stage 2	-	-	-	-	-	-	764	1397	-	580	1328	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	548	-	-	532	-	-	43	28	484	38	21	429
Stage 1	-	-	-	-	-	-	220	280	-	151	209	-
Stage 2	-	-	-	-	-	-	362	206	-	467	223	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	548	-	-	532	-	-	33	23	484	25	17	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	103	-	92	82	-
Stage 1	-	-	-	-	-	-	213	271	-	131	182	-
Stage 2	-	-	-	-	-	-	297	179	-	364	216	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.66	21.59	34.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	120	484	548	-	-	532	-	-	144
HCM Lane V/C Ratio	0.24	0.178	0.031	-	-	0.13	-	-	0.159
HCM Ctrl Dly (s/v)	44.2	14	11.8	-	-	12.8	-	-	34.6
HCM Lane LOS	E	B	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.9	0.6	0.1	-	-	0.4	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1035	25	75	1050	5	30	0	25	5	0	5
Future Vol, veh/h	20	1035	25	75	1050	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1150	28	83	1167	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1172	0	0	1178	0	0	1944	2533	575	1953	2556	583
Stage 1	-	-	-	-	-	-	1194	1194	-	1333	1333	-
Stage 2	-	-	-	-	-	-	750	1339	-	619	1222	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	592	-	-	589	-	-	39	27	461	38	26	455
Stage 1	-	-	-	-	-	-	198	258	-	162	221	-
Stage 2	-	-	-	-	-	-	369	220	-	443	250	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	592	-	-	589	-	-	~ 32	22	461	30	22	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	101	-	100	88	-
Stage 1	-	-	-	-	-	-	191	248	-	139	190	-
Stage 2	-	-	-	-	-	-	313	189	-	400	241	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0.8	35.09	28.62
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	592	-	-	589	-	-	163
HCM Lane V/C Ratio	0.341	0.038	-	-	0.142	-	-	0.068
HCM Ctrl Dly (s/v)	35.1	11.3	-	-	12.1	-	-	28.6
HCM Lane LOS	E	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.5	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	80	825	15	0	810
Future Vol, veh/h	0	80	825	15	0	810
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	84	868	16	0	853

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	442	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	481	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	481	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.06	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	481	-
HCM Lane V/C Ratio	-	-	0.175	-
HCM Ctrl Dly (s/v)	-	-	14.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	10	100	65	15	100	90	685	35	75	670	65
Future Vol, veh/h	55	10	100	65	15	100	90	685	35	75	670	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	25	180	-	-	145	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	11	105	68	16	105	95	721	37	79	705	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1383	1845	387	1374	1861	379	774	0	0	758	0	0
Stage 1	897	897	-	929	929	-	-	-	-	-	-	-
Stage 2	486	947	-	445	932	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	151	74	522	153	72	529	503	-	-	511	-	-
Stage 1	234	356	-	223	344	-	-	-	-	-	-	-
Stage 2	486	338	-	514	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	51	522	79	50	529	503	-	-	511	-	-
Mov Cap-2 Maneuver	129	130	-	129	127	-	-	-	-	-	-	-
Stage 1	198	301	-	181	280	-	-	-	-	-	-	-
Stage 2	298	274	-	335	290	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	32.03	40.68	1.54	1.23
HCM LOS	D	E		

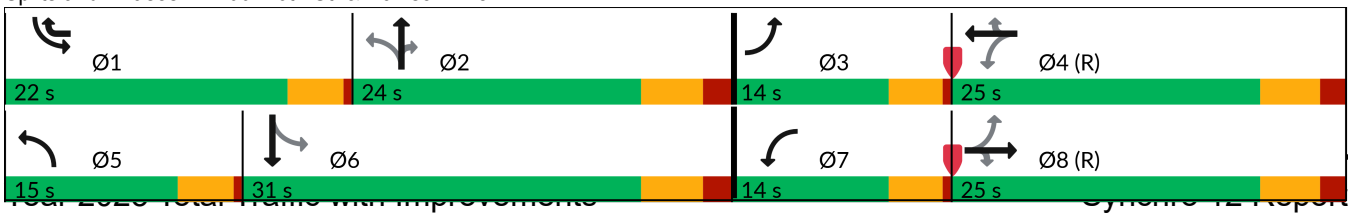
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	503	-	-	130	522	129	529	511	-	-
HCM Lane V/C Ratio	0.188	-	-	0.528	0.201	0.654	0.199	0.154	-	-
HCM Ctrl Dly (s/v)	13.8	-	-	60.3	13.6	74.7	13.5	13.3	-	-
HCM Lane LOS	B	-	-	F	B	F	B	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	2.5	0.7	3.5	0.7	0.5	-	-

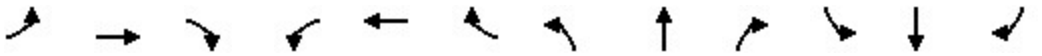
Appendix C
Year 2025 & 2039 Total Traffic with Improvements Peak Hour Analysis Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	625	130	220	620	605	170	610	95	385	635	210
Future Volume (vph)	245	625	130	220	620	605	170	610	95	385	635	210
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4977	0
Flt Permitted	0.203			0.205			0.311			0.178		
Satd. Flow (perm)	381	3562	1568	388	3597	1583	589	3597	1609	337	4977	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	255	651	84	229	646	391	177	635	61	401	880	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	14.0	25.0	25.0	14.0	25.0	22.0	15.0	24.0	24.0	22.0	31.0	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	31.2	19.7	19.7	30.8	19.5	41.9	30.8	19.5	19.5	42.0	26.8	
Actuated g/C Ratio	0.37	0.23	0.23	0.36	0.23	0.49	0.36	0.23	0.23	0.49	0.32	
v/c Ratio	0.84	0.79	0.23	0.76	0.78	0.50	0.51	0.77	0.16	0.88	0.56	
Control Delay (s/veh)	44.1	39.0	28.7	35.2	38.6	17.0	21.0	32.8	24.0	40.5	26.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	44.1	39.0	28.7	35.2	38.6	17.0	21.0	32.8	24.0	40.5	26.2	
LOS	D	D	C	D	D	B	C	C	C	D	C	
Approach Delay (s/veh)		39.5			31.3			29.8			30.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	91	173	37	80	171	130	37	106	19	146	143	
Queue Length 95th (ft)	#207	#242	76	#166	#233	207	120	#157	44	#302	187	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	304	824	362	307	825	800	379	826	370	475	1568	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.84	0.79	0.23	0.75	0.78	0.49	0.47	0.77	0.16	0.84	0.56	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 50 (59%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 32.7	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	625	130	220	620	605	170	610	95	385	635	210
Future Volume (veh/h)	245	625	130	220	620	605	170	610	95	385	635	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	255	651	84	229	646	391	177	635	61	401	661	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	912	400	358	909	699	366	782	349	463	1194	389
Arrive On Green	0.12	0.25	0.25	0.11	0.25	0.25	0.07	0.15	0.15	0.19	0.31	0.31
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3872	1261
Grp Volume(v), veh/h	255	651	84	229	646	391	177	635	61	401	589	291
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1674
Q Serve(g_s), s	8.9	14.1	3.6	7.8	13.9	15.6	6.3	14.5	2.8	13.8	12.1	12.4
Cycle Q Clear(g_c), s	8.9	14.1	3.6	7.8	13.9	15.6	6.3	14.5	2.8	13.8	12.1	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	345	912	400	358	909	699	366	782	349	463	1067	516
V/C Ratio(X)	0.74	0.71	0.21	0.64	0.71	0.56	0.48	0.81	0.17	0.87	0.55	0.56
Avail Cap(c_a), veh/h	345	912	400	363	909	699	423	782	349	503	1067	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	28.9	25.0	21.2	29.0	17.6	23.1	34.7	29.7	20.0	24.5	24.6
Incr Delay (d2), s/veh	8.2	4.8	1.2	3.7	4.7	3.2	1.0	9.0	1.1	14.0	2.1	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	6.3	1.4	3.4	6.2	5.7	2.7	7.4	1.2	7.0	4.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	33.6	26.2	24.8	33.7	20.8	24.1	43.7	30.8	34.0	26.6	29.0
LnGrp LOS	C	C	C	C	C	C	C	D	C	C	C	C
Approach Vol, veh/h		990			1266			873			1281	
Approach Delay, s/veh		32.0			28.1			38.8			29.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	24.0	14.0	26.9	12.3	31.8	13.8	27.1
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	18.0	18.4	10.0	19.5	11.0	25.4	10.0	19.5
Max Q Clear Time (g_c+I1), s	15.8	16.5	10.9	17.6	8.3	14.4	9.8	16.1
Green Ext Time (p_c), s	0.3	0.8	0.0	1.1	0.1	4.1	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	31.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	960	190	0	1420	15	0	0	55	0	0	20
Future Vol, veh/h	0	960	190	0	1420	15	0	0	55	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1043	207	0	1543	16	0	0	60	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	522	-	-	772
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	500	0	0	342
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	500	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.18	16.23
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	500	-	-	-	-	342
HCM Lane V/C Ratio	0.12	-	-	-	-	0.064
HCM Ctrl Dly (s/v)	13.2	-	-	-	-	16.2
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1010	35	60	1320	5	30	0	25	5	0	5
Future Vol, veh/h	45	1010	35	60	1320	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	1122	39	67	1467	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1472	0	0	1161	0	0	2089	2828	561	2261	2861	733
Stage 1	-	-	-	-	-	-	1222	1222	-	1600	1600	-
Stage 2	-	-	-	-	-	-	867	1606	-	661	1261	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	454	-	-	768	-	-	39	14	*809	*26	13	363
Stage 1	-	-	-	-	-	-	332	358	-	*111	164	-
Stage 2	-	-	-	-	-	-	314	163	-	*763	339	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	454	-	-	768	-	-	~ 31	11	*809	*20	11	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	72	-	*83	88	-
Stage 1	-	-	-	-	-	-	295	318	-	*101	150	-
Stage 2	-	-	-	-	-	-	282	149	-	*655	302	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.57	0.44	28.42	34.01
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	454	-	-	768	-	-	135
HCM Lane V/C Ratio	0.286	0.11	-	-	0.087	-	-	0.082
HCM Ctrl Dly (s/v)	28.4	13.9	-	-	10.1	-	-	34
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.1	0.4	-	-	0.3	-	-	0.3

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	750	5	0	880
Future Vol, veh/h	0	55	750	5	0	880
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	60	824	5	0	967

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	415	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	501	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	501	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.16	0	0
HCM LOS	B		

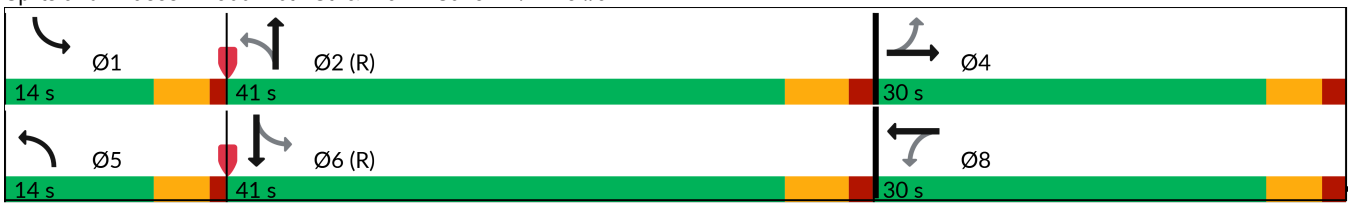
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	501	-
HCM Lane V/C Ratio	-	-	0.121	-
HCM Ctrl Dly (s/v)	-	-	13.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

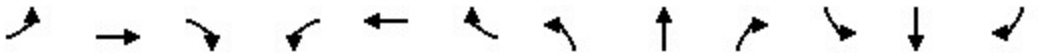
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	10	115	65	10	65	70	635	30	65	785	30
Future Volume (vph)	50	10	115	65	10	65	70	635	30	65	785	30
Satd. Flow (prot)	1770	1606	0	1770	1621	0	1798	5132	0	1798	5137	0
Flt Permitted	0.704			0.621			0.298			0.365		
Satd. Flow (perm)	1311	1606	0	1157	1621	0	564	5132	0	691	5137	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	54	136	0	71	82	0	76	723	0	71	886	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		14.0	41.0		14.0	41.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.5		4.5	5.5	
Act Effct Green (s)	12.6	12.6		12.6	12.6		59.3	52.9		59.2	52.8	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.70	0.62		0.70	0.62	
v/c Ratio	0.28	0.57		0.42	0.34		0.16	0.23		0.13	0.28	
Control Delay (s/veh)	34.3	42.5		39.0	35.1		4.6	8.4		3.9	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.3	42.5		39.0	35.1		4.6	8.4		3.9	6.8	
LOS	C	D		D	D		A	A		A	A	
Approach Delay (s/veh)		40.2			36.9			8.0			6.6	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	26	69		35	40		9	59		7	57	
Queue Length 95th (ft)	56	117		71	76		24	97		m17	75	
Internal Link Dist (ft)		345			244			369			200	
Turn Bay Length (ft)							180			145		
Base Capacity (vph)	385	472		340	476		545	3192		622	3192	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.29		0.21	0.17		0.14	0.23		0.11	0.28	

Intersection Summary		
Cycle Length: 85		
Actuated Cycle Length: 85		
Offset: 14 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.57		
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B	
Intersection Capacity Utilization 50.7%	ICU Level of Service A	
Analysis Period (min) 15		

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 500: 76th St. & Pick N Save Dr./Drive #3





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	10	115	65	10	65	70	635	30	65	785	30
Future Volume (veh/h)	50	10	115	65	10	65	70	635	30	65	785	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	54	11	125	71	11	71	76	690	33	71	853	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	21	239	190	35	227	564	3116	148	582	3141	121
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.05	0.61	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1316	130	1475	1253	217	1401	1810	5075	242	1810	5127	198
Grp Volume(v), veh/h	54	0	136	71	0	82	76	469	254	71	575	311
Grp Sat Flow(s),veh/h/ln	1316	0	1605	1253	0	1618	1810	1730	1857	1810	1730	1865
Q Serve(g_s), s	3.2	0.0	6.6	4.7	0.0	3.8	1.3	5.2	5.2	1.2	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	6.6	11.3	0.0	3.8	1.3	5.2	5.2	1.2	0.0	0.0
Prop In Lane	1.00		0.92	1.00		0.87	1.00		0.13	1.00		0.11
Lane Grp Cap(c), veh/h	239	0	260	190	0	262	564	2124	1140	582	2120	1143
V/C Ratio(X)	0.23	0.00	0.52	0.37	0.00	0.31	0.13	0.22	0.22	0.12	0.27	0.27
Avail Cap(c_a), veh/h	413	0	472	356	0	476	678	2124	1140	697	2120	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	32.6	37.8	0.0	31.5	5.1	7.3	7.3	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.6	1.2	0.0	0.7	0.1	0.2	0.5	0.1	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.7	1.5	0.0	1.5	0.4	1.6	1.8	0.3	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	0.0	34.3	39.0	0.0	32.1	5.2	7.6	7.8	5.1	0.3	0.6
LnGrp LOS	D		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		190			153			799			957	
Approach Delay, s/veh		34.5			35.3			7.4			0.8	
Approach LOS		C			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	57.7		18.8	8.7	57.6		18.8				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0				
Max Green Setting (Gmax), s	9.5	35.5		25.0	9.5	35.5		25.0				
Max Q Clear Time (g_c+I1), s	3.2	7.2		9.0	3.3	2.0		13.3				
Green Ext Time (p_c), s	0.1	4.7		0.8	0.1	6.2		0.5				

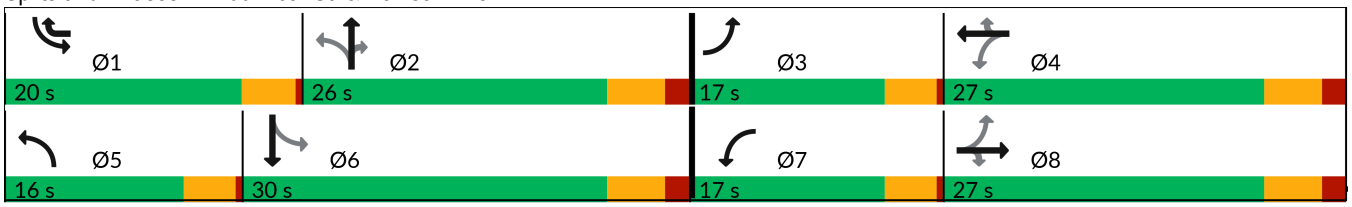
Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									

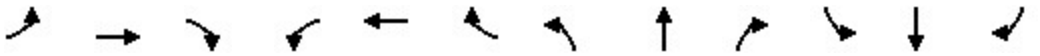
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	610	165	255	375	465	220	585	115	320	480	240
Future Volume (vph)	290	610	165	255	375	465	220	585	115	320	480	240
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4910	0
Flt Permitted	0.442			0.212			0.323			0.199		
Satd. Flow (perm)	829	3562	1568	401	3597	1583	611	3597	1609	377	4910	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	302	635	107	266	391	300	229	609	74	333	750	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	17.0	27.0	27.0	17.0	27.0	20.0	16.0	26.0	26.0	20.0	30.0	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	33.1	19.4	19.4	33.2	19.4	39.5	31.9	19.5	19.5	39.3	23.2	
Actuated g/C Ratio	0.39	0.23	0.23	0.39	0.23	0.46	0.38	0.23	0.23	0.46	0.27	
v/c Ratio	0.66	0.78	0.30	0.74	0.48	0.41	0.60	0.74	0.20	0.80	0.56	
Control Delay (s/veh)	24.6	38.9	30.7	31.1	31.0	17.2	22.1	37.4	29.8	32.5	29.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	24.6	38.9	30.7	31.1	31.0	17.2	22.1	37.4	29.8	32.5	29.0	
LOS	C	D	C	C	C	B	C	D	C	C	C	
Approach Delay (s/veh)		34.0			26.7			32.9			30.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	111	176	50	95	100	105	77	170	34	119	134	
Queue Length 95th (ft)	176	238	96	#187	144	169	125	231	71	#240	174	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	479	910	400	376	920	766	408	873	390	446	1425	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.63	0.70	0.27	0.71	0.43	0.39	0.56	0.70	0.19	0.75	0.53	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	610	165	255	375	465	220	585	115	320	480	240
Future Volume (veh/h)	290	610	165	255	375	465	220	585	115	320	480	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	302	635	107	266	391	300	229	609	74	333	500	250
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	802	352	388	752	591	410	812	362	443	925	431
Arrive On Green	0.16	0.22	0.22	0.14	0.21	0.21	0.12	0.22	0.22	0.16	0.27	0.27
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3460	1611
Grp Volume(v), veh/h	302	635	107	266	391	300	229	609	74	333	500	250
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1611
Q Serve(g_s), s	9.9	12.9	4.4	8.7	7.4	11.3	7.3	12.2	2.9	10.4	9.6	10.4
Cycle Q Clear(g_c), s	9.9	12.9	4.4	8.7	7.4	11.3	7.3	12.2	2.9	10.4	9.6	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	802	352	388	752	591	410	812	362	443	925	431
V/C Ratio(X)	0.66	0.79	0.30	0.69	0.52	0.51	0.56	0.75	0.20	0.75	0.54	0.58
Avail Cap(c_a), veh/h	480	996	437	439	1004	701	470	953	425	520	1092	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	28.3	25.0	20.6	27.2	18.8	19.4	27.9	24.4	18.6	24.3	24.6
Incr Delay (d2), s/veh	3.1	3.6	0.5	3.8	0.6	0.7	1.2	3.9	0.6	5.1	1.1	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.5	1.6	3.7	3.1	3.9	2.9	5.3	1.1	4.5	3.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	31.9	25.5	24.4	27.7	19.5	20.6	31.9	24.9	23.7	25.3	27.2
LnGrp LOS	C	C	C	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1044			957			912			1083	
Approach Delay, s/veh		28.5			24.2			28.5			25.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	23.0	16.0	21.6	13.4	26.3	14.8	22.8
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	16.0	20.4	13.0	21.5	12.0	24.4	13.0	21.5
Max Q Clear Time (g_c+I1), s	12.4	14.2	11.9	13.3	9.3	12.4	10.7	14.9
Green Ext Time (p_c), s	0.4	3.2	0.1	2.2	0.2	5.9	0.2	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	26.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	875	245	0	1075	15	0	0	75	0	0	20
Future Vol, veh/h	0	875	245	0	1075	15	0	0	75	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1006	282	0	1236	17	0	0	86	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	503	-	-	618
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	514	0	0	432
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	514	-	-	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.41	13.79
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	514	-	-	-	-	432
HCM Lane V/C Ratio	0.168	-	-	-	-	0.053
HCM Ctrl Dly (s/v)	13.4	-	-	-	-	13.8
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	960	25	75	980	5	30	0	25	5	0	5
Future Vol, veh/h	25	960	25	75	980	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1067	28	83	1089	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1094	0	0	1094	0	0	1833	2383	533	1844	2406	544
Stage 1	-	-	-	-	-	-	1122	1122	-	1256	1256	-
Stage 2	-	-	-	-	-	-	711	1261	-	589	1150	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	633	-	-	633	-	-	47	34	491	46	33	483
Stage 1	-	-	-	-	-	-	219	279	-	181	241	-
Stage 2	-	-	-	-	-	-	390	240	-	462	271	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	633	-	-	633	-	-	39	28	491	36	27	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	111	-	112	99	-
Stage 1	-	-	-	-	-	-	210	267	-	158	209	-
Stage 2	-	-	-	-	-	-	335	208	-	416	259	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.27	0.82	31.46	26.13
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	196	633	-	-	633	-	-	181
HCM Lane V/C Ratio	0.312	0.044	-	-	0.132	-	-	0.061
HCM Ctrl Dly (s/v)	31.5	10.9	-	-	11.5	-	-	26.1
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.5	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	80	765	15	0	755
Future Vol, veh/h	0	80	765	15	0	755
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	84	805	16	0	795

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	411	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	505	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	505	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

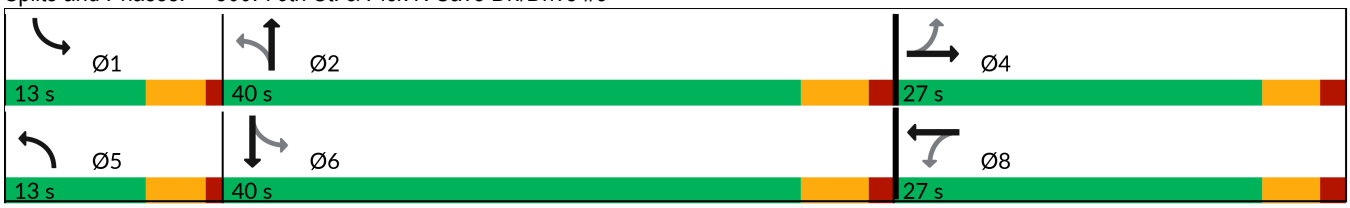
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.56	0	0
HCM LOS	B		

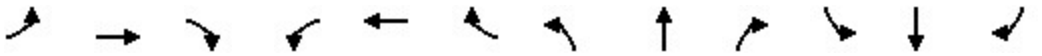
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	505	-
HCM Lane V/C Ratio	-	-	0.167	-
HCM Ctrl Dly (s/v)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	10	100	65	15	100	90	625	35	75	615	65
Future Volume (vph)	55	10	100	65	15	100	90	625	35	75	615	65
Satd. Flow (prot)	1770	1609	0	1770	1621	0	1798	5127	0	1798	5096	0
Flt Permitted	0.679			0.682			0.366			0.376		
Satd. Flow (perm)	1265	1609	0	1270	1621	0	693	5127	0	712	5096	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	58	116	0	68	121	0	95	695	0	79	715	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	27.0	27.0		27.0	27.0		13.0	40.0		13.0	40.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.5		4.5	5.5	
Act Effct Green (s)	10.7	10.7		10.7	10.7		43.0	38.4		42.6	38.2	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.68	0.61		0.68	0.61	
v/c Ratio	0.27	0.42		0.31	0.44		0.16	0.22		0.13	0.23	
Control Delay (s/veh)	28.2	30.7		29.2	31.0		4.5	8.8		4.4	9.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.2	30.7		29.2	31.0		4.5	8.8		4.4	9.1	
LOS	C	C		C	C		A	A		A	A	
Approach Delay (s/veh)		29.9			30.4			8.3			8.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	21	44		25	46		10	52		8	54	
Queue Length 95th (ft)	52	90		60	93		27	87		23	91	
Internal Link Dist (ft)		345			244			369			200	
Turn Bay Length (ft)	75			50			180			145		
Base Capacity (vph)	458	583		460	587		640	3129		649	3094	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.20		0.15	0.21		0.15	0.22		0.12	0.23	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 62.9		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.44		
Intersection Signal Delay (s/veh): 12.5	Intersection LOS: B	
Intersection Capacity Utilization 40.9%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 500: 76th St. & Pick N Save Dr./Drive #3





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	10	100	65	15	100	90	625	35	75	615	65
Future Volume (veh/h)	55	10	100	65	15	100	90	625	35	75	615	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	58	11	105	68	16	105	95	658	37	79	647	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	24	230	230	34	222	593	2713	152	597	2548	265
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.08	0.54	0.54	0.07	0.53	0.53
Sat Flow, veh/h	1270	153	1456	1276	214	1404	1810	5029	281	1810	4774	497
Grp Volume(v), veh/h	58	0	116	68	0	121	95	452	243	79	467	248
Grp Sat Flow(s),veh/h/ln	1270	0	1608	1276	0	1618	1810	1730	1850	1810	1730	1811
Q Serve(g_s), s	2.8	0.0	4.2	3.3	0.0	4.4	1.4	4.5	4.5	1.2	4.7	4.8
Cycle Q Clear(g_c), s	7.2	0.0	4.2	7.5	0.0	4.4	1.4	4.5	4.5	1.2	4.7	4.8
Prop In Lane	1.00		0.91	1.00		0.87	1.00		0.15	1.00		0.27
Lane Grp Cap(c), veh/h	226	0	254	230	0	256	593	1866	998	597	1847	967
V/C Ratio(X)	0.26	0.00	0.46	0.30	0.00	0.47	0.16	0.24	0.24	0.13	0.25	0.26
Avail Cap(c_a), veh/h	457	0	548	462	0	551	694	1866	998	707	1847	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	24.7	28.1	0.0	24.8	5.4	7.9	7.9	5.4	8.1	8.1
Incr Delay (d2), s/veh	0.6	0.0	1.3	0.7	0.0	1.4	0.1	0.3	0.6	0.1	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.6	1.0	0.0	1.7	0.4	1.4	1.5	0.3	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	0.0	26.0	28.8	0.0	26.1	5.5	8.2	8.5	5.5	8.4	8.8
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		174			189			790			794	
Approach Delay, s/veh		26.9			27.1			8.0			8.3	
Approach LOS		C			C			A			A	

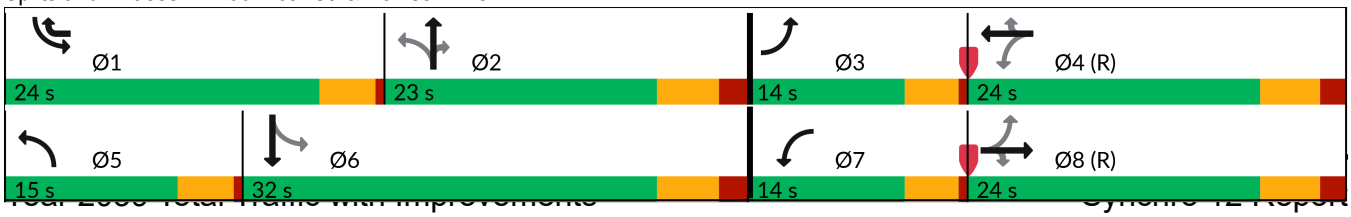
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	40.4		15.2	9.4	40.0		15.2				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0				
Max Green Setting (Gmax), s	8.5	34.5		22.0	8.5	34.5		22.0				
Max Q Clear Time (g_c+I1), s	3.2	6.5		9.2	3.4	6.8		9.5				
Green Ext Time (p_c), s	0.1	4.5		0.7	0.1	4.6		0.7				

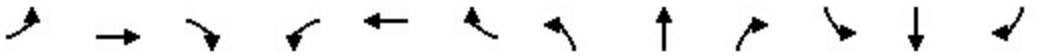
Intersection Summary		
HCM 7th Control Delay, s/veh		11.6
HCM 7th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	695	145	245	685	615	190	645	110	395	660	210
Future Volume (vph)	250	695	145	245	685	615	190	645	110	395	660	210
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4982	0
Flt Permitted	0.216			0.216			0.302			0.169		
Satd. Flow (perm)	405	3562	1568	409	3597	1583	572	3597	1609	320	4982	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	260	724	94	255	714	397	198	672	71	411	907	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	14.0	24.0	24.0	14.0	24.0	24.0	15.0	23.0	23.0	24.0	32.0	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	30.0	18.5	18.5	30.0	18.5	41.8	31.1	19.6	19.6	43.0	27.5	
Actuated g/C Ratio	0.35	0.22	0.22	0.35	0.22	0.49	0.37	0.23	0.23	0.51	0.32	
v/c Ratio	0.86	0.93	0.28	0.83	0.91	0.51	0.56	0.81	0.19	0.87	0.56	
Control Delay (s/veh)	47.0	53.8	30.3	43.5	50.5	17.0	22.8	35.1	23.2	39.0	25.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	47.0	53.8	30.3	43.5	50.5	17.0	22.8	35.1	23.2	39.0	25.6	
LOS	D	D	C	D	D	B	C	D	C	D	C	
Approach Delay (s/veh)		50.1			39.5			31.6			29.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	95	201	42	93	196	129	46	190	21	152	147	
Queue Length 95th (ft)	#210	#310	84	#200	#301	204	131	#256	44	#300	190	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	304	775	341	307	782	819	375	829	371	509	1614	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.86	0.93	0.28	0.83	0.91	0.48	0.53	0.81	0.19	0.81	0.56	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 50 (59%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 37.6	Intersection LOS: D
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	695	145	245	685	615	190	645	110	395	660	210
Future Volume (veh/h)	250	695	145	245	685	615	190	645	110	395	660	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	260	724	94	255	714	397	198	672	71	411	688	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	863	379	331	870	689	377	804	359	469	1215	381
Arrive On Green	0.12	0.24	0.24	0.12	0.24	0.24	0.11	0.22	0.22	0.19	0.31	0.31
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3913	1227
Grp Volume(v), veh/h	260	724	94	255	714	397	198	672	71	411	607	300
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1680
Q Serve(g_s), s	9.2	16.3	4.1	8.9	15.9	16.0	7.0	15.1	3.0	14.0	12.5	12.7
Cycle Q Clear(g_c), s	9.2	16.3	4.1	8.9	15.9	16.0	7.0	15.1	3.0	14.0	12.5	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	324	863	379	331	870	689	377	804	359	469	1075	522
V/C Ratio(X)	0.80	0.84	0.25	0.77	0.82	0.58	0.52	0.84	0.20	0.88	0.57	0.57
Avail Cap(c_a), veh/h	324	863	379	331	870	689	419	804	359	543	1075	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	30.7	26.0	22.6	30.5	18.1	21.7	31.6	26.9	19.6	24.5	24.6
Incr Delay (d2), s/veh	13.6	9.6	1.6	10.6	8.6	3.5	1.1	10.0	1.2	13.5	2.2	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.8	1.6	4.5	7.5	6.0	2.9	7.3	1.2	7.0	5.1	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	40.3	27.6	33.2	39.1	21.6	22.9	41.6	28.1	33.2	26.7	29.1
LnGrp LOS	D	D	C	C	D	C	C	D	C	C	C	C
Approach Vol, veh/h		1078			1366			941			1318	
Approach Delay, s/veh		38.2			32.9			36.6			29.3	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	24.5	14.0	26.0	13.0	32.0	14.0	26.0
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	20.0	17.4	10.0	18.5	11.0	26.4	10.0	18.5
Max Q Clear Time (g_c+I1), s	16.0	17.1	11.2	18.0	9.0	14.7	10.9	18.3
Green Ext Time (p_c), s	0.5	0.1	0.0	0.3	0.1	4.4	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1055	190	0	1520	15	0	0	55	0	0	20
Future Vol, veh/h	0	1055	190	0	1520	15	0	0	55	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1147	207	0	1652	16	0	0	60	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	573	-	-	826
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	462	0	0	315
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	462	-	-	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.94	17.27
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	462	-	-	-	-	315
HCM Lane V/C Ratio	0.129	-	-	-	-	0.069
HCM Ctrl Dly (s/v)	13.9	-	-	-	-	17.3
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1105	35	60	1420	5	30	0	25	5	0	5
Future Vol, veh/h	45	1105	35	60	1420	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	1228	39	67	1578	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1583	0	0	1267	0	0	2250	3044	614	2425	3078	789
Stage 1	-	-	-	-	-	-	1328	1328	-	1711	1711	-
Stage 2	-	-	-	-	-	-	922	1717	-	714	1367	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	411	-	-	702	-	-	~ 27	9	*784	*18	8	334
Stage 1	-	-	-	-	-	-	291	322	-	*94	144	-
Stage 2	-	-	-	-	-	-	291	143	-	*739	304	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	411	-	-	702	-	-	~ 21	7	*784	*14	7	334
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	59	-	*70	75	-
Stage 1	-	-	-	-	-	-	256	283	-	*85	131	-
Stage 2	-	-	-	-	-	-	259	130	-	*627	267	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.57	0.43	33.28	39.31
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	187	411	-	-	702	-	-	116
HCM Lane V/C Ratio	0.326	0.122	-	-	0.095	-	-	0.096
HCM Ctrl Dly (s/v)	33.3	15	-	-	10.7	-	-	39.3
HCM Lane LOS	D	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	1.3	0.4	-	-	0.3	-	-	0.3

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	820	5	0	945
Future Vol, veh/h	0	55	820	5	0	945
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	60	901	5	0	1038

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	453	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	474	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	474	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0
HCM LOS	B		

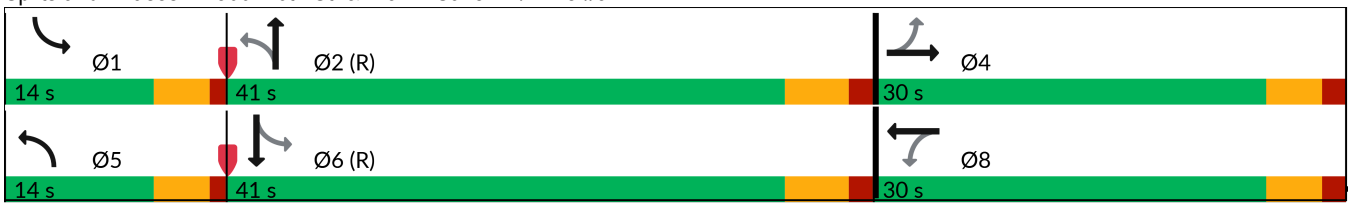
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	474	-
HCM Lane V/C Ratio	-	-	0.128	-
HCM Ctrl Dly (s/v)	-	-	13.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

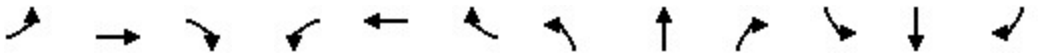
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	10	115	65	10	65	70	705	30	65	850	30
Future Volume (vph)	50	10	115	65	10	65	70	705	30	65	850	30
Satd. Flow (prot)	1770	1606	0	1770	1621	0	1798	5137	0	1798	5142	0
Flt Permitted	0.704			0.621			0.272			0.333		
Satd. Flow (perm)	1311	1606	0	1157	1621	0	515	5137	0	630	5142	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	54	136	0	71	82	0	76	799	0	71	957	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	30.0	30.0		30.0	30.0		14.0	41.0		14.0	41.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.5		4.5	5.5	
Act Effct Green (s)	12.6	12.6		12.6	12.6		59.3	52.9		59.2	52.8	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.70	0.62		0.70	0.62	
v/c Ratio	0.28	0.57		0.42	0.34		0.17	0.25		0.13	0.30	
Control Delay (s/veh)	34.3	42.5		39.0	35.1		4.7	8.5		3.5	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.3	42.5		39.0	35.1		4.7	8.5		3.5	6.5	
LOS	C	D		D	D		A	A		A	A	
Approach Delay (s/veh)		40.2			36.9			8.2			6.3	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	26	69		35	40		9	67		7	64	
Queue Length 95th (ft)	56	117		71	76		24	107		m15	m84	
Internal Link Dist (ft)		345			244			369			200	
Turn Bay Length (ft)							180			145		
Base Capacity (vph)	385	472		340	476		515	3195		585	3195	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.29		0.21	0.17		0.15	0.25		0.12	0.30	

Intersection Summary

Cycle Length: 85
Actuated Cycle Length: 85
Offset: 12 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B
Intersection Capacity Utilization 51.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 500: 76th St. & Pick N Save Dr./Drive #3





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	10	115	65	10	65	70	705	30	65	850	30
Future Volume (veh/h)	50	10	115	65	10	65	70	705	30	65	850	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	54	11	125	71	11	71	76	766	33	71	924	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	21	239	190	35	227	539	3132	135	548	3152	112
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.05	0.61	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1316	130	1475	1253	217	1401	1810	5102	219	1810	5144	183
Grp Volume(v), veh/h	54	0	136	71	0	82	76	519	280	71	621	336
Grp Sat Flow(s),veh/h/ln	1316	0	1605	1253	0	1618	1810	1730	1861	1810	1730	1868
Q Serve(g_s), s	3.2	0.0	6.6	4.7	0.0	3.8	1.3	5.8	5.8	1.2	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	6.6	11.3	0.0	3.8	1.3	5.8	5.8	1.2	0.0	0.0
Prop In Lane	1.00		0.92	1.00		0.87	1.00		0.12	1.00		0.10
Lane Grp Cap(c), veh/h	239	0	260	190	0	262	539	2124	1143	548	2120	1144
V/C Ratio(X)	0.23	0.00	0.52	0.37	0.00	0.31	0.14	0.24	0.25	0.13	0.29	0.29
Avail Cap(c_a), veh/h	413	0	472	356	0	476	652	2124	1143	664	2120	1144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	32.6	37.8	0.0	31.5	5.1	7.5	7.5	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.6	1.2	0.0	0.7	0.1	0.3	0.5	0.1	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.7	1.5	0.0	1.5	0.4	1.8	2.1	0.3	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	0.0	34.3	39.0	0.0	32.1	5.2	7.7	8.0	5.1	0.4	0.7
LnGrp LOS	D		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		190			153			875			1028	
Approach Delay, s/veh		34.5			35.3			7.6			0.8	
Approach LOS		C			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	57.7		18.8	8.7	57.6		18.8				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0				
Max Green Setting (Gmax), s	9.5	35.5		25.0	9.5	35.5		25.0				
Max Q Clear Time (g_c+I1), s	3.2	7.8		9.0	3.3	2.0		13.3				
Green Ext Time (p_c), s	0.1	5.3		0.8	0.1	6.8		0.5				

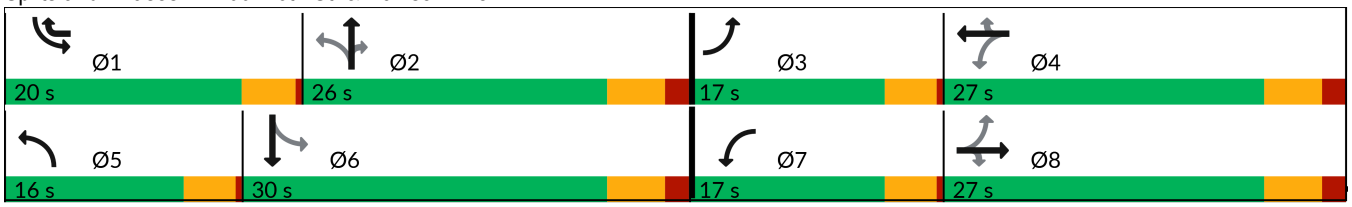
Intersection Summary		
HCM 7th Control Delay, s/veh	8.6	
HCM 7th LOS	A	

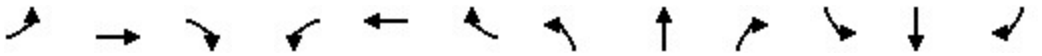
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	665	180	275	415	475	240	610	130	325	500	240
Future Volume (vph)	295	665	180	275	415	475	240	610	130	325	500	240
Satd. Flow (prot)	1781	3562	1568	1798	3597	1583	1798	3597	1609	1798	4915	0
Flt Permitted	0.410			0.194			0.304			0.177		
Satd. Flow (perm)	769	3562	1568	367	3597	1583	576	3597	1609	335	4915	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	307	693	116	286	432	307	250	635	84	339	771	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4	1	5	2		1	6	
Permitted Phases	8		8	4		4	2		2	6		
Total Split (s)	17.0	27.0	27.0	17.0	27.0	20.0	16.0	26.0	26.0	20.0	30.0	
Total Lost Time (s)	4.0	5.5	5.5	4.0	5.5	4.0	4.0	5.6	5.6	4.0	5.6	
Act Effct Green (s)	34.1	20.2	20.2	34.7	20.5	41.0	32.5	19.7	19.7	40.0	23.5	
Actuated g/C Ratio	0.39	0.23	0.23	0.40	0.24	0.47	0.37	0.23	0.23	0.46	0.27	
v/c Ratio	0.69	0.83	0.32	0.81	0.51	0.41	0.67	0.78	0.23	0.83	0.58	
Control Delay (s/veh)	26.2	42.2	30.9	37.5	31.6	17.2	25.3	39.6	30.4	37.6	29.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	26.2	42.2	30.9	37.5	31.6	17.2	25.3	39.6	30.4	37.6	29.8	
LOS	C	D	C	D	C	B	C	D	C	D	C	
Approach Delay (s/veh)		36.6			28.9			35.1			32.1	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	114	196	54	104	112	109	85	179	39	123	138	
Queue Length 95th (ft)	179	#271	102	#229	158	173	137	242	79	#264	179	
Internal Link Dist (ft)		796			180			650			538	
Turn Bay Length (ft)	250		230	50			140			300		
Base Capacity (vph)	461	887	390	364	896	769	391	850	380	426	1390	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	0.78	0.30	0.79	0.48	0.40	0.64	0.75	0.22	0.80	0.55	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 33.2	Intersection LOS: C
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 100: 76th St. & Rawson Ave.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	665	180	275	415	475	240	610	130	325	500	240
Future Volume (veh/h)	295	665	180	275	415	475	240	610	130	325	500	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1886	1886	1856	1901	1901	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	307	693	116	286	432	307	250	635	84	339	521	250
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	832	365	383	806	617	410	807	360	432	902	418
Arrive On Green	0.15	0.23	0.23	0.14	0.22	0.22	0.13	0.22	0.22	0.17	0.26	0.26
Sat Flow, veh/h	1796	3583	1572	1810	3612	1585	1810	3612	1611	1810	3465	1606
Grp Volume(v), veh/h	307	693	116	286	432	307	250	635	84	339	520	251
Grp Sat Flow(s),veh/h/ln	1796	1792	1572	1810	1806	1585	1810	1806	1611	1810	1730	1612
Q Serve(g_s), s	10.5	15.0	5.0	9.7	8.6	12.0	8.5	13.5	3.5	11.3	10.7	11.1
Cycle Q Clear(g_c), s	10.5	15.0	5.0	9.7	8.6	12.0	8.5	13.5	3.5	11.3	10.7	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	832	365	383	806	617	410	807	360	432	901	420
V/C Ratio(X)	0.68	0.83	0.32	0.75	0.54	0.50	0.61	0.79	0.23	0.79	0.58	0.60
Avail Cap(c_a), veh/h	459	943	414	409	951	680	442	902	402	486	1034	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	29.8	26.0	21.2	28.0	18.9	20.5	29.9	26.0	20.0	26.3	26.5
Incr Delay (d2), s/veh	4.0	5.8	0.5	6.9	0.6	0.6	2.2	5.3	0.7	7.4	1.3	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.7	1.8	4.5	3.6	4.1	3.5	6.1	1.3	5.1	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	35.7	26.5	28.1	28.5	19.5	22.6	35.2	26.7	27.4	27.6	29.5
LnGrp LOS	C	D	C	C	C	B	C	D	C	C	C	C
Approach Vol, veh/h		1116			1025			969			1110	
Approach Delay, s/veh		31.5			25.7			31.2			28.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	23.9	16.5	23.7	14.5	26.9	15.8	24.5
Change Period (Y+Rc), s	4.0	5.6	4.0	5.5	4.0	5.6	4.0	5.5
Max Green Setting (Gmax), s	16.0	20.4	13.0	21.5	12.0	24.4	13.0	21.5
Max Q Clear Time (g_c+I1), s	13.3	15.5	12.5	14.0	10.5	13.1	11.7	17.0
Green Ext Time (p_c), s	0.3	2.7	0.1	2.3	0.1	5.8	0.1	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	950	245	0	1145	15	0	0	75	0	0	20
Future Vol, veh/h	0	950	245	0	1145	15	0	0	75	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1092	282	0	1316	17	0	0	86	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	546	-	-	658
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	482	0	0	407
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	482	-	-	407
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	14.09	14.38
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	482	-	-	-	-	407
HCM Lane V/C Ratio	0.179	-	-	-	-	0.057
HCM Ctrl Dly (s/v)	14.1	-	-	-	-	14.4
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1035	25	75	1050	5	30	0	25	5	0	5
Future Vol, veh/h	25	1035	25	75	1050	5	30	0	25	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	0	115	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1150	28	83	1167	6	33	0	28	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1172	0	0	1178	0	0	1956	2544	575	1964	2567	583
Stage 1	-	-	-	-	-	-	1206	1206	-	1333	1333	-
Stage 2	-	-	-	-	-	-	750	1339	-	631	1233	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	592	-	-	589	-	-	38	27	461	38	26	455
Stage 1	-	-	-	-	-	-	195	255	-	162	221	-
Stage 2	-	-	-	-	-	-	369	220	-	436	247	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	592	-	-	589	-	-	~ 31	22	461	29	21	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	116	98	-	99	87	-
Stage 1	-	-	-	-	-	-	186	243	-	139	190	-
Stage 2	-	-	-	-	-	-	313	189	-	390	236	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.26	0.8	35.99	28.84
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	176	592	-	-	589	-	-	162
HCM Lane V/C Ratio	0.347	0.047	-	-	0.142	-	-	0.069
HCM Ctrl Dly (s/v)	36	11.4	-	-	12.1	-	-	28.8
HCM Lane LOS	E	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.5	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	80	825	15	0	810
Future Vol, veh/h	0	80	825	15	0	810
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	84	868	16	0	853

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	442	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	481	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	481	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

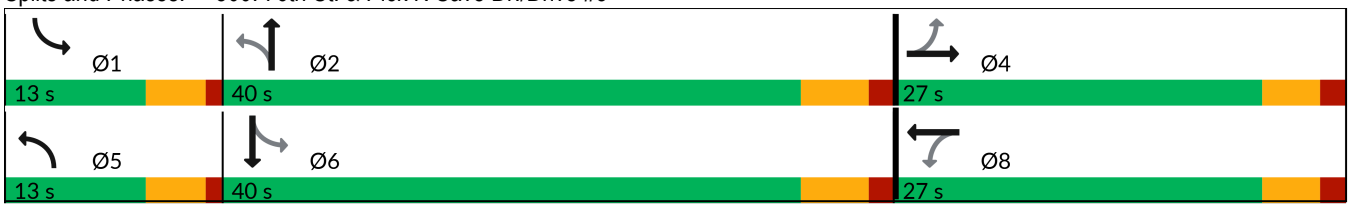
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.06	0	0
HCM LOS	B		

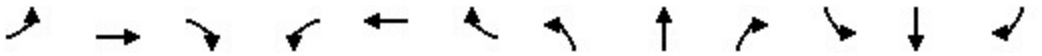
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	481	-
HCM Lane V/C Ratio	-	-	0.175	-
HCM Ctrl Dly (s/v)	-	-	14.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	10	100	65	15	100	90	685	35	75	670	65
Future Volume (vph)	55	10	100	65	15	100	90	685	35	75	670	65
Satd. Flow (prot)	1770	1609	0	1770	1621	0	1798	5132	0	1798	5101	0
Flt Permitted	0.679			0.682			0.345			0.352		
Satd. Flow (perm)	1265	1609	0	1270	1621	0	653	5132	0	666	5101	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	58	116	0	68	121	0	95	758	0	79	773	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	27.0	27.0		27.0	27.0		13.0	40.0		13.0	40.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		4.5	5.5		4.5	5.5	
Act Effct Green (s)	10.7	10.7		10.7	10.7		43.0	38.4		42.6	38.2	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.68	0.61		0.68	0.61	
v/c Ratio	0.27	0.42		0.31	0.44		0.17	0.24		0.14	0.25	
Control Delay (s/veh)	28.2	30.7		29.2	31.0		4.5	9.0		4.4	9.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	28.2	30.7		29.2	31.0		4.5	9.0		4.4	9.2	
LOS	C	C		C	C		A	A		A	A	
Approach Delay (s/veh)		29.9			30.4			8.5			8.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	21	44		25	46		10	57		8	59	
Queue Length 95th (ft)	52	90		60	93		27	95		23	99	
Internal Link Dist (ft)		345			244			369			200	
Turn Bay Length (ft)	75			50			180			145		
Base Capacity (vph)	458	583		460	587		618	3132		623	3097	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.20		0.15	0.21		0.15	0.24		0.13	0.25	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 62.9		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.44		
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B	
Intersection Capacity Utilization 41.9%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 500: 76th St. & Pick N Save Dr./Drive #3





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	10	100	65	15	100	90	685	35	75	670	65
Future Volume (veh/h)	55	10	100	65	15	100	90	685	35	75	670	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1901	1901	1901	1901	1901	1901
Adj Flow Rate, veh/h	58	11	105	68	16	105	95	721	37	79	705	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	24	230	230	34	222	570	2727	139	571	2571	246
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.08	0.54	0.54	0.07	0.53	0.53
Sat Flow, veh/h	1270	153	1456	1276	214	1404	1810	5056	258	1810	4816	461
Grp Volume(v), veh/h	58	0	116	68	0	121	95	493	265	79	505	268
Grp Sat Flow(s),veh/h/ln	1270	0	1608	1276	0	1618	1810	1730	1854	1810	1730	1818
Q Serve(g_s), s	2.8	0.0	4.2	3.3	0.0	4.4	1.4	4.9	5.0	1.2	5.1	5.2
Cycle Q Clear(g_c), s	7.2	0.0	4.2	7.5	0.0	4.4	1.4	4.9	5.0	1.2	5.1	5.2
Prop In Lane	1.00		0.91	1.00		0.87	1.00		0.14	1.00		0.25
Lane Grp Cap(c), veh/h	226	0	254	230	0	256	570	1866	1000	571	1847	970
V/C Ratio(X)	0.26	0.00	0.46	0.30	0.00	0.47	0.17	0.26	0.27	0.14	0.27	0.28
Avail Cap(c_a), veh/h	457	0	548	462	0	551	671	1866	1000	682	1847	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	24.7	28.1	0.0	24.8	5.4	8.0	8.0	5.5	8.2	8.2
Incr Delay (d2), s/veh	0.6	0.0	1.3	0.7	0.0	1.4	0.1	0.3	0.6	0.1	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.6	1.0	0.0	1.7	0.4	1.5	1.7	0.3	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	0.0	26.0	28.8	0.0	26.1	5.6	8.3	8.6	5.6	8.6	8.9
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		174			189			853			852	
Approach Delay, s/veh		26.9			27.1			8.1			8.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	40.4		15.2	9.4	40.0		15.2				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0				
Max Green Setting (Gmax), s	8.5	34.5		22.0	8.5	34.5		22.0				
Max Q Clear Time (g_c+I1), s	3.2	7.0		9.2	3.4	7.2		9.5				
Green Ext Time (p_c), s	0.1	4.9		0.7	0.1	5.1		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	11.6	
HCM 7th LOS	B	

Appendix D
Traffic Signal Warrant Calculations Sheets and Supporting Volumes

Year 2023 Traffic Volume Signal Warrant Worksheets

Year 2023 Plus Development Traffic Volumes Signal Warrant Worksheets

Supporting Volumes used in Signal Warrants

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

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

Intersection: 76th Street at Drive #3/Pick n' Save Dr.
County: Milwaukee
City: Franklin

Major Street: 76th St
Critical Approach Speed: 40 mph
Lanes: 2 or more lanes

Minor Street: Drive #3/Pick n' Save Dr.
Critical Approach Speed: 25 mph
Lanes: 2 or more lanes

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

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

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
3/17/2023	Wednesday	6:00	AM	8:00	PM

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

Warrant Analysis Conducted By:

Name: Dan Bieberitz
Agency: TADI
Date: 8/19/2025

Warrant 1: Eight - Hour Vehicular Volume 100%

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

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	1

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	4	9

Satisfied? No

Condition C: Combination of A & B at 80%

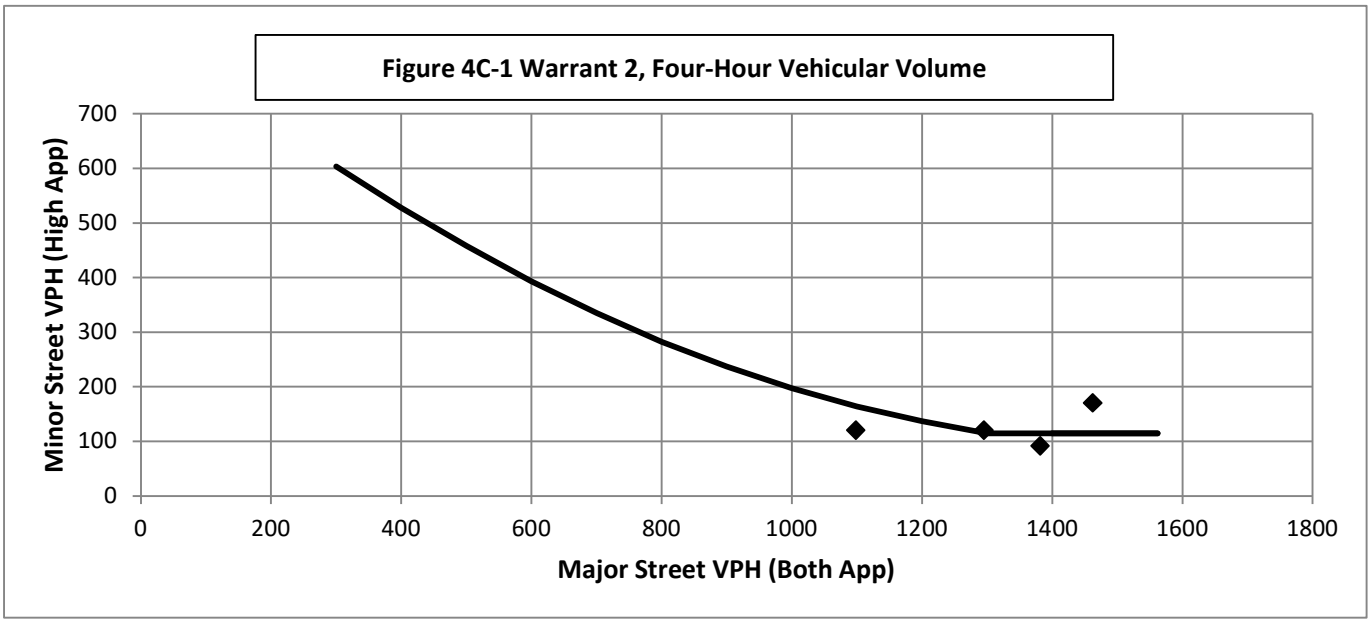
Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	564	16	580
2	7:00	8:00	944	14	958
3	8:00	9:00	774	25	799
4	9:00	10:00	823	76	899
5	10:00	11:00	761	93	854
6	11:00	12:00	931	97	1028
7	12:00	13:00	946	117	1063
8	13:00	14:00	957	97	1054
9	14:00	15:00	1098	121	1219
10	15:00	16:00	1295	121	1416
11	16:00	17:00	1462	171	1633
12	17:00	18:00	1381	92	1473
13	18:00	19:00	1133	94	1227
14	19:00	20:00	810	68	878
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

