NOTICE

A meeting of the City of Evansville Plan Commission will be held on the date and time stated below. Notice is further given that members of the City Council and Historic Preservation Commission may be in attendance. Requests for persons with disabilities who need assistance to participate in this meeting should be made by calling City Hall at (608)-882-2266 with as much notice as possible.

City of Evansville Plan Commission

Regular Meeting
City Hall, 31 S Madison St., Evansville, WI 53536
Tuesday, November 5th, 2024, 6:00 pm

REVISED AGENDA

- 1. Call to Order
- 2. Roll Call
- 3. Motion to Approve Agenda
- 4. Motion to waive the reading of the minutes from the October 1st, 2024 meeting and approve them as printed.
- 5. Civility Reminder
- 6. Citizen appearances other than agenda items listed.
- 7. Discussion Items
 - A. Review and Discussion on Site Plan Application SP-2024-04, Conditional Use Permit Application CUP-2024-06, and Rezoning Application RZ-2024-05 for a Kwik Trip Gas Station/Convenience Store on parcel 6-20-228.1
 - 1. Review Staff Memo and Applicant Comments
 - 2. Public Hearing
 - 3. Plan Commissioner Questions and Comments
 - B. Public Hearing for Land Division Application LD-2024-11 for a preliminary subdivision plat (Settler's Grove) on parcel 6-27-970C.2
 - 1. Review Staff Report and Applicant Comments
 - 2. Public Hearing
 - 3. Plan Commissioner Questions and Comments
 - 4. Possible Motion with Conditions
 - C. Review and Discussion for Conditional Use Permit Application CUP-2024-05 for a duplex in the R-1 Residential District One on parcel 6-27-358 (16 Jackson Street)
 - 1. Review Staff Report and Applicant Comments
 - 2. Public Hearing
 - 3. Plan Commissioner Questions and Comments
 - D. Concept Plan Discussion Capstone Ridge
- 8. Community Development Report
- 9. Upcoming Meeting: December 2nd, 2024 at 6:00pm

City of Evansville Plan Commission Regular Meeting Tuesday, October 1st, 2024, 6:00 p.m.

MINUTES

- 1. Call to Order at 6:00pm.
- 2. Roll Call:

Members	Present/Ab sent	Others Present			
Mayor Dianne Duggan	P	Colette Spranger (Community Dev. Director)			
Alderperson Gene Lewis	P	Jason Sergeant, City Administrator			
Alderperson Abbey Barnes	P	Joe Geoffrion, Roger Berg, Ben Corridon,			
Bill Lathrop	P	John& Sharon Thielenhouse, Joy Morrison,			
John Gishnock	P	Kathleen&Troy Worrall, Steven Keller, Jeff Meyers,			
Mike Scarmon	A	Candice Kasprezak, Makenzie Schonenberger,			
Eric Klar A		Will&Leslie Casey, Ron Mallon, Bill Hurtley,			
		Jonathan Hollingsworth, Alvin Francis, Nick Haefs			

- 3. <u>Motion to approve the agenda</u>, by Lathrop, seconded by Gishnock. Suggestion to review item 7H first, in order to accommodate audience. Accepted. Approved unanimously.
- 4. <u>Motion to waive the reading of the minutes from the September 3, 2024 meeting and approve them as printed, by Lathrop, seconded by Barnes. Approved unanimously.</u>
- **5.** Civility Reminder. Duggan noted the City's commitment to conducting meetings with civility.
- 6. Citizen appearances other than agenda items listed.
- 7. Discussion Items.
- **A.** Public Hearing for Land Division Application LD-2024-11 for a preliminary subdivision plat (Settler's Grove) on parcel 6-27-970C.2
 - i. Review Staff Report and Applicant Comments
 Spranger advised that this application will be reviewed at the next meeting but an initial public hearing will be held today.
 - ii. Public Hearing

Opened at 6:31 pm. Paul Liesse asked about the paths shown on the plan and expressed that if we are going to have paths they should lead somewhere. Public hearing closed at 6:32 pm.

- **B.** Review and Action for Land Division Application LD-2024-12 for a preliminary and final plat on parcels 6-27-862 (60 N Union), and Rezoning Application RZ-2024-04 to zone the entirety of Lot 1 of that plat to B-3 and Outlot 1 to C-1.
 - i. Review Staff Report and Applicant Comments

Spranger described the purpose of the application to delineate between the buildable and unbuildable areas of the lot.

ii. Public Hearing

Opened at 6:35 pm. Ben Corridon asked what guidelines there would be for the wetlands to be preserved. Spranger expressed that stormwater would not be put into the wetland and that it would be left wild, and that the wetland would still be on private property and Culver's would be responsible for it. Public hearing closed at 6:37 pm.

iii. Plan Commissioner Questions and Comments None.

iv. Motion with Conditions

Motion to recommend Common Council approve a certified survey map to divide parcel 6-27-862 into Lot 1 and Outlot 1, finding that the application is in the public interest and meets the objectives contained within Section 110-102(g) of city ordinances, with the condition that the final CSM is recorded with the Rock County Register of Deeds. Motion by Lathrop, seconded by Barnes. Motion carried unanimously.

<u>Motion to recommend Common Council approve Ordinance 2024-12, Rezoning territory at 60 N Union St.</u> <u>Motion by Lathrop, seconded by Gishnock. Motion carried unanimously.</u>

C. Review and Action for Land Division Application LD-2024-13 for a preliminary and final Certified Survey Map to combine parcels 6-27-661 and 6-27-541 (421 Almeron St)

i. Review Staff Report and Applicant Comments

Spranger discussed the application to combine parcels under the same ownership. Spranger discussed that there was a gap in the parcels that appeared it may have originally been a public right of way but no evidence of any right of way ever being platted has been found.

ii. Public Hearing

Opened at 6:43 pm. Joy Morrison gave a brief history of the property and advised she has no objection to the merger. Public hearing closed at 6:45 pm.

iii. Plan Commissioner Questions and Comments

None.

iv. Motion with Conditions

Motion to recommend Common Council approve a certified survey map to combine parcels 6-27-661 and 6-27-541 into one lot, finding that the application is in the public interest and meets the obectives contained with in Section 110-4(5) of city ordinances, with the condition that the final CSM is recorded with the Rock County Register of Deeds. Motion by Lathrop, seconded by Gishnock. Motion carried unanimously.

D. Review and Action for Land Division Application LD-2024-14 for a preliminary and final Certified Survey Map on parcel 6-27-316.368 (649/651 Windsor Ln)

i. Review Staff Report and Applicant Comments

Spranger stated that D and E are closely related. The applications had been previously approved but were never recorded with the Rock County Register of Deeds. The application is to split a duplex lot down the shared wall of an existing duplex.

ii. Public Hearing

Opened at 6:47 pm, no comments received, closed at 6:48 pm.

iii. Plan Commissioner Questions and Comments

Gishnock commented that he would like to know how to keep duplexes rentable for future developments. Barnes asked about renters being able to purchase the properties they reside in.

iv. Motion with Conditions

Motion to recommend Common Council to approve a certified survey map to divide parcel 6-27-316.368 into two lots for a two-family twin residence, located at 621 and 623 Windsor Lane, finding that the application is in the public interest and meets the objectives contained within Section 110-102(g) of city ordinances, with the following conditions:

- a. The final certified survey map is recorded with the Rock County Register of deeds.
- b. A joint maintenance and cross access agreement is then made and recorded against both properties.

Motion by Barnes, seconded by Lathrop. Motion carried unanimously.

E. Review and Action for Land Division Application LD-2024-15 for a preliminary and final Certified Survey Map on parcel 6-27-559.5067 (601 Porter Rd/305 S Sixth St)

i. Review Staff Report and Applicant Comments

Spranger advised this application was the same as D but on a different property.

ii. Public Hearing

Opened at 6:54 pm, no comments received, closed at 6:55 pm.

iii. Plan Commissioner Questions and Comments

None.

iv. Motion with Conditions

Motion to recommend Common Council to approve a certified survey map to divide parcel 6-27-559.5067 into two lots for a two-family twin residence, located at 601

Porter Road and 305 S Sixth Street, finding that the application is in the public interest and meets the objectives contained within Section 110-102(g) of city ordinances, with the following conditions:

- a. The final certified survey map is recorded with the Rock County Register of deeds.
- b. A joint maintenance and cross access agreement is then made and recorded against both properties.

Motion by Lathrop, seconded by Barnes. Motion carried unanimously.

F. Review and Action for Conditional Use Application CUP-2024-04 for an Indoor Commercial Entertainment Use on parcel 6-27-20.2 (26 W Main St)

i. Review Staff Report and Applicant Comments

This application is for a business for an indoor kid's play place which had previously been approved at a different location across the street. The business now wishes to move to a new location and therefore needs a new conditional use permit.

ii. Public Hearing

Opened at 6:58 pm, no comments received, closed at 6:59 pm.

${\bf iii.} \ \ Plan \ Commissioner \ Questions \ and \ Comments$

None.

iv. Motion with Conditions

Motion to approve a Conditional Use Permit for Indoor Commercial Entertainment per section 130-408 on parcel 6-27-90 located at 33 W Main Street, finding that the benefits of the use outweigh any potential adverse impacts, and that the proposed use is consistent with the required standards and criteria for issuance of a CUP set forth in Section 130-104(3)(a) through € of the Zoning Ordinance, subject to the following conditions:

- a. Hours of operation shall be no earlier than 6am and no later than 10pm.
- b. The business operator shall obtain and maintain all City, State, and County permits and licenses as may be required.
- c. <u>Any substantial changes to the business model shall require a review of the existing conditional use permit.</u>
- d. Any changes to signage, outdoor lighting, and/or building façade are subject to approval from the Historic Preservation Commission.
- e. <u>Use cannot create a public nuisance as defined by local and state law.</u>
- f. The Conditional Use Permit is recorded with the Rock County Register of Deeds.

Motion by Barnes, seconded by Lathrop. Motion carried unanimously.

G. Review and Action for Site Plan Application SP-2024-03 for an office expansion on parcel 6-27-866 (340 Union St)

i. Review Staff Report and Applicant Comments

Spranger advised that the parcel shares land with multiple uses, including the Mobil station and farmland. The application is to add office space onto a rear building on the property.

ii. Plan Commissioner Questions and Comments

Gishnock commented on the direction of the lighting. Spranger suggested adding a condition regarding dark sky compliant lighting.

iii. Motion with Conditions

Motion to approve site plan application 2024-03 for improvements and building expansion on parcel 6-27-866, addressed at 340 N Union Street, finding that the proposed changes meet the required standards and criteria set forth in Section 130-131 of the City of Evansville Zoning Ordinance, and are in the public interest, subject to eh following conditions:

- a. <u>Applicant complies with any and all other local, state, or federal regulations pertaining to the site.</u>
- b. Any major deviations from approved plans will require a resubmittal of application and any possible fees or enforcement action.
- c. Addition must connect to City sewer and water services.
- d. Applicant records the site plan with the Rock County Register of Deeds.
- e. All lighting shall be dark sky compliant.

Motion by Lathrop, second by Gishnock. Motion carried unanimously.

H. Review and Possible Action for Annexation Application A-2024-01 to annex parcel 6-20-326.506 from the Town of Union to the City of Evansville

i. Review Staff Report and Applicant Comments

Spranger described the purpose for the application. Spranger discussed that this application would be consistent with the Comprehensive Plan. The site is adjacent to a stormwater pond, there will be stormwater management available on site. No known man-made constraints exist. The application will also need to be approved by the state Department of Administration.

ii. Public Hearing

Opened at 6:16 pm. John Thielenhouse who neighbors the property expressed that he would prefer that the property be residential and would not like to see a gas station there. Candice Kasprezak asked if a survey will be done, Spranger replied that one has been completed. Will Casey expressed that he is in favor of the annexation and would like to see a KwikTrip. Spranger had received written comments, one in favor and one with environmental concerns. Public hearing closed at 6:23 pm.

iii. Plan Commissioner Questions and Comments

Lathrop asked if there would be issues with high-capacity ATC lines going over a gas station. Haefs responded that they have been in contact with them. Gishnock asked about the current zoning of the property, which is Agricultural. Barnes asked about what contingencies are in the purchase agreement. Haefs advised that as long as the annexation and the site plan are approved, the purchase would go through.

iv. Motion with Conditions

<u>Finding that the annexation is consistent with the Comprehensive Plan, the Plan</u>

<u>Commission recommends Common Council approval of Ordinance 2024-13 and the annexation agreement with the following conditions:</u>

- a. DOA deems annexation to be in the public interest.
- b. The applicant signs and accepts the Annexation Agreement.

Motion by Barnes, seconded by Lathrop. Motion carried unanimously.

I. Review and Possible Action for Annexation Application A-2024-02 to annex parcels 6-20-305, 6-20-305.01, and 6-20-219B from the Town of Union to the City of Evansville

i. Review Staff Report and Applicant Comments

This application is to annex parts of the right-of-way which were not included in the previous annexation for the CHS property.

ii. Public Hearing

Opened at 7:11 pm, no comments received, closed at 7:12 pm.

iii. Plan Commissioner Questions and Comments

None.

iv. Motion with Conditions

<u>Finding the annexation is consistent with the Comprehensive Plan, the Plan</u> Commission recommends Common Council approve Ordinance 2024-09.

Motion by Lathrop, seconded by Gishnock. Motion carried unanimously.

8. Community Development Report

- i. Spranger is still working on putting together an informative flyer regarding underutilized store fronts.
- ii. Lathrop brought up Settler's Grove and reiterated the desire to increase density in new developments. Gishnock added that he does not want to see increased density be pushed down the road for the future.

9. Next Meeting Date:

Tuesday, November 5, 2024 at 6:00 p.m.

10. Adjourn. 6:53 p.m.



SITE PLAN/CONDITIONAL USE PERMIT, REZONING APPLICATION - STAFF REPORT

Applications: SP-2024-04, CUP-2024-06, RZ-2024-05 Applicants: Kwik Trip (represented by Seth Wadell) Parcel: 6-20-228.1 Location: 13828 W US HWY 14

November 5, 2024

Prepared by: Colette Spranger, Community Development Director Direct questions and comments to: c.spranger@evansvillewi.gov or 608-882-2263

Description of request: Applicant is seeking approval of a site plan and a conditional use permit to operate a gas station/convenience store, and rezoning of that property to the B-3 Community Business District pending approval of the annexation ordinance bringing it into the City.

Current zoning district: Agricultural (still in Town of Union)

Proposed Zoning District: B-3 Community Business upon approval of annexation

Status of Annexation Application A-2024-01 – Applicant has not submitted the full annexation petition to the Department of Administration. Common Council has had a first reading of an ordinance for annexation of this property. Staff will not advance the second reading of the ordinance until a recommendation has been made by the Wisconsin Department of Administration.

Staff Recommendation for November 5th: Plan Commission should take no action on site plan, rezoning, or conditional use permit applications until City has received a recommendation from the Department of Administration regarding the appropriateness of the annexation.

For discussion at the November 5th meeting, staff is suggesting Plan Commission focus on the following topics:

- Site design/layout with respect to recent zoning code updates
- Traffic considerations

Site design/layout

The City recently passed updates to its zoning ordinance to improve building placement along streets and preferred site design with regard to gas stations. Recently this resulted in some success with shielding the parking area at the upcoming Culver's and ensuring the building itself is the prominent feature of the site. The City has long used the Allen Creek Corridor Plan to guide design for new development, and codifying it into the zoning ordinance is one tool the City can use to continue to improve streetscapes and prominent entrances to the City.

Below is the image City staff have used to convey this goal. It features a prominent entrance that faces the street, parking behind the building, and a canopy area that is set back into the property. Generous landscaping screens the gas canopy area from the street, especially for pedestrians.

SITE DEVELOPMENT STANDARDS - HIGHWAY COMMERCIAL AREAS PARKING = 1 STALL PER 300 SQ. FT. 29750 SQ, FT. LOT / 0.68 ACRES 2,800 SQ, FT. BULDING, ONE STORY 94 FLOOR AREA RATIO 34.2% EREENSPACE PROMINENT ENTRY FACING STREET PARIONS LOT SCREENED ONE PRIVEWAY PER 200 PT. ROAD FRONTASE STREET SETBACK PARKING LLOWER IO PT. LANDSCAPE STRIP PLBLIC SPEWALK STREET TERRACE BUILDING MAKES UP YOU OF STREET PRONTAGE MONUMENT 4

What the City aims to avoid with this ordinance is a site design similar to the one across the street.



Corner lot featuring prominent pavement and parking on each street frontage with the building recessed to the back corner.

Per the zoning code, the front yard for a corner lot is the shorter of the two street sides. Per the zoning code, gas pumps are not allowed in this area. Staff has not received a version of the site plan with the building featured toward the corner or gas pumps out of the front yard. Applicant sites traffic patterns for diesel, loading, and refueling. While the site is unusual in its long, triangular configuration, staff has several thoughts regarding how to change the site to achieve the spirit of intended ordinance:

- Reconfigure site to have building in corner, with one side featuring an entrance. The
 other side fronting the road could feature signage. Staff suggest placing the main
 fueling canopy in a way that it acts as a deterrent to anyone trying to use the 30' wide
 driveway running the length of the property as an unofficial thru street. (See comments
 below.)
- Applicant could remove the bank of parking along the side closest to County M and narrow the driveway between the curb and canopy. This would have the benefit of reducing pavement, removing points of congestion for both pedestrians and vehicles, and removing a parking area along street frontage. Parking space standards are flexible for gas stations, as fueling stations are not counted towards required parking although they often serve as parking.
- Seek a variance from the Board of Appeals for building siting.

Traffic Considerations - Offsite

The traffic study builds off that provided by CHS for its oilseed processing plant. Current conditions were measured in April 2023 and October 2023, and captures harvest traffic. Traffic studies assess the impact of new traffic generation on existing and proposed infrastructure and assign Level of Service (LOS) grades as a way to demonstrate congestion. LOS A is little to no delay or congestion; Level E is an intersection at capacity. Notably with this traffic report, a number of the turns analyzed at the County M/Highway 14 intersection drop from LOS B to LOS C. This indicates an increased delay of a few seconds. Staff is concerned about future development on the 25 undeveloped acres of land planned for mixed use at the southeast

corner of Highways M/14, and how more traffic could further impact the level of service for the entire intersection. While this particular development would not trigger more intense intersection improvements (i.e. dedicated turn lanes or a roundabout), the next development likely will. The City would like to understand that need, to the extent possible, well in advance.

Traffic Considerations - Onsite

Along the northern edge of the property there is a stretch of pavement over 600' long and at least 30' wide with no barriers to thru traffic. In some instances, this pavement is almost 70' wide and leads to two parking areas and the diesel canopy. Traffic would be coming from both directions and would be unrestricted as cars and trucks navigate where to park. For reference, East Main Street is 36' from curb to curb. Staff suggests either traffic calming devices (i.e. bump outs or landscape islands) or a drastic reduction or redirection of pavement. The odds of this corridor acting as a quasi street to avoid the County M/US Highway 14 intersection is high.

Chapter 130 Review Criteria and Standards

The following section compares the site plan with the basic provisions of the base zoning district and other considerations of how the site functions, both internally and within its environs.

Site Plan Criteria Evaluation

Section 130-131 of the Municipal Code, includes factors for evaluating site plans.

Criteria	Staff Comment					
Site Design and Physical Characteristics	 City has made recent changes to its zoning code to encourage site design that promotes focuses on the buildin and streetscape versus autocentric. This plan currently does not meet the new standards. Site features a quasi road along the northern boundary of the property. There is little in the way of traffic control for truck and vehicle traffic. Staff is concerned this will function as a through lane for those looking to bypass the County M/Highway 14 intersection. 					
Site location relative to public road network	 Site has frontage along County Highway M and US Highway 14/Main Street. WisDOT is requiring a left turn lane for eastbound traffic on US Highway 14/Main Street. 					
3. Land Use	 Comprehensive Plan Future Land Use Category: Walkable Business B-3 Community Business is a district that accommodates and encourages walkable features. 					
4. Traffic Generation	 Site anticipated to generate over 3,000 trips per day, with a peak of 110-120 trips/hour during rush hours. Traffic study builds off that provided by CHS for its oilseed processing plant. Current conditions were measured in April 2023 and October 2023, and capture harvest traffic Southbound traffic on County Highway M decreases its Level of Service from B to C, indicating that traffic backing up will 					

Criteria	Staff Comment					
	become an occasional occurrence because of this development.					
5. Community Effects	 24 hour convenience store would provide options for residents, especially those who work shifts with non-traditional hours Increases non-residential portion of City's tax base 					
6. Other Relevant Factors	Off Site improvements that will be required as part of approval include:					
	 A dedicated left turn lane on eastbound Main Street/US Highway 14 Applicant to work with City to coordinate continuation of the public sidewalk north from 14/M intersection to the connected path north of the stormwater pond 					

B-3 Zoning District Bulk Requirements

	c. 130-827. Requirements for	B-3 Community	Kwik Trip	Met?
no	n-residentials uses.	Business		
1.	Non-Residential Intensity			
	a. Max # of Floors	4	1	
	b. Min Landscape Surface Ratio	15%	57%	
	c. Max Building Coverage	60%	6%	
	d. Max Floor Area Ratio	1.5	0.56	
	e. Minimum lot area	9,000 square feet	165,553 square feet	
	f. Max Building Size	20,000 square feet	9,195 square feet	
	g. Max Parking Lot Street Frontage	50%	61% on front yard (County M side)	
2.	Non Residential bulk and lot dimensions			
	a. Minimum lot area	9,000 square feet	165,553 square feet	
	b. Min Lot Width	70 feet	OK	
	c. Min Street Frontage	50 feet	OK	
3.	Minimum setbacks and building separation			
a.	Building to Front Lot Line Building to Street Side Lot Line Either of above next to ROW of	10 feet	OK	
	100+ feet	35 feet		

Sec. 130-827. Requirements for non-residentials uses.		B-3 Community Business	Kwik Trip	Met?
b.	Building to resident, side lot line	10 feet	OK	
C.	Building to resident, rear lot line	25 feet	n/a	
d.	Building to nonres. side lot line	10 feet or zero feet on zero lot line side	n/a	
e.	Building to nonres, rear lot line	25 feet	n/a	
f.	Min paved surface setback- Side/rear	5 feet	OK	
g.	Min paved surface setback - Street	10 feet	OK	
h.	Min building separation	12 feet, or zero feet on zero lot line side	n/a	
4.	Max building height	40 feet	Applicant to verify building height	
5.	Driveways and Access			
a.	Max width at sidewalk	25 feet	Plans show 35' at both driveways.	
			Pedestrian crosswalks should also be clearly painted going across driveways.	
b.	One driveway allowed per street on which lot has frontage	1		

Site Plan/Conditional Use Standards

Se	ec. 130-418. Gas station/convenience store/food	Kwik Trip	
CC	ounter.	-	
a.	Clearly marked pedestrian crosswalks shall be provided for each walk-in customer access to the facility adjacent to the gas pumps and driving lanes	None shown for diesel or gasoline areas. Should be marked on pavement, especially for pumps marked as accessible.	
b.	Any convenience store/food counter building shall be located within the building envelope closest to the street side or occupy the corner area of any lot it occupies. Gas pump areas shall not be located in any front yard area.		
C.	The gas pump areas shall be designed so as to not impede or impair vehicular traffic movement, or exacerbate the potential for pedestrian/vehicle conflicts.	This site features a large amount of pavement and little internal traffic control. Along the northern edge of the property there is a stretch of pavement over 600' long and at least 30' wide with no barriers to thru traffic.	

