Planning Department

W240N3065 Pewaukee Road
Pewaukee, WI 53072
(262) 691-0770 Fax (262) 691-1798

PLAN COMMISSION
MEETING NOTICE AND AGENDA
Thursday, November 21, 2024
6:00 PM

Pewaukee City Hall Common Council Chambers
W240 N3065 Pewaukee Rd., Pewaukee, WI 53072

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1. Call to Order and Pledge of Allegiance

2. Discussion and Action Regarding a Mitigation Plan for the Bautz Residence Located at N27 W27074 Woodland Drive (PWC 0933119)

3. Discussion and Action Regarding a Mitigation Plan for the Redmond Residence Located at N37 W26697 Kopmeier Drive (PWC 0894030)

4. Discussion and Action Regarding a Recommendation to the Common Council for a Comprehensive Master Plan Amendment to Change the Year 2050 Land Use/Transportation Plan Use Designation for the City of Pewaukee for Shorepoint Church for Property Located on the Southwest Corner of Duplainville Road and Capitol Drive From Medium Density Residential (6,500 Sq. Ft. - 1/2 AC./D.U.) and Floodplains, Lowland and Upland Conservancy, and Other Natural Areas to Government/Institutional and Floodplains, Lowland and Upland Conservancy, and Other Natural Areas (PWC 0912983, PWC 0912984, PWC 0912985)

5. Discussion and Action for Shorepoint Church to Rezone Vacant Property Located at the Southwest Corner of Duplainville Road and Capitol Drive and Property Located at N34 W22407 Capitol Drive from Rs-1 Single-Family Residential to I-1 Urban Institutional, and to Rezone Property Located at W223 N3481 Duplainville Road from B-3 General Business to I-1 Urban Institutional for the Purpose of Constructing an Approximately 27,000 Square Foot Church (PWC 0912983, PWC 0912984, PWC 0912985) (Public Hearing held and closed at the 9/19/2024 Plan Commission meeting)

6. Discussion and Action Regarding a Certified Survey Map for Shorepoint Church for Property Located at the Southwest Corner of Duplainville Road and Capitol Drive for the Purpose of Combining Three Existing Parcels in Order to Construct an Approximately 27,000 Square Foot Church (PWC 0912983, PWC 0912984, PWC 0912985)

7. Discussion and Action Regarding the Site and Building Plans for Shorepoint Church for Property Located at the Southwest Corner of Duplainville Road and Capitol Drive for the Purpose of Constructing an Approximately 27,000 Square Foot Church (PWC 0912983, PWC 0912984, PWC 0912985)

8. Discussion and Action Regarding the Site and Building Plans for the Hindu Temple of Wisconsin for Property Located at W243 N4063 Pewaukee Road for the Purpose of a Proposed Parking Lot Expansion (PWC 0876996003)

9. Discussion and Action Regarding a Recommendation to the Common Council for a Conditional Use Permit for Autumn Hill Academy for Property Located at N25 W23050 Paul Road for the Purpose of a Proposed Public Charter School (PWC 0917995006)

10. Adjournment

Ami Hurd
Deputy Clerk

11/14/2024

NOTICE

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a quorum. At the above stated meeting, no action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the City Planner, Nick Fuchs, at (262) 691-6007 three business days prior to the meeting so that arrangements may be made to accommodate your request.

CITY OF PEWAUKEE
PLAN COMMISSION AGENDA ITEM 2.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding a Mitigation Plan for the Bautz Residence Located at N27 W27074 Woodland Drive (PWC 0933119)

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Bautz mitigation plan

Department of Public Works
Engineering Division
W240N3065 Pewaukee Road
Pewaukee, WI 53072
(262) 691-0804 Fax: (262) 691-5720

Memorandum

To: **File**

From: **Magdelene J. Wagner, P.E.**

Subject: **Bautz Residence – N27W27074 Woodland Drive**
Mitigation Plan

Date: **November 12, 2024**

Required Action: The mitigation plan and Plan Commission minutes are recorded at Waukesha County and a recorded copy provided to the City for their records.

Background:
According to Ordinance 17.0436, any home within 300 feet of the lake has a maximum building coverage of permanent structures of 20% of the total parcel area. In addition, it has a maximum of 7.5% of permanent impervious surfaces outside of the structures. If a lot is proposed to be over this 27.5%, a maximum of 35% total impervious area is allowed with mitigation practices as approved by the Plan Commission.

The Bautz property is located at N27W27074 Woodland Drive and has a lot size of 16,178 SF. The allowable permanent structure is 3,236 SF (20%) and the allowable permanent impervious surface is 1,213 SF (7.5%) for a total allowable impervious area of 4,449 SF. Bautz is requesting approval for 35% total impervious area which consists of 3,427 SF (21.18%) for permanent structures and 2,230 SF (13.82%) for permanent impervious surfaces.

The Bautz property is mitigating this additional impervious area (1,213 SF) with a 415 SF at 8” deep rain garden which will receive drainage from the walk and the roof.

The rain garden is adequately sized to provide the required mitigation.

We approve the mitigation plan contingent on the following:

1. The mitigation plan narrative, plan, and the Plan Commission minutes are recorded at Waukesha County (City provided a recorded copy) as required in the ordinance using the Recording Template previously provided to the owner.

LANDWORKS
landscape services

November 1, 2024

City of Pewaukee
Attn: Maggie Wagner
W240 N3065 Pewaukee Road
Pewaukee, WI 53072

Bautz Mitigation Plans
N27W27074 Woodland Dr.
Pewaukee, WI 53072

Attachments:
Grading and Stormwater Mitigation Plan, Preliminary Survey from Metropolitan Survey Service

Project Overview:
The owners of the property referenced above are proposing to raze their existing house and detached garage to construct a new home with deck, driveway, patio, retaining walls and landscaping. The total combined impervious surface of the new structures and remaining elements will exceed the standard allowable 27.5% coverage, requiring mitigation. The homeowners would like to mitigate 1,213.3 sq.ft. or the maximum possible during the proposed home building project.

The impervious calculations for the proposed project are listed as follows:

Lot Area Per Survey No. 115036	**16,178**	**sq.ft.**
Impervious Allowed 27.5%	4,449	sq.ft.
Impervious Allowed 35% max. w/ mitigation	5,662	sq.ft.
*Difference to Mitigate 7.5%	1213.3	sq.ft.
IMPERVIOUS SURFACE		
EXISTING FIREPIT PATIO	166	sq.ft.
PROPOSED HOUSE (does not include roof overhang)	2972	sq.ft.
PROPOSED DECK & DECK STEPS	417	sq.ft.
PROPOSED PATIO (LAKESIDE)	417	sq.ft.
PROPOSED DRIVEWAY TO LOT LINE	982	sq.ft.
PROPOSED FRONT WALK & COVERED PORCH	282	sq.ft.
TOTAL	**5236**	**sq.ft.**
Note: mitigating maximum possible an extra 426 sq.ft.		

Impervious Summary:

To exceed the standard allowable impervious surface limit, a mitigation plan has been prepared. More specifically, the plan proposed will hold stormwater onsite for a 2-year, 24 hour rain event. The objective is to mitigate the difference between the standard allowable and maximum allowed. The following are mitigation calculations that apply to this project:

Lot Size Per Survey 115036 (dated: 08.31.24) = 16,178 sq.ft.

4,449 sq.ft. = Coverage of lot (27.5%) standard allowable

5,662 sq.ft = Coverage of lot (35% maximum) allowed with mitigation measure

1,213.3 sq.ft = Difference, and the maximum amount of coverage to be mitigated

1213.3 sq.ft X 2.7" (water volume for a 2-year, 24-hour storm event in Waukesha County) = 272.99 cubic feet (2,042.1 gallons) of infiltration storage capacity required for mitigation.

Note: The roof area identified for mitigation measure is 1,213 sq.ft which requires 272.99 cubic feet (2,042.1 gallons) to be treated by the rain garden.

Note: The soil composition for the site is BsA Brookston silt loam with 0%-2% Slopes, the parent material is loam glacial till, with excessively high infiltration potential according to Waukesha County GIS.

Rain Garden Mitigation

The following mitigation measures are proposed for the site to satisfy the requirement above:

1. Installation of one, 415 sq.ft. 8" deep rain garden per plan to capture stormwater runoff (primarily from the roof) before it enters the lake. The total storage volume for the rain garden = 273.9 cu.ft. (2,048.9 gallons) which exceeds the required capacity noted above. Rain garden design per DNR technical standard 1009.
2. Three downspouts drain tile lines will discharge into the rain garden, capturing and treating stormwater from the impervious roof.
3. Installation of native plants within the rain gardens according to plan. Native plants are ideal for rain gardens as their extensive root systems soak up stormwater and bind the soil (controls erosion). See proposed list on attached plan.
4. Installation of swales to keep stormwater onsite and prevent it from migrating onto neighboring properties.

The described mitigation measures mentioned above can be seen in the attached plans and details. Implementing these measures should satisfy the city and county mitigation requirements, allowing the property owners to proceed with their proposed new home building and landscape projects.

Respectfully submitted,

Samantha Carlson, PLA

Professional Landscape Architect with LandWorks, Inc.

Beth Bautz

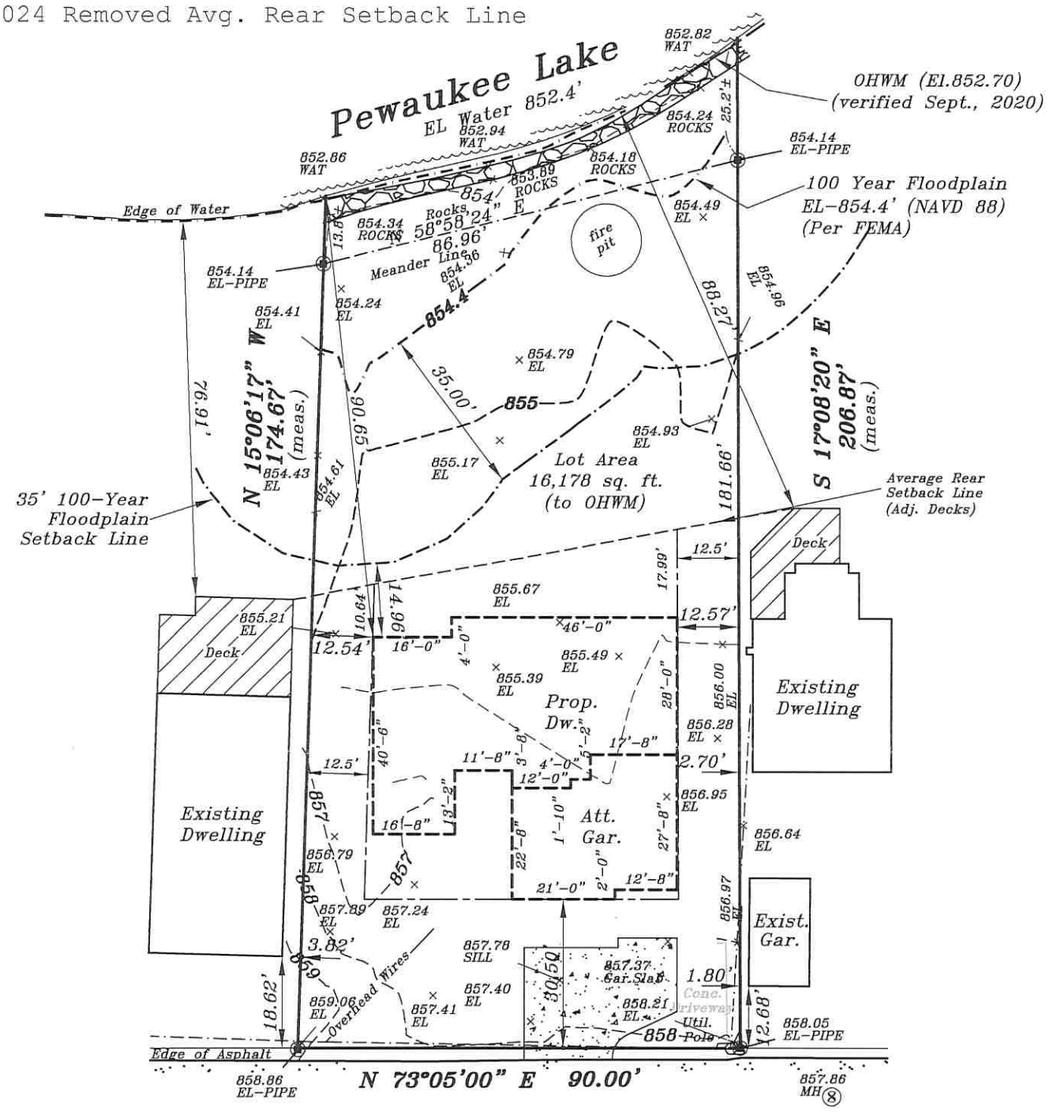
PLAT OF SURVEY

LOCATION: N27 W27074 Woodland Drive, Pewaukee, Wisconsin

LEGAL DESCRIPTION: Lots 13 and 14 in **EDGEWOOD PLAT NO. 2**, a Subdivision of part of the Northeast 1/4 of Section 18, Township 7 North, Range 19 East, in the City of Pewaukee, Waukesha County, Wisconsin.

May 10, 2024 (Drawing Only)
May 15, 2024 Revised Building Setbacks Per City
May 16, 2024 Moved First Floor Plan (Not Staked)
August 27, 2024 Updated Topography on North Half of Lot
August 31, 2024 Revised Drawing
September 12, 2024 Revised Foundation Plan (Not Staked)
October 4, 2024 Revised Foundation Plan (Not Staked)
October 23, 2024 Revised Deck Setbacks
October 31, 2024 Removed Avg. Rear Setback Line

Survey No. 115036



Note:
Existing Site Conditions as of November 10, 2022 Based Upon Plat of Survey by Metropolitan Survey Service, Inc.

Prop. T.O.W. 000.00

Prop. Gar. Slab 000.00

Prop. Fin. Yd. Gr. 000.00

FLOOD DATA This property is in Zone AE & X of the Flood Insurance Rate Map, Community Panel No. 55133C0183H which has an effective date of 10/19/2023 and IS NOT in a Special Flood Hazard Area. Field surveying was not performed to determine this zone. An elevation certificate may be needed to verify this determination or apply for an amendment from the Federal Emergency Management Agency.

GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

Proposed finished yard, 1st floor or top of foundation grade shown on this drawing is a suggested grade and should be verified by the owner, builder or municipality

METROPOLITAN SURVEY SERVICE, INC.
PROFESSIONAL LAND SURVEYORS
8482 South 76th Street
Franklin, Wisconsin 53132
PHONE (414) 529-5380
survey@metropolitansurvey.com
www.metropolitansurvey.com

◉ — *Denotes Iron Pipe Found*
◎ — *Denotes Iron Pipe Set*
000.0 — *Denotes Proposed Grade*
—x—x—x— *Denotes Proposed Silt Screen*

WISCONSIN DENNIS C. SAUER S-2421 Franklin, WI LAND SURVEYOR

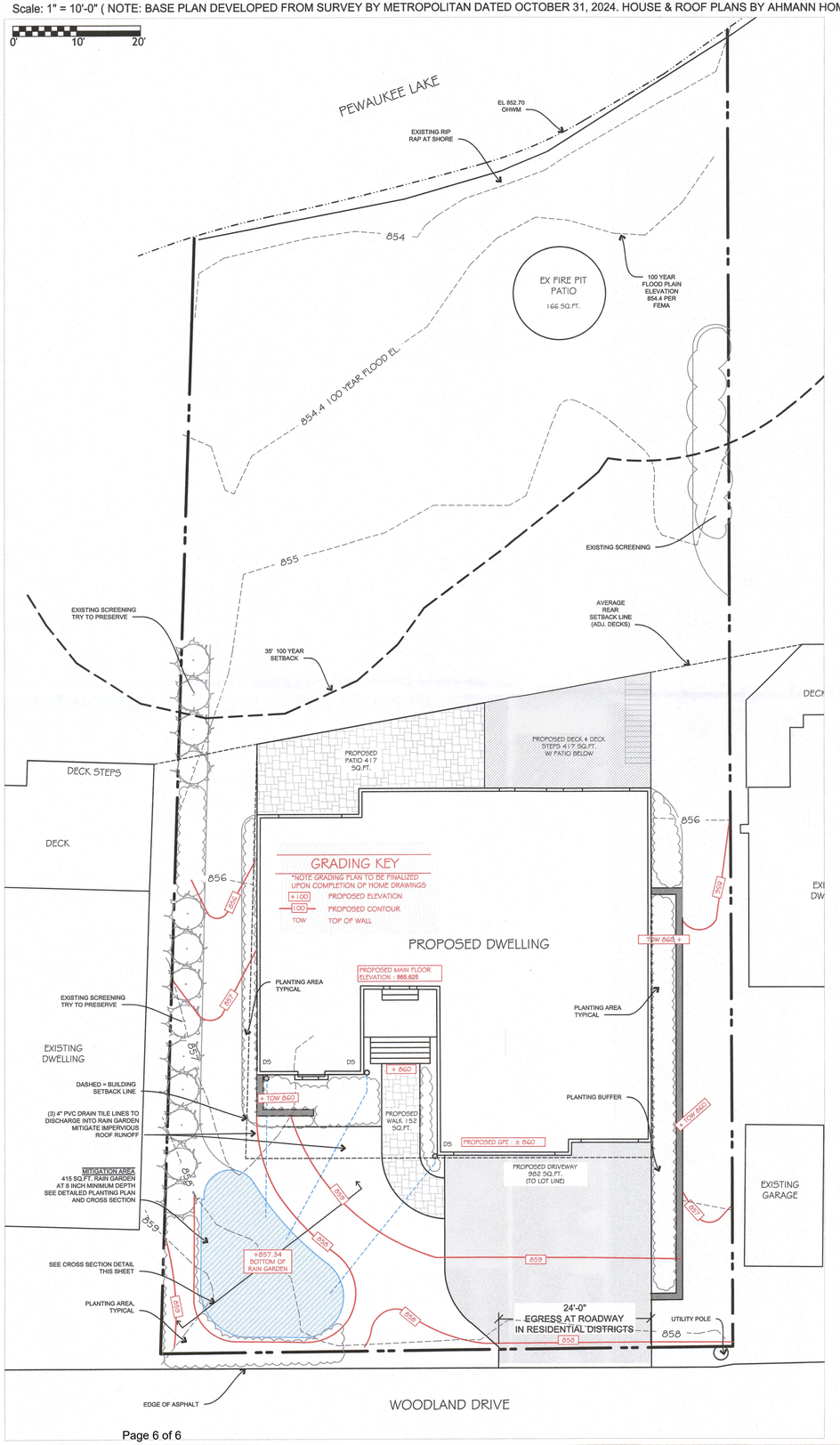
I HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE ABOVE MAP IS A TRUE REPRESENTATION THEREOF AND SHOWS THE SIZE AND LOCATION OF THE PROPERTY. ITS EXTERIOR BOUNDARIES, THE LOCATION OF ALL VISIBLE STRUCTURES AND DIMENSIONS OF ALL PRINCIPAL BUILDINGS THEREON, BOUNDARY FENCES, APPARENT EASEMENTS AND ROADWAYS AND VISIBLE ENCROACHMENT, IF ANY.