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

Hour Start	16:00	15:00	17:00	14:00
Major Road Vol.	1462	1295	1381	1098
Minor Road Vol.	171	121	92	121



Warrant 3: Peak Hour Volume 100%

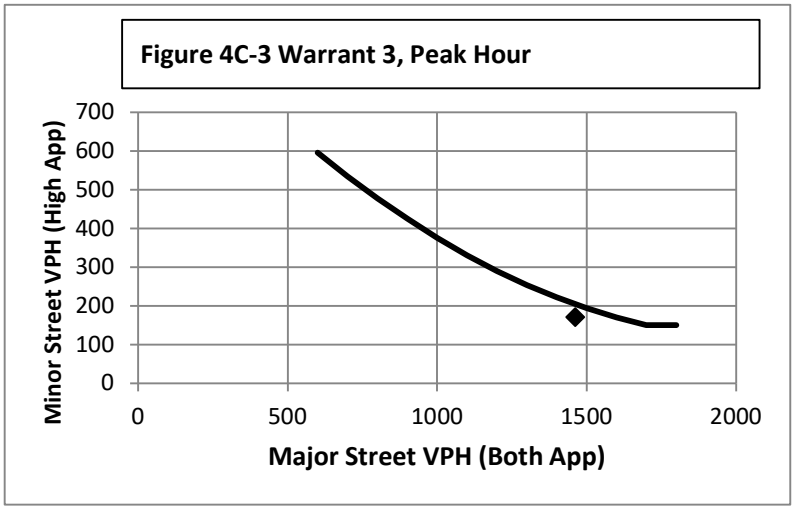
Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	1462	171



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

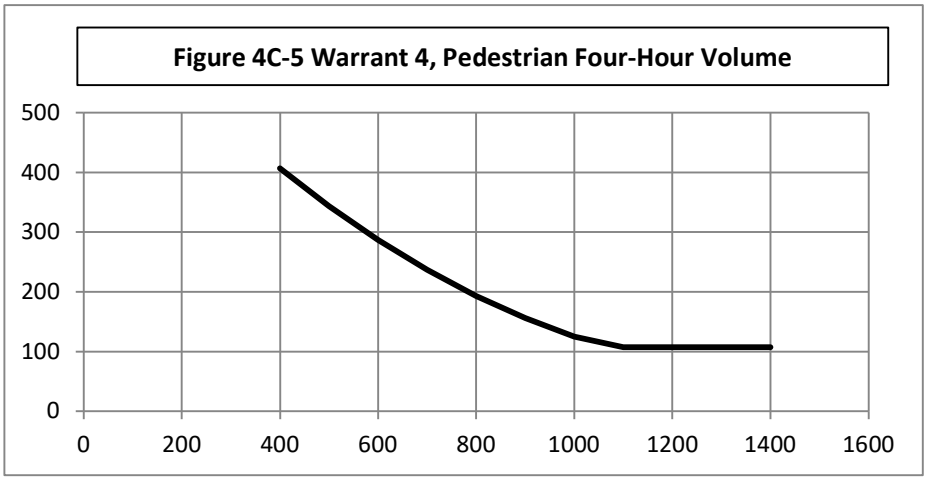
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

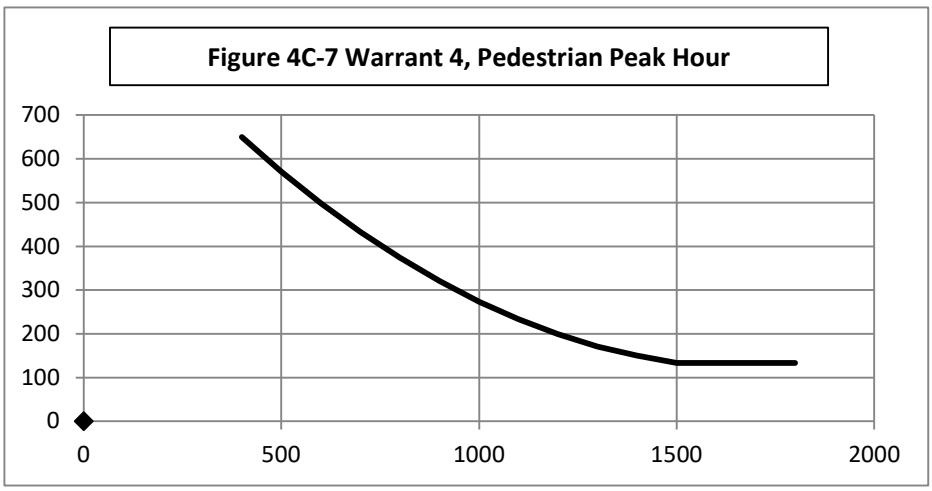
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria			Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		Yes	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour			1633	Yes	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)					
	Hour					
	Volume					

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic		Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	1462	171	57.285

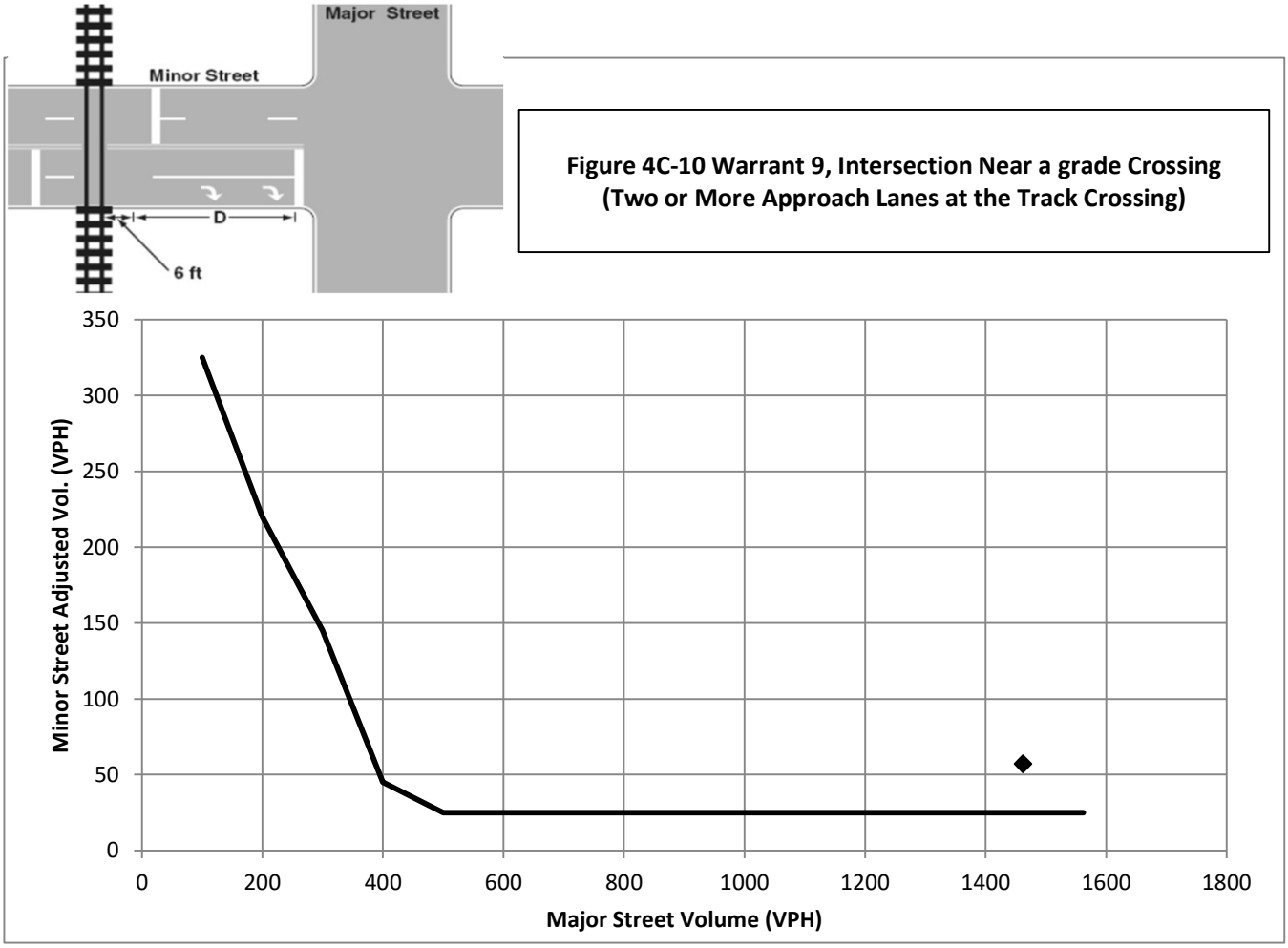


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)

Conclusions/Comments:

Updated: 12/6/2017

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

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

Intersection: 76th Street at Drive #3/Pick n' Save Dr.
County: Milwaukee
City: Franklin

Major Street: 76th St
Critical Approach Speed: 40 mph
Lanes: 2 or more lanes

Minor Street: Drive #3/Pick n' Save Dr.
Critical Approach Speed: 25 mph
Lanes: 2 or more lanes

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

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

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2025 - With Development Traffic	Yes	6:00	AM	8:00	PM

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

Warrant Analysis Conducted By:

Name: Dan Bieberitz
Agency: TADI
Date: 8/19/2025

Warrant 1: Eight - Hour Vehicular Volume 100%

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

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	2

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	9	12

Satisfied? Yes

Condition C: Combination of A & B at 80%

Satisfied? No

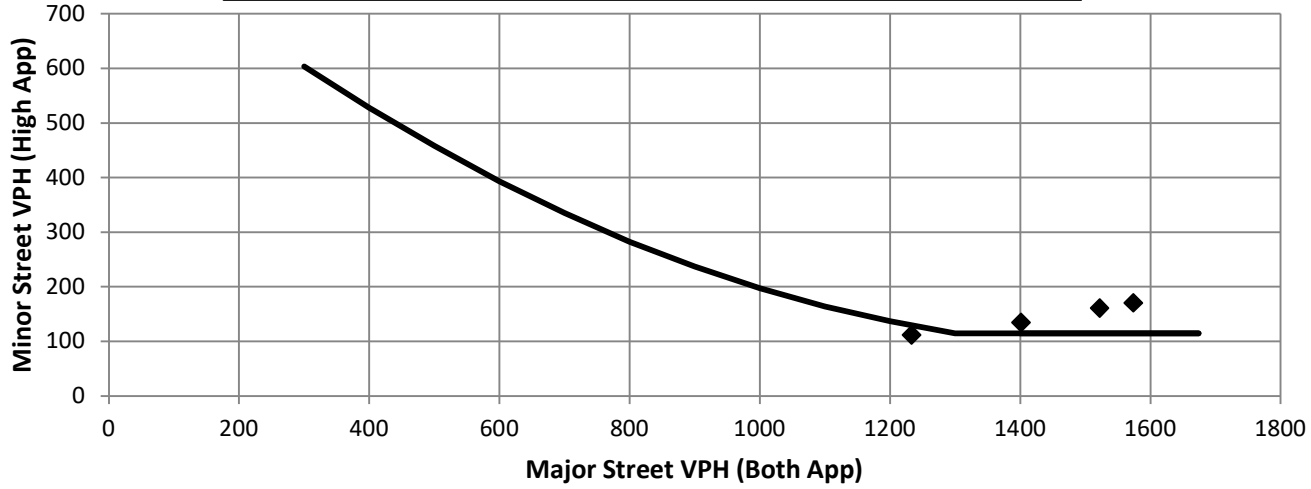
6:00 AM		Enter Start Time (Military Time) (HH:MM)			
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	596	68	664
2	7:00	8:00	1003	103	1106
3	8:00	9:00	836	84	920
4	9:00	10:00	878	99	977
5	10:00	11:00	820	93	913
6	11:00	12:00	998	105	1103
7	12:00	13:00	1028	117	1145
8	13:00	14:00	1054	113	1167
9	14:00	15:00	1188	121	1309
10	15:00	16:00	1401	135	1536
11	16:00	17:00	1574	171	1745
12	17:00	18:00	1522	161	1683
13	18:00	19:00	1233	112	1345
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

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

Hour Start	16:00	17:00	15:00	18:00
Major Road Vol.	1574	1522	1401	1233
Minor Road Vol.	171	161	135	112

Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume



Warrant 3: Peak Hour Volume 100%

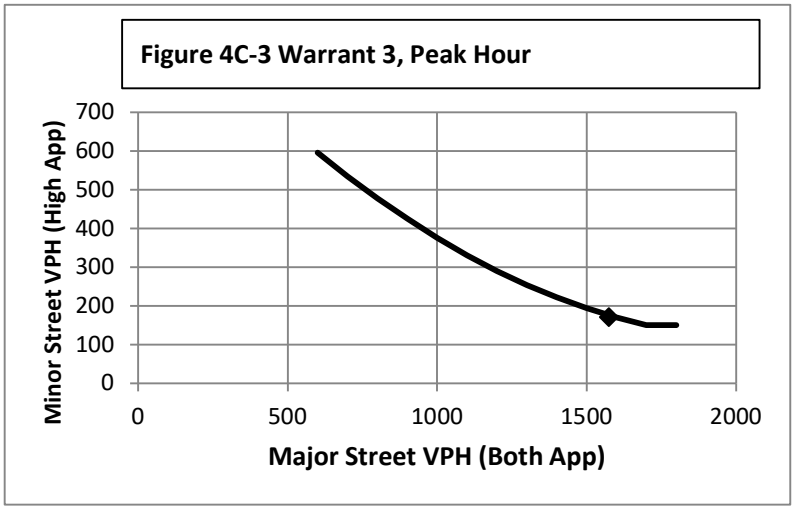
Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	1574	171



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

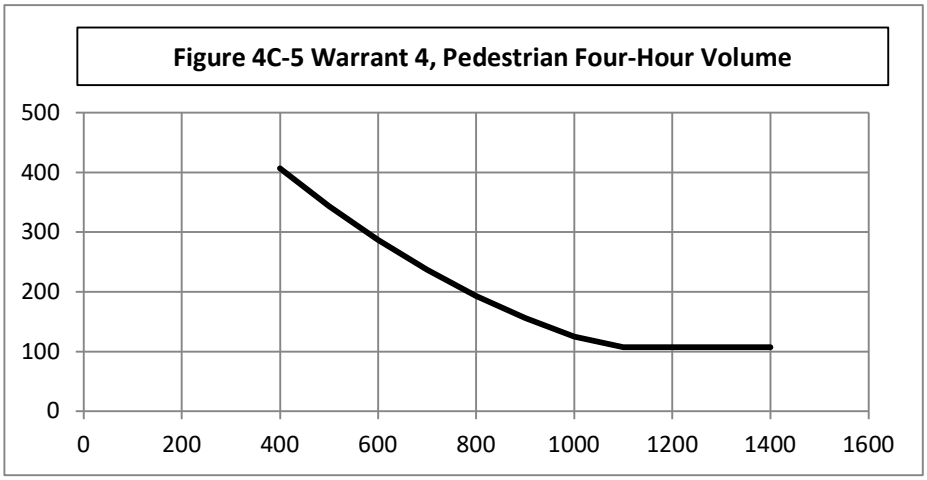
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

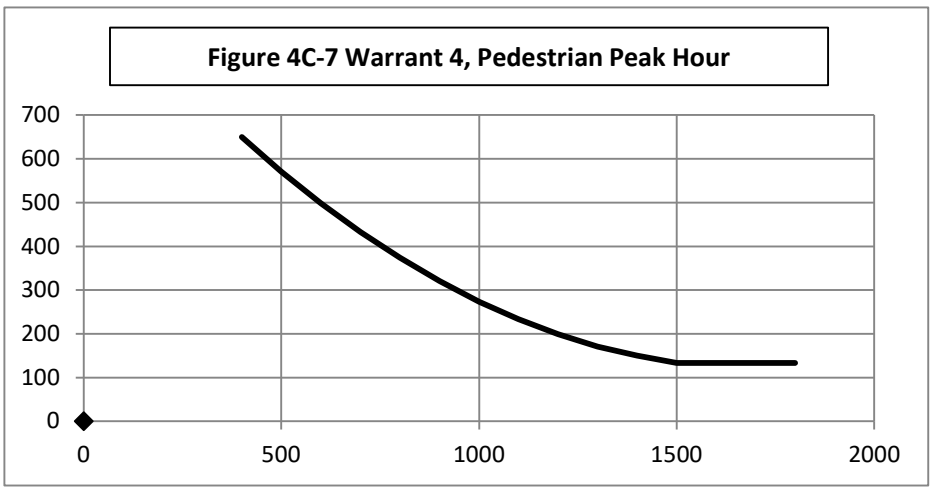
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria			Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		Yes	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour			1745	Yes	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)					
	Hour					
	Volume					

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic		Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	1574	171	57.285

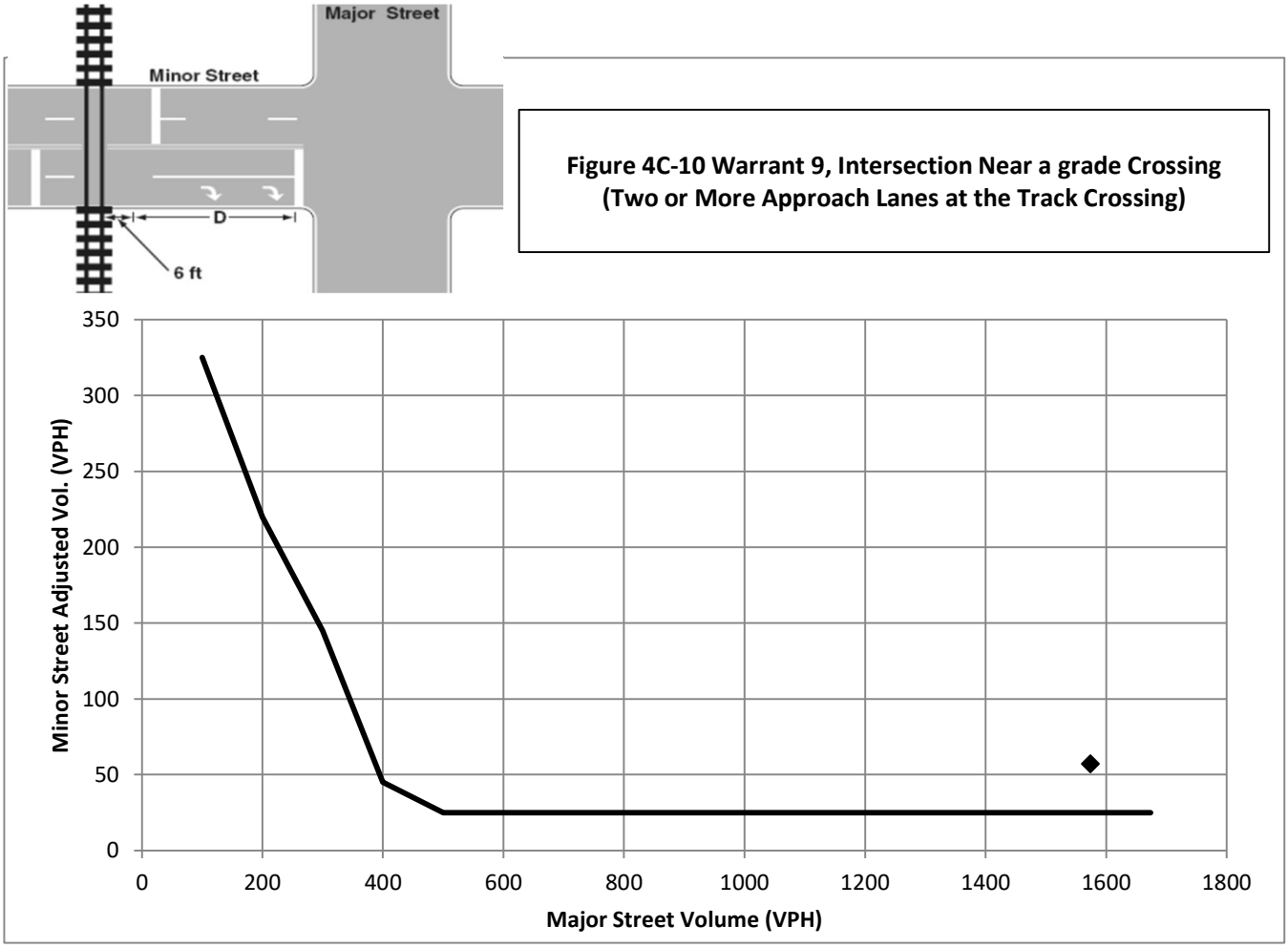


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)

Conclusions/Comments:

Updated: 12/6/2017

Hourly Volume Data

One Hour Time Period Start Time		From North (SB)					From East (WB)					From South (NB)					From West (EB)					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	8	187	30	0	225	54	0	14		68	6	351	14		371	12	0	4		16	680
	7:00	11	340	51	0	402	82	0	21		103	11	576	14		601	10	0	4		14	1120
	8:00	23	263	61	0	347	55	3	26		84	25	435	29		489	17	1	7		25	945
	9:00	33	245	69	0	347	64	5	30		99	33	434	64		531	51	4	21		76	1053
MD	10:00	31	281	63	0	375	58	7	26		91	28	369	48		445	58	3	32		93	1004
	11:00	22	374	81	1	478	59	11	35		105	31	426	63		520	74	0	23		97	1200
	12:00	28	398	104	0	530	66	6	28		100	33	413	52		498	71	2	44		117	1245
	13:00	28	404	107	0	539	72	7	34		113	32	422	61		515	78	0	19		97	1264
PM	14:00	32	487	97	0	616	68	8	36		112	29	493	50		572	76	1	44		121	1421
	15:00	33	604	111	6	754	77	5	53		135	39	555	53		647	74	7	40		121	1657
	16:00	29	690	121	4	844	87	5	53		145	26	632	72		730	111	6	54		171	1890
	17:00	24	675	147	2	848	91	9	61		161	48	575	51		674	65	5	22		92	1775
	18:00	21	541	108	0	670	71	3	38		112	42	479	42		563	65	0	29		94	1439
	19:00																					0
	20:00																					0
	21:00																					0
Totals		323	5489	1150	13	6975	904	69	455	0	1428	383	6160	613	0	7156	762	29	343	0	1134	16693

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road: N/S

Major Road Left Turn as Minor Approach? No

% Right Turns Included (Default 0%)

From North (SB)	**100%**
From East (WB)	**100%**
From South (NB)	**100%**
From West (EB)	**100%**

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
14	538	44	582	596
22	916	65	981	1003
48	698	90	788	836
66	679	133	812	878
59	650	111	761	820
53	800	145	945	998
61	811	156	967	1028
60	826	168	994	1054
61	980	147	1127	1188
72	1159	170	1329	1401
55	1322	197	1519	1574
72	1250	200	1450	1522
63	1020	150	1170	1233
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
706	11649	1776	13425	14131

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
54	0	14	14	68
82	0	21	21	103
55	3	26	29	84
64	5	30	35	99
58	3	32	35	93
59	11	35	46	105
71	2	44	46	117
72	7	34	41	113
76	1	44	45	121
77	5	53	58	135
111	6	54	60	171
91	9	61	70	161
71	3	38	41	112
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
941	55	486	541	1482

2025 Existing Traffic

By:DCB
Date: 8/19/25

Start Time	76th St from North			Drive #3 from East			76th St. from South			Pick n' Save from West			Intersection Totals	---		AADT IN	AADT OUT	Notes
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT	% AADT IN	% AADT OUT	
6-7am	8	187	1	0	0	2	2	352	14	12	0	4	582	0	0	0.0%	0.0%	
7-8am	11	340	0	1	0	3	3	576	14	10	0	4	962	0	0	0.0%	0.0%	
8-9am	23	263	7	5	3	15	17	435	29	17	1	7	822	0	0	0.0%	0.0%	
9-10am	33	245	19	17	5	21	28	434	64	51	4	21	942	0	0	0.0%	0.0%	
10-11am	31	281	6	15	7	20	25	370	48	58	3	32	896	0	0	0.0%	0.0%	
11am-12pm	22	374	17	16	11	30	27	427	63	74	0	23	1084	0	0	0.0%	0.0%	
12-1pm	28	398	25	24	6	25	28	415	52	71	2	44	1118	0	0	0.0%	0.0%	
1-2pm	28	404	18	23	7	30	23	423	61	78	0	19	1114	0	0	0.0%	0.0%	
2-3pm	32	487	14	13	8	33	22	493	50	76	1	44	1273	0	0	0.0%	0.0%	
3-4pm	33	604	14	15	5	47	30	555	53	74	7	40	1477	0	0	0.0%	0.0%	
4-5pm	29	690	19	15	5	45	17	631	72	111	6	54	1694	0	0	0.0%	0.0%	
5-6pm	24	675	21	18	9	52	34	574	51	65	5	22	1550	0	0	0.0%	0.0%	
6-7pm	21	541	16	20	3	33	33	480	42	65	0	29	1283					
IN or OUT																		
PERECENTAGE																		

0.01 = Year rate (NB/SB) 1.000
0.01 = Year rate (EB/WB) 1.000

AADT IN: 0 | AADT OUT: 0
0% | 0% <- % Reduction, Sensitivity Test
0 | 0

Minus Existing Orchard View Shopping Traffic

Start Time	76th St from North			Drive #3 from East			76th St. from South			Pick n' Save from West			Intersection Totals	---		AADT IN	AADT OUT	Notes
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT	% AADT IN	% AADT OUT	
6-7am	0	0	-1	0	0	-1	-2	-1	0	0	0	0	-5	10	5	0.9%	0.5%	<--ITE #820 Land Use
7-8am	0	0	0	-1	0	-2	-3	-1	0	0	0	0	-7	20	10	2.0%	1.3%	<--ITE #820 Land Use
8-9am	0	0	-7	-3	0	-3	-4	-1	0	0	0	0	-18	25	15	3.0%	1.8%	<--ITE #820 Land Use
9-10am	0	0	-11	-6	0	-6	-7	-2	0	0	0	0	-32	45	30	5.0%	3.2%	<--ITE #820 Land Use
10-11am	0	0	-4	-10	0	-10	-10	-3	0	0	0	0	-37	65	50	7.0%	5.3%	<--ITE #820 Land Use
11am-12pm	0	0	-10	-13	0	-13	-12	-4	0	0	0	0	-52	80	65	8.5%	7.3%	<--ITE #820 Land Use
12-1pm	0	0	-19	-16	0	-16	-14	-5	0	0	0	0	-70	90	80	9.6%	8.9%	<--ITE #820 Land Use
1-2pm	0	0	-15	-17	0	-17	-12	-4	0	0	0	0	-65	80	85	8.7%	9.0%	<--ITE #820 Land Use
2-3pm	0	0	-10	-10	0	-16	-11	-4	0	0	0	0	-51	70	80	7.8%	8.6%	<--ITE #820 Land Use
3-4pm	0	0	-10	-10	0	-16	-11	-4	0	0	0	0	-51	75	80	8.1%	8.5%	<--ITE #820 Land Use
4-5pm	0	0	-14	-10	0	-16	-12	-4	0	0	0	0	-56	80	80	8.6%	8.7%	<--ITE #820 Land Use
5-6pm	0	0	-15	-11	0	-16	-12	-4	0	0	0	0	-58	80	80	8.8%	8.9%	<--ITE #820 Land Use
6-7pm	0	0	-11	-12	0	-14	-11	-4	0	0	0	0	-52	70	70	7.7%	7.8%	<--ITE #820 Land Use
																6.5%	7.0%	<--ITE #820 Land Use
														790	730	91.9%	86.6%	
IN or OUT			IN	OUT		OUT	IN	IN										
PERECENTAGE			25.0%	20.0%		20.0%	15.0%	5.0%										

AADT IN: 925 | AADT OUT: 925
0% | 0% <- % Reduction, Sensitivity Test
925 | 925

Multifamily Housing #220

Start Time	76th St from North			Drive #3 from East			76th St. from South			Pick n' Save from West			Intersection Totals	---		AADT IN	AADT OUT	Notes
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT	% AADT IN	% AADT OUT	
6-7am	0	0	10	35	0	7	2	0	0	0	0	0	54	20	70	1.8%	6.6%	<-- WisDOT #220
7-8am	0	0	23	58	0	12	5	0	0	0	0	0	98	45	115	4.1%	10.7%	<-- WisDOT #220
8-9am	0	0	25	30	0	6	5	0	0	0	0	0	66	50	60	4.6%	5.7%	<-- WisDOT #220
9-10am	0	0	25	30	0	6	5	0	0	0	0	0	66	50	60	4.8%	5.4%	<-- WisDOT #220
10-11am	0	0	23	28	0	6	5	0	0	0	0	0	62	45	55	4.0%	5.0%	<-- WisDOT #220
11am-12pm	0	0	28	28	0	6	6	0	0	0	0	0	68	55	55	5.2%	5.1%	<-- WisDOT #220
12-1pm	0	0	38	30	0	6	8	0	0	0	0	0	82	75	60	7.0%	5.4%	<-- WisDOT #220
1-2pm	0	0	48	33	0	7	10	0	0	0	0	0	98	95	65	8.9%	6.3%	<-- WisDOT #220
2-3pm	0	0	43	35	0	7	9	0	0	0	0	0	94	85	70	8.1%	6.8%	<-- WisDOT #220
3-4pm	0	0	48	35	0	7	10	0	0	0	0	0	100	95	70	9.1%	6.6%	<-- WisDOT #220
4-5pm	0	0	53	50	0	10	11	0	0	0	0	0	124	105	100	9.8%	9.5%	<-- WisDOT #220
5-6pm	0	0	80	50	0	10	16	0	0	0	0	0	156	160	100	14.8%	9.5%	<-- WisDOT #220
6-7pm	0	0	53	35	0	7	11	0	0	0	0	0	106	105	70	9.7%	6.7%	<--ITE #220
														985	950	91.9%	89.3%	
IN or OUT			IN	OUT		OUT	IN	IN										
PERECENTAGE			50.0%	50.0%		10.0%	10.0%	0.0%										

AADT IN: 1065 | AADT OUT: 1065
0% | 0% <- % Reduction, Sensitivity Test
1065 | 1065

Strip Retail Plaza #822

By:DCB
Date: 8/19/25

Start Time	76th St from North			Drive #3 from East			76th St. from South			Pick n' Save from West			Intersection Totals	---		AADT IN	AADT OUT	Notes
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT	% AADT IN	% AADT OUT	
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9%	0.5%	<--ITE #820 Land Use
7-8am	0	0	0	0	0	1	1	0	0	0	0	0	2	5	5	2.0%	1.3%	<--ITE #820 Land Use
8-9am	0	0	0	0	0	1	1	0	0	0	0	0	2	5	5	3.0%	1.8%	<--ITE #820 Land Use
9-10am	0	0	0	0	0	1	1	0	0	0	0	0	2	10	5	5.0%	3.2%	<--ITE #820 Land Use
10-11am	0	0	0	0	0	1	2	0	0	0	0	0	3	15	10	7.0%	5.3%	<--ITE #820 Land Use
11am-12pm	0	0	0	0	0	2	2	0	0	0	0	0	4	20	15	8.5%	7.3%	<--ITE #820 Land Use
12-1pm	0	0	0	0	0	2	2	0	0	0	0	0	4	20	20	9.6%	8.9%	<--ITE #820 Land Use
1-2pm	0	0	0	0	0	2	2	0	0	0	0	0	4	20	20	8.7%	9.0%	<--ITE #820 Land Use
2-3pm	0	0	0	0	0	2	2	0	0	0	0	0	4	15	20	7.8%	8.6%	<--ITE #820 Land Use
3-4pm	0	0	0	0	0	2	2	0	0	0	0	0	4	20	20	8.1%	8.5%	<--ITE #820 Land Use
4-5pm	0	0	0	0	0	2	2	0	0	0	0	0	4	20	20	8.6%	8.7%	<--ITE #820 Land Use
5-6pm	0	0	0	0	0	2	2	0	0	0	0	0	4	20	20	8.8%	8.9%	<--ITE #820 Land Use
6-7pm	0	0	0	0	0	2	2	0	0	0	0	0	4	15	15	7.7%	7.8%	<--ITE #820 Land Use
																6.5%	7.0%	<--ITE #820 Land Use
														185	175	91.9%	86.6%	
IN or OUT			IN	OUT		OUT	IN	IN										
PERECENTAGE			0.0%	0.0%		10.0%	10.0%	0.0%										

AADT IN: 220 | AADT OUT: 220
0% | 0% <- % Reduction, Sensitivity Test
220 | 220

Fast Casual Restaurants #930

Start Time	76th St from North			Drive #3 from East			76th St. from South			Pick n' Save from West			Intersection Totals	SB LT at Grant Ave.	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT
6-7am	0	0	0	7	0	2	0	0	0	0	0	0	9	0	20
7-8am	0	0	0	7	0	2	0	0	0	0	0	0	9	0	19
8-9am	0	0	3	5	0	1	1	0	0	0	0	0	10	5	13
9-10am	0	0	3	3	0	1	1	0	0	0	0	0	8	5	9
10-11am	0	0	3	5	0	2	1	0	0	0	0	0	11	5	15
11am-12pm	0	0	8	6	0	2	2	0	0	0	0	0	18	15	17
12-1pm	0	0	20	5	0	2	4	0	0	0	0	0	31	40	15
1-2pm	0	0	13	9	0	3	3	0	0	0	0	0	28	25	25
2-3pm	0	0	5	5	0	1	1	0	0	0	0	0	12	10	13
3-4pm	0	0	3	7	0	2	1	0	0	0	0	0	13	5	19
4-5pm	0	0	3	4	0	1	1	0	0	0	0	0	9	5	11
5-6pm	0	0	8	4	0	1	2	0	0	0	0	0	15	15	11
6-7pm	0	0	15	4	0	1	3	0	0	0	0	0	23	30	11

IN or OUT			IN	OUT		OUT	IN	IN				
PERECENTAGE			50.0%	35.0%		10.0%	10.0%					

AADT IN	AADT OUT	
200	200	
0%	0%	<- % Reduction, Sensitivity Test
200	200	
% AADT IN	% AADT OUT	Notes
0.0%	0.0%	<--ITE #930 Land Use
0.0%	0.0%	<--ITE #930 Land Use
1.5%	1.5%	<--ITE #930 Land Use
2.9%	2.9%	<--ITE #930 Land Use
1.5%	0.0%	<--ITE #930 Land Use
7.4%	4.4%	<--ITE #930 Land Use
19.1%	10.3%	<--ITE #930 Land Use
13.2%	16.2%	<--ITE #930 Land Use
5.9%	7.4%	<--ITE #930 Land Use
1.5%	7.4%	<--ITE #930 Land Use
2.9%	2.9%	<--ITE #930 Land Use
7.4%	7.4%	<--ITE #930 Land Use
14.7%	4.4%	<--ITE #930 Land Use
8.8%	16.2%	<--ITE #930 Land Use

Coffee/Donut Shop with Drive-Thru Window #937

Start Time	76th St from North			Drive #3 from East			76th St. from South			Pick n' Save from West			Intersection Totals	---	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT
6-7am	0	0	20	12	0	4	4	0	0	0	0	0	40	40	35
7-8am	0	0	20	14	0	4	4	0	0	0	0	0	42	40	40
8-9am	0	0	20	14	0	4	4	0	0	0	0	0	42	40	40
9-10am	0	0	15	12	0	4	3	0	0	0	0	0	34	30	35
10-11am	0	0	15	11	0	3	3	0	0	0	0	0	32	30	30
11am-12pm	0	0	13	11	0	3	3	0	0	0	0	0	30	25	30
12-1pm	0	0	10	9	0	3	2	0	0	0	0	0	24	20	25
1-2pm	0	0	13	9	0	3	3	0	0	0	0	0	28	25	25
2-3pm	0	0	10	7	0	2	2	0	0	0	0	0	21	20	20
3-4pm	0	0	13	7	0	2	3	0	0	0	0	0	25	25	20
4-5pm	0	0	10	5	0	2	2	0	0	0	0	0	19	20	15
5-6pm	0	0	5	5	0	2	1	0	0	0	0	0	13	10	15
6-7pm	0	0	5	4	0	1	1	0	0	0	0	0	11	10	10
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IN or OUT			IN	OUT		OUT	IN	IN				
PERECENTAGE			50.0%	35.0%		10.0%	10.0%					

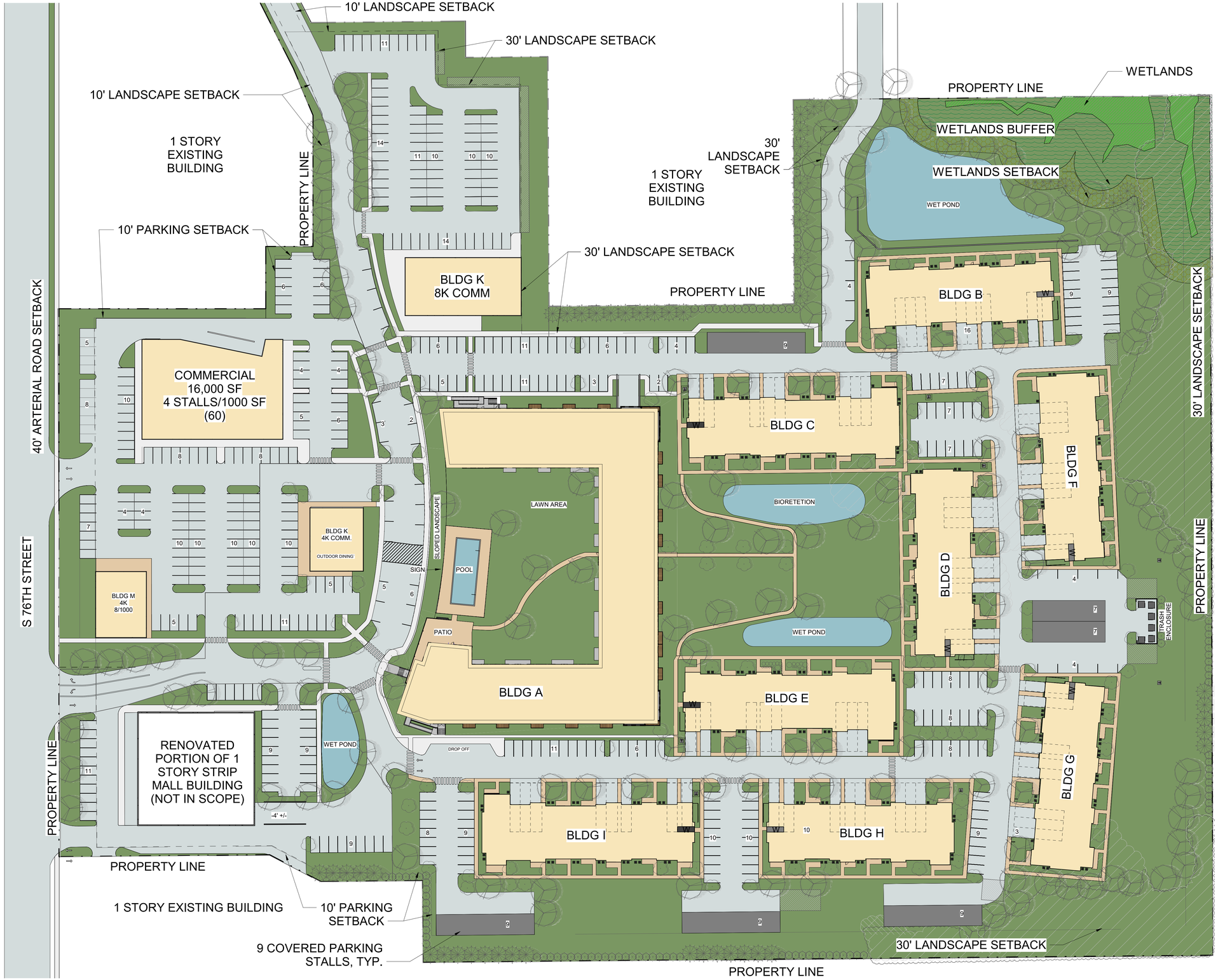
AADT IN	AADT OUT	
400	400	
0%	0%	<- % Reduction, Sensitivity Test
400	400	
% AADT IN	% AADT OUT	Notes
10.0%	8.9%	<-- From ITE #937
10.3%	9.8%	<-- From ITE #937
10.0%	10.1%	<-- From ITE #937
7.7%	8.5%	<-- From ITE #937
7.2%	7.6%	<-- From ITE #937
6.7%	7.2%	<-- From ITE #937
5.4%	6.1%	<-- From ITE #937
6.3%	5.7%	<-- From ITE #937
5.2%	5.6%	<-- From ITE #937
5.7%	5.3%	<-- From ITE #937
4.6%	4.2%	<-- From ITE #937
2.7%	3.4%	<-- From ITE #937
2.7%	3.0%	<-- From ITE #937
2.1%	2.2%	<-- From ITE #937
0.0%	0.0%	
0.0%	0.0%	

Supermarket #850

Start Time	76th St from North			Drive #3 from East			76th St. from South			Pick n' Save from West			Intersection Totals	---	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-8am	0	0	8	3	0	1	1	1	0	0	0	0	14	15	10
8-9am	0	0	13	4	0	2	1	1	0	0	0	0	21	25	15
9-10am	0	0	18	8	0	3	2	2	0	0	0	0	33	35	30
10-11am	0	0	20	9	0	4	2	2	0	0	0	0	37	40	35
11am-12pm	0	0	25	11	0	5	3	3	0	0	0	0	47	50	45
12-1pm	0	0	30	14	0	6	3	3	0	0	0	0	56	60	55
1-2pm	0	0	30	15	0	6	3	3	0	0	0	0	57	60	60
2-3pm	0	0	35	18	0	7	4	4	0	0	0	0	68	70	70
3-4pm	0	0	43	23	0	9	4	4	0	0	0	0	83	85	90
4-5pm	0	0	50	23	0	9	5	5	0	0	0	0	92	100	90
5-6pm	0	0	48	25	0	10	5	5	0	0	0	0	93	95	100
6-7pm	0	0	30	20	0	8	3	3	0	0	0	0	64	60	80
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IN or OUT			IN	OUT		OUT	IN	IN				
PERECENTAGE			50.0%	25.0%		10.0%	5.0%	5.0%				

AADT IN	AADT OUT	
935	935	
0%	0%	<- % Reduction, Sensitivity Test
935	935	
% AADT IN	% AADT OUT	Notes
0.0%	0.0%	
1.8%	1.3%	<-- From WisDOT
2.7%	1.7%	<-- From WisDOT
3.7%	3.4%	<-- From WisDOT
4.4%	4.0%	<-- From WisDOT
5.4%	5.1%	<-- From WisDOT
6.5%	5.9%	<-- From WisDOT
6.2%	6.6%	<-- From WisDOT
7.4%	7.5%	<-- From WisDOT
9.0%	9.9%	<-- From WisDOT
10.5%	9.8%	<-- From WisDOT
10.3%	10.9%	<-- From WisDOT
6.5%	8.5%	<-- From WisDOT
0.0%	0.0%	<-- From WisDOT
0.0%	0.0%	
0.0%	0.0%	



GARDEN STYLE (B-J)

25 UNIT BUILDING (3)
7(21) - JR 1BR @562-685
6(18) - 1BR @ 750-864
10(30) - 2BR @1089-1171
2(6) - 3BR @ 1400-1480
8 GARAGE STALLS (24)
8 SURFACE STALLS (24)

21 UNIT BUILDING (5)
5(25) - JR 1BR @562-685
6(30) - 1BR @ 754-864
8(40) - 2BR @1089-1188
2(10) - 3BR @ 1400-1480
8 GARAGE STALLS (40)
8 SURFACE STALLS (40)

GS UNIT MIX

16 - JR 1BR @540-630	9%
78 - 1BR @ 540-865	43%
70 - 2BR @1089-1185	39%
16 - 3BR @ 1406-1482	9%

180 UNITS

GS PARKING
64 ATTACHED GARAGE
50 DETACHED GARAGE
64 SLAB
121 SURFACE
299 STALLS/180 UNITS = 1.66

MID RISE BUILDING (A)

12 - JR 1BR @ 549	10%
52 - 1 BR @708-714	42%
47 - 2BR @1089-1185	38%
13 - 3BR @ 1407-1482	10%

124 UNITS

MID RISE PARKING
127 COVERED STALLS
65 SURFACE STALLS
192 TOTAL STALLS/124 UNITS
1.55 STALLS/UNIT

TOTAL SITE MIX

28 - JR 1BR @ 540-655	9%
130 - 1 BR @750	43%
117 - 2BR @1089-1185	39%
29 - 3BR @ 1407-1482	9%

304 UNITS

TOTAL RES PARKING
241 COVERED STALLS
250 SURFACE STALLS
491 TOTAL STALLS/304 UNITS
1.62 STALLS/UNIT

1 SITE PLAN
1" = 50'-0"

N

PROPOSED SITE PLAN
SCALE: 1" = 50'-0"

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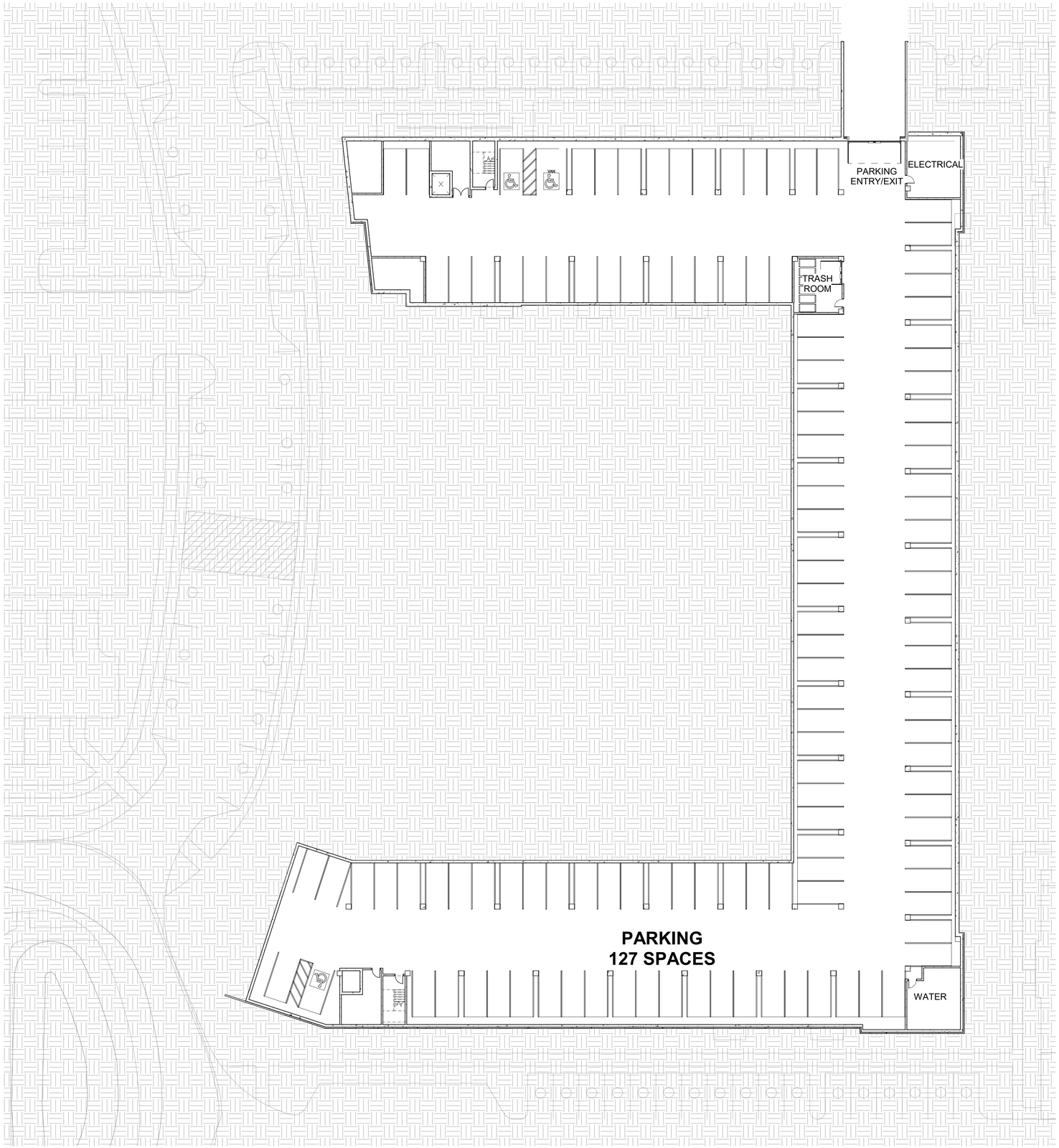
POTHS GENERAL - FRANKLIN MASTERPLAN
PROJECT #: 23103 | 09/05/25



N

BUILDING A LEVEL B1 FLOOR PLAN

SCALE: 1" = 20'-0"

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POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 08/24/25

N

BUILDING A LEVEL 01 FLOOR PLAN

SCALE: 1" = 20'-0"

POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 08/24/25

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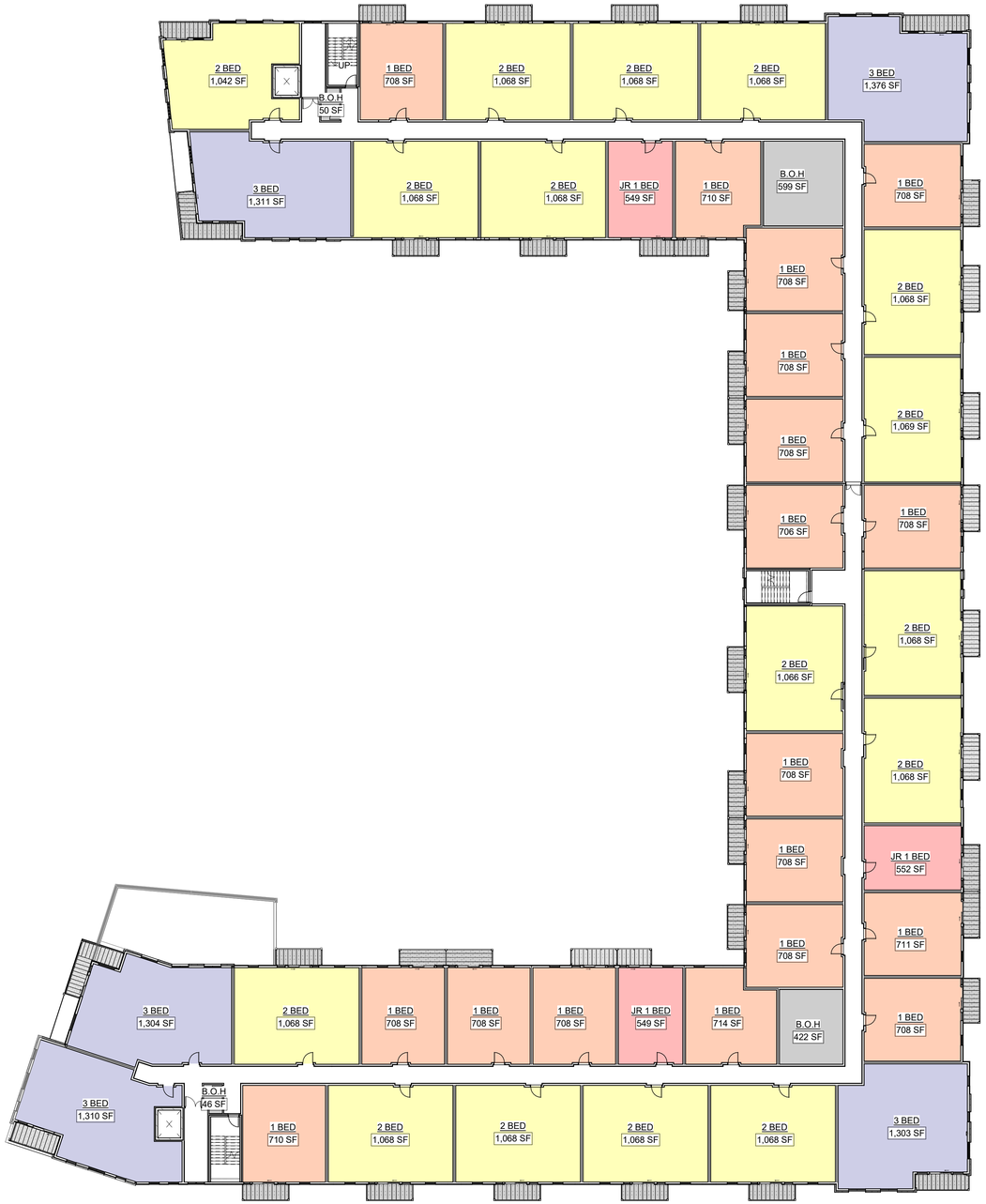

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BUILDING A LEVEL 02 FLOOR PLAN

SCALE: 1" = 20'-0"

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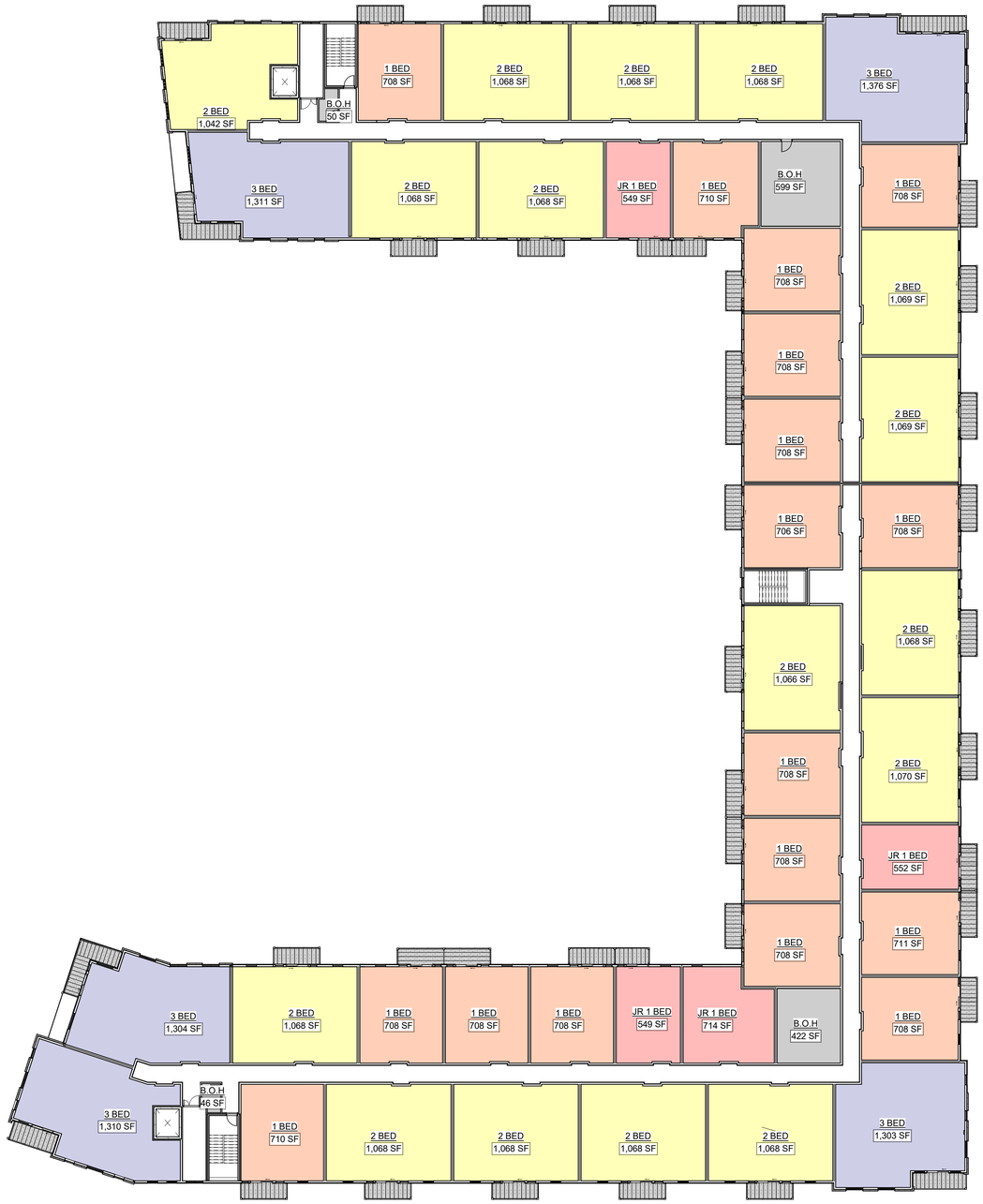
POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 08/24/25