Se	Sec. 130-418. Gas station/convenience store/food Kwik Trip							
CO	counter.							
d.	In no instance shall a gas pump area be permitted to operate (in a manner) which endangers the public safety, even if such a land use has been permitted under the provisions of this article.	This gives the City the ability to address dangerous conditions after the business is built and operating.						
e.	The setback of any overhead canopy or similar structure shall be a minimum of 10 feet from all street right-of-way lines and a minimum of 20 feet from all residentially zoned property lines, and shall be a minimum of 5 feet from other property lines. The total height of any overhead canopy or similar structure shall not exceed 20 feet as measured to the highest part of the structure.	Setbacks of canopy areas are OK. Applicant to verify height of canopies.						
f.	All vehicular areas of the facility shall provide a surface paved with concrete or bituminous material which is designed to meet the requirements of a minimum fourton axle.							
g.	The facility shall provide a bufferyard along all property borders abutting residentially zoned property with a minimum opacity per section 130-270.	Submitted landscape plan shows good screening for this area but conflict with easement requirements.						
h.	Interior curbs shall be used to separate driving areas from exterior fixtures such as fuel pumps, vacuums, menu boards, canopy supports, and landscaped islands. The curbs shall be a minimum of six inches high and be of a nonmountable design. No curb protecting an exterior fixture shall be located closer than 25 feet to any property line.							
i.	Such uses shall comply with article II, division 4 of this chapter, pertaining to standards and procedures applicable to all conditional uses.	Standard condition to ensure any uses to not become nuisances.						

Key:

Green = compliant

Yellow = legal but may require further inspection

Red = non-compliant

"OK" denotes a condition that is currently existing and conforming the zoning district.

Landscape Regulations (Article IV, Ch. 130)

Total needed: 3,776 points.

Kwik Trip: 4,916 points (submitted)/1,666 approvable

Comments:

- The current sight is home to a number of mature trees. Staff requested that trees in good condition be kept to the extent practically possible. The current plan protects and keeps 8 mature trees on site.
- Good pedestrian linkages to public sidewalk and around building.
- 850 points are street trees located off property between the curb and sidewalk next to the westbound lane of Main Street/US Highway 14. Staff would like to see these relocated to the opposite side of the sidewalk to improve visibility of pedestrians/bicyclists.
- 2,400 points are evergreens planted in an area subject to an easement with the American Transmission Company (ATC). The easement in place grants rights to ATC to remove any plant growth in the area that could interfere with the operation of the power line. Landscaping is met to be a permanent feature of the site.
- No landscape islands in the parking lot are shown. Landscape islands are required per Section 130-265(6) for parking areas over 10,000 square feet. Landscape islands could be used to separate and direct traffic throughout the site.

Other Relevant Zoning Code Standards

Performance Standards (Article III, Ch. 130)

Plan Commission to consider nuisances or adverse impacts related to air pollution, fire/explosive hazards, glare/heat, liquid/solid wastes, noise, odors, radioactivity, electrical disturbances, vibration, or water quality.

Staff comments that diesel canopy is close to a residential neighborhood with little in the way of shielding noises. Per the sign ordinance, the canopy will not have backlit signage. There will still be the issue of light emitting from the canopy, which should not cross property lines or measure more than 0.5 footcandles at the property line.

Staff has also received comments from neighbors concerned about negative health impacts from living so close to a gas station.

Signs

(Article X, Ch. 130)

Sheet C100 from the Civil Set shows a pylon sign at the Highway 14/Main Street Entrance. Sheet SP1 from the Sign Plan detail sheets shows a monument sign at western edge of Pond 2. The details for signs include one for a pylon sign but not a monument.

Only one will be allowed. Staff suggests a monument sign as backlit signage is not allowed. One sign featuring fuel prices is allowed.

No LED strips or backlit illumination allowed on canopies. Halo lighting OK.

Logo signage on building will need to be illuminated from a top-down light source.

All lighting must be dark sky compliant.

Parking

(Article XI, Ch. 130)

Section 130-419(3)

One space per 300 square feet of gross floor area for convenience store // Needs 31

One space per 3 seats of food counter seating

One Space per employee on the largest work shift of the food counter // Needs 3 Total parking not to exceed 15% of minimum needed

Total needed: 34 total, 2 accessible (39 max)

Kwik Trip: 36 total, 2 accessible

Comments:

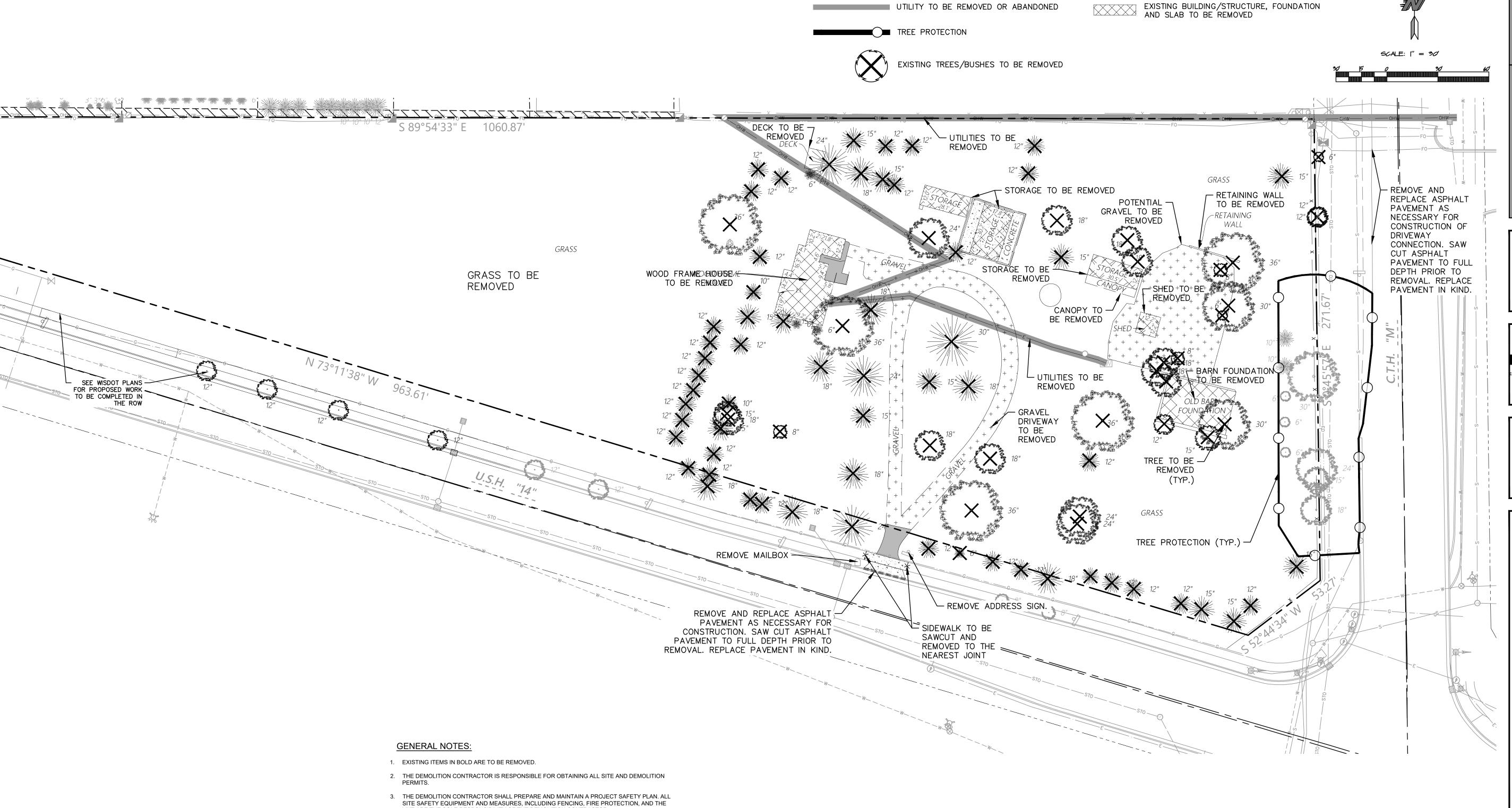
Zoning code does not indicate if fueling stations are considered parking spaces. If fueling stations are included, 20 additional spots could be considered parking areas. Staff is aware not all customers come to this location for fuel. This could be an argument for some flexibility if the site design needs to change at the expense of parking spaces.

Lighting

(Article XI, Ch. 130)

Lighting plan needed to ensure lighting does not trespass onto neighboring residential properties. Max illumination at property line shared with residences cannot exceed 0.5 footcandles.





LIKE ARE THE SOLE RESPONSIBILITY OF THE DEMOLITION CONTRACTOR.

4. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC. CONTINUOUS ACCESS SHALL BE MAINTAINED AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES. CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC. 5. THE DEMOLITION CONTRACTOR SHALL DEVELOP, OBTAIN NECESSARY APPROVALS/PERMITS AND MAINTAIN TRAFFIC AND PEDESTRIAN CONTROL PLANS THROUGHOUT ALL PHASES OF

6. BEFORE PROCEEDING WITH ANY UTILITY CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE EACH EXISTING LATERAL OR POINT OF CONNECTION AND VERIFY THE LOCATION, ELEVATION, AND CONDITION OF ALL UTILITIES. IF ANY EXISTING UTILITIES ARE NOT AS SHOWN ON THE

7. DAMAGE TO ALL EXISTING CONDITIONS THAT WERE TO REMAIN WILL BE REPLACED AT

<u>LEGEND</u>

DEMO CURB & GUTTER

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EXISTING CONCRETE PAVEMENT TO BE REMOVED

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raSmith | 16745 W. Bluemound Road | Brookfield, WI 53005-5938 | (262) 781-1000

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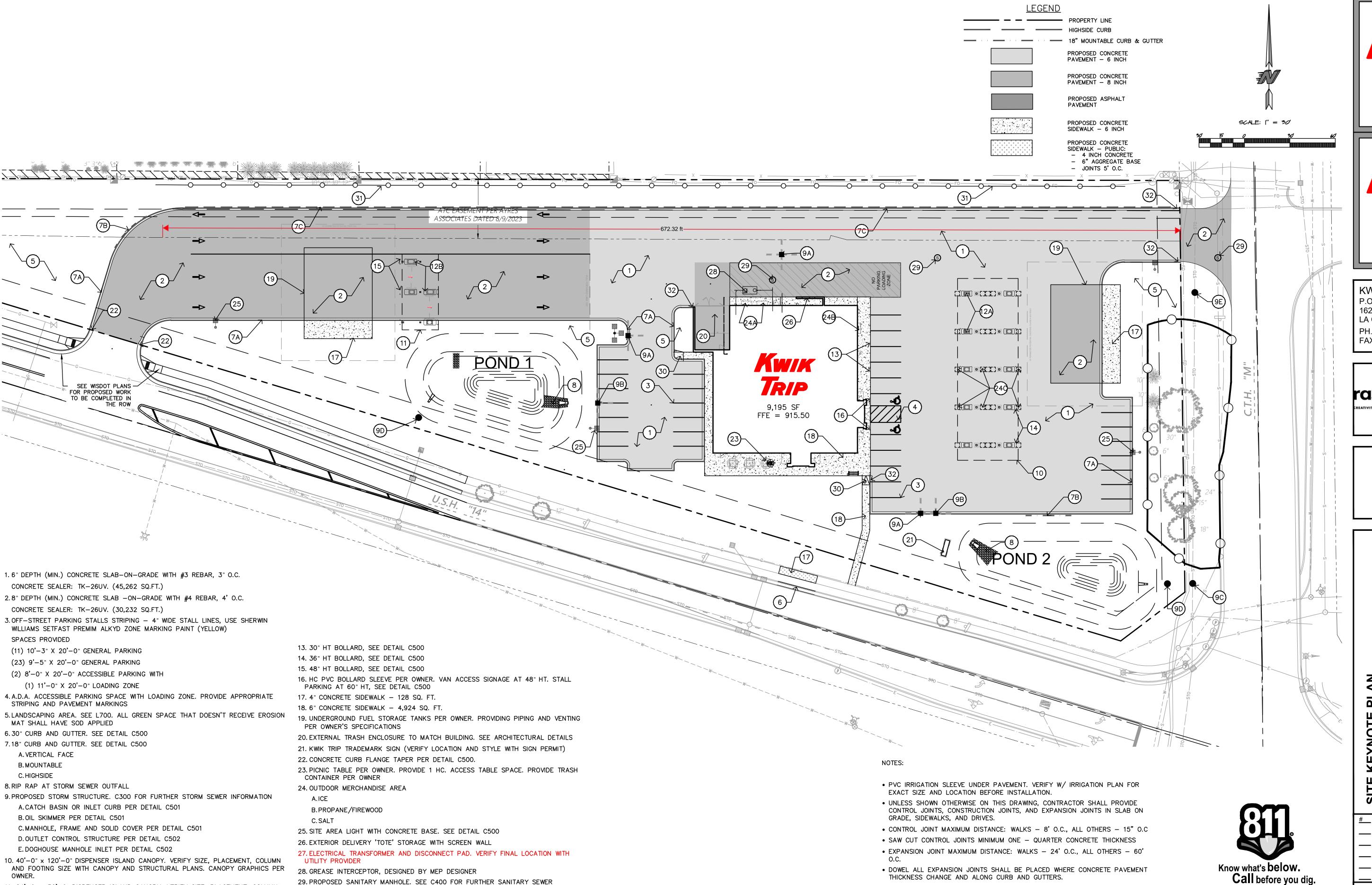
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• THE HASHING IN THE "NO PARKING LOADING ZONE" AREA AND ANY OTHER

• LETTERING FOR ALL WORDING SUCH AS "NO PARKING LOADING ZONE" AND

AREA THAT IS HASHED, THE LINES SHOULD BE 5' SPACED OC.

• CONTRACTOR TO PROVIDE JOINTING PLAN FOR OWNER REVIEW

CARWASH SHOULD BE 12" TALL.

29. PROPOSED SANITARY MANHOLE. SEE C400 FOR FURTHER SANITARY SEWER

31. PROPOSED PRIVACY FENCE. SEE ARCHITECTURAL DETAILS AND SPECIFICATIONS.

INFORMATION.

30. PROPOSED CURB RAMP. SEE DETAIL C500.

32. CURB HEAD TAPER. SEE DETAIL C500.

11. 24'-0" x 50'-0" DISPENSER ISLAND CANOPY. VERIFY SIZE, PLACEMENT, COLUMN

12. CONCRETE ISLANDS W/6" EXPOSURE WITH FUEL DISPENSERS. DISPENSER PER

a. $3'-6" \times 7'-0"$ AT GAS CANOPY

b. 3'-6" x 8'-0" AT DIESEL CANOPY

AND FOOTING SIZE WITH CANOPY AND STRUCTURAL PLANS. CANOPY GRAPHICS PER

KWIK TRIP



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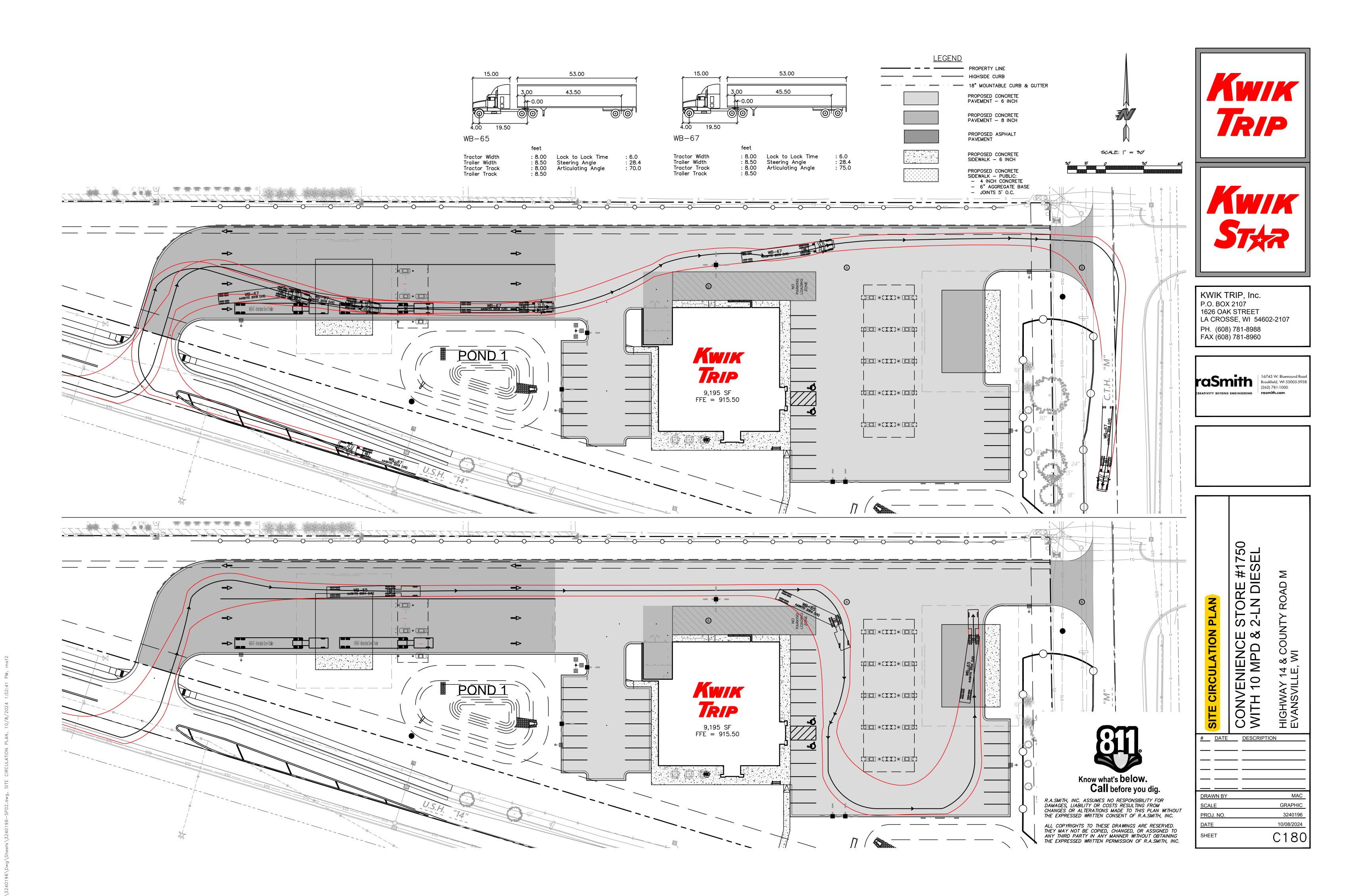
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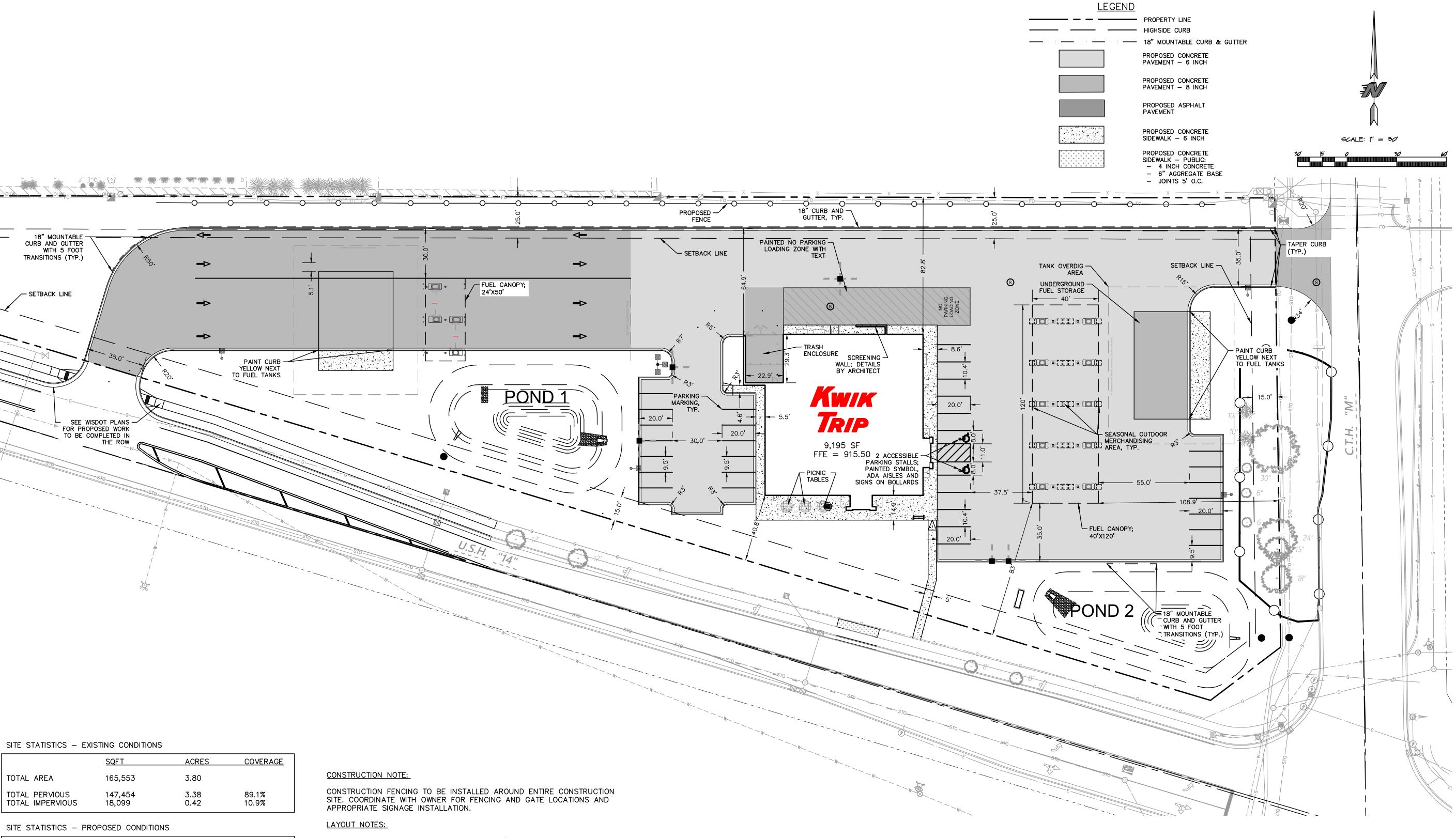
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PARKING STATISTICS

TOTAL AREA

TOTAL PERVIOUS

TOTAL IMPERVIOUS

STANDARD PARKING STALLS 34 ACCESSIBLE STALLS STANDARD FUELING STALLS ACCESSIBLE FUELING STALLS DIESEL FUELING STALLS TOTAL PARKING SPACES

<u>SQFT</u>

165,553

74,692

90,861

- 1. PLAN PREPARED FROM BATTERMAN ALTA/NSPS LAND TITLE SURVEY, DATED 04/09/2024.
- 2. CURBS ARE DIMENSIONED TO FACE OF CURB.

COVERAGE

45.1%

54.9%

3.80

1.71

2.09

- 3. CONCRETE IN ISLAND COMPLEX AND UNDER CANOPY TO BE ROUGH BROOM FINISHED. SIDEWALKS ADJACENT TO BUILDING SHALL BE SMOOTH BROOM FINISHED.
- 4. EXTERIOR CONCRETE SURFACES TO BE SEALED. CONCRETE SEALER: APR 15- OCT 31 USE: TK-26UV NOV 1- DEC 31 USE: TK-290
- 5. EXPANSION JOINTS SHALL BE DECK-O-FOAMED AND CAULKED WITH SL1
- 6. ALL WORK WITHIN THE CITY RIGHT OF WAY AND CITY EASEMENTS TO BE IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS AND DETAILS, NOTIFY CITY ENGINEERING DEPT. 5 DAYS PRIOR TO WORK IN THE RIGHT OF WAY.