THIS SURVEY IS MADE FOR THE EXCLUSIVE USE OF THE PRESENT OWNERS OF THE PROPERTY, AND ALSO THOSE WHO PURCHASE, MORTGAGE, OR GUARANTEE THE TITLE THERETO WITHIN ONE (1) YEAR FROM THE DATE HEREOF.

SIGNED _____
Dennis C. Sauer
Professional Land Surveyor S-2421

PRELIMINARY GRADING PLAN & PROPOSED MITIGATION LOCATION

Scale: 1" = 10'-0" (NOTE: BASE PLAN DEVELOPED FROM SURVEY BY METROPOLITAN DATED OCTOBER 31, 2024. HOUSE & ROOF PLANS BY AHMANN HOME PLANS INC.



IMPERVIOUS SURFACE CALCULATIONS

MITIGATION CALCULATIONS

LOT = 16,178 SQUARE FEET
5,662 S.F. = 35% COVERAGE OF LOT PROPOSED WITH MITIGATION
4,853 S.F. = 27.5 % COVERAGE OF LOT ALLOWED STANDARD

1,213.3 S.F. = DIFFERENCE TO MITIGATE

1,213.3 S.F. X 2.7" (WATER VOLUME FOR 2 YEAR, 24 HOUR STORM EVENT) =

272.99 CUBIC FEET OF STORAGE NEEDED FOR MITIGATION

OR

10.11 CUBIC YARDS OF STORAGE NEEDED FOR MITIGATION

OR

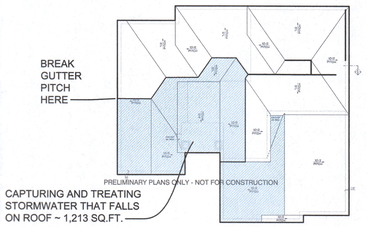
2042.1 GALLONS OF STORAGE NEEDED FOR MITIGATION

RAIN GARDEN CALCULATIONS
415 SQ.FT. @ AVERAGE DEPTH OF 8"
= 273.9 CU.FT. (2048.9 GALLONS) STORMWATER STORAGE PROVIDED

SITE SOIL COMPOSITION
BsA Brookston silt loam,
0-2% Slopes, parent material loamy glacial till,
with excessively high infiltration potential
(source: Waukesha county GIS)

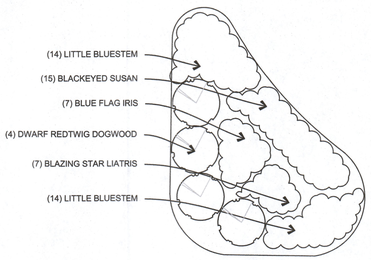
ROOF PLAN

Scale: 1" = 20'



RAIN GARDEN PLANTING DETAIL

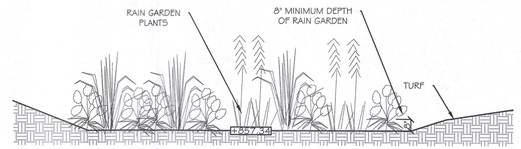
Scale: 1/8" = 1'-0"



PLANT SCHEDULE

RAIN GARDEN CROSS SECTION

Scale: 1/4" = 1'0"



NOTE: RAIN GARDEN DESIGN PER WIDNR TECHNICAL STANDARD 1009

LANDWORKS landscape services

www.landworkswisconsin.com
N69W25195 Indiangrass Ln
Sussex, WI 53089
p.262.820.2501

BAUTZ RESIDENCE
N27W27074 WOODLAND DR.
PEWAUKEE, WI 53072

Preliminary Grading & Mitigation PLAN

LA Name:
SAM CARLSON
PLA, ASLA

Drafted By:

Date:
9.10.24

Revisions:

9.10.24 - PRELIM GRADING AND MITIGATION LOCATION FOR CLIENT AND BUILDER REVIEW
9.24.24 - ALTERNATE MITIGATION OPTION CHAMBERS
10.5.24 - MITIGATION PLANS FOR REVIEW
10.16.24- FINAL MITIGATION PLANS FOR SUBMITTAL
10.24.24 - REVISED MITIGATION PLANS ADJUSTED AVERAGE DECK STEP SETBACK
10.31.24 - REVISED GRADING & MITIGATION PLAN

Sheet Number:
L-100

Scale: As Noted

This drawing is made solely for the individual named herein and is the property of LandWorks, Inc. Any unauthorized use or duplication is in violation of the copyright laws & subject to prosecution.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding a Mitigation Plan for the Redmond Residence Located at N37 W26697 Kopmeier Drive (PWC 0894030)

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Redmond mitigation plan

Department of Public Works
Engineering Division
W240N3065 Pewaukee Road
Pewaukee, WI 53072
(262) 691-0804 Fax: (262) 691-5720

Memorandum

To: **File**

From: **Magdelene J. Wagner, P.E.**

Subject: **Redmond Residence – N37W26697 Kopmeier Drive**
Mitigation Plan

Date: **November 12, 2024**

Required Action: The mitigation plan and Plan Commission minutes are recorded at Waukesha County and a recorded copy provided to the City for their records.

Background:
According to Ordinance 17.0436, any home within 300 feet of the lake has a maximum building coverage of permanent structures of 20% of the total parcel area. In addition, it has a maximum of 7.5% of permanent impervious surfaces outside of the structures. If a lot is proposed to be over this 27.5%, a maximum of 35% total impervious area is allowed with mitigation practices as approved by the Plan Commission.

The Redmond property is located at N37W26697 Kopmeier Drive and has a lot size of 25,013 SF. The allowable permanent structure is 5,003 SF (20%) and the allowable permanent impervious surface is 1,876 SF (7.5%) for a total allowable impervious area of 6,879 SF. Redmond is requesting approval for 29.94% total impervious area which consists of 2,589 SF (10.35%) for permanent structures and 4,901 SF (19.59%) for permanent impervious surfaces.

The Redmond property is mitigating this additional impervious area (611 SF) with a 757 SF at 8” deep rain garden which will receive drainage from the garage and a portion of the driveway.

The rain garden is adequately sized to provide the required mitigation.

We approve the mitigation plan contingent on the following:

1. The mitigation plan narrative, plan, and the Plan Commission minutes are recorded at Waukesha County (City provided a recorded copy) as required in the ordinance using the Recording Template previously provided to the owner.

LETTER OF TRANSMITTAL

LANDMARK
ENGINEERING SCIENCES, INC.

119 Coolidge Avenue - Suite 100, Waukesha, WI 53186-6602
Telephone: 414-719-2769
Email: LandMark-Engineering@live.com

To: Magdelene Wagner, P.E.
City of Pewaukee – Assistant Engineer
W240N3065 Pewaukee Road
Pewaukee, WI 53072

C: William Redmond – Site Owner
Andy Backus – Aspen Homes, Inc.

Date: October 7, 2024

Project No.: 4015.00 - Redmond Property

Description: *Mitigation Plan Narrative*
N37W26697 Kopmeier Drive
Pewaukee, WI 53072

WE ARE SENDING YOU the following items via: ☐ **U. S. Mail** ☐ **Overnight** ☐ **Hand Deliver** ☐ **Other:**

☐ **Fax** 5 pages ☑ **E-Mail** wagner@pewaukee.wi.us & wredmond1943@gmail.com & andy@aspenhomesinc.com

Copies/Qty.	Date	Description
1	07 OCT 2024	Mitigation Plan Narrative (with attachments)

THESE ARE TRANSMITTED as checked: ☐ **For Approval** ☑ **For Your Use** ☐ **For Review & Comment** ☐ **As Requested** ☐ **Other:**

Message:

Attached is the narrative summarizing the mitigation plan recommendations for the referenced lot, as requested.

If you have any questions or comments on the *Mitigation Plan Narrative*, please call. Thank you.

Copy to: file

Signed: 

If enclosures are not as noted, kindly notify us at once.

C:\Documents\Landmark\4015 - Aspen Homes_Redmond (Pewaukee-HSO&Permit)\4015-Mitigation Plan Narrative.Docx

LANDMARK
ENGINEERING SCIENCES, INC.

119 COOLIDGE AVENUE - SUITE 100, WAUKESHA, WISCONSIN 53186-6602
TELEPHONE: 414-719-2769
EMAIL: LandMark-Engineering@live.com

Mitigation Plan Narrative

Project:	Redmond Property – Replacement Residence	**Project No.:**	4015.00
Location(s):	N37W26637 Kopmeier Drive, Pewaukee, WI	**Owner(s):**	William & Beth Redmond
Client:	Aspen Homes, Inc.	**Applicant:**	Andy Backus – Aspen Homes

BACKGROUND:

William and Beth Redmond, as the owners of the property referenced above, are proposing to construct a new single-family house to replace the existing house, while leaving the existing detached garage intact. The lot size is 25,013 s.f. to the ordinary high water mark ("OHWM") and the total combined impervious surface area proposed after construction of the new building and driveway will be 7,490 s.f. (29.94%). The allowable total combined impervious surface area for this lot is 6,879 s.f. (27.5%), based on the current City of Pewaukee ordinances. However, these same ordinances also allow for up to 35% impervious surface on a lot, provided stormwater mitigation is incorporated to treat runoff from impervious surface areas such that the remaining untreated impervious surface area does not exceed 27.5% of the total lot area.

The proposed Mitigation Plan must account for the difference between the standard allowable impervious surface area of 27.5% = 6,879 s.f. and the proposed impervious surface area of 29.94% = 7,490 s.f. Specifically, the Mitigation Plan must propose measures that treat/maintain on site the difference in runoff volume for a 2-year, 24-hour rainfall event between the proposed impervious surface area and the standard allowable impervious surface area. The following are the calculations associated with this Mitigation Plan:

- Total lot size to OHWM: 25,013 s.f.
- Standard allowable impervious surface area: 6,879 s.f. = 27.5%
- Total proposed impervious surface area (existing + added): 7,490 s.f. = 29.94% (max. 35%)
- Difference between allowable vs. proposed impervious surface area: 611.5 s.f. = 2.44%
- Runoff volume from 2-yr, 24-hr rainfall event of 2.69": 137 c.f. = 611.5 s.f.*2.69"/day

The Mitigation Plan proposes installing a decorative landscape feature which incorporates a rain garden design to satisfy the required runoff water storage/infiltration.

1. The rain garden system will be located on the downslope (east) side of the proposed driveway and the uphill (south) side of the existing detached garage to capture the runoff from 757 s.f. of impervious surface area. As calculated, this 24-hour runoff water volume is equal to 757 s.f.*2.69"/day = 170 c.f.
2. System's design infiltration rate is ~11.1 c.f./hr (infiltration rate of 0.50"/hr for native, sandy loam over a bottom of trench area of ~201 s.f.) and design temporary storage capacity is 177 c.f. (rain garden is 0.67' deep x 266 s.f.). The rain garden will be able to infiltrate the 2-year, 24-hour storm event runoff volume

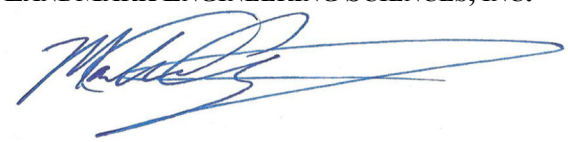
within about 15.3 hours. Thus, this system has sufficient storage and infiltration capacity to meet design requirements.

3. A minor grassed berm structure (≤0.5' high) will also be created from the excess topsoil removed during construction of the infiltration trench. The grassed berm will be located adjacent to the infiltration trench on the uphill slope side of the rain garden area and will function to divert other lawn runoff away from the rain garden.

Additional details and specifications for the Mitigation Plan can be seen on the attached documents. Implementing this Mitigation Plan is intended to meet the City of Pewaukee's stormwater mitigation requirements for the proposed project.

Respectfully,

LANDMARK ENGINEERING SCIENCES, INC.





Mark D. Augustine, PE, PLS, CHMM
President

encl: Plat of Survey
Treated Impervious Surface Plan
Maintenance Plan

C:\Documents\Landmark\4015 - Aspen Homes_Redmond (Pewaukee-HSO&Permit)\4015-Mitigation Plan Narrative.Docx

Document Number

Stormwater Management Practice Maintenance Agreement

THIS INSTRUMENT IS REQUIRED AND RECORDED pursuant to the provisions of §17.0436 of the City of Pewaukee Municipal Code which states, in substance, that man-made material coverage of lots/parcels within proximity to navigable waterways shall be restricted; and

WHEREAS SAID CODE SECTION PROVIDES, in substance, that impervious surfaces may be increased if the parcel owner reaches a written agreement with the City of Pewaukee (henceforth referred to as "City") to mitigate such increased coverage by putting in place mitigation measures; and

WHEREAS SAID CODE SECTION STATES, "… Such mitigation measure requirements shall be recorded in the minutes of a City Plan Commission meeting and shall be recorded by the County Register of Deeds as a property deed restriction for/on the property … ;" and

WHEREAS the owner of the following described Subject Property intends to develop improvements described herein and intends to hereby encumber the Subject Property and improvements with certain restrictions and obligations with respect to the use and maintenance of such property and improvements;

NOW, THEREFORE, the owner of the Subject Property, by this instrument, establishes and imposes the restrictions and mitigation measures set forth herein as covenants running with the land and as binding on the owner and owner's successors and assigns and all subsequent owners and occupants of all or any part of the said Subject Property.

The address and legal description of the Subject Property is set forth in the attached **Exhibit A**.

Name and Return Address:

City of Pewaukee –
Planning & Community Development
W240N3065 Pewaukee Road
Pewaukee, WI 53072

Tax identification Number:

PWC 0894030

The attached **Exhibit B** sets forth (1) the total lot area calculation; (2) the existing impervious area calculation; (3) the new impervious area calculation;(4) the agreed upon increased percentage of impervious area allowed by the City of Pewaukee; and (5) the description of the agreed upon mitigation measures to be installed and maintained on the Subject Property.

The attached **Exhibit C** is a copy of the approved minutes of the meeting of the City of Pewaukee Plan Commission at which the required mitigation measures were determined and directed to be made and maintained.

Dated this ____ day of _____, 20___.

_____ _____
(Owner Signature) (Owner Signature)

_____ _____
(Print Owner Name Here) (Print Owner Name Here)

STATE OF WISCONSIN)
SS
COUNTY OF WAUKESHA)

Personally came before me this _____ day of _____ , 20____ , to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

_____
NOTARY PUBLIC

_____
Print Name of Notary Public

Notary Public, _____County, Wisconsin

My Commission Expires:

_____

This document was drafted by:

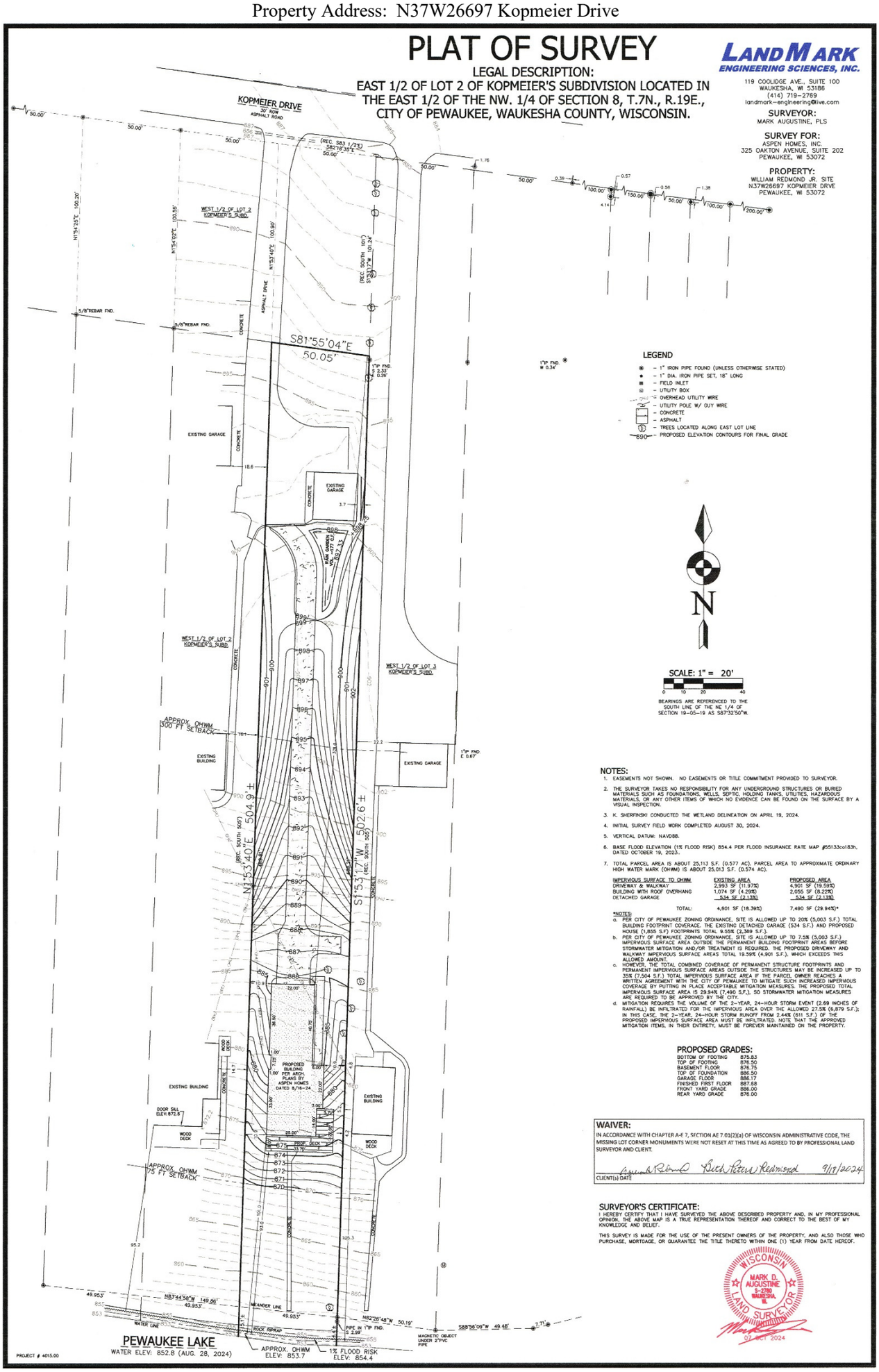
Mark D. Augustine
LandMark Engineering Sciences, Inc.
119 Coolidge Avenue – Suite 100
Waukesha, WI 53186-6602

Exhibit A – Legal Description

The legal description for the Property for which this Agreement applies is:

EAST 1/2 OF LOT 2 OF KOPMEIER'S SUBDIVISION LOCATED IN THE EAST 1/2 OF THE NW. 1/4 OF SECTION 8, T.7N., R.19E., CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

Property Address: N37W26697 Kopmeier Drive



For a full-sized version of this figure, please see non-recorded document at City of Pewaukee

Exhibit B – Stormwater Management System Plan

The stormwater mitigation practice covered by this Agreement are depicted in the construction plans, as shown in the following figures below. The practice includes rain garden treatment.