N

BUILDING A LEVEL 03 FLOOR PLAN

SCALE: 1" = 20'-0"

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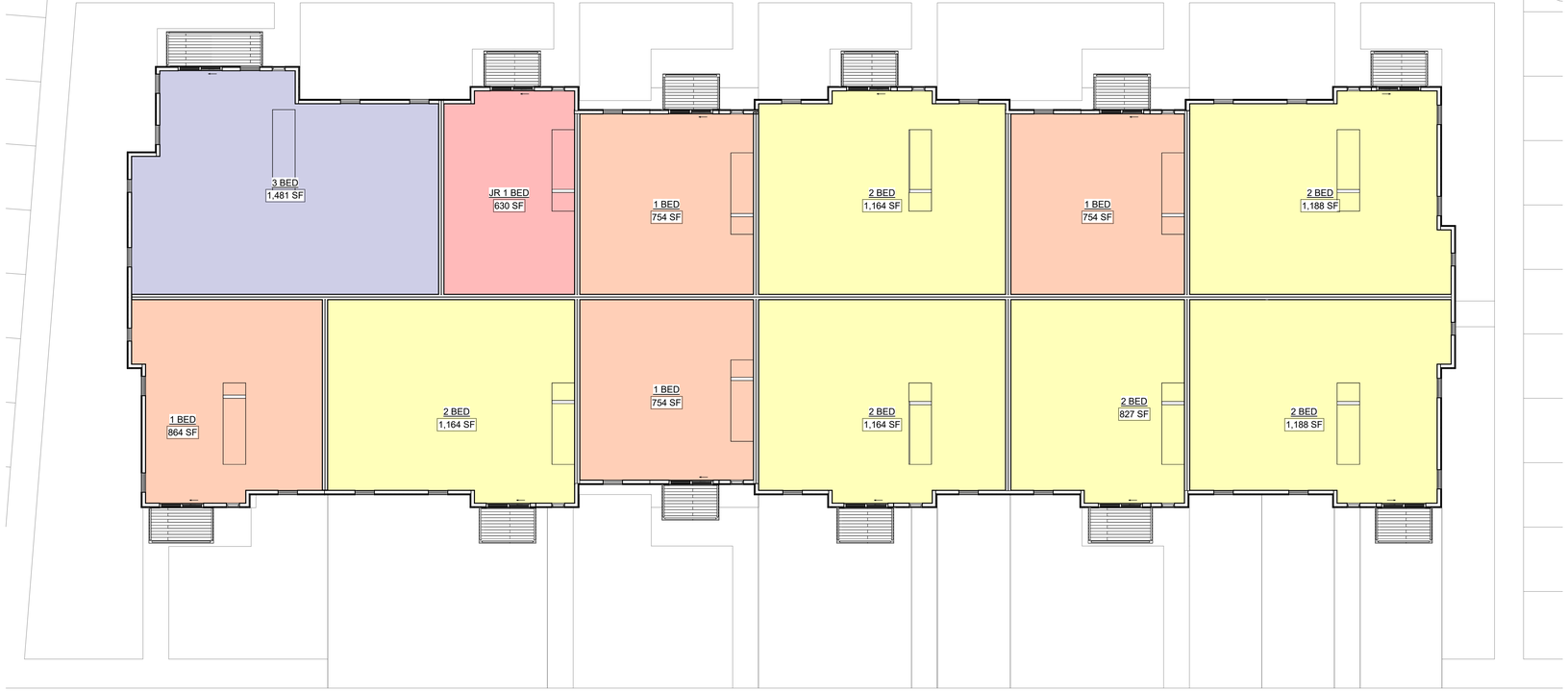
POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 08/24/25

1 LEVEL 01 PLAN COMMISSION - GS 21 UNIT
3/32" = 1'-0"



2 LEVEL 02 PLAN COMMISSION - GS 21 UNIT
3/32" = 1'-0"

N

21 UNIT GARDEN STYLE FLOOR PLANS

SCALE: 3/32" = 1'-0"

POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 08/24/25

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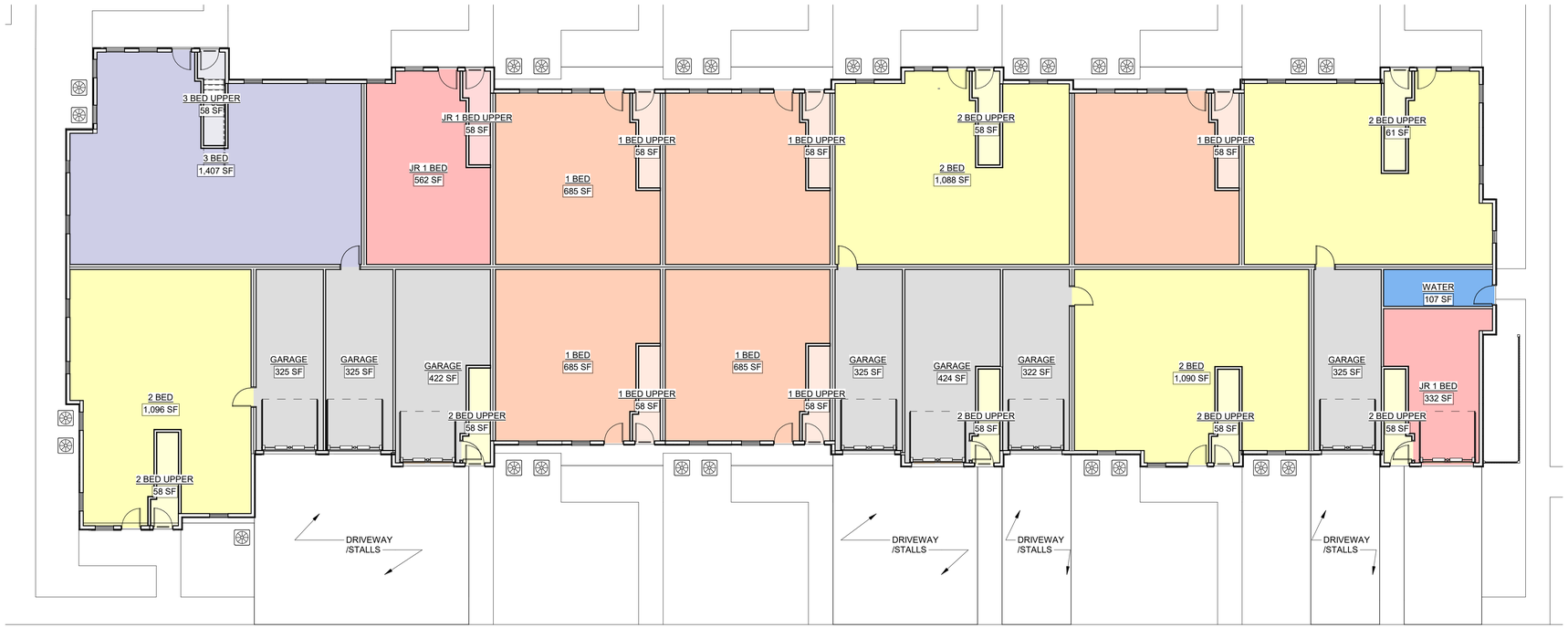
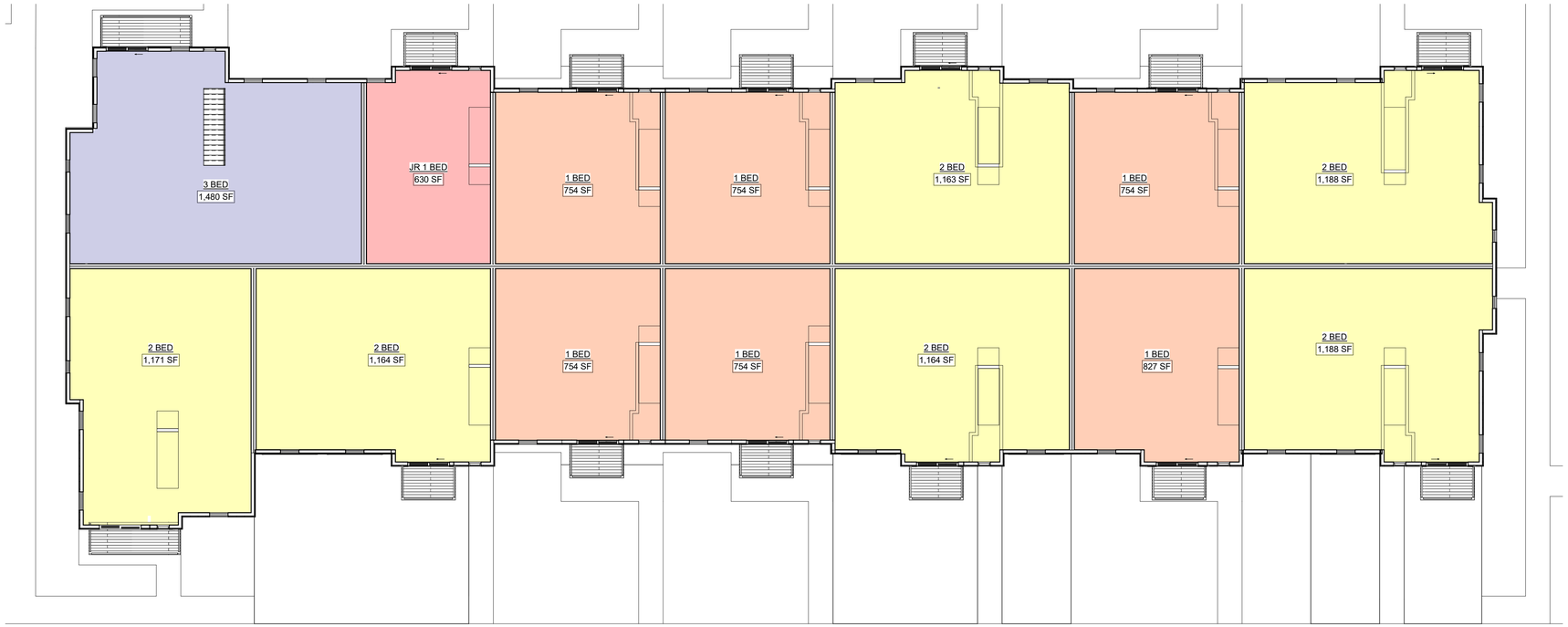


1 LEVEL 01 PLAN COMMISSION - GS 25 UNIT
3/32" = 1'-0"



2 LEVEL 02 PLAN COMMISSION - GS 25 UNIT
3/32" = 1'-0"

N

25 UNIT GARDEN STYLE FLOOR PLANS

SCALE: 3/32" = 1'-0"

POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 08/24/25

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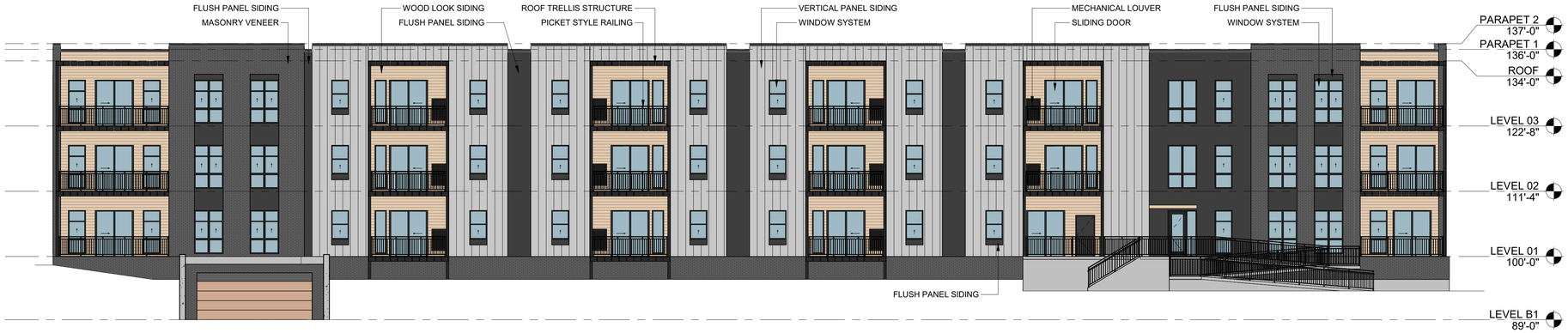
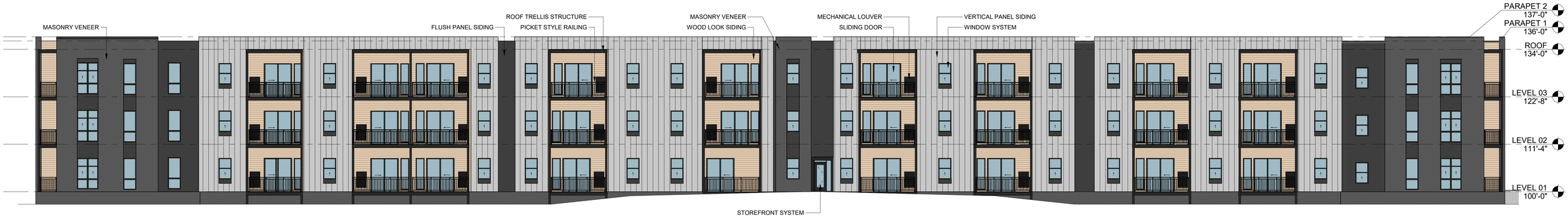


1 NORTH ELEVATION - PC
3/32" = 1'-0"



2 EAST ELEVATION
3/32" = 1'-0"

3 SOUTH ELEVATION
3/32" = 1'-0"

BUILDING A EXTERIOR ELEVATIONS

SCALE: 3/32" = 1'-0"

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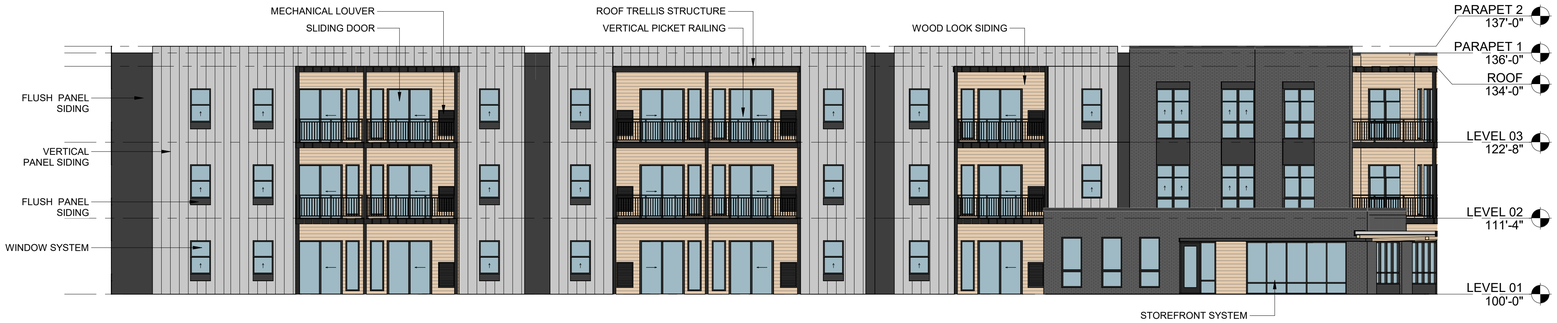
POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 09/05/25

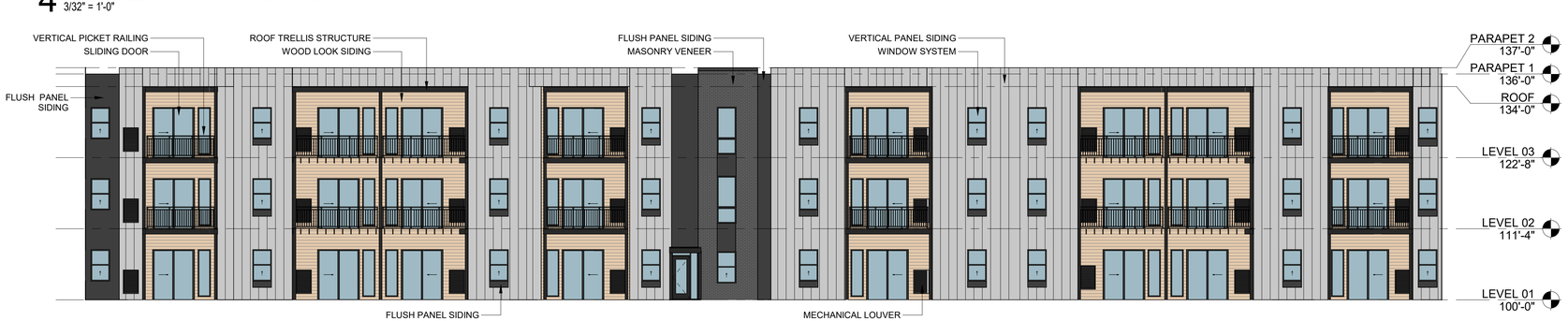
2 SOUTH ANGLED ELEVATION
3/32" = 1'-0"

1 SOUTH WING WEST ELEVATION
3/32" = 1'-0"

3 SOUTH COURTYARD ANGLED ELEVATION
3/32" = 1'-0"



4 SOUTH COURTYARD ELEVATION - PC
3/32" = 1'-0"



5 EAST COURTYARD ELEVATION - PC
3/32" = 1'-0"

6 NORTH COURTYARD ELEVATION - PC
3/32" = 1'-0"

7 NORTH WING WEST ELEVATION - PC
3/32" = 1'-0"

BUILDING A EXTERIOR ELEVATIONS

SCALE: 3/32" = 1'-0"

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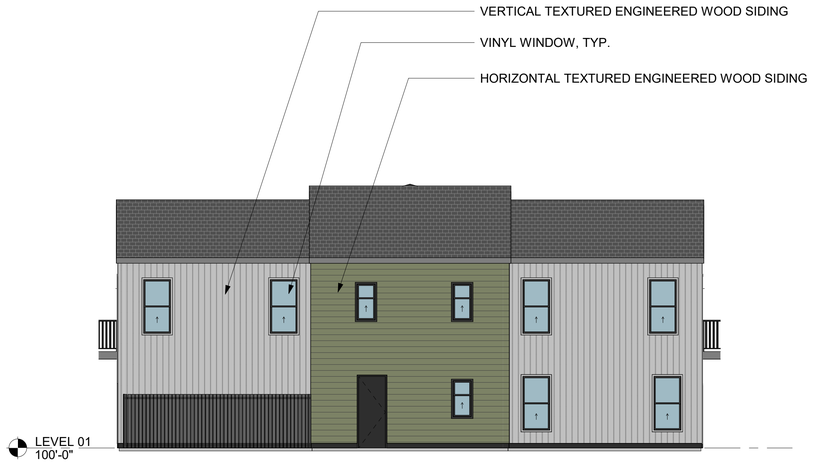
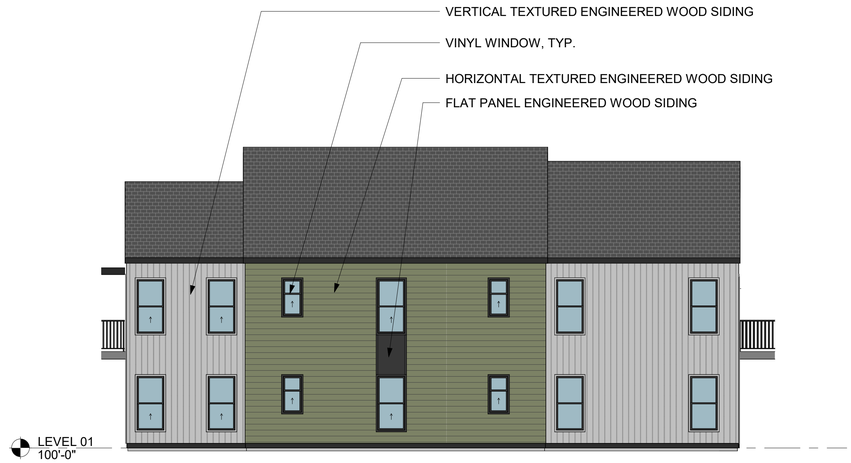
POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 09/05/25



3 GARDEN STYLE - 21 UNIT - SIDE ELEVATION B
1/8" = 1'-0"



4 GARDEN STYLE - 21 UNIT - SIDE ELEVATION A
1/8" = 1'-0"

2 GARDEN STYLE - 21 UNIT - REAR ELEVATION
1/8" = 1'-0"

1 GARDEN STYLE - 21 UNIT - FRONT ELEVATION
1/8" = 1'-0"

GARDEN STYLE 21 UNIT ELEVATIONS

SCALE: 1/8" = 1'-0"

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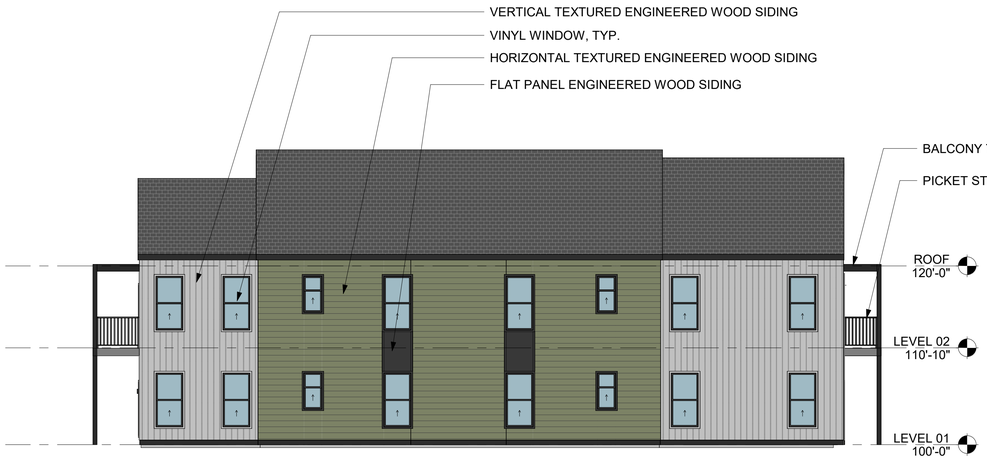
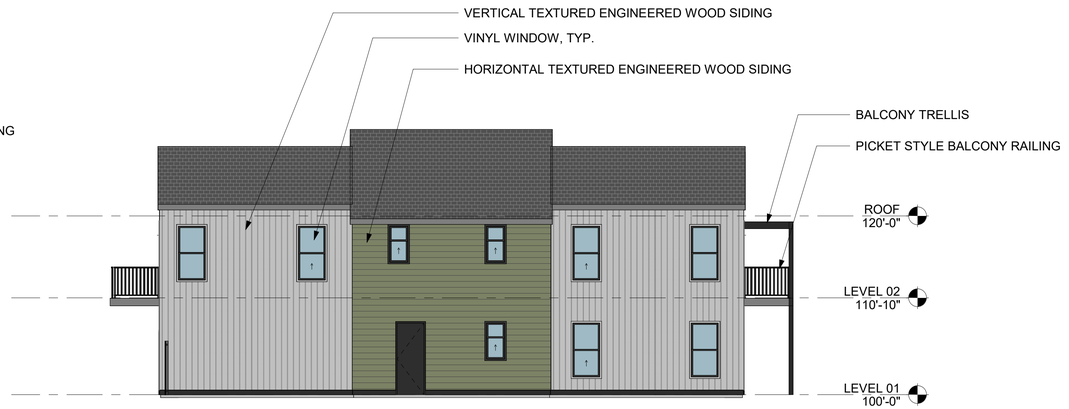
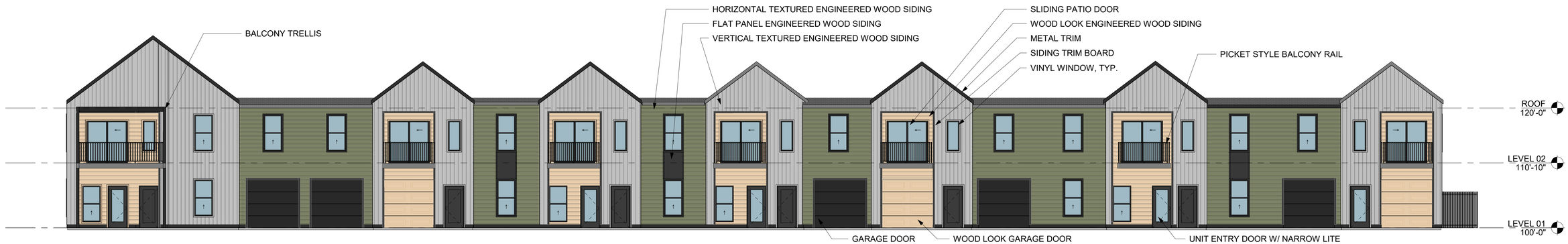
POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 09/05/25



3 GARDEN STYLE - 25 UNIT - SIDE ELEVATION A
1/8" = 1'-0"



4 GARDEN STYLE - 25 UNIT - SIDE ELEVATION B
1/8" = 1'-0"



2 GARDEN STYLE - 25 UNIT - REAR ELEVATION
1/8" = 1'-0"

1 GARDEN STYLE - 25 UNIT - FRONT ELEVATION
1/8" = 1'-0"

GARDEN STYLE 25 UNIT ELEVATIONS

SCALE: 1/8" = 1'-0"

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POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 09/05/25

CONCEPT RENDERINGS - SW CORNER

SCALE:

POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 09/05/25

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CONCEPT RENDERINGS - SW CORNER FACING NE

SCALE:

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POTHS GENERAL APARTMENTS
PROJECT #: 23103 | 09/05/25

CONCEPT RENDERINGS - AMENITY PATIO

SCALE:

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CONCEPT RENDERINGS - POOL AREA

SCALE:

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CONCEPT RENDERINGS - GARDEN STYLE

SCALE:

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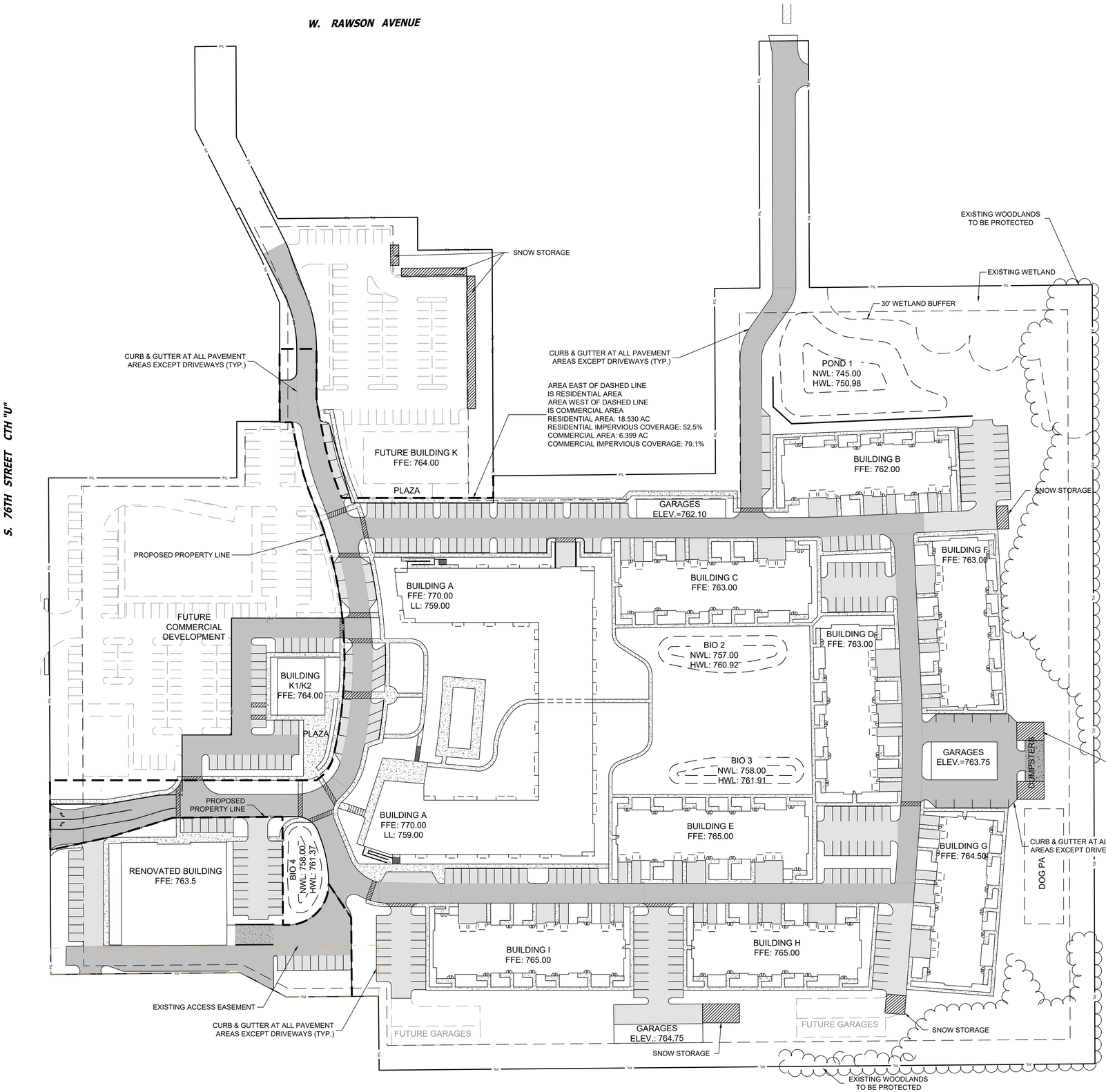
2025.10.02



SITE INFORMATION			
SITE AREA	1085907	24.929 AC	
SITE DISTURBED AREA	969300	22.252 AC	
EXISTING IMPERVIOUS AREA	495470	11.374 AC	45.6 %
PROPOSED IMPERVIOUS AREA	644246	14.790 AC	59.3 %
PROPOSED GREENSPACE AREA	441661	10.139 AC	40.7 %
ENCLOSED PARKING SPACES	121		
GARAGE PARKING SPACES	95		
GARAGE APRON PARKING SPACES	64		
TOTAL SURFACE PARKING SPACES	363		
ADA PARKING SPACES PROVIDED	16		

NOTE: ALL ROADWAYS WITHIN PROPOSED SITE ARE PRIVATE.

LEGEND:

- D C401 — 5" THICK CONCRETE WALK
- C C401 — CONCRETE PAVEMENT
- A C401 — ASPHALT SURFACE
- B C401 — HEAVY-DUTY ASPHALT SURFACE
- G C401 — CURB & GUTTER (ACCEPT)
- G C401 — CURB & GUTTER (REJECT)

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. DIMENSIONS ARE FROM FACE OF CURB OR EDGE OF PAVEMENT.
6. WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO DRIVEWAY OPENINGS, SIDEWALK AND RAMPS, PAVING, AND CURB AND GUTTER SHALL BE COMPLETED PER MUNICIPAL AND/OR COUNTY REQUIREMENTS AND STANDARDS.
7. EARTHWORK SHALL BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

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

MIL.W. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

GRAPHIC SCALE
0 60 120

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

LAND by LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

OVERALL SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25
PRICING SET	10/1/25

NO.	REVISION	DATE

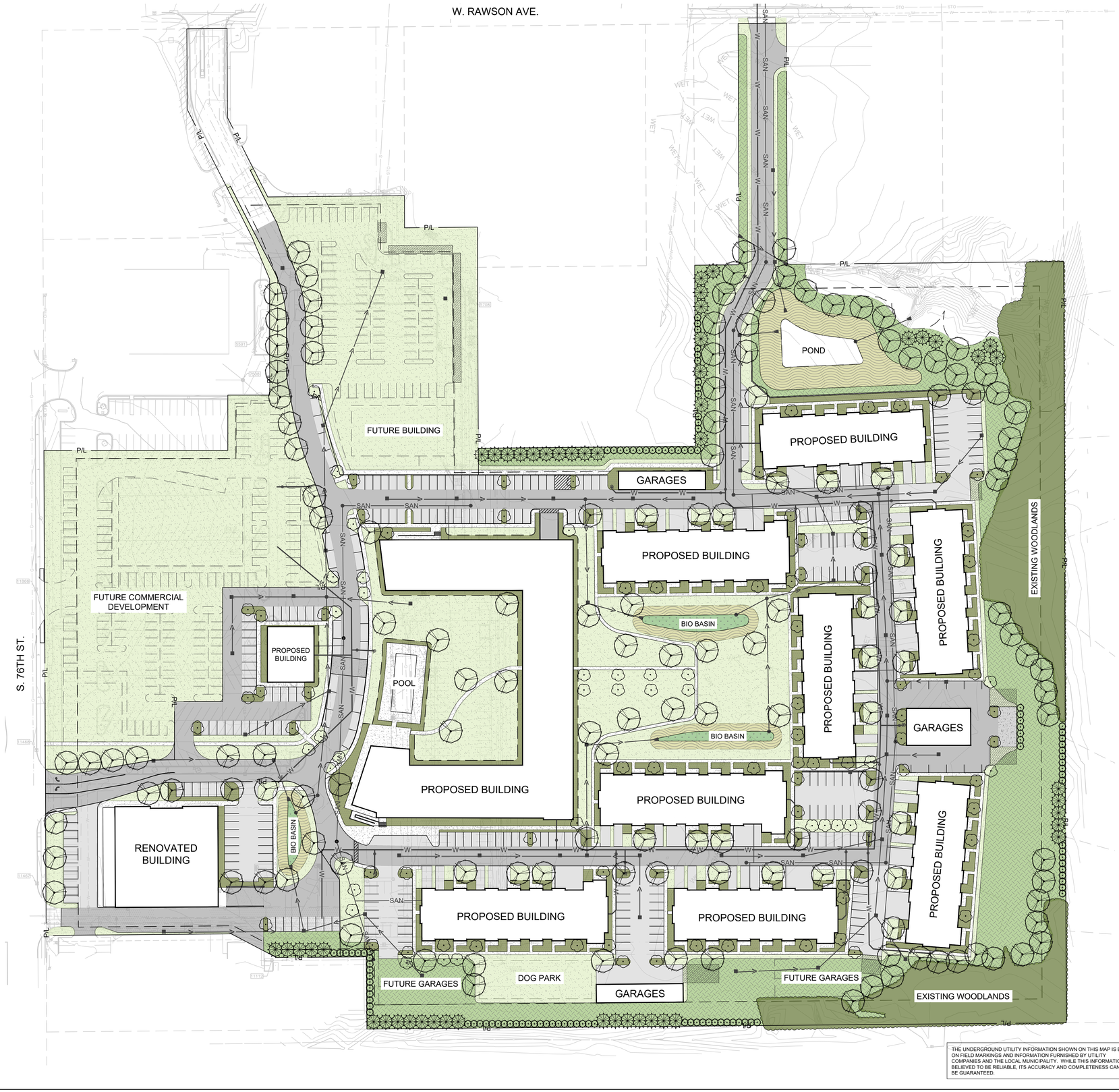
SCALE:	1"=60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.10.02
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C100

MGARNER C100 21775

I:\land by label\21775 poths general - 76th-rawson\060 CAD\030_Production Sheets\100_Civil\C100 Site Plan.dwg

2025.09.05



LEGEND:

- TURFGRASS SEED
- HARDWOOD BARK MULCH PLANT BED
- WOODLAND EDGE NATIVE SEED MIX
- BIOINFILTRATION SLOPE SEED MIX
- BIOINFILTRATION PERENNIAL PLUGS
- EXISTING WOODLANDS TO BE PRESERVED
- SNOW STORAGE AREA
- P/L — PROPERTY LINE
- SHOVEL CUT PLANT EDGING
- SEEDING BOUNDARY
- SHEET MATCHLINE
- D C401 — 5" THICK CONCRETE WALK
- C C401 — CONCRETE PAVEMENT
- A C401 — ASPHALT SURFACE
- B C401 — HEAVY-DUTY ASPHALT SURFACE

CONCEPT PLANT SCHEDULE

- CANOPY TREES
- LARGE EVERGREEN TREES
- SMALL EVERGREEN TREES
- ORNAMENTAL TREES

LANDSCAPE PLAN QUANTITIES

ZONING = PDD 42 AMENDMENT - POTHS GENERAL	REQUIRED	PROPOSED
CANOPY/SHADE TREES	150 TREES	150 TREES
EVERGREEN/ORNAMENTAL TREES	200 TREES	200 TREES
EVERGREEN/LARGE DECIDUOUS SHRUBS	500 SHRUBS	500 SHRUBS
SMALL SHRUBS/PERENNIALS/GRASSES	1,500 PLANTS	1,500 PLANTS

*NOTE: PLANTING REQUIREMENTS DERIVED FROM PDD AMENDMENT DATED JANUARY 3RD 2024.

LANDSCAPE GENERAL NOTES:

1. VERIFY EXISTING AND PROPOSED CONDITIONS, UTILITIES, PIPES, AND STRUCTURES, ETC. PRIOR TO BIDDING AND CONSTRUCTION.
2. INSPECT THE SITE PRIOR TO COMMENCING WORK. DOCUMENT IN WRITING AND PHOTOGRAPH EXISTING CONDITIONS WITHIN, AND IN AREAS ADJACENT TO THE LIMITS OF CONSTRUCTION. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGES NOT DOCUMENTED IN THE PHOTOGRAPHS PRIOR TO COMMENCEMENT OF DEMOLITION ACTIVITIES.
3. COORDINATE THE INSTALLATION OF PLANT MATERIAL WITH INSTALLATION OF ADJACENT PAVEMENTS, DRAINAGE, CURB RELATED STRUCTURES WITH OTHER TRADES.
4. RESTORE AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED. DAMAGE CAUSED DURING LANDSCAPE INSTALLATION TO EXISTING CONDITIONS AND IMPROVEMENTS IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
5. CONTRACTOR SHALL THOROUGHLY REVIEW ALL SPECIFICATIONS RELATED TO TREE PROTECTION, SOIL PREPARATION, TURF, GRASSES AND PLANTS. THESE SECTIONS PROVIDE ADDITIONAL INFORMATION ON MATERIALS AND SET STANDARDS FOR QUALITY AND INSTALLATION REQUIREMENTS.
6. PROVIDE 3" DOUBLE SHREDDED BARK MULCH FOR ALL PLANTED TREES, SHRUBS AND LANDSCAPE BEDS.

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

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE
WIS STATUTE 182.0175(1974) REQUIRES MIN. 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE
MILW. AREA 259-1181

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1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

GRAPHIC SCALE
0 60 120

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

OVERALL LANDSCAPE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO. REVISION	DATE

PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	AJR
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO: L100

ARCONEY
L100
21775

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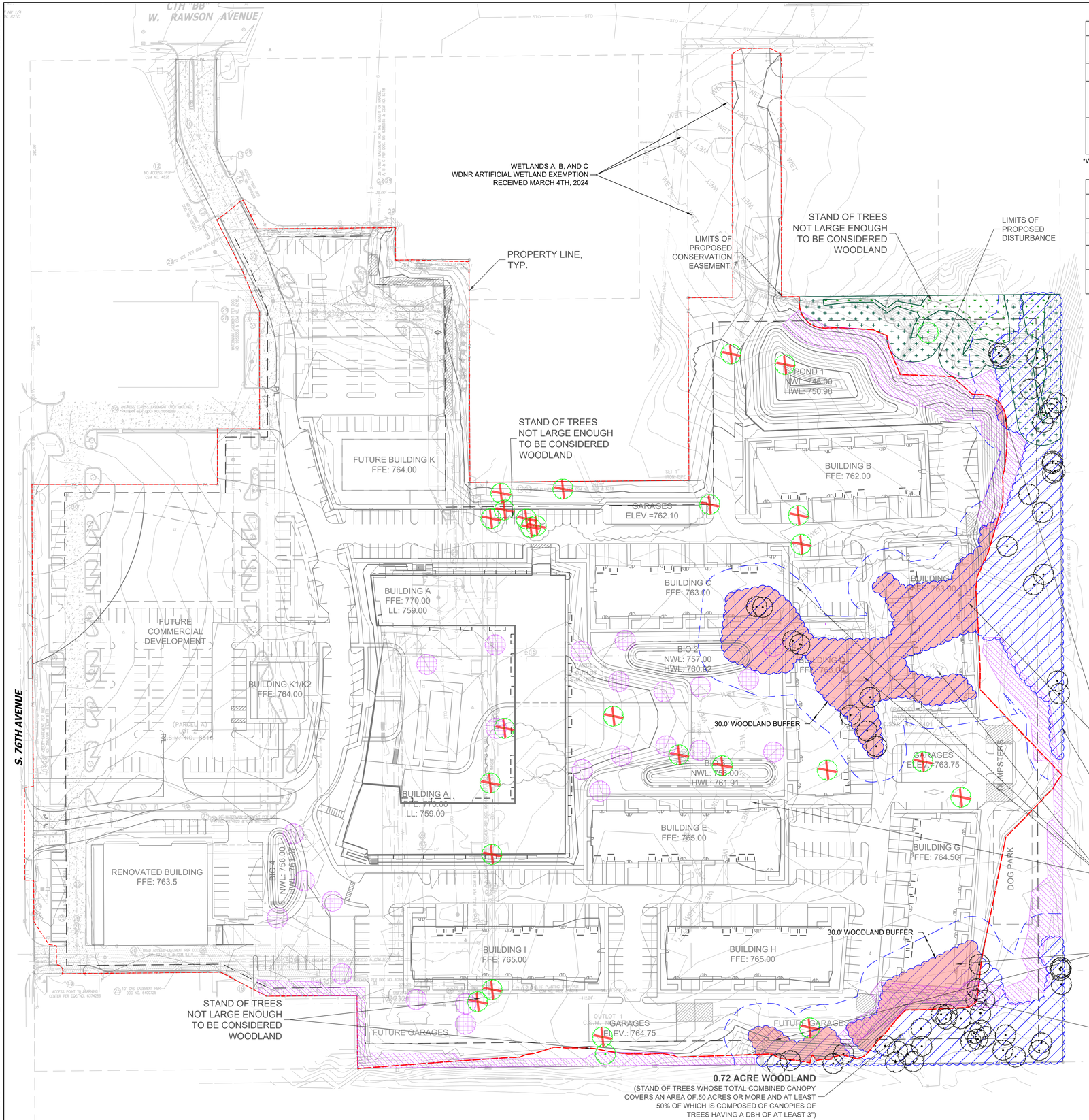
2025.09.23



TOTAL PROJECT AREA: (25 ACRES)

NATURAL RESOURCE FEATURE AREAS				
RESOURCE TYPE:	WOODLANDS	TREES >8" DBH OUTSIDE WOODS	WETLANDS	WETLAND BUFFER
TOTAL AREA:	105,373 SF (2.419 AC)	256" CALIPER	7,287 SF (0.167 AC)	11,417 SF (0.262 AC)
AREA TO BE DISTURBED: (TEMPORARY)	46,772 SF (1.074 AC) (44%)	237" CALIPER (93%)	0 SF (.00 AC) (0%)	0 SF (.00 AC) (0%)
AREA TO BE DISTURBED: (IMPERVIOUS/ PERMANENT)			0 SF (.00 AC) (0%)	00 SF (.00 AC) (0%)

*WETLAND EXEMPT PER 10/13/2022 & 3/4/2024 WDNR ARTIFICIAL EXEMPTION DETERMINATION LETTER

NATURAL RESOURCE MITIGATION AREAS				
RESOURCE TYPE:	WOODLANDS	TREES >8" DBH OUTSIDE WOODS	WETLANDS	WETLAND BUFFER
AREA DISTURBED	46,772 SF (1.07 AC) (44%)	237" CALIPER (93%)	0 SF (0.00 AC) (0%)	0 SF (0.00 AC) (0%)
MITIGATION RATIO	0.75 : 1.00	2" : 8"	1.50 : 1.00	1.50 : 1.00
MITIGATION AREA REQUIRED	35,079 SF (.81 AC)	60" CALIPER	0 SF (.00 AC)	.00 SF (0.00 AC)
MITIGATION AREA PROVIDED	43,031 SF (.99 AC)	60" CALIPER	0 SF (.00 AC)	0 SF (0.00 AC)

THE SIGMA GROUP
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www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

LAND *by* LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

Scale: 1" = 60'

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

NATURAL RESOURCE PROTECTION PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1" = 60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.23
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
EX

AROONEY
EX
21775

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POTHS GENERAL DEVELOPMENT

76TH AND RAWSON, FRANKLIN, WI 53132

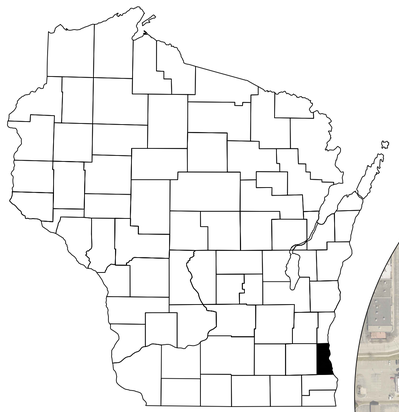
CIVIL ENGINEERING PLANS

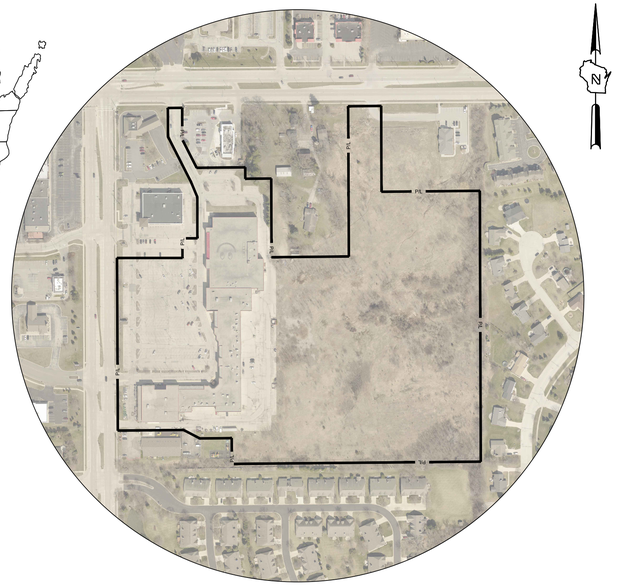
PREPARED BY:

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

SITE LOCATION MAP:

SCALE: 1" = 250'





Sheet List Table

SHEET NO.	SHEET NAME
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C001	SITE SURVEY
C002	EROSION CONTROL PLAN
C003	SITE PREPARATION PLAN
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C101	SITE PLAN
C102	SITE PLAN
C103	SITE PLAN
C104	SITE PLAN
C200	OVERALL GRADING PLAN
C201	GRADING PLAN
C202	GRADING PLAN
C203	GRADING PLAN
C204	GRADING PLAN
C300	OVERALL UTILITY PLAN
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C302	UTILITY PLAN - STORM SEWER
C303	UTILITY PLAN - STORM SEWER
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L105	LANDSCAPE PLAN ENLARGEMENT
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L110	LANDSCAPE PLAN ENLARGEMENT
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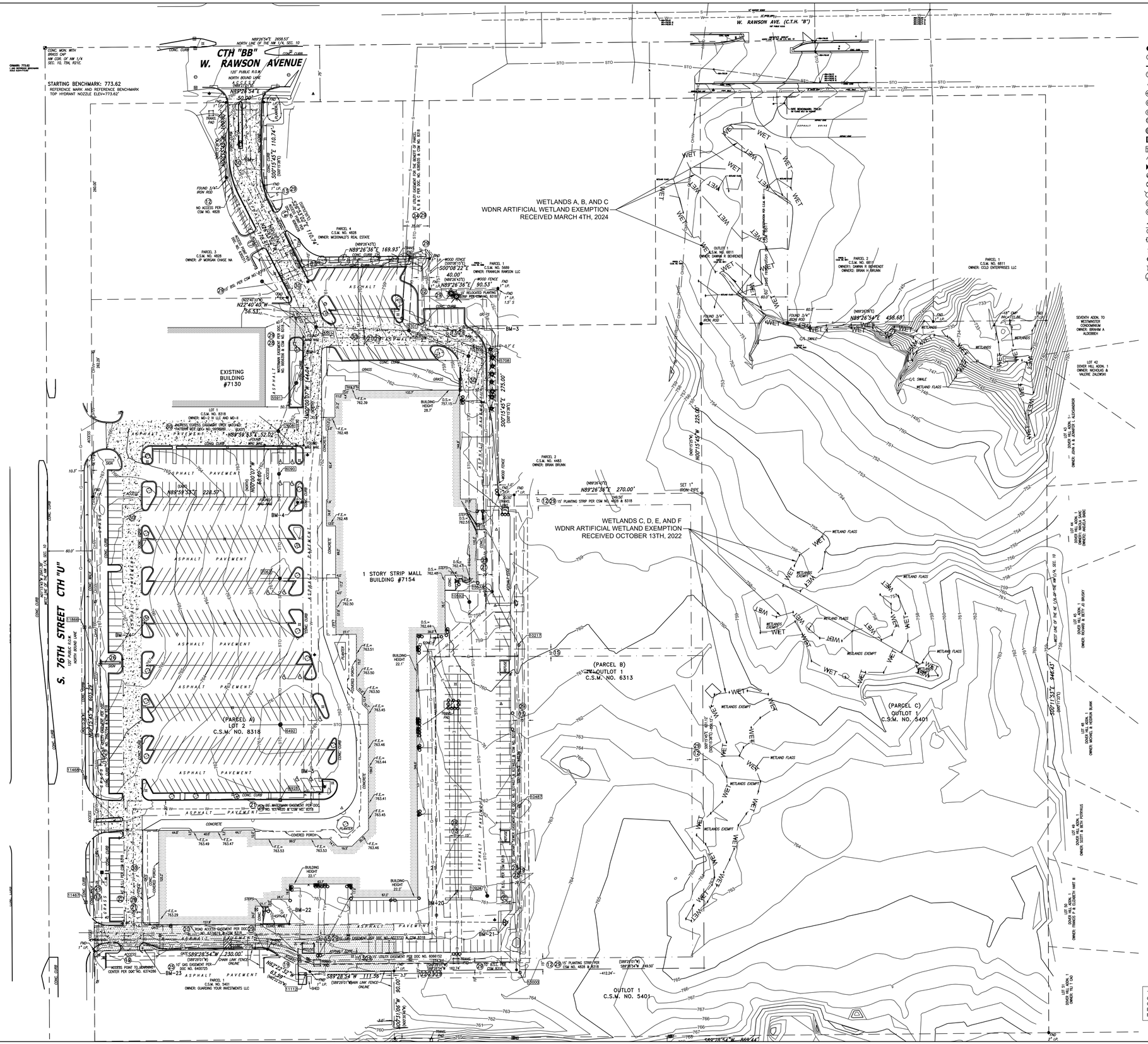
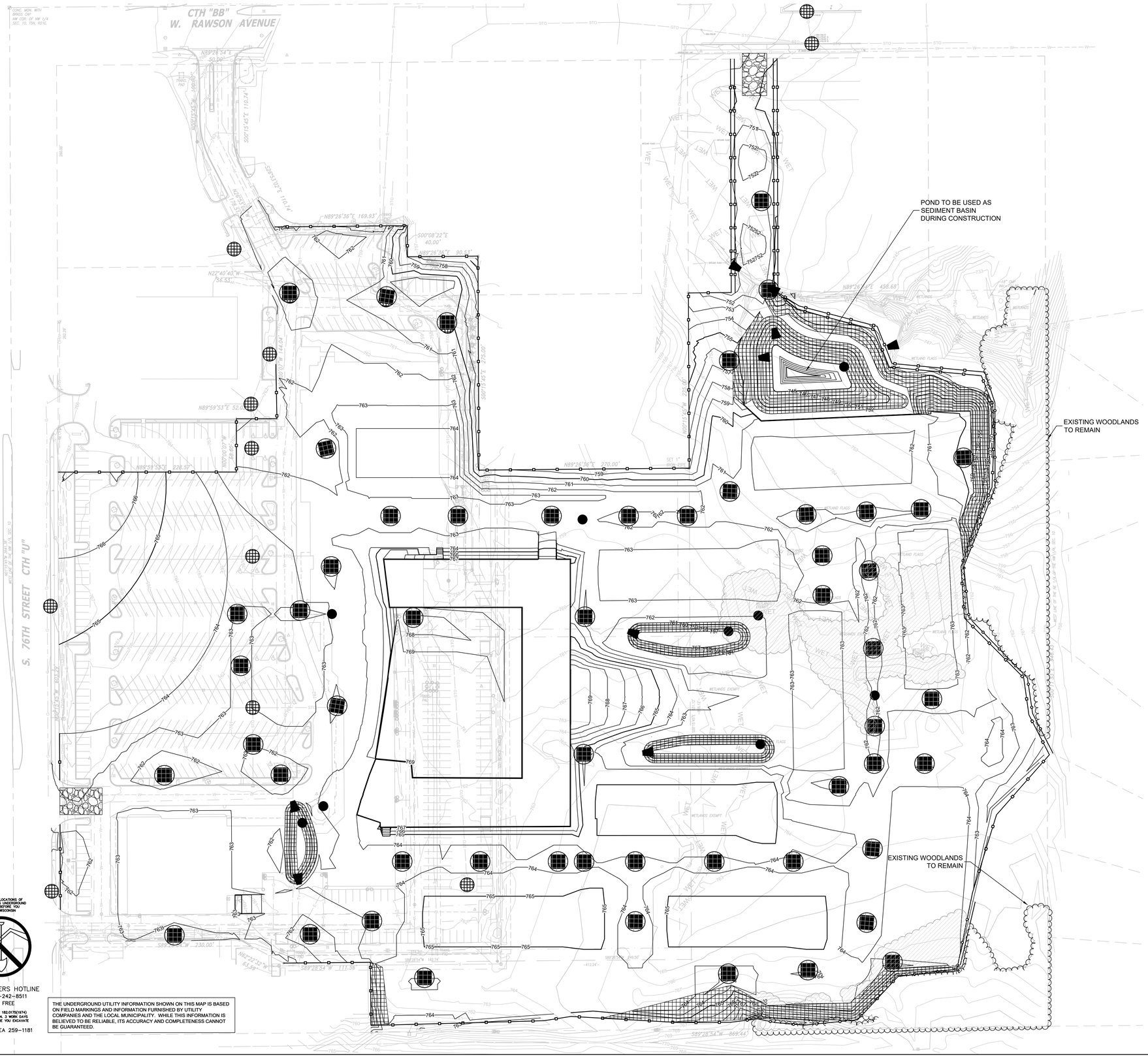
L201	LANDSCAPE DETAILS
L300	LANDSCAPE SPECIFICATIONS

PLAN COMMISSION SUBMITTAL: SEPTEMBER 5, 2025

2025.09.05


CTH "BB"
W. RAWSON AVENUE
120' PUBLIC R.O.W.
NORTH BOUND LANE
W. RAWSON AVE. (C.T.H. "BB")
STARTING BENCHMARK: 773.62
REFERENCE MARK AND REFERENCE BENCHMARK
TOP HYDRANT NOZZLE ELEV=773.62'
S. 76TH STREET CTH "U"
EXISTING BUILDING #7130
1 STORY STRIP MALL BUILDING #7154
(PARCEL A) LOT 2 C.S.M. NO. 8318
(PARCEL B) OUTLOT 1 C.S.M. NO. 6313
(PARCEL C) OUTLOT 1 C.S.M. NO. 5401
OUTLOT 1 C.S.M. NO. 5401
WETLANDS A, B, AND C
WDNR ARTIFICIAL WETLAND EXEMPTION
RECEIVED MARCH 4TH, 2024
WETLANDS C, D, E, AND F
WDNR ARTIFICIAL WETLAND EXEMPTION
RECEIVED OCTOBER 13TH, 2022
PARCEL 1 C.S.M. NO. 5689 OWNER: FRANKLIN RAWSON LLC
PARCEL 2 C.S.M. NO. 4483 OWNER: BRIAN BRUNN
PARCEL 3 C.S.M. NO. 4828 OWNER: JP MORGAN CHASE NA
PARCEL 4 C.S.M. NO. 4828 OWNER: MCDONALD'S REAL ESTATE
PARCEL 1 C.S.M. NO. 8318 OWNER: MD-12 N LLC AND MD-8
PARCEL 1 C.S.M. NO. 5401 OWNER: GUARDING YOUR INVESTMENTS LLC
PARCEL 1 C.S.M. NO. 6811 OWNER: COLD ENTERPRISES LLC
PARCEL 2 C.S.M. NO. 6811 OWNER: DAWNN R BEHRENDT
OUTLOT 1 C.S.M. NO. 6811 OWNER: DAWNN R BEHRENDT
SEVENTH ADDN. TO WESTMINSTER CONDOMINIUM OWNER: BRAHIM A ALDEBBEH
LOT 42 DOVER HILL ADDN. 1 OWNER: NICHOLAS & VALERIE ZALEWSKI
N89°26'54"E 2658.53' NORTH LINE OF THE NW 1/4, SEC. 10
N89°26'54"E 456.68'
N89°26'36"E 169.93'
N89°26'36"E 90.53'
N89°26'36"E 270.00'
S00°08'22"E 40.00'
S00°15'45"E 110.74'
S00°15'45"E 275.00'
S00°15'45"E 346.43'
N00°00'01"W 144.01'
N00°00'01"W 262.00'
N89°59'33"E 52.02'
N89°58'25"E 228.52'
N89°28'54"E 228.52'
S89°28'54"W 230.00'
S89°28'54"W 111.36'
S89°28'54"W 868.44'
N22°40'40"W 56.53'
N00°13'34"W 802.34'
N00°15'45"W 262.00'
N00°15'45"W 262.00'
N00°15'45"W 262.00

2025.09.05



LEGEND:

- A C400 — PROPOSED SILT FENCE
- E C400 — PROPOSED ORANGE CONSTRUCTION FENCE/TREE PROTECTION FENCE
- C C400 — PROPOSED INLET PROTECTION
- C C400 — PROPOSED TRACKING PAD
- PROPOSED DITCH CHECK EROSION BALES
- D C400 — PROPOSED EROSION MATTING WISDOT APPROVED CLASS 1 TYPE B
- 5 — EXISTING CONTOUR
- 5 — PROPOSED CONTOUR
- WOODLAND REMOVAL

GRAPHIC SCALE
0 60 120

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

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

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

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5. SEE SHEET C401 FOR A COMPLETE LIST OF EROSION CONTROL NOTES AND DETAILS. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF LAND DISTURBING ACTIVITIES.
6. DO NOT BEGIN LAND DISTURBING ACTIVITIES UNTIL AN EROSION CONTROL PERMIT IS OBTAINED FROM LOCAL JURISDICTION.