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4 Щ HIGHWAY 1. EVANSVILLE

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PLANT SCHEDULE

CODE	QTY	COMMON NAME	BOTANICAL NAME	INSTALLED SIZE	ROOT	SPACING	CODE	<u>QTY</u>	COMMON NAME	BOTANICAL NAME	INSTALLED SIZE	ROOT	SPACING
LOW D	ECIDUO	OUS TREE					LOW E	EVERGR	EEN SHRUBS				
AB3	3	Autumn Brilliance Serviceberry	Amelanchier x grandiflora `Autumn Brilliance`	7` HT	B&B	Spacing as shown	PJC	5	Kallay Compact Pfitzer Juniper	Juniperus chinensis 'Kallays Compact'	18" SPD	CONT	Spacing as show
EVER	GREEN	TREES					MEDIL	JM DECI	DUOUS SHRUBS				
FVJ	22	Fairview Juniper	Juniperus chinensis `Fairview`	5` HT	B&B	Spacing as shown	SWN	8	Summer Wine™ Ninebark	Physocarpus opulifolius `Seward`	24" HT	CONT	Spacing as show
IJ	25	lowa Juniper	Juniperus chinensis `lowa`	5` HT	B&B	Spacing as shown	MKL	8	Miss Kim Lilac	Syringa patula `Miss Kim`	24" HT	CONT	Spacing as show
BRC	13	Burk Red Cedar	Juniperus virginiana `Burkii`	6` HT	B&B	Spacing as shown							
						1 0	ORNA	MENTAL	. GRASSES				
TALL D	DECIDU	OUS TREE					CA4	14	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	1 GAL	CONT	24" Spacing
HCB	5	Common Hackberry	Celtis occidentalis	2 1/2" CAL	B&B	Spacing as shown	PV5	34	Shenandoah Switch Grass	Panicum virgatum 'Shenendoah'	1 GAL	CONT	30" Spacing
SHL	7	Shademaster Locust	Gleditsia triacanthos inermis 'Shademaster'	2 1/2" CAL	B&B	Spacing as shown							
SSL	5	Sweet Street Linden	Tilia americana `Kromm`	2 1/2" CAL	B&B	Spacing as shown	PERE	NNIALS					
						1 0	CAM1	19	Montrose White Calamint	Calamintha nepeta `Montrose White`	4 1/2"	POT	18" Spacing
LOW D	ECIDU	OUS SHRUBS					H6	36	Little Business Daylily	Hemerocallis x `Little Business`	4 1/2"	POT	18" Spacing
SDN	6	Nikko Slender Deutzia	Deutzia gracilis `Nikko`	15" HT	CONT	Spacing as shown	NE3	13	Walkers Low Catmint	Nepeta x faassenii 'Walkers Low'	4 1/2"	POT	24" Spacing
LR	22	Kodiak® Orange Diervilla	Diervilla x 'G2X88544'	15" HT	CONT	Spacing as shown							
DDII	07	D.D. S.H. J.	III dan area de la Calla VIII (ODO)	4011 LIT	CONT	0							

EVANSVILLE ARTICLE IV - LANDSCAPE REGULATIONS

Section 130-263 Required Points Impervious area greater than 50,000 square feet requires 40 points per 1,000 square feet

Actual Impervious area = 94,394 square feet - requires 3,776 points

Proposed Plants/Points

17 Tall Deciduous Tree x 50 = 850 0 Medium Deciduous Tree x 30 = 0 3 Low Deciduous Tree x 20 = 60 60 Evergreen Tree x 40 = 2400 0 Tall Deciduous Shrub x 10 = 0 16 Medium Deciduous Shrub x 4 = 64 71 Low Deciduous Shrub x 2 = 142 0 Tall or Medium Evergreen Shrub x 8 = 0 5 Low Evergreen Shrub x 2 = 10 640 feet decorative screening fence x 1 = 640 7 Existing Street trees x 50 = 350 8 Existing trees x 50 = 400

SCALE: |" = 30

Total Points Provided = 4,916





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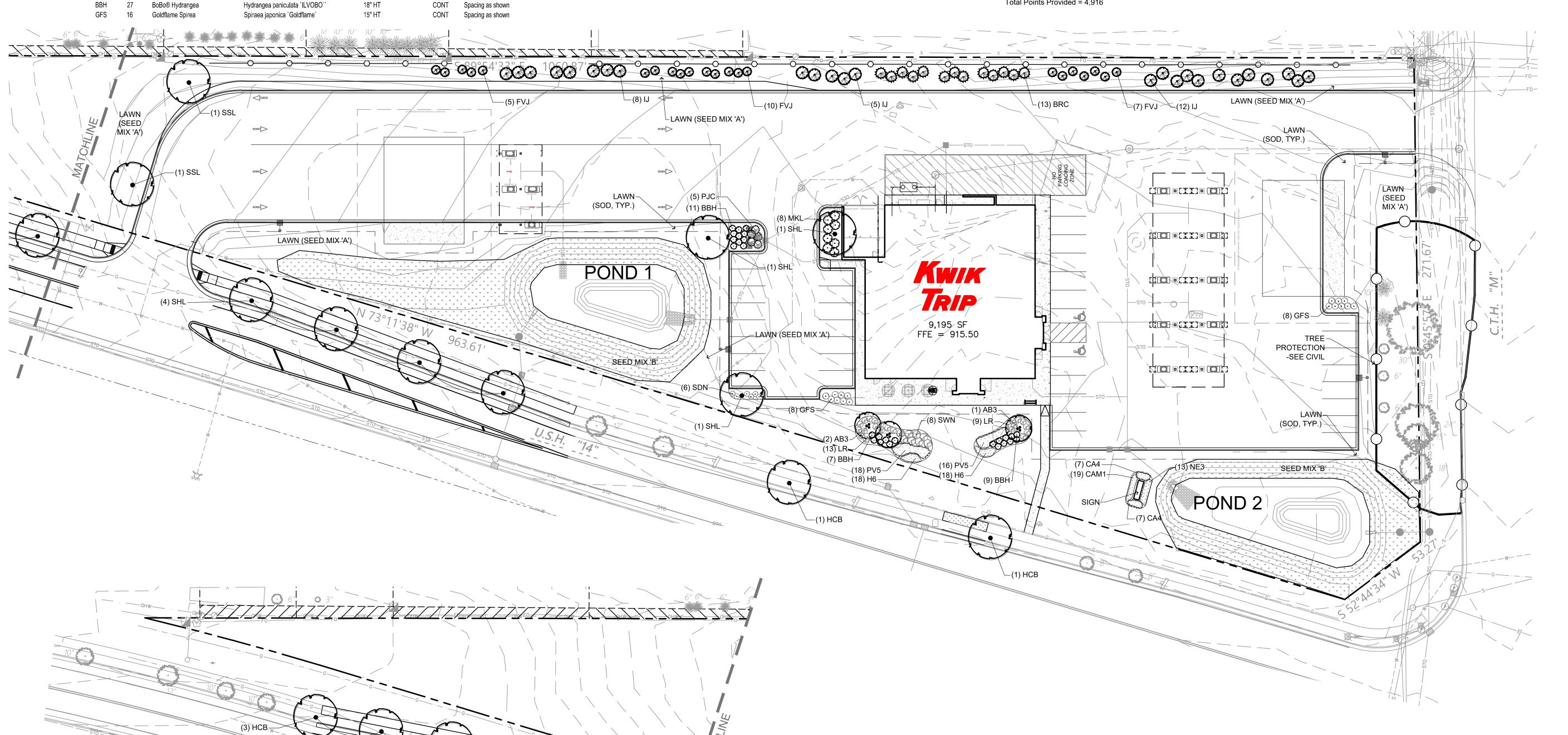


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TORE #1750 -LN DIESEL

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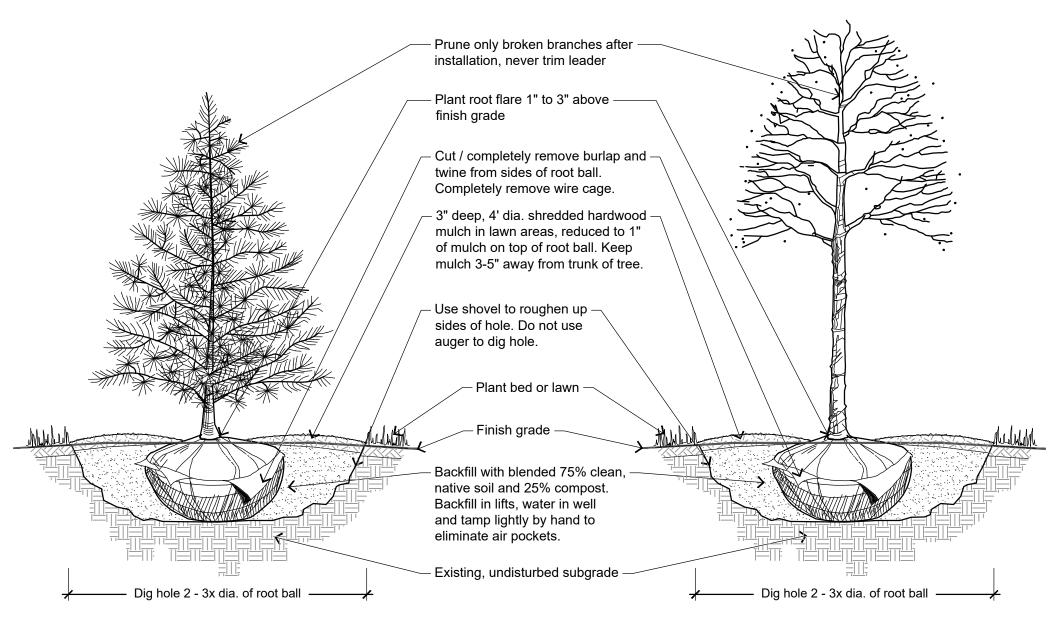
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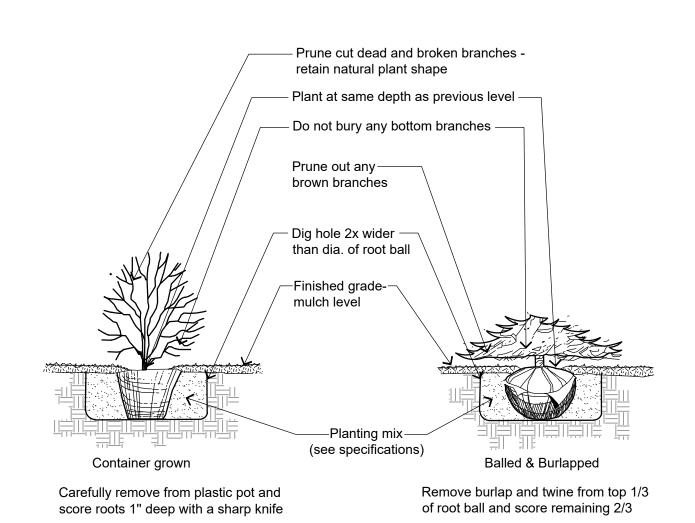
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PLANTING DETAILS



TREE PLANTING DETAIL

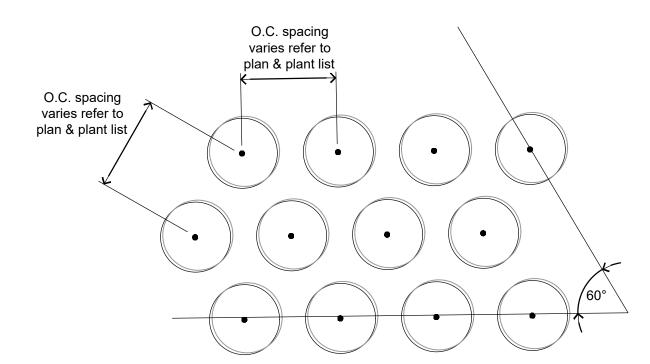
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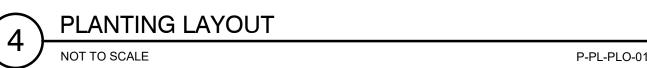


Bedlines are to be cut crisp as per plan. a clean definition between turf and plant bed is required. Top of mulch to be flush with turf - Mulch

SHRUB PLANTING DETAIL

SHOVEL OR MECHANICAL CUT PLANT BED EDGE DETAIL





DIVISION 1 - GENERAL REQUIREMENTS

01 5 00 Substitution Procedures

1. Any potential plant substitutions must be submitted in writing to the general contractor and approved by the owner's representative or landscape architect prior to installation. All plants must be installed as per sizes and quantities shown on plant material schedule, unless approved by owner's representative or landscape architect. Any potential changes to sizes shown on plan and appropriate cost credits / adjustments must be submitted in writing to the general contractor and approved by the owner's representative or landscape architect prior to installation.

01 11 13 Work Covered by Contract Documents

1. Warranty and replacements: All plants (trees, evergreens, shrubs, perennials, ornamental grasses and groundcovers) shall be warranted by the landscape contractor to be in healthy and flourishing condition for a period of one calendar year after the date of acceptance. This assumes the owner performs required maintenance (i.e. regular watering) after the landscape contractor's maintenance period has been completed. Landscape contractor shall inform owner when required maintenance has concluded. Only one replacement per plant will be required during the warranty period, except for losses or replacements due to failure to comply with specified requirements. Replacements shall be plants of the same variety specified on the plan and closely match adjacent specimens in size.

- 2. The landscape contractor is responsible for the watering and maintenance of all landscape areas at time of planting, throughout construction and until the substantial completion of the installation and acceptance by the owner. This includes all trees, shrubs, evergreens, perennials, ornamental grasses, turf grass and native seeding areas. Work also includes weeding, edging, mulching (only if required), fertilizing, trimming, mowing lawn areas, sweeping up grass clippings, pruning and deadheading.
- 3. Upon substantial completion of the project, landscape contractor is responsible to conduct a final review of the project with the owner's representative and the general contractor to answer questions and insure that all specifications have been met. The landscape contractor shall provide watering and general ongoing maintenance instructions (in writing) for the new plantings and lawn areas.

012 16 Work Sequence

- 1. Contractor responsible for contacting public and private underground utility locating service to have site marked prior to any digging or earthwork.
- 2. Contractor to verify all plant quantities shown on plant list and verify with plan. Report any discrepancies immediately to general contractor. Inform landscape architect and general contractor of date(s) when planting shall commence.

DIVISION 32 - EXTERIOR IMPROVEMENTS

32 91 00 - PLANTING PREPARATION

32 91 13 Soil Preparation

1. Areas to be seeded: remove / kill off any existing unwanted vegetation prior to seeding with a glyphosate herbicide, applied only by a state certified applicator no sooner than 2 weeks prior to seed installation. Prepare seed bed areas to a maximum depth of 1 inch. Prepare the topsoil by removing all surface stones 1" or larger. Soil's surface should be loose and free of any soil clumps exceeding 1 inch in diameter. Do not fertilize native seeding areas.

- 2. Erosion control measures are to be used in swales and on steep grades, where applicable.
- 3. Plant bed preparation: the soil in all perennial, ornamental grass, annual and groundcover areas shall be amended with compost prior to plant installation. Spread a 2" layer of compost (per note below) on top of clean topsoil and rototill to a depth of approximately 8".
- 4. Compost shall be stable, and weed-free organic matter. It shall be resistant to further decomposition and free of compounds, such as ammonia and organic acids, in concentrations toxic to plant growth. The compost shall contain no pathogens or other chemical contaminants and meet the requirements of WisDNR S100 Compost Specification.

32 91 13.16 Mulching

1. All tree and shrub planting beds to receive a 3" deep layer of high quality shredded hardwood bark mulch (not enviromulch or wood chips). Mulch shall be uniform in size, color, quality and overall appearance. Mulch shall be free of debris, large wood chunks, soil, rocks, weeds, invasive plant parts or seeds and any other material injurious to plant growth. All perennial and ornamental grass planting areas to receive a 2" layer and groundcover areas a 1-2" layer of the same mulch. Do not mulch annual flower beds (if applicable). Do not allow mulch to contact plant stems and tree trunks.

32 91 19 LANDSCAPE GRADING

32 91 19.13 Topsoil Placement and Grading

- 1. The subsequent requirements regarding topsoil should be coordinated between the general contractor, grading contractor and landscape contractor.
- 2. Subgrade areas shall be graded to within 1", more or less, of proposed subgrade. Deviations shall not be consistent in one direction.
- 3. Topsoil shall be placed to meet proposed finished grade. Planting islands to be backfilled with screened topsoil (per note below) to a minimum depth of 18" by general / grading contractor to insure long term plant health. All other landscaped areas to receive a minimum depth of 6" of clean topsoil (per note below).
- 4. Topsoil shall be: screened existing stockpiled topsoil, existing in-place soil, or screened soil from an off-site source that will support plant growth, and meets the following requirements. Clean topsoil shall be free of rocks, coarse fragments, gravel, sticks, trash, roots, debris over 3/4" and any substances harmful to plant growth. It also must be free of plants or plant parts of any noxious weeds. Topsoil shall contain 3 to 5 percent decomposed organic matter and a pH between 5.5 and 7.0.
- 5. Planting beds and parking lot islands: Landscape contractor is responsible for ensuring that unwanted material (gravel, debris, roots and other extraneous material harmful to plant growth) has been removed from the topsoil and for the fine grading of all landscaped areas. The fine grading of planting beds and parking lot islands may require additional topsoil to bring to finish grade, allowing for mulch depth. Crown all planting islands and planting beds not adjacent to buildings, a minimum of 6" to provide proper drainage, unless otherwise specified. All other finished landscaped areas to be smooth, uniform and provide positive drainage away from structures and pavement.
- 6. Seeded areas: to receive a settled minimum depth of 6" of blended, prepared and non-compacted topsoil. Landscape contractor is responsible for excavation and removal of unwanted material (gravel, debris, roots and other extraneous material harmful to plant growth) to the specified depth, supplementing with additional topsoil (if necessary) and the fine grading of all seeded areas.

32 92 00 - TURF AND GRASSES

32 92 19 Seeding

1. Seed mix type 'A' for lawn areas - use only a premium quality seed mix. Premium blend seed mix example (or equivalent): 50% blended bluegrass, 25% creeping red fescue, 25% perennial rye applied at 5 lbs per 1,000 SF or at recommended rates from supplier. Provide seed specifications to general contractor prior to installation.

- 2. Seed mix type 'B' for slopes of stormwater basin: Wisconsin DOT No. 10 seed mix: 40% Kentucky bluegrass 98/85, 25% creeping red fescue, 20% perennial ryegrass, 10% white clover & 5% red top applied at 1.5 lbs per 1,000 SF or at recommended rates from supplier. Provide seed specifications to general contractor prior to installation. Preparation of soil to be the same as for all other seeded turf grass areas.
- 3. Erosion control measures are to be used in swales and on steep grades, where applicable.
- 4. If straw mulch is used as a covering for seeding, a tackifier may be necessary to avoid wind
- 5. Methods of installation may vary at the discretion of the landscape contractor on his/her responsibility to establish and guarantee a smooth, uniform, quality turf and evenly seeded native areas.
- 6. An acceptable quality seed installation is defined as having:
- a. No bare spots larger than 1/2 square foot b. No more than 5% of the total area with bare spots larger than 1/2 square foot
- c. A uniform coverage throughout all areas

32 92 23 Sodding

- 1. Remove / kill off any existing unwanted vegetation prior to sodding.
- 2. Prepare the topsoil and sod bed by removing all surface stones 1" or larger and grading lawn areas to finish grade, allowing for thickness of sod.
- 3. Use only premium sod blend according to TPI (revised 1995) and ASPA standards. 4. Install sod uniformly with staggered joints, laid tightly end to end and side to side.
- 5. Roll sod with a walk behind roller and water immediately upon installation to a 3" depth.
- 6. Stake any sod installed on steep slopes or in swales, etc.
- 7. Landscape contractor is responsible to provide a smooth, uniform, healthy turf.
- 8. Landscape contractor shall repair and re-sod any eroded, sunken or bare spots (larger than

$\frac{1}{2}$ square foot) until acceptance by owner.

32 93 00 - PLANTS 1. All plantings shall comply with standards as described in American Standard of Nursery Stock - ANSI Z60.1 (latest version). General contractor or owner's representative reserves the right to inspect and potentially reject any plants that are inferior, compromised,

undersized, diseased, improperly transported, installed incorrectly or damaged.

32 93 33 Shrubs

- 1. Shrubs shall be planted per planting details.
- 2. All shrubs to be pocket planted with a mix of 75% existing soil removed from excavation and 25% compost, blended prior to backfilling holes.
- 3. When hole is two-thirds full, shrubs shall be watered thoroughly and water left to soak in before proceeding.

32 93 43 Trees

1. Trees shall be planted per planting details.

- 2. Plant all trees slightly higher than finished grade at root flare. Remove excess soil from top of root ball, if needed.
- 3. An auger is not an acceptable method of digging tree planting holes.
- 4. Scarify side walls of tree pit prior to installation.
- 5. Once tree has been placed into the hole, is at the correct depth and vertical alignment and will no longer be moved; brace root ball by tamping soil around the lower portion of the root ball. Remove and discard twine / rope, burlap and support wire from the sides of root ball.
- 6. Backfill tree planting holes with 75% existing soil removed from excavation and 25% compost blended prior to backfilling holes, in six-inch lifts. Lightly tamp each lift using foot pressure or hand tools to settle backfill, support the tree and eliminate voids. Do not over compact or use mechanical or pneumatic tamping equipment. Discard any gravel, heavy clay or stones.
- 7. When hole has been backfilled to three-quarters of its depth, pour water around the root ball and allow to soak into soil to settle the soil. Continue backfilling until soil is brought to
- 8. Provide a 3" deep, 4 ft. diameter shredded hardwood bark mulch ring around all trees in lawn areas, reduced to 1" deep on top of root ball. Keep mulch 3" - 5" away from trunk of
- 9. Trees that are installed incorrectly will be replaced at the time and expense of the
- landscape contractor. 10. Trees too large for two people to lift in and out of holes, shall be placed with sling. Do not rock the trees in holes to raise them.

32 94 00 - PLANTING ACCESSORIES

32 94 13 Landscape Edging

1. Edge all planting beds with a 4" deep spaded edge (shovel cut or mechanical). Bedlines are to be cut crisp, as per plan. A clean definition between lawn and plant bed is required.