TREATED IMPERVIOUS SURFACE

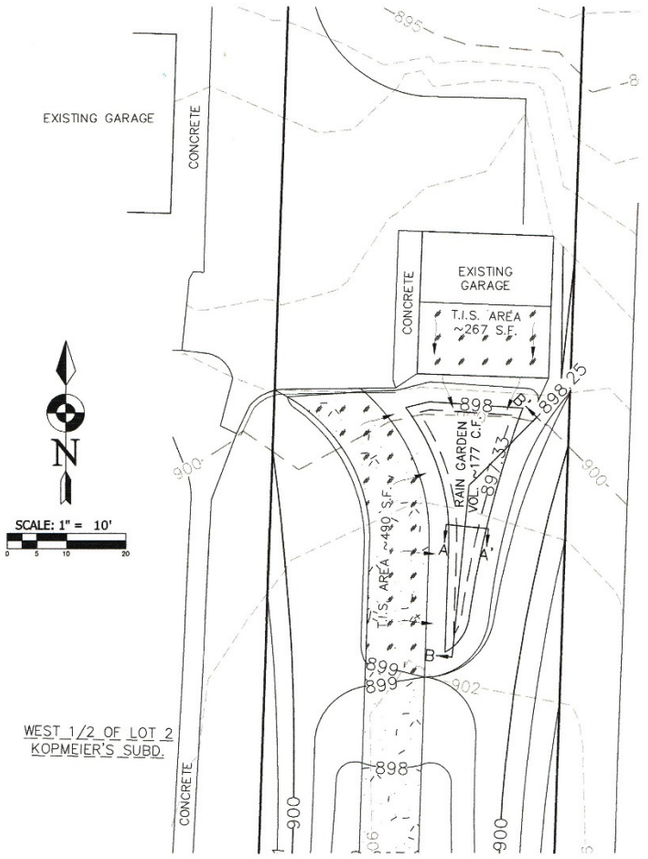
LEGAL DESCRIPTION:
EAST 1/2 OF LOT 2 OF KOPMEIER'S SUBDIVISION LOCATED IN THE EAST 1/2 OF THE NW. 1/4 OF SECTION 8, T.7N., R.19E., CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

LANDMARK ENGINEERING SCIENCES, INC.
119 COOLIDGE AVE., SUITE 100
WAUKESHA, WI 53186
(414) 719-2769
landmark-engineering@live.com
ENGINEER:
MARK AUGUSTINE, PE

DESIGN FOR:
ASPEN HOMES, INC.
325 OAKTON AVENUE, SUITE 202
PEWAUKEE, WI 53072

PROPERTY:
WILLIAM REDMOND JR. SITE
N37W26697 KOPMEIER DRIVE
PEWAUKEE, WI 53072

LEGEND
- ⊕ – 1" IRON PIPE FOUND (UNLESS OTHERWISE STATED)
- ● – 1" DIA. IRON PIPE SET, 18" LONG
- ■ – FIELD INLET
- ▣ – UTILITY BOX
- – OVERHEAD UTILITY WIRE
- – UTILITY POLE W/ GUY WIRE
- – CONCRETE
- – ASPHALT
- – TREES LOCATED ALONG EAST LOT LINE
- 890 – PROPOSED ELEVATION CONTOURS FOR FINAL GRADE



APPROVED RAIN GARDEN NATIVE PLANTINGS LIST:

Common Name	Scientific Name	Soil Type			Light Preference		Bloom Time	Height (feet)
		Clay	Loam	Sand	Full Sun	Semi-Shady		
Blue Flag Iris	Iris versicolor	X			X	X	June-July	2-3
Bottlebrush Sedge	Carex comosa	X	X	X	X	X	May-June	2-4
Butterflyweed	Asclepias tuberosa			X	X		June-Aug	2-3
Calico Aster	Aster lateriflorus	X	X	X		X	Sept-Oct	2-3
Cream False Indigo	Baptisia bracteata			X	X		May-June	1-2
Crooked Stem Aster	Aster prenanthoides	X	X	X		X	Aug-Oct	1-3
Culver's Root	Veronicastrum virginicum	X	X		X	X	July-Aug	3-6
Fireweed	Epilobium angustifolium			X	X		July-Sept	2-6
Fox Sedge	Carex vulpinoidea	X	X	X	X	X	May-June	1-3
Foxglove beardtongue	Penstemon digitalis	X	X	X	X	X	June-July	2-3
Golden Alexander	Zizia aurea	X	X	X	X	X	May-July	1-3
Great Blue Lobelia	Lobelia siphilitica	X	X		X		July-Sept	1-4
Hoary Vervain	Verbena stricta			X	X		July-Sept	2-4
Ironweed	Vernonia fasciculata	X	X		X		July-Sept	4-6
Jack in the Pulpit	Arisaema triphyllum	X	X	X		X	April-May	1-2
Jacob's Ladder	Polemonium reptans		X			X	May-June	1-2
Joe Pye Weed	Eupatorium maculatum	X	X		X		Aug-Sept	4-6
Little Bluestem	Schizachyrium scoparium			X	X		Aug-Sept	2-3
Mountain Mint	Pycnanthemum virginianum	X	X		X		July-Sept	1-3
New England Aster	Aster novae-angliae	X	X		X		Aug-Oct	3-6
Nodding Onion	Allium cernuum	X	X	X	X	X	July-Aug	1-2
Northern Sea Oats	Chasmanthium latifolium		X			X	Aug-Oct	2-4
Obedient Plant	Physostegia virginiana	X			X		Aug-Sept	1-2
Ohio Goldenrod	Solidago ohioensis	X	X		X		Aug-Sept	2-3
Ohio Spiderwort	Tradescantia ohiensis			X	X		June-July	2-4
Pale Purple Coneflower	Echinacea pallida			X	X		June-July	3-5
Prairie Blazing Star	Liatris pycnostachya	X	X		X		July-Aug	3-5
Prairie Dropseed	Sporobolus heterolepis		X	X	X		Aug-Sept	2-4
Purple Coneflower	Echinacea purpurea		X		X		July-Sept	3-4
Rattlesnake Master	Eryngium yuccifolium		X		X		June-Aug	3-5
Red Baneberry*	Actaea rubra	X	X	X		X	June	1-2
Rough Blazing Star	Liatris aspera			X	X		Aug-Sept	2-5
Showy Goldenrod	Solidago speciosa			X	X		Aug-Sept	1-3
Smooth Blue Aster	Aster laevis			X	X		Aug-Oct	2-4
Smooth Phlox	Phlox glaberrima	X	X	X		X	June-July	2-4
Solomon's Seal	Polygonatum biflorum	X	X	X		X	May-June	1-3
Swamp Milkweed	Asclepias incarnata	X	X		X		June-July	3-5
Sweet Black Eyed Susan	Rudbeckia subtomentosa	X	X		X	X	Aug-Oct	4-6
Sweet Joe Pye Weed	Eupatorium purpureum	X	X	X		X	Aug-Sept	4-6
Virginia Bluebells	Mertensia virginica	X	X	X		X	April-May	1-2
Virginia Wild Rye	Elymus virginicus	X	X	X		X	July-Aug	4-5
White False Indigo	Baptisia alba	X	X		X		June-July	3-5
Wild Bergamot	Monarda fistulosa	X	X	X	X		July-Sept	2-5
Wild Geranium	Geranium maculatum		X	X		X	May-June	1-2
Wild Petunia	Ruellia humilis			X	X		June-Aug	1-2
Wild Quinine	Parthenium integrifolium	X	X		X		June-Sept	3-5
Wild Senna	Cassia hebecarpa	X	X		X		July-Aug	4-6
Yellow Coneflower	Ratibida pinnata	X	X	X	X		July-Sept	3-6
Zig Zag Goldenrod	Solidago flexicaulis	X	X	X		X	Aug-Sept	2-4

CONSTRUCTION INSPECTION SCHEDULE:

THE ENGINEER OF RECORD IS THE INDIVIDUAL THAT HAS STAMPED AND SIGNED THE APPROVED PLAN SET. AS SUCH, THEY AND/OR THEIR DESIGNATED REPRESENTATIVE (HENCEFORTH REFERRED TO JOINTLY AS "EOR") WILL COORDINATE WITH BUILDER TO CONDUCT SITE INSPECTIONS DURING CONSTRUCTION TO ENSURE RAIN GARDEN SYSTEM IS INSTALLED ACCORDING TO THE APPROPRIATE PERFORMANCE SPECIFICATIONS. SYSTEM MUST BE INSPECTED AND MAINTAINED IN SUCH A MANNER AS TO OPERATE AS DESIGNED FOR THE LIFE OF THE RESIDENTIAL STRUCTURE. AT A MINIMUM, SITE INSPECTIONS WILL BE PERFORMED DURING THESE CONSTRUCTION PHASES:

1. SOIL AMENDMENTS. EOR WILL CONDUCT VISUAL INSPECTION OF AMENDED NATIVE SOILS WITHIN 2' OF RAIN GARDEN BOTTOM GRADE TO ENSURE AMENDED SOILS HAVE ACCEPTABLE POROSITY CHARACTERISTICS AND ORGANIC MATTER.
2. DRIVEWAY INSTALLATION. AS THE RAIN GARDEN DESIGN TREATS RUNOFF FROM THE PROPOSED DRIVEWAY AND 1/2 THE EXISTING GARAGE ROOF, EOR WILL INSPECT THE APPROPRIATE SECTION OF DRIVEWAY INSTALLATION TO VERIFY GRADES MEET DESIGN SPECIFICATIONS.
3. GRADING. EOR WILL VISUALLY INSPECT SUBGRADE SOILS PRIOR TO ADDITION OF FINAL TOPSOIL LAYER TO VERIFY SUBSOILS WERE NOT DAMAGED OR DISTURBED TO THE POINT THEIR FUTURE FUNCTIONALITY MAY BE COMPROMISED. AFTER FINAL GRADES ARE ESTABLISHED WITH TOPSOIL LAYER ADDITION, EOR WILL INSPECT TO VERIFY GRADES AND SOILS MEET APPROVED RAIN GARDEN DESIGN FUNCTIONALITY.
4. PLANTINGS. EOR WILL VISUALLY INSPECT PLANTINGS TO VERIFY PLANTS ARE SUFFICIENTLY ESTABLISHED FOR SELF-PROPOGATION. EOR WILL THEN COMPLETE A CONSTRUCTION VERIFICATION DOCUMENT FOR SUBMITTAL TO AND REVIEW BY CITY OF PEWAUKEE STAFF. AFTER CONSTRUCTION VERIFICATION IS ACCEPTED BY CITY OF PEWAUKEE STAFF, AN ADDENDUM TO THE DECLARATION OF RESTRICTIONS SHALL BE RECORDED BY THE SITE OWNER AT THE WAUKESHA COUNTY REGISTER OF DEEDS OFFICE. THE ADDENDUM MAY INCLUDE ADDITIONAL EXHIBITS, SUCH AS THE EOR VERIFICATION FORM AND/OR SYSTEM AS-BUILT PLANS. CITY OF PEWAUKEE MAY REQUIRE FUTURE CHANGES TO THIS DECLARATION OF RESTRICTIONS IF PLAN MODIFICATIONS ARE PROPOSED, REVIEWED AND APPROVED BY SAID STAFF.

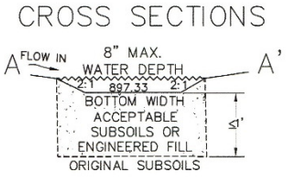
RAIN GARDEN SYSTEM MAINTENANCE NOTES:

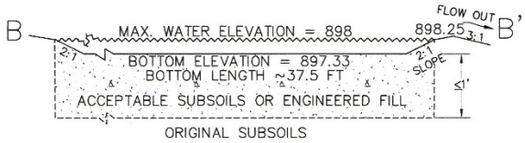
1. SURFICIAL +/-1 FOOT OF RAIN GARDEN SOILS SHALL BE CHECKED TO ENSURE MINIMUM ALLOWABLE INFILTRATION RATES ARE ACHIEVABLE. SUBSOILS WITH SANDY LOAM POROSITY OR BETTER ARE RECOMMENDED TO ENSURE 100% RETAINED RUNOFF INFILTRATION WITHIN A MAXIMUM 48 HOUR PERIOD. IF NATIVE SUBSOILS DO NOT MEET RECOMMENDATIONS, SUBSOILS WILL BE AMENDED WITH CLEAN SANDS AND ORGANIC MATTER TO INCREASE SUBSEQUENT SOIL POROSITY. AMENDED RAIN GARDEN SOIL SHOULD HAVE RATIOS APPROXIMATING 30% NATIVE SOILS, 35% WELL-GRADED CLEAN SAND, AND 35% ORGANIC MATERIAL. AN ALTERNATIVE OPTION IS TO REPLACE THE ENTIRE SURFICIAL +/-1' OF NATIVE SOIL WITH LOAMY SAND TOPPED WITH 0.33' OF ORGANIC SANDY LOAM.
2. TO PREVENT RAIN GARDEN SOILS FROM BECOMING CLOGGED WITH FINE SOIL PARTICLES DURING CONSTRUCTION ACTIVITIES, SCHEDULE RAIN GARDEN CONSTRUCTION TO BE PART OF FINAL LANDSCAPING ACTIVITIES COMPLETED.
3. RAIN GARDEN PLANTS MUST BE WELL WATERED UNTIL FULLY ESTABLISHED. TO PREVENT WEED PROPAGATION EVEN AFTER PLANTINGS ARE WELL ESTABLISHED, PERIODIC WATERING SHOULD BE CONDUCTED WHENEVER PLANTS APPEAR TO BE WILTING OR OTHERWISE APPEAR WATER-STRESSED.
4. RAIN GARDEN INSPECTIONS OF RAIN GARDEN CONDITION AND PERFORMANCE MUST BE COMPLETED BY SITE OWNER ONE (1) YEAR AFTER INSTALLATION, THREE (3) YEARS AFTER INSTALLATION, AND EVERY FIVE (5) YEARS THEREAFTER. AFTER EACH REQUIRED INSPECTION, SITE OWNER OR AGENT MUST SUBMIT AN INSPECTION REPORT TO WAUKESHA COUNTY DEPARTMENT OF PARKS & LAND USE, INCLUDING A COMPLETED WAUKESHA COUNTY RAIN GARDEN INSPECTION CHECKLIST. INSPECTION REPORT SHALL ALSO INCLUDE PHOTOGRAPHS AND A DETAILED ASSESSMENT OF RAIN GARDEN SYSTEM CONDITION. IF APPROPRIATE, ALSO INCLUDE IN INSPECTION REPORT A DESCRIPTION OF PLANNED REMEDIAL ACTIVITIES TO ENSURE RAIN GARDEN SYSTEM CONFORMS SUBSTANTIALLY TO APPROVED PLAN REQUIREMENTS.
5. IT IS RECOMMENDED SITE OWNER ALSO CHECK RAIN GARDEN CONDITIONS QUARTERLY TO VERIFY SYSTEM HAS NOT BEEN CLOGGED BY DEBRIS NOR DOES IT DISCHARGE RUNOFF DURING RAINFALL EVENTS OF 0.5 IN/HR OR LESS. ANY OBSERVED SYSTEM DEFICIENCIES MUST IMMEDIATELY BE CORRECTED AND/OR REPAIRED.
6. SITE OWNER IS RESPONSIBLE FOR COMPLETING ANY REPAIRS AND MAINTENANCE NEEDED OR AS ORDERED BY THE CITY OF PEWAUKEE TO ENSURE PROPER CONTINUED FUNCTION OF THE RAIN GARDEN SYSTEM.

RAIN GARDEN SYSTEM DESIGN NOTES:

1. THE PROPOSED DESIGN FOR TOTAL IMPERVIOUS SURFACE AREA ("ISA") EXCEEDS THE ALLOWABLE TOTAL ISA BY ~611.5 S.F. THE 2-YEAR, 24-HOUR STORM EVENT WILL PRODUCE 2.69 INCHES OF WATER. ASSUMING 100% OF THE RAINFALL WILL RUN OFF THE ISA, THE TREATMENT VOLUME OF THE RUNOFF IS 611.5 S.F. * 2.69 IN/(12 IN/FT) = ~137 C.F.
2. THE PROPOSED AND EXISTING ISA TO BE TREATED IS 490 S.F. DRIVEWAY + 267 S.F. DETACHED GARAGE = 757 S.F., WHICH EXCEEDS THE MINIMUM REQUIRED TREATMENT AREA OF 611.5 S.F. THE AMOUNT OF RUNOFF GENERATED FROM THE ISA TO BE TREATED IS ASSUMED TO BE 100% OF THE RAINFALL ON THESE ISA, WHICH IS 757 S.F. * 2.69 IN/(12 IN/FT) = ~169.7 C.F.
3. THE RAIN GARDEN DIMENSIONS PROVIDE AN AVAILABLE STORAGE VOLUME CAPACITY OF 266 S.F. * 0.67 FT. = ~178 C.F.; WHICH EXCEEDS THE RUNOFF VOLUME REQUIRED TO BE TREATED.

CROSS SECTIONS





WISCONSIN
MARK D. AUGUSTINE
E-31414
WAUKESHA
PROFESSIONAL ENGINEER
07 OCT 2024

PROJECT # 4015.00

For a full-sized version of this figure, please see non-recorded document at City of Pewaukee

Figure 2

MAINTENANCE PLAN

LANDMARK
ENGINEERING SCIENCES, INC.
119 COOLIDGE AVE., SUITE 100
WAUKESHA, WI 53186
(414) 719-2769
landmark-engineering@live.com
ENGINEER:
MARK AUGUSTINE, PE

DESIGN FOR:
ASPEN HOMES, INC.
325 OAKTON AVENUE, SUITE 202
PEWAUKEE, WI 53072

PROPERTY:
WILLIAM REDMOND JR. SITE
N37W26697 KOPMEIER DRVE
PEWAUKEE, WI 53072

Narrative. This exhibit explains the basic function of the storm water practice listed in Exhibit B and prescribes the minimum maintenance requirements to remain compliant with this Agreement. The maintenance activities listed below are aimed to ensure these practices continue serving their intended functions in perpetuity. The list of activities indicates the minimum type of maintenance that can be expected for this particular site. Any failure of a storm water practice that is caused by a lack of maintenance will subject the Owner(s) to enforcement of the provisions listed on page 1 of this Agreement by the City of Pewaukee.

Treated Impervious Surface System. The Owner, or their agents, or the subsequent owner of the property shall fully comply with the treated impervious surface (the "TIS") System Plan with a Long-Term Maintenance Schedule, Exhibit A, Exhibit B, and Exhibit C, prepared by Landmark Engineering Services, Inc. (henceforth referred to as the "Plans"). The owner shall comply with the details, specifications, and notes on the Plans. Full-size copies of the Plans are also located in the office of the City of Pewaukee Planning and Zoning Department. If modifications to the Plans are required, review and approval of such modifications are required by the staff at the City of Pewaukee.