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Phone: 414-285-3470

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

EROSION CONTROL PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC
SHEET NO:	C002

MGARNER C002 21775

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2025.09.05

LEGEND:

- UTILITY REMOVAL
- CURB REMOVAL
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- BUILDING REMOVAL
- WOODLAND REMOVAL
- EXISTING WATER SERVICE TO REMAIN
- EXISTING SANITARY SERVICE TO REMAIN
- EXISTING STORM TO REMAIN

GRAPHIC SCALE
0 60 120

GENERAL NOTES:

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TOLL FREE

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MILW. AREA 259-1181

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Franklin, WI 53132
Phone: 414-285-3470

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

SITE PREPARATION PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C003

MGARNER C003 21775

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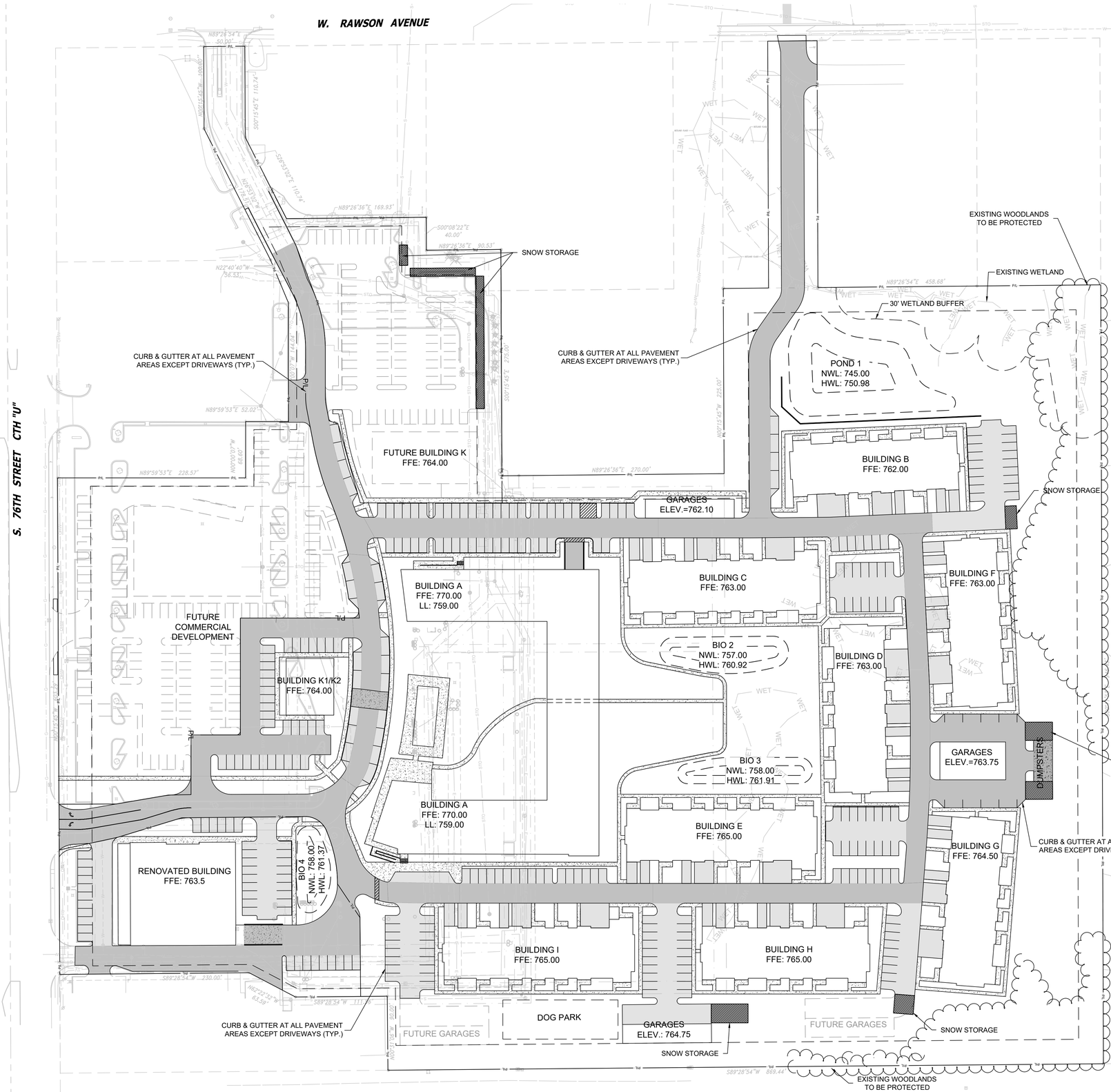
2025.09.05



SITE INFORMATION			
SITE AREA	1085907	24.929 AC	
SITE DISTURBED AREA	969300	22.252 AC	
EXISTING IMPERVIOUS AREA	495470	11.374 AC	45.6 %
PROPOSED IMPERVIOUS AREA	647781	14.871 AC	59.7 %
PROPOSED GREENSPACE AREA	438126	10.058 AC	40.3 %
ENCLOSED PARKING SPACES	121		
GARAGE PARKING SPACES	95		
GARAGE APRON PARKING SPACES	64		
TOTAL SURFACE PARKING SPACES	363		
ADA PARKING SPACES PROVIDED	16		

NOTE: ALL ROADWAYS WITHIN PROPOSED SITE ARE PRIVATE.

LEGEND:

- D C401 — 5" THICK CONCRETE WALK
- C C401 — CONCRETE PAVEMENT
- A C401 — ASPHALT SURFACE
- B C401 — HEAVY-DUTY ASPHALT SURFACE
- G C401 — CURB & GUTTER (ACCEPT)
- G C401 — CURB & GUTTER (REJECT)

GENERAL NOTES:

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5. DIMENSIONS ARE FROM FACE OF CURB OR EDGE OF PAVEMENT.
6. WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO DRIVEWAY OPENINGS, SIDEWALK AND RAMPS, PAVING, AND CURB AND GUTTER SHALL BE COMPLETED PER MUNICIPAL AND/OR COUNTY REQUIREMENTS AND STANDARDS.
7. EARTHWORK SHALL BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

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MILW. AREA 259-1181

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LAND by LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

GRAPHIC SCALE
0 196.85 393.7

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

OVERALL SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C100

MGARNER C100 21775

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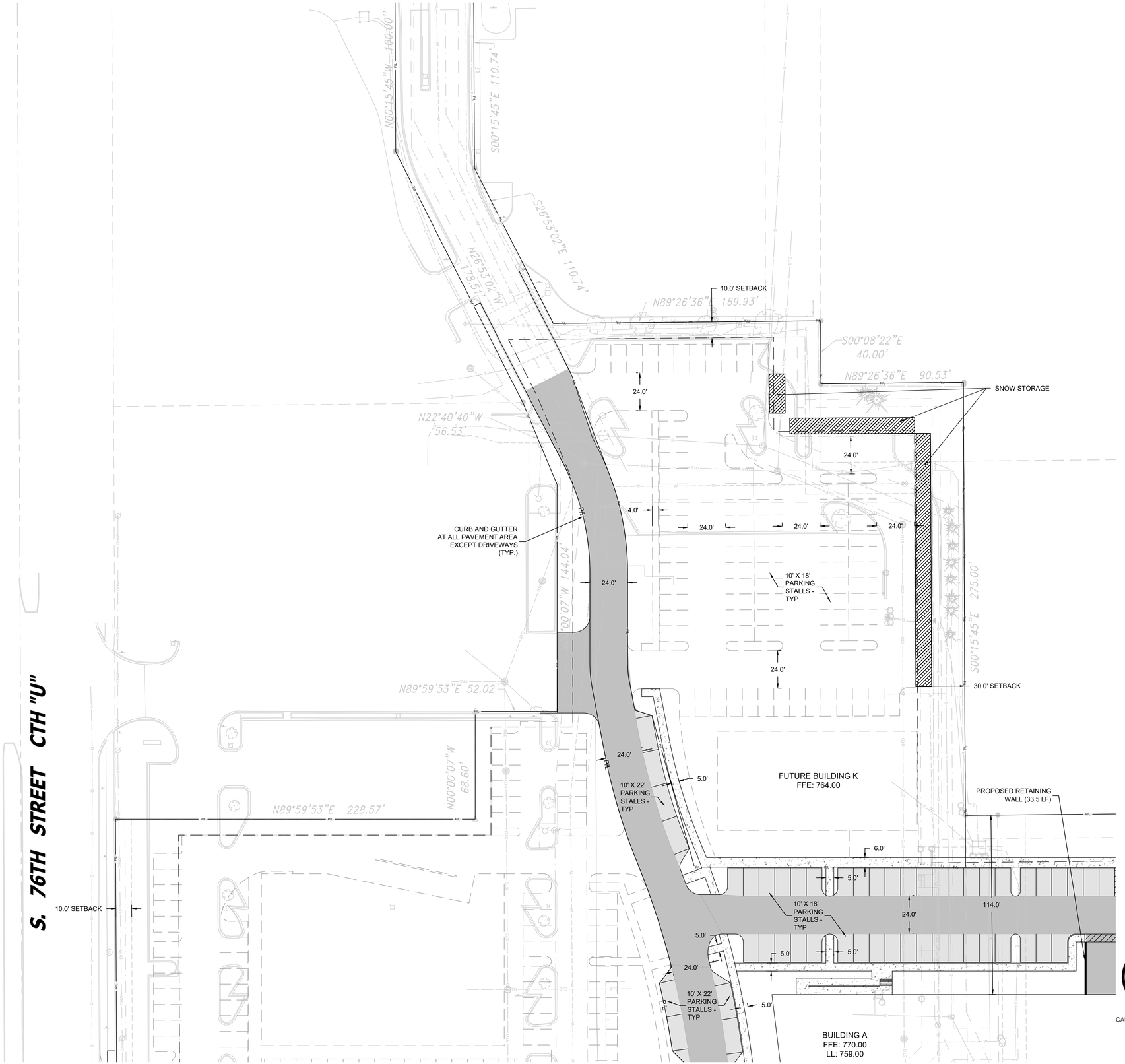

LEGEND:

- D C401 — 5" THICK CONCRETE WALK
- C C401 — CONCRETE PAVEMENT
- A C401 — ASPHALT SURFACE
- B C401 — HEAVY-DUTY ASPHALT SURFACE
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Franklin, WI 53132
Phone: 414-285-3470

GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC
SHEET NO:	C101

MGARNER
C101
21775

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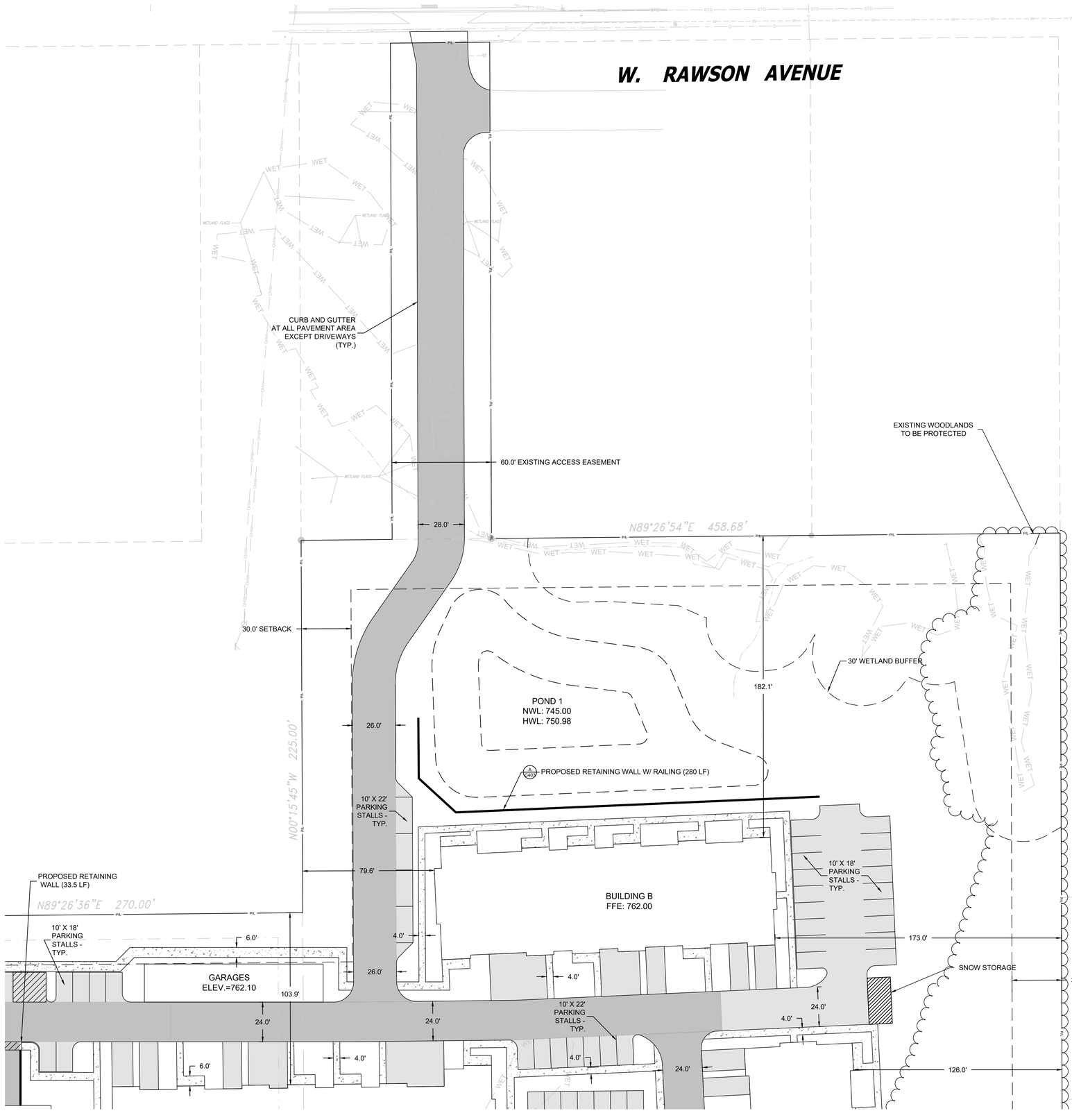
2025.09.05



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1-800-242-8511
TOLL FREE

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

MILW. AREA 259-1181

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Fax: 414-643-4210

LAND by LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC
SHEET NO:	C102

MGARNER C102 21775

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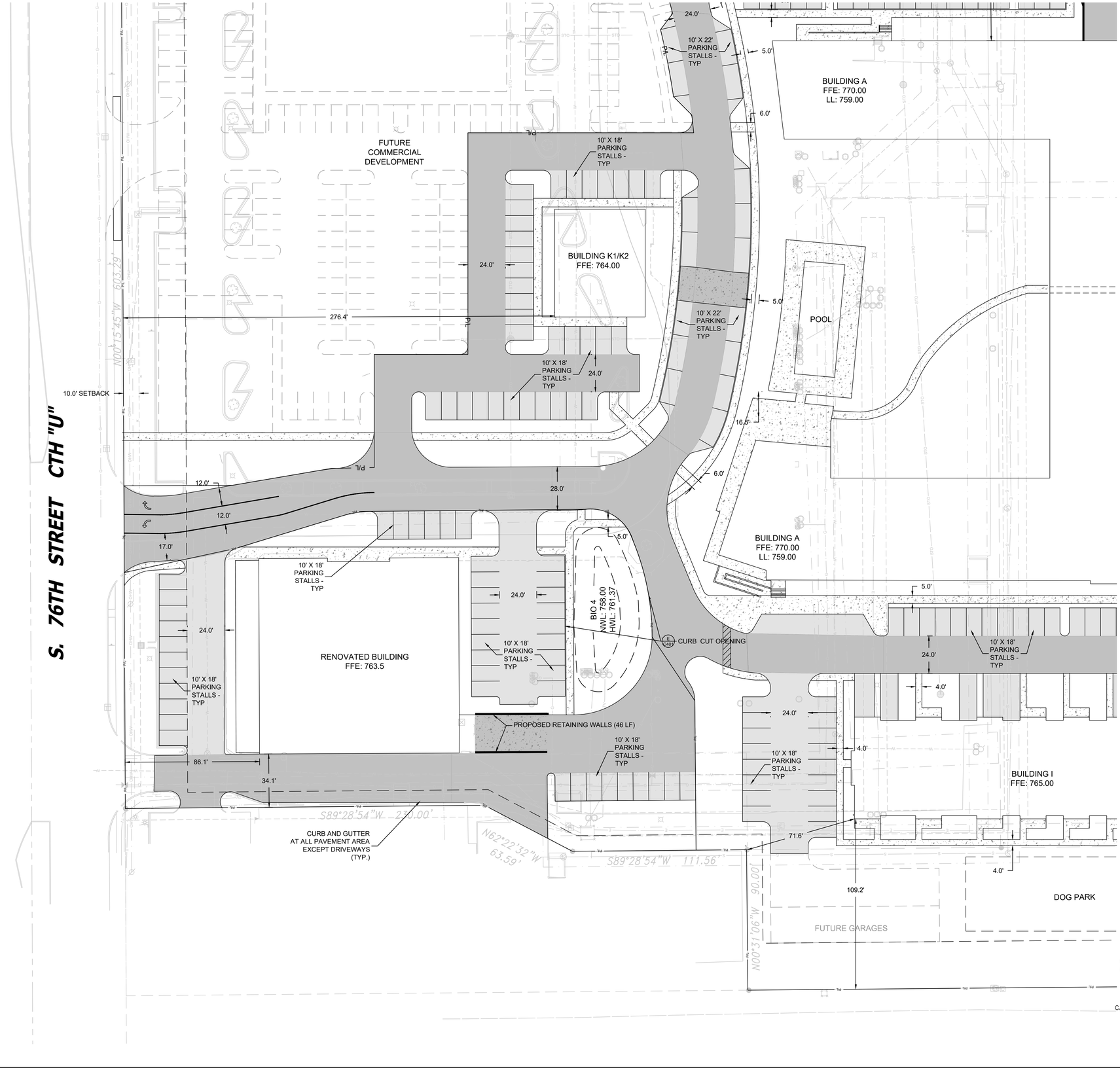
2025.09.05



LEGEND:

- D C401 — 5" THICK CONCRETE WALK
- C C401 — CONCRETE PAVEMENT
- A C401 — ASPHALT SURFACE
- B C401 — HEAVY-DUTY ASPHALT SURFACE
- G C401 — CURB & GUTTER (ACCEPT)
- G C401 — CURB & GUTTER (REJECT)

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GRAPHIC SCALE
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POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC
SHEET NO:	C103

MGARNER
C103
21775

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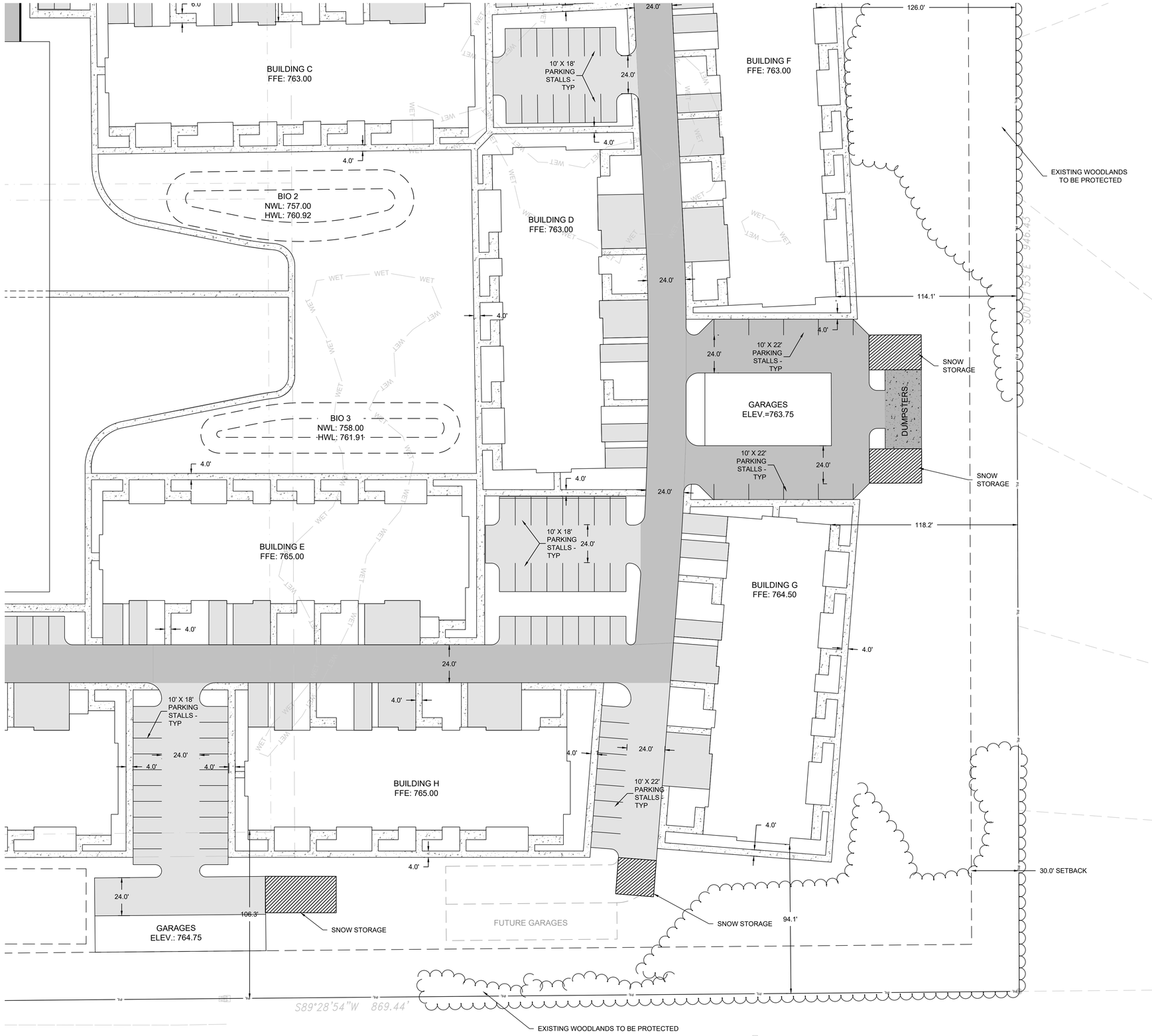
2025.09.05



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GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C104

MGARNER
C104
21775

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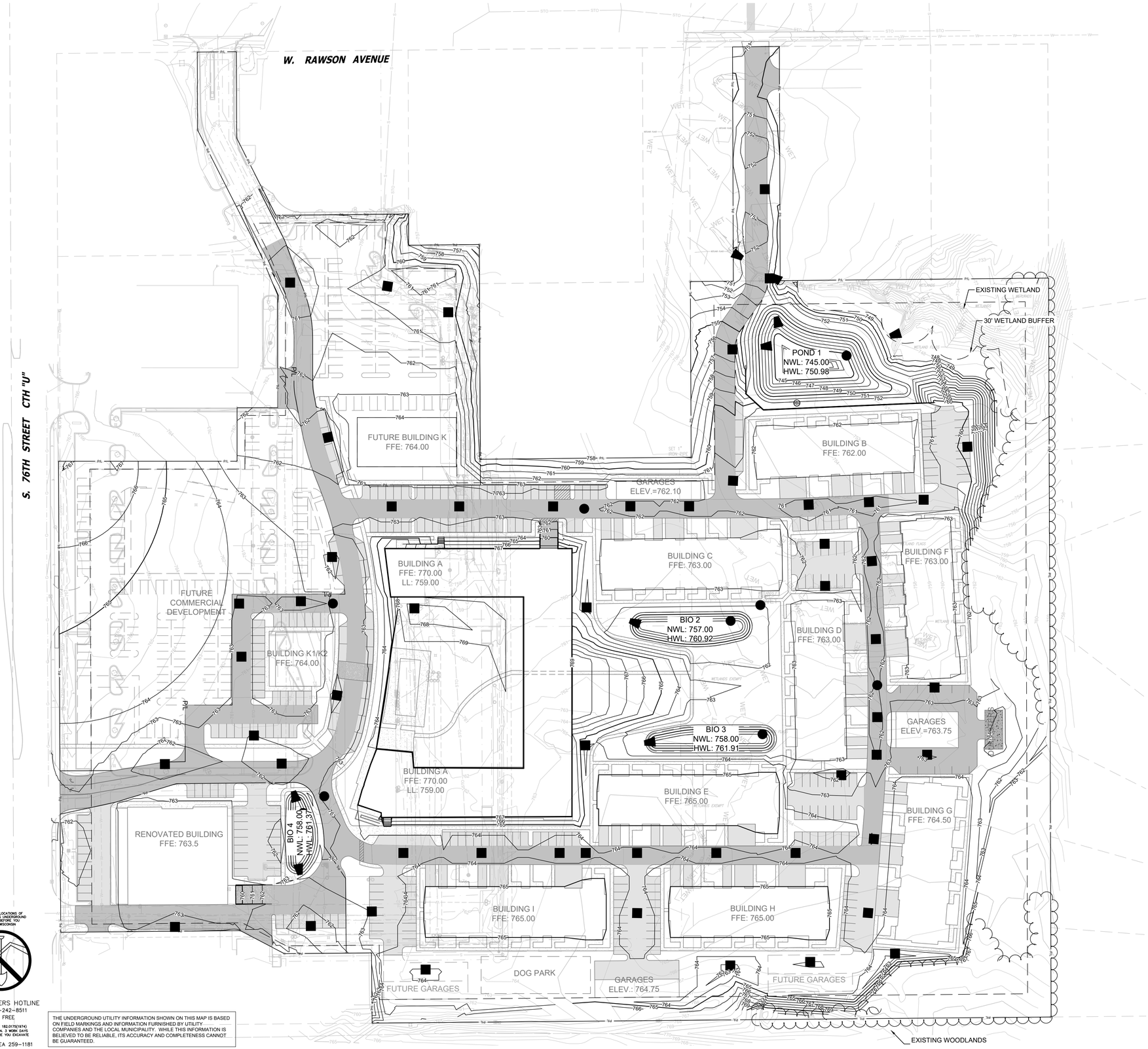
2025.09.05



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- G C401 — CURB & GUTTER (ACCEPT)
- G C401 — CURB & GUTTER (REJECT)
- 5 — EXISTING CONTOUR
- 5 — PROPOSED CONTOUR
- 100.50 T/C 100.00 FL — PROPOSED CURB & GUTTER SPOT GRADE T/C: TOP OF CURB GRADE FL: FLOW LINE CURB GRADE
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GRAPHIC SCALE
0 60 120

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

OVERALL GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO: C200

MGARNER
C200
21775

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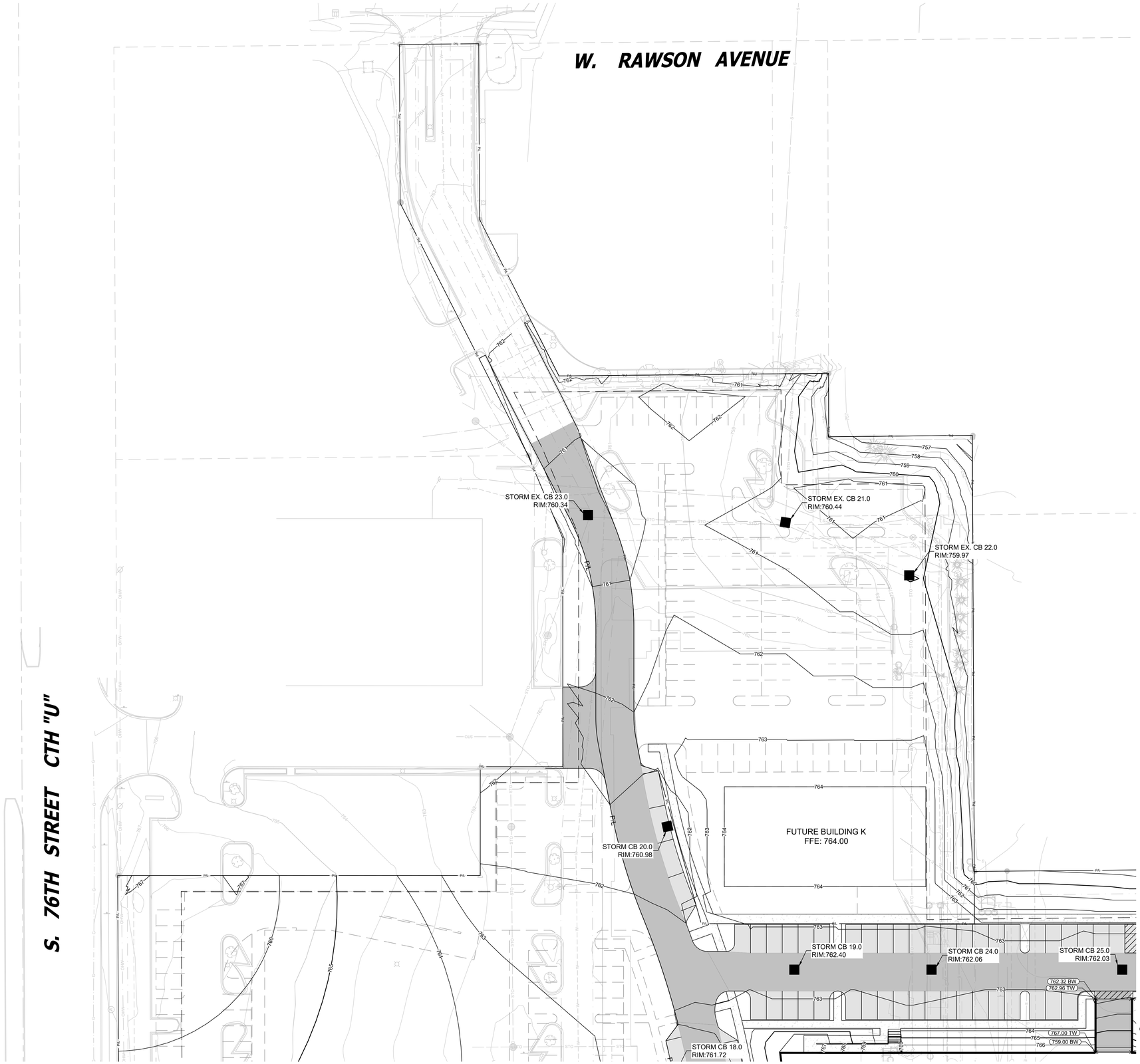
2025.09.05



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GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C201

MGARNER
C201
21775

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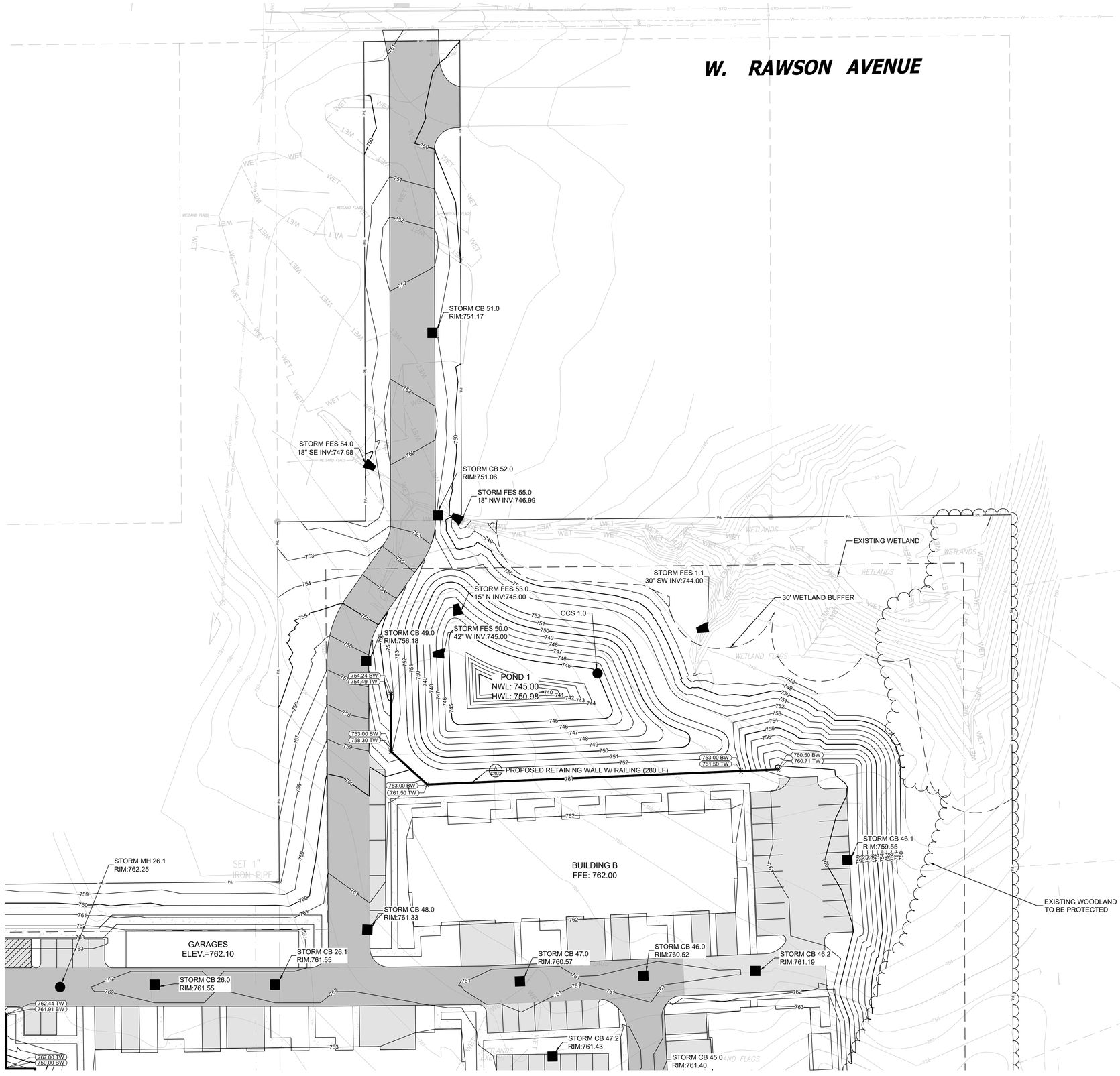
2025.09.05



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GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C202

MGARNER
C202
21775

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2025.09.05

S. 76TH STREET CTH "U"

FUTURE COMMERCIAL DEVELOPMENT

BUILDING K1/K2
FFE: 764.00

RENOVATED BUILDING
FFE: 763.5

BUILDING A
FFE: 770.00
LL: 759.00

POOL

BUILDING A
FFE: 770.00
LL: 759.00

BUILDING I
FFE: 765.00

DOG PARK

FUTURE GARAGES

STORM CB 18.0
RIM:761.72

STORM CB 15.1
RIM:762.63

STORM MH 15.0
RIM:762.71

STORM CB 15.2
RIM:762.57

STORM CB 15.3
RIM:762.29

STORM CB 14.0
RIM:761.70

STORM CB 14.1
RIM:761.88

STORM CB 11.0
RIM:761.12

STORM CB 10.0
RIM:761.07

STORM CB 16.0
RIM:767.22

OCS 4.0

STORM MH 13.0
RIM:763.18

STORM FES 12.0
15" N INV:758.00

BIO 4
NWL: 758.00
HWL: 761.37

CURB CUT OPENING

STORM FES 5.0
18" S INV:758.00

763.33 TW
759.33 BW

762.93 TW
762.93 BW

762.93 BW
762.93 TW

759.33 BW
763.33 TW

STORM CB 4.1
RIM:762.03

STORM CB 4.0
RIM:761.37

STORM CB 3.0
RIM:762.99

STORM CB 29.0
RIM:763.41

STORM CB 30.0
RIM:763.41

STORM CB 2.0
RIM:763.77

767.00 TW
759.00 BW

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6. WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO DRIVEWAY OPENINGS, SIDEWALK AND RAMPS, PAVING, AND CURB AND GUTTER SHALL BE COMPLETED PER MUNICIPAL AND/OR COUNTY REQUIREMENTS AND STANDARDS.
7. EARTHWORK SHALL BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

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

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

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Fax: 414-643-4210

LAND by LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C203

MGARNER
C203
21775

i:\land by label\21775 poths general - 76th-rawson\060 CAD\030_Production Sheets\100_Civil\C200 Grading Plan.dwg

2025.09.05

BUILDING C
FFE: 763.00

BUILDING D
FFE: 763.00

BUILDING E
FFE: 765.00

BUILDING F
FFE: 763.00

BUILDING G
FFE: 764.50

BUILDING H
FFE: 765.00

STORM CB 47.2
RIM:761.43

STORM CB 45.0
RIM:761.40

STORM CB 47.1
RIM:761.43

STORM MH 47.3
RIM:762.14

STORM CB 27.0
RIM:761.61

STORM FES 28.0
18" W INV:757.00

OCS 2.0

BIO 2
NWL: 757.00
HWL: 760.92

STORM CB 44.0
RIM:761.40

STORM MH 43.0
RIM:761.89

STORM CB 43.1
RIM:761.91

STORM CB 42.3
RIM:761.40

GARAGES
ELEV.=763.75

DUMPSTERS

STORM CB 42.0
RIM:761.97

STORM CB 42.2
RIM:762.85

OCS 3.0

STORM CB 32.1
RIM:763.64

STORM FES 33.0
24" W INV:758.00

BIO 3
NWL: 758.00
HWL: 761.91

STORM CB 42.1
RIM:761.55

STORM CB 30.1
RIM:763.41

STORM CB 32.0
RIM:763.78

STORM CB 31.0
RIM:763.41

STORM CB 34.0
RIM:763.41

STORM CB 36.0
RIM:762.92

STORM CB 35.0
RIM:763.41

STORM CB 31.1
RIM:763.10

STORM CB 41.0
RIM:762.97

STORM CB 40.1
RIM:762.41

STORM CB 40.0
RIM:763.76

STORM CB 1.0
RIM:762.61

GARAGES
ELEV.: 764.75

FUTURE GARAGES

EXISTING WOODLANDS
TO BE PROTECTED

WETLANDS EXEMPT

WETLANDS FLAGS

767.00 TW
759.00 BW

LEGEND:

- D C401 — 5" THICK CONCRETE WALK
- C C401 — CONCRETE PAVEMENT
- A C401 — ASPHALT SURFACE
- B C401 — HEAVY-DUTY ASPHALT SURFACE
- G C401 — CURB & GUTTER (ACCEPT)
- G C401 — CURB & GUTTER (REJECT)
- 5 — EXISTING CONTOUR
- 5 — PROPOSED CONTOUR
- 100.50 T/C / 100.00 FL — PROPOSED CURB & GUTTER SPOT GRADE T/C: TOP OF CURB GRADE FL: FLOW LINE CURB GRADE
- 100.00 — PROPOSED ASPHALT SPOT GRADE
- 100.00 — EXISTING SURFACE SPOT GRADE (MATCH)

GENERAL NOTES:

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POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

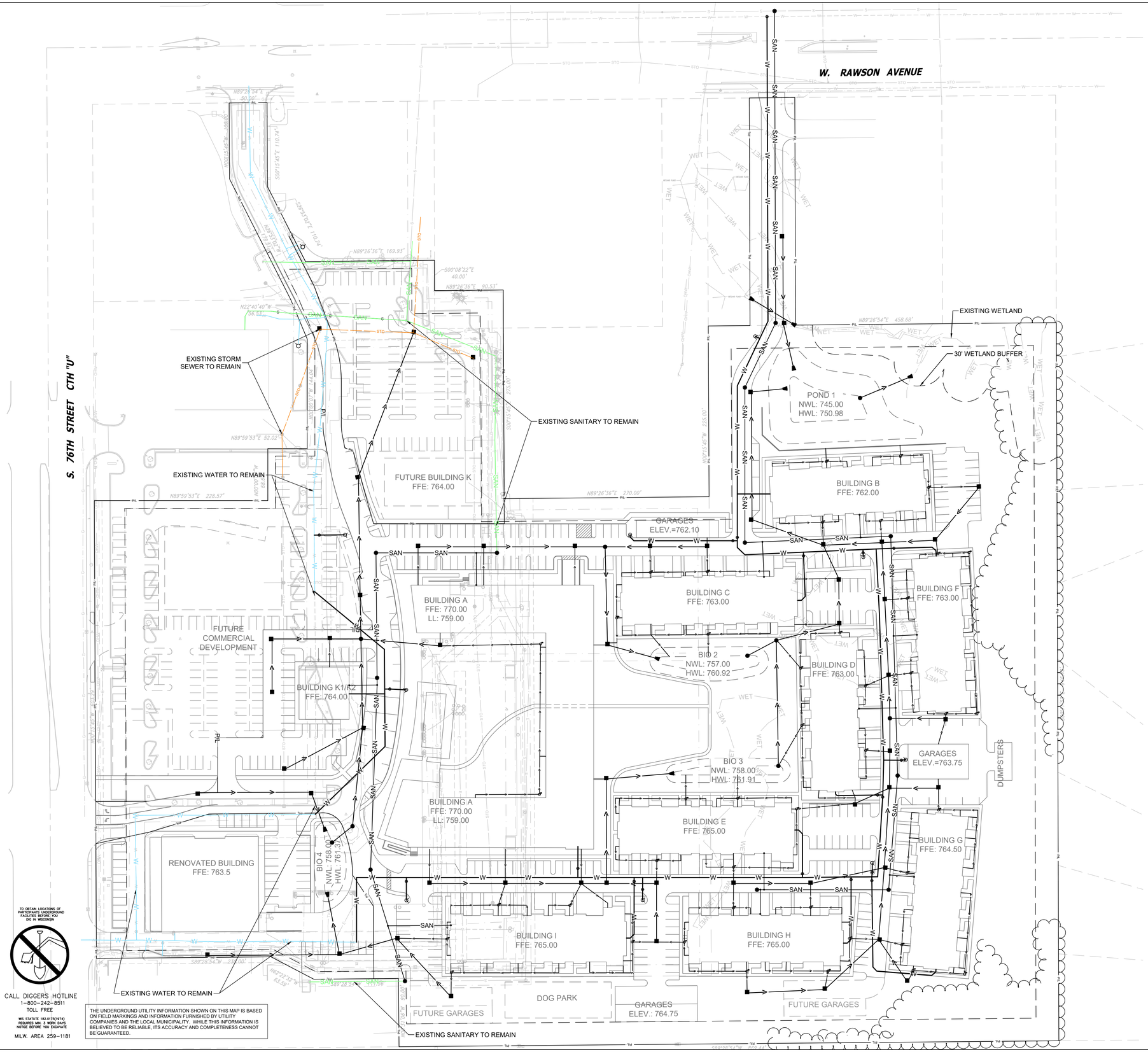
SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C204

MGARNER
C204
21775

i:\land by label\21775 poths general - 76th-rawson\060 CAD\030_Production Sheets\100_Civil\C200 Grading Plan.dwg

2025.09.05



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LEGEND:

- PROPOSED WATER SERVICE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM SEWER
- EXISTING WATER SERVICE TO REMAIN
- EXISTING SANITARY SERVICE TO REMAIN
- EXISTING STORM TO REMAIN
- PROPOSED STORM INLET (F C401)
- PROPOSED STORM MANHOLE (B C402)
- PROPOSED FLARED END SECTION (B C403)
- PROPOSED SANITARY MANHOLE (C C403)
- PROPOSED GATE VALVE
- PROPOSED HYDRANT (D C403)

GENERAL NOTES:

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5. ALL UTILITIES WITHIN 5 FEET OF PAVED AREAS SHALL REQUIRE GRANULAR BACKFILL. SLURRY BACKFILL IS REQUIRED FOR ALL WORK IN PUBLIC RIGHT OF WAY.
6. BEDDING AND BACKFILL FOR WATER MAIN SHALL FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS.
7. PRIVATE STORM INLETS IN PAVEMENT SHALL REQUIRE DRAIN TILE STUBS OF 10 FEET IN TWO DIRECTIONS FOR SUBDRAINAGE. RIM GRADE FOR STORM INLETS IN CURB AND GUTTER ARE FLOW LINE GRADES.
8. WORK IN PUBLIC RIGHT OF WAY SHALL FOLLOW MATERIAL AND INSTALLATION REQUIREMENTS PER MUNICIPAL AND/OR COUNTY.
9. PRIVATE STORM SEWER 12-INCH DIAMETER OR LARGER SHALL BE HDPE. BELOW 12-INCH DIAMETER SHALL BE PVC SDR-35 ASTM D3034.
10. PUBLIC WATER AND PUBLIC SANITARY SEWER SHALL BE IN ACCORDANCE WITH THE CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS FOR WATER AND SEWER. FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS FOR BEDDING AND BACKFILL OF PUBLIC UTILITIES.
11. CITY INSPECTOR WILL BE REQUIRED FOR WATER MAIN, SANITARY SEWER WORK AND ASBUILT RECORD DRAWINGS AT THE DEVELOPER EXPENSE.
12. COORDINATE SEWER AN WATER UTILITY FOR DISCONNECT AND REMOVAL OF EXISTING FACILITIES. SEWER AND WATER 414-421-2613.
13. ALL WATER CROSSINGS SHALL HAVE A 2 FEET VERTICAL SEPARATION MIN. FOR STORM AND 18 INCH VERTICAL SEPARATION MIN. FOR SANITARY. ALL STORM SEWER CROSSINGS WITH WATER SHALL BE INSULATED.
14. WHERE STORM SEWER CROSSES WATER MAIN, INSULATION SHALL BE INSTALLED UNDER STORM SEWER AND A MINIMUM OF 2 FEET VERTICAL SEPARATION SHALL BE ACHIEVED. REFER TO SHEET CXXX FIGURE 40.
15. COORDINATE FINAL LOCATION AND DESIGN OF PRIVATE UTILITY SERVICES (ELECTRIC, GAS, PHONE, CABLE) WITH UTILITY COMPANIES.
16. IF PROJECT IS DESIGN BUILD MEP, THE GENERAL CONTRACTOR IS REQUIRED TO PROVIDE FINAL SEWER AND WATER DESIGN SHOWING LOCATION, INVERTS AND SIZES TO THE ENGINEER FOR FINAL REVIEW AND VERIFICATION PRIOR TO STARTING UNDERGROUND UTILITY CONSTRUCTION.
17. WATER MAIN CONNECTION: TAP WATER MAIN WITH SIZE AND LOCATION INDICATED ON PLAN IN ACCORDANCE WITH LOCAL WATER UTILITY REQUIREMENTS. COORDINATE CONNECTION WITH LOCAL WATER UTILITY. ALL JOINTS SHALL BE RESTRAINED FROM CONNECTION OF WATER MAIN TO BUILDING WALL. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS. INSTALL MEGA-LUG OR APPROVED EQUAL TIGHT TO WALL FOR RESTRAINT FOR ALL BUILDING WALL PENETRATIONS AS APPROVED BY LOCAL PLUMBING INSPECTOR AND WATER UTILITY. INSTALL THRUST BLOCKING AND MEGA-LUG AT BEND BELOW FLOOR FOR ALL FLOOR PENETRATIONS.
18. INSTALL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS AT ALL OFFSET FITTINGS (TEES, BENDS, DEAD ENDS, VALVES, REDUCERS) USING MEGA-LUG OR APPROVED EQUAL. CONCRETE THRUST BLOCKS SHALL BE INSTALLED PER FILE NO'S:44,45,46 FROM THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. SEE DETAIL FOR MINIMUM LENGTH OF RESTRAINED JOINT REQUIRED. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS.
19. USE SLURRY BACKFILL WITHIN RIGHT-OF-WAY AS INDICATED ON THE PLANS. PLACE THE MATERIALS IN A CLEAN CONCRETE MIX OR TRUCK AND THOROUGHLY MIX IN THE FOLLOWING QUANTITIES FOR EACH CUBIC YARD REQUIRED SAND-1600 LBS; #1 AND #2 STONE COMBINED FOR 2400 LBS WITH #1 STONE AT 35-65% OF MIX AND THE REMAINDER #2 STONE FOR WORKABILITY; WATER-25 GALLONS. NO ADDITIONAL WATER IS ALLOWED.