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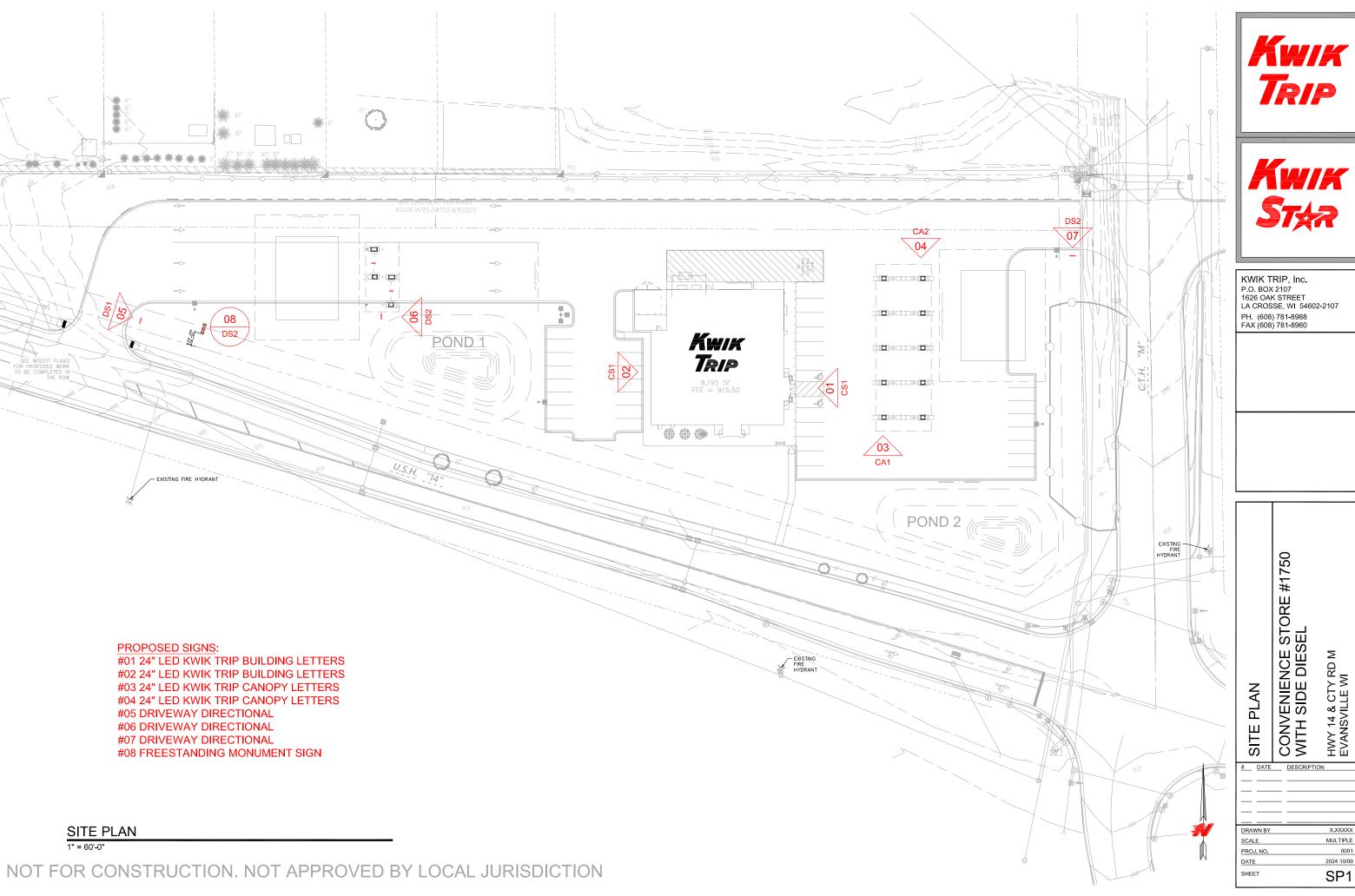
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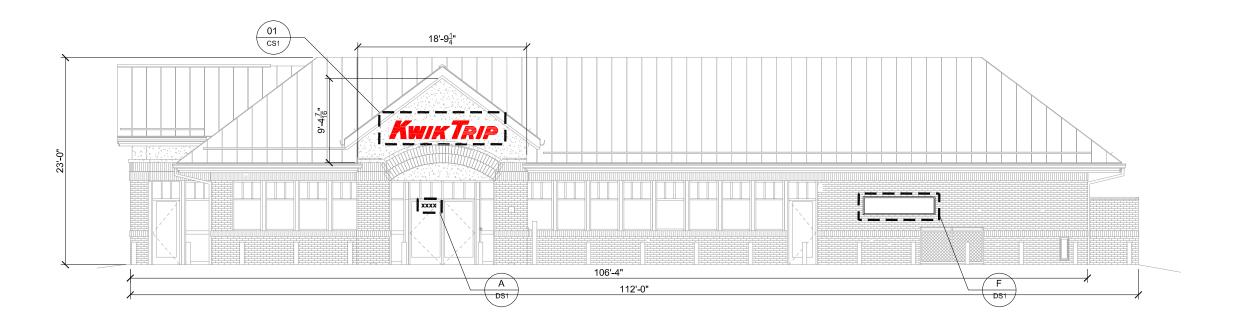
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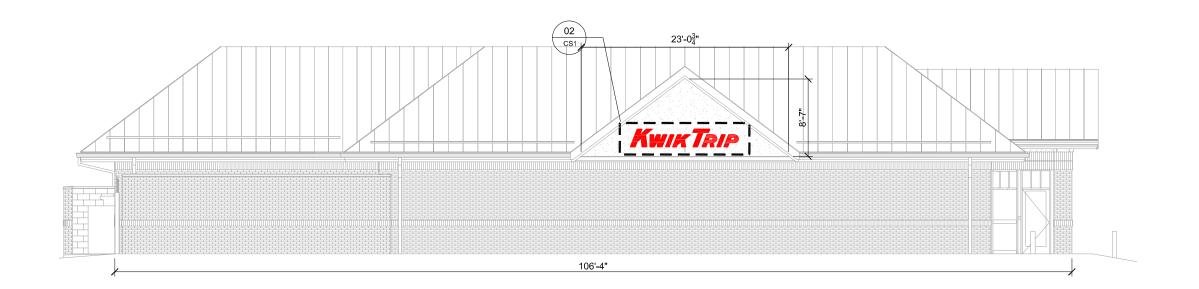


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STORE ELEVATION

SCALE: 3/32" = 1'-0"



STORE ELEVATION

SCALE: 3/32" = 1'-0"



LOGO DETAIL - SIGNS #01 & #02 SCALE: 1/2" = 1'-0"





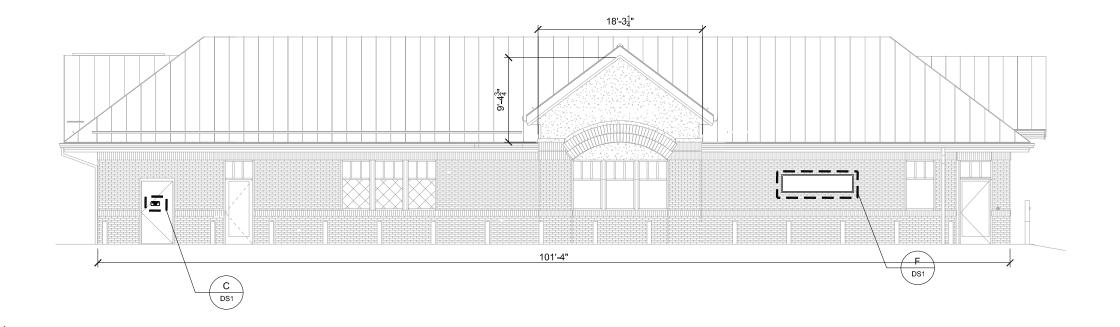
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CONVENIENCE STORE SIGNAGE

CONVENIENCE STORE #1750 WITH SIDE DIESEL

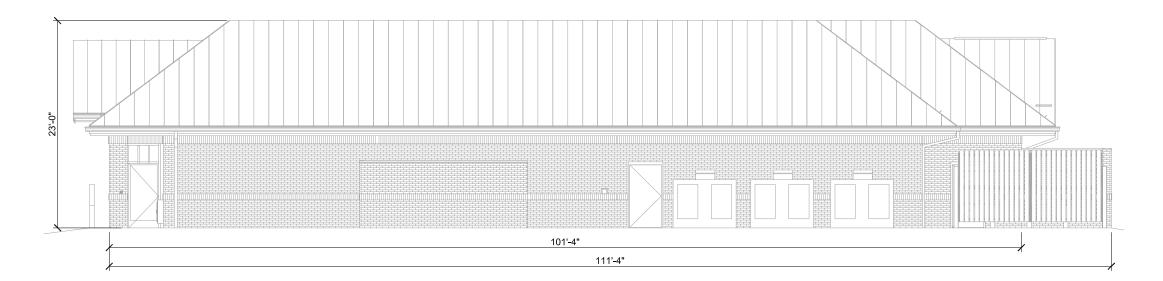
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STORE ELEVATION

SCALE: 3/32" = 1'-0"



STORE ELEVATION

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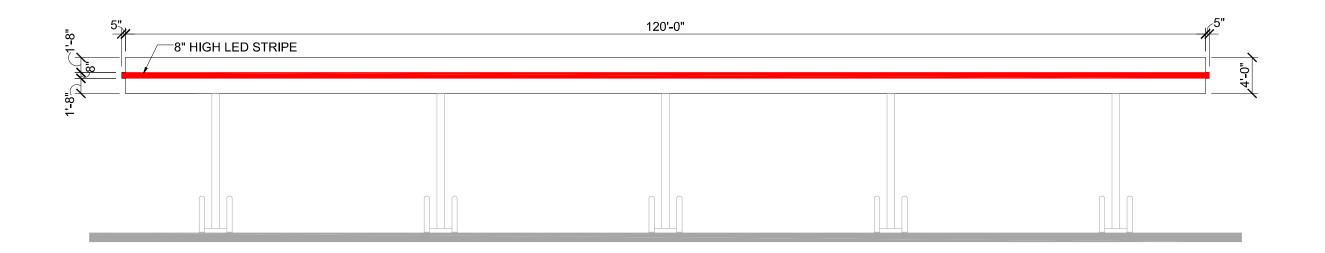




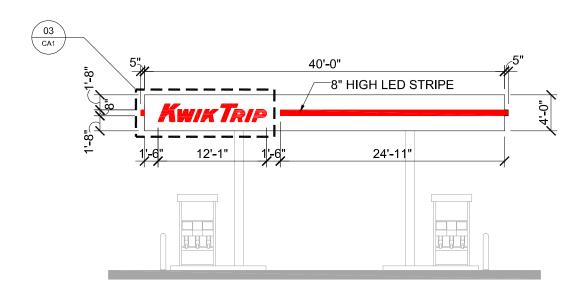
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CONVENIENCE STORE SIGNAGE CONVENIENCE STORE #1750 WITH SIDE DIESEL

CONVENIENCE	CONVENIENCE WITH SIDE DIES	HWY 14 & CTY RD M EVANSVILLE WI
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SCALE: 3/32" = 1'-0"



CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



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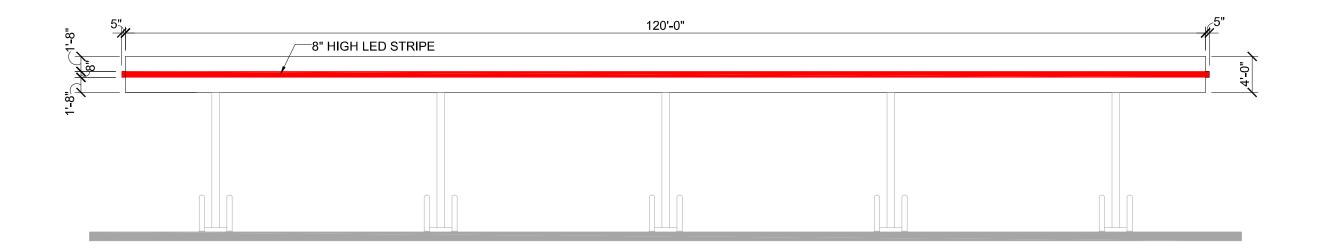




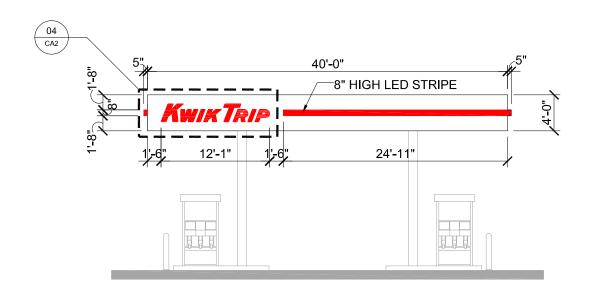
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CONVENIENCE STORE #1750 WITH SIDE DIESEL CANOPY SIGNAGE

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SHEET		CA1

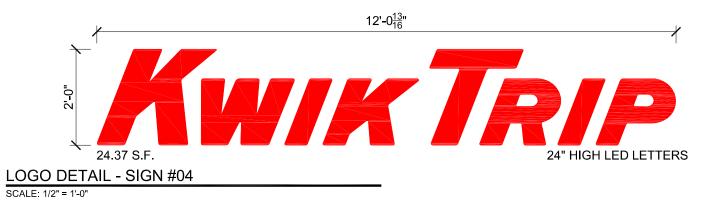


SCALE: 3/32" = 1'-0"



CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



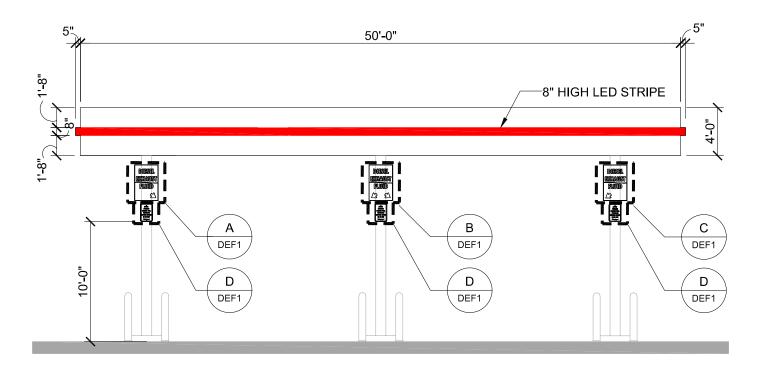




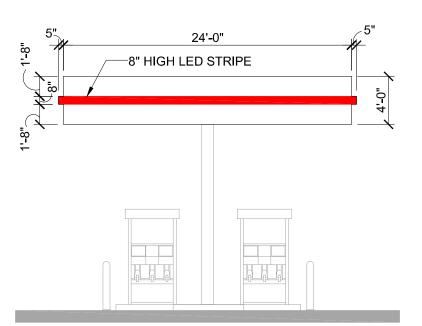
KWIK TRIP, Inc. P.O. BOX 2107 1626 OAK STREET LA CROSSE, WI 54602-2107 PH. (608) 781-8988 FAX (608) 781-8960

CONVENIENCE STORE #1750 WITH SIDE DIESEL SANOPY SIGNAGE

CANOPY SIGNAG	CONVENIENCE S WITH SIDE DIESE	HWY 14 & CTY RD M EVANSVILLE WI
# DATE	DESCRIPTI	ON
DRAWN BY		X.XXXXX
SCALE		MULTIPLE
PROJ. NO.		0001
DATE		2024 10/09
SHEET		CA2



SCALE: 1/8" = 1'-0"



CANOPY ELEVATION

SCALE: 1/8" = 1'-0"

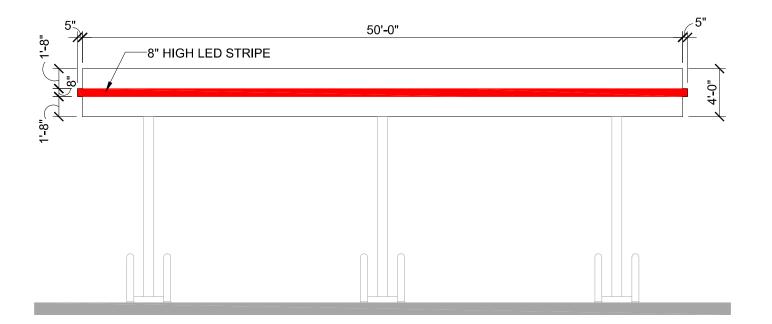




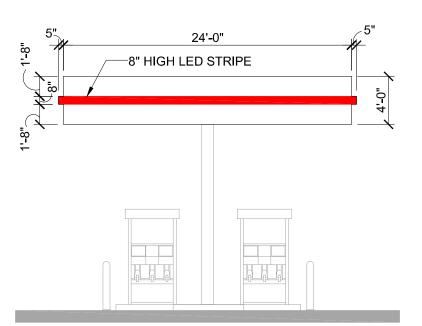
KWIK TRIP, Inc. P.O. BOX 2107 1626 OAK STREET LA CROSSE, WI 54602-2107 PH. (608) 781-8988 FAX (608) 781-8960

CANOPY SIGNAGE CONVENIENCE STORE #1750 WITH SIDE DIESEL

CANOPY SIGNA	CONVENIENCE WITH SIDE DIES	HWY 14 & CTY RD M EVANSVILLE WI
# DATE	DESCRIPT	ON
DRAWN BY		X.XXXXX
SCALE		MULTIPLE
PROJ. NO.		0001
DATE		2024 10/09
SHEET		CA3



SCALE: 1/8" = 1'-0"



CANOPY ELEVATION

SCALE: 1/8" = 1'-0"



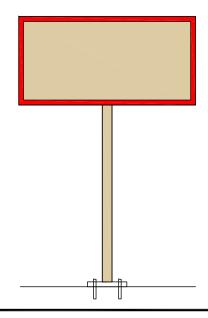


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CONVENIENCE STORE #1750 MITH SIDE DIESEL SANOPY SIGNAGE

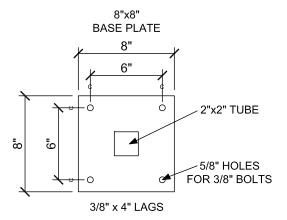
CANOPY SIGNA	CONVENIENCE WITH SIDE DIES	HWY 14 & CTY RD M EVANSVILLE WI
# DATE	DESCRIPTI	ON
DRAWN BY		X.XXXXX
SCALE		MULTIPLE
PROJ. NO.		0001
DATE		2024 10/09
SHEET		CA4

SINGLE SIDED NON-LIT DIRECTIONAL SIGN



DIRECTIONAL SIGN EXAMPLE

SCALE: NTS



NOTES:

- Sign vendor to anchor sign/s to concrete pad
- Sign vendor to anchor signs with (4) 3/8" x 4" lags & shield anchors. Use stainless steel hardware
- Stainless steel flat washers may be used under base plate as needed to shim sign to be plumb
- Concrete Pad installed by others (Kwik Trip/Kwik Star Concrete Vendor)
 - Concrete Pad to be 5"x 36"x 36"
 - Center of footing to be installed 48" from face of curb



DIRECTIONAL SIGN BASE PLATE

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



KWIK TRIP, Inc. P.O. BOX 2107 1626 OAK STREET LA CROSSE, WI 54602-2107

PH. (608) 781-8988 FAX (608) 781-8960 PROJECT:

Store- All Stores Date - 08/31/2023

DESCRIPTION: All Directional signs will have a single post per the detail above

SCB #1



127040 Pylon A

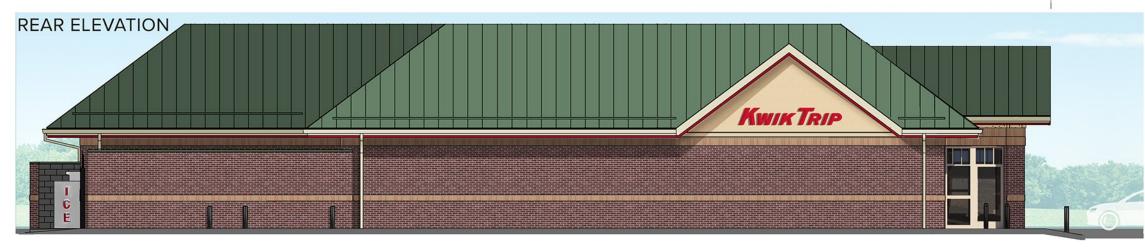
^{*}Colors on sketch are only a representation, actual color of finished product may differ from this sketch.

^{*}To make the best use of standard sized materials and control costs the size of the finished product may vary slightly.















A NEW CONVENIENCE STORE FOR Evansville, WI

KWIK TRIP, Inc. P.O. Box 2107 1626 Oak Street La Crosse, WI 54602 PH. (608) 781-8988





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

DIESEL





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

10 MPD



MEMORANDUM

TO: Seth Waddell, Development Manager, Kwik Trip, Inc.

FROM: Josh Woller, PE (Lic. WI, IN, & IL)

DATE: September 9, 2024

RE: Evansville Kwik Trip Abbreviated Traffic Impact Analsyis

SEH No. 178119 14.00

Kwik Trip is proposing a new fuel station / convenience store in the northwest quadrant of USH 14 & CTH M in the City of Evansville. The proposed development site is a 4-acre site which is currently occupied by a residential parcel. As part of the development and permitting process, the City of Evansville has requested an abbreviated traffic impact analysis to be conducted to determine the impacts the new development will have on the adjacent roadway network. Short Elliott Hendrickson, Inc (SEH) conducted an abbreviated traffic impact analysis to identify existing traffic volumes on the adjacent street system, the traffic expected to be generated by the proposed development, and the operational impacts on the local roadway network.

The proposed development will have two full access driveways. One access point will be located at the west end of the site on USH 14 and one access point will be located along CTH M, directly across from the existing Piggly Wiggly Driveway. Each driveway is proposed to provide full access to the site and will be utilized by all vehicle types. A project location map and the site plan are included with Attachment A to this memorandum.

This memorandum documents the procedures, findings, and conclusions of the abbreviated traffic impact analysis.

Study Area / Data Collection

The traffic study area is along USH 14 and CTH M in the immediate vicinity of the proposed site. SEH completed AM and PM peak hour turning movement traffic counts, utilizing video camera equipment, at the following intersections that are located adjacent to the proposed development:

- USH 14 & CTH M (Traffic Signal Control)
- CTH M & Piggly Wiggly Driveway (Stop Control)

The USH 14 & CTH M intersection was counted on October 19, 2023. The weekday AM peak hour was identified as 7:00 am to 8:00 am and the weekday PM peak traffic hour was identified as 4:15 pm to 5:15 pm. The CTH M & Piggly Wiggly Driveway was counted on June 27, 2024. The weekday AM peak hour was identified as 7:00 am to 8:00 am and the weekday PM peak hour was identified as 4:00 pm to 5:00 pm. Because the Piggly Wiggly Driveway was counted while school was not in session and outside of harvest season the CTH M through volumes were increased to balance traffic with the USH 14 & CTH M intersection. The existing traffic volumes for the study area are included with Attachment B.

There is currently existing sidewalk along both sides of USH 14, west of CTH M and sidewalk on the north side of the road east of CTH M. CTH M has sidewalk on the east side of the road. Minimal pedestrian

activity was observed in the study area based on the data collected with no more than five (5) pedestrians counted in an hour.

Evaluation of Existing Conditions

The study area intersections were analyzed using procedures set forth in the *Highway Capacity Manual* 6th *Edition (HCM)*. Level of service (LOS) is the metric by which roadway operations are defined based on the delay/congestion experienced by users of the facility. LOS ranges from LOS A, little to no delay/congestion, to LOS F, significant delay/congestion. WisDOT practice is to maintain LOS D or better, where practical, during peak hour operations. Descriptions of the various levels of service are as follows:

- LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.
- LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.
- LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.
- LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays
 to approaching vehicles may be substantial during short peaks within the peak period, but
 periodic clearance of long lines occurs, thus preventing excessive backups. At signalized
 intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections,
 average delays are 25 to 35 seconds.
- LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.
- LOS F represents jammed conditions where the intersection is over capacity and acceptable
 gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized
 intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average
 delays exceed 50 seconds.

The existing traffic operations capacity analysis is based on existing geometrics and traffic control. Table 1 summarizes the weekday AM and PM peak hour traffic operating conditions for the existing traffic counts. Synchro Version 11, HCM outputs are included in Attachment C.

Table 1
Existing Volumes / Conditions LOS, by Movement

							Level o	f Service	e (Delay, s	sec/veh)			
Intersection	Traffic Control	Peak Hour	Е	astbou	nd	W	estbour	nd	No	rthbour	nd	So	uthbou	nd
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Two- way	AM					B (10.1)			A (0.0)		A (7.5)	1	A).0)
CTH M & Piggly Wiggly Driveway	Stop Control	PM					B (12.8)			A (0.0)		A (7.9)		A).0)
	Traffic	AM	A (9.1)		A 3.0)	B (11.2)	(1	B 5.8)	B (17.8)		B 6.0)	B (17.0)		B 6.5)
USH 14 & CTH M	Signal Control	PM	A (8.9)		A 6.5)	B (12.7)	(1	B 5.6)	C (21.4)		B 7.2)	B (19.0)		B 9.9)

Evansville Kwik Trip Abbreviated TIA September 9, 2024 Page 3

All the intersection movements at the study area intersections operate acceptably with LOS C or better during the AM and PM peak hours. Overall, the intersection operates at LOS B during both the AM and PM peak periods.

Off-Site Development Traffic

The City of Evansville has approved plans for a processing center located in the SE quadrant of the intersection. A discussion on the number of trips anticipated to be generated by this site is provided below. In order to determine off-site development traffic operations, the proposed trips from this facility were added to the existing count data.