Minimum Maintenance Requirements. To ensure the proper function of the rain garden, the following list of maintenance activities are recommended:

1. A minimum of 70% soil cover made up of native grasses, sedges, or forbs must be maintained on the rain garden bottom to ensure infiltration rates. Periodic burning or mowing is recommended to enhance establishment of the prairie plants (which may take 2-3 years) and maintain the minimum native cover. To reduce competition from cool season grasses (bluegrass, fescues, quack, etc.) and other weeds:
    a. For the first year, cut to a 6" height three times – once each in June, July and early August. To prevent damage to the native plants, do not mowed below a 6" height. Remove excessive accumulation of clippings to avoid smothering next year's seedlings.
    b. After the first year, mowing may only be needed in early June each year to help control the spread of cool season plants. The mowing should also be raised to 10-12" to avoid damage to the warm season plants.
    c. Burning may also be used to manage weeds in 2-5 years intervals. Late spring burns (late April – early May) provide maximum stimulus to warm season plants and work well to control cool season grasses. Burn when the cool season grasses are growing and the warm season plants are just barely starting to grow to get maximum control of cool season species.
    d. Any major bare areas or areas taken over by nonnative species must be replanted. To clear area of weeds and cool season grasses, treat with an herbicide that contains glysophosphate in accordance with manufacture's instructions. Plant with plugs of loamy soil, full sun exposure preference native species (see list on Exhibit B). Cover with a light layer of mulch and newspaper.
2. Invasive plant and animal species shall be managed in compliance with Wisconsin Administrative Code Chapter NR 40. This may require eradication of invasive species in some cases.
3. The rain garden and all components (grass swales, infalls, outfalls, etc.) should be inspected after each heavy rain, but at a minimum of once per year. If the rain garden is not draining properly (within 72 hours), further inspection may be required by persons with expertise in storm water management and/or soils.
    a. If soil testing shows that the soil surface has become crusted, sealed or compacted, some deep tillage should be performed, loosening the soil and improving infiltration rates. Tilling may be performed manually or with a mini-excavator. Minimize disturbance of established vegetation.
    b. If sedimentation is determined to be causing the failure, the accumulated sediment must be removed and the area replanted in accordance with the notes above.
    c. If inspection of the rain garden shows that groundwater is regularly near the surface, additional design features may need to be considered, such as subsurface drainage or conversion to a wetland treatment system.
4. Any eroding areas must be repaired immediately to prevent premature sediment build-up in the rain garden. Erosion matting is recommended for repairing grassed areas.
5. Heavy equipment and vehicles must be kept off of the bottom and side slopes of rain gardens to prevent soil compaction. Soil compaction will reduce infiltration rates and may cause failure of the garden, resulting in ponding and possible growth of wetland plants.
6. No trees are to be planted or allowed to grow on the earthen berms or the bottom of the rain garden. On the berms, tree root systems can reduce soil compaction and cause berm failure. On the rain garden bottom, trees may shade out the native grasses. The rain garden must be inspected annually and any woody vegetation removed.
7. Grass swales leading to the rain garden shall be preserved to allow free flowing of surface runoff in accordance with approved grading plans. No buildings or other structures are allowed in these areas. No grading or filling is allowed that may interrupt flows in any way.
8. No grading or filling of the rain garden or berms other than for sediment removal is allowed.
9. Periodic mowing the grass swales will encourage rigorous grass cover and allow better erosion inspections.
10. Any other repair or maintenance needed to ensure the continued function of the rain garden as ordered by the City of Pewaukee under the provisions listed on page 1 of this Agreement.

Addendums to Restrictions. The Engineer of Record (EOR) for the TIS system design must conduct system inspections during construction, then prepare a verification of the system's construction. After construction verification has been accepted by City of Pewaukee staff for the TIS system, an addendum to this Declaration of Restrictions shall be recorded by the Owner. The addendum may include several additional exhibits, including the construction verification letter and/or as-built plans of the TIS system. City of Pewaukee may require future changes to this Declaration of Restrictions if modifications to the Plans are proposed, reviewed and approved by City of Pewaukee staff.

WISCONSIN
MARK D. AUGUSTINE
E-39414
WAUKESHA
WI
PROFESSIONAL ENGINEER
01 OCT 2024

PROJECT # 4015.00

For a full-sized version of this figure, please see non-recorded document at City of Pewaukee

Exhibit C
Copy of Approved Meeting Minutes from City of Pewaukee Plan Commission

CITY OF PEWAUKEE
PLAN COMMISSION AGENDA ITEM 4.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding a Recommendation to the Common Council for a Comprehensive Master Plan Amendment to Change the Year 2050 Land Use/Transportation Plan Use Designation for the City of Pewaukee for Shorepoint Church for Property Located on the Southwest Corner of Duplainville Road and Capitol Drive From Medium Density Residential (6,500 Sq. Ft. - 1/2 AC./D.U.) and Floodplains, Lowland and Upland Conservancy, and Other Natural Areas to Government/Institutional and Floodplains, Lowland and Upland Conservancy, and Other Natural Areas (PWC 0912983, PWC 0912984, PWC 0912985)

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Shorepoint Church staff report 9.19.24

Shorepoint Church project narrative

Shorepoint Church comp plan exhibit

Office of the Planner & Community Development Director
W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770 Fax (262) 691-1798
fuchs@pewaukee.wi.us

REPORT TO THE PLAN COMMISSION

Meeting of September 19, 2024

Date: September 13, 2024

Project Name: Comprehensive Master Plan Amendment, Rezoning, Certified Survey Map, and Site & Building Plan Review Application

Project Address/Tax Key No.: Not Assigned/PWC 0912983, W223N3481 Duplainville Road/PWC 0912984, and N34W22407 Capitol Drive/PWC 0912985

Applicant: Pastor Brian Engl, Shorepoint City Church, Inc.

Property Owner: Duplainville LLC (PWC 0912983), Shorepoint City Church Inc. (PWC 0912984), and Oscar E. Picado Diaz (PWC 0912985)

Current Zoning: Rs-1 Single Family Residential (PWC 0912983 & 0912985) and B-3 General Business District (PWC 0912984)

2050 Land Use Map Designation: Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.) and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas

Use of Surrounding Properties: Capitol Drive and Two-Family Residential to the north, Quad Graphics to the south, M-1 District properties to the east, and agricultural land to the west.

Introduction

Shorepoint City Church, Inc. has filed applications for a Comprehensive Master Plan Amendment, Rezoning, Certified Survey Map, and Site & Building Plan Review. This submission follows the Conceptual Review Application, which was reviewed at the March 21, 2024, Plan Commission meeting.

At that meeting, much of the discussion revolved around traffic concerns and the potential access to Duplainville Road. Several members also commented on a preference for these properties to remain with their current land use plan designation of Medium Density Residential.

Project Description/Analysis

The proposed church use and development utilizes three existing properties located at the southwest corner of Capitol Drive and Duplainville Road. The three properties consist of an old vacant residential home, a single-family home, and vacant land. The applicant would raze all existing structures.

Comprehensive Master Plan Amendment

To accommodate the proposed development and rezoning, the applicant is requesting that the properties bearing Tax Key Nos. 0912984 and 0912985 are changed from Medium Density Residential to Governmental/Institutional and the property bearing Tax Key No. 0912983 is changed from Medium Density Residential and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas to Governmental/Institutional and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas.

Note the boundary of the Floodplains, Lowland, & Upland Conservancy and Other Natural Areas designation will follow the remaining wooded area located on the southern portion of the site.

The request to change the land use designation to Governmental/Institutional is consistent with the concurrent rezoning request described below.

Rezoning

The subject properties are currently zoned Rs-1 Single Family Residential (PWC 0912983 & 0912985) and B-3 General Business District (PWC 0912984). The applicant is requesting to change the zoning of all three properties to the I-1 Institutional District and UC Upland Conservancy District. The UC District will match the boundary of the Floodplains, Lowland, & Upland Conservancy and Other Natural Areas designation noted above.

Note a church is a Permitted Use in the I-1 District.

Certified Survey Map

The Certified Survey Map Application combines the three existing properties into a single lot. The total area of Lot 1 is 10.814 acres. The combined parcel conforms to the minimum lot size of 2-acres and minimum lot width of 200-feet of the I-1 District.

The applicant will need to revise the signature lines of the CSM to include Colleen Brown as the Plan Commission Secretary for the Plan Commission Approval signature line and Kelly Tarczewski, City Clerk for the Common Council Approval signature line.

Site & Building Plans

The building has an area of approximately 27,745 square feet and includes a 600-capacity worship space, office space, a 1,350 square foot multi-purpose room with a stage, and classrooms. The plans provided illustrate the building location, exterior parking areas, landscaping, lighting, and storm water management facilities. A retaining wall is also shown to the south of the building and parking lot, which has a maximum height of about 12 feet and an average height of about 6 to 8 feet.

Any dumpster enclosure kept onsite shall have its location and materials reviewed and approved by the City Planner.

Access

The site plan includes a driveway extending through the north end of the site connecting a Duplainville Road access point and a Capitol Drive access location. The Wisconsin Department of Transportation (WisDOT) has indicated that one right-in/right-out access location that is located a minimum of 450 feet from the center line of Duplainville Road will be allowed on Capitol Drive. *Staff recommends that the applicant provide a revised site plan, for Engineering Department review and approval, that shifts the Duplainville Road access location further south on the property*.

The applicant has also provided an exhibit that illustrates a future access location onto Capitol Drive, which is located on the property to the west and across from Wethersfield Road. *Staff recommends that the future cross-access location shall be provided and constructed upon availability and development*

of the property to the west along with the removal of the existing access to Capitol Drive as well as the abandonment of the Duplainville Road access.

Traffic

As noted above, the site is proposed to be accessible from both Capitol Drive and Duplainville Road. Traffic exiting onto Capitol Drive must turn right and head east. If a car wishes to travel west on Capitol Drive, a U-turn is needed at Springdale Road. During the Conceptual Review, staff expressed traffic concerns with this in consideration of the traffic on Capitol Drive, particularly Spring Creek Church traffic, which likely has similar peak traffic times.

A Traffic Impact Analysis is currently under review by WisDOT. The applicant hopes to be able to provide WisDOT review comments prior to the September 19th meeting. If any action is taken by the Plan Commission, staff recommend including a condition that *all improvements as required by WisDOT in accordance with the Traffic Impact Analysis be completed prior to occupancy.*

Parking

The Zoning Ordinance suggests a minimum parking ratio of one space for each two seats. In addition, one space for each two employees for school use.

The 600-seat worship space requires 300 parking spaces. Staff would not recommend additional parking for the classrooms as the classrooms are primarily utilized at different times than the worship space. With a large amount of parking already proposed, staff generally prefer areas of the site be designated as future parking and only improved if necessary.

Natural Resources

In review of aerials and the DNR Surface Water Data Viewer, no wetlands exist onsite and only a small portion of the northwest corner of the site shows hydric soils. The southern portion of the site is wooded, and the site is steeply sloped. Moreover, no portion of the site is identified as a SEWRPC environmental corridor, and no floodplain is located on the property.

The applicant has agreed to preserve and zone the wooded area of the site to UC Upland Conservancy, which provides protection and limited allowed uses for that portion of the property.

Landscaping

The Landscape Plan includes 37 deciduous trees, 41 evergreens, 35 decorative trees, and 272 shrubs. The applicant has addressed staff comments and there are no objections to the proposed landscape plan.

It can also be noted that the site complies with the City's requirement of maintaining a minimum of 40% greenspace onsite.

Lighting

A Lighting Plan, including a photometric plan, has been provided illustrating exterior light poles throughout the site. The light poles and fixtures are noted to not exceed 20-feet in height, in conformance with City standards. Staff have no objections to the proposed Lighting Plan.

I-1 District

The proposed uses are permitted under the I-1 District. The I-1 District development standards also appear to be met with this development.

Architecture
The building primarily consists of precast panels and EIFS. The proposed building height is approximately 30-feet. The applicant is also proposing a 40-foot-tall cross that will extend about 10-feet above the roofline. *The applicant shall verify that the proposed height of the cross complies with height regulations of the Capitol Airport*.

Staff suggests that the south elevation be revised to include windows or other architectural features.

Recommendation

Staff does not object to the proposed use or land combination; however, staff continues to have concerns with access and traffic. A review of WisDOT comments and the final TIA is needed prior to making a recommendation.

Staff also recommends that the applicant pursue cross-access with the adjacent property owner for construction as part of this development, opposed to in the future.

September 9, 2024

City of Pewaukee
Attn: Nick Fuchs, Planner and Community Development Director
W240N3065 Pewaukee Road
Pewaukee, WI 53072 MN 5427

RE: Project Narrative Concerning Shorepoint Church

A. CONTACT INFORMATION:

Shorepoint Church Contact:
Pastor Brian Engl
PO Box 41
Pewaukee, WI 53072
brian@shorepoint.cc
262-444-3806

Vanman Architects and Builders Contact:
Angie Knodel, AIA
6701 West 23rd Street
St. Louis Park, MN 55426
angie@vanmanab.com
612-965-8570

B. LEGAL DESCRIPTION / SITE DATA:

The site is located at the corner of Capitol Drive and Duplainville Road. This consists of three separate properties to be combined as one.

PWC 0912983 (8.1878 Acres) Current Zoning is RS-1 Residential District

PWC 0912984 (1.2244 Acres) Current Zoning is B-3 General Business

PWD 0912985 (1.3061 Acres) Current Zoning is RS-1 Residential District

The church would like to combine the (3) properties to be one property and Re-Zone that property to be I-1 Urban Institutional District with a south portion of the property to be Re-Zoned Upland Conservancy.

C. HISTORY NARRATIVE:

Pastor Brian and his wife Bethany started Shorepoint Church in 2015, almost 20 years after God gave them a dream to plant a life-giving church in the Milwaukee area. Their heart is that everyone that walks through the doors of Shorepoint would find true community and a place to call home. They are currently holding services at Sharon Lynn Wilson Center for the Arts and with the current growth, they are ready to build their own building in Pewaukee.

D. PROPOSED PROJECT AND USES:

The proposed plan for Shorepoint Church is to construct a slab-on-grade building on the southwest corner of Capitol Drive and Duplainville Road. The building will be approximately 27,000 sf and will include a 600-seat worship space. As you enter the main entry a spacious lobby/fellowship space will provide an opportunity to enjoy a coffee or sit by the fireplace to connect with others before and/or after services. The building will include five classrooms, a bank of offices and a multi-purpose space for classes and meetings. Utility spaces including ADA toilets, storage and mechanical rooms will be included in this new building.

The building would be occupied primarily on Sunday Mornings, from 8 am to 1 pm. The building would also be used throughout the week for classes and events. Office hours would be kept during the week from 8 am to 5 pm.

E. BUILDING AESTHETICS:

The building exterior façade is shown in attached documents and will provide a welcoming, inviting entry with a large outdoor patio next to the main entry. The Worship Auditorium is intended to have parapet walls at approximately thirty feet tall while the adjacent classroom and lobby exterior walls will be approximately twenty-five feet tall. The office wing will have walls approximately twenty feet tall. Exterior materials are still being determined and anticipated to be glass and wood materials as well as precast concrete panels. The building will have a forty foot cross projecting above the roof line.

F. EXISTING SITE AND PARKING

The new site plan will accommodate 300 parking spaces and a drop-off at the main entry. In conversations with the City of Pewaukee we understand the concerns regarding access to and from this site.

After Church Traffic Loads
The Shorepoint Church community has a vibrant culture of fellowship and gathering following services enjoying coffee, donuts and conversation. After-services departures are currently more of a gradual stream of traffic rather than everyone leaving at about the same time.

Max Site Load and Supporting Future Growth
Shorepoint is planning to maximize its capacity at this site with the construction of this initial project. Shorepoint's plan for future growth is to launch additional locations in neighboring communities rather than expand the future capacity of this location by acquiring adjacent parcels. The only consideration of future expansion at this site is possibly the children's classrooms depending on needs. Shorepoint's model is to create a 600-seat worship auditorium, offer multiple services and then launch additional campus locations in adjacent communities as we continue to grow. Our strategy is to continue to foster the mid-sized community feel that comes with this size auditorium and replicate that in other locations rather than grow to a much larger main location.

Capitol Drive Access
In conversation with the Wisconsin Department of Transportation their only concern was that we move the access drive 50 feet to the west to create adequate space for an acceleration lane before reaching the Duplainville Road bridge. This has been accommodated in the plan we are submitting today. Our long-term objective is to move our Capitol Drive access point even farther to the west and connect to Wethersfield Road whenever the property to the west is developed.

Duplainville Access
We understand there is a moratorium for access to utilities in this road until the summer of 2026. We have listened to additional concerns and would like to work with the City to create a safe way to both allow fire and safety access and also mitigate concerns regarding cut-through traffic that may occur with this access. We have heard multiple options and are looking forward to working with the City to identify and select the best overall approach.

G. SHOREPOINTS GOALS AND VISION

Shorepoint has a heart to be in this community and will enhance this section of Capitol Drive. Since it began in 2015, Shorepoint has earned the reputation of being a positive presence both as a renter at the Wilson Center and as a member of the community. Shorepoint's involvement in local projects and events geared toward strengthening the community has been consistent and something they look forward to continuing in Pewaukee. Those projects include:

- Providing a place for connection and personal growth within our more than 55 different small groups that currently meet throughout the week in homes and convenient locations within our community.
- Providing a safe, drug and alcohol-free space for teenagers to build relationships and find a sense of community through organized gatherings and events.
- Providing marriage strengthening resources from pastoral counseling and seminars to small groups.
- Providing resources and direct support to help people struggling with addiction from pastoral counseling and appropriate referrals to small groups and courses offered.
- Providing resources and direct support for those in our community who are in a financial struggle through our benevolence program and Dave Ramsey's Financial Peace course.
- Providing resources and direct support for those involved in Foster Care through partnership with local and statewide non-profits.
- Providing a place for people to use their God-given gifts and abilities to serve others in a wide variety of ways. We currently have over 185 people actively serving in different capacities at and through the church.
- Three unique "Serve Weeks" throughout the year where countless hours are invested in local service initiatives within our community.