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GRAPHIC SCALE
0 60 120

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

OVERALL UTILITY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

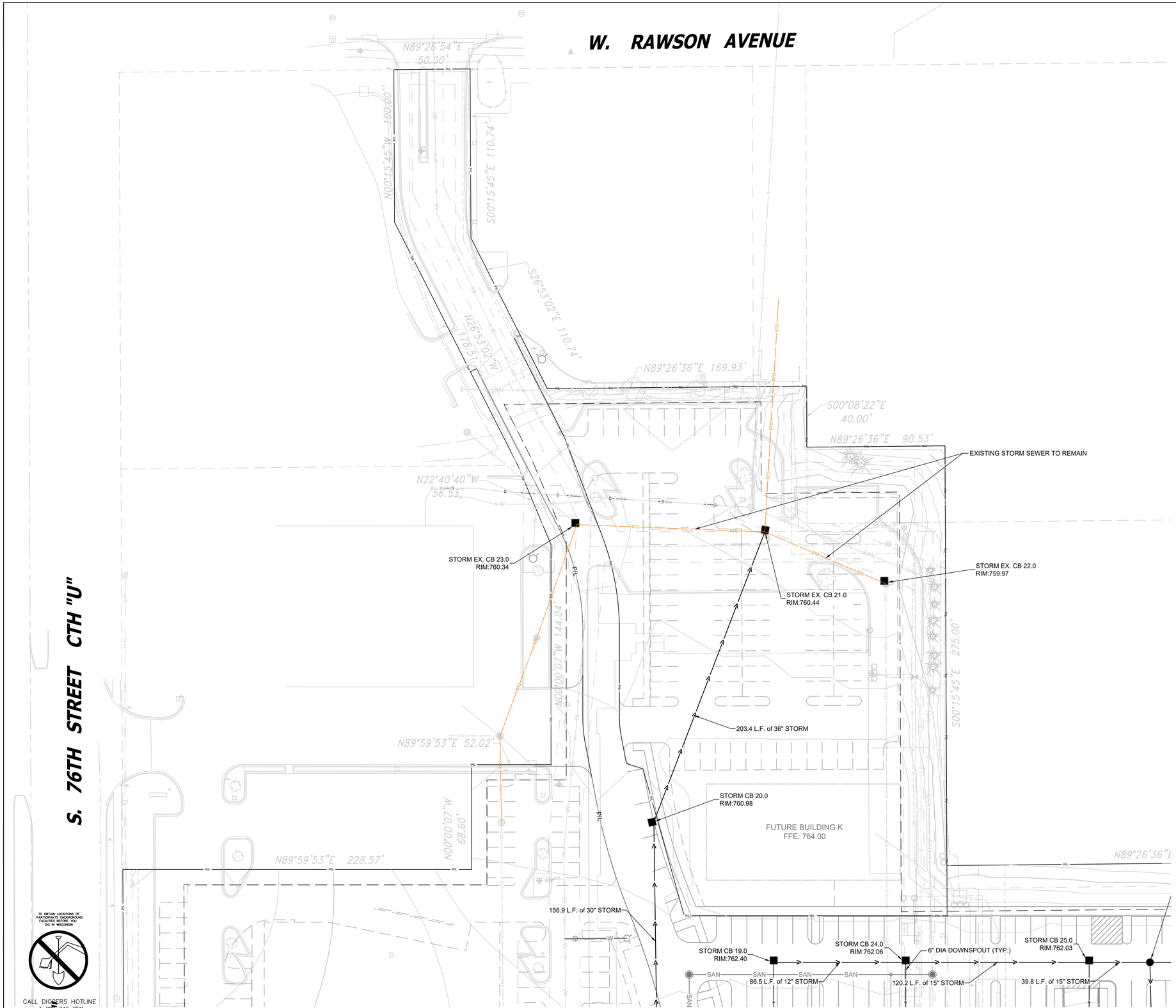
SCALE:	1"=60'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C300

MGARNER
C300
21775

i:\land by label\21775 poths general - 76th-rawson\060 CAD\030_Production Sheets\100_Civil\C300 Utility Plan.dwg

2025.09.05



LEGEND:

- PROPOSED WATER SERVICE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM SEWER
- EXISTING WATER SERVICE TO REMAIN
- EXISTING SANITARY SERVICE TO REMAIN
- EXISTING STORM TO REMAIN
- PROPOSED STORM INLET (F C401)
- PROPOSED STORM MANHOLE (B C402)
- PROPOSED FLARED END SECTION (B C403)
- PROPOSED SANITARY MANHOLE (C C403)
- PROPOSED GATE VALVE
- PROPOSED HYDRANT (D C403)

GENERAL NOTES:

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5. ALL UTILITIES WITHIN 5 FEET OF PAVED AREAS SHALL REQUIRE GRANULAR BACKFILL. SLURRY BACKFILL IS REQUIRED FOR ALL WORK IN PUBLIC RIGHT OF WAY.
6. BEDDING AND BACKFILL FOR WATER MAIN SHALL FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS.
7. PRIVATE STORM INLETS IN PAVEMENT SHALL REQUIRE DRAIN TILE STUBS OF 10 FEET IN TWO DIRECTIONS FOR SUBDRAINAGE. RIM GRADE FOR STORM INLETS IN CURB AND GUTTER ARE FLOW LINE GRADES.
8. WORK IN PUBLIC RIGHT OF WAY SHALL FOLLOW MATERIAL AND INSTALLATION REQUIREMENTS PER MUNICIPAL AND/OR COUNTY.
9. PRIVATE STORM SEWER 12-INCH DIAMETER OR LARGER SHALL BE HDPE. BELOW 12-INCH DIAMETER SHALL BE PVC SDR-35 ASTM D3034.
10. PUBLIC WATER AND PUBLIC SANITARY SEWER SHALL BE IN ACCORDANCE WITH THE CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS FOR WATER AND SEWER. FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS FOR BEDDING AND BACKFILL OF PUBLIC UTILITIES.
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15. COORDINATE FINAL LOCATION AND DESIGN OF PRIVATE UTILITY SERVICES (ELECTRIC, GAS, PHONE, CABLE) WITH UTILITY COMPANIES.
16. IF PROJECT IS DESIGN BUILD MEP, THE GENERAL CONTRACTOR IS REQUIRED TO PROVIDE FINAL SEWER AND WATER DESIGN SHOWING LOCATION, INVERTS AND SIZES TO THE ENGINEER FOR FINAL REVIEW AND VERIFICATION PRIOR TO STARTING UNDERGROUND UTILITY CONSTRUCTION.
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GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

UTILITY PLAN - STORM SEWER

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C301

MGARNER
C301
21775

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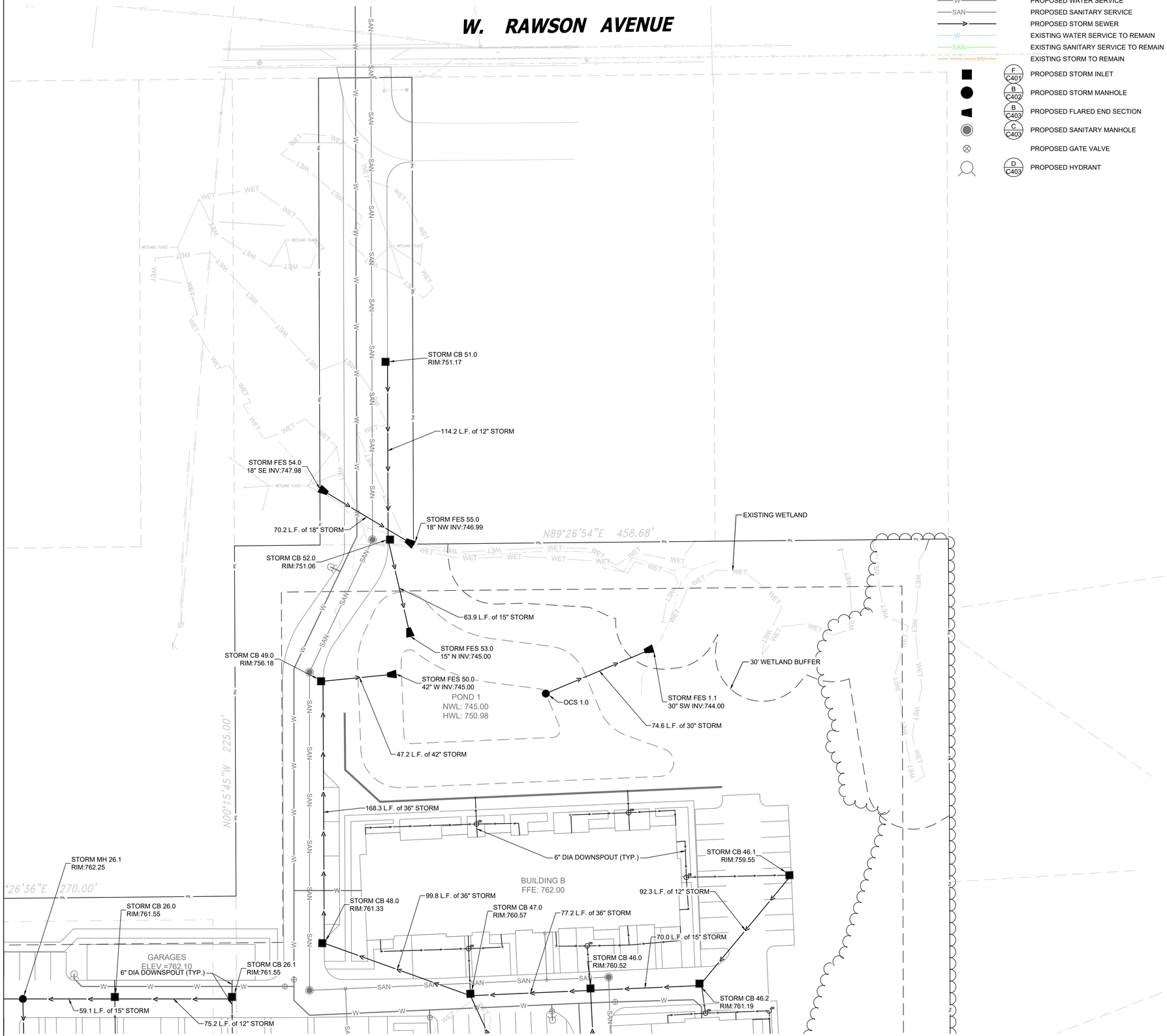
i:\land by label\21775 poths general - 76th-rawson\060 CAD\030_Production Sheets\100_Civil\C300 Utility Plan.dwg

2025.09.05



LEGEND:

- PROPOSED WATER SERVICE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM SEWER
- EXISTING WATER SERVICE TO REMAIN
- EXISTING SANITARY SERVICE TO REMAIN
- EXISTING STORM TO REMAIN
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- PROPOSED STORM MANHOLE (B C402)
- PROPOSED FLARED END SECTION (B C403)
- PROPOSED SANITARY MANHOLE (C C405)
- PROPOSED GATE VALVE
- PROPOSED HYDRANT (D C403)

GENERAL NOTES:

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5. ALL UTILITIES WITHIN 5 FEET OF PAVED AREAS SHALL REQUIRE GRANULAR BACKFILL. SLURRY BACKFILL IS REQUIRED FOR ALL WORK IN PUBLIC RIGHT OF WAY.
6. BEDDING AND BACKFILL FOR WATER MAIN SHALL FOLLOW CITY OF FRANKLIN DESIGN STANDARDS AND SPECIFICATIONS.
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MIL.W. AREA 259-1181

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GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

UTILITY PLAN - STORM SEWER

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
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PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C302

MGARNER
C302
21775

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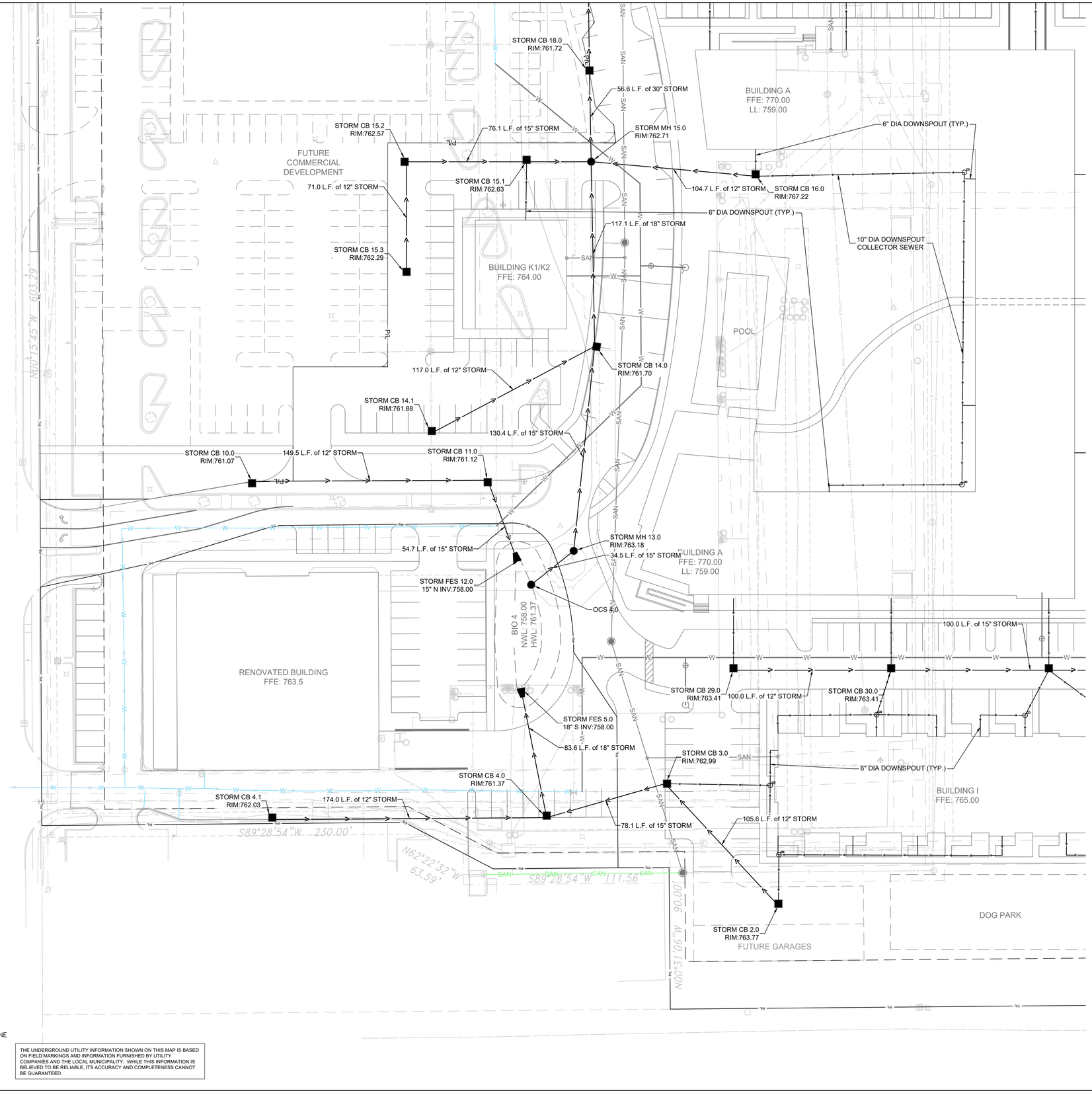
2025.09.05

S. 76TH STREET CTH "U"



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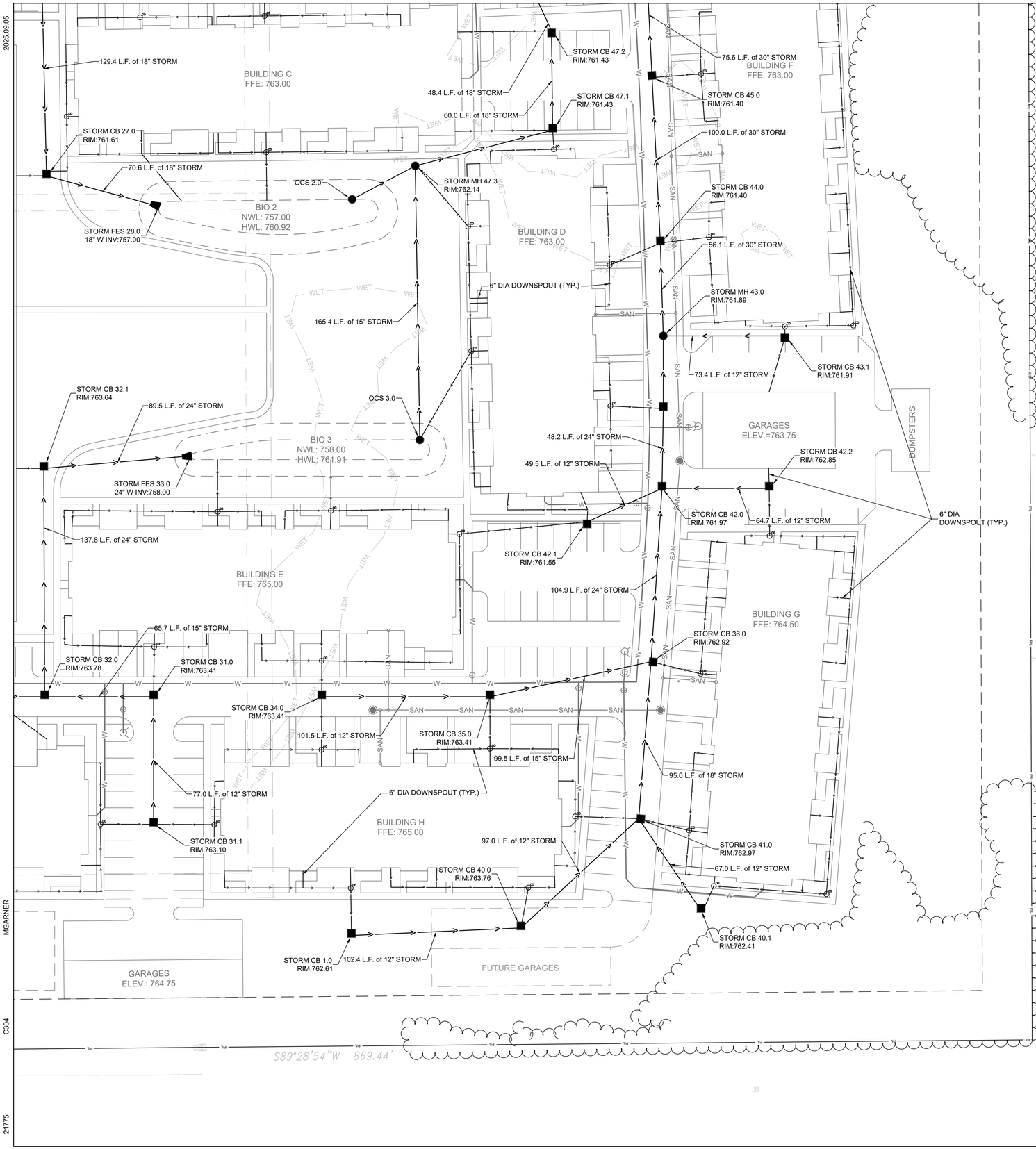

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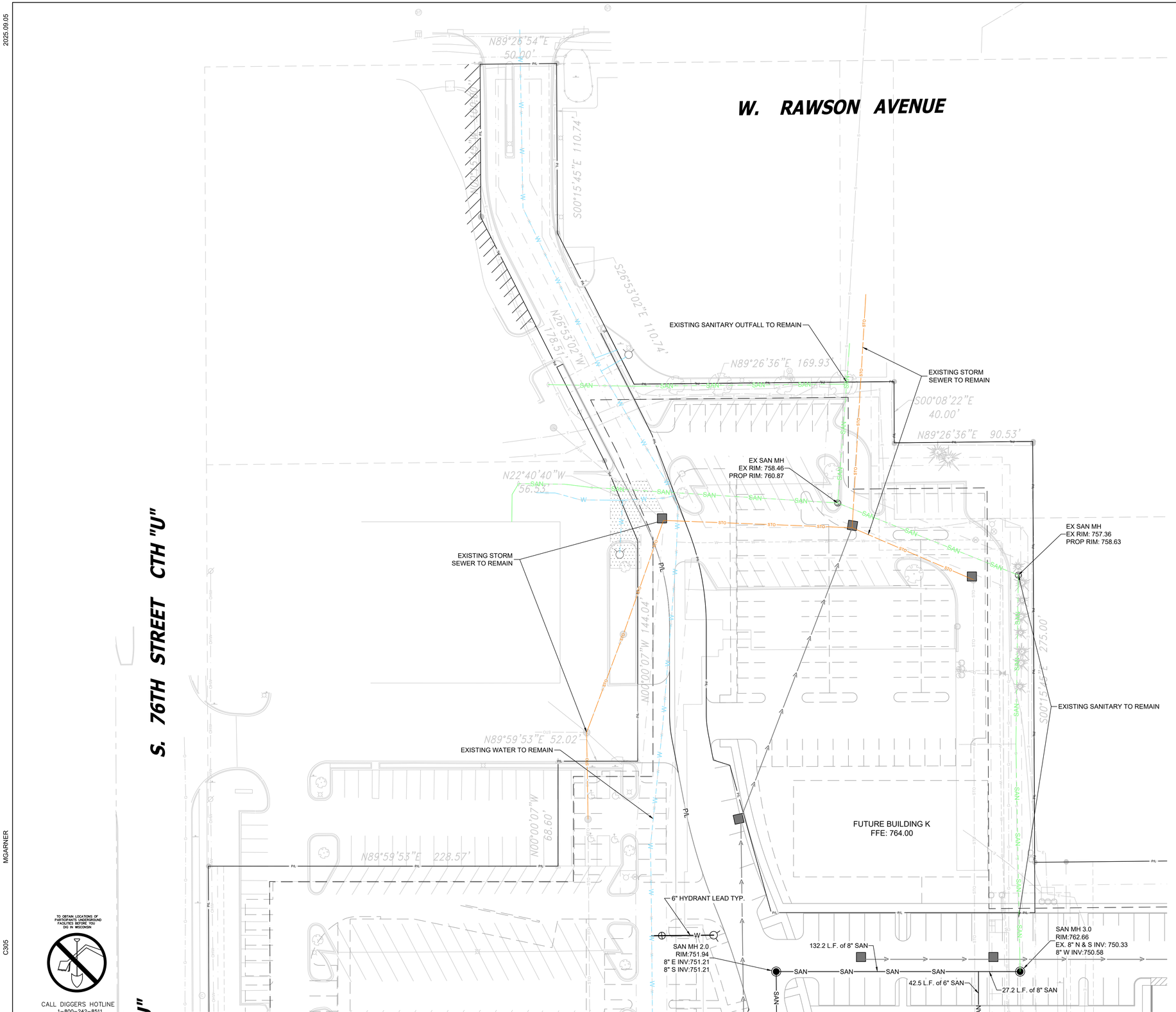

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MGARNER
C305
21775

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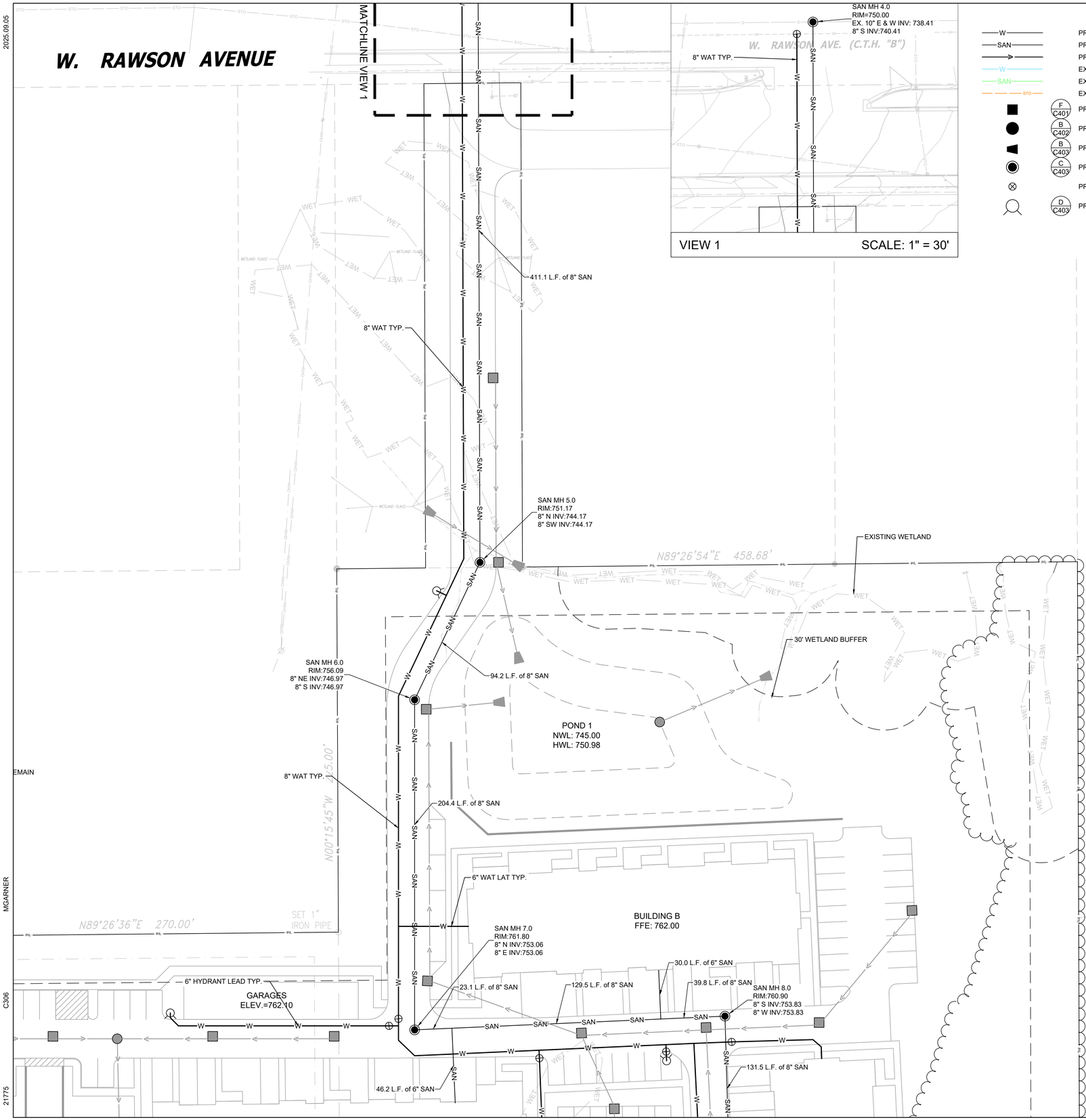
2025.09.05



LEGEND:

- PROPOSED WATER SERVICE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM SEWER
- EXISTING WATER SERVICE TO REMAIN
- EXISTING SANITARY SERVICE TO REMAIN
- EXISTING STORM TO REMAIN
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- B / C403 — PROPOSED FLARED END SECTION
- C / C403 — PROPOSED SANITARY MANHOLE
- PROPOSED GATE VALVE
- D / C403 — PROPOSED HYDRANT

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www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

LAND by LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

GRAPHIC SCALE
0 30 60

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

UTILITY PLAN - WATER AND SANITARY SEWER

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	1"=30'
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C306

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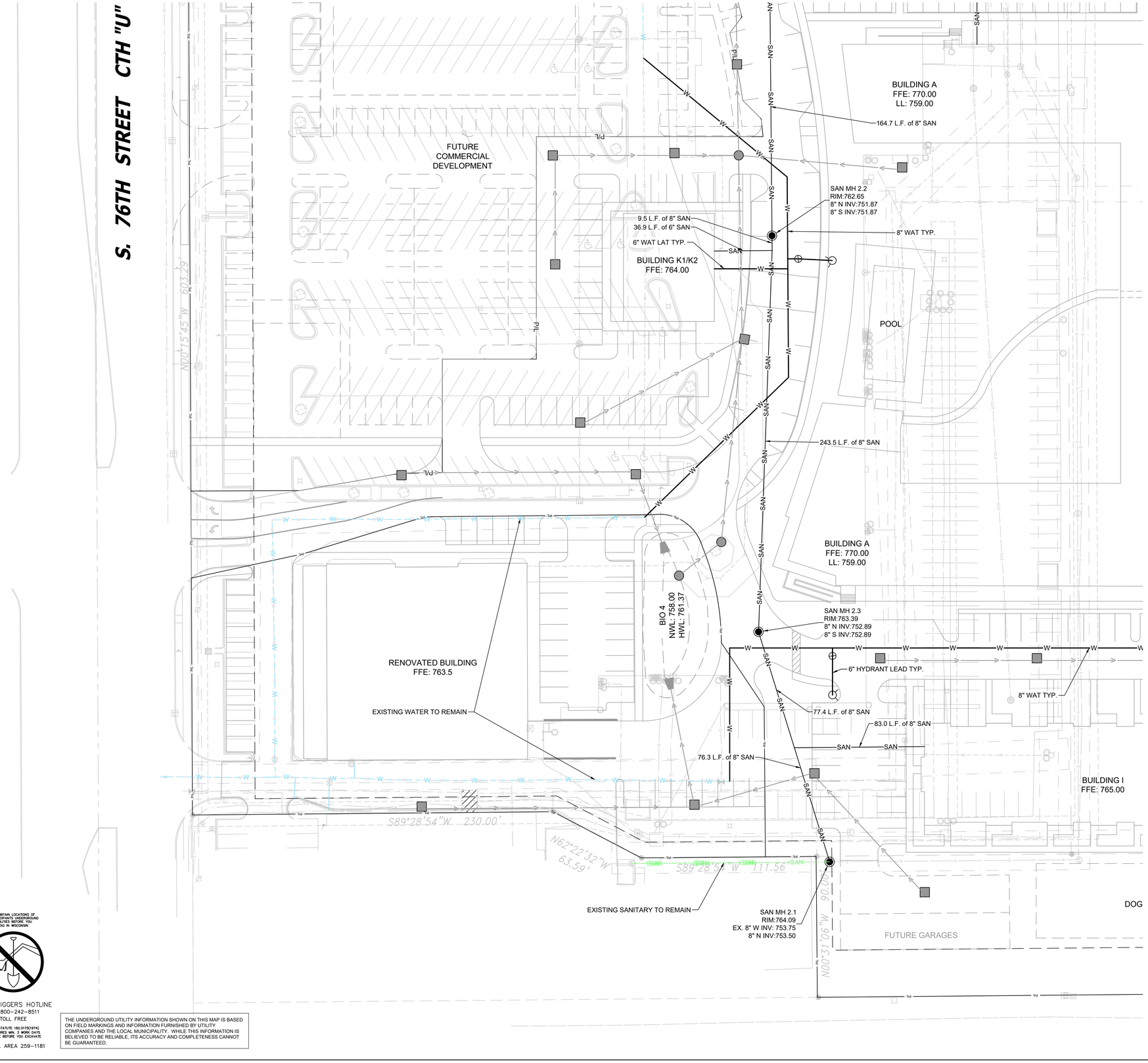
2025.09.05



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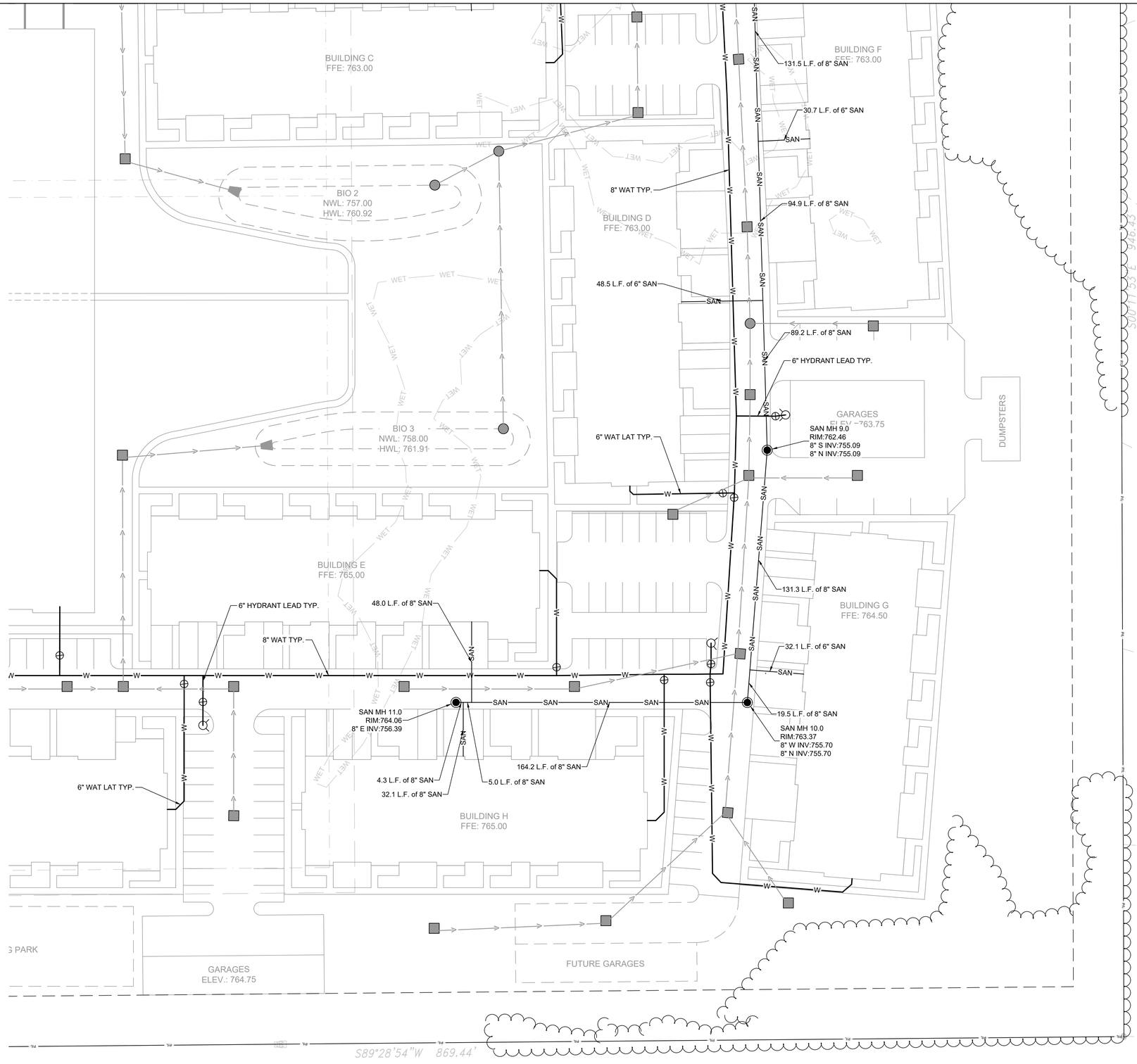

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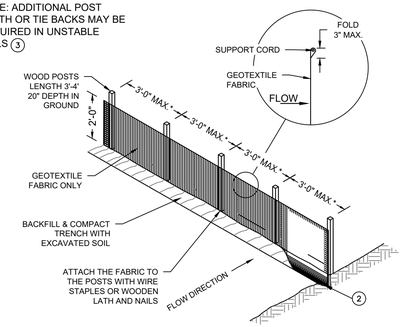
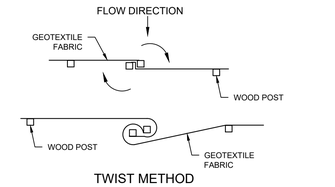
NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS (3)

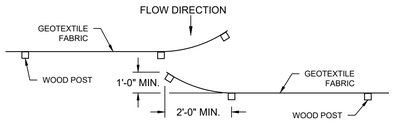


* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

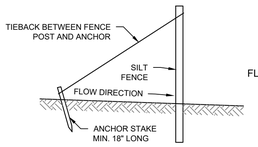


TWIST METHOD

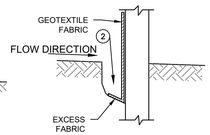


HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE (5)



SILT FENCE TIE BACK
(WHEN ADDITIONAL SUPPORT REQUIRED)



TRENCH DETAIL

GENERAL NOTES
1. HORIZONTAL BRACE REQUIRED WITH 2"X4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1-1/32" X 1-1/32" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ON THE FOLLOWING TWO METHODS: A) OVERLAP THE END POSTS AND TWIST OR ROTATE, AT LEAST 180 DEGREES. B) HOOK THE END OF EACH SILT FENCE LENGTHS.
6. SILT FENCE SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1056
7. THIS DRAWING IS BASED ON WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8 E 9-6

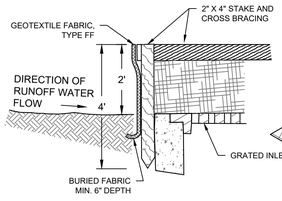
A SILT FENCE - WDNR TS-1056
SCALE:NTS

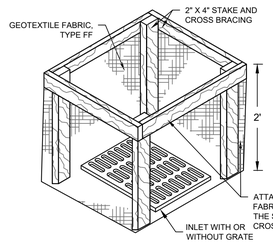
CONSTRUCTION SEQUENCE FOR EROSION CONTROL INCLUDES:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
2. INSTALL SILT FENCING AND INLET PROTECTION.
3. INITIATE STOCKPILING OF IMPORTED MATERIAL. PLACE SILT FENCE AROUND STOCKPILE(S).
4. STRIP TOPSOIL FROM STORM WATER BASIN LOCATION AND STOCKPILE.
5. CONSTRUCT STORM WATER BASIN AND INSTALL TEMPORARY OUTLET AND EMERGENCY OVERFLOW. BASIN IS TO BE USED AS A SEDIMENTATION BASIN DURING THE COURSE OF CONSTRUCTION.
6. CONSTRUCT DIVERSION SWALES, DIRECT RUNOFF TO STORM BASIN. INSTALL ASSOCIATED DITCH CHECKS.
7. INSTALL RIP-RAP AT STORM WATER BASIN AS SHOWN ON THE PLANS.
8. STRIP TOPSOIL FROM REMAINDER OF SITE IN A PROGRESSIVE MANNER, AND STOCKPILE.
9. PERFORM ROUGH SITE GRADING. STABILIZE FINISHED AREAS AS THE WORK PROGRESSES. USE EROSION MATTING WHERE CALLED FOR ON THE PLANS. PER WDNR TECHNICAL STANDARD 1059: AREAS THAT RECEIVE TEMPORARY SEEDING SHALL HAVE A MINIMUM TOPSOIL DEPTH OF 2 INCHES. AREAS THAT RECEIVE PERMANENT SEEDING SHALL HAVE A MINIMAL TOPSOIL DEPTH OF 4 INCHES.
10. PREPARE BUILDING PAD AND BEGIN FOUNDATIONS WORK FOR BUILDING.
11. INSTALL UTILITIES. INSTALL ANY ADDITIONAL INLET PROTECTION ON NEW STORM SEWER AND INSTALL RIP-RAP AT NEW STORM SEWER OUTFALLS.
12. REMOVE TEMPORARY OUTLET CONTROL STRUCTURE ON BASIN AND INSTALL PAVEMENTS.
13. STABILIZE AREAS REMAINING AREAS WITHIN 7 DAYS OF COMPLETION OF FINAL GRADING AND TOPSOILING.
14. REMOVE EXCESS SEDIMENT FROM STORMWATER BASINS AND RETURN BASINS TO THEIR DESIGN DIMENSIONS AND VOLUMES.
15. REMOVE EROSION CONTROL MEASURES ONLY WHEN SITE IS FULLY STABILIZED.

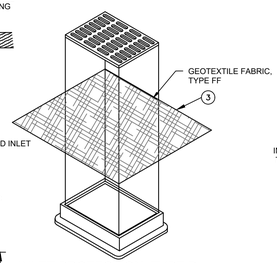
EROSION CONTROL NOTES:

1. CONSTRUCTION SITE EROSION CONTROL AND SEDIMENTATION CONTROL SHALL COMPLY WITH THE REQUIREMENTS OF THE LOCAL MUNICIPALITY AND SHALL EMPLOY EROSION CONTROL METHODS AS SHOWN AND SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS.
2. ALL EROSION CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE SITE.
3. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED FOR STABILITY AND OPERATION AFTER A RAINFALL OF 0.5 INCHES OR MORE, BUT NO LESS THAN ONCE EVERY WEEK. MAINTENANCE OF ALL EROSION CONTROL STRUCTURES SHALL BE PROVIDED TO INSURE INTENDED PURPOSE IS ACCOMPLISHED. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP AND REMOVAL OF ALL SEDIMENT WHEN LEAVING PROPERTY. EROSION CONTROL MEASURES MUST BE IN WORKING CONDITION AT END OF EACH WORK DAY. DOCUMENT AND MAINTAIN RECORDS OF INSPECTIONS IN ACCORDANCE WITH WDNR NR216 REQUIREMENTS.
4. SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. SEDIMENT DEPOSITS SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN DEPOSITS REACH A DEPTH OF 6 INCHES. THE SILT FENCE SHALL BE REPAIRED OR REPLACED AS NECESSARY TO MAINTAIN A BARRIER.
5. FILTER FABRIC SHALL BE INSTALLED BENEATH INLET COVERS TO TRAP SEDIMENT PER INLET PROTECTION DETAIL IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS.
6. EROSION CONTROL MEASURES SHALL BE MAINTAINED ON A CONTINUING BASIS UNTIL SITE IS FULLY STABILIZED.
7. PERIODIC STREET SWEEPING SHALL BE COMPLETED TO MAINTAIN ADJACENT STREETS FREE OF DUST AND DIRT.
8. SILT FENCE SHALL BE INSTALLED IN HORSESHOE FASHION AROUND ANY TOPSOIL AND FILL STOCKPILES.
9. SITE DEWATERING. WATER PUMPED FROM THE SITE SHALL BE TREATED BY SEDIMENT BASINS OR OTHER APPROPRIATE MEASURES SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS. WATER MAY NOT BE DISCHARGED IN A MANNER THAT CAUSES EROSION OF THE SITE, ADJACENT SITES, OR RECEIVING CHANNELS.
10. WASTE AND MATERIAL DISPOSAL. ALL WASTE AND UNUSED BUILDING MATERIALS (INCLUDING GARBAGE, DEBRIS, CLEANING WASTES, WASTEWATER, TOXIC MATERIALS, OR HAZARDOUS MATERIALS) SHALL BE PROPERLY DISPOSED AND NOT ALLOWED TO BE CARRIED OFF-SITE BY RUNOFF OR WIND.
11. TRACKING. EACH SITE SHALL HAVE GRAVELED ROADS, ACCESS DRIVES AND PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY STREET CLEANING, TO THE SATISFACTION OF THE CITY OF FRANKLIN, BEFORE THE END OF EACH WORKDAY. FLUSHING MAY NOT BE USED UNLESS SEDIMENT WILL BE CONTROLLED BY A SEDIMENT BASIN OR PRACTICE SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS. NOTIFY MUNICIPALITY OF ANY CHANGES IN STABILIZED CONSTRUCTION ENTRANCE LOCATION.
12. SEDIMENT CLEANUP. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF A STORM EVENT SHALL BE CLEANED UP BY THE END OF THE NEXT WORKDAY. ALL OTHER OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE CLEANED UP BY THE END OF THE WORKDAY.
13. ALL DISTURBED GROUND LEFT INACTIVE FOR SEVEN OR MORE DAYS SHALL BE STABILIZED BY TEMPORARY OR PERMANENT SEEDING, MULCHING, SODDING, COVERING WITH TARPS, OR EQUIVALENT PRACTICE FOUND IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARD. IF TEMPORARY SEEDING IS USED, A PERMANENT COVER SHALL ALSO BE REQUIRED AS PART OF THE FINAL SITE STABILIZATION. SEEDING OR SODDING SHALL BE REQUIRED AS PART OF THE FINAL SITE STABILIZATION.
14. SOIL OR DIRT STORAGE PILES SHALL BE LOCATED A MINIMUM OF TWENTY-FIVE FEET FROM ANY DOWNSLOPE ROAD, LAKE, STREAM, WETLAND, OR DRAINAGE CHANNEL. STRAW BALE OR FILTER FABRIC FENCES SHALL BE PLACED ON THE DOWN SLOPE SIDE OF THE PILES. IF REMAINING FOR MORE THAN THIRTY DAYS, PILES SHALL BE STABILIZED BY MULCHING, VEGETATIVE COVER, TARPS OR OTHER MEANS.
15. WHEN THE DISTURBED AREA HAS BEEN STABILIZED BY PERMANENT VEGETATION OR OTHER MEANS, TEMPORARY PRACTICES, SUCH AS FILTER FABRIC FENCES, STRAW BALES, SEDIMENT AND SEDIMENT TRAPS, FOUND IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS SHALL BE REMOVED.
16. NOTIFY THE LOCAL MUNICIPALITY HAVING JURISDICTION WITHIN TWO WORKING DAYS OF COMMENCING ANY LAND DEVELOPMENT OR LAND DISTURBING ACTIVITY.
17. OBTAIN PERMISSION FROM THE LOCAL MUNICIPALITY HAVING JURISDICTION PRIOR TO MODIFYING THE EROSION CONTROL PLAN.
18. REPAIR ANY SILTATION OR EROSION DAMAGE TO ADJOINING SURFACES AND DRAINAGE WAYS RESULTING FROM LAND DEVELOPMENT OR LAND DISTURBING ACTIVITIES.
19. KEEP A COPY OF THE EROSION CONTROL PLAN ON SITE.
20. CONTRACTOR SHALL, TO THE EXTENT POSSIBLE, MINIMIZE DISTURBANCE OF EXISTING VEGETATION DURING CONSTRUCTION.
21. CONTRACTOR SHALL, TO THE EXTENT POSSIBLE, MINIMIZE COMPACTION OF TOPSOIL AND PRESERVE TOPSOIL IN GREENSPACE AREAS.
22. WASH WATER FROM VEHICLES AND WHEEL WASHING SHALL BE CONTAINED AND TREATED PRIOR TO DISCHARGE.
23. CONTRACTOR SHALL MAINTAIN SPILL KITS ON-SITE.
24. PERMANENT TURF SEEDING OF DISTURBED AREA MUST OCCUR PRIOR TO SEPTEMBER 15TH. IF ADEQUATE TIME IS NOT AVAILABLE TO APPLY PERMANENT SEEDING PRIOR TO SEPTEMBER 15TH, THEN DISTURBED AREAS SHALL BE TEMPORARILY SEEDED WITH AN ANNUAL RYE GRASS PER WDNR TECHNICAL STANDARD 1059, WHERE THE TEMPORARY SEEDING MUST OCCUR PRIOR TO OCTOBER 15TH.
25. IF TEMPORARY SEEDING IS NOT COMPLETED BY OCTOBER 15TH, APPLY SOIL STABILIZERS AND DORMANT SEED TO DISTURBED AREA PER WDNR TECHNICAL STANDARD 1050. INSPECT ANIONIC PAM APPLICATION AT A MINIMUM FREQUENCY OF EVERY TWO MONTHS AND REAPPLY AS NECESSARY

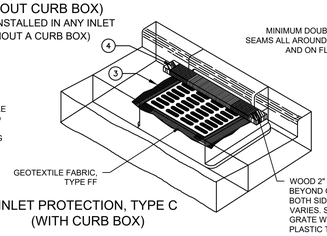




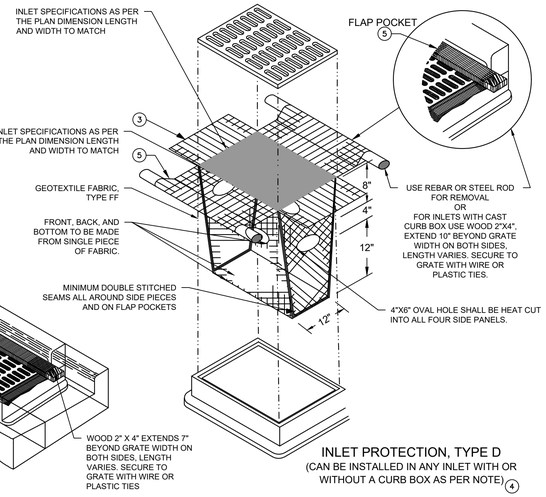
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C
(WITH CURB BOX)



INLET PROTECTION, TYPE D
(CAN BE INSTALLED IN ANY INLET WITH OR WITHOUT A CURB BOX AS PER NOTE) (4)

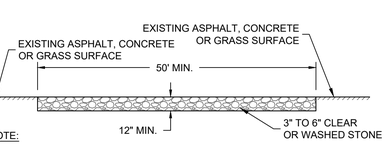
GENERAL NOTES:

1. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.
2. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.
3. FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL
4. FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
5. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.
6. INLET PROTECTION SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1060
7. THIS DRAWING IS BASED ON WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8 E 10-2

INSTALLATION NOTES:
TYPE B & C
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACES AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

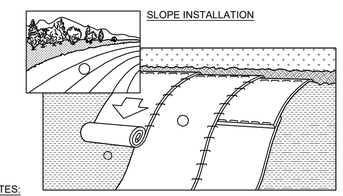
B INLET PROTECTION - WDNR TS-1060
SCALE:NTS



GENERAL NOTE:

1. STONE TRACKING PAD SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1057
2. AN APPROVED MANUFACTURED TRACKOUT CONTROL DEVICE SYSTEM CONFORMING TO WDNR TECHNICAL STANDARD #1057 MAY BE USED AS AN ALTERNATIVE TO A STONE TRACKING PAD

C CONSTRUCTION ENTRANCE - WDNR TS-1057
SCALE:NTS

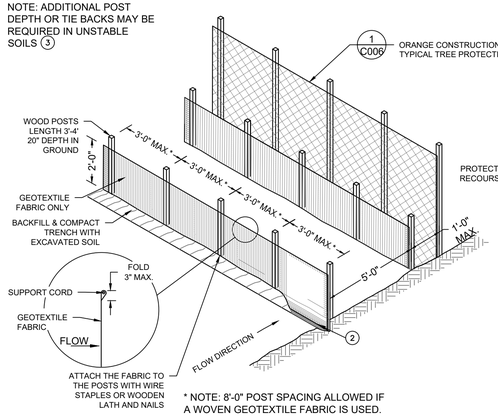


NOTES:

1. ECRMs (EROSION CONTROL REVEGATIVE MATS) SHALL BE INSTALLED AFTER ALL TOPSOILING, FERTILIZING, LIMING, AND SEEDING IS COMPLETE.
2. THE MAT SHALL BE IN FIRM AND INTIMATE CONTACT WITH THE SOIL. IT SHALL BE INSTALLED AND ANCHORED PER THE MANUFACTURER'S RECOMMENDATION.
3. TRMs (TURF-REINFORCEMENT MAT) SHALL BE INSTALLED INCONJUCTION WITH THE TOPSOILING OPERATION AND SHALL BE FOLLOWED BY ECRM INSTALLATION.
4. AT TIME OF INSTALLATION, DOCUMENT THE MANUFACTURER AND MAT TYPE BY RETENTION OF MATERIAL LABELS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS. RETAIN THIS DOCUMENTATION UNTIL THE SITE HAS BEEN STABILIZED.
5. EROSION MATTING SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1052.
6. INSTALL PER MANUFACTURERS SPECIFICATIONS.
7. WHERE A TRM IS INSTALLED, THE TRM LOCATION SHALL BE AS-BUILT PRIOR TO PLACEMENT OF TOPSOIL AND ECRM PLACEMENT. PROVIDE AS-BUILT LOCATION TO THE ENGINEER.

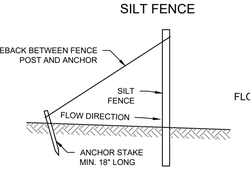
D EROSION MATTING - WDNR TS-1052
SCALE:NTS

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS (3)

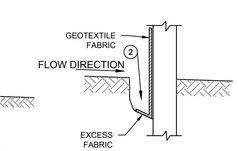


* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

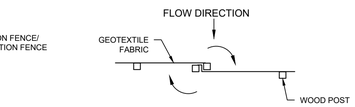
SILT FENCE



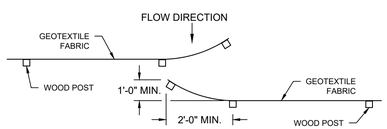
SILT FENCE TIE BACK
(WHEN ADDITIONAL SUPPORT REQUIRED)



TRENCH DETAIL



TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE (5)

GENERAL NOTES
1. HORIZONTAL BRACE REQUIRED WITH 2"X4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1-1/32" X 1-1/32" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ON THE FOLLOWING TWO METHODS: A) OVERLAP THE END POSTS AND TWIST OR ROTATE, AT LEAST 180 DEGREES. B) HOOK THE END OF EACH SILT FENCE LENGTHS.
6. SILT FENCE SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1056
7. THIS DRAWING IS BASED ON WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8 E 9-6

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POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

DETAILS

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	NTS
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C400

MGARNER
C400
21775

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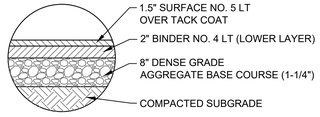
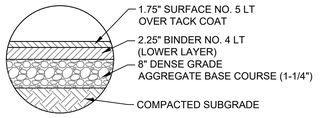
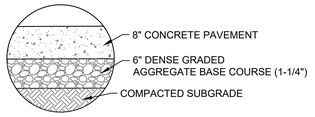
2025.09.05



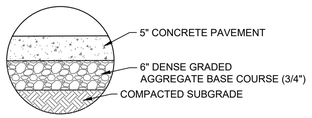
A ASPHALT PAVEMENT SECTION
SCALE:NTS



B ASPHALT PAVEMENT SECTION - HD
SCALE:NTS

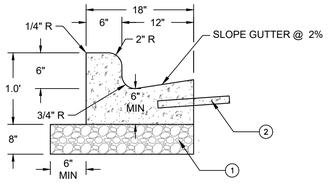


C CONCRETE PAVEMENT SECTION
SCALE:NTS



D CONCRETE SIDEWALK SECTION
SCALE:NTS

ACCEPT



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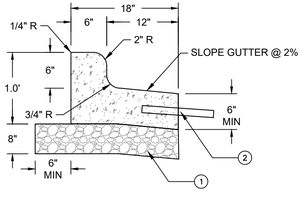
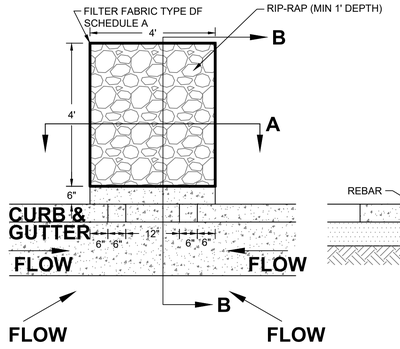
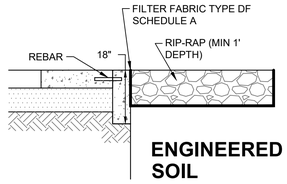


NOTES:
1. (1) 1-1/4" DENSE GRADED AGGREGATE BASE COURSE.
2. (2) TIE-BAR IF ADJACENT TO CONCRETE (NO.4 X 2'-0" DEFORMED TIE BARS SPACED AT 3'-0" C-C).
3. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

G 18 INCH CONCRETE CURB AND GUTTER
SCALE:NTS

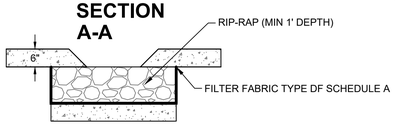
TOP VIEW



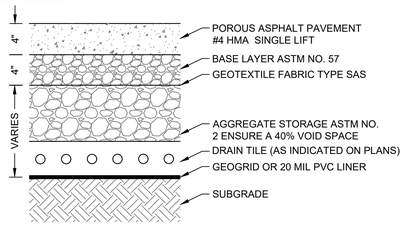


SECTION B-B

SECTION A-A

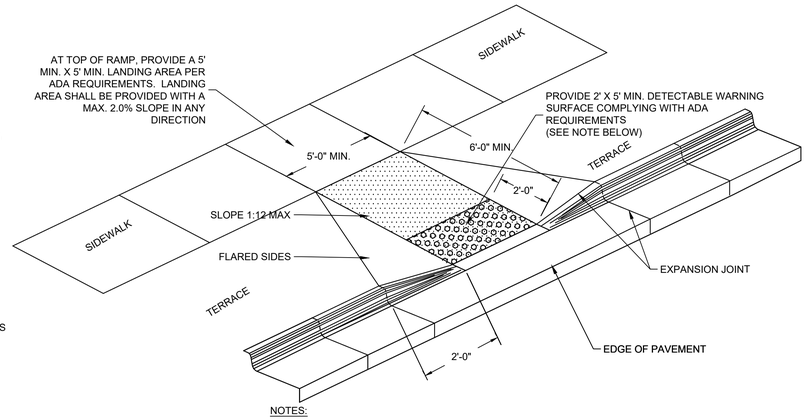


E CURB CUT OPENING
SCALE:NTS



NOTES:
1. PAVEMENT SURFACE PERCENT VOIDS SHOULD BE LESS THAN 25%.
2. JOINT STONE AND BEDDING COURSE SHALL CONSIST OF ASTM C-33, 8, 9, 89, OR 57 AGGREGATE.
3. AGGREGATE STORAGE RESERVOIR DEPTH SHALL BE A MINIMUM OF 12 INCHES. AGGREGATE STORAGE RESERVOIR SHALL USE AN OPEN GRADED BASE CONSISTING OF CRUSHED STONE OR CRUSHED GRAVEL WITH NO GREATER THAN 5% PASSING THE NO. 200 SIEVE.
4. UNDERDRAINS CAN BE LOCATED WITHIN OR BELOW THE AGGREGATE STORAGE RESERVOIR. UNDERDRAINS (OR EQUIVALENT) ARE REQUIRED IF THE AGGREGATE STORAGE RESERVOIR DRAIN DOWN TIME WILL EXCEED 72 HOURS. THE SLOPE OF THE SUBGRADE SHALL BE AS FLAT AS POSSIBLE BE NO GREATER THAN 2%.
5. POROUS PAVEMENT SHALL CONFORM TO THE WDNR TECHNICAL STANDARD # 1008

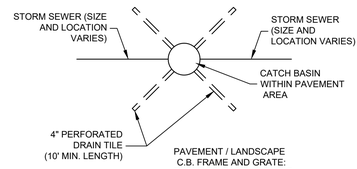
H POROUS PAVEMENT WITH LINER
SCALE:NTS

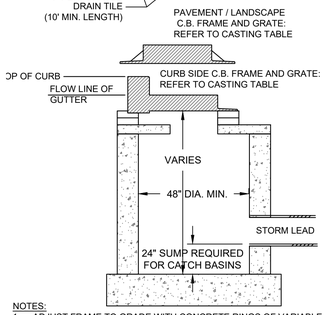


NOTES:
1. CONTRACTOR TO VERIFY ADA RAMP DETAIL WITH CITY AND ADJUST AS NEEDED.
2. PROVIDE DETECTABLE WARNING CONSISTING OF RAISED TRUNCATED DOMES OF SIZE, SPACING AND CONTRAST REQUIRED BY ADA GUIDELINES.
3. DETECTABLE WARNINGS SHALL BE PER CITY STANDARDS.