Trip Generation

For final build operations a typical week, the development is anticipated to generate 3,036 truck per week with 95% of these trucks operating between Monday and Friday. Furthermore 95% of those trips are expected to occur over a 12-hour period with those trips being evenly distributed over that time. The remaining 5% of trips will occur during off-peak times. During a typical weekday hour, the development is anticipated to generate 90 truck trips (45 entering / 45 exiting).

Employee counts at the facility are expected to be minimal and the proposed shift changes at 6:00 AM and 6:00 PM do not align with the current roadway peak hours. For the purpose of this study, it is assumed that 40 employees (20 entering / 20 exiting) will be generated at shift changes, but since they are outside of the existing roadway peaks they were not included in the analysis.

Mode Split

The development area currently has no pedestrian accommodations and is in a rural area. Given this, no reduction in the number of vehicle trips to include walking and bicycle trips was applied.

Linked and Pass-by Trip Traffic

Due to the development type no reductions were applied for Linked Trips or Pass-by Trips.

Trip Distribution

Trip distribution was based on the existing traffic patterns, the proposed land use, and the location of population centers, as well as site access. Trips were assigned to the study area roadways in accordance with the following trip distribution:

- 33.3% to/from east on USH 14
- 33.3% to/from west on USH 14
- 33.3% to/from south on CTH M

In order to evaluate the off-site development operations of the study intersections the anticipated trips were added to the existing traffic counts. The off-site development traffic operations capacity analysis is based on existing geometrics and traffic control. Table 2 summarizes the weekday AM and PM peak hour traffic operating conditions for the off-site development traffic. Synchro Version 11, HCM outputs are included in Attachment C.

Table 2
Off-Site Development Volumes / Existing Conditions LOS, by Movement

							Level o	f Service	e (Delay, s	ec/veh	1)			
Intersection	Traffic Control	Peak Hour	E	astbou	nd	W	estbour	nd	No	rthbour	nd	So	uthbou	nd
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Two-						В			Α		Α		Α
	Way	AM					(10.0)			(0.0)		(7.5)	(0	0.0)
CTH M & Piggly	Stop						В			Α		Α		Α
Wiggly Driveway	Control	PM					(12.8)			(0.0)		(7.9)	(0	0.0)
			Α		Α	В		В	В		В	В		В
	Traffic	AM	(9.1)	(6	3.1)	(11.5)	(1	5.9)	(18.1)	(1	6.3)	(17.4)	(1	6.5)
	Signal		Α		A	В		В	С		В	В		В
USH 14 & CTH M	Control	PM	(9.3)	(6	5.9)	(13.4)	(1	6.1)	(21.6)	(1	7.3)	(19.2)	(1	9.3)

All the intersection movements at the study area intersections continue to operate acceptably with LOS C or better during the AM and PM peak hours. Overall, the intersection operations at LOS B during both the AM and PM peak periods.

Site Traffic Forecasting

To address any potential future traffic impacts at the study area intersections, it is necessary to identify the hourly volume of traffic generated by the anticipated development. The Wisconsin Department of Transportation (WisDOT) has developed specific formulas that are used to generate these numbers.

Trip Generation

Expected peak hour trips were determined by using the WisDOT formula noted above. The formula is based on population, the number of vehicle fueling positions (20, vehicle, 2 diesel) and the size of the convenience store (9,000 sf).

During a typical weekday morning peak hour, the development is anticipated to generate 276 trips (140 entering / 136 exiting). Of those trips, 56 are expected to be pass-by trips (discussed below), resulting in 220 new trips during the weekday AM peak. During a typical weekday PM peak hour, the development is anticipated to generate 276 (138 entering / 138 exiting). Of those trips, 56 are expected to be pass-by trips, resulting in 220 new trips during the weekday PM peak.

Table 3
Evansville Kwik Trip, Trip Generation

	ITE				Weekday		AM Pea			PM Pea	
Land Use	Code	Pı	ropo	sed Size	Daily	In	Out	Total	In	Out	Total
Gasoline/Service Station with				Vehicle Fueling	4113	140	136	276	149	149	298
Convenience Market		22	Х	Positions		51%	49%		50%	50%	
Subtotal					4113	140	136	276	149	149	298
Total Pass-by Trips (Minus)					823	28	28	56	30	30	60
Total Linked Trips (Minus)					0	0	0	0	0	0	0
Total New Trips					3291	112	108	220	119	119	238

Notes: 20% of Proposed Trips assumed to be Pass-by Trips

Mode Split

Due to the minimal amount of pedestrian activity no mode splits were applied for this analysis.

Evansville Kwik Trip Abbreviated TIA September 9, 2024 Page 5

Linked and Pass-by Trip Traffic

The proposed development does not have any linked (internal) trips because the site operates as a single land use. However, the proposed site will include pass-by trips. Pass-by trips occur when motorists already on the highway system stop at the development site prior to continuing their intended route. Based on the surrounding roadway network, it is assumed that approximately 20 percent of development trips are considered pass-by trips. This value corresponds to approximately 10 percent of the existing daily traffic for the adjacent roadway network. Furthermore, this value corresponds with the current ITE and WisDOT recommended practice of pass-by trips not exceeding 10 percent of adjacent roadway volumes.

Trip Distribution

Trip distribution was based on the existing traffic patterns, the proposed land use, and the location of population centers. Trips were assigned to the study area roadways in accordance with the following trip distribution:

- 50% enter/exit at CTH M Driveway
 - o 40% to/from east
 - o 40% to/from west
 - o 15% to/from north
 - o 5% to/from south
- 50% enter/exit at USH 14 Driveway
 - o 40% to/from east
 - o 40% to/from west
 - o 15% to/from north
 - o 5% to/from south

Trip Assignment

Traffic generated by the Kwik Trip development was assigned to the existing roadway system based on the trip generation and distribution above. New development trips and pass-by trips were assigned and reflect the above directional distributions accordingly. The new development trips and pass-by trips are shown in Attachment B. The existing traffic volumes, site generated traffic, and pass-by traffic were added together to generate the build total traffic volumes, which are also included in Attachment B.

Evaluation of Proposed Conditions

The total build traffic (including background traffic and Kwik Trip generated traffic) peak hour operating conditions based on the existing transportation system are summarized in Table 4 below. The total traffic analysis was completed using existing intersection configurations and traffic control. All development driveways were modeled as single lane approaches.

Table 4
Existing Conditions (Build Traffic) LOS, by Movement

		3		•		-, -								
						L	_evel of	Service	(Delay, s	sec/veh)			
Intersection	Traffic Control	Peak Hour	Е	astbound		W	estbou	nd	No	orthbou	nd	So	uthbou	ınd
			Left	Thru F	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
CTH M & Piggly				В			В		Α		A	Α		Α
Wiggly Driveway /	Two-way	AM		(10.4)			(11.9)		(7.6)	((0.0)	(7.5)	((0.0)
Kwik Trip	Strop			В			С		Α		Α	Α		Α
Driveway*	Control	PM		(12.5)			(18.5)		(7.9)	(0	0.0)	(7.9)	((0.0)
			Α	Α		В		В	С		В	С		В
	Traffic	AM	(9.5)	(5.9))	(11.1)	(1	6.7)	(21.5)	(1	9.7)	(21.5)	(1	9.3)
	Signal		В	Α		В		В	С		В	С		В
USH 14 & CTH M	Control	PM	(11.0)	(7.9))	(14.2)	(1	9.0)	(22.8)	(1	8.2)	(21.2)	(1	9.7)
			Α	Α			Α						В	
USH 14 & Kwik	One-way	AM	(8.6)	(0.0	1)		(0.0)						(14.7)	
Trip West	Strop		Α	Α			Α						С	
Driveway*	Control	PM	(8.5)	(0.0)))		(0.0)						(16.7)	

^{*}All development driveway approaches modeled as single lane approaches.

All the intersection movements at the study area intersections continue to operate acceptably with LOS C or better during the AM and PM peak hours. Overall, the intersection of USH 14 & CTH M continues to operate at LOS B during both the AM and PM peak periods. All development driveways operate at overall LOS A during the AM and PM peak periods.

A queuing analysis was completed utilizing SimTraffic to determine if any potential blocking conditions would occur during the peak hour periods or if anticipated queues would exceed the existing turn lane lengths. During the AM peak all queues are expected to be contained within the existing turn lanes and no driveway blockages are anticipated. During the PM peak the EB left turn 95th percentile queue is expected to be 132 feet which slightly exceeds the existing 125 feet of storage. The SB left turn queue is expected to be 102 feet which slightly exceeds the existing 100 feet of storage. No functional blockage is expected from the development driveways during the PM peak.

Conclusion

The existing roadway network and the proposed site's access driveways adequately accommodate the build out of the Kwik Trip development under existing traffic conditions. All movements at the study area intersections are expected to operate in an efficient manner as identified in this abbreviated traffic impact analysis. Consideration should be given to extending the EB and SB left turn lanes to account for additional gueueing after the development is completed. Extensions should be a minimum of 50 feet.

jmw

Attachments

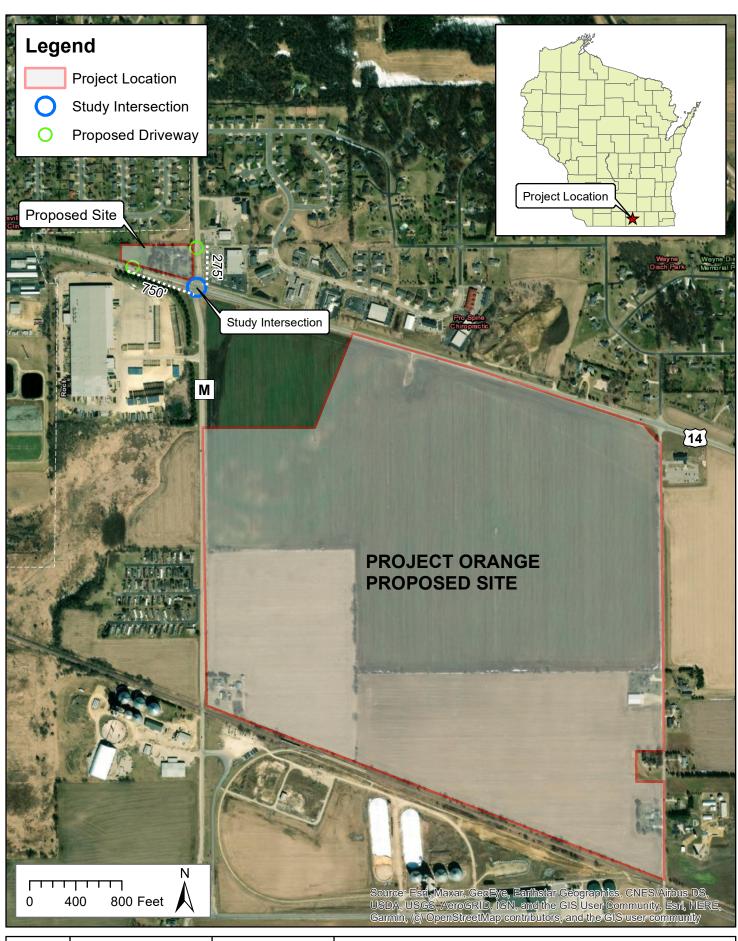
Attachment A – Project Location Map / Proposed Site Plan

Attachment B – Traffic Volume Exhibits

Attachment C – Synchro HCM 6 Operational Outputs

x:\ko\k\kwikt\178119\8-planning\87-rpt-stud\evansville kwik trip abbreviated tia.docx

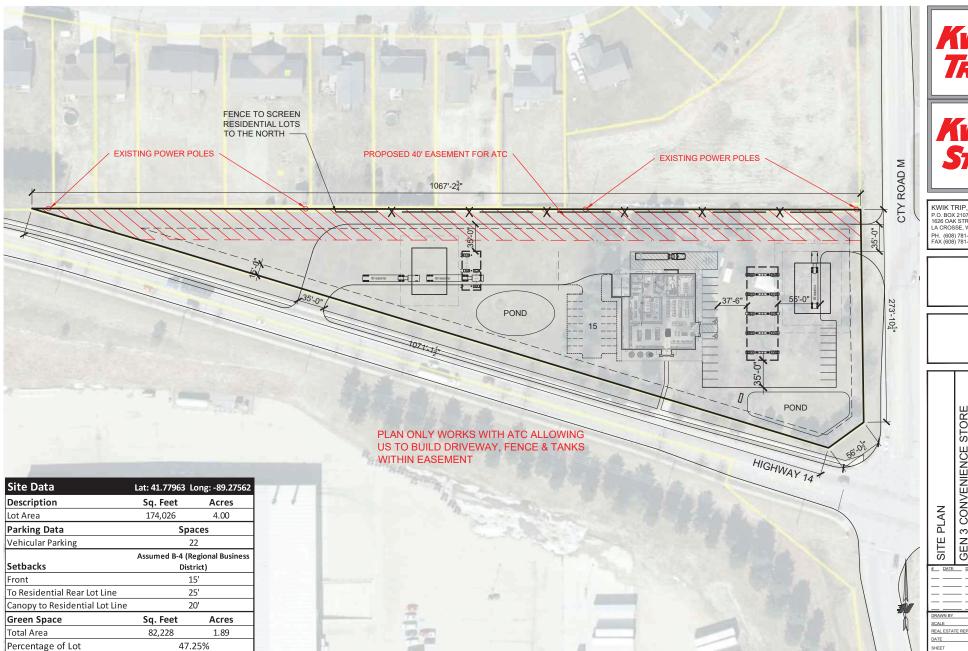
ATTACHMENT A





Project: KWIKT 178119 Print Date: 3/29/2024

Map by: Jgreen Projection: WISCRS, Wood County (ft) Exhibit 1 - Project Location Map Kwik Trip City of Evansville, Rock County,WI



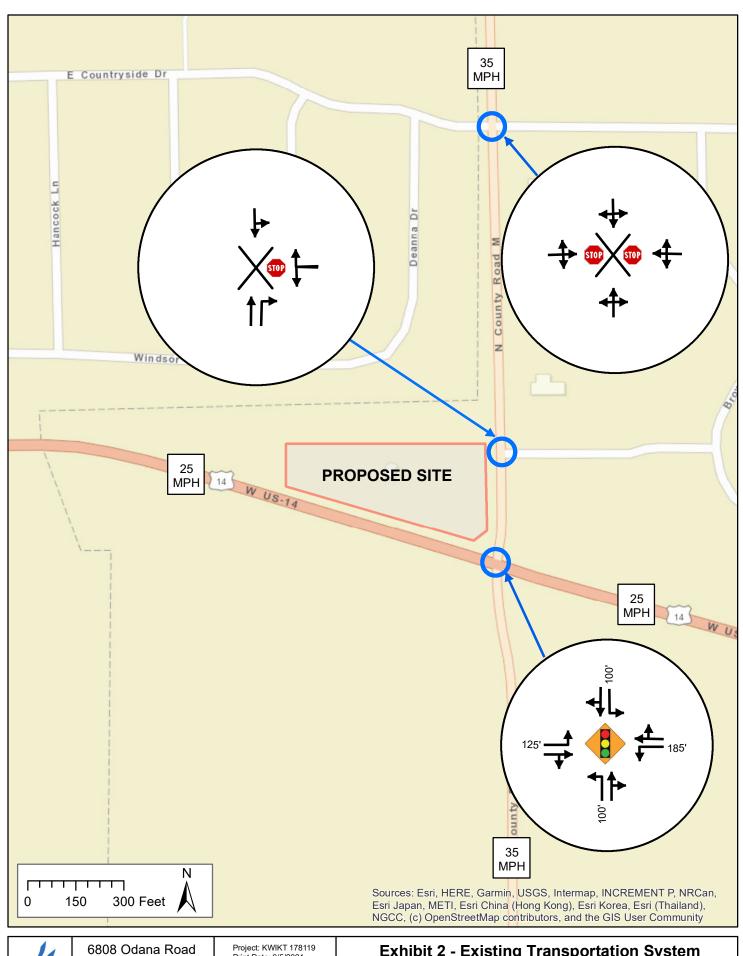


KWIK TRIP. Inc. P.O. BOX 2107 1626 OAK STREET LA CROSSE, WI 54602-2107 PH. (608) 781-8988 FAX (608) 781-8960

GEN 3 CONVENIENCE STORE WITH 10 MPD AND 2 LANES DIESEL

HIGHWAY 14 & COUNTY ROAD M EVANSVILLE, WI

MJM 1" = 80'-0" N. HAEFS 2024-05-31 SP11





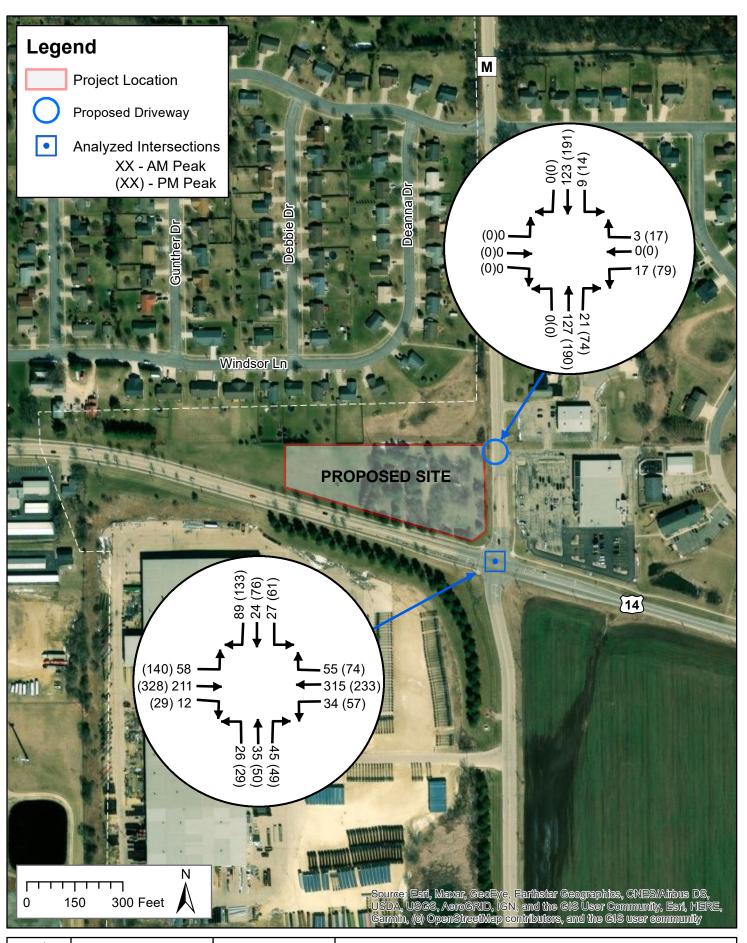
Suite 200 Madison, WI 53719 (608) 620-6199

Project: KWIKT 178119 Print Date: 9/5/2024

Map by: Jgreen Projection: WISCRS, Wood County (ft)

Exhibit 2 - Existing Transportation System Kwik Trip Abbreviated TIA City of Evansville, Rock County, WI

ATTACHMENT B



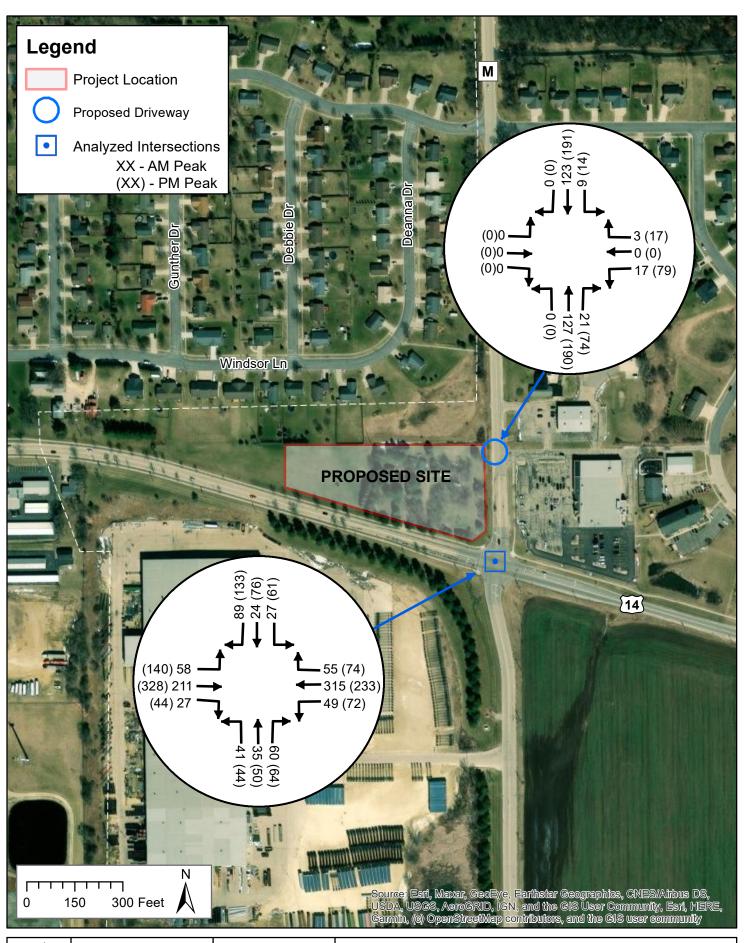


Project: KWIKT 178119 Print Date: 9/5/2024

Map by: Jgreen Projection: WISCRS, Wood County (ft) Exhibit 3 - Existing Counts (2023)