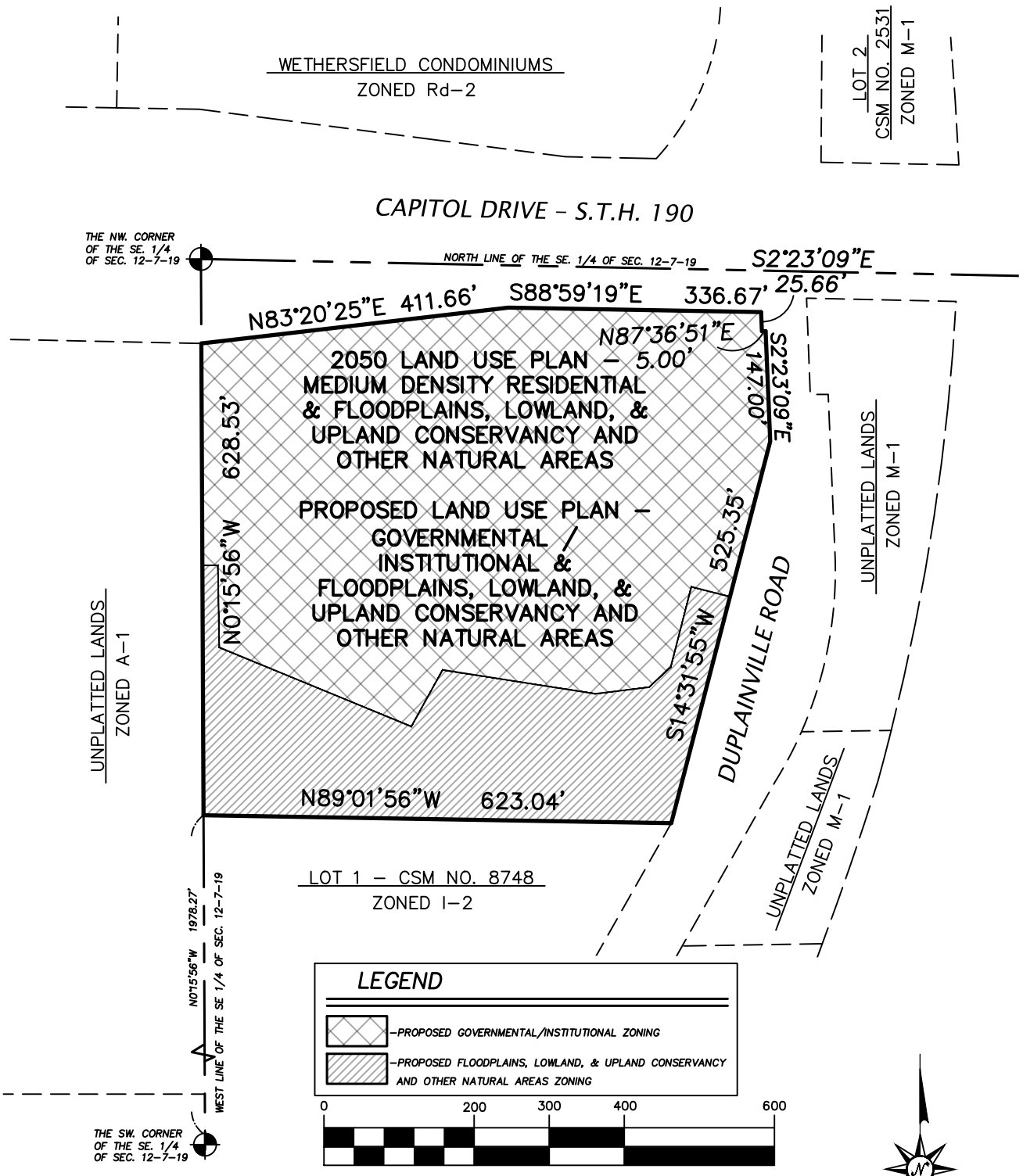
Studies have shown that greater connection to a faith community leads to healthier people in multiple categories. Healthier people lead to stronger communities. As Pewaukee grows in homes and commerce, Shorepoint sees this land as an opportunity to help Pewaukee grow in its options for a healthy faith community.

END OF NARRATIVE

COMPREHENSIVE MASTER PLAN - EXHIBIT

PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

DATED 8-15-2024



SCALE 1" = 200'

Bearing Reference:
All Bearings are referenced to the West line of the SE. 1/4 SEC. 12-7-19, which bears N0°15'56"W (NAD-83)

Prepared For:
Shorepoint Church

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

PROJECT NUMBER: 22074 - DRAFTED BY: PJI

CITY OF PEWAUKEE
PLAN COMMISSION AGENDA ITEM 5.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action for Shorepoint Church to Rezone Vacant Property Located at the Southwest Corner of Duplainville Road and Capitol Drive and Property Located at N34 W22407 Capitol Drive from Rs-1 Single-Family Residential to I-1 Urban Institutional, and to Rezone Property Located at W223 N3481 Duplainville Road from B-3 General Business to I-1 Urban Institutional for the Purpose of Constructing an Approximately 27,000 Square Foot Church (PWC 0912983, PWC 0912984, PWC 0912985) (Public Hearing held and closed at the 9/19/2024 Plan Commission meeting)

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

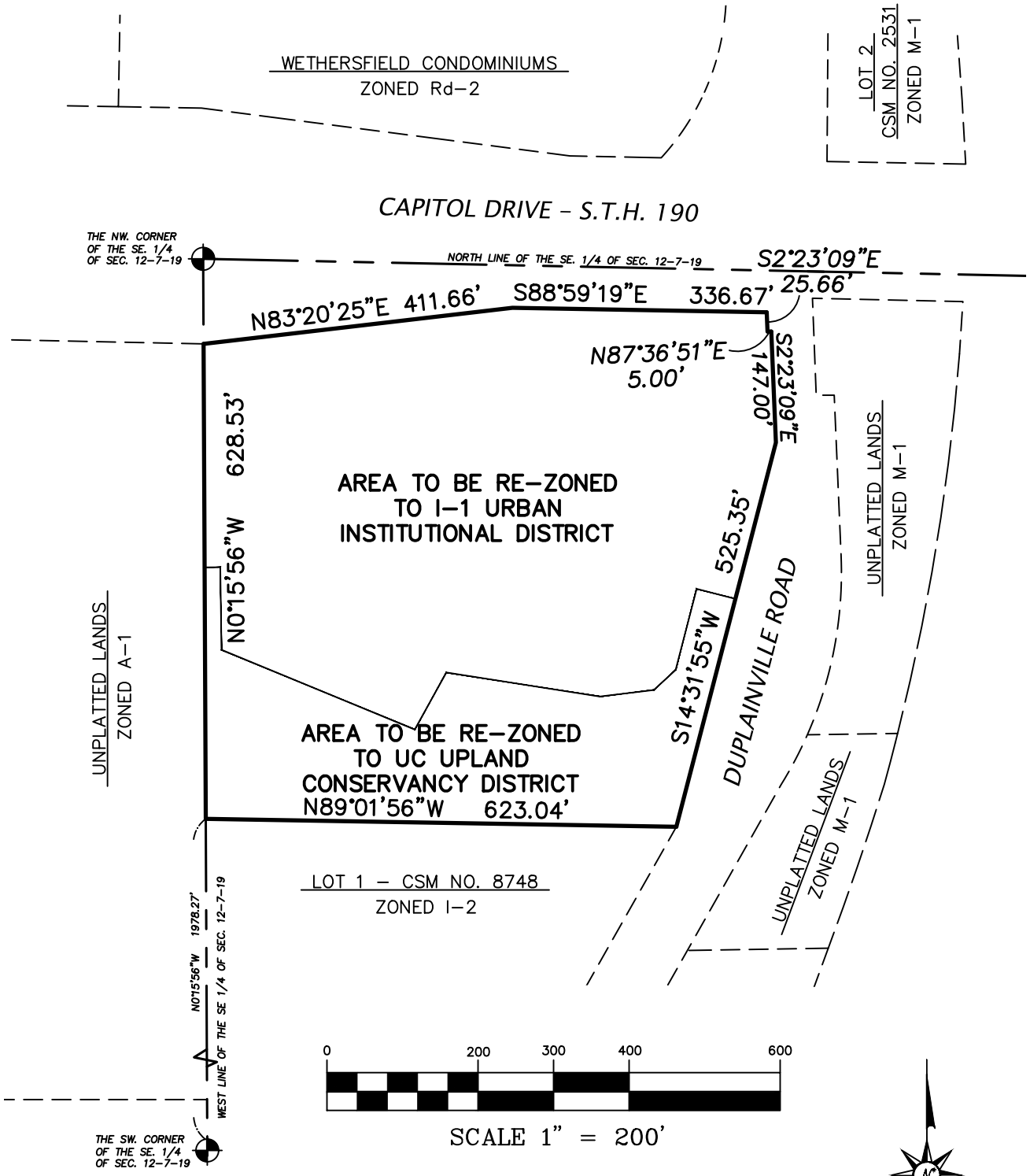
Description

Shorepoint Church rezoning exhibit

RE-ZONING - EXHIBIT

PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

DATED 8-15-2024



Bearing Reference:
All Bearings are referenced to the West line of the SE. 1/4 SEC. 12-7-19, which bears N0°15'56"W (NAD-83)

Prepared For:
Shorepoint Church

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

PROJECT NUMBER: 2024 DRAFTED BY: JGS

RE-ZONING - EXHIBIT

PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

LEGAL DESCRIPTION

All of Certified Survey Map No. 1295, and Lands, all being part of the Northwest 1/4 of the Southeast 1/4 of Section 12, Town 7 North, Range 19 East, in the City of Pewaukee, Waukesha County, Wisconsin, bounded and described as follows:

Commencing at the Southwest corner of the Southeast 1/4 of said Section 12; thence N0°15'56"W along the West line of said 1/4 Section, 1978.27 feet to the point of beginning of lands to be described; thence continuing N0°15'56"W along the West line of said 1/4 Section, 628.53 feet to a point in the South right of way line of Capitol Drive (S.T.H. 190); thence N83°20'25"E along said South right of way line, 411.66 feet; thence S88°59'19"E along said South right of way line, 336.67 feet to a point in the Westerly right of way of Duplainville Road, said point also being the Northeasterly corner of Certified Survey Map (CSM) No. 1295, thence S2°23'09"E along said Westerly right of way line and the Easterly line of said CSM, 25.66 feet; thence N87°36'51"E along said Westerly right of way line and the Easterly line of said CSM, 5.00 feet, thence S2°23'09"E along said Westerly right of way line and the Easterly line of said CSM, 147.00 feet to a point; thence S14°31'55"W along said Westerly right of way line and the Easterly line of said CSM, 525.35 feet, thence N89°01'56"W, 623.04 feet to the point of beginning.

Said lands containing 10.814 acres of land, more or less.

DATED 8-15-2024

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

Prepared For:
Shorepoint Church

PROJECT NUMBER: 22074 | DRAFTED BY: JGS

CITY OF PEWAUKEE
PLAN COMMISSION AGENDA ITEM 6.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding a Certified Survey Map for Shorepoint Church for Property Located at the Southwest Corner of Duplainville Road and Capitol Drive for the Purpose of Combining Three Existing Parcels in Order to Construct an Approximately 27,000 Square Foot Church (PWC 0912983, PWC 0912984, PWC 0912985)

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Shorepoint Church CSM

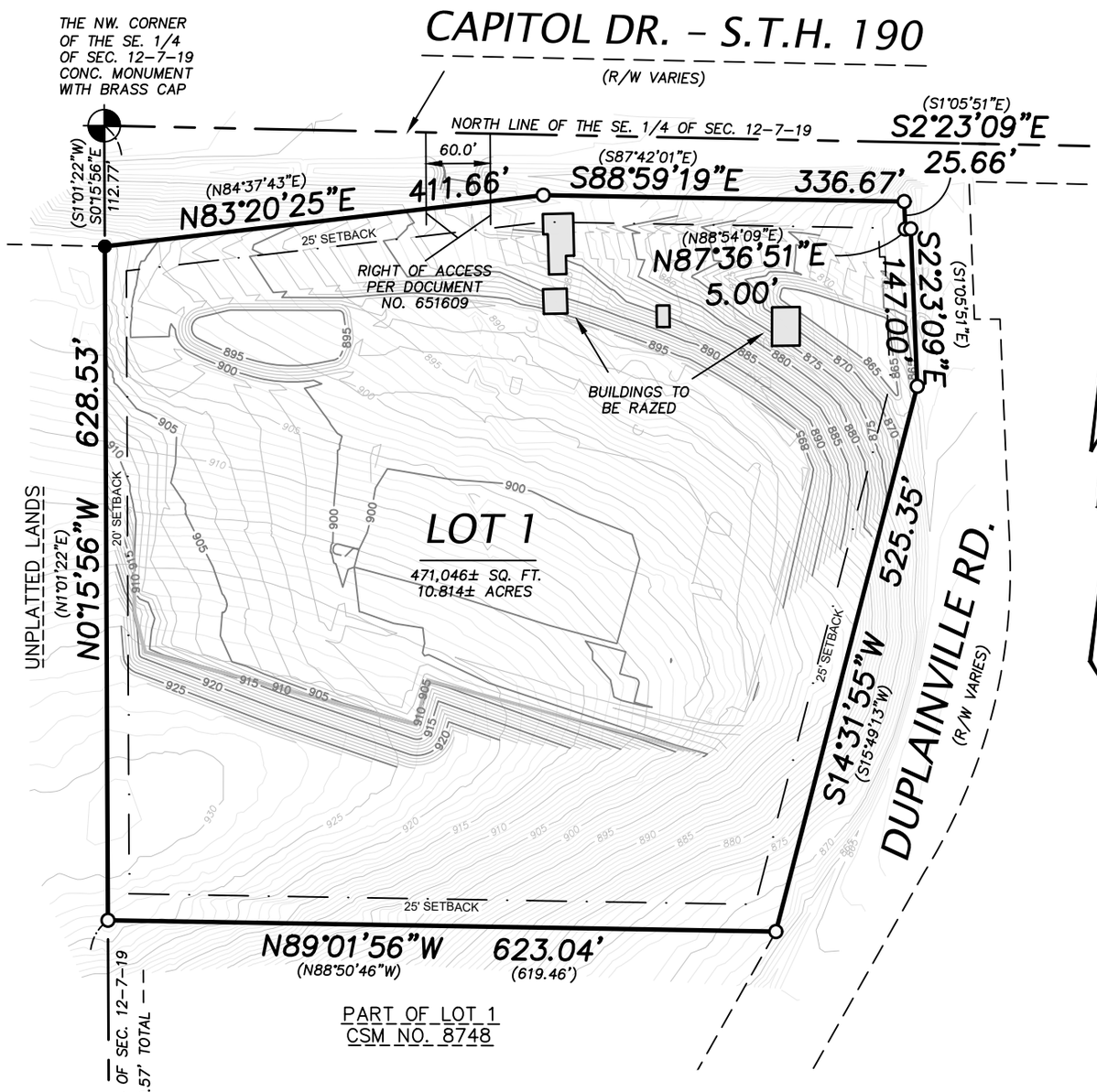
CERTIFIED SURVEY MAP NO. _____

ALL OF CERTIFIED SURVEY MAP NO. 1295, AND LANDS, ALL BEING PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWN 7 NORTH, RANGE 19 EAST, IN THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

0 150 225 300 450

SCALE 1" = 150'

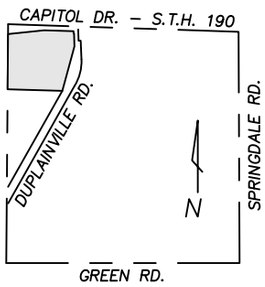
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LEGEND

- O–DENOTES 1.315"X18" STEEL PIPE WEIGHING 1.13 LBS. PER LINEAL FOOT (SET)
- ● –DENOTES STEEL PIPE (FOUND)
- ( ) –DENOTES ALSO RECORDED AS

ALL BEARINGS REFERENCED TO GRID NORTH OF THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (WEST LINE OF THE SE. 1/4 OF SECTION 12–7–19 WHICH BEARS N0°15'56"W) DATUM NAD–83



LOCATION MAP

SOUTHEAST 1/4 SEC. 12–7–19
(SCALE 1"=2000')

OWNER :
SHOREPOINT CHURCH
c/o BRIAN ENGEL
19900 RIVER ROAD
BROOKFIELD, WI 53005

THIS INSTRUMENT DRAFTED BY JAMES G. SCHNEIDER

SHEET 1 OF 5 SHEETS

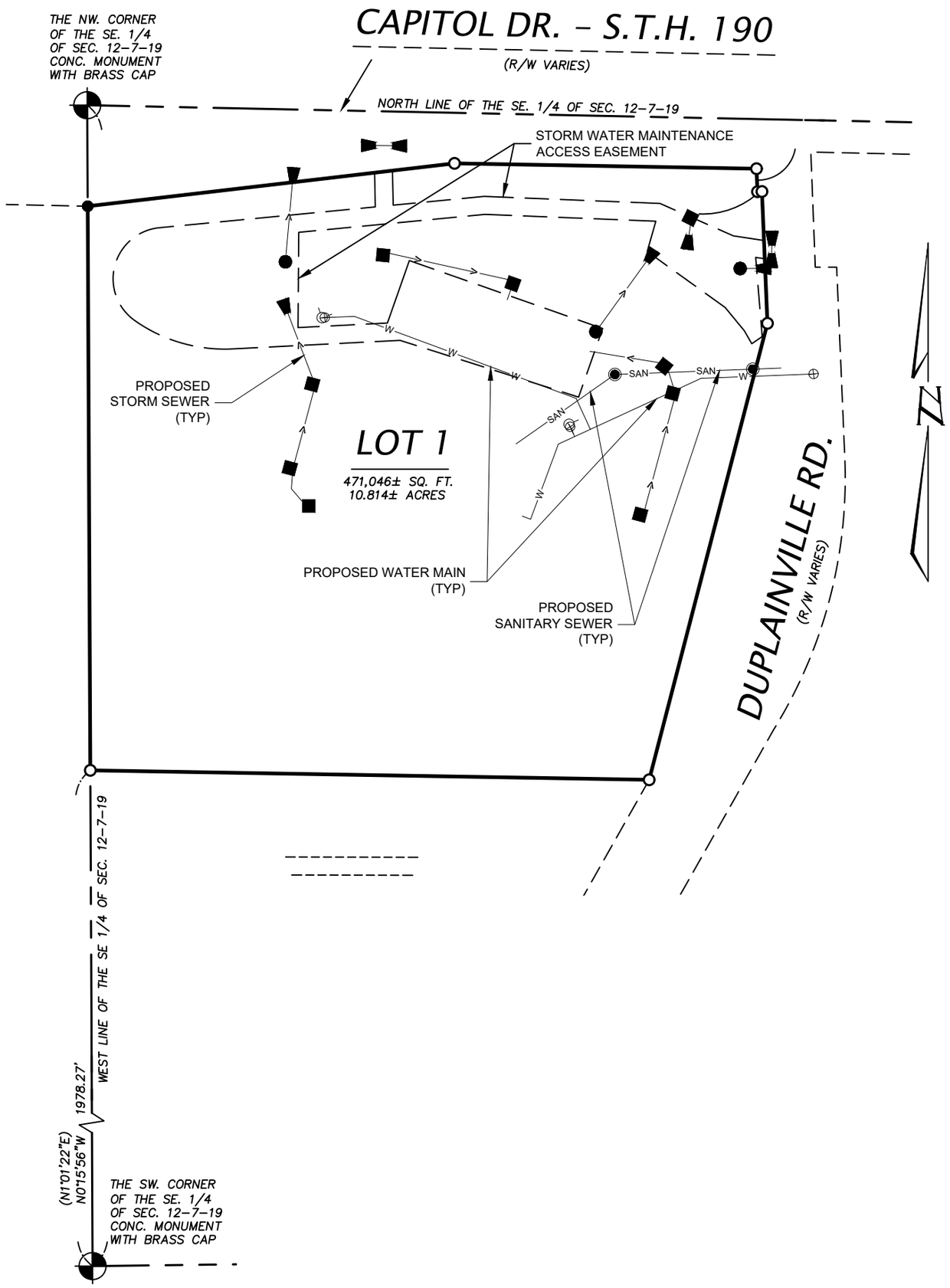
CERTIFIED SURVEY MAP NO. _____

ALL OF CERTIFIED SURVEY MAP NO. 1295, AND LANDS, ALL BEING PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWN 7 NORTH, RANGE 19 EAST, IN THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

0 150 225 300 450

SCALE 1" = 150'

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Fax: 414-643-4210



THIS INSTRUMENT DRAFTED BY JAMES G. SCHNEIDER

SHEET 2 OF 5 SHEETS

CERTIFIED SURVEY MAP NO. _____

ALL OF CERTIFIED SURVEY MAP NO. 1295, AND LANDS, ALL BEING PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWN 7 NORTH, RANGE 19 EAST, IN THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, James G. Schneider, Professional Land Surveyor, do hereby certify:

THAT I have surveyed, divided and mapped the following parcel of land:

All of Certified Survey Map No. 1295, and Lands, all being part of the Northwest 1/4 of the Southeast 1/4 of Section 12, Town 7 North, Range 19 East, in the City of Pewaukee, Waukesha County, Wisconsin, bounded and described as follows:

Commencing at the Southwest corner of the Southeast 1/4 of said Section 12; thence N0º15'56"W along the West line of said 1/4 Section, 1978.27 feet to the point of beginning of lands to be described; thence continuing N0º15'56"W along the West line of said 1/4 Section, 628.53 feet to a point in the South right of way line of Capitol Drive (S.T.H. 190); thence N83º20'25"E along said South right of way line, 411.66 feet; thence S88º59'19"E along said South right of way line, 336.67 feet to a point in the Westerly right of way of Duplainville Road, said point also being the Northeasterly corner of Certified Survey Map (CSM) No. 1295, thence S2º23'09"E along said Westerly right of way line and the Easterly line of said CSM, 25.66 feet; thence N87º36'51"E along said Westerly right of way line and the Easterly line of said CSM, 5.00 feet, thence S2º23'09"E along said Westerly right of way line and the Easterly line of said CSM, 147.00 feet to a point; thence S14º31'55"W along said Westerly right of way line and the Easterly line of said CSM, 525.35 feet, thence N89º01'56"W, 623.04 feet to the point of beginning.