K ADA RAMP - TYPE 2
SCALE:NTS

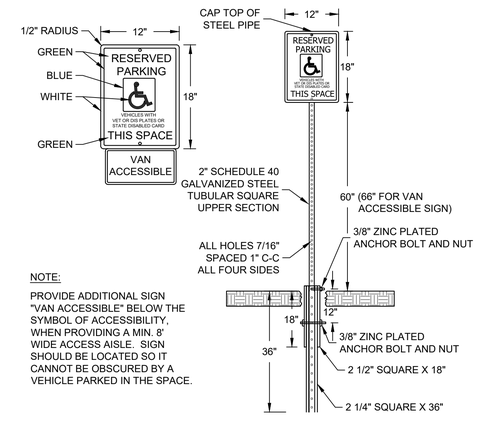
CATCH BASIN
WITHIN LOW POINT OF PAVEMENT AREA





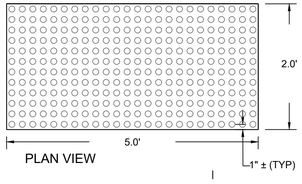
NOTES:
1. ADJUST FRAME TO GRADE WITH CONCRETE RINGS OF VARIABLE THICKNESS. MAXIMUM RING HEIGHT = 6". MINIMUM RING HEIGHT = 2". CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING.
2. CONCRETE AND REINFORCEMENT STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION C-478.
3. 3" MIN. BEDDING OF STONE UNDER BASE REQUIRED , ADDITIONAL BEDDING STOME MAY BE REQUIRED ON WET SUB-GRADE UNLESS NOTED ON THE PLANS CONTRACTOR IS RESPONSIBLE FOR ALL CATCH BASIN SIZING AND SHALL PROVIDE A SHOP DRAWING TO THE SIGMA GROUP, INC. BEFORE THEY ARE RELEASED FOR PRODUCTION.

F STORM INLET AND CATCH BASIN
SCALE:NTS



NOTE:
PROVIDE ADDITIONAL SIGN "VAN ACCESSIBLE" BELOW THE SYMBOL OF ACCESSIBILITY, WHEN PROVIDING A MIN. 8' WIDE ACCESS AISLE. SIGN SHOULD BE LOCATED SO IT CANNOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE.

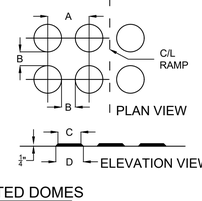
I ADA SIGN AND POST
SCALE:NTS



PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	X	X
D	0.9"	1.4"

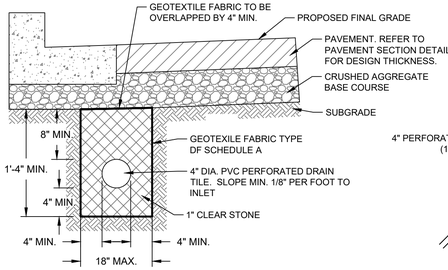
X = THE C DIMENSIONS IS 50% TO 65% OF THE D DIMENSION



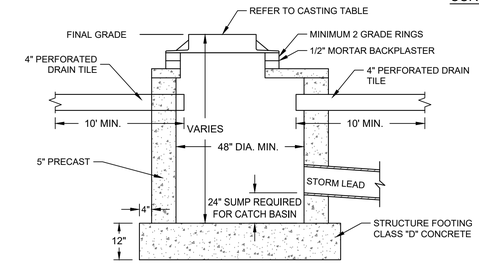
PLAN VIEW

ELEVATION VIEW

L TRUNCATED DOMES
SCALE:NTS



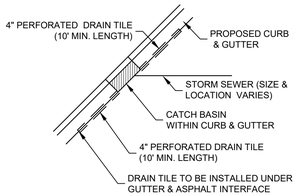
CURB INLET LOCATION SECTION



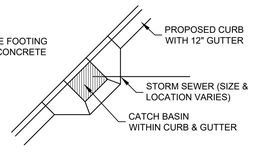
CATCH BASIN / INLET CASTING TABLE

	IF 18" CURB & GUTTER		IF 24" CURB & GUTTER		IF 30" CURB AND GUTTER	
	CASTING	GRATE	CASTING	GRATE	CASTING	GRATE
CURB INLET	NEENAH R-3067	A	NEENAH R-3067	A	NEENAH R-3228H	C
AREA INLET	NEENAH R-2050	C				

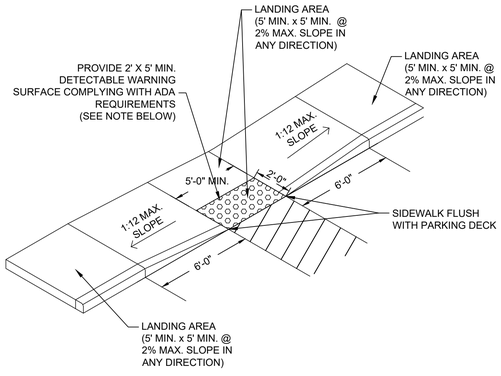
NOTE:
DRAIN TILE SHALL HAVE TWO (2) SEGMENTS POSITIONED ALONG THE GUTTER & ASPHALT INTERFACE.



CURB INLET WITHIN CURB & GUTTER PLAN



CONCRETE BUMP OUT TO BE APPLIED FOR 12" GUTTER PAN



NOTES:
1. CONTRACTOR TO VERIFY ADA RAMP DETAIL WITH CITY AND ADJUST AS NEEDED.
2. PROVIDE DETECTABLE WARNING CONSISTING OF RAISED TRUNCATED DOMES OF SIZE, SPACING AND CONTRAST REQUIRED BY ADA GUIDELINES.
3. DETECTABLE WARNINGS SHALL BE PER CITY STANDARDS.

J ADA RAMP - TYPE 1
SCALE:NTS

THE SIGMA GROUP
Single Source. Sound Solutions.
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Milwaukee, WI 53233
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LAND by LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

DETAILS

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	NTS
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC
SHEET NO:	C401

MGARNER
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21775

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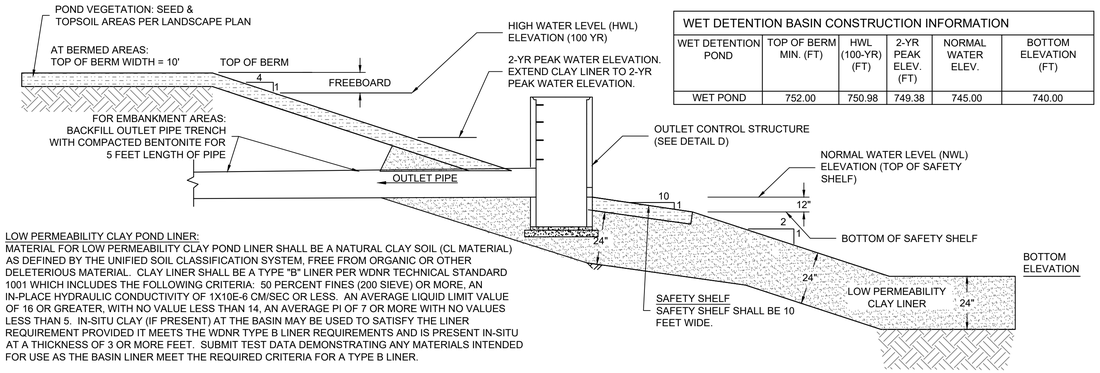
2025.09.05



WET DETENTION BASIN CONSTRUCTION INFORMATION					
WET DETENTION POND	TOP OF BERM MIN. (FT)	HWL (100-YR) (FT)	2-YR PEAK ELEV. (FT)	NORMAL WATER ELEV.	BOTTOM ELEVATION (FT)
WET POND	752.00	750.98	749.38	745.00	740.00

LOW PERMEABILITY CLAY POND LINER:
MATERIAL FOR LOW PERMEABILITY CLAY POND LINER SHALL BE A NATURAL CLAY SOIL (CL MATERIAL) AS DEFINED BY THE UNIFIED SOIL CLASSIFICATION SYSTEM, FREE FROM ORGANIC OR OTHER DELETERIOUS MATERIAL. CLAY LINER SHALL BE A TYPE "B" LINER PER WDNR TECHNICAL STANDARD 1001 WHICH INCLUDES THE FOLLOWING CRITERIA: 50 PERCENT FINES (200 SIEVE) OR MORE, AN IN-PLACE HYDRAULIC CONDUCTIVITY OF 1X10E-6 CM/SEC OR LESS. AN AVERAGE LIQUID LIMIT VALUE OF 16 OR GREATER, WITH NO VALUE LESS THAN 14, AN AVERAGE PI OF 7 OR MORE WITH NO VALUES LESS THAN 5. IN-SITU CLAY (IF PRESENT) AT THE BASIN MAY BE USED TO SATISFY THE LINER REQUIREMENT PROVIDED IT MEETS THE WDNR TYPE B LINER REQUIREMENTS AND IS PRESENT IN-SITU AT A THICKNESS OF 3 OR MORE FEET. SUBMIT TEST DATA DEMONSTRATING ANY MATERIALS INTENDED FOR USE AS THE BASIN LINER MEET THE REQUIRED CRITERIA FOR A TYPE B LINER.

CLAY SOURCE SHALL BE APPROVED PRIOR TO INITIATING PLACEMENT OF THE CLAY MATERIAL. SUBMIT REPRESENTATIVE MOISTURE-DENSITY DATA FOR PROPOSED CLAY MATERIAL PRIOR TO START OF WORK. IF REQUESTED, FURNISH ENGINEER WITH REPRESENTATIVE CLAY MATERIAL SAMPLES FOR TESTING.

FIELD THICKNESS AND FIELD COMPACTION OF CLAY TO BE TESTED BY OWNER'S INDEPENDENT TESTING AGENCY.

LOW PERMEABILITY CLAY/POND LINER SHALL BE PLACED USING STANDARD COMPACTION TECHNIQUES, AS PER THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, SECTION 207.3.6. PERCENT COMPACTION SHALL BE GREATER THAN 95% OF STANDARD PROCTOR. MATERIAL SHALL BE COMPACTED WITH MOISTURE CONTENT WET OF OPTIMUM DENSITY MOISTURE. MATERIAL SHOULD BE PLACED IN LAYERS GENERALLY NOT EXCEEDING 8 INCHES IN THICKNESS BEFORE COMPACTION.

CLEARING AND SUBGRADE PREPARATION:
ALL EXISTING TOPSOIL, ROOTMAT, AND ANY OTHER SOFT OR UNSUITABLE MATERIALS SHALL BE REMOVED FROM THE CLEARING AND STRIPPING LIMITS.

PRIOR TO INITIATION OF FILL PLACEMENT, THE STRIPPED AREA SHALL BE OBSERVED BY AN EXPERIENCED GEOTECHNICAL ENGINEER OR HIS AUTHORIZED REPRESENTATIVE TO AID IN LOCATING UNSUITABLE AND/OR HIGHLY PLASTIC MATERIALS WHICH REQUIRE COMPLETE AND/OR PARTIAL REMOVAL.

THE PREPARATION OF FILL SUBGRADES OF EMBANKMENTS SHALL BE OBSERVED ON A FULL-TIME BASIS BY AN EXPERIENCED GEOTECHNICAL ENGINEER OR HIS AUTHORIZED REPRESENTATIVE TO ENSURE THAT ALL UNSUITABLE MATERIALS HAVE BEEN COMPLETELY REMOVED.

FILL PLACEMENT:
FILL MATERIALS SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE PROJECT GEOTECHNICAL RECOMMENDATIONS.

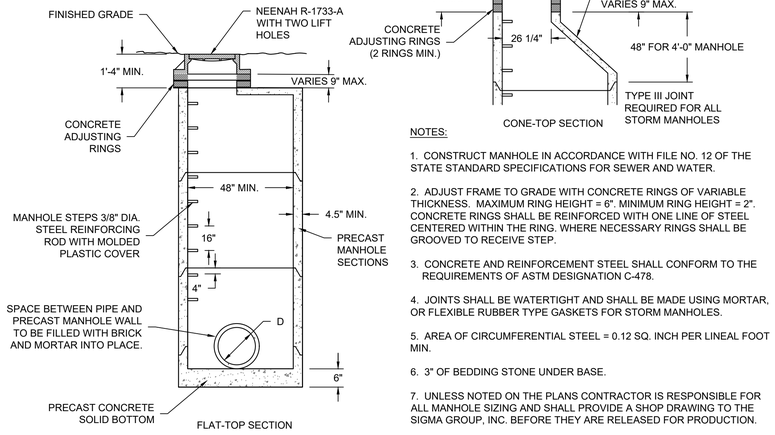
THE FOOTPRINT OF THE EMBANKMENT AREAS SHALL BE WELL DEFINED, INCLUDING THE LIMITS OF THE FILL ZONES, AT THE TIME OF FILL PLACEMENT, WITH GRADE CONTROL MAINTAINED THROUGHOUT THE FILL PLACEMENT OPERATIONS.

FILL OPERATIONS SHALL BE OBSERVED ON A FULL-TIME BASIS BY A QUALIFIED SOIL TECHNICIAN, WHO SHALL PERFORM IN PLACE DENSITY TESTS TO DETERMINE IF MINIMUM COMPACTION REQUIREMENTS ARE BEING MET.

FILL MATERIALS SHALL NOT BE PLACED ON FROZEN SOILS. SIMILARLY, BORROW FILL MATERIALS SHALL NOT CONTAIN FROZEN MATERIALS AT THE TIME PLACEMENT. FROZEN SOILS, FROM BOTH SUBGRADE AND FILL, SHALL BE REMOVED PRIOR TO CONTINUATION OF FILL OPERATIONS.

AREAS RECEIVING FILL SHALL BE GRADED TO FACILITATE POSITIVE DRAINAGE OF ANY FREE WATER ASSOCIATED WITH PRECIPITATION AND SURFACE RUNOFF.

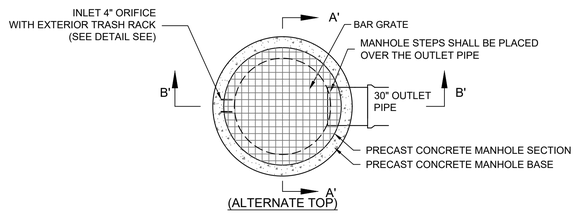
A WET BASIN CROSS SECTION
SCALE:NTS

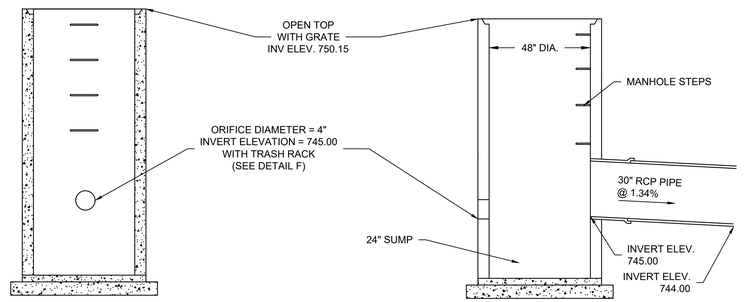


NOTES:

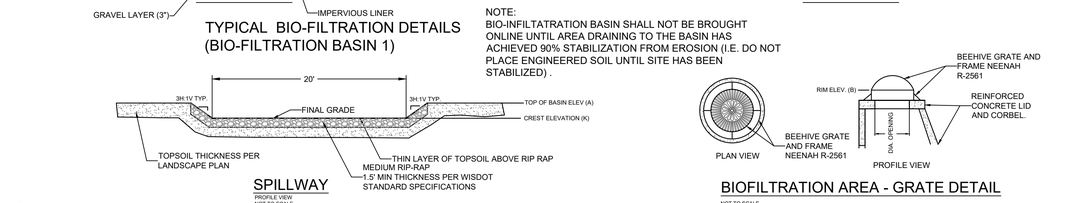
1. CONSTRUCT MANHOLE IN ACCORDANCE WITH FILE NO. 12 OF THE STATE STANDARD SPECIFICATIONS FOR SEWER AND WATER.
2. ADJUST FRAME TO GRADE WITH CONCRETE RINGS OF VARIABLE THICKNESS. MAXIMUM RING HEIGHT = 6". MINIMUM RING HEIGHT = 2". CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING. WHERE NECESSARY RINGS SHALL BE GROOVED TO RECEIVE STEP.
3. CONCRETE AND REINFORCEMENT STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION C-478.
4. JOINTS SHALL BE WATERTIGHT AND SHALL BE MADE USING MORTAR, OR FLEXIBLE RUBBER TYPE GASKETS FOR STORM MANHOLES.
5. AREA OF CIRCUMFERENTIAL STEEL = 0.12 SQ. INCH PER LINEAL FOOT MIN.
6. 3" OF BEDDING STONE UNDER BASE.
7. UNLESS NOTED ON THE PLANS CONTRACTOR IS RESPONSIBLE FOR ALL MANHOLE SIZING AND SHALL PROVIDE A SHOP DRAWING TO THE SIGMA GROUP, INC. BEFORE THEY ARE RELEASED FOR PRODUCTION.

B PRECAST STORM MANHOLE
SCALE:NTS





D OUTLET CONTROL STRUCTURE
SCALE:NTS



TYPICAL BIO-FILTRATION DETAILS
(BIO-FILTRATION BASIN 1)

NOTE:
BIO-INFILTATRATION BASIN SHALL NOT BE BROUGHT ONLINE UNTIL AREA DRAINING TO THE BASIN HAS ACHIEVED 90% STABILIZATION FROM EROSION (I.E. DO NOT PLACE ENGINEERED SOIL UNTIL SITE HAS BEEN STABILIZED) .

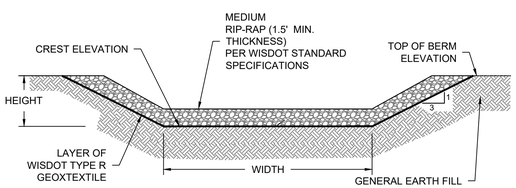
SPILLWAY
PROFILE VIEW
NOT TO SCALE

BIOFILTRATION AREA - GRATE DETAIL
NOT TO SCALE

NOTE:
1. BIO-FILTRATION BASINS THAT HAVE MULTIPLE VERTICAL ORIFICES SHALL BE INSTALLED AT THE SAME ELEVATION AS IDENTIFIED IN THE TABLE.
2. MULTIPLE VERTICAL ORIFICES SHALL HAVE A MINIMUM OF 12 INCHES HORIZONTAL SEPARATION.

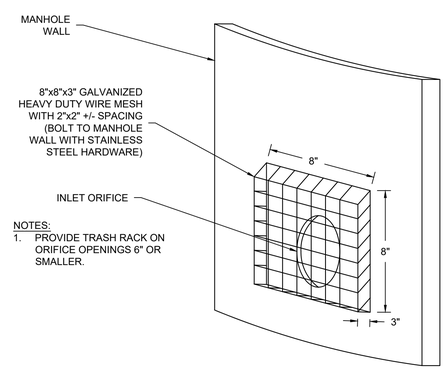
BIO-FILTRATION SUMMARY TABLE														
	(A)	(B)	(C)	(D)	(E)		(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
BIO-FILTRATION AREA	TOP OF POND	OVERFLOW RIM ELEVATION	TOP OF ENGINEERED FILL ELEVATION	ENGINEERED SOIL AND GRAVEL INTERFACE ELEVATION	6" DIAMETER UNDERDRAIN ELEVATION	OUTLET PIPE DIA	OUTLET PIPE ELEVATION	GRAVEL AND NATIVE SOIL INTERFACE ELEVATION	VERTICAL ORIFICE PLUG DIAMETER (INCH)	VERTICAL ORIFICE ELEVATION	# OF VERTICAL ORIFICES	SPILLWAY CREST ELEVATION	2 YR WATER ELEVATION	100 YR WATER ELEVATION
BIO 2	762.00	760.75	757.00	755.50	752.00	15"	752.00	751.75	3"	752.00	1	761.50	756.28	760.92
BIO 3	762.50	761.40	758.00	756.50	753.00	15"	753.00	752.75	3"	753.00	1	762.00	758.85	761.91
BIO 4	762.00	760.50	758.00	756.50	755.00	15"	755.00	754.75	4"	755.00	1	761.50	760.11	761.37

C BIOFILTRATION BASIN
SCALE:NTS



EMERGENCY SPILLWAY CONSTRUCTION INFORMATION					
WET DETENTION POND	TOP OF BERM (FT)	CREST ELEVATION (FT)	WIDTH (FT)	HEIGHT (FT)(min.)	100-YEAR HWL (FT)
POND 1	752.00	751.00	30.0	1.0	750.98

E EMERGENCY SPILLWAY WITH RIP RAP
SCALE:NTS



NOTES:
1. PROVIDE TRASH RACK ON ORIFICE OPENINGS 6" OR SMALLER.

F TRASH RACK
SCALE:NTS

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
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LAND by LABEL
7044 South Ballpark Drive Suite 305
Franklin, WI 53132
Phone: 414-285-3470

POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

DETAILS

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	NTS
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MJK
CHECKED BY:	CC
APPROVED BY:	CTC

SHEET NO:
C402

MGARNER
C402
21775

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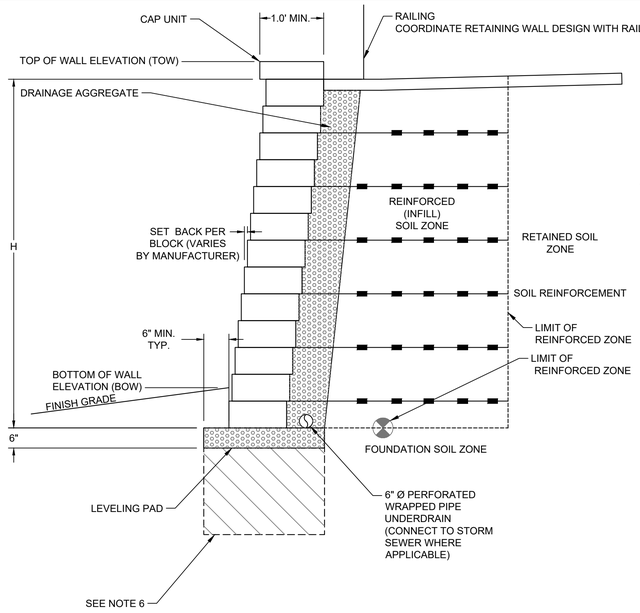
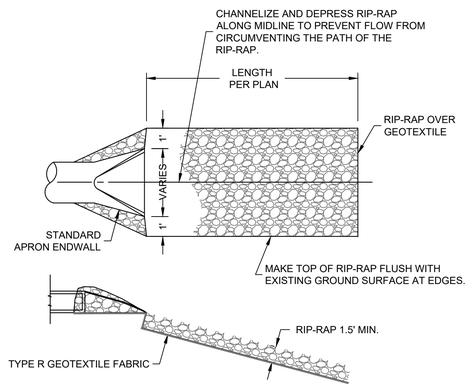
2025.09.05



A MODULAR BLOCK MSE WALL
SCALE:NTS

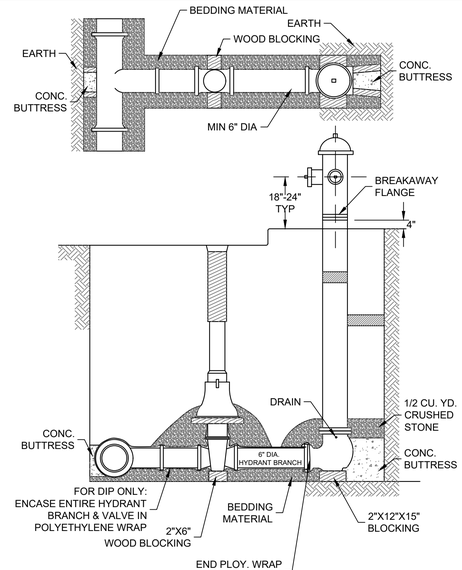
NOTES:

1. RETAINING WALL SYSTEM SHALL BE KEYSTONE, ROCKWOOD, OR APPROVED EQUAL.
2. TYPICAL SECTION IS FOR CONCEPTUAL DESIGN ONLY.THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND STAMPED AND SEALED SHOP DRAWINGS AND STABILITY CALCULATIONS FOR THE RETAINING WALLS TO THE ENGINEER. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF THESE ITEMS SHALL BE INCLUDED.
3. STAMPED AND SEALED RETAINING WALL DESIGN, PLANS, DETAILS AND CALCULATIONS SHALL BE PROVIDED TO THE CITY.
4. GEOGRID REINFORCEMENT SPACING AND LENGTH PER MANUFACTURER'S ENGINEER RECOMMENDATIONS.
5. GEOTECHNICAL ENGINEER MAY REQUIRE THAT ADDITIONAL DRAIN PIPING IS NEEDED DEPENDENT UPON SOILS ENCOUNTERED DURING WALL CONSTRUCTION.
6. WALL STRUCTURE TO BE VERIFIED WITH GEOTECHNICAL ENGINEER.
7. ANY SPECIAL TREATMENT SOILS BELOW LEVELING PAD WHICH ARE SUBJECT TO FROST HEAVE SHALL BE DESIGNED BY STRUCTURAL ENGINEER OF RECORD.
8. PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.
9. THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET AND GRADING PLAN SHEETS.
10. STYLE AND COLOR OF THE MODULAR BLOCK SHALL BE SELECTED BY THE OWNER AND ARCHITECT
11. PROTECTIVE RAILINGS/GUARD RAILS REQUIRED FOR ALL RETAINING WALLS ADJACENT TO PEDESTRIAN PATHS TO BE VERIFIED BY WALL DESIGNER, ARCHITECT, AND LOCAL JURISDICTION.



NOTES:
1. INSTALL RIP-RAP WHERE SHOWN ON PLANS.
2. FOR PERMANENT POOL (WET) DETENTION BASINS: EXTEND RIP-RAP FROM OUTFALL TO AT LEAST 10 FEET BEYOND THE NORMAL WATER LEVEL.
3. RIP-RAP SHALL BE MEDIUM RIP-RAP PER WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION
4. GEOTEXTILE FABRIC SHALL BE TYPE R PER WISDOT STANDARD SPECIFICATIONS PER HIGHWAY AND STRUCTURE CONSTRUCTION.

B RIP-RAP DISCHARGE APRON
SCALE:NTS



NOTES:
1. ENTIRE HYDRANT LEAD SHALL BE RESTRAINED BY MEGA-LUG OR APPROVED EQUAL
2. CONTRACTOR SHALL USE ANCHOR TEE AND VALVE WHEN ALLOWED BY LOCAL INSPECTOR

D HYDRANT SETTING
SCALE:NTS

C PRECAST SANITARY MANHOLE
SCALE:NTS

NOTES:

1. CONSTRUCT MANHOLE IN ACCORDANCE WITH FILE NO. 12 OF THE STATE STANDARD SPECIFICATIONS FOR SEWER AND WATER.
2. ADJUST FRAME TO GRADE WITH CONCRETE RINGS OF VARIABLE THICKNESS. MAXIMUM RING HEIGHT = 6". MINIMUM RING HEIGHT = 2". CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING. WHERE NECESSARY RINGS SHALL BE GROOVED TO RECEIVE STEP.
3. CONCRETE AND REINFORCEMENT STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION C-478.
4. JOINTS SHALL BE WATERTIGHT AND SHALL BE MADE USING FLEXIBLE RUBBER TYPE GASKETS.
5. AREA OF CIRCUMFERENTIAL STEEL = 0.12 SQ. INCH PER LINEAL FOOT MIN.
6. 3" OF BEDDING STONE UNDER BASE.
7. ALL SANITARY MANHOLES SHALL BE PROVIDED WITH EXTERNAL CHIMNEY SEALS AND SELF-SEALING LIDS WITH CONCEALED PICK HOLES.
8. UNLESS NOTED ON THE PLANS, THE CONTRACTORS IS RESPONSIBLE FOR ALL MANHOLE SIZING AND SHALL PROVIDE A SHOP DRAWING TO THE SIGMA GROUP, INC. BEFORE THEY ARE RELEASED FOR PRODUCTION.

NOTE:
TYPE I FRAME/CHIMNEY JOINT REQUIRED ON ALL SANITARY MANHOLES UNLESS OTHERWISE SPECIFIED.

WATER MAIN JOINT RESTRAINT DISTANCE (FT) PER FITTING

FITTING TYPE	4" DIAMETER	6" DIAMETER	8" DIAMETER	12" DIAMETER	16" DIAMETER	20" DIAMETER
HORIZONTAL BEND - 11.25°	5	5	5	5	8	8
HORIZONTAL BEND - 22.5°	8	8	8	10	10	15
HORIZONTAL BEND - 45°	10	10	12	16	20	26
HORIZONTAL BEND - 90°	16	20	25	32	40	52
* RESTRAIN LARGER SIZED PIPE						
REDUCER - DIA. X 4"	-	25	50	60	80	130
REDUCER - DIA. X 6"	-	-	25	60	100	125
REDUCER - DIA. X 8"	-	-	-	50	80	120
REDUCER - DIA. X 12"	-	-	-	-	50	100
REDUCER - DIA. X 16"	-	-	-	-	-	50
DEAD END	40	40	60	90	120	150
TEE OR CROSS - RUN	10	10	10	20	30	40
TEE - 4" BRANCH	8	6	6	6	6	6
TEE - 6" BRANCH	-	8	6	6	6	6
TEE - 8" BRANCH	-	-	10	6	6	6
TEE - 12" BRANCH	-	-	-	12	6	6
TEE - 16" BRANCH	-	-	-	-	30	10
TEE - 20" BRANCH	-	-	-	-	-	50
VERTICAL BEND - 45° - UPPER	12	20	26	40	50	60
VERTICAL BEND - 45° - LOWER	5	5	6	10	12	14
VERTICAL BEND - 22.5° - UPPER	8	10	14	18	24	28
VERTICAL BEND - 22.5° - LOWER	4	5	5	8	8	8
VERTICAL BEND - 11.25° - UPPER	6	6	8	10	12	14
VERTICAL BEND - 11.25° LOWER	4	4	4	4	4	6

* WHERE RESTRAINT LENGTHS ARE NOT IDENTIFIED ON THE PLANS, THE VALUES IN THIS TABLE SHALL BE PROVIDED AS A MINUMUM

E JOINT RESTRAINT TABLE
SCALE:NTS

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POTHS GENERAL DEVELOPMENT
76TH AND RAWSON
FRANKLIN, WI 53132

DETAILS

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE
PLAN COMMISSION SUBMITTAL	9/5/25

NO.	REVISION	DATE

SCALE:	NTS
PROJECT NO:	21775
DESIGN DATE:	----
PLOT DATE:	2025.09.05
DRAWN BY:	MRG
CHECKED BY:	CC
APPROVED BY:	CTC
SHEET NO:	C403

MGARNER
C403
21775

i:\land by label\21775 poths general - 76th-rawson\060 CAD\030_Production Sheets\100_Civil\C401 Details.dwg

2025.09.05

GENERAL:

1. EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY, AND NO RESPONSIBILITY IS ASSUMED BY THE OWNER OR ENGINEER FOR THEIR ACCURACY OR COMPLETENESS.
2. CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. CONTRACTOR SHALL HAVE SITE MARKED BY DIGGER'S HOTLINE AND SHALL HAVE PRIVATE UTILITIES MARKED BY A PRIVATE UTILITY LOCATOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL VERIFY ALL ELEVATIONS, LOCATIONS, AND SIZES OF EXISTING UTILITIES AND SHALL CHECK ALL UTILITY CROSSINGS AND PROPOSED CONNECTIONS FOR CONFLICTS/DISCREPANCIES PRIOR TO INITIATING CONSTRUCTION. REPORT ANY CONFLICTS OR DISCREPANCIES TO THE ENGINEER SO REDESIGN MAY OCCUR IF NEEDED.
3. LENGTHS OF ALL UTILITIES ARE TO CENTER OF STRUCTURES OR FITTINGS AND MAY VARY SLIGHTLY FROM PLANS. LENGTHS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.

SITE CLEARING:

1. EXCEPT FOR STRIPPED TOPSOIL OR OTHER MATERIALS INDICATED TO REMAIN ON OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM PROJECT SITE.
2. MINIMIZE INTERFERENCE WITH ADJOINING ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES DURING SITE-CLEARING OPERATIONS.
3. SALVABLE IMPROVEMENTS: CAREFULLY REMOVE ITEMS INDICATED TO BE SALVAGED AND STORE ON OWNER'S PREMISES WHERE INDICATED.
4. UTILITY LOCATOR SERVICE: NOTIFY UTILITY LOCATOR SERVICE FOR AREA WHERE PROJECT IS LOCATED BEFORE SITE CLEARING.
5. DO NOT COMMENCE SITE CLEARING OPERATIONS UNTIL TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE IN PLACE.
6. PROTECT AND MAINTAIN BENCHMARKS AND SURVEY CONTROL POINTS FROM DISTURBANCE DURING CONSTRUCTION.
7. LOCATE AND CLEARLY FLAG TREES AND VEGETATION TO REMAIN OR TO BE RELOCATED.
8. PROTECT EXISTING SITE IMPROVEMENTS TO REMAIN FROM DAMAGE DURING CONSTRUCTION; RESTORE DAMAGED IMPROVEMENTS TO THEIR ORIGINAL CONDITION, AS ACCEPTABLE TO OWNER.
9. LOCATE, IDENTIFY, DISCONNECT, AND SEAL OR CAP OFF UTILITIES INDICATED TO BE REMOVED; ARRANGE WITH UTILITY COMPANIES TO SHUT OFF INDICATED UTILITIES.
10. EXISTING UTILITIES: DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED BY THE OWNER AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY UTILITY SERVICES.
11. FILL DEPRESSIONS CAUSED BY CLEARING AND GRUBBING OPERATIONS WITH SATISFACTORY SOIL MATERIAL UNLESS FURTHER EXCAVATION OR EARTHWORK IS INDICATED; PLACE FILL MATERIAL IN HORIZONTAL LAYERS NOT EXCEEDING A LOOSE DEPTH OF 8 INCHES, AND COMPACT EACH LAYER TO A DENSITY EQUAL TO ADJACENT ORIGINAL GROUND.
12. REMOVE SOD AND GRASS BEFORE STRIPPING TOPSOIL.
13. STRIP TOPSOIL TO WHATEVER DEPTHS ARE ENCOUNTERED IN A MANNER TO PREVENT INTERMINGLING WITH UNDERLYING SUBSOIL OR OTHER WASTE MATERIALS.
14. STOCKPILE TOPSOIL MATERIALS AWAY FROM EDGE OF EXCAVATIONS WITHOUT INTERMIXING WITH SUBSOIL. GRADE AND SHAPE STOCKPILES TO DRAIN SURFACE WATER. COVER TO PREVENT WINDBLOWN DUST.
15. REMOVE EXISTING ABOVE- AND BELOW-GRADE IMPROVEMENTS AS INDICATED AND AS NECESSARY TO FACILITATE NEW CONSTRUCTION.
16. SAWCUT ALL PAVEMENTS FULL DEPTH PRIOR TO REMOVAL; SAWCUTS SHALL BE IN STRAIGHT LINES PERPENDICULAR AND/OR PARALLEL TO EXISTING PAVEMENT JOINTS AND PAVEMENT EDGES.
17. REMOVE SURPLUS SOIL MATERIAL, UNSUITABLE TOPSOIL, OBSTRUCTIONS, DEMOLISHED MATERIALS, AND WASTE MATERIALS INCLUDING TRASH AND DEBRIS, AND LEGALLY DISPOSE OF THEM OFF OWNER'S PROPERTY.
18. SEPARATE RECYCLABLE MATERIALS PRODUCED DURING SITE CLEARING FROM OTHER NONRECYCLABLE MATERIALS. STORE OR STOCKPILE WITHOUT INTERMIXING WITH OTHER MATERIALS AND TRANSPORT THEM TO RECYCLING FACILITIES.

SITE WATER SERVICE:

1. COMPLY WITH STANDARDS OF STATE PLUMBING CODE (SPS CH. 382, 384), LOCAL WATER UTILITY REQUIREMENTS AND STANDARDS OF AUTHORITIES HAVING JURISDICTION FOR FIRE-SUPPRESSION AND WATER SERVICE PIPING INCLUDING MATERIALS, FITTINGS, APPURTENANCES, INSTALLATION, TESTING, SERVICE TAPS, ETC. IN CASE OF CONFLICT BETWEEN THESE SPECIFICATIONS AND STATE PLUMBING CODE OR LOCAL JURISDICTIONAL AUTHORITY, STATE PLUMBING CODE AND LOCAL JURISDICTIONAL AUTHORITY REQUIREMENTS GOVERN.
2. DO NOT INTERRUPT SERVICE TO FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED BY OWNERS OF SUCH FACILITIES AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY WATER-DISTRIBUTION SERVICE.
3. WATER SERVICE PIPING MAY BE EITHER DUCTILE IRON WATER PIPE OR PVC WATER PIPE AS ALLOWED BY THE LOCAL WATER UTILITY.
4. DUCTILE IRON WATER PIPE CONFORMING TO THE REQUIREMENTS OF THE AMERICAN NATIONAL STANDARD FOR DUCTILE IRON PIPE, CENTRIFUGALLY CAST, AWWA C151/A21.51 - LATEST REVISION AND REQUIREMENTS OF CHAPTER 8.18.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
   a. CLASS 52
   b. CEMENT MORTAR LINING AND INTERNAL AND EXTERNAL BITUMINOUS COATS IN ACCORDANCE WITH SECTION 51.8 OF AWWA C151.
   c. PUSH-ON GASKET PIPE
   d. PLAIN RUBBER GASKETS
   e. BONDING STRAPS TO PROVIDE ELECTRICAL CONDUCTIVITY WITHOUT FIELD TESTING
5. JOINTS FOR DUCTILE IRON PIPE: JOINTS SHALL BE RUBBER GASKET JOINTS; CONFORM TO THE REQUIREMENTS OF AMERICAN NATIONAL STANDARD FOR RUBBER GASKET JOINTS FOR DUCTILE IRON PRESSURE PIPE AND FITTINGS (ANSI/AWWA C111/A21.11, LATEST EDITION)
6. FITTINGS FOR DUCTILE IRON PIPE: CONFORM TO THE REQUIREMENTS OF AMERICAN NATIONAL STANDARD FOR DUCTILE IRON AND GRAY IRON FITTINGS, 3" THROUGH 48" FOR WATER ANSI/AWWA C110/A21.10, LATEST EDITION); CLASS 250 MECHANICAL JOINT PIPE FITTINGS; CEMENT LINED; ALL BELLS; ENTIRE FITTING TARRED; CONDUCTIVE MECHANICAL JOINT (NO LEAD) RUBBER GASKETS, FLANGES, AND BOLTS.
7. PVC AWWA PIPE: AWWA C900, CLASS 235 WITH BELL END WITH GASKET AND WITH SPIGOT END AND MEETING REQUIREMENTS OF CHAPTER 8.20.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. FITTINGS SHALL BE IN ACCORDANCE WITH CHAPTER 8.22.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. MECHANICAL -JOINT, DUCTILE IRON FITTINGS: AWWA C153, DUCTILE-IRON COMPACT PATTERN. GLANDS, GASKETS AND BOLTS: AWWA C111, DUCTILE IRON GLANDS, RUBBER GASKETS AND STEEL BOLTS.
8. GATE VALVES: CONFORM TO AWWA C-500 AND STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN SUITABLE FOR DIRECT BURY.
9. VALVE BOXES: CAST IRON CONFORMING TO ASTM DESIGNATION A-48, CLASS 20 AND STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
10. FIRE HYDRANTS: TO MEET LOCAL STANDARDS.
11. WATER MAIN CONNECTION: TAP WATER MAIN WITH SIZE AND LOCATION INDICATED ON PLAN IN ACCORDANCE WITH LOCAL WATER UTILITY REQUIREMENTS. COORDINATE CONNECTION WITH LOCAL WATER UTILITY. ALL JOINTS HALL BE RESTRAINED FROM CONNECTION OF WATER MAIN TO BUILDING WALL. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS. INSTALL MEGA-LUG OR APPROVED EQUAL TIGHT TO WALL FOR RESTRAINT FOR ALL BUILDING WALL PENETRATIONS AS APPROVED BY LOCAL PLUMBING INSPECTOR AND WATER UTILITY. INSTALL THRUST BLOCKING AND MEGA-LUG AT BEND BELOW FLOOR FOR ALL FLOOR PENETRATIONS
12. GENERAL WATER PIPE INSTALLATION: IN ACCORDANCE WITH CHAPTER 4.3.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
13. INSTALL DUCTILE-IRON, WATER-SERVICE PIPING ACCORDING TO AWWA C600 AND CHAPTER 4.4.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
14. ALL DUCTILE IRON PIPE SHALL BE ENCASED IN POLYETHYLENE PER AWWA C105, LATEST EDITION AND IN ACCORDANCE WITH CHAPTER 4.4.4 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. ALL JOINTS AND FITTINGS SHALL HAVE POLYETHYLENE ENCASEMENT INSTALLED PER MANUFACTURER'S REQUIREMENTS AND PROCEDURES.
15. INSTALL PVC AWWA PIPE ACCORDING TO ASTM F645 AND AWWA M23 AND CHAPTER 4.6.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
16. INSTALL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS AT ALL OFFSET FITTINGS (TEES, BENDS, DEAD ENDS, VALVES, REDUCERS) USING MEGA-LUG OR APPROVED EQUAL. CONCRETE THRUST BLOCKS SHALL BE INSTALLED PER FILE NO'S:44,45,46 FROM THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. SEE DETAIL FOR MINIMUM LENGTH OF RESTRAINED JOINT REQUIRED. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS.INSTALL WATER SERVICE PIPING SUCH THAT THERE IS A MINIMUM OF 6' OF COVER OVER THE TOP OF THE WATER SERVICE PIPING.

SITE WATER SERVICE CONT.:

17. BEDDING AND COVER FOR WATER SERVICE PIPING SHALL BE IN ACCORDANCE WITH SECTION 4.3.3 AND FILE NO. 36 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. TRENCH BACKFILL SHALL BE GRANULAR B BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION ON-SITE.
18. INSTALL TRACER WIRE FOR NON-METALLIC WATER SERVICES IN ACCORDANCE WITH SPS SECTION 382.40(8)(K). TRACER WIRE INSULATION COLOR SHALL BE BLUE FOR POTABLE WATER SERVICE PIPING.
19. DUCTILE-IRON PIPING, RUBBER GASKETED JOINTS IN ACCORDANCE WITH SECTION 4.4.2 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
20. PVC PIPING GASKETED JOINTS: USING JOINING MATERIALS ACCORDING TO AWWA C900. CONSTRUCT JOINTS WITH ELASTOMERIC SEALS AND LUBRICANTS ACCORDING TO ASTM D2774 OR ASTM D3139 AND PIPE MANUFACTURER'S WRITTEN INSTRUCTIONS.
21. CONDUCT HYDROSTATIC TESTS IN ACCORDANCE WITH CHAPTER 4.15.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
22. CLEAN AND DISINFECT WATER SERVICE PIPING IN ACCORDANCE WITH SPS CHAPTER 82.40(8)(I) AND AWWA C651.

SANITARY SEWERAGE:

1. ALL PRIVATE SANITARY SEWER WORK SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) PLUMBING CODE - CHAPTERS SPS 382 AND SPS 384 AND LOCAL MUNICIPAL REQUIREMENTS.
2. ALL PUBLIC SANITARY SEWER WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION (STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS.
3. PVC SEWER PIPE AND FITTINGS: ASTM D 3034, SDR 35, WITH BELL-AND-SPIGOT ENDS WITH RUBBER GASKETED JOINTS IN ACCORDANCE WITH CHAPTER 8.10.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. JOINTS SHALL CONFORM TO ASTM D-3212.
4. MANHOLES: STANDARD PRECAST REINFORCED CONCRETE MANHOLES CONFORMING TO ASTM C478, SECTION 8.39.0 OF THE STANDARD SPECIFICATIONS AND CONFORMING TO FILE NOS. 12, 13 AND 15 OF THE STANDARD SPECIFICATIONS. DIAMETER AND DEPTH AS INDICATED ON PLANS. MANHOLE SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
5. MANHOLES DEEPER THAN FOUR FEET SHALL BE PROVIDED WITH MANHOLE STEPS CONFORMING TO SECTION 8.40.0 OF THE STANDARD SPECIFICATIONS.
6. SEWERS SHALL BE INSTALLED IN CONFORMANCE WITH SECTION 3.2.0 OF THE STANDARD SPECIFICATIONS. INSTALL PROPER SIZE INCREASERS, REDUCERS AND COUPLINGS WHERE DIFFERENT SIZES OR MATERIALS OF PIPES AND FITTINGS ARE CONNECTED. INSTALL TRACER PIPE OVER NON-METALLIC PIPING IN ACCORANCE WITH SPS SECTION 382.30(11)(H) AND 382.36(7)(D).
7. PIPE JOINT CONSTRUCTION: FOLLOW PIPING MANUFACTURER'S RECOMMENDATIONS; JOIN PVC SEWER PIPE ACCORDING TO ASTM D2321 AND ASTM D 3212 FOR ELASTOMERIC GASKET JOINTS. JOIN DISSIMILAR PIPE MATERIALS WITH NONPRESSURE-TYPE, FLEXIBLE COUPLINGS
7. PROVIDE AND INSTALL CLEANOUTS IN ACCORDANCE WITH SPS CHAPTER 382.35. INSTALL CLEANOUTS AND RISER EXTENSIONS FORM SEWER PIPES TO PROPOSED GRADE. INSTALL PIPING SO CLEANOUTS OPEN IN DIRECTION OF FLOW IN SEWER PIPE. USE LIGHT DUTY, TOP LOADING CLASSIFICATION CLEANOUTS IN EARTH OR UNPAVED FOOT TRAFFIC AREAS; USE MEDIUM DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN PAVED FOOT TRAFFIC AREAS; USE HEAVY DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN VEHICULAR TRAFFIC AREAS. SET CLEANOUT FRAMES AND COVERS IN PAVEMENT AREAS FLUSH WITH PAVEMENT SURFACE.
8. CLASS B COMPACTED TRENCH SECTION (FILE NO. NO. 4 OF STANDARD SPECIFICATIONS) SHALL BE UTILIZED. BEDDING AND COVER MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 8.43.0 OF THE STANDARD SPECIFICATIONS.
9. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
10. MANHOLE INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.0 OF THE STANDARD SPECIFICATIONS. SET MANHOLE RIMS TO ELEVATIONS INDICATED ON PLANS.
11. AFTER INSTALLATION OF SEWER PIPE CLEAN ALL DEBRIS FROM SEWER AND INSPECT INTERIOR OF PIPING TO DETERMINE WHETHER LINE DISPLACEMENT OR OTHER DAMAGE HAS OCCURRED. CONDUCT DEFLECTION TESTING OF INSTALLED PIPE IN ACCORDANCE WITH SECTION 3.2.6(I)4 OF THE STANDARD SPECIFICATIONS; REPLACE ANY PIPE SECTION NOT PASSING THE DEFLECTION TESTING USING NEW PIPE MATERIALS. TEST NEW BUILDING SEWER IN ACCORDANCE WITH SECTION 5.4.0 OF THE STANDARD SPECIFICATIONS. REPLACE LEAKING PIPE USING NEW PIPE MATERIALS AAND REPEAT TESTING UNTIL LEAKAGE IS WITHIN ALLOWANCES SPECIFIED.

STORM DRAINAGE:

1. ALL PRIVATE STORM SEWER WORK SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) PLUMBING CODE - CHAPTERS SPS 382 AND SPS 384 AND LOCAL MUNICIPAL REQUIREMENTS.
2. ALL PUBLIC STORM SEWER WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION (STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS.
3. PVC SEWER PIPE AND FITTINGS: ASTM D 3034, SDR 35, WITH BELL-AND-SPIGOT ENDS WITH RUBBER GASKETED JOINTS IN ACCORDANCE WITH CHAPTER 8.10.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. JOINTS SHALL CONFORM TO ASTM D-3212.
4. REINFORCED CONCRETE PIPE: ASTM C76 WITH BELL AND SPIGOT ENDS AND GASKETED JOINTS WITH ASTM C443 RUBBER GASKETS IN ACCORDANCE WITH CHAPTER 8.6.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
5. HDPE PIPE: ADS N12 PIPE AS APPROVED ON THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES PLUMBING PRODUCT REGISTER.
6. CATCH BASINS: STANDARD PRECAST CONCRETE CATCH BASINS CONFORMING TO CHAPTER 3.6.0 OF THE STANDARD SPECIFICATIONS AND IN GENERAL CONFORMANCE WITH FILE NO. 26 OF THE STANDARD SPECIFICATIONS. DEPTH AND DIAMETER AS INDICATED ON PLANS. CATCH BASIN SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
7. FRAMES AND GRATES: AS INDICATED ON PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING SPECIFIED FRAME/GRATE IS COMPATIBLE WITH STRUCTURE; IF NOT, NOTIFY ENGINEER.
8. MANHOLES: STANDARD PRECAST REINFORCED CONCRETE MANHOLES CONFORMING TO ASTM C478, SECTION 8.39.0 OF THE STANDARD SPECIFICATIONS AND CONFORMING TO FILE NOS. 12, 13 AND 15 OF THE STANDARD SPECIFICATIONS. DIAMETER AND DEPTH AS INDICATED ON PLANS. MANHOLE SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
9. MANHOLES AND CATCH BASINS DEEPER THAN FOUR FEET SHALL BE PROVIDED WITH MANHOLE STEPS CONFORMING TO SECTION 8.40.0 OF THE STANDARD SPECIFICATIONS.
10. SEWERS SHALL BE INSTALLED IN CONFORMANCE WITH SECTION 3.2.0 OF THE STANDARD SPECIFICATIONS. INSTALL PROPER SIZE INCREASERS, REDUCERS AND COUPLINGS WHERE DIFFERENT SIZES OR MATERIALS OF PIPES AND FITTINGS ARE CONNECTED. INSTALL TRACER PIPE OVER NON-METALLIC PIPING IN ACCORDANCE WITH SPS SECTION 382.30(11)(H) AND 382.36(7)(D).
11. PROVIDE AND INSTALL CLEANOUTS IN ACCORDANCE WITH SPS CHAPTER 382.35. INSTALL CLEANOUTS AND RISER EXTENSIONS FORM SEWER PIPES TO PROPOSED GRADE. INSTALL PIPING SO CLEANOUTS OPEN IN DIRECTION OF FLOW IN SEWER PIPE. USE LIGHT DUTY, TOP LOADING CLASSIFICATION CLEANOUTS IN EARTH OR UNPAVED FOOT TRAFFIC AREAS; USE MEDIUM DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN PAVED FOOT TRAFFIC AREAS; USE HEAVY DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN VEHICULAR TRAFFIC AREAS. SET CLEANOUT FRAMES AND COVERS IN PAVEMENT AREAS FLUSH WITH PAVEMENT SURFACE.
12. CLASS B COMPACTED TRENCH SECTION (FILE NO. NO. 4 OF STANDARD SPECIFICATIONS) SHALL BE UTILIZED. BEDDING AND COVER MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 8.43.0 OF THE STANDARD SPECIFICATIONS.
13. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
14. MANHOLE INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.0 OF THE STANDARD SPECIFICATIONS. SET MANHOLE RIMS TO ELEVATIONS INDICATED ON PLANS.
15. CATCH BASIN INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.6 OF THE STANDARD SPECIFICATIONS. CATCH BASIN EXCAVATION AND PREPARATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.4(A) AND (B) OF THE STANDARD SPECIFICATIONS. FRAMES AND GRATES SHALL BE SET TO THE ELEVATIONS SHOWN ON THE PLANS.
16. AFTER INSTALLATION OF SEWER PIPE CLEAN ALL DEBRIS FROM SEWER AND INSPECT INTERIOR OF PIPING TO DETERMINE WHETHER LINE DISPLACEMENT OR OTHER DAMAGE HAS OCCURRED. CONDUCT DEFLECTION TESTING OF INSTALLED PIPE IN ACCORDANCE WITH SECTION 3.2.6(I)4 OF THE STANDARD SPECIFICATIONS; REPLACE ANY PIPE SECTION NOT PASSING THE DEFLECTION TESTING USING NEW PIPE MATERIALS.