Kwik Trip Abbreviated TIA

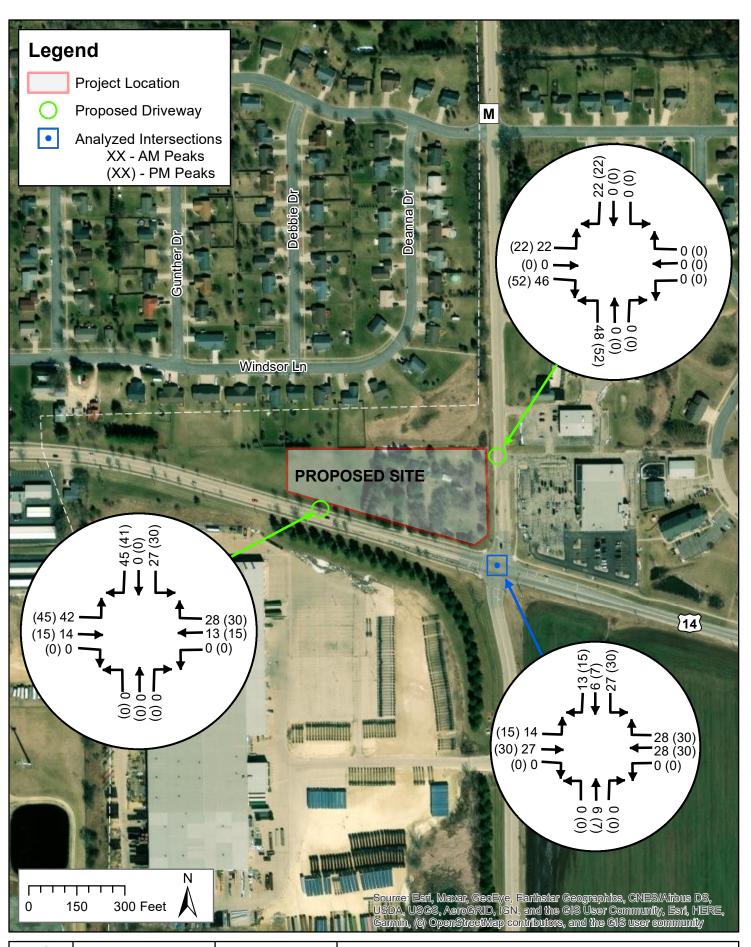
City of Evansville, Rock County,WI





Project: KWIKT 178119 Print Date: 9/5/2024

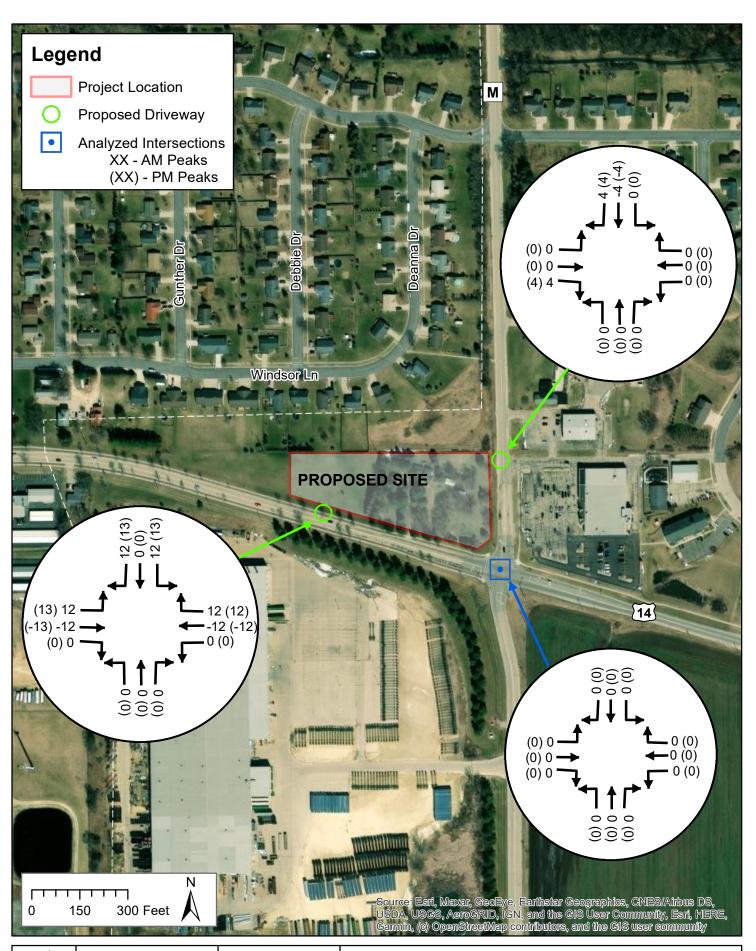
Map by: Jgreen Projection: WISCRS, Wood County (ft) Exhibit 4 - Off Site Development Volumes (2024) Kwik Trip Abbreviated TIA City of Evansville, Rock County,WI





Project: KWIKT 178119 Print Date: 9/5/2024

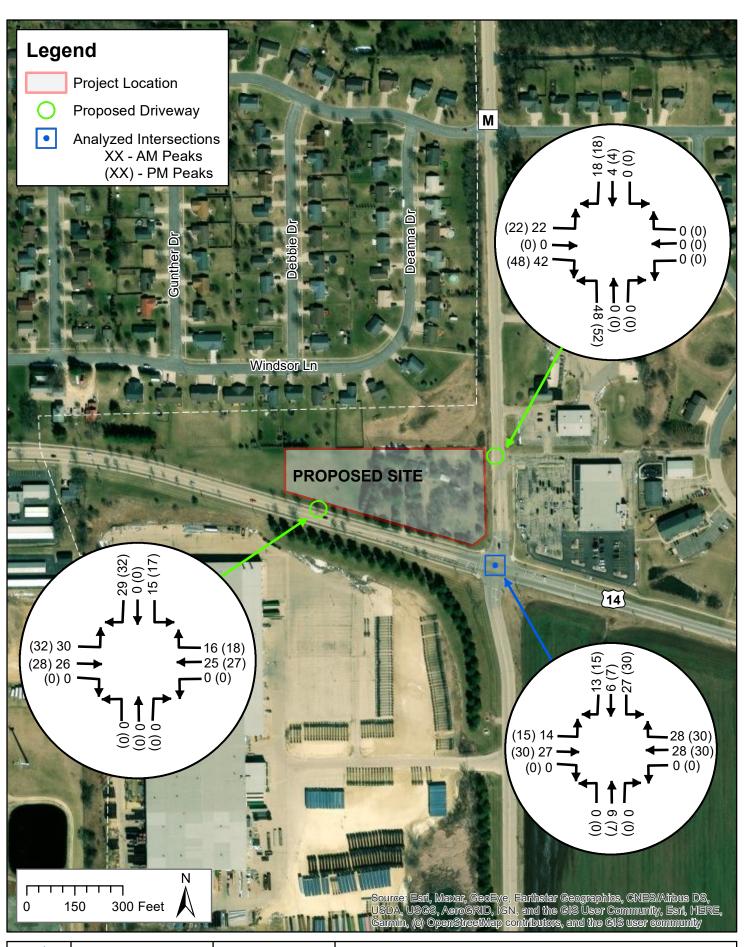
Map by: Jgreen Projection: WISCRS, Wood County (ft) Exhibit 5 - Driveway Trips (2024)
Kwik Trip Abbreviated TIA
City of Evansville, Rock County,WI





Project: KWIKT 178119 Print Date: 9/5/2024

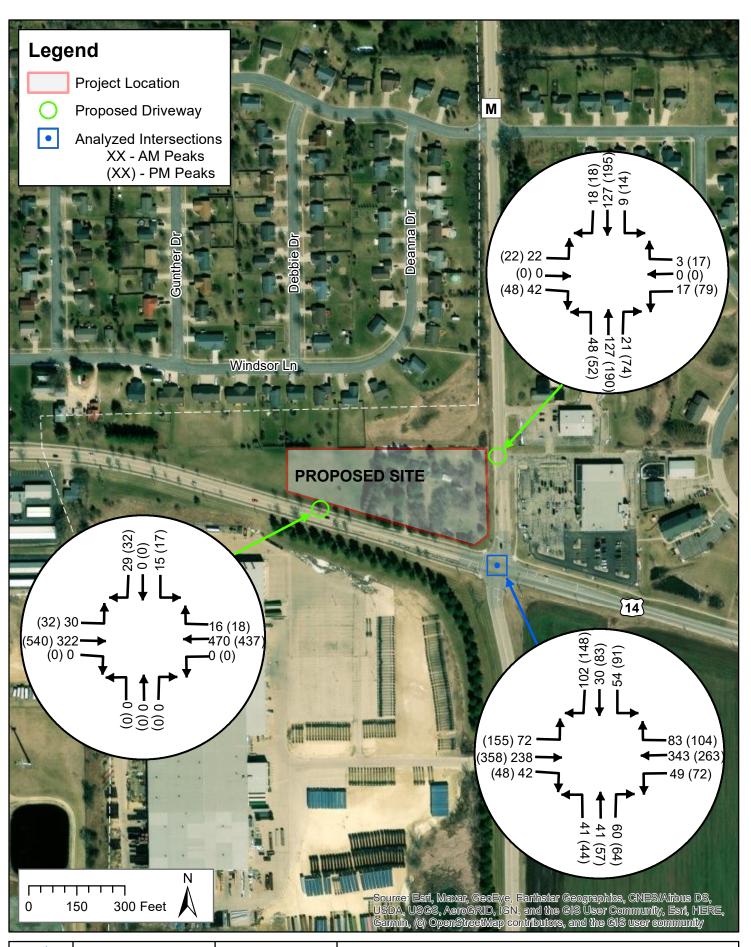
Map by: Jgreen Projection: WISCRS, Wood County (ft) Exhibit 6 - Pass-by Trips (2024) Kwik Trip Abbreviated TIA City of Evansville, Rock County,WI





Project: KWIKT 178119 Print Date: 9/5/2024

Map by: Jgreen Projection: WISCRS, Wood County (ft) Exhibit 7 - New Trips (2024) Kwik Trip Abbreviated TIA City of Evansville, Rock County,WI





Project: KWIKT 178119 Print Date: 9/5/2024

Map by: Jgreen Projection: WISCRS, Wood County (ft) Exhibit 8 - Build Traffic (2024)
Kwik Trip Abbreviated TIA
City of Evansville, Rock County,WI

Evansville Kwik Trip City of Evansville Evansville, Wisconsin



					Weekday		AM Peak			PM Peak	
Land Use	ITE Code		Proposed Size		Daily	In	Out	Total	In	Out	Total
				Vehicle Fueling	4113	140	136	276	149	149	298
Gasoline/Service Station with Convienence Market	945	22	X	Positions		51%	49%		50%	50%	
Subtotal					4113	140	136	276	149	149	298
Total Pass-by Trips (Minus)	945		20%		823	28	28	54	30	30	60
Total Linked Trips (Minus) (0%)					0	0	0	0	0	0	0
Total New Trips					3291	112	108	222	119	119	238

NOTES:

CTH M Driveway - 50% in/out USH 14 Driveway - 50% in/out

Driveway Trip Distribution							
To/From East 40%	1645	56	54	110	60	60	112
To/From West 40%	1645	56	54	110	60	60	112
To/From North 15%	617	22	22	44	22	22	40
To/From South 5%	206	6	6	12	7	7	12
Pass-by Trip Distribution							
To/From East 40%	329	12	12	24	13	13	26
To/From West 40%	329	12	12	24	13	13	26
To/From North 15%	123	4	4	8	4	4	8
To/From South 5%	41	0	0	0	0	0	0
New Trip Distribution							
To/From East 40%	1316	46	44	90	47	47	94
To/From West 40%	1316	46	44	90	47	47	94
To/From North 15%	494	16	16	32	18	18	36
To/From South 5%	165	4	4	8	7	7	14

ATTACHMENT C

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥			7		ની
Traffic Vol, veh/h	17	3	127	21	9	123
Future Vol, veh/h	17	3	127	21	9	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage	,# 0	_	0	_	-	0
Grade, %	0	_	0	-	_	0
Peak Hour Factor	96	96	96	96	96	92
Heavy Vehicles, %	0	0	1	1	2	2
Mymt Flow	18	3	132	22	9	134
WWITCHIOW	10	3	102	LL	5	10-7
Major/Minor N	/linor1		//ajor1	l	Major2	
Conflicting Flow All	284	132	0	0	154	0
Stage 1	132	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.4	6.2	_	_	4.12	-
Critical Hdwy Stg 1	5.4	_	_	_	_	_
Critical Hdwy Stg 2	5.4	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	_	_	2.218	_
Pot Cap-1 Maneuver	710	923	_	_	1426	_
Stage 1	899	-	_	_	-	_
Stage 2	881	_	_	_	-	_
	001	-		_	_	
Platoon blocked, %	705	000	-	-	4.400	-
Mov Cap-1 Maneuver	705	923	-	-	1426	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.1		0		0.5	
HCM LOS	10.1		U		0.5	
I IOIVI LUS	D					
Minor Lane/Major Mvm	t	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			_	731	1426	
HCM Lane V/C Ratio		_	_	0.028		-
HCM Control Delay (s)		_	_	10.1	7.5	0
HCM Lane LOS		_	_	В	7.5 A	A
HCM 95th %tile Q(veh)		-	-	0.1	0	
HOW SOUL WILLE (Ven)		-	-	0.1	U	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f)		ሻ	₽		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	58	211	12	34	315	55	26	35	45	27	24	89
Future Volume (veh/h)	58	211	12	34	315	55	26	35	45	27	24	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1693	1693	1693	1856	1856	1856
Adj Flow Rate, veh/h	64	234	13	38	350	61	29	39	50	30	27	99
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	6	6	6	14	14	14	3	3	3
Cap, veh/h	407	901	50	507	483	84	316	140	180	361	73	266
Arrive On Green	0.08	0.53	0.53	0.32	0.32	0.32	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1711	1686	94	1097	1502	262	1144	674	864	1298	348	1277
Grp Volume(v), veh/h	64	0	247	38	0	411	29	0	89	30	0	126
Grp Sat Flow(s),veh/h/ln	1711	0	1779	1097	0	1764	1144	0	1537	1298	0	1626
Q Serve(g_s), s	1.0	0.0	3.5	1.1	0.0	9.6	1.0	0.0	2.3	0.9	0.0	3.1
Cycle Q Clear(g_c), s	1.0	0.0	3.5	1.1	0.0	9.6	4.1	0.0	2.3	3.2	0.0	3.1
Prop In Lane	1.00		0.05	1.00		0.15	1.00		0.56	1.00		0.79
Lane Grp Cap(c), veh/h	407	0	951	507	0	567	316	0	320	361	0	338
V/C Ratio(X)	0.16	0.00	0.26	0.07	0.00	0.72	0.09	0.00	0.28	0.08	0.00	0.37
Avail Cap(c_a), veh/h	996	0	1716	1212	0	1701	937	0	1153	1064	0	1219
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	5.9	11.1	0.0	14.0	17.6	0.0	15.5	16.9	0.0	15.9
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	1.8	0.1	0.0	0.5	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0 3.4	0.0	0.0	0.0	0.0	0.0	0.0 1.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.9	0.2	0.0	3.4	0.2	0.0	0.7	0.2	0.0	1.0
Unsig. Movement Delay, s/veh	9.1	0.0	6.0	11.2	0.0	15.8	17.8	0.0	16.0	17.0	0.0	16.5
LnGrp Delay(d),s/veh LnGrp LOS	9.1 A	0.0 A	0.0 A	11.2 B	0.0 A	15.6 B	17.0 B	0.0 A	16.0 B	17.0 B	0.0 A	10.5 B
	^	311	^	В	449	В	Б	118	В	ь	156	В
Approach Vol, veh/h		6.6			15.4			16.4			16.6	
Approach LOS					_							
Approach LOS		Α			В			В			В	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.9	21.0		15.7		30.9		15.7				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+I1), s	3.0	11.6		5.2		5.5		6.1				
Green Ext Time (p_c), s	0.1	3.0		0.8		1.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			В									

Intersection						
Int Delay, s/veh	2.4					
		WDD	NET	NDD	ODI	OPT
	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		↑	7		4
Traffic Vol, veh/h	79	17	190	74	14	191
Future Vol, veh/h	79	17	190	74	14	191
Conflicting Peds, #/hr	0	0	0	0	0	0
	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage,	# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	93	20	224	87	16	225
NA ' (NA) NA	ı 4					
	linor1		//ajor1		Major2	
Conflicting Flow All	481	224	0	0	311	0
Stage 1	224	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	548	820	-	-	1249	-
Stage 1	818	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %			-	-		_
Mov Cap-1 Maneuver	540	820	_	_	1249	-
Mov Cap-2 Maneuver	540	-	_	_	-	_
Stage 1	818	_	_	_	_	_
Stage 2	779	_	_	_	_	_
Olago Z	115					
Approach	WB		NB		SB	
HCM Control Delay, s	12.8		0		0.5	
HCM LOS	В					
Minor Lane/Major Mvmt		NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)				575	1249	
HCM Lane V/C Ratio		_		0.196		_
HCM Control Delay (s)		_		12.8	7.9	0
HCM Lane LOS			-	12.0 B	7.9 A	A
HCM 95th %tile Q(veh)		-	-	0.7	0	
		-	-	0.7	U	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		7	₽		ሻ	f)		ሻ	₽	
Traffic Volume (veh/h)	140	328	29	57	233	74	29	50	49	61	76	133
Future Volume (veh/h)	140	328	29	57	233	74	29	50	49	61	76	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	4.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00	4.00	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	1706	No	1706	1011	No	1011	1600	No	1600	1056	No	1056
Adj Sat Flow, veh/h/ln	1796 146	1796	1796 30	1811 59	1811 243	1811	1693 30	1693 52	1693 51	1856 64	1856 79	1856 139
Adj Flow Rate, veh/h Peak Hour Factor	0.96	342 0.96	0.96	0.96	0.96	77 0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	0.90	0.90	0.90	14	14	14	3	3	0.90
Cap, veh/h	510	898	79	446	403	128	235	160	156	335	123	216
Arrive On Green	0.12	0.55	0.55	0.31	0.31	0.31	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1711	1628	143	978	1318	418	1053	785	769	1281	603	1061
Grp Volume(v), veh/h	146	0	372	59	0	320	30	0	103	64	0	218
Grp Sat Flow(s), veh/h/ln	1711	0	1771	978	0	1736	1053	0	1554	1281	0	1665
Q Serve(g_s), s	2.4	0.0	5.8	2.2	0.0	7.7	1.3	0.0	2.8	2.2	0.0	5.9
Cycle Q Clear(g_c), s	2.4	0.0	5.8	2.2	0.0	7.7	7.2	0.0	2.8	5.0	0.0	5.9
Prop In Lane	1.00		0.08	1.00		0.24	1.00		0.50	1.00		0.64
Lane Grp Cap(c), veh/h	510	0	977	446	0	531	235	0	316	335	0	338
V/C Ratio(X)	0.29	0.00	0.38	0.13	0.00	0.60	0.13	0.00	0.33	0.19	0.00	0.64
Avail Cap(c_a), veh/h	997	0	1626	1045	0	1594	772	0	1110	989	0	1189
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	6.2	12.6	0.0	14.5	21.2	0.0	16.7	18.8	0.0	17.9
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.1	0.0	1.1	0.2	0.0	0.6	0.3	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.6	0.4	0.0	2.7	0.3	0.0	0.9	0.6	0.0	2.1
Unsig. Movement Delay, s/veh						4-0	24.4		4-0	40.0		10.0
LnGrp Delay(d),s/veh	8.9	0.0	6.5	12.7	0.0	15.6	21.4	0.0	17.2	19.0	0.0	19.9
LnGrp LOS	A	A	A	В	Α	В	С	A	В	В	A	B
Approach Vol, veh/h		518			379			133			282	
Approach Delay, s/veh		7.2			15.1			18.2			19.7	
Approach LOS		Α			В			В			В	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	21.0		16.0		33.0		16.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+l1), s	4.4	9.7		7.9		7.8		9.2				
Green Ext Time (p_c), s	0.3	2.5		1.5		2.5		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			В									

Intersection	0.0					
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥			7		4
Traffic Vol, veh/h	17	3	127	21	9	123
Future Vol, veh/h	17	3	127	21	9	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	_	0	_	-
Veh in Median Storage,		_	0	-	-	0
Grade, %	0	<u>-</u>	0	<u>-</u>	<u>-</u>	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	2	2
Mymt Flow	18	3	132	22	9	128
IVIVITIT FIOW	10	3	132	22	9	120
Major/Minor N	linor1	N	/lajor1		Major2	
Conflicting Flow All	278	132	0	0	154	0
Stage 1	132	-	_	_	-	_
Stage 2	146	_	-	_	_	_
Critical Hdwy	6.4	6.2	_	_	4.12	_
Critical Hdwy Stg 1	5.4	-	_	_	-	_
Critical Hdwy Stg 2	5.4	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	_	_	2.218	_
Pot Cap-1 Maneuver	716	923		_	1426	_
Stage 1	899	323	_		1420	_
Stage 2	886	_	_	-	-	<u>-</u>
•	000				-	-
Platoon blocked, %	744	000	-	-	1400	-
Mov Cap-1 Maneuver	711	923	-	-	1426	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10		0		0.5	
HCM LOS	В		- 0		0.0	
TIOWI LOO	U					
Minor Lane/Major Mvmt		NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	736	1426	-
HCM Lane V/C Ratio		-	-	0.028		-
HCM Control Delay (s)		-	-	10	7.5	0
HCM Lane LOS		-	-	В	Α	A
HCM 95th %tile Q(veh)		_	_	0.1	0	_
				0.1	- 3	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		ሻ	₽		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	58	211	27	49	315	55	41	35	60	27	24	89
Future Volume (veh/h)	58	211	27	49	315	55	41	35	60	27	24	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1693	1693	1693	1856	1856	1856
Adj Flow Rate, veh/h	64	234	30	54	350	61	46	39	67	30	27	99
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	6	6	6	14	14	14	3	3	3
Cap, veh/h	406	832	107	500	482	84	318	117	202	346	73	268
Arrive On Green	0.08	0.53	0.53	0.32	0.32	0.32	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1711	1560	200	1080	1502	262	1144	559	961	1278	348	1277
Grp Volume(v), veh/h	64	0	264	54	0	411	46	0	106	30	0	126
Grp Sat Flow(s), veh/h/ln	1711	0	1760	1080	0	1764	1144	0	1520	1278	0	1626
Q Serve(g_s), s	1.0	0.0	3.8	1.7	0.0	9.7	1.7	0.0	2.8	1.0	0.0	3.1
Cycle Q Clear(g_c), s	1.0	0.0	3.8	1.7	0.0	9.7	4.8	0.0	2.8	3.7	0.0	3.1
Prop In Lane	1.00	0	0.11	1.00	^	0.15	1.00	0	0.63	1.00	^	0.79
Lane Grp Cap(c), veh/h	406	0	939	500	0	566	318	0	319	346	0	341
V/C Ratio(X)	0.16	0.00	0.28	0.11	0.00	0.73	0.14	0.00	0.33	0.09	0.00	0.37
Avail Cap(c_a), veh/h	993	1.00	1694	1193	0	1697	934	1.00	1137	1034	0	1217
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 9.0	0.00	1.00 6.0	1.00 11.4	0.00	1.00 14.1	1.00	0.00	1.00 15.7	1.00 17.3	0.00	1.00 15.8
Uniform Delay (d), s/veh	0.2	0.0	0.2	0.1	0.0	1.8	17.9 0.2	0.0	0.6	0.1	0.0	0.7
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh	0.2	0.0	0.2	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.0	0.0	3.5	0.4	0.0	0.0	0.0	0.0	1.0
Unsig. Movement Delay, s/veh		0.0	1.0	0.4	0.0	5.5	0.4	0.0	0.3	0.5	0.0	1.0
LnGrp Delay(d),s/veh	9.1	0.0	6.1	11.5	0.0	15.9	18.1	0.0	16.3	17.4	0.0	16.5
LnGrp LOS	9.1 A	Α	Α	11.3 B	Α	15.5 B	В	Α	10.3 B	В	Α	10.5 B
Approach Vol, veh/h		328			465			152			156	
Approach Delay, s/veh		6.7			15.4			16.8			16.7	
Approach LOS		Α			В			В			В	
					D						D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	21.0		15.8		31.0		15.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+l1), s	3.0	11.7		5.7		5.8		6.8				
Green Ext Time (p_c), s	0.1	3.1		0.8		1.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			В									