Said lands containing 10.814 acres of land, more or less.

That I have made such survey, land division, and plat at the direction of Shorepoint Church, OWNER of said lands.

That such map is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

That I have complied with Chapter 236.34 of the Wisconsin Statutes and the Regulations of the City of Pewaukee in surveying, dividing, and mapping the same.

_____

James G. Schneider S-2127

This instrument was drafted by James G. Schneider

CERTIFIED SURVEY MAP NO. _____

ALL OF CERTIFIED SURVEY MAP NO. 1295, AND LANDS, ALL BEING PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWN 7 NORTH, RANGE 19 EAST, IN THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

CORPORATE OWNER'S CERTIFICATE

I, Brian Engel (Pastor) of Shorepoint Church, OWNER, do hereby certify: THAT, I have caused the lands described in the foregoing certificate of James G. Schneider, Surveyor, to be surveyed, divided, and mapped.

WITNESS the hand and seal of said OWNERS on this _____ day of _____, 20___.

_____ _____

Witness Brian Engel (Pastor)

STATE OF WISCONSIN)
WAUKESHA COUNTY)ss

PERSONALLY came before me on this _____ day of _____, 20__ the above named Brian Engel (Pastor) to me known to be the person who executed the foregoing certificate and acknowledged the same.

_____ My Commission expires _____

Notary Public

This instrument was drafted by James G. Schneider

CERTIFIED SURVEY MAP NO. _____

ALL OF CERTIFIED SURVEY MAP NO. 1295, AND LANDS, ALL BEING PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWN 7 NORTH, RANGE 19 EAST, IN THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

CITY OF PEWAUKEE PLAN COMMISSION APPROVAL

APPROVED by the City of Pewaukee Plan Commission on this _____ day of _____ 20____.

_____ _____

Steve Bierce, Chairman Date

_____ _____

Ami Hurd, Deputy Clerk Date

COMMON COUNCIL CERTIFICATE OF APPROVAL

I certify that this Certified Survey Map was approved under Resolution File No._____ _____, adopted by the Common Council of the City of Pewaukee on _____ _____, and is hereby approved.

_____ _____

Steve Bierce, Village President Date

_____ _____

Ami Hurd, Deputy Clerk Date

This instrument was drafted by James G. Schneider

CITY OF PEWAUKEE
PLAN COMMISSION AGENDA ITEM 7.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding the Site and Building Plans for Shorepoint Church for Property Located at the Southwest Corner of Duplainville Road and Capitol Drive for the Purpose of Constructing an Approximately 27,000 Square Foot Church (PWC 0912983, PWC 0912984, PWC 0912985)

BACKGROUND:

FINANCIAL IMPACT:

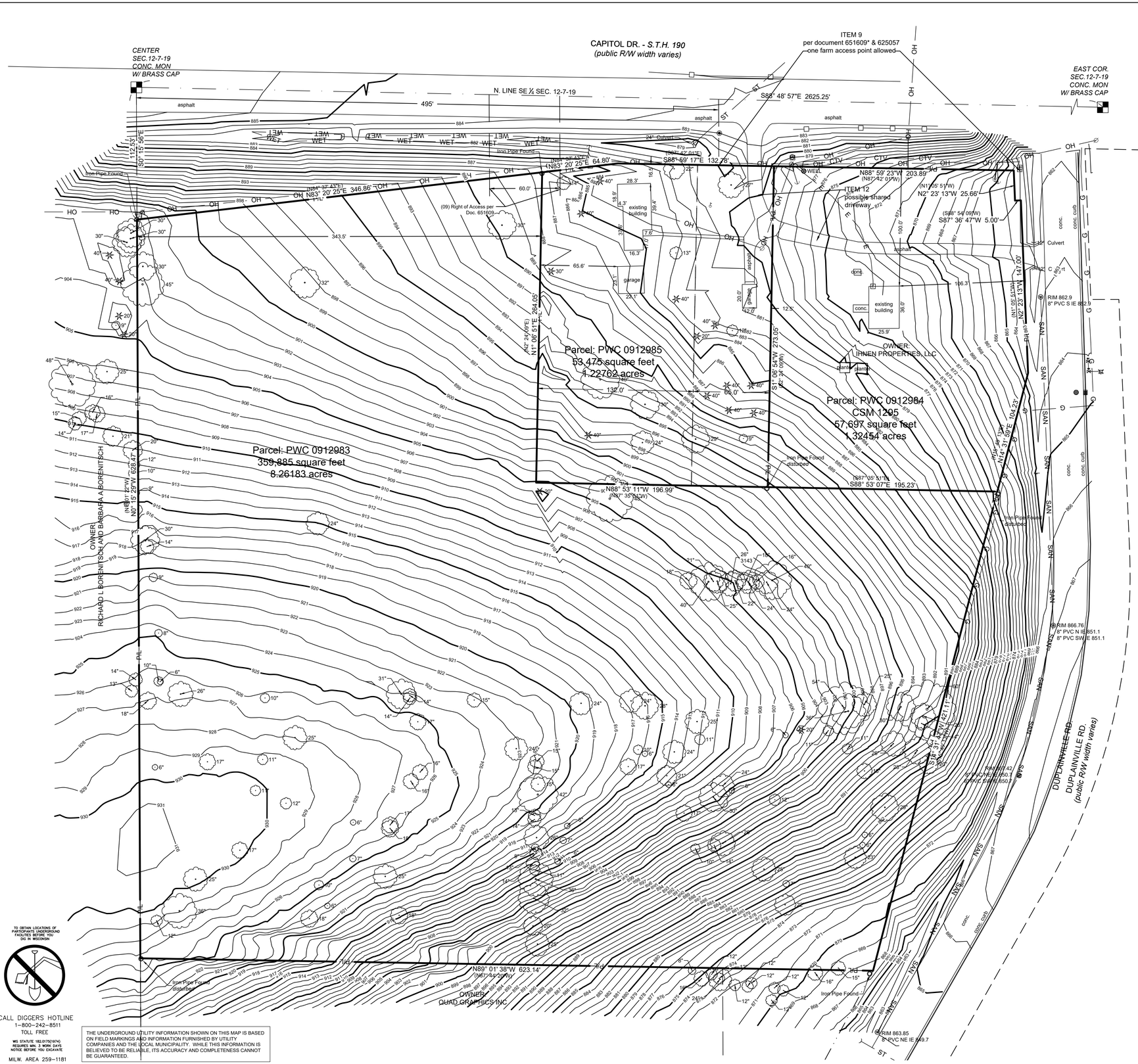
RECOMMENDED MOTION:

ATTACHMENTS:

Description

Shorepoint Church civil engineering
Shorepoint Church architectural plans & elevations
Shorepoint Church lighting plan
Shorepoint Church landscape plans
Shorepoint Church traffic study
Shorepoint Church traffic study WisDOT review
Shorepoint Church FAA determination
Shorepoint Church Capitol Drive turn lane & Duplainville shift
Shorepoint Church future access exhibit
Shorepoint Church area churches exhibit

2024.09.05



LEGEND:

	SECTION 1/4 SECTION LINE
	PROPERTY LINE
	EASEMENT
X X	CHAIN LINK FENCE
	GUARD RAIL
	METAL FENCE
	WOOD FENCE
	TREE LINE
OH	OVERHEAD UTILITY LINE
E	ELECTRIC
T	TELEPHONE
FO	FIBER OPTIC
CTV	CABLE TV
SAN	SANITARY SEWER
FS	FORCE MAIN
ST	STORM SEWER
W	WATER MAIN
G	GAS
670	EXISTING CONTOUR
WET	WETLAND
FP	FLOODPLAIN
UNKNOWN MANHOLE	IRON PIPE FOUND/SET
SANITARY MANHOLE	REBAR FOUND/SET
STORM MANHOLE	CHISELED CROSS FOUND/SET
ELECTRIC MANHOLE	PK NAIL FOUND/SET
MMSD MANHOLE	SPIKE/NAIL
TELEPHONE MANHOLE	MONUMENT
CLEANOUT	BENCHMARK
CATCH BASIN	SIGN
CATCH BASIN (ROUND)	PARKING METER
ROOF DRAIN	FLAG POLE
CULVERT END	8" DECIDUOUS TREE
HYDRANT	8" CONIFEROUS TREE
WATER VALVE	BUSH
GAS VALVE	POST
GAS METER	SOIL BORING
ELECTRIC METER	TRAFFIC SIGNAL
UTILITY PEDESTAL	LIGHT POLE
HANDHOLE	UTILITY POLE
VENT	GUY WIRE
MONITORING WELL	GUY POLE

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.

3. DRAWING IS BASED ON FIELD SURVEY COMPLETED BY ---- ON 09/18/2023.

4. DATUM FOR THE PROJECT SURVEY IS USGS NAVD 88. BENCHMARK FOR THE PROJECT SURVEY IS ----.

5. CONTRACTOR TO VERIFY EXISTING CONDITIONS, CONTACT ENGINEER WITH DISCREPANCIES.

GRAPHIC SCALE
0 40 80

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

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

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

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

SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

SITE SURVEY

PRELIMINARY NOT FOR CONSTRUCTION

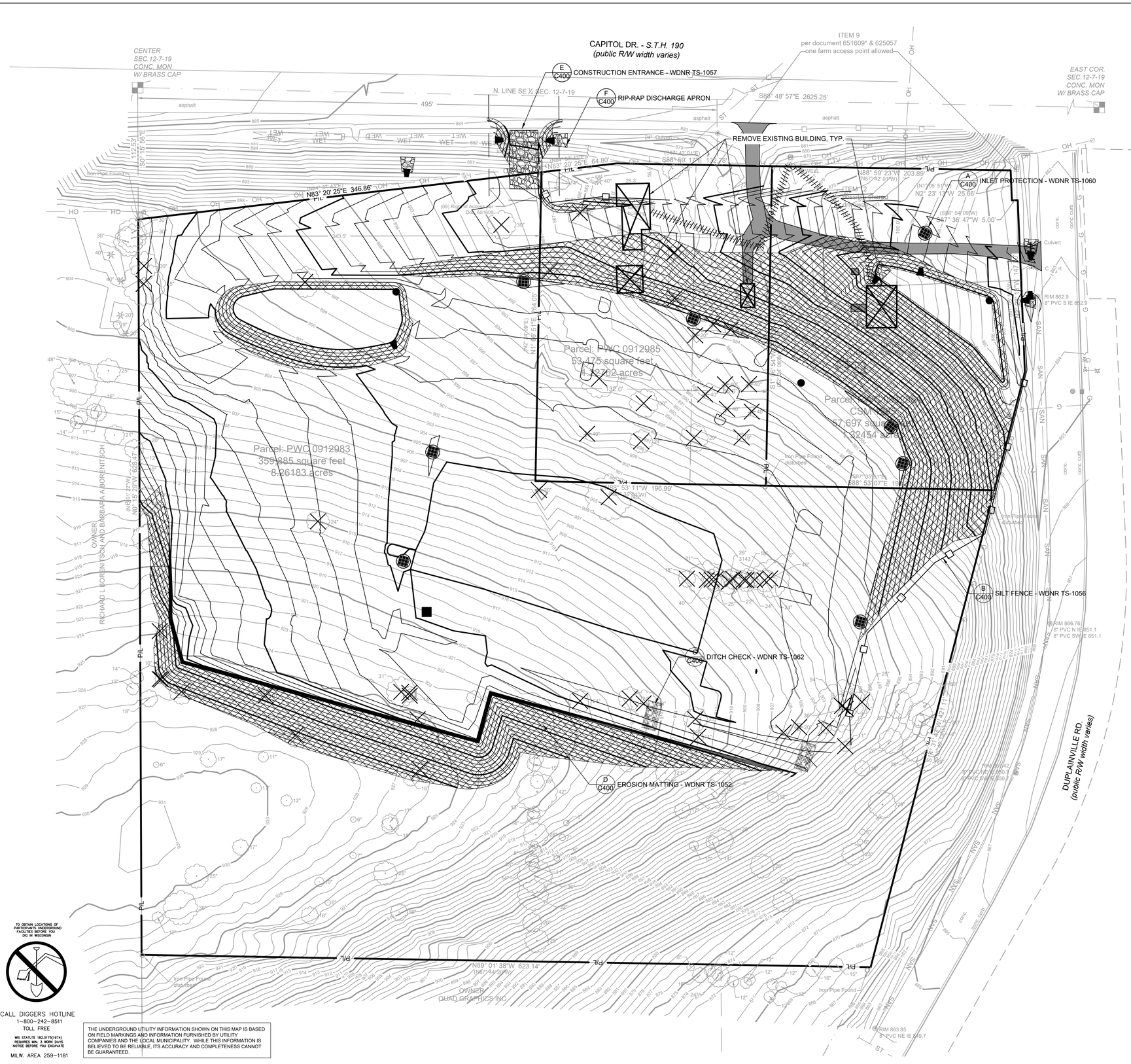
ISSUANCE	DATE

NO.	REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.09.05
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----
SHEET NO:	C001

JR/CCHIO
C001
22074

i:\vanman architects\22074- shorepoint church 3\cookie1000 CAD\030_Production Sheets\100_Civil\C001 Site Survey.dwg



LEGEND:

- B C400 PROPOSED SILT FENCE
- A C400 PROPOSED INLET PROTECTION
- E C400 PROPOSED TRACKING PAD
- C C400 PROPOSED DITCH CHECK EROSION BALES
- D C400 PROPOSED EROSION MATTING WISDOT APPROVED CLASS 1 TYPE B
- 5 EXISTING CONTOUR
- 5 PROPOSED CONTOUR
- UTILITY REMOVAL
- CURB REMOVAL
- SAWCUT
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. SEE SHEET C400 FOR A COMPLETE LIST OF EROSION CONTROL NOTES AND DETAILS. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF LAND DISTURBING ACTIVITIES.
6. DO NOT BEGIN LAND DISTURBING ACTIVITIES UNTIL AN EROSION CONTROL PERMIT IS OBTAINED FROM LOCAL JURISDICTION.