EARTH MOVING:

1. ALL EARTH WORK SHALL BE DONE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER PRESENTED IN THE SITE GEOTECHNICAL REPORT, GEOTECHNICAL ENGINEER RECOMMENDATIONS MADE IN THE FIELD AND THESE SPECIFICATIONS. IN CASE OF CONFLICT BETWEEN THESE SPECIFICATIONS AND THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER SHALL GOVERN.
2. CONTRACTOR SHALL PROVIDE MATERIAL TEST REPORTS FROM A QUALIFIED TESTING AGENCY INDICATING TEST RESULTS FOR CLASSIFICATION ACCORDING TO ASTM D2487 AND LABORATORY COMPACTION CURVES ACCORDING TO ASTM D 1557 FOR EACH ON-SITE AND OFF-SITE SOIL MATERIAL PROPOSED FOR FILL AND BACKFILL.
3. CONTRACTOR SHALL PROVIDE PREEXCAVATION PHOTOS OR VIDEOS SHOWING EXISTING CONDITIONS OF ADJOINING STRUCTURES AND SITE IMPROVEMENTS THAT MIGHT BE MISCONSTRUED AS DAMAGE CAUSED BY EARTHWORK OPERATIONS.
4. OLD BUILDING FOUNDATIONS, BUILDING REMNANTS OR UNSUITABLE BACKFILL MATERIAL SHALL BE COMPLETELY REMOVED FROM WITHIN AND A MINIMUM OF 10 FEET BEYOND THE NEW BUILDING PAD AREAS. THE RESULTING EXCAVATION SHALL BE BACKFILLED WITH COMPACTED ENGINEERED FILL.
5. FOUNDATIONS, FOUNDATION WALLS OR CONCRETE FLOOR SLABS SHALL BE REMOVED TO A MINIMUM OF TWO FEET BELOW PROPOSED SUBGRADE WITHIN PROPOSED PARKING AND GREENSPACE AREAS. BASEMENT SLABS LOCATED BELOW 2 FEET FROM PLANNED SUBGRADE ELEVATION MAY BE LEFT IN PLACE BUT SHALL BE BROKEN INTO MAXIMUM 6 INCH PIECES TO FACILITATE DRAINAGE.
6. SATISFACTORY SOILS FOR FILL: ASTM D 2487 SOIL CLASSIFICATION GROUPS GW, GP, GM, SW, SP, AND SM OR A COMBINATION OF THESE GROUPS; FREE OF ROCK OR GRAVEL LARGER THAN 3 INCHES IN ANY DIMENSION, DEBRIS, WASTE, FROZEN MATERIALS, VEGETATION, AND OTHER DELETERIOUS MATTER OR ANY SOIL GROUP OR COMBINATION OF GROUPS APPROVED OF BY THE PROJECT GEOTECHNICAL ENGINEER.
7. UNSATISFACTORY SOILS FOR FILL: SOIL CLASSIFICATION GROUPS GC, SC, CL, ML, OL, CH, MH, OH, AND PT ACCORDING TO ASTM D 2487 OR A COMBINATION OF THESE GROUPS UNLESS DEEMED SATISFACTORY BY THE PROJECT GEOTECHNICAL ENGINEER. UNSATISFACTORY SOILS ALSO INCLUDE SOILS NOT MAINTAINED WITHIN 3 PERCENT OF OPTIMUM SOIL MOISTURE CONTENT AT THE TIME OF COMPACTION.
8. AGGREGATE BASE COURSE BENEATH PAVEMENTS: SHALL BE 1-1/4" DENSE GRADED BASE COURSE CONFORMING TO SECTION 305 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION.
9. ENGINEERED FILL: NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND; ASTM D 2940; WITH AT LEAST 90 PERCENT PASSING A 1-1/2-INCH (37.5-MM) SIEVE AND NOT MORE THAN 12 PERCENT PASSING A NO. 200 SIEVE OR ANY SOIL DEEMED ACCEPTABLE FOR ENGINEERED FILL BY THE PROJECT GEOTECHNICAL ENGINEER. ENGINEERED FILL SHALL BE FREE OF ORGANIC, FROZEN, OR OTHER DELETERIOUS MATERIAL AND HAVE A MAXIMUM PARTICLE SIZE LESS THAN 3 INCHES. CLAY FILLS SHALL HAVE A LIQUID LIMIT OF LESS THAN 49 AND PLASTICITY INDEX BETWEEN 11 AND 25.
10. BEDDING COURSE FOR SEWERS AND WATER SERVICE: NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND CONFORMING TO THE REQUIREMENTS OF SECTION 8.43.2 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
11. DRAINAGE COURSE BENEATH BUILDING SLABS: NARROWLY GRADED MIXTURE OF WASHED, CRUSHED STONE, OR CRUSHED OR UNCRUSHED GRAVEL; ASTM D 448; COARSE-AGGREGATE GRADING SIZE 57; WITH 100 PERCENT PASSING A 1-1/2-INCH (37.5-MM) SIEVE AND 0 TO 5 PERCENT PASSING A NO. 8 SIEVE.
12. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
13. PIPE COVER MATERIAL: CONFORM TO SECTION 8.43.3 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
14. PREVENT SURFACE WATER AND GROUND WATER FROM ENTERING EXCAVATIONS, FROM PONDING ON PREPARED SUBGRADES, AND FROM FLOODING PROJECT SITE AND SURROUNDING AREA.
15. SHORING, SHEETING AND BRACING: SHORE, BRACE OR SLOPE BANKS OF EXCAVATION TO PROTECT WORKMEN, BANKS, ADJACENT PAVING, STRUCTURES, AND UTILITIES TO MEET OSHA REQUIREMENTS. DESIGN OF TEMPORARY SUPPORT OF EXCAVATION IS THE RESPONSIBILITY OF THE CONTRACTOR.
16. EXCAVATE TO SUBGRADE ELEVATIONS REGARDLESS OF THE CHARACTER OF SURFACE AND SUBSURFACE CONDITIONS ENCOUNTERED. UNCLASSIFIED EXCAVATED MATERIALS MAY INCLUDE ROCK, SOIL MATERIALS, AND OBSTRUCTIONS. NO CHANGES IN THE CONTRACT SUM OR THE CONTRACT TIME WILL BE AUTHORIZED FOR ROCK EXCAVATION OR REMOVAL OF OBSTRUCTIONS.
17. PROOF-ROLL SUBGRADE BELOW THE BUILDING SLABS AND PAVEMENTS WITH FULLY LOADED TANDEM AXLE DUMP TRUCK OR RUBBER TIRED VEHICLE OF SIMILAR SIZE AND WEIGHT, TYPICALLY 9 TONS/AXLE, WHERE COHESIVE SOILS ARE ENCOUNTERED OR WITH A SMOOTH DRUMMED VIBRATORY ROLLER WHERE GRANULAR SOILS ARE PRESENT. DO NOT PROOF-ROLL WET OR SATURATED SUBGRADES AND PROOFROLL IN DRY WEATHER. PROOF ROLL IN PRESENCE OF PROJECT GEOTECHNICAL ENGINEER OR TECHNICIAN. SOILS THAT ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD (TYPICALLY >1") SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED ENGINEERED FILL. IN PAVEMENT AREAS WHERE UNDERCUTS ARE PERFORMED, THE EDGES OF THE OVEREXCAVATIONS SHALL BE FEATHERED INOT THE SURROUNDING SUITABLE SOIL SO THAT EDGE FAILURE OF THE OVEREXCAVATED AREA DOES NOT OCCUR.
18. DUE TO CLAYEY SOILS, IF UNDERCUTS OCCUR WITHIN PAVEMENT AREAS AND THEY ARE BACKFILLED WITH GRANULAR SOILS, THE BOTTOM OF THE OVEREXCAVATION SHALL BE SLOPED TO A DRAINTILE THAT IS IN KIND SLOPED TOWARD THE NEAREST STORM SEWER. MINIMUM SLOPES OF SUCH DRAINTILES SHALL BE 0.5%.
19. CONVENTIONAL DISKING AND AERATION TECHNIQUES SHALL BE USED TO DRY SOILS BEFORE PROOF ROLLING. ALLOT FOR PROPER DRYING TIME IN PROJECT SCHEDULE.
20. ENGINEERED FILL SHALL BE PLACED IN MAXIMUM LIFTS OF EIGHT INCHES OF LOOSE MATERIAL AND COMPACTED WITHIN 3% OF OPTIMUM SOIL MOISTURE CONTENT VALUE AND A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST ASTM D1557. EACH LIFT OF COMPACTED ENGINEERED FILL SHALL BE OBSERVED AND TESTED BY A QUALIFI

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CONCRETE PAVING:

1. THE COMPOSITION, PLACING AND CONSTRUCTION OF CONCRETE PAVEMENTS SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF SECTIONS 415, 416, 501, 601, AND 602 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION (WISDOT STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS AND SPECIFICATIONS.
2. CONTRACTOR SHALL PROVIDE PRODUCT DATA FOR EACH TYPE OF PRODUCT INDICATED - INCLUDE TECHNICAL DATA AND TESTED PHYSICAL AND PERFORMANCE PROPERTIES; JOB-MIX DESIGNS: CERTIFICATION THAT MIX MEETS OR EXCEEDS WISDOT STANDARD SPECIFICATIONS; AND MATERIAL CERTIFICATES CERTIFYING COMPLIANCE WITH WISDOT STANDARD SPECIFICATIONS.
3. MANUFACTURER QUALIFICATIONS: MANUFACTURER OF READY-MIXED CONCRETE PRODUCTS WHO COMPLIES WITH ASTM C 94/C 94M REQUIREMENTS FOR PRODUCTION FACILITIES AND EQUIPMENT AND APPROVED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
4. CONCRETE GRADE: GRADE A, GRADE A-2, OR A-FA CONFORMING TO SECTION 501.3.1.3 OF THE WISDOT STANDARD SPECIFICATIONS
5. AGGREGATES: CONFORM TO SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS. PROVIDE AGGREGATES FROM A SINGLE SOURCE.
6. WATER: ASTM C 94/C 94M AND SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
7. AIR-ENTRAINING ADMIXTURE: ASTM C 260 AND SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
8. CHEMICAL ADMIXTURES: PER SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
9. CURING MATERIALS IN ACCORDANCE WITH SECTION 415.3.12 OF THE WISDOT STANDARD SPECIFICATIONS.
10. EXPANSION JOINT MATERIAL: CONFORM TO SECTION 415.2.3 OF THE WISDOT STANDARD SPECIFICATIONS.
11. MEASURE, BATCH, AND MIX CONCRETE MATERIALS AND CONCRETE IN ACCORDANCE WITH SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
12. GENERAL EXECUTION: CONFORM TO SECTION 415 OF THE WISDOT STANDARD SPECIFICATIONS.
13. PROOFROLL SUBGRADE AND AGGREGATE BASE AS OUTLINED IN EARTH MOVING SPECIFICATION PRIOR TO PLACEMENT OF PAVEMENTS.
14. SET, BRACE, AND SECURE EDGE FORMS, BULKHEADS, AND INTERMEDIATE SCREED GUIDES FOR PAVEMENT TO REQUIRED LINES, GRADES, AND ELEVATIONS. INSTALL FORMS TO ALLOW CONTINUOUS PROGRESS OF WORK AND SO FORMS CAN REMAIN IN PLACE AT LEAST 24 HOURS AFTER CONCRETE PLACEMENT.
15. CLEAN FORMS AFTER EACH USE AND COAT WITH FORM-RELEASE AGENT TO ENSURE SEPARATION FROM CONCRETE WITHOUT DAMAGE.
16. JOINTS GENERAL: FORM CONSTRUCTION, ISOLATION, AND CONTRACTION JOINTS AND TOOL EDGINGS TRUE TO LINE WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. CONSTRUCT TRANSVERSE JOINTS AT RIGHT ANGLES TO CENTERLINE, UNLESS OTHERWISE INDICATED. CONFORM TO SECTION 415 OF THE WISDOT STANDARD SPECIFICATIONS
17. CONSTRUCTION JOINTS: SET CONSTRUCTION JOINTS AT SIDE AND END TERMINATIONS OF PAVEMENT AND AT LOCATIONS WHERE PAVEMENT OPERATIONS ARE STOPPED FOR MORE THAN ONE-HALF HOUR UNLESS PAVEMENT TERMINATES AT ISOLATION JOINTS.
18. ISOLATION JOINTS: FORM ISOLATION JOINTS OF PREFORMED JOINT-FILLER STRIPS ABUTTING CONCRETE CURBS, CATCH BASINS, MANHOLES, INLETS, STRUCTURES, WALKS, OTHER FIXED OBJECTS, AND WHERE INDICATED.
19. CONTRACTION JOINTS: FORM WEAKENED-PLANE CONTRACTION JOINTS, SECTIONING CONCRETE INTO AREAS AS INDICATED. CONSTRUCT CONTRACTION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE-FOURTH OF THE CONCRETE THICKNESS TO MATCH JOINTING OF EXISTING ADJACENT CONCRETE PAVEMENT.
20. EDGING: TOOL EDGES OF PAVEMENT, GUTTERS, CURBS, AND JOINTS IN CONCRETE AFTER INITIAL FLOATING WITH AN EDGING TOOL TO A 1/4-INCH RADIUS. REPEAT TOOLING OF EDGES AFTER APPLYING SURFACE FINISHES. ELIMINATE TOOL MARKS ON CONCRETE SURFACES.
21. CURBING: COMPLY WITH SECTION 601 OF THE WISDOT STANDARD SPECIFICATIONS.
22. SIDEWALKS: COMPLY WITH SECTION 602 OF THE WISDOT STANDARD SPECIFICATIONS.
23. MOISTEN AGGREGATE TO PROVIDE A UNIFORM DAMPENED CONDITION AT TIME CONCRETE IS PLACED.
24. FINISH CURBING IN ACCORDANCE WITH SECTION 601.3.5 OF THE WISDOT STANDARD SPECIFICATIONS.
25. FINISH SIDEWALK AND PATIO IN ACCORDANCE WITH SECTION 602.3.2.3 OF THE WISDOT STANDARD SPECIFICATIONS (LIGHT BROOM FINISH).
26. FINISH CONCRETE VEHICULAR PAVEMENTS AND PADS IN ACCORDANCE WITH SECTION 415.3.8 OF THE WISDOT STANDARD SPECIFICATIONS (ARTIFICIAL TURF DRAG FINISH).
27. PROTECT AND CURE SIDEWALK IN ACCORDANCE WITH SECTION 602.3.2.6 OF THE WISDOT STANDARD SPECIFICATIONS.
28. PROTECT AND CURE CURBING IN ACCORDANCE WITH SECTION 601.3.7 OF THE WISDOT STANDARD SPECIFICATIONS.
29. PROTECT AND CURE VEHICULAR CONCRETE PAVING IN ACCORDANCE WITH SECTION 415.3.12 OF THE WISDOT STANDARD SPECIFICATIONS.
30. REMOVE AND REPLACE CONCRETE PAVEMENT THAT IS BROKEN, DAMAGED, OR DEFECTIVE OR THAT DOES NOT COMPLY WITH REQUIREMENTS IN THIS SECTION.
31. PROTECT CONCRETE FROM DAMAGE. EXCLUDE TRAFFIC FROM PAVEMENT FOR AT LEAST 7 DAYS AFTER PLACEMENT.
32. MAINTAIN CONCRETE PAVEMENT FREE OF STAINS, DISCOLORATION, DIRT, AND OTHER FOREIGN MATERIAL. SWEEP CONCRETE PAVEMENT NOT MORE THAN TWO DAYS BEFORE DATE SCHEDULED FOR SUBSTANTIAL COMPLETION INSPECTIONS.

ASPHALTIC PAVING:

1. THE COMPOSITION, PLACING AND CONSTRUCTION OF ASPHALTIC PAVEMENTS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTIONS 450, 455, 460, 465, AND 475 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION (WISDOT STANDARD SPECIFICATIONS).
2. CONTRACTOR SHALL PROVIDE PRODUCT DATA FOR EACH TYPE OF PRODUCT INDICATED - INCLUDE TECHNICAL DATA AND TESTED PHYSICAL AND PERFORMANCE PROPERTIES; JOB-MIX DESIGNS: CERTIFICATION THAT MIX MEETS OR EXCEEDS WISDOT STANDARD SPECIFICATIONS; AND MATERIAL CERTIFICATES CERTIFYING COMPLIANCE WITH WISDOT STANDARD SPECIFICATIONS.
3. MANUFACTURER QUALIFICATIONS: MANUFACTURER SHALL BE REGISTERED WITH AND APPROVED BY THE DOT OF THE STATE IN WHICH PROJECT IS LOCATED.
4. ENVIRONMENTAL LIMITATIONS: DO NOT APPLY ASPHALT MATERIALS IF BASE COURSE IS WET OR EXCESSIVELY DAMP OR IF THE FOLLOWING CONDITIONS ARE NOT MET: APPLY TACK COAT WHEN AMBIENT TEMPERATURE IS ABOVE 50 DEGREES FAHRENHEIT AND WHEN TEMPERATURE HAS NOT BEEN BELOW 35 DEGREES FAHRENHEIT FOR 12 HOURS IMMEDIATELY PRIOR TO APPLICATION; PLACE ASPHALTIC CONCRETE SURFACE COURSE WHEN TEMPERATURE IS ABOVE 40 DEGREES FAHRENHEIT; BASE COURSE MAY BE PLACED WHEN AIR TEMPERATURE IS ABOVE 30 DEGREES FAHRENHEIT AND RISING. PROCEED WITH PAVEMENT MARKING ONLY ON CLEAN, DRY SURFACES. DO NOT APPLY BELOW THE MINIMUM PAVEMENT TEMPERATURE AS RECOMMENDED BY THE MANUFACTURER.
5. AGGREGATES SHALL BE IN ACCORDANCE WITH SECTION 460.2.2 OF THE WISDOT STANDARD SPECIFICATIONS.
6. ASPHALT MATERIALS SHALL BE IN ACCORDANCE WITH CHAPTER 455 OF THE WISDOT STANDARD SPECIFICATIONS.
7. PAVEMENT MARKING PAINT: PROVIDE PAINT FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCTS LIST. COLOR SHALL BE WHITE UNLESS INDICATED OTHERWISE ON PLANS.
8. HOT-MIX ASPHALT: ASPHALTIC BINDER COURSE AND SURFACE COURSE SHALL BE MIXTURE LT FOR REGULAR DUTY PAVEMENT AND LT FOR HEAVY DUTY PAVEMENT COMPLYING WITH THE WISDOT STANDARD SPECIFICATIONS. ASPHALTIC BINDER SHALL BE 58-28 S UNLESS NOTED.
9. AGGREGATE BASE COURSE BENEATH PAVEMENTS: SHALL BE 1-1/4" DENSE GRADED BASE COURSE CONFORMING TO SECTION 305 OF THE WISDOT STANDARD SPECIFICATIONS.
10. PAVEMENT PLACEMENT GENERAL: ASPHALT CONCRETE PAVING EQUIPMENT, WEATHER LIMITATIONS, JOB-MIX FORMULA, MIXING, CONSTRUCTION METHODS, COMPACTION, FINISHING, TOLERANCE AND PROTECTION SHALL CONFORM TO THE REQUIREMENTS OF THE APPROPRIATE SECTIONS OF THE WISDOT STANDARD SPECIFICATIONS.
11. PREPARE AND PROOFROLL SUBGRADES AND AGGREGATE BASE COURSE AS OUTLINED IN EARTH MOVING SPECIFICATIONS PRIOR TO PLACEMENT OF ASPHALT PAVEMENTS.
12. SWEEP LOOSE GRANULAR PARTICLES FROM SURFACE OF AGGREGATE BASE COURSE PRIOR TO PAVEMENT PLACEMENT. DO NOT DISLODGE OR DISTURB AGGREGATE EMBEDDED IN COMPACTED SURFACE OF BASE COURSE.
13. SPREAD AND FINISH ASPHALTIC MIXTURE IN ACCORDANCE WITH SECTION 450.3.2.5 OF THE WISDOT STANDARD SPECIFICATIONS. PAVEMENT THICKNESSES SHALL BE AS INDICATED ON THE PLANS.
14. PROMPTLY CORRECT SURFACE IRREGULARITIES IN PAVING COURSE BEHIND PAVER. USE SUITABLE HAND TOOLS TO REMOVE EXCESS MATERIAL FORMING HIGH SPOTS. FILL DEPRESSIONS WITH HOT-MIX ASPHALT TO PREVENT SEGREGATION OF MIX; USE SUITABLE HAND TOOLS TO SMOOTH SURFACE.
15. COMPACT ASPHALTIC PAVEMENT IN ACCORDANCE WITH SECTION 450.3.2.6 OF THE WISDOT STANDARD SPECIFICATIONS.
16. PROTECTION: AFTER FINAL ROLLING, DO NOT PERMIT VEHICULAR TRAFFIC ON PAVEMENT UNTIL IT HAS COOLED AND HARDENED. ERECT BARRICADES TO PROTECT PAVING FROM TRAFFIC UNTIL MIXTURE HAS COOLED ENOUGH NOT TO BECOME MARKED.
17. THICKNESS TOLERANCE: COMPACT EACH COURSE TO PRODUCE THE THICKNESS INDICATED WITHIN PLUS/MINUS ¼ INCH FOR BINDER COURSE AND PLUS ¼ INCH FOR SURFACE COURSE, NO MINUS.
18. SURFACE SMOOTHNESS TOLERANCE: COMPACT EACH COURSE TO PRODUCE A SURFACE SMOOTHNESS WITHIN THE FOLLOWING TOLERANCES AS DETERMINED BY USING A 10-FOOT STRAIGHTEDGE APPLIED TRANSVERSELY OR LONGITUDINALLY TO PAVED AREAS: BINDER COURSE: ¼ INCH; SURFACE COURSE: 1/8 INCH. REMOVE AND REPLACE ALL HUMPS OR DEPRESSIONS EXCEEDING THE SPECIFIED TOLERANCES.
19. DO NOT APPLY PAVEMENT-MARKING PAINT UNTIL LAYOUT, COLORS, AND PLACEMENT HAVE BEEN VERIFIED WITH ENGINEER.
20. APPLY MARKINGS TO A DRY SURFACE FREE FROM FROST. REMOVE DUST, DIRT, OIL, GREASE, GRAVEL, DEBRIS OR OTHER MATERIAL THAT MAY PREVENT BONDING TO THE PAVEMENT.
21. APPLY PAINT AS THE MANUFACTURER SPECIFIES WITH MECHANICAL EQUIPMENT TO PRODUCE PAVEMENT MARKINGS, OF DIMENSIONS INDICATED, WITH UNIFORM, STRAIGHT EDGES. APPLY AT MANUFACTURER'S RECOMMENDED RATES AT A MINIMUM RATE OF 17.6 GALLONS/MILE FOR A CONTINUOUS 4" LINE.
22. TESTING AGENCY: CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS AND TO PREPARE TEST REPORTS.

SEGMENTAL RETAINING WALL:

1. WORK SHALL CONSIST OF FURNISHING DETAILED DESIGN, MATERIALS, LABOR, EQUIPMENT AND SUPERVISION TO INSTALL A SEGMENTAL RETAINING WALL SYSTEM IN ACCORDANCE WITH PLANS AND SPECIFICATIONS AND IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES, DESIGN AND DIMENSIONS SHOWN ON PLANS.
2. MATERIALS SUBMITTALS: THE CONTRACTOR SHALL SUBMIT MANUFACTURERS' CERTIFICATIONS TWO WEEKS PRIOR TO START OF WORK STATING THAT THE SRW UNITS AND GEOSYNTHETIC REINFORCEMENT MEET THE REQUIREMENTS OF THE DESIGN.
3. DESIGN SUBMITTAL: THE CONTRACTOR SHALL SUBMIT TWO SETS OF DETAILED DESIGN CALCULATIONS AND FINAL RETAINING WALL PLANS FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO THE BEGINNING OF WALL CONSTRUCTION. ALL CALCULATIONS AND DRAWINGS SHALL BE PREPARED AND SEALED BY A PROFESSIONAL CIVIL ENGINEER (P.E.) - (WALL DESIGN ENGINEER) EXPERIENCED IN SRW DESIGN AND LICENSED IN THE STATE WHERE THE WALL IS TO BE BUILT.
4. SEGMENTAL RETAINING WALL (SRW) UNITS SHALL BE MACHINE FORMED, PORTLAND CEMENT CONCRETE BLOCKS SPECIFICALLY DESIGNED FOR RETAINING WALL APPLICATIONS. SRW UNITS SHALL BE VERSA-LOK STANDARD RETAINING WALL UNITS, KEYSTONE RETAINING WALL UNITS, ROCKWOOD RETAINING WALL UNITS OR APPROVED EQUAL.
5. COLOR AND STYLE OF SRW UNITS SHALL BE AS SELECTED BY ARCHITECT AND OWNER FROM MANUFACTURER'S FULL RANGE.
6. SRW UNITS SHALL BE CAPABLE OF BEING ERECTED WITH THE HORIZONTAL GAP BETWEEN ADJACENT UNITS NOT EXCEEDING 1/8 INCH.
7. SRW UNITS SHALL BE SOUND AND FREE OF CRACKS OR OTHER DEFECTS THAT WOULD INTERFERE WITH THE PROPER PLACING OF THE UNIT OR SIGNIFICANTLY IMPAIR THE STRENGTH OR PERMANENCE OF THE STRUCTURE. ANY CRACKS OR CHIPS OBSERVED DURING CONSTRUCTION SHALL FALL WITHIN THE GUIDELINES OUTLINED IN ASTM C 1372.
8. CONCRETE SRW UNITS SHALL CONFORM TO THE REQUIREMENTS OF ASTM 1372 AND HAVE A MINIMUM NET AVERAGE 28 DAYS COMPRESSIVE STRENGTH OF 3000 PSI. COMPRESSIVE STRENGTH TEST SPECIMENS SHALL CONFORM TO THE SAW-CUT COUPON PROVISIONS OF ASTM C140.
9. SRW UNITS' MOLDED DIMENSIONS SHALL NOT DIFFER MORE THAN ± 1/8 INCH FROM THAT SPECIFIED, AS MEASURED IN ACCORDANCE WITH ASTM C 140. THIS TOLERANCE DOES NOT APPLY TO ARCHITECTURAL SURFACES, SUCH AS SPLIT FACES.
10. SRW UNITS SHALL BE INTERLOCKED WITH CONNECTION PINS. THE PINS SHALL CONSIST OF GLASS-REINFORCED NYLON MADE FOR THE EXPRESSED USE WITH THE SRW UNITS SUPPLIED.
11. GEOSYNTHETIC REINFORCEMENT SHALL CONSIST OF HIGH-TENACITY PET GEOGRIDS, HDPE GEOGRIDS, OR GEOTEXTILES MANUFACTURED FOR SOIL REINFORCEMENT APPLICATIONS. THE TYPE, STRENGTH AND PLACEMENT OF THE GEOSYNTHETIC REINFORCEMENT SHALL BE DETERMINED BY PROCEDURES OUTLINED IN THIS SPECIFICATION AND THE NCMA DESIGN MANUAL FOR SEGMENTAL RETAINING WALLS (3RD EDITION 2009) AND MATERIALS SHALL BE SPECIFIED BY WALL DESIGN ENGINEER IN THEIR FINAL WALL PLANS AND SPECIFICATIONS. THE MANUFACTURERS/SUPPLIERS OF THE GEOSYNTHETIC REINFORCEMENT SHALL HAVE DEMONSTRATED CONSTRUCTION OF SIMILAR SIZE AND TYPES OF SEGMENTAL RETAINING WALLS ON PREVIOUS PROJECTS.
12. THE TYPE, STRENGTH AND PLACEMENT OF THE REINFORCING GEOSYNTHETIC SHALL BE AS DETERMINED BY THE WALL DESIGN ENGINEER, AS SHOWN ON THE FINAL, P.E.-STAMPED RETAINING WALL PLANS.
13. MATERIAL FOR LEVELING PAD SHALL CONSIST OF COMPACTED SAND, GRAVEL, OR COMBINATION THEREOF (USCS SOIL TYPES GP,GW, SP, & SW) AND SHALL BE A MINIMUM OF 6 INCHES IN DEPTH. LEAN CONCRETE WITH A STRENGTH OF 200-300 PSI AND 3 INCHES THICK MAXIMUM MAY ALSO BE USED AS A LEVELING PAD MATERIAL. THE LEVELING PAD SHOULD EXTEND LATERALLY AT LEAST A DISTANCE OF 6 INCHES FROM THE TOE AND HEEL OF THE LOWERMOST SRW UNIT.
14. DRAINAGE AGGREGATE SHALL BE ANGULAR, CLEAN STONE OR GRANULAR FILL MEETING THE FOLLOWING GRADATION AS DETERMINED IN ACCORDANCE WITH ASTM D422:

SIEVE SIZE	PERCENT PASSING
1 INCH	100
3/4 INCH	75-100
NO. 4	0-60
NO. 40	0-50
NO. 200	0-5

15. THE DRAINAGE COLLECTION PIPE SHALL BE A PERFORATED OR SLOTTED PVC, OR CORRUGATED HDPE PIPE. THE DRAINAGE PIPE MAY BE WRAPPED WITH A GEOTEXTILE TO FUNCTION AS A FILTER. DRAINAGE PIPE SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM F 405 OR ASTM F 758.
16. THE REINFORCED SOIL MATERIAL SHALL BE FREE OF DEBRIS. UNLESS OTHERWISE NOTED ON THE FINAL, P.E.-SEALED, RETAINING WALL PLANS PREPARED BY THE WALL DESIGN ENGINEER, THE REINFORCED MATERIAL SHALL CONSIST OF THE INORGANIC USCS SOIL TYPES GP, GW, SW, SP, SM, MEETING THE FOLLOWING GRADATION, AS DETERMINED IN ACCORDANCE WITH ASTM D422:

SIEVE SIZE	PERCENT PASSING
1 INCH	100
NO. 4	20-100
NO. 40	0-60
NO. 200	0-35

17. THE MAXIMUM PARTICLE SIZE OF POORLY-GRADED GRAVELS (GP) (NO FINES) SHOULD NOT EXCEED 3/4 INCH UNLESS EXPRESSLY APPROVED BY THE WALL DESIGN ENGINEER AND THE LONG-TERM DESIGN STRENGTH (LTDS) OF THE GEOSYNTHETIC IS REDUCED TO ACCOUNT FOR ADDITIONAL INSTALLATION DAMAGE FROM PARTICLES LARGER THAN THIS MAXIMUM.
18. THE PLASTICITY OF THE FINE FRACTION SHALL BE LESS THAN 20.
19. THE PH OF THE BACKFILL MATERIAL SHALL BE BETWEEN 3 AND 9 WHEN TESTED IN ACCORDANCE WITH ASTM G 51.
20. DRAINAGE GEOTEXTILE SHALL CONSIST OF GEOSYNTHETIC SPECIFICALLY MANUFACTURED FOR USE AS A PERMEABLE SOIL FILTER THAT RETAINS SOIL WHILE STILL ALLOWING WATER TO PASS THROUGHOUT THE LIFE OF THE STRUCTURE. THE TYPE AND PLACEMENT OF THE GEOTEXTILE FILTER MATERIAL SHALL BE AS REQUIRED BY THE WALL DESIGN ENGINEER IN THEIR FINAL WALL PLANS AND SPECIFICATIONS.
21. THE DESIGN ANALYSIS FOR THE FINAL, P.E.-STAMPED RETAINING WALL PLANS PREPARED BY THE WALL DESIGN ENGINEER SHALL CONSIDER THE EXTERNAL STABILITY AGAINST SLIDING AND OVERTURNING, INTERNAL STABILITY AND FACIAL STABILITY OF THE REINFORCED SOIL MASS, AND SHALL BE IN ACCORDANCE WITH ACCEPTABLE ENGINEERING PRACTICE AND THESE SPECIFICATIONS. THE INTERNAL AND EXTERNAL STABILITY ANALYSIS SHALL BE PERFORMED IN ACCORDANCE WITH THE "NCMA DESIGN MANUAL FOR SEGMENTAL RETAINING WALLS, 3RD EDITION" USING THE RECOMMENDED MINIMUM FACTORS OF SAFETY IN THIS MANUAL.
22. EXTERNAL STABILITY ANALYSIS FOR BEARING CAPACITY, GLOBAL STABILITY, AND TOTAL AND DIFFERENTIAL SETTLEMENT SHALL BE THE RESPONSIBILITY OF THE OWNER AND THE OWNER'S GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER SHALL PERFORM BEARING CAPACITY, SETTLEMENT ESTIMATES, AND GLOBAL STABILITY ANALYSIS BASED ON THE FINAL WALL DESIGN PROVIDED BY THE WALL DESIGN ENGINEER AND COORDINATE ANY REQUIRED CHANGES WITH THE WALL DESIGN ENGINEER.
23. THE GEOSYNTHETIC PLACEMENT IN THE WALL DESIGN SHALL HAVE 100% CONTINUOUS COVERAGE PARALLEL TO THE WALL FACE. GAPPING BETWEEN HORIZONTALLY ADJACENT LAYERS OF GEOSYNTHETIC (PARTIAL COVERAGE) WILL NOT BE ALLOWED.
24. CONTRACTOR'S FIELD CONSTRUCTION SUPERVISOR SHALL HAVE DEMONSTRATED EXPERIENCE AND BE QUALIFIED TO DIRECT ALL WORK AT THE SITE.
25. CONTRACTOR SHALL EXCAVATE TO THE LINES AND GRADES SHOWN ON THE PROJECT GRADING PLANS. CONTRACTOR SHALL TAKE PRECAUTIONS TO MINIMIZE OVER-EXCAVATION. OVER-EXCAVATION SHALL BE FILLED WITH COMPACTED INFILL MATERIAL, OR AS DIRECTED BY THE WALL DESIGN ENGINEER, AT THE CONTRACTOR'S EXPENSE.
26. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING STRUCTURES AND UTILITIES PRIOR TO EXCAVATION. CONTRACTOR SHALL ENSURE ALL SURROUNDING STRUCTURES ARE PROTECTED FROM THE EFFECTS OF WALL EXCAVATION. EXCAVATION SUPPORT, IF REQUIRED, IS THE RESPONSIBILITY OF THE CONTRACTOR.
27. FOLLOWING THE EXCAVATION, THE FOUNDATION SOIL SHALL BE EXAMINED BY THE OWNER'S ENGINEER TO ASSURE ACTUAL FOUNDATION SOIL STRENGTH MEETS OR EXCEEDS THE ASSUMED DESIGN BEARING STRENGTH. SOILS NOT MEETING THE REQUIRED STRENGTH SHALL BE REMOVED AND REPLACED WITH INFILL SOILS, AS DIRECTED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER.
28. FOUNDATION SOIL SHALL BE PROOF-ROLLED AND COMPACTED TO 95% STANDARD PROCTOR DENSITY AND INSPECTED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF LEVELING PAD MATERIALS.
29. LEVELING PAD SHALL BE PLACED AS SHOWN ON THE FINAL, P.E.-SEALED RETAINING WALL PLANS WITH A MINIMUM THICKNESS OF 6 INCHES. THE LEVELING PAD SHOULD EXTEND LATERALLY AT LEAST A DISTANCE OF 6 INCHES FROM THE TOE AND HEEL OF THE LOWERMOST SRW UNIT.
30. GRANULAR LEVELING PAD MATERIAL SHALL BE COMPACTED TO PROVIDE A FIRM, LEVEL BEARING SURFACE ON WHICH TO PLACE THE FIRST COURSE OF UNITS. WELL-GRADED SAND CAN BE USED TO SMOOTH THE TOP 1/4 INCH TO 1/2 INCH OF THE LEVELING PAD. COMPACTION WILL BE WITH MECHANICAL PLATE COMPACTORS TO ACHIEVE 95% OF MAXIMUM STANDARD PROCTOR DENSITY (ASTM D 698).
31. ALL SRW UNITS SHALL BE INSTALLED AT THE PROPER ELEVATION AND ORIENTATION AS SHOWN ON THE FINAL, P.E.-SEALED WALL PLANS AND DETAILS OR AS DIRECTED BY THE WALL DESIGN ENGINEER. THE SRW UNITS SHALL BE INSTALLED IN GENERAL ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE SPECIFICATIONS AND DRAWINGS SHALL GOVERN IN ANY CONFLICT BETWEEN THE TWO REQUIREMENTS.
32. FIRST COURSE OF SRW UNITS SHALL BE PLACED ON THE LEVELING PAD. THE UNITS SHALL BE LEVELED SIDE-TO-SIDE, FRONT-TO-REAR AND WITH ADJACENT UNITS, AND ALIGNED TO ENSURE INTIMATE CONTACT WITH THE LEVELING PAD. THE FIRST COURSE IS THE MOST IMPORTANT TO ENSURE ACCURATE AND ACCEPTABLE RESULTS. NO GAPS SHALL BE LEFT BETWEEN THE FRONT OF ADJACENT UNITS. ALIGNMENT MAY BE DONE BY MEANS OF A STRING LINE OR OFFSET FROM BASE LINE TO THE BACK OF THE UNITS.
33. ALL EXCESS DEBRIS SHALL BE CLEANED FROM TOP OF UNITS AND THE NEXT COURSE OF UNITS INSTALLED ON TOP OF THE UNITS BELOW.

SEGMENTAL RETAINING WALL CONT.:

34. CONNECTION PINS SHALL BE INSERTED THROUGH THE PIN HOLES OF EACH UPPER-COURSE UNIT INTO RECEIVING SLOTS IN LOWER-COURSE UNITS. PINS SHALL BE FULLY SEATED IN THE PIN SLOT BELOW. UNITS SHALL BE PUSHED FORWARD TO REMOVE ANY LOOSENESS IN THE UNIT-TO-UNIT CONNECTION.
35. PRIOR TO PLACEMENT OF NEXT COURSE, THE LEVEL AND ALIGNMENT OF THE UNITS SHALL BE CHECKED AND CORRECTED WHERE NEEDED.
36. LAYOUT OF CURVES AND CORNERS SHALL BE INSTALLED IN ACCORDANCE WITH THE WALL PLAN DETAILS OR IN GENERAL ACCORDANCE WITH SRW MANUFACTURER'S INSTALLATION GUIDELINES. WALLS MEETING AT CORNERS SHALL BE INTERLOCKED BY OVERLAPPING SUCCESSIVE COURSES.
37. PROCEDURES ABOVE SHALL BE REPEATED UNTIL REACHING TOP OF WALL UNITS, JUST BELOW THE HEIGHT OF THE CAP UNITS. GEOSYNTHETIC REINFORCEMENT, DRAINAGE MATERIALS, AND REINFORCED BACKFILL SHALL BE PLACED IN SEQUENCE WITH UNIT INSTALLATION.
38. ALL GEOSYNTHETIC REINFORCEMENT SHALL BE INSTALLED AT THE PROPER ELEVATION AND ORIENTATION AS SHOWN ON THE FINAL P.E.-SEALED RETAINING WALL PLAN PROFILES AND DETAILS, OR AS DIRECTED BY THE WALL DESIGN ENGINEER.
39. AT THE ELEVATIONS SHOWN ON THE FINAL PLANS, (AFTER THE UNITS, DRAINAGE MATERIAL AND BACKFILL HAVE BEEN PLACED TO THIS ELEVATION) THE GEOSYNTHETIC REINFORCEMENT SHALL BE LAID HORIZONTALLY ON COMPACTED INFILL AND ON TOP OF THE CONCRETE SRW UNITS, TO WITHIN 1 INCH OF THE FRONT FACE OF THE UNIT BELOW. EMBEDMENT OF THE GEOSYNTHETIC IN THE SRW UNITS SHALL BE CONSISTENT WITH SRW MANUFACTURER'S RECOMMENDATIONS. CORRECT ORIENTATION OF THE GEOSYNTHETIC REINFORCEMENT SHALL BE VERIFIED BY THE CONTRACTOR TO BE IN ACCORDANCE WITH THE GEOSYNTHETIC MANUFACTURER'S RECOMMENDATIONS. THE HIGHEST-STRENGTH DIRECTION OF THE GEOSYNTHETIC MUST BE PERPENDICULAR TO THE WALL FACE.
40. GEOSYNTHETIC REINFORCEMENT LAYERS SHALL BE ONE CONTINUOUS PIECE FOR THEIR ENTIRE EMBEDMENT LENGTH. SPLICING OF THE GEOSYNTHETIC IN THE DESIGN-STRENGTH DIRECTION (PERPENDICULAR TO THE WALL FACE) SHALL NOT BE PERMITTED. ALONG THE LENGTH OF THE WALL, HORIZONTALLY ADJACENT SECTIONS OF GEOSYNTHETIC REINFORCEMENT SHALL BE BUTTED IN A MANNER TO ASSURE 100% COVERAGE PARALLEL TO THE WALL FACE.
41. TRACKED CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED DIRECTLY ON THE GEOSYNTHETIC REINFORCEMENT. A MINIMUM OF 6 INCHES OF BACKFILL IS REQUIRED PRIOR TO OPERATION OF TRACKED VEHICLES OVER THE GEOSYNTHETIC. TURNING SHOULD BE KEPT TO A MINIMUM. RUBBER-TIRED EQUIPMENT MAY PASS OVER THE GEOSYNTHETIC REINFORCEMENT AT SLOW SPEEDS (LESS THAN 5 MPH).
42. THE GEOSYNTHETIC REINFORCEMENT SHALL BE FREE OF WRINKLES PRIOR TO PLACEMENT OF SOIL FILL. THE NOMINAL TENSION SHALL BE APPLIED TO THE REINFORCEMENT AND SECURED IN PLACE WITH STAPLES, STAKES OR BY HAND TENSIONING UNTIL REINFORCEMENT IS COVERED BY 6 INCHES OF FILL.
43. DRAINAGE AGGREGATE SHALL BE INSTALLED TO THE LINE, GRADES AND SECTIONS SHOWN ON THE FINAL P.E.-SEALED RETAINING WALL PLANS. DRAINAGE AGGREGATE SHALL BE PLACED TO THE MINIMUM THICKNESS SHOWN ON THE CONSTRUCTION PLANS BETWEEN AND BEHIND UNITS (A MINIMUM OF 1 CUBIC FOOT FOR EACH EXPOSED SQUARE FOOT OF WALL FACE UNLESS OTHERWISE NOTED ON THE FINAL WALL PLANS).
44. DRAINAGE COLLECTION PIPES SHALL BE INSTALLED TO MAINTAIN GRAVITY FLOW OF WATER OUTSIDE THE REINFORCED-SOIL ZONE. THE DRAINAGE COLLECTION PIPE SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE FINAL CONSTRUCTION DRAWINGS. THE DRAINAGE COLLECTION PIPE SHALL DAYLIGHT INTO A STORM SEWER OR ALONG A SLOPE, AT AN ELEVATION BELOW THE LOWEST POINT OF THE PIPE WITHIN THE AGGREGATE DRAIN. DRAINAGE LATERALS SHALL BE SPACED AT A MAXIMUM 50-FOOT SPACING ALONG THE WALL FACE.
45. THE REINFORCED BACKFILL SHALL BE PLACED AS SHOWN IN THE FINAL WALL PLANS IN THE MAXIMUM COMPACTED LIFT THICKNESS OF 8 INCHES AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D 698) AT A MOISTURE CONTENT WITHIN -1% POINT TO +3% POINTS OF OPTIMUM. THE BACKFILL SHALL BE PLACED AND SPREAD IN SUCH A MANNER AS TO ELIMINATE WRINKLES OR MOVEMENT OF THE GEOSYNTHETIC REINFORCEMENT AND THE SRW UNITS.
46. ONLY HAND-OPERATED COMPACTION EQUIPMENT SHALL BE ALLOWED WITHIN 3 FEET OF THE BACK OF THE WALL UNITS. COMPACTION WITHIN THE 3 FEET BEHIND THE WALL UNITS SHALL BE ACHIEVED BY AT LEAST THREE PASSES OF A LIGHTWEIGHT MECHANICAL TAMPER, PLATE, OR ROLLER.
47. AT THE END OF EACH DAY'S OPERATION, THE CONTRACTOR SHALL SLOPE THE LAST LEVEL OF BACKFILL AWAY FROM THE WALL FACING AND REINFORCED BACKFILL TO DIRECT WATER RUNOFF AWAY FROM THE WALL FACE.
48. AT COMPLETION OF WALL CONSTRUCTION, BACKFILL SHALL BE PLACED LEVEL WITH FINAL TOP OF WALL ELEVATION. IF FINAL GRADING, PAVING, LANDSCAPING AND/OR STORM DRAINAGE INSTALLATION ADJACENT TO THE WALL IS NOT PLACED IMMEDIATELY AFTER WALL COMPLETION, TEMPORAR

CITY OF FRANKLIN

REPORT TO THE PLAN COMMISSION

Item E.4.

Meeting of October 9, 2025

Site Plan Amendment

RECOMMENDATION: City Development staff identifies three (3) options for consideration by the Plan Commission.

Project name:	**Rock Sports Complex, grading by west berm (after the fact)**
Property Owner:	BPC County Land LLC
Applicant:	Iconica Inc. Cody Schwichtenberg.
Property Address/TKN:	7005 S. Ballpark Dr. / 744 1003 000
Aldermanic District:	District 6
Zoning District:	PDD 37 – The Rock Sports Complex/Ballpark Commons
Staff Planner:	Régulo Martínez-Montilva, AICP CNUa, Planning Manager
Submittal date:	10-12-2022 (resubmitted 07-29-2025)
Application number:	PPZ22-0191

Background:

In September 2021, excess spoil materials from the netting poles installation and golf ball target field were stockpiled in the area between the Rocks Sports Complex parking lot and Whitnall View subdivision, which is planned for future overflow parking per the Ballpark Commons master plan.

In August 2022, the applicant spread the spoil materials over approximately 3 acres north of the stockpile, which resulted in an elevation increase of approximately 4 feet. It is noted that there is a berm between the Rocks Sports Complex development and Whitnall View subdivision, and its visual screening function might be impacted by higher elevations in the Rocks Sports Complex side.

In February 2023, the Plan Commission heard this item and carried "a motion to table the matter to the call of the chair and require the applicant to complete appropriate detailed plans on restoration of the fields and their future use, and plans for heightening the berm sufficient to block the view and noise to the neighbors, and to provide detailed planting plans for the entire berm". After the motion, the Chair commented that the understanding is that staff will notify Whitnall View neighbors. City Development staff mailed postcard notices to residents of Whitnall View and Addition No. 1 subdivisions notifying them of tonight's meeting, this is an optional notice as public hearing notices are not required for Site Plan amendments.

Project Description and Analysis:

In July 2025, the applicant submitted the plans attached to this packet:

- Future use: overflow parking. The applicant is proposing a parking lot specific geogrid with salt tolerant seed mix, and a stone drive around the overflow parking area.

- Berm height: the applicant is not proposing to raise the berm.
- Landscape plan: the applicant is proposing to "remove all dead or dying tress installed to match the original landscape design. Grass seed, mulch and erosion matting as needed for touchups to repair heavy equipment disturbance". The applicant is not proposing modifications modification to the approved landscape plan (Nov. 1, 2017).

The landscape berm between the Whitnall View residential subdivision and the Rock Sports Complex/Ballpark Commons was part of the approval of Planned Development District Major Amendment, Special Use and Natural Resource Special Exception applications in 2017 (see approved grading plan, landscape plan and easement exhibit, appendices #1-3).

It is noted that the 1998 Unified Development Ordinance (UDO) section 15-5.0301D states that "Bufferyards shall be required to separate different zoning districts from each other. Bufferyards function to eliminate or minimize potential nuisances such as dirt, litter, noise, glare of lights, signs, and unsightly buildings or parking areas, or to provide spacing to reduce adverse impacts of noise, odor, or danger from fires or explosions". This application is being reviewed under the 1998 UDO as it was submitted before the adoption of the 2025 UDO.

Per the "Preliminary Proposed Site Plan" (May 15, 2024), the elevation of the overflow parking near the base of the berm is approximately 809 feet, while base should be at 803 feet and the berm crest at 811 feet per the 2018 grading plan. City Development staff visited the site and noticed that the elevation of the overflow parking area is close to the berm crest in some areas. As noted in the staff report for the 2023 Plan Commission meeting, staff is concerned about the higher elevations in the Rock Sports Complex side that may impact the buffering purpose of the existing berm.

Overflow parking area with berm remnant in the background, from Rock Sports Complex. Photo by City Development staff.

Berm from Whitnall View (Sep. 15, 2025). Photo by City Development staff.

Staff Recommendation:

City Development staff identified the options below for consideration of the Plan Commission:

1. **Raise the height of the berm.** Motion: To table this Site Plan amendment until the applicant submits a revised grading plan and landscape plan with a higher elevation for the berm to compensate for higher elevations on the Rocks Sports Complex side.

   Staff comment: During a meeting held on April 1, 2024, the applicant's team noted that it's difficult to raise the berm due to existing gas pipelines.

2. **Remove all fill dirt.** Motion: To deny this Site Plan amendment and direct the applicant to remove all fill dirt and grade the overflow parking area in conformance with the approved grading plan dated March 23, 2018 (appendix #1).

3. **Approve Site Plan amendment.** Motion: To adopt the attached resolution.

   For this option, staff recommends the following conditions:
   - The site shall be developed in substantial compliance with the plans City file-stamped May 15, 2024. This resolution is not approving the proposed stone drive around the overflow parking area as stone parking drives are not allowed by the 1998 Unified Development Ordinance (UDO) Sec. 15-5.0202.D, this provision is also applicable under the 2025 UDO Sec. 15-5-01.C.6.

- The applicant or property owner must notify the Department of City Development after the installation of plantings and trees to match the previously approved landscape plan (Nov. 1, 2017). This condition must be addressed within one year from the date of adoption of this resolution.
- Since the applicant has not provided calculations of additional stormwater runoff produced by changes to the grading plan, the Engineering Department reserves the right to request a stormwater management plan.

Appendices list:

1. Overall Grading Plan dated March 23, 2018.
2. North Berm Planting Plan dated November 1, 2017.
3. Conservation easement exhibit.

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY
PLAN COMMISSION *[Draft 9-29-25]*

RESOLUTION NO. 2023-____

A RESOLUTION AMENDING THE SITE PLAN FOR PROPERTY LOCATED AT APPROXIMATELY 7005 SOUTH BALLPARK DRIVE TO ALLOW FOR FILL AND GRADING ACTIVITIES AFTER THE FACT, SPECIFICALLY EXCESS SPOIL MATERIALS FROM THE LUXE GOLF BAYS INSTALLATION, STOCKPILED AND THEN SPREAD OUT THEREAFTER OVER 3 ACRES, RESULTING IN AN ELEVATION INCREASE OF APPROXIMATELY 4 FEET
(TAX KEY NO. 744-1003-000)
(ICONICA, INC., APPLICANT, BPC COUNTY LAND, LLC, PROPERTY OWNER)

WHEREAS, Iconica, Inc., applicant, BPC County Land, LLC, property owner, having applied for an amendment to the site plan for the property located at 7005 South Ballpark Drive, such Site Plan having been previously approved on September 19, 2019, by Resolution No. 2019-016; and

WHEREAS, such proposed amendment proposes "after the fact grading" approval on account of excess spoil materials from the Luxe Golf Bays netting poles installation and golf ball target field (in September of 2021), which were stockpiled in the area between the Ballpark Commons parking lot and Whitnall View subdivision [which is planned for future overflow parking per the Ballpark Commons master plan] and spread out thereafter (in August of 2022) over 3 acres north of the stockpile, which resulted in an elevation increase of approximately 4 feet, property located at approximately 7005 South Ballpark Drive, and the Plan Commission having reviewed such proposal 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 Mayor and Common Council of the City of Franklin, Wisconsin, that the Site Plan for BPC County Land, LLC, for fill and grading activities after the fact approval, as submitted by Iconica, Inc., as described above, be and the same is hereby approved, subject to the following conditions:

1. Iconica, Inc., applicant, BPC County Land, LLC, property owner, successors and assigns and any developer of the Iconica, Inc. for fill and grading activities after the fact approval 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 Iconica, Inc. "after the fact grading", 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.

2. The approval granted hereunder is conditional upon Iconica, Inc., applicant, BPC County Land, LLC, property owner: (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.

3. The site shall be developed in substantial compliance with the plans City file-stamped May 15, 2024. This resolution is not approving the proposed stone drive around the overflow parking area as stone parking drives are not allowed by the 1998 Unified Development Ordinance (UDO) Sec. 15-5.0202.D, this provision is also applicable under the 2025 UDO Sec. 15-5-01.C.6.

4. The applicant or property owner must notify the Department of City Development after the installation of plantings and trees to match the previously approved landscape plan (Nov. 1, 2017). This condition must be addressed within one year from the date of adoption of this resolution.

5. Since the applicant has not provided calculations of additional stormwater runoff produced by changes to the grading plan, the Engineering Department reserves the right to request a stormwater management plan.

BE IT FURTHER RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the Iconica, Inc. fill and grading activities as depicted upon the plans City file-stamped May 15, 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 for the property located at 7005 South Ballpark Drive, as previously approved, is amended accordingly.

Introduced at a regular meeting of the Plan Commission of the City of Franklin this _____ day of _____, 2025.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this _____ day of _____, 2025.

APPROVED:

_____
John R. Nelson, Chairman

ATTEST:

_____
Shirley J. Roberts, City Clerk

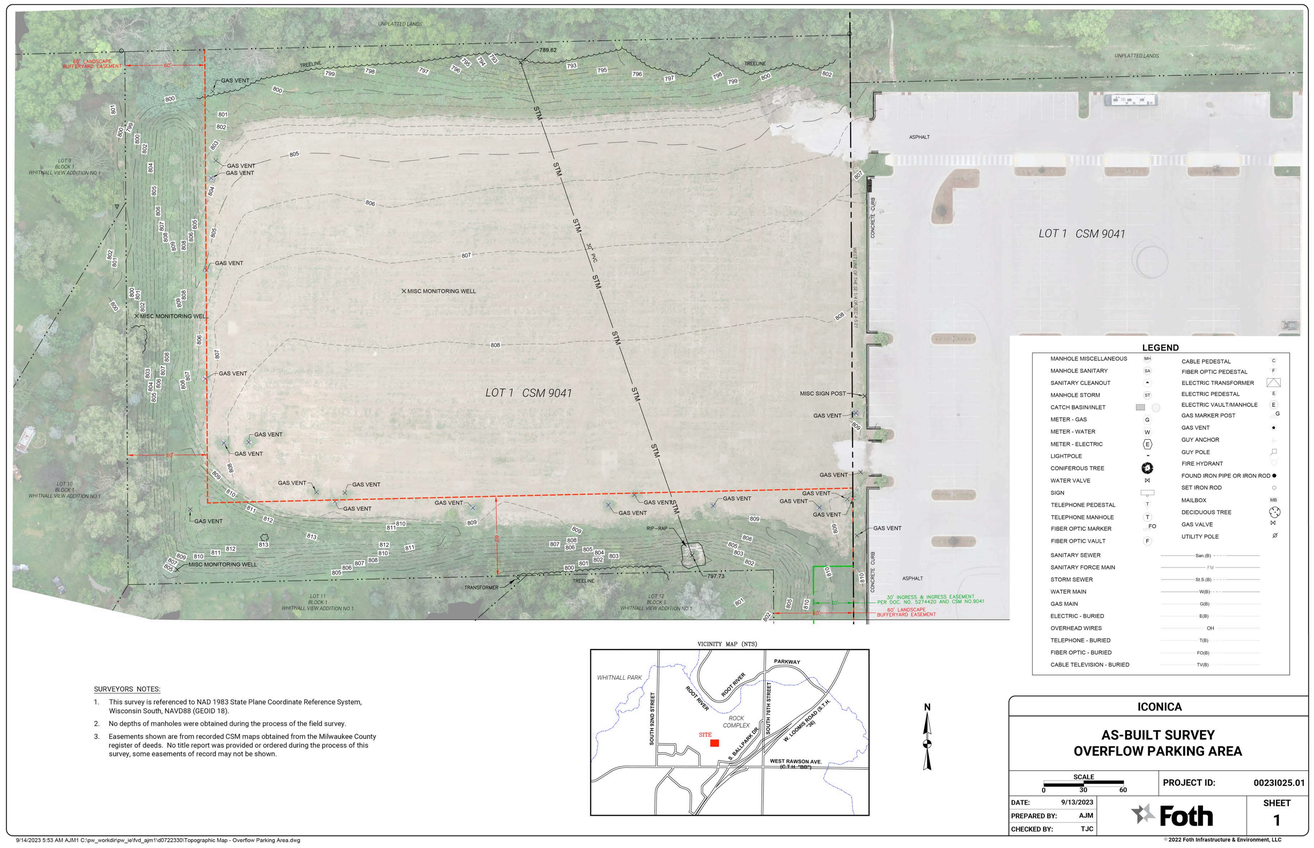
AYES _____ NOES _____ ABSENT _____

PROJECT NARRATIVE

In September 2021, Iconica broke ground on the Luxe Golf site at Ballpark Commons. Part of the project work resulted in excess spoil materials from the pole installation for the netting (previously permitted with the City) and from the golf ball target field that were stockpiled adjacent to an open field on the western portion of the Ballpark Commons property.

In August 2022, Iconica, working with the property owner, decided to spread the spoil pile over the approximate 3 acre grass field immediately north of the stockpile. They were working off a draft of the proposed grading plan that is included in this packet. The resulting spoils raised the elevation of the field approximately 4'. The existing drainage patterns and surface water runoff from the area were maintained and are commensurate with the approved stormwater master plan for the BPC property.

The area is planned to serve as an overflow parking area for larger BPC events, as needed.