Interception						
Intersection Int Delay, s/veh	2.4					
•		14/5			0	05=
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		100	7		<u>ન</u>
Traffic Vol, veh/h	79	17	190	74	14	191
Future Vol, veh/h	79	17	190	74	14	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage,	# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	93	20	224	87	16	225
NA - ' /NA' N	r		4 4		M	
	linor1		//ajor1		Major2	
Conflicting Flow All	481	224	0	0	311	0
Stage 1	224	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	548	820	-	-	1249	-
Stage 1	818	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	540	820	-	-	1249	-
Mov Cap-2 Maneuver	540	-	-	_	-	-
Stage 1	818	_	_	_	_	_
Stage 2	779	_	_	_	_	_
J.a.g. 2						
Approach	WB		NB		SB	
HCM Control Delay, s	12.8		0		0.5	
HCM LOS	В					
Minor Lane/Major Mvmt		NBT	NRDV	VBLn1	SBL	SBT
		INDI				SDI
Capacity (veh/h)		-	-	575	1249	-
HCM Lane V/C Ratio		-		0.196		-
HCM Control Delay (s)		-	-	12.8	7.9	0
HCM Lane LOS		-	-	В	A	Α
HCM 95th %tile Q(veh)		-	-	0.7	0	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		ሻ	₽		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	140	328	44	72	233	74	44	50	64	61	76	133
Future Volume (veh/h)	140	328	44	72	233	74	44	50	64	61	76	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1693	1693	1693	1856	1856	1856
Adj Flow Rate, veh/h	146	342	46	75	243	77	46	52	67	64	79	139
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, %	7	7	7	6	6	6	14	14	14	3	3	3
Cap, veh/h	499	842	113	435	397	126	247	145	187	334	130	229
Arrive On Green	0.12	0.54	0.54	0.30	0.30	0.30	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1711	1550	209	964	1318	418	1053	672	865	1263	603	1061
Grp Volume(v), veh/h	146	0	388	75	0	320	46	0	119	64	0	218
Grp Sat Flow(s),veh/h/ln	1711	0	1759	964	0	1736	1053	0	1537	1263	0	1665
Q Serve(g_s), s	2.5	0.0	6.4	2.9	0.0	7.9	2.1	0.0	3.3	2.3	0.0	5.9
Cycle Q Clear(g_c), s	2.5	0.0	6.4	2.9	0.0	7.9	7.9	0.0	3.3	5.5	0.0	5.9
Prop In Lane	1.00	•	0.12	1.00	•	0.24	1.00	•	0.56	1.00	•	0.64
Lane Grp Cap(c), veh/h	499	0	956	435	0	523	247	0	332	334	0	359
V/C Ratio(X)	0.29	0.00	0.41	0.17	0.00	0.61	0.19	0.00	0.36	0.19	0.00	0.61
Avail Cap(c_a), veh/h	977	0	1588	1015	0	1568	759	0	1079	948	0	1169
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	6.7	13.2	0.0	14.9 1.2	21.2	0.0	16.6	19.0	0.0	17.6
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.2 0.0	0.0	0.0	0.4	0.0	0.7 0.0	0.3	0.0	1.7 0.0
Initial Q Delay(d3),s/veh	0.0	0.0	1.8	0.6	0.0	2.8	0.0	0.0	1.1	0.6	0.0	2.1
%ile BackOfQ(50%),veh/ln Unsig. Movement Delay, s/veh		0.0	1.0	0.0	0.0	2.0	0.5	0.0	1.1	0.0	0.0	۷.۱
LnGrp Delay(d),s/veh	9.3	0.0	6.9	13.4	0.0	16.1	21.6	0.0	17.3	19.2	0.0	19.3
LnGrp LOS	9.5 A	0.0 A	0.9 A	13.4 B	0.0 A	10.1	21.0 C	0.0 A	17.3 B	19.2 B	0.0 A	19.3 B
	^	534	^	В	395	Б		165	В	В	282	В
Approach Vol, veh/h		7.6			15.6			18.5			19.3	
Approach LOS					_						_	
Approach LOS		Α			В			В			В	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.1	21.0		16.8		33.1		16.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+l1), s	4.5	9.9		7.9		8.4		9.9				
Green Ext Time (p_c), s	0.3	2.6		1.5		2.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			В									

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			र्स	7		4	
Traffic Vol, veh/h	22	0	42	17	0	3	48	127	21	9	127	18
Future Vol, veh/h	22	0	42	17	0	3	48	127	21	9	127	18
Conflicting Peds, #/hr		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	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storag	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	2	2	2
Mvmt Flow	23	0	44	18	0	3	50	132	22	9	132	19
Major/Minor	Minor2		ı	Minor1			Major1			Major2		
Conflicting Flow All	405	414	142	414	401	132	151	0	0	154	0	0
Stage 1	160	160		232	232	132	101	U	U	104		
	245	254	-	182	169	-	-	-	-	-	-	-
Stage 2	7.12	6.52	6.22	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Critical Hdwy Stg 1	6.12	5.52	0.22	6.1	5.5	0.2	4.11	=	-	4.12	-	-
	6.12			6.1		-	-	-	-	-	-	-
Critical Hdwy Stg 2		5.52	2 210		5.5	2.2	2 200	-	-	2 240	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	556	529	906	552	541	923	1436	-	-	1426	-	-
Stage 1	842	766	-	775	716	-	-	-	-	-	-	-
Stage 2	759	697	-	824	763	-	-	-	-	-	-	-
Platoon blocked, %		FOF	000	E07	E47	000	1400	-	-	1400	-	-
Mov Cap-1 Maneuver		505	906	507	517	923	1436	-	-	1426	-	-
Mov Cap-2 Maneuver		505	-	507	517	-	-	-	-	-	-	-
Stage 1	810	761	-	746	689	-	-	-	-	-	-	-
Stage 2	728	671	-	779	758	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.4			11.9			1.9			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvr	mt	NBL	NBT	NRR F	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)		1436	וטוו	-	732	544	1426	051	CDIC			
HCM Lane V/C Ratio		0.035	-				0.007	-	_			
HCM Control Delay (s	.)	7.6	0	-	10.4	11.9	7.5	0				
HCM Lane LOS	9)		A	-	10.4 B	11.9 B	7.5 A	A	-			
HCM 95th %tile Q(vel	h)	0.1			0.3	0.1	0		-			
	1)	0.1	-	-	0.3	0.1	U	-	-			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		ሻ	₽		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	72	238	27	49	343	83	41	41	60	54	30	102
Future Volume (veh/h)	72	238	27	49	343	83	41	41	60	54	30	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1737	1737	1381	1381	1381	1856	1856	1856
Adj Flow Rate, veh/h	80	264	30	54	381	92	46	46	67	60	33	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	11	11	11	11	11	11	35	35	35	3	3	3
Cap, veh/h	389	876	99	505	489	118	246	99	144	285	71	245
Arrive On Green	0.09	0.57	0.57	0.36	0.36	0.36	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1654	1532	174	1008	1352	326	917	508	740	1270	368	1261
Grp Volume(v), veh/h	80	0	294	54	0	473	46	0	113	60	0	146
Grp Sat Flow(s),veh/h/ln	1654	0	1706	1008	0	1678	917	0	1248	1270	0	1629
Q Serve(g_s), s	1.3	0.0	4.6	1.9	0.0	12.8	2.4	0.0	4.1	2.3	0.0	4.1
Cycle Q Clear(g_c), s	1.3	0.0	4.6	1.9	0.0	12.8	6.5	0.0	4.1	6.4	0.0	4.1
Prop In Lane	1.00		0.10	1.00		0.19	1.00		0.59	1.00		0.77
Lane Grp Cap(c), veh/h	389	0	975	505	0	607	246	0	242	285	0	316
V/C Ratio(X)	0.21	0.00	0.30	0.11	0.00	0.78	0.19	0.00	0.47	0.21	0.00	0.46
Avail Cap(c_a), veh/h	881	0	1498	1026	0	1474	694	0	853	906	0	1113
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	5.7	11.0	0.0	14.5	21.1	0.0	18.3	21.1	0.0	18.3
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.1	0.0	2.2	0.4	0.0	1.4	0.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.2	0.4	0.0	4.5	0.5	0.0	1.1	0.6	0.0	1.4
Unsig. Movement Delay, s/veh	9.5	0.0	5.9	11.1	0.0	16.7	21.5	0.0	19.7	21.5	0.0	19.3
LnGrp Delay(d),s/veh LnGrp LOS	9.5 A	0.0 A	5.9 A	11.1 B	0.0 A	10.7 B	21.5 C	0.0 A	19.7 B	21.5 C	0.0 A	19.3 B
	A		A	D		D			D	<u> </u>		Б
Approach Vol, veh/h		374			527			159			206	
Approach LOS		6.6			16.2			20.2			20.0	
Approach LOS		Α			В			С			В	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.8	24.5		15.9		35.3		15.9				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+l1), s	3.3	14.8		8.4		6.6		8.5				
Green Ext Time (p_c), s	0.1	3.7		1.0		2.0		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			В									

Intersection						
Int Delay, s/veh	1					
	•		==			
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	₽		W	
Traffic Vol, veh/h	30	322	470	16	15	29
Future Vol, veh/h	30	322	470	16	15	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	350	511	17	16	32
Majar/Minar M	1-:1		Anin nO		Min a rO	
	lajor1		Major2		Minor2	500
Conflicting Flow All	528	0	-	0	936	520
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1039	-	-	-	294	556
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1039	-	-	-	283	556
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	_	_	_	_	574	-
Stage 2	_	_	-	_	666	_
5 13 gt =						
Approach	EB		WB		SB	
HCM Control Delay, s	0.7		0		14.7	
HCM LOS					В	
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR :	SRI n1
			LDI	7701	WDIX	
		1(1,5()			_	418
Capacity (veh/h)		1039	-			0 111
Capacity (veh/h) HCM Lane V/C Ratio		0.031	- - 0	-		0.114
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		0.031 8.6	0	-	-	14.7
Capacity (veh/h) HCM Lane V/C Ratio		0.031				

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			र्स	7		4	
Traffic Vol, veh/h	22	0	48	79	0	17	52	190	74	14	195	18
Future Vol, veh/h	22	0	48	79	0	17	52	190	74	14	195	18
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	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	2	2	2
Mvmt Flow	26	0	56	93	0	20	61	224	87	16	229	21
Major/Minor	Minor2		N	Minor1			Major1			Major2		
Conflicting Flow All	672	705	240	646	628	224	250	0	0	311	0	0
Stage 1	272	272	240	346	346	224	200	-	-	JII	-	-
Stage 2	400	433	<u>-</u>	300	282	-	_	-	_	_	_	_
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.11	-	-	4.12		
Critical Hdwy Stg 1	6.12	5.52	0.22	6.1	5.5	0.2	7.11	_	_	7.12	_	_
Critical Hdwy Stg 2	6.12	5.52	<u>-</u>	6.1	5.5	-	_		_	_	_	
Follow-up Hdwy	3.518	4.018	3.318	3.5	3.5	3.3	2.209	_	_	2.218	_	_
Pot Cap-1 Maneuver	370	361	799	387	402	820	1321	_	_	1249	_	
Stage 1	734	685	-	674	639	- 020	-	_	_	12 7 3	_	_
Stage 2	626	582	_	713	681	_	_		_	_	_	_
Platoon blocked, %	020	002		710	001			_	_		_	_
Mov Cap-1 Maneuver	342	336	799	340	374	820	1321		_	1249	_	_
Mov Cap-2 Maneuver	342	336	-	340	374	- 020	-	_	_	-	_	_
Stage 1	693	675	_	636	603	_	_	_	_	_	_	_
Stage 2	577	549	<u>-</u>	653	671	_	_	_	_	_	_	<u>-</u>
Jugo 2	311	3.0		500	VI 1							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.5			18.5			1.3			0.5		
HCM LOS	В			С								
Minor Lane/Major Mvn	nt	NBL	NBT	NBR E	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1321	_	-	563	379	1249	_	_			
HCM Lane V/C Ratio		0.046	_			0.298		_	_			
HCM Control Delay (s)	7.9	0	_	12.5	18.5	7.9	0	_			
HCM Lane LOS		Α	A	_	В	C	Α.	A	_			
HCM 95th %tile Q(veh	1)	0.1	-	_	0.5	1.2	0	-	_			
	1	J. 1			3.0							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		ሻ	₽		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	155	358	44	72	263	104	44	57	64	91	83	148
Future Volume (veh/h)	155	358	44	72	263	104	44	57	64	91	83	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1737	1737	1381	1381	1381	1856	1856	1856
Adj Flow Rate, veh/h	161	373	46	75	274	108	46	59	67	95	86	154
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, %	11	11	11	11	11	11	35	35	35	3	3	3
Cap, veh/h	423	816	101	410	362	143	226	139	158	325	141	252
Arrive On Green	0.12	0.54	0.54	0.31	0.31	0.31	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1654	1516	187	899	1186	467	842	590	670	1255	596	1067
Grp Volume(v), veh/h	161	0	419	75	0	382	46	0	126	95	0	240
Grp Sat Flow(s),veh/h/ln	1654	0	1703	899	0	1653	842	0	1261	1255	0	1663
Q Serve(g_s), s	3.1	0.0	8.0	3.4	0.0	11.1	2.7	0.0	4.5	3.7	0.0	6.8
Cycle Q Clear(g_c), s	3.1	0.0	8.0	3.4	0.0	11.1	9.6	0.0	4.5	8.2	0.0	6.8
Prop In Lane	1.00		0.11	1.00		0.28	1.00		0.53	1.00		0.64
Lane Grp Cap(c), veh/h	423	0	917	410	0	505	226	0	298	325	0	393
V/C Ratio(X)	0.38	0.00	0.46	0.18	0.00	0.76	0.20	0.00	0.42	0.29	0.00	0.61
Avail Cap(c_a), veh/h	848	0	1443	897	0	1400	582	0	830	856	0	1096
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	7.5	14.0	0.0	16.7	22.4	0.0	17.2	20.7	0.0	18.1
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.2	0.0	2.3	0.4	0.0	1.0	0.5	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 2.5
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.3	0.6	0.0	4.0	0.5	0.0	1.2	1.0	0.0	2.5
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	11.0	0.0	7.9	14.2	0.0	19.0	22.8	0.0	18.2	21.2	0.0	19.7
LnGrp LOS	11.0 B	0.0 A	7.9 A	14.2 B	0.0 A	19.0 B	22.0 C	0.0 A	10.2 B	21.2 C	0.0 A	19.7 B
	D		A	D		D	U	172	D		335	<u>D</u>
Approach Vol, veh/h		580 8.7			457 18.2			19.4			20.1	
Approach LOS												
Approach LOS		Α			В			В			С	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.3	22.2		18.5		34.6		18.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+l1), s	5.1	13.1		10.2		10.0		11.6				
Green Ext Time (p_c), s	0.4	3.2		1.8		3.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			В									

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u>⊏D1</u>		WDK	SDL W	אמט
Traffic Vol, veh/h	32	540	♣ 437	18	'T' 17	32
Future Vol, veh/h	32	540	437	18	17	32
	0	0	437	0	0	0
Conflicting Peds, #/hr		Free	Free	Free	Stop	
Sign Control RT Channelized	Free					Stop
	-		-		-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	587	475	20	18	35
Major/Minor I	Major1	N	Major2	- 1	Minor2	
Conflicting Flow All	495	0	- -		1142	485
Stage 1	-	-	_	-	485	-
Stage 2	_	_	_	_	657	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	7.12	_	_	_	5.42	0.22
Critical Hdwy Stg 2	_	_	_	_	5.42	-
	2.218	-			3.518	
Follow-up Hdwy		-	-		222	
Pot Cap-1 Maneuver	1069	-	-	-		582
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %	1000	-	-	-	211	
Mov Cap-1 Maneuver	1069	-	-	-	211	582
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	516	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.5		0		16.7	
HCM LOS	0.5		U		C	
TIOWI LOO						
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		1069	-	-	-	361
HCM Lane V/C Ratio		0.033	-	-	-	0.148
HCM Control Delay (s)		8.5	0	-	-	16.7
HCM Lane LOS		Α	Α	-	-	С
HCM 95th %tile Q(veh)	0.1	_	-	-	0.5

Intersection: 2: CTH M & Kwik Trip Driveway/Piggly Wiggly Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	60	33	43	23
Average Queue (ft)	29	11	7	2
95th Queue (ft)	52	31	31	13
Link Distance (ft)	544	346	251	537
Unstream RIK Time (%)				

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 6: CTH M & USH 14

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	100	148	189	355	87	109	105	121
Average Queue (ft)	36	56	36	141	28	47	30	47
95th Queue (ft)	79	122	105	262	68	93	71	87
Link Distance (ft)		699		2051		1284		251
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	125		185		100		100	
Storage Blk Time (%)	0	1	0	3	0	1	0	0
Queuing Penalty (veh)	0	1	0	2	0	0	0	0

Intersection: 9: USH 14 & Kwik Trip West Driveway

Movement	EB	WB	SB	
Directions Served	LT	TR	LR	
Maximum Queue (ft)	95	4	78	
Average Queue (ft)	15	0	24	
95th Queue (ft)	57	3	54	
Link Distance (ft)	497	699	252	
Unetroom Plk Time (%)				

Upstream Blk Time (%) Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 3

Intersection: 2: CTH M & Kwik Trip Driveway/Piggly Wiggly Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	62	67	57	52
Average Queue (ft)	31	31	11	3
95th Queue (ft)	53	53	42	25
Link Distance (ft)	544	346	251	537
Upstream Blk Time (%)				

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 6: CTH M & USH 14

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	150	321	155	350	122	166	123	204	
Average Queue (ft)	67	110	51	144	41	66	50	83	
95th Queue (ft)	132	236	118	255	100	136	102	162	
Link Distance (ft)		699		2051		1284		251	
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	125		185		100		100		
Storage Blk Time (%)	1	3	0	3	2	3	0	4	
Queuing Penalty (veh)	4	5	0	2	3	1	1	4	

Intersection: 9: USH 14 & Kwik Trip West Driveway

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	122	4	53
Average Queue (ft)	17	0	24
95th Queue (ft)	68	3	48
Link Distance (ft)	497	699	252
Unstream Blk Time (%)			

upstream bik Time (%)

Queuing Penalty (veh)
Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 21

US 14 at CTH M Thursday, October 19, 2023

	1		South	bound					Westb		ursuay	, Octo	Jer 19	, 2023	Northi	bound			l		Eastbo	ound			I
Time	U Turns	Left Turns	Straight	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswall Crossings	Approach	U Turns	Left Turns	Straight	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	VEHICLE TOTAL
6:00 AM	0	0	1	4	0	Total 5	0	2	34	8	0	Total 44	0	4	8	3	0	Total 15	0	3	22	1	0	Total 26	90
6:15 AM	0	10	6	5	2	21	0	4	45	15	0	64	0	2	8	6	0	16	0	3	24	3	0	30	131
6:30 AM	0	6	5	2	0	13	0	8	38	17	0	63	0	2	4	7	0	13	0	3	31	7	0	41	130
6:45 AM	0	5	2	16	0	23	0	7	58	8	0	73	0	5	11	7	0	23	0	5	31	6	0	42	161
Hourly Total	0	21	14	27	2	62	0	21	175	48	0	244	0	13	31	23	0	67	0	14	108	17	0	139	512
7:00 AM	0	9	5	19	0	33	0	6	56	13	0	75	0	4	8	9	0	21	0	7	48	5	0	60	189
7:15 AM	0	4 10	9 4	22 29	0 0	35 43	0	8 11	108 81	16 10	0	132 102	0	9 9	8 10	16 11	0	33 30	0	8 11	49 55	3 2	0	60 68	260 243
7:30 AM 7:45 AM	0	4	6	19	0	29	0	9	70	16	0	95	0	4	9	9	0	22	0	32	59	2	0	93	239
Hourly Total	0	27	24	89	0	140	0	34	315	55	0	404	0	26	35	45	0	106	0	58	211	12	0	281	931
mounty rotal																									
8:00 AM	0	5	9	3	0	17	0	6	52	5	0	63	0	5	6	10	0	21	0	11	54	9	0	74	175
8:15 AM	0	10	2	13	1	25	0	12	41	6	0	59	0	4	13	7	0	24	0	9	36	5	0	50	158
8:30 AM	0	7	7	13	2	27	0	4	43	10	0	57	0	2	5	11	0	18	0	11	34	4	0	49	151
8:45 AM	0	3	8	12	2	23	0	6	47	5	0	58	0	6	8	5	0	19	0	6	39	3	0	48	148
Hourly Total	0	25	26	41	5	92	0	28	183	26	0	237	0	17	32	33	0	82	0	37	163	21	0	221	632
9:00 AM	0	8	0	14	0	22	0	8	40	8	0	56	0	3	3	10	0	16	0	14	33	3	0	50	144
9:15 AM	0	3	8	4	1	15	0	7	29	16	0	52	0	8	2	12	0	22	0	10	42	4	0	56	145
9:30 AM	0	5	6	10	1	21	0	4	46	6	0	56	0	7	6	13	0	26	0	15	40	6	0	61	164
9:45 AM	0	3	0	15	0	18	0	16	34	8	0	58	0	1	3	7	0	11	0	10	45	1	0	56	143
Hourly Total	0	19	14	43	2	76	0	35	149	38	0	222	0	19	14	42	0	75	0	49	160	14	0	223	596
10:00 AM	0	4	3	14	0	21	0	6	33	11	0	50	0	9	4	6	0	19	0	13	42	4	0	59	149
10:15 AM	0	3	5	9	0	17	0	6	30	5	0	41	0	6	7	9	0	22	0	9	44	7	0	60	140
10:30 AM	0	6 7	5 11	11 13	0	22 31	0	7 3	38 48	11 13	0	56 64	0	11 7	3 2	12 15	0	26 24	0	11 17	38 33	8 6	0	57 56	161 175
10:45 AM Hourly Total	0	20	24	47	0	91	0	22	149	40	0	211	0	33	16	42	0	91	0	50	157	25	0	232	625
							_										-								
11:00 AM	0	4	5	18	0	27	0	6	37	10	0	53	0	3	7	11	0	21	0	18	26	6	0	50	151
11:15 AM	0	9 5	9 4	20 13	1 0	38 22	0	5 11	50 37	14 8	0	69 56	0	4 10	9	6 4	0	19 23	0	18 20	49 52	4 5	1 0	71 77	197 178
11:30 AM 11:45 AM	0	5 11	11	25	0	22 47	0	9	40	o 11	0	60	0	13	5	8	0	23 26	0	14	49	2	0	65	178
Hourly Total	0	29	29	76	1	134	0	31	164	43	0	238	0	30	30	29	0	89	0	70	176	17	1	263	724
12:00 PM	0	5	6	16	0	27	0	7	40	8	0	55	0	12	6	4	0	22	0	18	51	7	0	76	180
12:15 PM	0	7 7	9 5	18 13	1 0	34 25	0	18 9	56 50	10 4	0	84 63	0	9 7	7	5 11	0	21 29	0	17 18	49 49	12	0	78 74	217
12:30 PM 12:45 PM	0	4	5 12	15	1	25 31	0	8	45	10	0	63	0	5	11 4	5	0	29 14	0	14	49 47	7 8	0	69	191 177
Hourly Total	0	23	32	62	2	117	0	42	191	32	0	265	0	33	28	25	0	86	0	67	196	34	0	297	765
riodity rotal		20	02	02	-	•••	Ü			02	Ü	200	ľ	00	20	20	ŭ	00	Ů	0.	100	٥.	ŭ	207	
1:00 PM	0	8	8	23	0	39	0	6	41	18	0	65	0	4	8	4	0	16	0	11	50	4	0	65	185
1:15 PM	0	6	9	15	0	30	0	12	39	12	0	63	0	10	5	7	0	22	0	20	48	5	0	73	188
1:30 PM	0	8	6	16	0	30	0	4	37	9	0	50	0	8	6	5	0	19	0	20	45	2	0	67	166
1:45 PM	0	4 26	8 31	12 66	0	24 123	0	12 34	35 152	11 50	0	58 236	0	24	21	6 22	0	10 67	0	16 67	51 194	6 17	0	73 278	165 704
Hourly Total	U	20	31	00	U	123	U	34	132	υu	U	∠30	0	24	∠1	22	U	0/	"	0/	194	17	U	2/0	704
2:00 PM	0	8	7	21	2	36	0	7	29	15	0	51	0	6	5	4	0	15	0	34	71	14	0	119	221
2:15 PM	0	3	9	23	1	35	0	10	47	7	0	64	0	5	9	8	0	22	0	19	53	9	0	81	202
2:30 PM	0	5	6	31	0	42	0	13	58	9	0	80	0	11	7	8	0	26	0	24	59	13	0	96	244
2:45 PM	0	8	1	28	2	37	0	12	71	9	0	92	0	7	7	6	0	20	0	20	57	8	0	85	234
Hourly Total	0	24	23	103	5	150	0	42	205	40	0	287	0	29	28	26	0	83	0	97	240	44	0	381	901
3:00 PM	0	7	14	36	0	57	0	11	41	15	0	67	0	8	11	6	0	25	0	36	73	6	0	115	264
3:15 PM	0	10	18	18	0	46	0	12	39	11	0	62	0	3	13	22	0	38	0	50	93	12	0	155	301
3:30 PM	0	14	16	34	0	64	0	14	49	21	0	84	0	4	11	11	0	26	0	43	76	5	0	124	298
3:45 PM	0	10	13	24	0	47	0	17	53	6	0	76	0	3	13	7	0	23	0	35	74	11	0	120	266
Hourly Total	0	41	61	112	0	214	0	54	182	53	0	289	0	18	48	46	0	112	0	164	316	34	0	514	1129
4:00 PM	0	13	8	29	0	50	0	23	50	15	0	88	0	10	13	42	0	65	0	25	84	9	0	118	321
4:15 PM	0	9 12	24 22	30 36	0 0	63 70	0	22 11	56 52	19 17	0	97 80	0	8 6	9	14 18	0	31 36	0	35 32	66 79	9	0	110 120	301
4:30 PM 4:45 PM	0	12	18	36 27	2	70 61	0	11	52 61	21	0	80 94	0	6	12 14	10	0	36 30	0	32 32	79 100	8	0	120 140	306 325
4.45 PIVI	U	10	10	21	4	01	5	14	υı	۷1	U	34		U	14	10	U	50	U	32	100	0	U	140	323