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

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

MILW. AREA 259-1181

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

GRAPHIC SCALE
0 40 80

SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

SITE PREPARATION & EROSION CONTROL

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

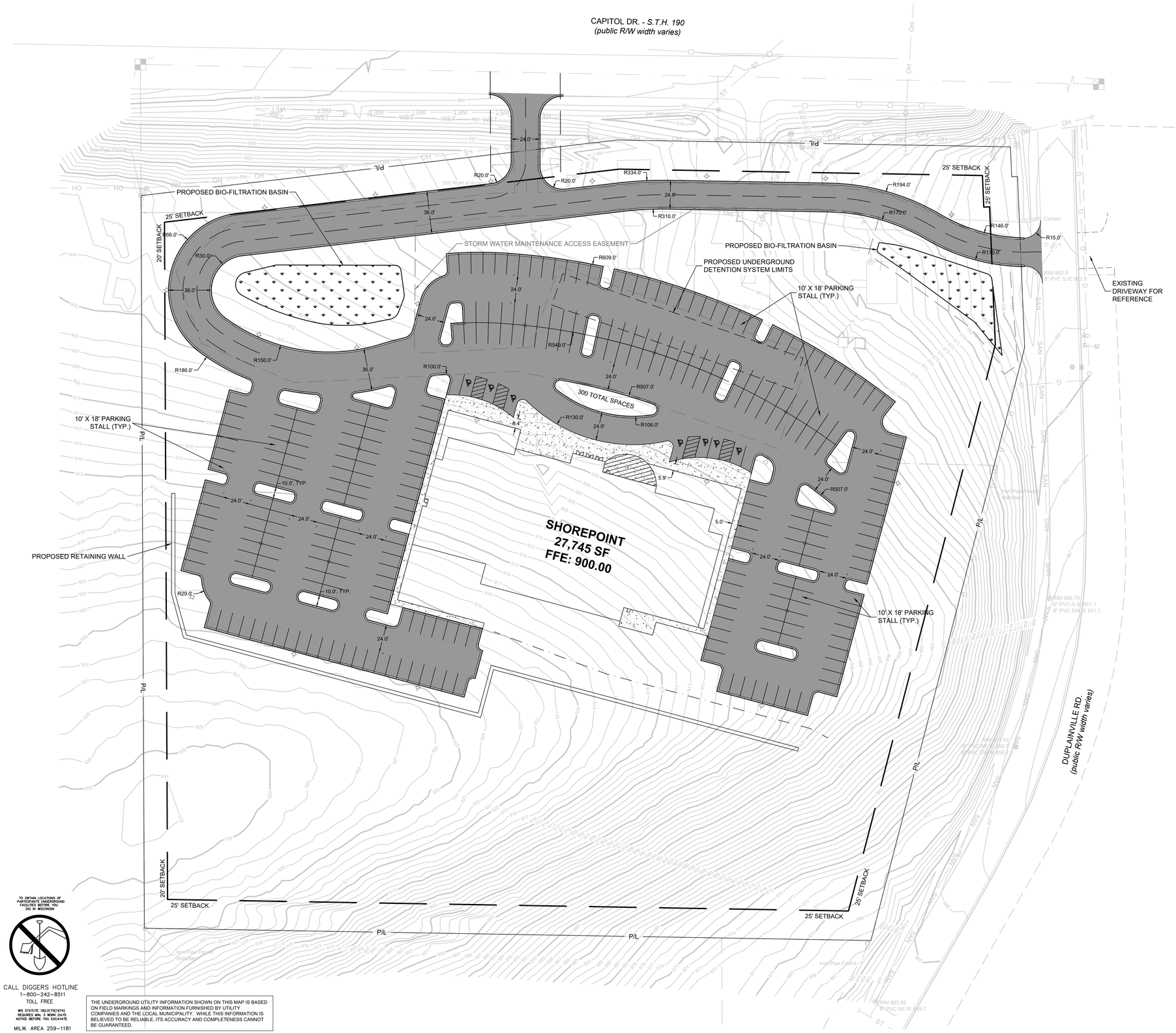
PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.09.05
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
C002

2024.09.05 JRUEDAGUTIERREZ C002 22074

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2024.09.05



SITE INFORMATION			
SITE AREA	471061	10.814 AC	
SITE DISTURBED AREA	363493	8.345 AC	
EXISTING IMPERVIOUS AREA	6756	0.155 AC	1.4 %
PROPOSED IMPERVIOUS AREA	173609	3.986 AC	36.9 %
TOTAL PARKING SPACES	298		
ADA PARKING SPACES	7		

LEGEND:

- B C401 — 5" THICK CONCRETE WALK
- C C401 — ASPHALT SURFACE
- A C401 — CURB & GUTTER (ACCEPT)
- A C401 — CURB & GUTTER (REJECT)

GRAPHIC SCALE
0 40 80

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

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GENERAL NOTES:

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3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. DIMENSIONS ARE FROM FACE OF CURB OR EDGE OF PAVEMENT.
6. WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO DRIVEWAY OPENINGS, SIDEWALK AND RAMPS, PAVING, AND CURB AND GUTTER SHALL BE COMPLETED PER MUNICIPAL AND/OR COUNTY REQUIREMENTS AND STANDARDS.
7. EARTHWORK SHALL BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

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SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

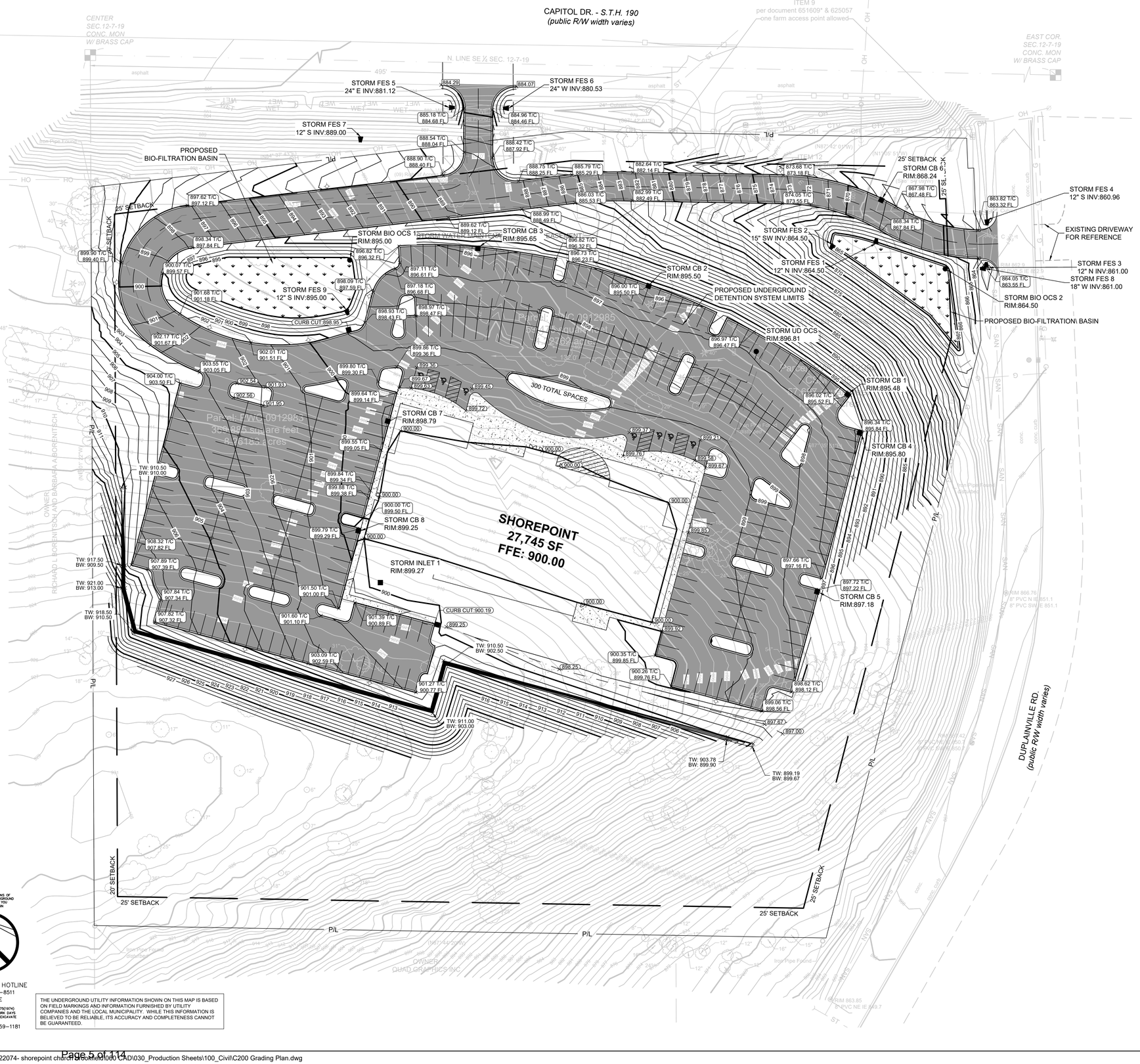
PROJECT NO:	22074
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DRAWN BY:	KJB
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
C100

JRUEDAGUTIERREZ
C100
22074

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2024.09.05



LEGEND:

- B C401 — 5" THICK CONCRETE WALK
- C C401 — ASPHALT SURFACE
- A C401 — CURB & GUTTER (ACCEPT)
- A C401 — CURB & GUTTER (REJECT)
- GRADE BREAK LINE
- 5 — EXISTING CONTOUR
- 5 — PROPOSED CONTOUR
- 100.50 T/C 100.00 FL — PROPOSED CURB & GUTTER SPOT GRADE T/C: TOP OF CURB GRADE FL: FLOW LINE CURB GRADE
- 100.00 — PROPOSED SURFACE SPOT GRADE
- TW: 100.00 BW: 100.00 — PROPOSED TOP OF WALL AT FINISHED GRADE PROPOSED BOTTOM OF WALL AT FINISHED GRADE
- 100.00 — EXISTING SURFACE SPOT GRADE (MATCH)

GRAPHIC SCALE
0 40 80

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SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

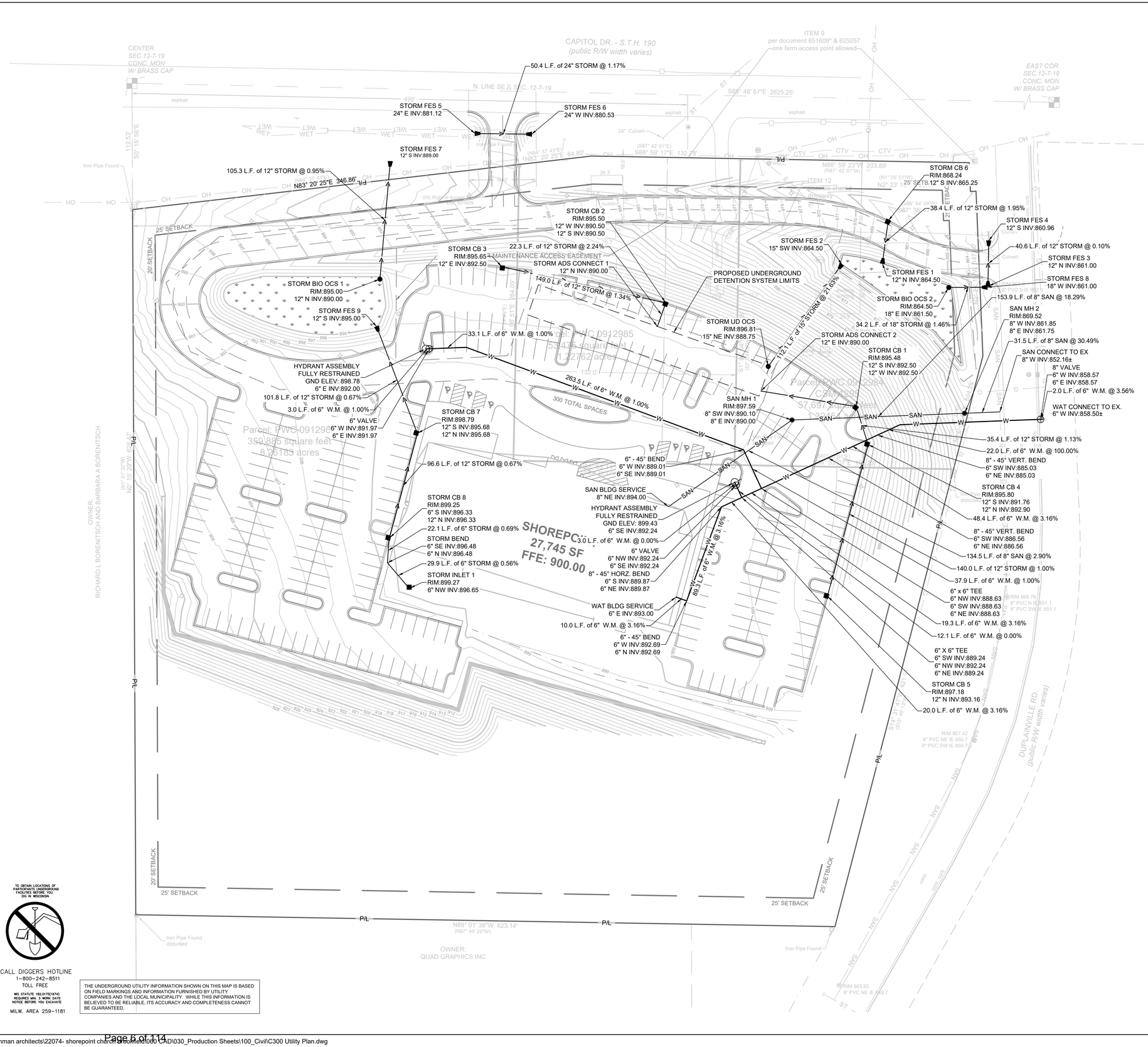
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SHEET NO:
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C200
22074

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2024.09.05



LEGEND:

- PROPOSED WATER SERVICE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM SEWER
- PROPOSED DRAIN TILE (UNDERDRAIN)
- PROPOSED ELECTRICAL SERVICE
- PROPOSED TELEPHONE SERVICE
- PROPOSED GAS SERVICE
- PROPOSED CITY UNDERGROUND CONDUIT
- E / C401 PROPOSED STORM INLET
- PROPOSED OUTLET CONTROL STRUCTURE
- F / C400 PROPOSED FLARED END SECTION
- D / C401 PROPOSED SANITARY MANHOLE
- G / C401 PROPOSED HYDRANT ASSEMBLY

GENERAL NOTES:

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5. ALL UTILITIES WITHIN 5 FEET OF PAVED AREAS SHALL REQUIRE GRANULAR BACKFILL. SLURRY BACKFILL IS REQUIRED FOR ALL WORK IN PUBLIC RIGHT OF WAY.
6. PRIVATE STORM INLETS IN PAVEMENT SHALL REQUIRE DRAIN TILE STUBS OF 10 FEET IN TWO DIRECTIONS FOR SUBDRAINAGE. RIM GRADE FOR STORM INLETS IN CURB AND GUTTER ARE FLOW LINE GRADES.
7. WORK IN PUBLIC RIGHT OF WAY SHALL FOLLOW MATERIAL AND INSTALLATION REQUIREMENTS PER MUNICIPAL AND/OR COUNTY.
8. PRIVATE STORM SEWER 12-INCH DIAMETER OR LARGER SHALL BE HDPE. BELOW 12-INCH DIAMETER SHALL BE PVC SDR-35 ASTM D3034. PRIVATE WATER MAIN SHALL BE CLASS 235 DR 18 PVC CONFORMING TO AWWA C-900. PRIVATE SANITARY SEWER SHALL BE PVC SDR-35 ASTM D3034.
9. COORDINATE FINAL LOCATION AND DESIGN OF PRIVATE UTILITY SERVICES (ELECTRIC, GAS, PHONE, CABLE) WITH UTILITY COMPANIES.
10. IF PROJECT IS DESIGN BUILD MEP, THE GENERAL CONTRACTOR IS REQUIRED TO PROVIDE FINAL SEWER AND WATER DESIGN SHOWING LOCATION, INVERTS AND SIZES TO THE ENGINEER FOR FINAL REVIEW AND VERIFICATION PRIOR TO STARTING UNDERGROUND UTILITY CONSTRUCTION.
11. WATER MAIN CONNECTION: TAP WATER MAIN WITH SIZE AND LOCATION INDICATED ON PLAN IN ACCORDANCE WITH LOCAL WATER UTILITY REQUIREMENTS. COORDINATE CONNECTION WITH LOCAL WATER UTILITY. ALL JOINTS HALL BE RESTRAINED FROM CONNECTION OF WATER MAIN TO BUILDING WALL. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS. INSTALL MEGA-LUG OR APPROVED EQUAL TIGHT TO WALL FOR RESTRAINT FOR ALL BUILDING WALL PENETRATIONS AS APPROVED BY LOCAL PLUMBING INSPECTOR AND WATER UTILITY. INSTALL THRUST BLOCKING AND MEGA-LUG AT BEND BELOW FLOOR FOR ALL FLOOR PENETRATIONS.
12. INSTALL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS AT ALL OFFSET FITTINGS (TEES, BENDS, DEAD ENDS, VALVES, REDUCERS) USING MEGA-LUG OR APPROVED EQUAL. CONCRETE THRUST BLOCKS SHALL BE INSTALLED PER FILE NO'S:44,45,46 FROM THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. SEE DETAIL FOR MINIMUM LENGTH OF RESTRAINED JOINT REQUIRED. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS.

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GRAPHIC SCALE
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SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

UTILITY PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

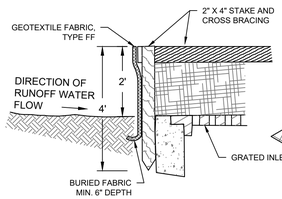
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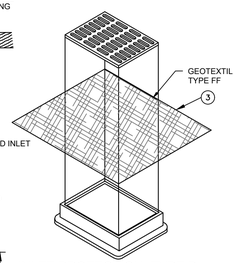
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DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
C300

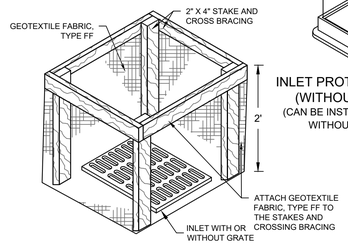
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C300
22074

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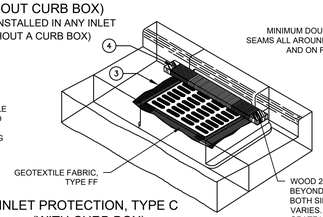




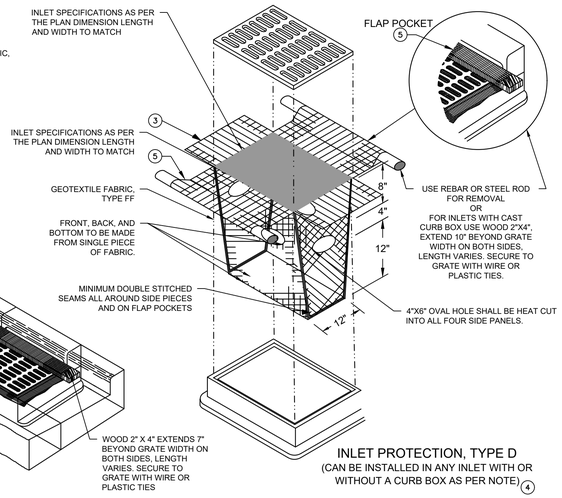
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE C
(WITH CURB BOX)



INLET PROTECTION, TYPE D
(CAN BE INSTALLED IN ANY INLET WITH OR WITHOUT A CURB BOX AS PER NOTE) 4

GENERAL NOTES:

1. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.
2. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.
3. FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL
4. FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
5. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.
6. INLET PROTECTION SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1060
7. THIS DRAWING IS BASED ON WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8 E 10-2

INSTALLATION NOTES:

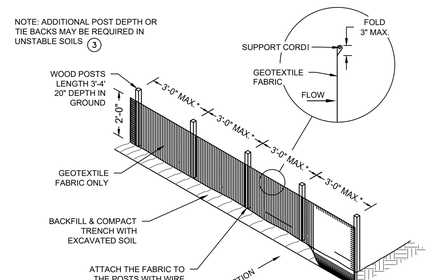
TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

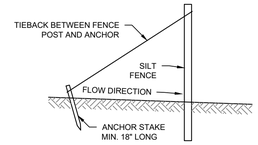
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACES AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

A INLET PROTECTION - WDNR TS-1060
SCALE:NTS

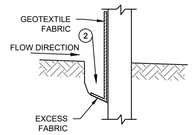


* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

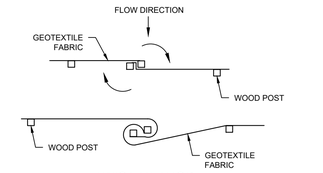


SILT FENCE TIE BACK
(WHEN ADDITIONAL SUPPORT REQUIRED)

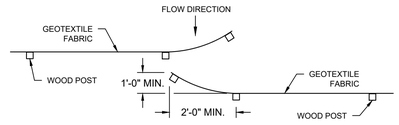


TRENCH DETAIL

B SILT FENCE - WDNR TS-1056
SCALE:NTS



TWIST METHOD

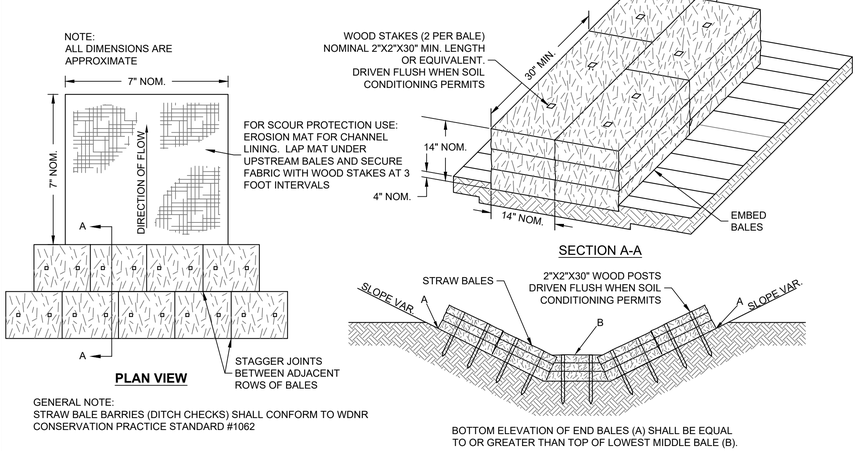


HOOK METHOD 5

JOINING TWO LENGTHS OF SILT FENCE

GENERAL NOTES

1. HORIZONTAL BRACE REQUIRED WITH 2"X4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1-1/32" X 1-1/32" OF OAK OR HICKORY.
4. WHERE SILT FENCE CROSSES A CULVERT, SILT FENCE SHALL BE DIVERTED OVER THE CULVERT OVER THE CULVERT TO NOT RESTRICT FLOW.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ON THE FOLLOWING TWO METHODS: A) OVERLAP THE END POSTS AND TWIST OR ROTATE, AT LEAST 180 DEGREES. B) HOOK THE END OF EACH SILT FENCE LENGTHS.
6. SILT FENCE SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1056
7. THIS DRAWING IS BASED ON WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8 E 9-6



PLAN VIEW

SECTION A-A

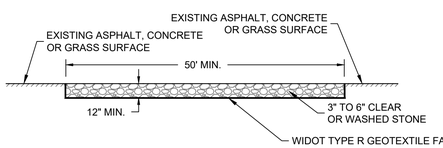
FRONT ELEVATION

GENERAL NOTE:
STRAW BALE BARRIES (DITCH CHECKS) SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1062

THIS DRAWING IS BASED ON WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8 E 8-3

BOTTOM ELEVATION OF END BALES (A) SHALL BE EQUAL TO OR GREATER THAN TOP OF LOWEST MIDDLE BALE (B).