LEGEND

MANHOLE MISCELLANEOUS	MH	CABLE PEDESTAL	C
MANHOLE SANITARY	SA	FIBER OPTIC PEDESTAL	F
SANITARY CLEANOUT	•	ELECTRIC TRANSFORMER	
MANHOLE STORM	ST	ELECTRIC PEDESTAL	E
CATCH BASIN/INLET		ELECTRIC VAULT/MANHOLE	E
METER - GAS	G	GAS MARKER POST	G
METER - WATER	W	GAS VENT	●
METER - ELECTRIC	E	GUY ANCHOR	
LIGHTPOLE	☀	GUY POLE	
CONIFEROUS TREE		FIRE HYDRANT	
WATER VALVE		FOUND IRON PIPE OR IRON ROD	●
SIGN		SET IRON ROD	○
TELEPHONE PEDESTAL	T	MAILBOX	MB
TELEPHONE MANHOLE	T	DECIDUOUS TREE	
FIBER OPTIC MARKER	FO	GAS VALVE	
FIBER OPTIC VAULT	F	UTILITY POLE	
SANITARY SEWER	San (8)		
SANITARY FORCE MAIN	FM		
STORM SEWER	St S (8)		
WATER MAIN	W(8)		
GAS MAIN	G(8)		
ELECTRIC - BURIED	E(8)		
OVERHEAD WIRES	OH		
TELEPHONE - BURIED	T(8)		
FIBER OPTIC - BURIED	FO(8)		
CABLE TELEVISION - BURIED	TV(8)		

VICINITY MAP (NTS)

N

SURVEYORS NOTES:

1. This survey is referenced to NAD 1983 State Plane Coordinate Reference System, Wisconsin South, NAVD88 (GEOID 18).
2. No depths of manholes were obtained during the process of the field survey.
3. Easements shown are from recorded CSM maps obtained from the Milwaukee County register of deeds. No title report was provided or ordered during the process of this survey, some easements of record may not be shown.

ICONICA

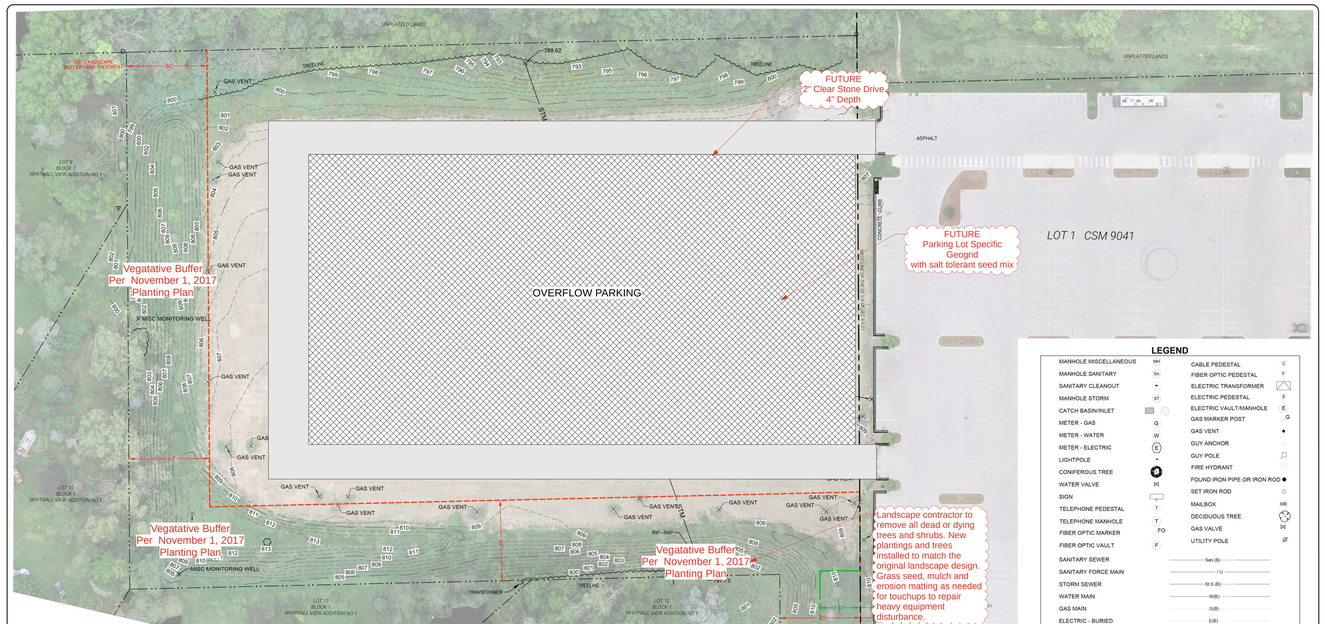
AS-BUILT SURVEY
OVERFLOW PARKING AREA

SCALE: 0 30 60	PROJECT ID: 0023I025.01
DATE: 9/13/2023	SHEET 1
PREPARED BY: AJM	
CHECKED BY: TJC	

Foth

© 2022 Foth Infrastructure & Environment, LLC

9/14/2023 5:53 AM AJM1 C:\pw_workdir\pw_ar\fvd_ajm1\d0722330\Topographic Map - Overflow Parking Area.dwg



FUTURE
2" Clear Stone Drive, 4" Depth

FUTURE
Parking Lot Specific Geogrid with salt tolerant seed mix

OVERFLOW PARKING

Vegatative Buffer Per November 1, 2017 Planting Plan

Vegatative Buffer Per November 1, 2017 Planting Plan

Vegatative Buffer Per November 1, 2017 Planting Plan

Landscape contractor to remove all dead or dying trees and shrubs. New plantings and trees installed to match the original landscape design. Grass seed, mulch and erosion matting as needed for touchups to repair heavy equipment disturbance.

LEGEND

MANHOLE MISCELLANEOUS	MH	CABLE PEDESTAL	C
MANHOLE SANITARY	SA	FIBER OPTIC PEDESTAL	F
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CATCH BASIN/INLET		ELECTRIC VAULT/MANHOLE	E
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METER - ELECTRIC	E	GUY ANCHOR	
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CONIFEROUS TREE		FIRE HYDRANT	
WATER VALVE		FOUND IRON PIPE OR IRON ROD	●
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TELEPHONE PEDESTAL	T	MAILBOX	MB
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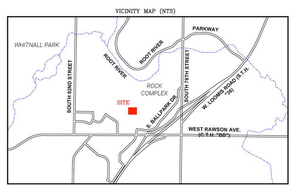
TELEPHONE - BURIED	T(8)		
FIBER OPTIC - BURIED	FO(8)		
CABLE TELEVISION - BURIED	TV(8)		

VICINITY MAP (NTS)



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roc VENTURES

Preliminary Proposed Site Plan

May 15, 2024

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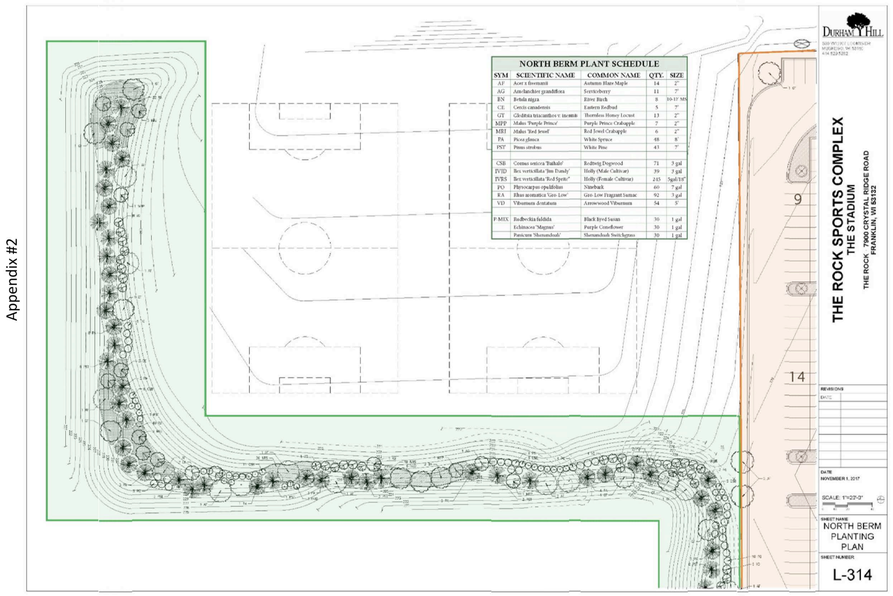
Appendix #2



NORTH BERM PLANT SCHEDULE

SYM	SCIENTIFIC NAME	COMMON NAME	QTY.	SIZE
AF	Acer x freemanii	Autumn Blaze Maple	14	2"
AG	Amelanchier grandiflora	Serviceberry	11	7'
BN	Betula nigra	River Birch	8	10-15' MS
CT	Cercis canadensis	Eastern Redbud	5	7'
GT	Gleditsia triacanthos v. inermis	Thornless Honey Locust	13	2"
MPP	Malus 'Purple Prince'	Purple Prince Crabapple	7	2"
MRI	Malus 'Red Jewel'	Red Jewel Crabapple	6	2"
PA	Picea glauca	White Spruce	68	8'
PST	Pinus strobus	White Pine	43	7'
CSR	Cornus sericea 'Bailhalo'	Redtwig Dogwood	73	3 gal
IVTD	Ilex verticillata 'Jim Dandy'	Holly (Male Cultivar)	39	3 gal
IVRS	Ilex verticillata 'Red Sprite'	Holly (Female Cultivar)	245	3gal/18"
PO	Physocarpus opulifolius	Ninebark	60	3 gal
RA	Rhus aromatica 'Gro Low'	Gro-Low Fragrant Sumac	92	3 gal
VD	Viburnum dentatum	Arrowwood Viburnum	54	5'
P MIX	Rudbeckia fulgida	Black Eyed Susan	30	1 gal
	Echinacea 'Magnus'	Purple Coneflower	30	1 gal
	Panicum 'Shenandoah'	Shenandoah Switchgrass	30	1 gal

DURHAM HILL

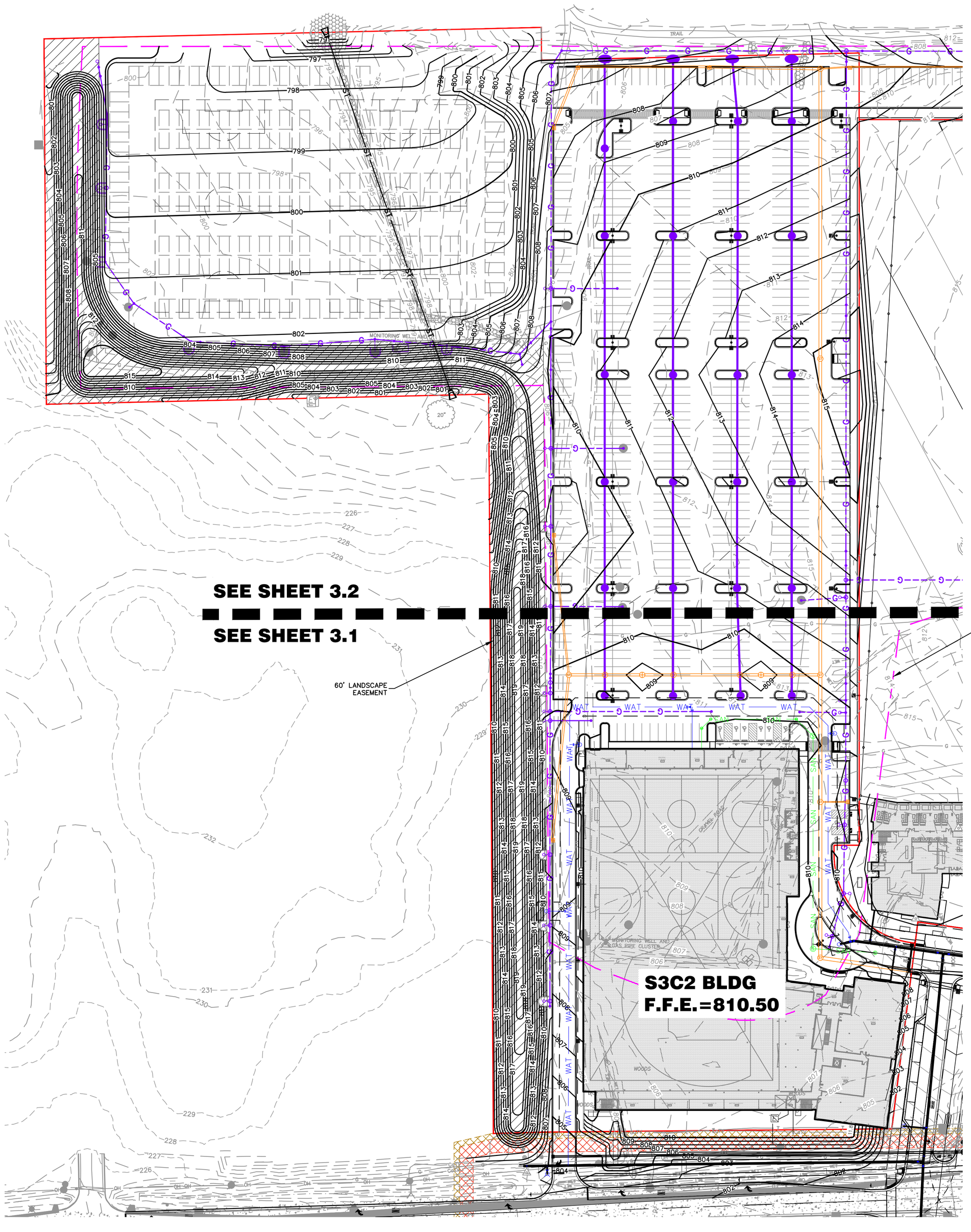
THE ROCK SPORTS COMPLEX
THE STADIUM
THE ROCK - 7900 CRYSTAL RIDGE ROAD
FRANKLIN, WI 53132

DATE: NOVEMBER 1, 2017

SCALE: 1"=27'-0"

SHEET NAME: NORTH BERM PLANTING PLAN

SHEET NUMBER: L-314



GRADING NOTES

1. THE CONTRACTOR SHALL FIELD VERIFY THE FOLLOWING:
   - A. ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK.
   - B. LOCATION AND ELEVATION OF:
     - i. EXISTING PIPE INVERTS
     - ii. FLOOR ELEVATIONS
     - iii. CURB OR PAVEMENT WHERE MATCHING INTO EXISTING WORK
     - iv. HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES.

   NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
2. ALL UNSURFACED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL AND BE SEEDED, MULCHED AND WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
3. THIS GRADING PLAN IS BASED ON AN TOPOGRAPHIC SURVEY BY OTHERS. SOME FIELD ADJUSTMENTS MAY BE NECESSARY AT POINTS WHERE PROPOSED GRADES MEET EXISTING. REVIEW ANY REQUIRED CHANGES WITH THE ENGINEER PRIOR TO CONSTRUCTION OF WORK.
4. PROPERTY CORNERS SHALL BE CAREFULLY PROTECTED. MONUMENTS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. PROPOSED CONTOURS ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY. ALL CONSTRUCTION SHALL BE BASED UPON PROPOSED SPOT ELEVATIONS WHERE PROVIDED.
6. STORM SEWER SPECIFICATIONS
   - A. PIPE – ALL PIPE MATERIAL ARE INDICATED ON THE PLANS. REFER TO FOLLOWING SPECIFICATIONS:
     - i. REINFORCED CONCRETE PIPE (RCP) SHALL MEET THE REQUIREMENTS OF ASTM C–76, CLASS III (MINIMUM) WITH RUBBER GASKET JOINTS ASTM C–443.
     - ii. HIGH DENSITY POLYETHYLENE SMOOTH–WALLED INTERIOR CORRUGATED PIPE SHALL BE AS MANUFACTURED BY ADS OR EQUAL, WITH WATER TIGHT JOINTS, MANNING "N" VALUE OF 0.010 AND SHALL MEET THE REQUIREMENTS OF AASHTO DESIGNATION M–294 TYPE S. MATERIAL AND INSTALLATION SHALL BE IN ACCORDANCE WITH ASTM D3350, D2412, AND D2321 WITH ELASTOMERIC GASKETS CONFORMING TO ASTM F477.
   - B. INLETS AND FRAMES
     - i. INLETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF WISCONSIN ADMINISTRATIVE CODE COMM 82.36(9)B.3.
     - ii. FRAMES AND GRATES SHALL BE GRAY IRON MATERIAL (PER ASTM A–48) OF STYLES / CATALOG NUMBERS AS INDICATED ON THESE CONSTRUCTION DRAWINGS.
   - C. MANHOLES AND FRAMES
     - i. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF WISCONSIN ADMINISTRATIVE CODE COMM 82.35(8)a,b.
     - ii. FRAMES AND LIDS SHALL BE GRAY IRON MATERIAL (PER ASTM A–48) OF STYLES/CATALOG NUMBERS AS INDICATED ON THESE CONSTRUCTION DRAWINGS. INTERNAL CHIMNEY SEALS SHALL BE CRETEX SPECIALTY PRODUCTS, OR EQUAL.
   - D. CLEANOUTS – CLEANOUTS SHALL BE EQUIPPED WITH FROST SLEEVES IN ACCORDANCE WITH COMM 82.35(5)(A)2. (REFER TO DETAIL)
   - E. BACKFILL AND BEDDING – STORM SEWER SHALL BE BEDDED IN 3/4" CRUSHED STONE CHIPS AS DESCRIBED IN 10.11.2 OF THE CITY OF FRANKLIN DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS TO 2 FEET ABOVE THE TOP OF PIPE AND BACKFILLED WITH 1–1/4" TRAFFIC BOND AS DESCRIBED IN 10.11.3 OF SAID SPECIFICATIONS.
   - F. FIELD TILE CONNECTION – ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION SHALL BE INCLUDED IN THE UNIT PRICE(S) FOR STORM SEWER. TILE LINES CROSSED BY THE TRENCH SHALL BE REPLACED WITH THE SAME MATERIAL AS THE STORM SEWER AND SHALL BE INSPECTED BY THE CITY OF FRANKLIN PRIOR TO BACKFILLING.

LEGEND

- PROPOSED STORM INLET
- PROPOSED STORM SEWER
- PROPOSED WATER MAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED ELECTRIC
- PROPOSED GAS
- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR

north

SCALE IN FEET

60' 0 60'

ATTACHMENT 10

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WAUKESHA, WISCONSIN 53188
P. 262.513.0666

CLIENT:

ROC VENTURES

CLIENT ADDRESS:

PROJECT:

BALLPARK COMMONS FRANKLIN, WI

BUILDING S3C2

SUBJECT TO AGENCY REVIEW - NOT FOR CONSTRUCTION

DIGGERS HOTLINE
Toll Free (800) 242-8511

PLAN MODIFICATIONS:

#	Date:	Description:
1	03-23-18	SITE PLAN SUBMITTAL

Design/Drawn: CAP/SJK
Approved: JLJ

SHEET TITLE:
OVERALL GRADING PLAN

SHEET NUMBER:
C3.0

JSD PROJECT NO: 14-6548

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Appendix #1

File: R:\2014\I-406548 Ballpark Commons\dwg\S3C2\I-46548 – C3.0 – Grading Plan.dwg Layout: C3.0 User: amertz Plotted: Mar 22, 2018 – 8:02pm Xref's:

CONSTRUCTION SITE EROSION CONTROL

1. CONTRACTOR IS RESPONSIBLE TO NOTIFY ENGINEER OF RECORD AND APPROPRIATE OFFICIALS OF ANY CHANGES TO THE EROSION CONTROL AND STORMWATER MANAGEMENT PLANS. ENGINEER OF RECORD AND APPROPRIATE CITY OF Franklin OFFICIALS MUST APPROVE ANY CHANGES PRIOR TO DEVIATION FROM THE APPROVED PLANS.
2. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED BY THE CONTRACTOR IN ACCORDANCE WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WDNR) TECHNICAL STANDARDS (REFERRED TO AS BMP'S) AND THE CITY OF Franklin ORDINANCE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A COPY OF THESE STANDARDS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL EROSION CONTROL MEASURES WHICH MAY BE NECESSARY TO MEET UNFORESEEN FIELD CONDITIONS.
3. MODIFICATIONS TO THE APPROVED EROSION CONTROL DESIGN IN ORDER TO MEET UNFORESEEN FIELD CONDITIONS IS ALLOWED IF MODIFICATIONS CONFORM TO BMP'S. ALL DESIGN MODIFICATIONS MUST BE APPROVED BY THE CITY OF Franklin, PRIOR TO DEVIATION OF THE APPROVED PLAN.
4. ADDITIONAL EROSION CONTROL MEASURES, AS REQUESTED BY STATE INSPECTORS, LOCAL INSPECTORS, COUNTY INSPECTORS AND/OR ENGINEER OF RECORD SHALL BE INSTALLED WITHIN 24 HOURS OF REQUEST.
5. INSTALL PERIMETER EROSION CONTROL MEASURES (SUCH AS CONSTRUCTION ENTRANCES, SILT FENCE AND EXISTING INLET PROTECTION) PRIOR TO ANY SITE WORK, INCLUDING GRADING OR DISTURBANCE OF EXISTING SURFACE COVER, AS SHOWN ON PLAN IN ORDER TO PROTECT ADJACENT PROPERTIES/STORM SEWER SYSTEMS FROM SEDIMENT TRANSPORT.
6. A CONSTRUCTION ENTRANCE IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1057 SHALL BE INSTALLED AT ALL LOCATIONS OF VEHICLE INGRESS/EGRESS. CONTRACTOR IS RESPONSIBLE TO COORDINATE LOCATION WITH THE PROPER AUTHORITIES, PROVIDE NECESSARY FEES, AND OBTAIN ALL REQUIRED APPROVALS OR PERMITS.
7. INLET PROTECTION IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1060 SHALL BE IMMEDIATELY FITTED AT THE INLET OF ALL INSTALLED STORM SEWER AND AT ALL INSTALLED CULVERT INLETS TO PREVENT SEDIMENT DEPOSITION WITHIN STORM SEWER SYSTEMS.
8. DITCH CHECKS AND APPLICABLE EROSION NETTING/MATTING SHALL BE INSTALLED IN ACCORDANCE WITH WDNR TECHNICAL STANDARDS 1053 & 1062 IMMEDIATELY AFTER COMPLETION OF GRADING EFFORTS WITHIN DITCHES/SWALES TO PREVENT SOIL TRANSPORTATION.
9. CONTRACTOR SHALL INSTALL SILT FENCING AT DOWNSLOPE SIDE OF STOCKPILES IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1056.
10. ALL EXPOSED SOIL AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 7 DAYS AND REQUIRE VEGETATIVE COVER FOR LESS THAN 1 YEAR, REQUIRE TEMPORARY SEEDING FOR EROSION CONTROL. SEEDING FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1059 AND CITY OF Franklin ORDINANCE.
11. IF TOPSOIL STOCKPILE REMAINS UNDISTURBED FOR MORE THAN SEVEN (7) DAYS, TEMPORARY SEEDING AND STABILIZATION IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES IS REQUIRED. IF DISTURBANCE OCCURS BETWEEN NOVEMBER 15TH AND MAY 15TH, THE MULCHING SHALL BE PERFORMED BY HYDRO-MULCHING WITH A "TACKIFIER."
12. ALL DISTURBED SLOPES EXCEEDING 5:1, SHALL BE STABILIZED WITH CLASS I, TYPE B EROSION MATTING OR APPLICATION OF A WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT) APPROVED POLYMER SOIL STABILIZATION TREATMENT OR A COMBINATION THEREOF, AS REQUIRED. EROSION MATTING AND/OR NETTING USED ONSITE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND WDNR TECHNICAL STANDARDS 1052 AND 1053.
13. THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING WIND EROSION (DUST) DURING CONSTRUCTION AT HIS/HER EXPENSE, WHEN NECESSARY OR REQUIRED BY LOCAL INSPECTORS AND/OR ENGINEER OF RECORD.
14. EROSION CONTROL FOR UTILITY CONSTRUCTION (STORM SEWER, SANITARY SEWER, WATER MAIN, ETC.):
    A. PLACE EXCAVATED TRENCH MATERIAL ON THE HIGH SIDE OF THE TRENCH.
    B. BACKFILL, COMPACT AND STABILIZE THE TRENCH IMMEDIATELY AFTER PIPE CONSTRUCTION.
    C. DISCHARGE TRENCH WATER INTO A SEDIMENTATION BASIN OR FILTERING TANK IN ACCORDANCE WITH BMP'S PRIOR TO RELEASE INTO THE STORM SEWER, RECEIVING STREAM OR DRAINAGE DITCH.
15. PAVED SURFACES ADJACENT TO CONSTRUCTION SITE VEHICLE ACCESS SHALL BE SWEPT AND/OR SCRAPED TO REMOVE ACCUMULATED SOIL, DIRT AND/OR DUST AFTER THE END OF EACH WORK DAY AND AS REQUESTED BY THE CITY OF Franklin.
16. INSPECTIONS AND MAINTENANCE OF ALL EROSION CONTROL MEASURES SHALL BE ROUTINE (ONCE PER WEEK MINIMUM) TO ENSURE PROPER FUNCTION OF EROSION CONTROLS AT ALL TIMES. EROSION CONTROL MEASURES ARE TO BE IN WORKING ORDER AT THE END OF EACH WORK DAY.
17. ALL EROSION AND SEDIMENT CONTROL ITEMS SHALL BE INSPECTED WITHIN 24 HOURS OF ALL RAIN EVENTS EXCEEDING 0.5 INCHES. IMMEDIATELY REPAIR ANY DAMAGE OBSERVED DURING THE INSPECTION.
18. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY AFTER SITE CONSTRUCTION IS COMPLETE WITH ALL SOIL SURFACES HAVING AN ESTABLISHED VEGETATIVE COVER.
19. THE CONTRACTOR SHALL NOTIFY THE CITY EROSION CONTROL INSPECTOR PRIOR TO DEWATERING ACTIVITIES TAKING PLACE.
20. SEE C5.14 FOR FURTHER GUIDANCE.

LEGEND

	MANHOLE, TYPE UNKNOWN		WATER VALVE
S	SANITARY MANHOLE		FIRE HYDRANT
ST	STORM MANHOLE	T	TELEPHONE PEDESTAL
	CATCH BASIN ROUND		SIGN
	CATCH BASIN SQUARE	E	ELECTRICAL PED/TRANSFORMER
	STORM INLET	C	PEDESTAL CABLE
	SANITARY MANHOLE		ELECTRIC VALVE
SO	SANITARY CLEANOUT		POWER POLE
SE	SEPTIC LID		LIGHT POLE
	SEPTIC TANK		YARD LIGHT
	FLOOD LIGHT		PULL BOX
W	WELL		GUY
T	MH TELEPHONE	G	GAS METER
A	AIR CONDITION UNIT		TREE
	SEPTIC VENT		DECIDUOUS TREE
	WOOD POST		BUSH
	BOLLARD		WATER MAIN
	MONITORING WELL		SANITARY SEWER
	POST INDICATOR VALVE		STORM SEWER
	SIAMESE		FIBER OPTIC
	SPRINKLER CONTROL VALVE		UNDERGROUND TELEPHONE
	MAILBOX		UNDERGROUND ELECTRIC
	FLAGPOLE		UNDERGROUND GAS
CMP	CORRUGATED METAL PIPE		OVERHEAD UTILITY
RCP	REINFORCED CONCRETE PIPE		CABLE TV
			FENCE LINE

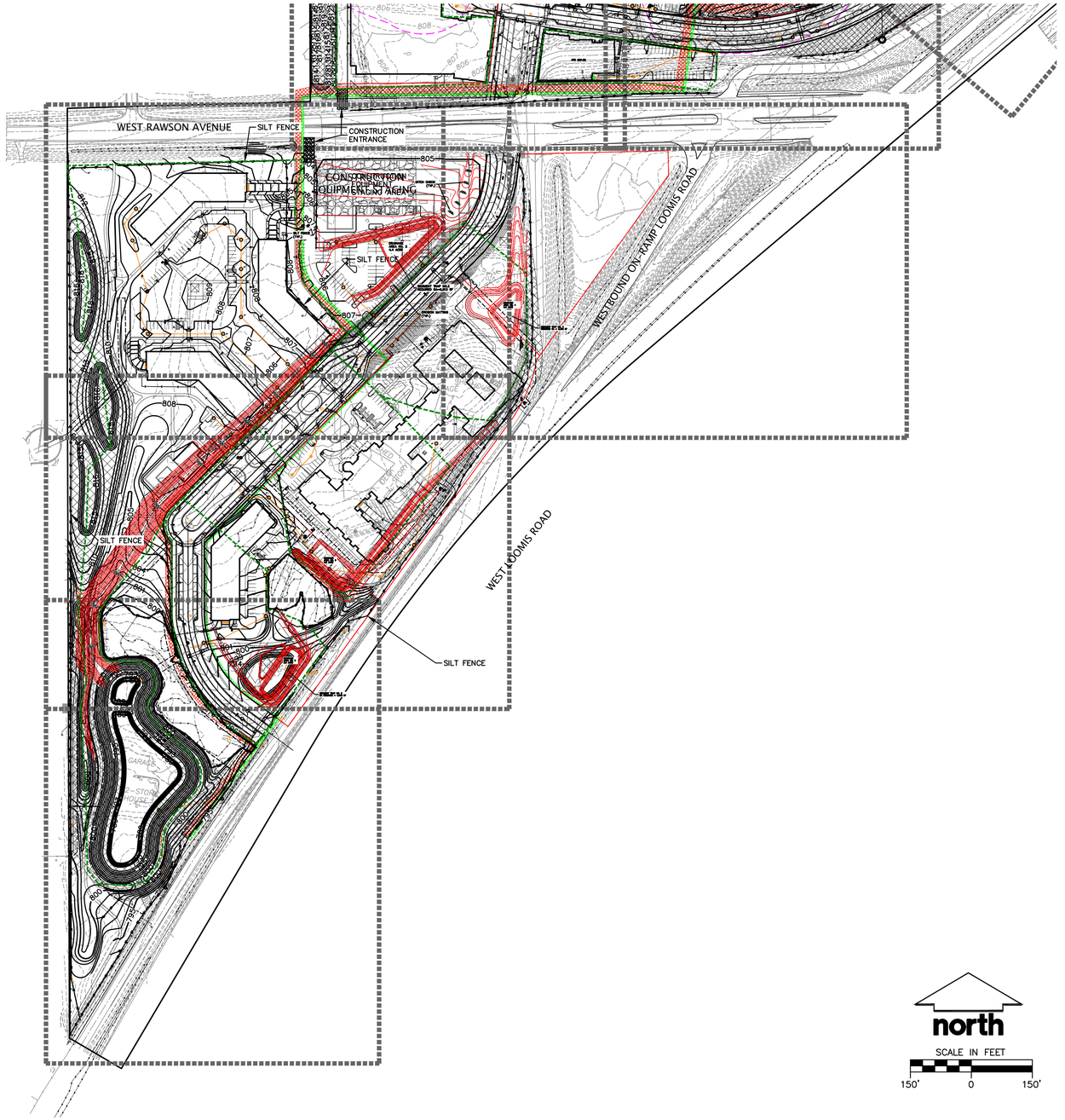
EROSION CONTROL LEGEND

SF	SF	SILT FENCE TYP.
WL	WL	ORANGE MESH WETLAND INDICATOR FENCE TYP.
DV	DV	TEMPORARY DIVERSION TYP.
IP	IP	INLET PROTECTION TYP.
DC	DC	DITCH CHECK TYP.
EM	EM	EROSION MATTING TYP.
RR	RR	RIP-RAP ON TYPE R FILTER FABRIC
CE	CE	CONSTRUCTION ENTRANCE
CS	CS	CONSTRUCTION STAGING

SEDIMENT TRAP CALC.

Trap No.	Drainage Area (A_{SF}) Acres	Required Surface Area (A_S) Sq. Ft.	Provided Surface Area Sq. Ft.	Required Weir Length Ft.	Provided Weir Length Ft.
1	3.4	5,246	5,914	10	10
2	4.4	6,812	7,159	12	12
3	2.0	3,050	3,188	8	8
4	3.3	5,153	5,268	10	10
5	3.6	5,608	5,917	10	10
6	2.9	4,599	4,792	8	8

Note: A_S=1560*A_{SF}
Weir Lengths are designed base on Table 1 of WDNR Technical Standards 1063



north
SCALE IN FEET
150' 0 150'

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ROC VENTURES
CLIENT ADDRESS:

PROJECT:
BALLPARK COMMONS
FRANKLIN, WI

DIGGERS HOTLINE
Toll Free (800) 242-8511

PLAN MODIFICATIONS:

#	Date:	Description:
1.	09-25-17	CITY PLAN SUBMITTAL
2.	11-01-17	CITY COMMENTS
3.	12-01-17	ISSUED FOR BID
4.	03-13-18	REVISED PLANS
5.	03-15-18	PLANS FOR PHASING
6.	03-30-18	PHASE III WRAPP
7.	04-09-18	CITY COMMENTS

Design/Drawn: CAP/SJK
Approved: JLJ

SHEET TITLE:
EROSION CONTROL PLAN - SOUTH (PHASE III)

SHEET NUMBER:
C5.1A

JSD PROJECT NO: 14-6548

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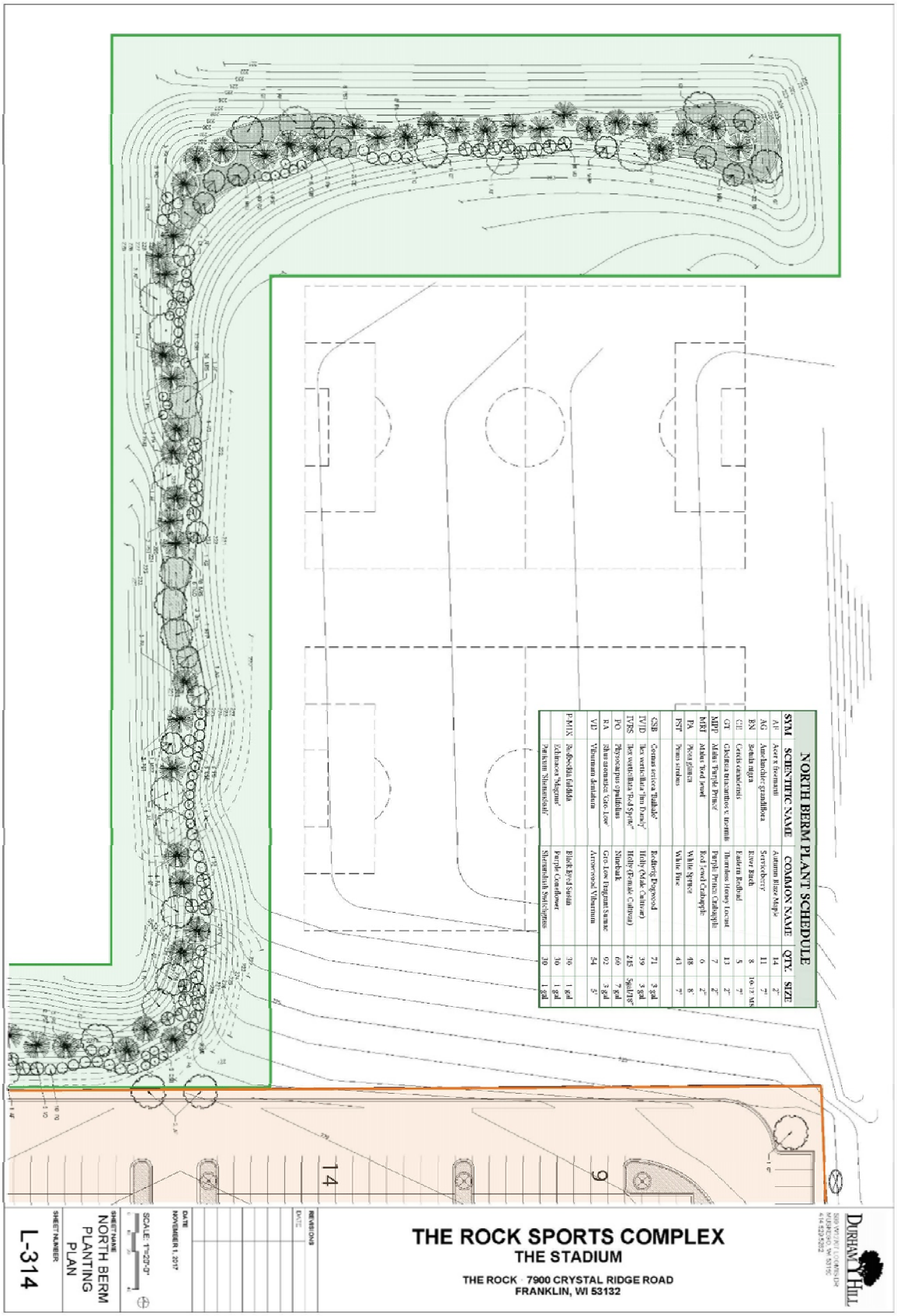
File: R:\2014\14-06548 Ballpark Commons\dwg\14-6548 C5.0 - Erosion Control Plan - Mass Grading.dwg Layout: 5.1 South User: hnewman Plotted: Apr 11, 2018 - 2:12pm Xref's:

Appendix #2



NORTH BERM PLANT SCHEDULE

SYM	SCIENTIFIC NAME	COMMON NAME	QTY.	SIZE
AF	Acer x freemanii	Autumn Blaze Maple	14	2"
AG	Amelanchier grandiflora	Serviceberry	11	7'
BN	Betula nigra	River Birch	8	10-12' MS
CH	Cercis canadensis	Eastern Redbud	5	7'
GT	Gleditsia triacanthos v. inermis	Thornless Honey Locust	13	2"
MPP	Malus 'Purple Prince'	Purple Prince Crabapple	7	2"
MRT	Malus 'Red Jewel'	Red Jewel Crabapple	6	2"
PA	Picea glauca	White Spruce	48	8'
PST	Pinus strobus	White Pine	43	7'
CSB	Cornus sericea 'Bailhalo'	Redtwig Dogwood	71	3 gal
IVD	Ilex verticillata 'Jim Dandy'	Holly (Male Cultivar)	39	3 gal
IVRS	Ilex verticillata 'Red Sprite'	Holly (Female Cultivar)	215	5gal/18"
PO	Physocarpus opulifolius	Ninebark	69	7 gal
RA	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	92	3 gal
VD	Viburnum dentatum	Arrowwood Viburnum	54	5'
P-MIX	Rudbeckia fulgida	Black-Eyed Susan	36	1 gal
	Echinacea 'Magnus'	Purple Coneflower	36	1 gal
	Parkinsonia 'Sharonbrush'	Sharonbrush Switchgrass	30	1 gal

14

9

DURHAM HILL

THE ROCK SPORTS COMPLEX

THE STADIUM

THE ROCK · 7900 CRYSTAL RIDGE ROAD
FRANKLIN, WI 53132

REVISIONS
DATE

DATE
NOVEMBER 1, 2017

SCALE: 1"=20'-0"

SHEET NAME
NORTH BERM PLANTING PLAN

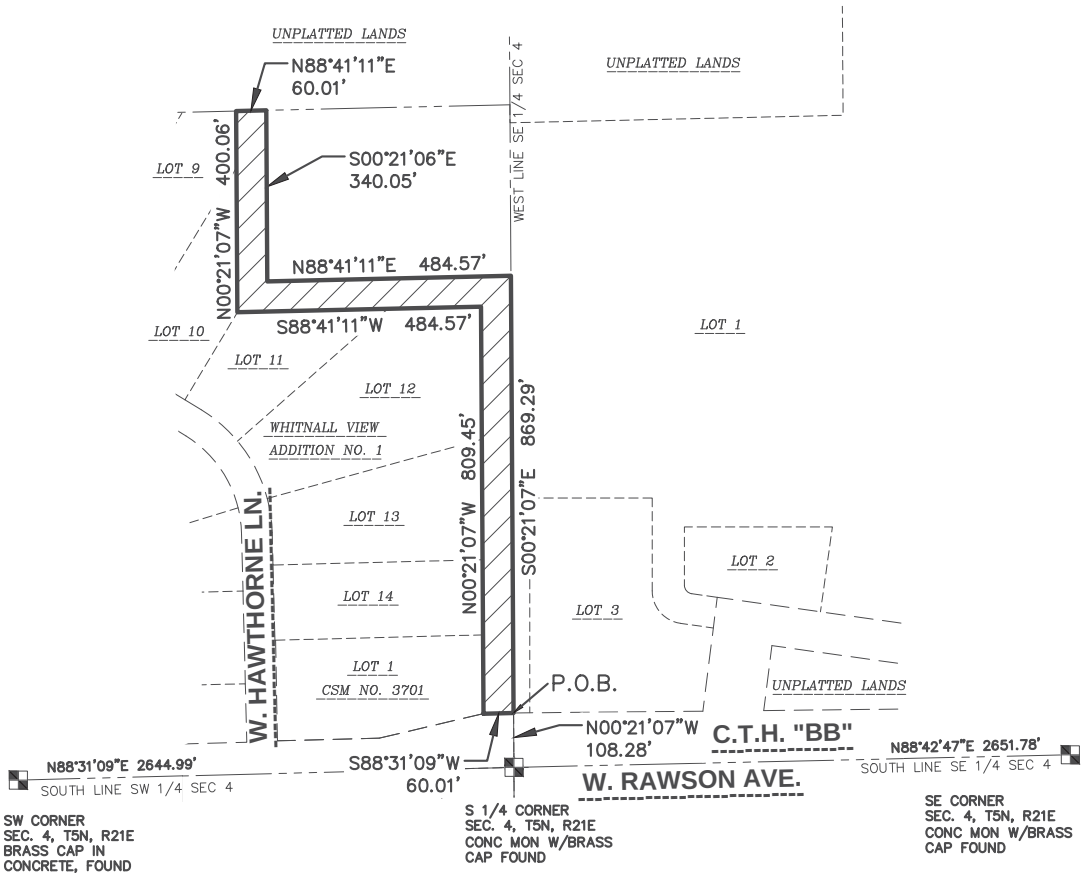
SHEET NUMBER
L-314

EASEMENT EXHIBIT

PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWN 5 NORTH, RANGE 21 EAST, IN THE CITY OF FRANKLIN, MILWAUKEE COUNTY, WISCONSIN

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION; THENCE NORTH 00°21'07" WEST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, 108.28 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF WEST RAWSON AVENUE ALSO KNOWN AS C.T.H. BB AND THE POINT OF BEGINNING; THENCE SOUTH 88°31'09" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, 60.01 FEET TO THE SOUTHEAST CORNER OF WHITNALL VIEW, ADDITION NO. 1 SUBDIVISION; THENCE NORTH 00°21'07" WEST ALONG THE EAST LINE OF SAID SUBDIVISION, 809.45 FEET; THENCE SOUTH 88°41'11" WEST ALONG THE NORTH LINE OF SAID SUBDIVISION, 484.57 FEET; THENCE NORTH 00°21'07" WEST ALONG THE EAST LINE OF SAID SUBDIVISION, 400.06 FEET TO THE NORTHEAST CORNER OF LOT 9 OF SAID SUBDIVISION; THENCE NORTH 88°41'11" EAST, 60.01 FEET; THENCE SOUTH 00°21'06" EAST, 340.05 FEET; THENCE NORTH 88°41'11" EAST, 484.57 FEET TO A POINT ON SAID WEST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 00°21'07" EAST ALONG SAID WEST LINE, 869.29 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID WEST RAWSON AVENUE AND THE POINT OF BEGINNING.

LANDS CONTAINING 101,640 SQUARE FEET OR 2.3333 ACRES



EXHIBIT

CONSERVATION EASEMENT

PREPARED BY:	PREPARED FOR:				
JSD Professional Services, Inc. • Engineers • Surveyors • Planners N22 W22931 NANCYS COURT SUITE 3 WAUKESHA, WISCONSIN 53186 PHONE: (262)513-0666	BPC COUNTY LAND, LLC 510 W. KILBOURN AVE. 2ND FLOOR MILWAUKEE, WI 53202	PROJECT NO: 14-6548 FILE NO: B-* FIELDBOOK/PG: - SHEET NO: 1 OF 1	SURVEYED BY: - DRAWN BY: BFG CHECKED BY: AW APPROVED BY: AW	north 0' 150' 300' SCALE: 1"=300'	

File: R:\2014\14C6548 Ballpark Commons\dwg\146548 Exhibit Conservation Easement.dwg Layout: North Conservation Easement 3 User: dspanjar Plotted: Feb 22, 2018 - 3:32pm

CITY OF FRANKLIN

REPORT TO THE PLAN COMMISSION

Meeting of October 9, 2025

Temporary Use

RECOMMENDATION: Department of City Development staff recommends approval of this Temporary Use for September 27, 2025.

Project Name:	**Franklin Glow Run Food Vendor Request**
Project Address:	8225 W Forest Hill Avenue
Applicant:	Vicky Cordani, Executive Director of the Franklin Educational Foundation
Property Owner:	Franklin School District
Current Zoning:	I - Institutional
2025 Comprehensive Plan:	Institutional
Planner:	Rose Melton, Assistant Planner

Introduction:

Temporary Use application to retroactively allow for seasonal sales (food vending) in the Forest Park Middle School parking lot. The proposed food vending is for one event on September 27, 2025, with food service from 6:00 PM to 8:00 PM.

This temporary use permit requires Plan Commission approval because the requested operation is located in the I Institutional District, which does not allow staff approvals for Seasonal Sales Temporary Uses.

It is worth noting that City Development staff conditionally approved this Temporary Use application on September 26th, limited to September 27th, to allow for the event while awaiting for Plan Commission review and approval.

Analysis

City Development staff reviewed this application for compliance with the Unified Development Ordinance UDO) Section 15-4-14(D) “Seasonal Sales”:

1. *Seasonal sales shall be permitted for a period not to exceed ninety (90) days per calendar year, unless otherwise approved.*
    - The seasonal sales will occur on one day.
2. *Seasonal sales areas shall not block pedestrian walkways in a manner which reduces the width of that walkway to less than five (5) feet.*
    - The sales will occur in a designated area of the Forest Park Middle School parking lot not to interfere with pedestrian walkways.

3. *All tents, canopies, or other temporary structures shall require review and approval by the Building Inspector.*
    - The Inspection Services Department reviewed and approved the proposed tent, and the event must comply with applicable tent regulations per Franklin Fire Department.

Staff recommendation

Department of City Development staff recommends approval of this Temporary Use for September 27th, 2025, subject to the conditions set forth in the attached resolution.

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY
PLAN COMMISSION

Draft 9-30-25

RESOLUTION NO. 2025-_____

A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A TEMPORARY USE FOR THE FRANKLIN GLOW RUN FOOD VENDOR EVENT IN THE PARKING LOT OF FOREST PARK MIDDLE SCHOOL LOCATED AT 8225 W FOREST HILL AVENUE (FRANKLIN EDUCATIONAL FOUNDATION, APPLICANT)

WHEREAS, Vicky Cordani, Executive Director of the Franklin Educational Foundation having petitioned the City of Franklin for the approval of a Temporary Use to allow for the Franklin Glow Run food vendor event in the parking lot of Forest Park Middle School located at 8225 W Forest Hill Avenue, for September 27 with food service from 6:00 p.m. to 8:00 p.m.;

WHEREAS, the Plan Commission having found that the proposed Temporary Use, subject to conditions, meets the standards set forth under §15-4-14C of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the petition of Franklin Educational Foundation for the approval of a Temporary Use to allow for a food vendor event, 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. The approval granted hereunder shall allow for such use for September 27, 2025, with food service from 6:00 p.m. to 8:00 p.m.

2. Food vending shall occur within the Forest Park Middle School parking lot and drive, as shown on the Site Plan, City file-stamped September 19, 2025.

3. A minimum of one (1) trash receptacle must be provided to properly dispose of any waste generated by this use.

4. Seasonal sales areas may not block pedestrian walkways in a manner which reduces the width of the walkway to less than five (5) feet.

5. This Temporary Use approval is contingent on the applicant receiving all applicable licenses/permits through the City of Franklin. This includes, but not limited to, all necessary licenses/permits which are required through the Building Inspection Department, Clerks Office, and Health Department.

6. All food vendors selling any type of food or drinks at this event must hold a current Mobile or Transient Retail Food License from DATCP or a DATCP agent. Vendors must

submit an application for inspection, proof of current licensing and pay any applicable inspection fees at least 48 hours prior to the event date to avoid late fees.

7. If tents are present they must be meet the following conditions/requirements:

    a. Tents must be certified to be constructed of fire retardant materials,
    b. "NO SMOKING" signs must be posted in each tent,
    c. No LP gas or charcoal grills are allowed in or under tents,
    d. Vehicles must be a minimum of 20 (twenty)feet from any tent
    e. The ground area enclosed by the tent, and a radius of 10 (ten) feet outside of the tent must be cleared of combustible/flammable materials (i.e., trash, leaves, and dry vegetation),
    f. Tents must be placed a minimum of 10 (ten) feet apart,
    g. Flammable or combustible liquids must be a minimum of 50 (fifty) feet from any tent.
    h. Any props used in tents must be non-flammable.
    i. Exits must be marked and exit paths kept clear.
    j. Tent shall not block egress paths from adjacent buildings or structures.

8. All extension cords (if used) must be 3-wire (grounded), be approved for outdoor use, and be unplugged when not in use.

Introduced at a regular meeting of the Plan Commission of the City of Franklin this 9th day of October, 2025.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this 9th day of October, 2025.

APPROVED:

_____
John R. Nelson, Mayor

ATTEST:

_____
Shirley J. Roberts, City Clerk

AYES _____ NOES _____ ABSENT _____

FRANKLIN
EDUCATIONAL FOUNDATION
Maximize Student Potential

President - Nicole Capehart
Peraton

Secretary - Dina Swanson
Harley Davidson

Treasurer - Jessica Kay
Quarles & Brady, LLP

David Blask
FPS Teacher

Robert Beckmann
Franklin Resident / Parent

Ashley Cornell
Froedert Hospital

Michelle Goetsch
Girl Scouts of Wisconsin Southeast

Patricia Golden, DO
Ascension Medical Group

Ryann Greve
Aarlin Consulting

Chad Kafka
FPS Administration

Hailegh Keske
FPS Teacher

Kristin Klemmer
Cincinnati Financial

Jeff Lancioni
Franklin Resident / Parent

Laura Martin
Rockwell Automation

Ann Sepersky
FPS School Board

Mary Yank
Aurora Medical Group

Meredith Yanke
FPS Teacher

Vicky Cordani
Executive Director

September 19, 2025

Planning Department
9229 West Loomis Rd
Franklin, WI 53132

Franklin Glow Run – Food Vendor Request

The Franklin Educational Foundation (FEF), in partnership with the School District of Franklin, respectfully submits this narrative in support of a request to allow Crossroads II Pizza and Subs to sell food during the upcoming Franklin Glow Run.

Event Overview

The Franklin Glow Run is scheduled for Saturday, September 27, 2025, from 6:00–8:00 p.m. at Forest Park Middle School, 8225 W. Forest Hill Avenue, Franklin, WI. This family-friendly community event features multiple levels of participation (Toddler Dash, 1-Mile Run/Walk, 5K Run/Walk, and Neon Yoga), as well as games, raffles, activity stations, and live vendor booths. Each year, the Glow Run attracts hundreds of students, families, and community members for an evening of fun and healthy activity.

Food Vendor Participation

To enhance the event experience, the Franklin Educational Foundation would like to permit Crossroads II Pizza and Subs, a Franklin-based business and valued community partner, to operate a vendor booth in the designated parking lot area of Forest Park Middle School during the event.

Crossroads II will sell individual slices of pizza and subs, available for purchase by event participants and community attendees. All sales will be conducted safely and in compliance with City of Franklin and Franklin Health Department requirements.

Rationale & Community Benefit

- Local Partnership: Crossroads II is a bronze-level sponsor of the Glow Run and a long-standing supporter of Franklin schools. Their on-site presence aligns with the event's mission to showcase and uplift community businesses.

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- Convenience for Families: With the event spanning the dinner hour, families will have an affordable, kid-friendly food option available without needing to leave the event grounds.
- Safe & Controlled Setup: All food service will be confined to the vendor's assigned space in the parking lot area, away from the running course and activity zones. Waste disposal, food handling, and clean-up will follow the requirements provided by the City and Health Department.
- Enhanced Event Atmosphere: Alongside free treats provided by other sponsors (popcorn, Culver's custard, etc.), the addition of Crossroads II brings variety and creates a more carnival-like atmosphere for attendees.

Request

The Franklin Educational Foundation respectfully requests permission from the City of Franklin to allow Crossroads II Pizza and Subs to sell individual food items during the Franklin Glow Run on September 27, 2025, from 6–8 p.m. in the designated parking lot area of Forest Park Middle School. All required documentation is attached for review and compliance purposes. The Health Department and Inspection Services Department have provided their verbal approval.

We appreciate your consideration and continued support of Franklin's schools and community events.

Submitted by:

Franklin Educational Foundation
Vicky Cordani, Executive Director
vicky.cordani@franklin.k12.wi.us
414-525-7650

Placement for Cross Roads Pizza 5x5 Tent

Department of City Development
9229 West Loomis Road, Franklin, Wisconsin 53132
(414) 425-4024

September 26, 2025

Vicky Cordani
Franklin Educational Foundation
8255 W. Forest Hill Avenue

Re: Temporary Use conditional approval – 2025 Franklin Glow Run Food Vendor Request – 8225 W. Forest Hill Avenue

Dear Vicky:

Please be advised that your Temporary Use application for temporary sales located at 8225 W. Forest Hill Avenue has been conditionally approved, subject to the following conditions:

1. This staff approval is limited to September 27, 2025, with food service from 6:00 PM to 8:00 PM.

2. This Temporary Use will require retroactive Plan Commission Approval as Seasonal Sales in the Institutional District cannot be staff approved.

3. Food vending shall occur within the Forest Park Middle School parking lot and drive, as shown on the Site Plan, City file-stamped September 19, 2025.

4. A minimum of one (1) trash receptacle must be provided to properly dispose of any waste generated by this use.

5. Seasonal sales areas may not block pedestrian walkways in a manner which reduces the width of the walkway to less than five (5) feet.

6. This Temporary Use approval is contingent on the applicant receiving all applicable licenses/permits through the City of Franklin. This includes, but not limited to, all necessary licenses/permits which are required through the Building Inspection Department, Clerks Office, and Health Department.

7. All food vendors selling any type of food or drinks at this event must hold a current Mobile or Transient Retail Food License from DATCP or a DATCP agent. Vendors must submit an application for inspection, proof of current licensing and pay any applicable inspection fees at least 48 hours prior to the event date to avoid late fees.

8. If tents are present they must be meet the following conditions/requirements:

a. Tents must be certified to be constructed of fire retardant materials,

b. “NO SMOKING” signs must be posted in each tent,

c. No LP gas or charcoal grills are allowed in or under tents,

d. Vehicles must be a minimum of 20 (twenty)feet from any tent

Department of City Development
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e. The ground area enclosed by the tent, and a radius of 10 (ten) feet outside of the tent must be cleared of combustible/flammable materials (i.e., trash, leaves, and dry vegetation),

f. Tents must be placed a minimum of 10 (ten) feet apart,

g. Flammable or combustible liquids must be a minimum of 50 (fifty) feet from any tent.

h. Any props used in tents must be non-flammable.

i. Exits must be marked and exit paths kept clear.

j. Tent shall not block egress paths from adjacent buildings or structures.

9. All extension cords (if used) must be 3-wire (grounded), be approved for outdoor use, and be unplugged when not in use.

You can contact the Department of City Development at 414-425-4024 if you have questions about this approval.

Sincerely,

Rose CS Melton

Rose Melton
Assistant Planner

Cc: 8225 W. Forest Hill Ave, Paper file, Elec. File.