Hourly Total	0	50	72	122	2	244	0	68	219	72	0	359	0	30	48	84	0	162	0	124	329	35	0	488	1253
5:00 PM	0	24	12	40	0	76	0	12	64	17	0	93	0	9	15	7	0	31	0	41	83	3	0	127	327
5:15 PM	0	12	22	37	0	71	0	6	67	13	0	86	0	5	8	11	0	24	0	35	71	6	0	112	293
5:30 PM	0	15	9	33	0	57	0	12	41	14	0	67	0	7	7	6	0	20	0	20	69	3	0	92	236
5:45 PM	0	7	10	23	0	40	0	13	40	15	0	68	0	8	11	10	0	29	0	22	52	7	0	81	218
Hourly Total	0	58	53	133	0	244	0	43	212	59	0	314	0	29	41	34	0	104	0	118	275	19	0	412	1074
•																									
6:00 PM	0	7	11	23	0	41	0	13	45	12	0	70	0	4	11	9	0	24	0	24	46	6	0	76	211
6:15 PM	0	7	12	24	0	43	0	4	56	7	0	67	0	0	5	6	0	11	0	13	45	8	0	66	187
6:30 PM	0	7	6	28	0	41	0	10	38	5	0	53	0	4	8	2	0	14	0	23	31	4	0	58	166
6:45 PM	0	2	8	13	0	23	0	5	41	12	0	58	0	5	5	4	0	14	0	15	32	3	0	50	145
Hourly Total	0	23	37	88	0	148	0	32	180	36	0	248	0	13	29	21	0	63	0	75	154	21	0	250	709
•																									
DAILY TOTAL	0	386	440	1009	19	1835	0	486	2476	592	0	3554	0	314	401	472	0	1187	0	990	2679	310	1	3979	10555
Cars	0	381	415	989	16	1785	0	429	2345	580	0	3354	0	230	363	425	0	1018	0	970	2519	227	1	3716	9873
Heavy Vehicles	0	5	25	20	3	50	0	57	131	12	0	200	0	84	38	47	0	169	0	20	160	83	0	263	682
Heavy Vehicle %	0.00%	1.30%	5.68%	1.98%	15.79%	2.72%	0.00%	11.73%	5.29%	2.03%	0.00%	5.63%	0.00%	26.75%	9.48%	9.96%	0.00%	14.24%	0.00%	2.02%	5.97%	26.77%	0.00%	6.61%	6.46%

US 14 at CTH M Thursday, October 19, 2023 AM Peak Hour

												m i can i	.ou.												
			South	oound					Westl	oound					North	bound					Eastbo	ound			i
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	VEHICLE TOTAL
7:00 AM	0	9	5	19	0	33	0	6	56	13	0	75	0	4	8	9	0	21	0	7	48	5	0	60	189
7:15 AM	0	4	9	22	0	35	0	8	108	16	0	132	0	9	8	16	0	33	0	8	49	3	0	60	260
7:30 AM	0	10	4	29	0	43	0	11	81	10	0	102	0	9	10	11	0	30	0	11	55	2	0	68	243
7:45 AM	0	4	6	19	0	29	0	9	70	16	0	95	0	4	9	9	0	22	0	32	59	2	0	93	239
Peak Hour Total	0	27	24	89	0	140	0	34	315	55	0	404	0	26	35	45	0	106	0	58	211	12	0	281	931
PHF	0.000	0.675	0.667	0.767	0.000	0.814	0.000	0.773	0.729	0.859	0.000	0.765	0.000	0.722	0.875	0.703	0.000	0.803	0.000	0.453	0.894	0.600	0.000	0.755	0.895

											P	M Peak H	lour												
			South	oound					Westb	ound					North	oound					Eastb	ound		ļ	
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Annroach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	VEHICLE
4:15 PM	0	9	24	30	0	63	0	22	56	19	0	97	0	8	9	14	0	31	0	35	66	9	0	110	301
4:30 PM	0	12	22	36	0	70	0	11	52	17	0	80	0	6	12	18	0	36	0	32	79	9	0	120	306
4:45 PM	0	16	18	27	2	61	0	12	61	21	0	94	0	6	14	10	0	30	0	32	100	8	0	140	325
5:00 PM	0	24	12	40	0	76	0	12	64	17	0	93	0	9	15	7	0	31	0	41	83	3	0	127	327
Peak Hour Total	0	61	76	133	2	270	0	57	233	74	0	364	0	29	50	49	0	128	0	140	328	29	0	497	1259
PHF	0.000	0.635	0.792	0.831	0.250	0.888	0.000	0.648	0.910	0.881	0.000	0.938	0.000	0.806	0.833	0.681	0.000	0.889	0.000	0.854	0.820	0.806	0.000	0.888	0.963

Heavy Total	20 1009	25 440	5 386	0	3 19								
Cars	989	415	381	0	16								
Intersection 1830 Intersection 18													
Vehicle I	es Entering ntersection	1835		s Exiting section	1983								
		les On Leg		3818									

	Vehicles		Cars	Heavy	Total
Total	Entering Intersection		1	0	1
Vehicles on Leg	3979	Eastbound	0	0	0
7778	Vehicles	Eastb	970	20	990
	Exiting Intersection		2519	160	2679
	3799		227	83	310



Cars	Heavy	Total			
580	12	592		Vehicles Entering Intersection	Total
2345	131	2476	Westbound	3554	Vehicles on Leg
429	57	486	ound	Vehicles	7091
0	0	0		Exiting Intersection	
0	0	0		3537	

	<i>\$</i> . ∱	า	7	1	
Cars	0	0	230	363	425
Heavy	0	0	84	38	47
Total	0	0	314	401	472
		North	bound		
Vehicle I	es Entering ntersection	1187		s Exiting ection	1236
	Total Vehic	les On Leg		2423	

Evansville Piggly Wiggly Driveway, AM Peak Thursday, June 27, 2024

											iui sua	y, Jun	C 21, 2	.024											
			South	bound					West	bound		-			North	bound					Eastb	ound			VEHICLE
6:00 AM	0	0	12	0	0	12	0	1	0	0	0	1	0	0	22	1	0	23	0	0	0	0	0	0	36
6:15 AM	0	0	17	0	0	17	0	0	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	0	47
6:30 AM	0	0	17	0	0	17	0	0	0	1	1	1	0	0	24	5	0	29	0	0	0	0	0	0	47
6:45 AM	0	0	21	0	0	21	0	0	0	0	0	0	0	0	22	4	0	26	0	0	0	0	0	0	47
Hourly Total	0	0	67	0	0	67	0	1	0	1	1	2	0	0	97	11	0	108	0	0	0	0	0	0	177
7:00 AM	0	0	23	0	0	23	0	2	0	0	0	2	0	0	31	4	0	35	0	0	0	0	0	0	60
7:15 AM	0	2	24	0	0	26	0	4	0	2	0	6	0	0	33	3	0	36	0	0	0	0	0	0	68
7:30 AM	0	3	22	0	0	25	0	4	0	1	1	5	0	0	32	6	0	38	0	0	0	0	0	0	68
7:45 AM	0	4	21	0	0	25	0	7	0	0	0	7	0	0	24	8	0	32	0	0	0	0	0	0	64
Hourly Total	0	9	90	0	0	99	0	17	0	3	1	20	0	0	120	21	0	141	0	0	0	0	0	0	260
8:00 AM	0	1	12	0	0	13	0	5	0	1	0	6	0	0	15	5	0	20	0	0	0	0	0	0	39
8:15 AM	0	1	23	0	0	24	0	6	0	1	0	7	1	0	20	7	0	28	0	0	0	0	0	0	59
8:30 AM	0	2	18	0	0	20	0	6	0	1	0	7	0	0	15	6	0	21	0	0	0	0	0	0	48
8:45 AM	0	1	20	0	0	21	0	4	0	2	0	6	1	0	17	6	0	24	0	0	0	0	0	0	51
Hourly Total	0	5	73	0	0	78	0	21	0	5	0	26	2	0	67	24	0	93	0	0	0	0	0	0	197
DAILY TOTAL	0	14	230	0	0	244	0	39	0	9	2	48	2	0	284	56	0	342	0	0	0	0	0	0	634
Cars	0	14	218	0	0	232	0	37	0	9	1	46	2	0	275	54	0	331	0	0	0	0	0	0	609
Heavy Vehicles	0	0	12	0	0	12	0	2	0	0	1	2	0	0	9	2	0	11	0	0	0	0	0	0	25
Heavy Vehicle %	0.00%	0.00%	5.22%	0.00%	0.00%	4.92%	0.00%	5.13%	0.00%	0.00%	50.00%	4.17%	0.00%	0.00%	3.17%	3.57%	0.00%	3.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.94%

Evansville Piggly Wiggly Driveway, AM Peak Thursday, June 27, 2024 AM Peak Hour

			South	oound					West	ound					North	oound					Eastb	ound			
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	VEHICLE TOTAL
7:00 AM	0	0	23	0	0	23	0	2	0	0	0	2	0	0	31	4	0	35	0	0	0	0	0	0	60
7:15 AM	0	2	24	0	0	26	0	4	0	2	0	6	0	0	33	3	0	36	0	0	0	0	0	0	68
7:30 AM	0	3	22	0	0	25	0	4	0	1	1	5	0	0	32	6	0	38	0	0	0	0	0	0	68
7:45 AM	0	4	21	0	0	25	0	7	0	0	0	7	0	0	24	8	0	32	0	0	0	0	0	0	64
Peak Hour Total	0	9	90	0	0	99	0	17	0	3	1	20	0	0	120	21	0	141	0	0	0	0	0	0	260
PHF	0.000	0.563	0.938	0.000	0.000	0.952	0.000	0.607	0.000	0.375	0.250	0.714	0.000	0.000	0.909	0.656	0.000	0.928	0.000	0.000	0.000	0.000	0.000	0.000	0.956

	Total Vehic es Entering ntersection	cles On Leg 244	Vehicle	537 s Exiting section	293
		South	bound		
Cars	0	218	14	0	0
Heavy	0	12	0	0	0
Total	0	230	14	0	0

	Vehicles		Cars	Heavy	Total
Total	Entering Intersection		0	0	0
Vehicles on Leg	0	Eastbound	0	0	0
0	Vehicles	Eastb	0	0	0
	Exiting Intersection		0	0	0
	0		0	0	0



	Cars	Heavy	Total		Vehicles	
	9	0	9		Entering Intersection	Total
l	0	0	0	Westbound	48	Vehicles on Leg
	37	2	39	ound	Vehicles	118
	0	0	0		Exiting Intersection	
	1	1	2		70	

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Cars	0	2	0	275	54			
Heavy	0	0	0	9	2			
Total	0	2	0	284	56			
			bound					
Vehicle I	es Entering ntersection	342	Vehicles Exiting Intersection 271					
	Total Vehic	les On Leg		613				

Evansville Piggly Wiggly Driveway, PM Peak Thursday, June 27, 2024

			South	oound			Ī		Westk			,, ca	Ŭ - ., -		North	oound		ĺ			Eastb	ound		ĺ	VEHICLE
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings		U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings		U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	VEHICLE TOTAL
4:00 PM	0	2	46	0	0	48	0	20	0	2	0	22	0	0	42	27	0	69	0	0	0	0	0	0	139
4:15 PM	0	3	51	0	0	54	0	24	0	5	0	29	0	0	25	14	0	39	0	0	0	0	0	0	122
4:30 PM	0	4	40	0	0	44	0	16	0	5	0	21	0	0	31	17	0	48	0	0	0	0	0	0	113
4:45 PM	0	5	31	0	0	36	0	19	0	5	0	24	0	0	25	16	0	41	0	0	0	0	0	0	101
Hourly Total	0	14	168	0	0	182	0	79	0	17	0	96	0	0	123	74	0	197	0	0	0	0	0	0	475
5:00 PM	0	4	33	0	0	37	0	16	0	5	0	21	0	0	36	18	0	54	0	0	0	0	0	0	112
5:15 PM	0	5	27	0	0	32	0	12	0	3	0	15	0	0	25	17	0	42	0	0	0	0	0	0	89
5:30 PM	0	6	26	0	0	32	0	21	0	10	0	31	0	0	25	23	0	48	0	0	0	0	0	0	111
5:45 PM	0	2	35	0	0	37	0	23	0	4	0	27	0	0	31	19	0	50	0	0	0	0	0	0	114
Hourly Total	0	17	121	0	0	138	0	72	0	22	0	94	0	0	117	77	0	194	0	0	0	0	0	0	426
6:00 PM	0	4	35	0	0	39	0	15	0	2	0	17	0	0	22	16	0	38	0	0	0	0	0	0	94
6:15 PM	0	2	23	0	0	25	0	19	0	6	0	25	0	0	17	15	0	32	0	0	0	0	0	0	82
6:30 PM	0	3	23	0	0	26	0	14	0	1	0	15	0	0	10	14	0	24	0	0	0	0	0	0	65
6:45 PM	0	3	19	0	0	22	0	15	0	1	0	16	0	0	19	10	0	29	0	0	0	0	0	0	67
Hourly Total	0	12	100	0	0	112	0	63	0	10	0	73	0	0	68	55	0	123	0	0	0	0	0	0	308
DAILY TOTAL	0	43	389	0	0	432	0	214	0	49	0	263	0	0	308	206	0	514	0	0	0	0	0	0	1209
Cars	0	43	382	0	0	425	0	214	U	49	0	263	0	0	303	206	0	509	0	0	U	0	0	0	1197
Heavy Vehicles Heavy Vehicle %	0.00%	0.00%	1.80%	0.00%	0.00%	1.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.62%	0.00%	0.00%	0.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12 0.99%

Evansville Piggly Wiggly Driveway, PM Peak Thursday, June 27, 2024 PM Peak Hour

											г	IVI FEAR I	ioui												
			Southb	ound					West	oound					North	bound					Eastb	ound			
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings		VEHICLE TOTAL
4:00 PM	0	2	46	0	0	48	0	20	0	2	0	22	0	0	42	27	0	69	0	0	0	0	0	0	139
4:15 PM	0	3	51	0	0	54	0	24	0	5	0	29	0	0	25	14	0	39	0	0	0	0	0	0	122
4:30 PM	0	4	40	0	0	44	0	16	0	5	0	21	0	0	31	17	0	48	0	0	0	0	0	0	113
4:45 PM	0	5	31	0	0	36	0	19	0	5	0	24	0	0	25	16	0	41	0	0	0	0	0	0	101
Peak Hour Total	0	14	168	0	0	182	0	79	0	17	0	96	0	0	123	74	0	197	0	0	0	0	0	0	475
PHF	0.000	0.700	0.824	0.000	0.000	0.843	0.000	0.823	0.000	0.850	0.000	0.828	0.000	0.000	0.732	0.685	0.000	0.714	0.000	0.000	0.000	0.000	0.000	0.000	0.854

	Total Vehic es Entering ntersection	des On Leg	Vehicle	789 s Exiting section	357					
Southbound										
Cars	0	382	43	0	0					
Heavy	0	7	0	0	0					
Total	0	0	0							
المراجعة الماليا										

	Vehicles		Cars	Heavy	Total
Total	Entering Intersection		0	0	0
Vehicles on Leg	0	puno	0	0	0
0	Vehicles	Eastbound	0	0	0
	Exiting Intersection		0	0	0
	0		0	0	0



Cars	Heavy	Total		Vehicles	
49	0	49		Entering Intersection	Total
0	0	0	Westbound	263	Vehicles on Leg
214	0	214	ound	Vehicles	512
0	0	0		Exiting Intersection	
0	0	0		249	

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Cars	0	0	0	303	206
Heavy	0	0	0	5	0
Total	0	0	0	308	206
			bound		
Vehicle I	es Entering ntersection	514	Vehicles Inters	603	
	Total Vehic	les On Leg		1117	



CONDITIONAL USE PERMIT APPLICATION - STAFF REPORT

Applicant: Tim Porter
Parcel: 6-27-358

Location: 16 Jackson Street

November 5, 2024

Prepared by: Colette Spranger, Community Development Director Prepared for: City of Evansville Plan Commission



Description of request: The applicant has submitted an application for a conditional use permit to allow a duplex in the R-1 zoning district per section 130-324 of the Evansville Zoning Ordinance.

Staff Analysis of Request:

The existing lot is 8,712 square feet and meets the requirements of the R-1 zoning district that a two-family dwelling should have at least 8,000 square feet. The lot has an existing garage but is otherwise vacant.

Any duplex that is built will need to conform to the standard setbacks that apply to every newly built house in the City's R-1 zoning district. A driveway could be shared between the two units to allow for the building to utilized the length of the lot.

The current owner is not planning to build the duplex but is aiming to sell the lot and wants to assure any potential buyer with the approval to build a duplex. As with all conditional use permits in Evansville, if the permit is not used within 365 days of being issued, it will expire.

Unique to this lot, is that sanitary sewer mains do not run underneath Jackson Street. In order to serve this property, an alternative connection must be made. The closest hook up would be from Franklin Street to

the south. The City engineer has been consulted about this and a workaround has been identified. An image below shows a proposed linkage through the sidewalk/terrace, which would circumvent having to rip up and rebuild parts of Jackson Street, which was reconstructed in 2018.

However, when extending a long lateral was first considered, it was to construct a single family home. City policy and state building code mandate that newly built duplexes must have separate water and sewer laterals to serve each unit. Additionally, allowing a lateral to be built in the right-of-way would be setting a precedent for other similar situations, such as if other properties on Jackson Street were to subdivide and request new services. This is a question that should be left up for consideration by Municipal Services staff and will be reviewed at its next meeting.



<u>Required Plan Commission findings for Conditional Use Permit request</u>: Section 130-104 (3) of the Municipal Code, includes criteria that should be considered in making this decision:

- Consistency of the use with the comprehensive plan. The proposed use in general and in this specific location is consistent with the city's comprehensive plan of September 2022. Staff Comment: The Comprehensive plan indicates a desire to promote infill development where City services are available and to provide a variety of housing types.
- 2. Consistency with the City's zoning code, or any other plan, program, or ordinance. The proposed use in general and in this specific location is consistent with City's zoning code, or any other plan, program, or ordinance, whether adopted or under consideration pursuant to official notice of the city.

Staff comment: The proposed construction is consistent with the City's zoning code and other plans, programs, and ordinances.

3. Effect on nearby property. The use will not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the City's zoning code, the comprehensive plan, or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the city.

Staff Comment: No adverse effect is anticipated on nearby property.

- 4. **Appropriateness of use**. The use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
 - Staff Comment: Two family twin dwellings are an appropriate use in the R-1 district.
- 5. **Utilities and public services**. The use will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities, or services provided by the City or any other public agency serving the subject property.

Staff Comment: Water is available to this location under Jackson Street and a plan is in place to service the site with sanitary sewer from Frankling Street.

Required Plan Commission conclusion: Section 130-104(3)(f) of the Municipal Code requires the Plan Commission to determine whether the potential public benefits of the conditional use do or do not outweigh any and all potential adverse impacts.

<u>Staff recommendation:</u> hold a public hearing and take no action tonight until Municipal Services can review its policy on extending mains/laterals in public right-of-way

Agenda Item 7D



City of Evansville

Community Development Department

www.ci.evansville.wi.gov 31 S Madison St PO Box 529 Evansville, WI 53536 (608) 882-2266

November 4, 2024

To: Plan Commission

From: Colette Spranger, Community Development Director

Subject: Concept Plan for Capstone Ridge Replat/Planned Unit Development

A concept plan for Planned Unit Development (PUD) for the remainder of the Capstone Ridge subdivision was submitted to and discussed with staff. Per the procedures in the zoning code, conceptual review by Plan Commission precedes a formal application.

Initial review of the plat showed promise, given that the Capstone Ridge plat has long sat dormant due to stormwater concerns. Essentially, the unimproved part of the plat is a natural bowl that does not easily drain. There are existing stormwater ponds on site, but the City Engineer's policy for adequately stormwater storage has been to accommodate two back-to-back 100 year flood events. Recent meteorological events both worldwide and regionally have resulted in torrential flooding in places that do not normally experience it. Staff would agree that, while not required by the State, planning for back to back storm events is prudent.

Of note with the submitted concept plan:

- ~94 units of duplex/multiple family housing
- ~21 units of single family housing
- Removal (vacation) of existing City right-of-way of Genesis Drive and Abraham Drive, opting instead for private streets through parts of the PUD
- Expansion of the existing stormwater ponds to accommodate back-to-back storm events

Staff was initially intrigued by the amount and variety of housing this concept plan suggested. However, with further review, staff is not certain a Planned Unit Development (PUD) is the appropriate tool to quickly enable housing in this location.

- The last PUD issued for market rate housing in the City was for Prairie Crossing. That development was to include walking trails and extensive landscaping which was never installed.
- PUD plans can take a significant amount of time to create and must be referenced every time a
 unit is built. Essentially, a PUD creates is own zoning district. The reason a City would allow such
 a development to occur is if it gained something (housing density, architectural/design
 standards) that its existing residential zoning districts lack. In return, the PUD is allowed some

Agenda Item 7D

leniency for things like building setbacks and other minor standards observed elsewhere in the City.

- PUDs expire after 10 years per Evansville code, making future redevelopment harder to manage.
- Vacating Genesis Drive creates an inconsistency with the Transportation Plan Map of the Comprehensive Plan. Vacating Abraham Drive in place of a private road would create a quasipublic street connecting Exodus Pass and Salvation Way.
- Park land is still not considered in this plan; per the Park and Open Space Plan, a parklet (neighborhood park) should be created somewhere in the location.

Furthermore, the same density of units can be achieved without replatting the area or vacating streets. A handful of the lots would need to be converted to stormwater ponds to accommodate runoff/drainage.

Most of the lots that were proposed to be part of the PUD are wide enough to accommodate duplexes. If the developers are able to find/create 2-3 housing designs that work for those lots, all that would need to be done to get shovels in the ground would be rezoning from R-1 to R-2 and a land divider's agreement that specified requirements for streets, sidewalks, stormwater, parkland, and utilities. Some of these lots could then be zero lot lined, if desired. If townhouses were desired, particularly on the side of Exodus Pass closest to the cemetery, lots could be created by combining existing lots. A PUD would also need to provide its own trash/recycling service; utilizing the plat as is would eliminate that need. From a perspective of long-term maintenance, this would be the City's preference.

Other items to consider include the expired development agreement. There is no letter of credit on file for the development and no amendment or update has been made to the original agreement that was created in 2005.

Plan Commission is asked to provide comment on the proposed concept plan.

CAPSTONE PUD CONCEPT 10 12 15 10 NOAHS ARC COURT HOSANNA HEIGHTS COURT [10] [10] [30] [31] [31] [30] [38] [40] # SF Units (23 SF) PUD AREA
2F MF Units (84 MF) Stormw

CAPSTONE PIDGE - LEAVE AS IS, REZONE





REZONE TO R-2 # SF units 25 single family homes

STORMWATER # 2F units (47 x 2 = 94 duplexes)