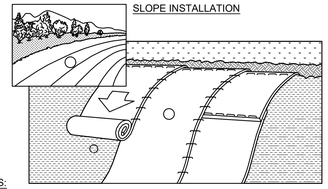
C DITCH CHECK - WDNR TS-1062
SCALE:NTS



GENERAL NOTE:

1. STONE TRACKING PAD SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1057
2. AN APPROVED MANUFACTURED TRACKOUT CONTROL DEVICE SYSTEM CONFORMING TO WDNR TECHNICAL STANDARD #1057 MAY BE USED AS AN ALTERNATIVE TO A STONE TRACKING PAD

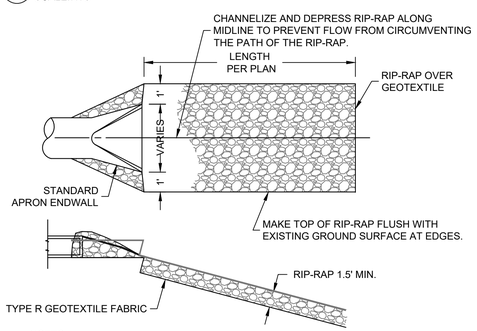
E CONSTRUCTION ENTRANCE - WDNR TS-1057
SCALE:NTS



NOTES:

1. ECRMs (EROSION CONTROL REVEGATIVE MATS) SHALL BE INSTALLED AFTER ALL TOPSOILING, FERTILIZING, LIMING, AND SEEDING IS COMPLETE.
2. THE MAT SHALL BE IN FIRM AND INTIMATE CONTACT WITH THE SOIL. IT SHALL BE INSTALLED AND ANCHORED PER THE MANUFACTURER'S RECOMMENDATION.
3. TRMs (TURF-REINFORCEMENT MAT) SHALL BE INSTALLED INCONJUCTION WITH THE TOPSOILING OPERATION AND SHALL BE FOLLOWED BY ECRM INSTALLATION.
4. AT TIME OF INSTALLATION, DOCUMENT THE MANUFACTURER AND MAT TYPE BY RETENTION OF MATERIAL LABELS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS. RETAIN THIS DOCUMENTATION UNTIL THE SITE HAS BEEN STABILIZED.
5. EROSION MATTING SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1052.
6. INSTALL PER MANUFACTURERS SPECIFICATIONS.
7. WHERE A TRM IS INSTALLED, THE TRM LOCATION SHALL BE AS-BUILT PRIOR TO PLACEMENT OF TOPSOIL AND ECRM PLACEMENT. PROVIDE AS-BUILT LOCATION TO THE ENGINEER.

D EROSION MATTING - WDNR TS-1052
SCALE:NTS



NOTES:

1. INSTALL RIP-RAP WHERE SHOWN ON PLANS.
2. FOR PERMANENT POOL (WET) DETENTION BASINS: EXTEND RIP-RAP FROM OUTFALL TO AT LEAST 10 FEET BEYOND THE NORMAL WATER LEVEL.
3. RIP-RAP SHALL BE MEDIUM RIP-RAP PER WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION
4. GEOTEXTILE FABRIC SHALL BE TYPE R PER WISDOT STANDARD SPECIFICATIONS PER HIGHWAY AND STRUCTURE CONSTRUCTION.

F RIP-RAP DISCHARGE APRON
SCALE:1" = 1'

CONSTRUCTION SEQUENCE FOR EROSION CONTROL INCLUDES:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
2. INSTALL SILT FENCING AND INLET PROTECTION.
3. INITIATE STOCKPILING OF IMPORTED MATERIAL. PLACE SILT FENCE AROUND STOCKPILE(S).
4. STRIP TOPSOIL FROM STORM WATER BASIN LOCATION AND STOCKPILE.
5. CONSTRUCT STORM WATER BASIN AND INSTALL TEMPORARY OUTLET AND EMERGENCY OVERFLOW. BASIN IS TO BE USED AS A SEDIMENTATION BASIN DURING THE COURSE OF CONSTRUCTION.
6. CONSTRUCT DIVERSION SWALES, DIRECT RUNOFF TO STORM BASIN. INSTALL ASSOCIATED DITCH CHECKS.
7. INSTALL RIP-RAP AT STORM WATER BASIN AS SHOWN ON THE PLANS.
8. STRIP TOPSOIL FROM REMAINDER OF SITE IN A PROGRESSIVE MANNER, AND STOCKPILE.
9. PERFORM ROUGH SITE GRADING. STABILIZE FINISHED AREAS AS THE WORK PROGRESSES. USE EROSION MATTING WHERE CALLED FOR ON THE PLANS. PER WDNR TECHNICAL STANDARD 1059: AREAS THAT RECEIVE TEMPORARY SEEDING SHALL HAVE A MINIMUM TOPSOIL DEPTH OF 2 INCHES. AREAS THAT RECEIVE PERMANENT SEEDING SHALL HAVE A MINIMAL TOPSOIL DEPTH OF 4 INCHES.
10. PREPARE BUILDING PAD AND BEGIN FOUNDATIONS WORK FOR BUILDING.
11. INSTALL UTILITIES. INSTALL ANY ADDITIONAL INLET PROTECTION ON NEW STORM SEWER AND INSTALL RIP-RAP AT NEW STORM SEWER OUTFALLS.
12. REMOVE TEMPORARY OUTLET CONTROL STRUCTURE ON BASIN AND INSTALL PAVEMENTS.
13. STABILIZE AREAS REMAINING AREAS WITHIN 7 DAYS OF COMPLETION OF FINAL GRADING AND TOPSOILING.
14. REMOVE EXCESS SEDIMENT FROM STORMWATER BASINS AND RETURN BASINS TO THEIR DESIGN DIMENSIONS AND VOLUMES.
15. REMOVE EROSION CONTROL MEASURES ONLY WHEN SITE IS FULLY STABILIZED.

EROSION CONTROL NOTES:

1. CONSTRUCTION SITE EROSION CONTROL AND SEDIMENTATION CONTROL SHALL COMPLY WITH THE REQUIREMENTS OF THE LOCAL MUNICIPALITY AND SHALL EMPLOY EROSION CONTROL METHODS AS SHOWN AND SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS.
2. ALL EROSION CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE SITE.
3. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED FOR STABILITY AND OPERATION AFTER A RAINFALL OF 0.5 INCHES OR MORE, BUT NO LESS THAN ONCE EVERY WEEK. MAINTENANCE OF ALL EROSION CONTROL STRUCTURES SHALL BE PROVIDED TO INSURE INTENDED PURPOSE IS ACCOMPLISHED. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP AND REMOVAL OF ALL SEDIMENT WHEN LEAVING PROPERTY. EROSION CONTROL MEASURES MUST BE IN WORKING CONDITION AT END OF EACH WORK DAY. DOCUMENT AND MAINTAIN RECORDS OF INSPECTIONS IN ACCORDANCE WITH WDNR NR216 REQUIREMENTS.
4. SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. SEDIMENT DEPOSITS SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN DEPOSITS REACH A DEPTH OF 6 INCHES. THE SILT FENCE SHALL BE REPAIRED OR REPLACED AS NECESSARY TO MAINTAIN A BARRIER.
5. FILTER FABRIC SHALL BE INSTALLED BENEATH INLET COVERS TO TRAP SEDIMENT PER INLET PROTECTION DETAIL IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS.
6. EROSION CONTROL MEASURES SHALL BE MAINTAINED ON A CONTINUING BASIS UNTIL SITE IS FULLY STABILIZED.
7. PERIODIC STREET SWEEPING SHALL BE COMPLETED TO MAINTAIN ADJACENT STREETS FREE OF DUST AND DIRT.
8. SILT FENCE SHALL BE INSTALLED IN HORSESHOE FASHION AROUND ANY TOPSOIL AND FILL STOCKPILES.
9. SITE DEWATERING. WATER PUMPED FROM THE SITE SHALL BE TREATED BY SEDIMENT BASINS OR OTHER APPROPRIATE MEASURES SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS. WATER MAY NOT BE DISCHARGED IN A MANNER THAT CAUSES EROSION OF THE SITE, ADJACENT SITES, OR RECEIVING CHANNELS.
10. WASTE AND MATERIAL DISPOSAL. ALL WASTE AND UNUSED BUILDING MATERIALS (INCLUDING GARBAGE, DEBRIS, CLEANING WASTES, WASTEWATER, TOXIC MATERIALS, OR HAZARDOUS MATERIALS) SHALL BE PROPERLY DISPOSED AND NOT ALLOWED TO BE CARRIED OFF-SITE BY RUNOFF OR WIND.
11. TRACKING. EACH SITE SHALL HAVE GRAVELED ROADS, ACCESS DRIVES AND PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY STREET CLEANING, TO THE SATISFACTION OF THE MUNICIPALITY, BEFORE THE END OF EACH WORKDAY. FLUSHING MAY NOT BE USED UNLESS SEDIMENT WILL BE CONTROLLED BY A SEDIMENT BASIN OR PRACTICE SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS. NOTIFY MUNICIPALITY OF ANY CHANGES IN STABILIZED CONSTRUCTION ENTRANCE LOCATION.
12. SEDIMENT CLEANUP. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF A STORM EVENT SHALL BE CLEANED UP BY THE END OF THE NEXT WORKDAY. ALL OTHER OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE CLEANED UP BY THE END OF THE WORKDAY.
13. ALL DISTURBED GROUND LEFT INACTIVE FOR SEVEN OR MORE DAYS SHALL BE STABILIZED BY TEMPORARY OR PERMANENT SEEDING, MULCHING, SODDING, COVERING WITH TARPS, OR EQUIVALENT PRACTICE FOUND IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARD. IF TEMPORARY SEEDING IS USED, A PERMANENT COVER SHALL ALSO BE REQUIRED AS PART OF THE FINAL SITE STABILIZATION. SEEDING OR SODDING SHALL BE REQUIRED AS PART OF THE FINAL SITE STABILIZATION.
14. SOIL OR DIRT STORAGE PILES SHALL BE LOCATED A MINIMUM OF TWENTY-FIVE FEET FROM ANY DOWNSLOPE ROAD, LAKE, STREAM, WETLAND, OR DRAINAGE CHANNEL. STRAW BALE OR FILTER FABRIC FENCES SHALL BE PLACED ON THE DOWN SLOPE SIDE OF THE PILES. IF REMAINING FOR MORE THAN THIRTY DAYS, PILES SHALL BE STABILIZED BY MULCHING, VEGETATIVE COVER, TARPS OR OTHER MEANS.
15. WHEN THE DISTURBED AREA HAS BEEN STABILIZED BY PERMANENT VEGETATION OR OTHER MEANS, TEMPORARY PRACTICES, SUCH AS FILTER FABRIC FENCES, STRAW BALES, SEDIMENT AND SEDIMENT TRAPS, FOUND IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS SHALL BE REMOVED.
16. NOTIFY THE LOCAL MUNICIPALITY HAVING JURISDICTION WITHIN TWO WORKING DAYS OF COMMENCING ANY LAND DEVELOPMENT OR LAND DISTURBING ACTIVITY.
17. OBTAIN PERMISSION FROM THE LOCAL MUNICIPALITY HAVING JURISDICTION PRIOR TO MODIFYING THE EROSION CONTROL PLAN.
18. REPAIR ANY SILTATION OR EROSION DAMAGE TO ADJOINING SURFACES AND DRAINAGE WAYS RESULTING FROM LAND DEVELOPMENT OR LAND DISTURBING ACTIVITIES.
19. KEEP A COPY OF THE EROSION CONTROL PLAN ON SITE.
20. CONTRACTOR SHALL, TO THE EXTENT POSSIBLE, MINIMIZE DISTURBANCE OF EXISTING VEGETATION DURING CONSTRUCTION.
21. CONTRACTOR SHALL, TO THE EXTENT POSSIBLE, MINIMIZE COMPACTION OF TOPSOIL AND PRESERVE TOPSOIL IN GREENSPACE AREAS.
22. WASH WATER FROM VEHICLES AND WHEEL WASHING SHALL BE CONTAINED AND TREATED PRIOR TO DISCHARGE.
23. CONTRACTOR SHALL MAINTAIN SPILL KITS ON-SITE.
24. PERMAMENT TURF SEEDING OF DISTURBED AREA MUST OCCUR PRIOR TO SEPTEMBER 15TH. IF ADEQUATE TIME IS NOT AVAILABLE TO APPLY PERMANENT SEEDING PRIOR TO SEPTEMBER 15TH, THEN DISTURBED AREAS SHALL BE TEMPORARILY SEEDED WITH AN ANNUAL RYE GRASS PER WDNR TECHNICAL STANDARD 1059, WHERE THE TEMPORARY SEEDING MUST OCCUR PRIOR TO OCTOBER 15TH.
25. IF TEMPORARY SEEDING IS NOT COMPLETED BY OCTOBER 15TH, APPLY SOIL STABILIZERS AND DORMANT SEED TO DISTURBED AREA PER WDNR TECHNICAL STANDARD 1050. INSPECT ANIONIC PAM APPLICATION AT A MINIMUM FREQUENCY OF EVERY TWO MONTHS AND REAPPLY AS NECESSARY

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DETAILS

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.09.05
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

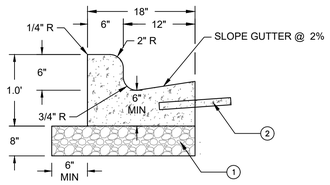
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22074

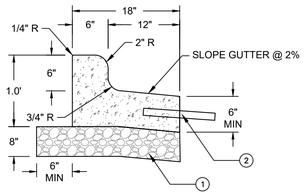
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2024.09.05

ACCEPT



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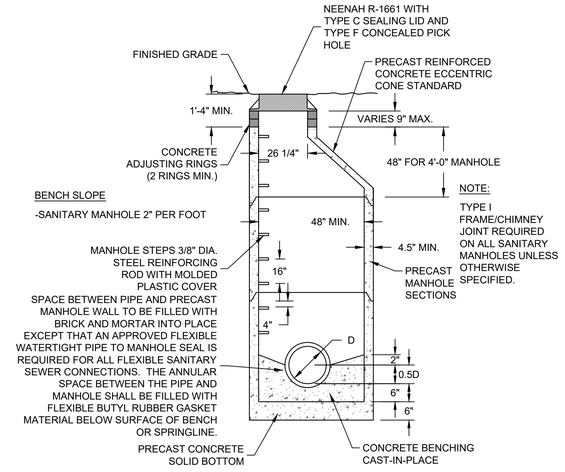


NOTES:
1. 1-1/4" DENSE GRADED AGGREGATE BASE COURSE.
2. TIE-BAR IF ADJACENT TO CONCRETE (NO.4 X 2'-0" DEFORMED TIE BARS SPACED AT 3'-0" C-C).
3. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

A 18 INCH CONCRETE CURB AND GUTTER
SCALE: 1" = 1'

B CONCRETE SIDEWALK SECTION
SCALE: 1" = 1'

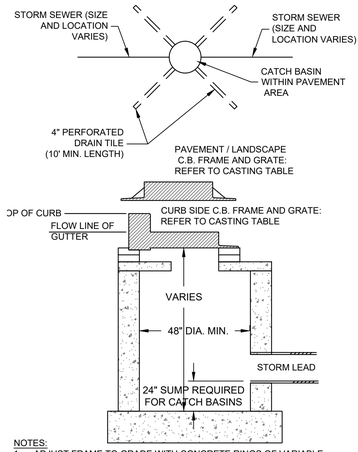
C ASPHALT PAVEMENT SECTION
SCALE: 1" = 1'



D PRECAST SANITARY MANHOLE
SCALE: 1" = 1'

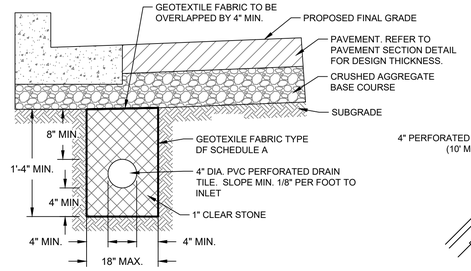
NOTES:
1. CONSTRUCT MANHOLE IN ACCORDANCE WITH FILE NO. 12 OF THE STATE STANDARD SPECIFICATIONS FOR SEWER AND WATER.
2. ADJUST FRAME TO GRADE WITH CONCRETE RINGS OF VARIABLE THICKNESS. MAXIMUM RING HEIGHT = 6". MINIMUM RING HEIGHT = 2". CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING. WHERE NECESSARY RINGS SHALL BE GROOVED TO RECEIVE STEP.
3. CONCRETE AND REINFORCEMENT STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION C-478.
4. JOINTS SHALL BE WATERTIGHT AND SHALL BE MADE USING FLEXIBLE RUBBER TYPE GASKETS.
5. AREA OF CIRCUMFERENTIAL STEEL = 0.12 SQ. INCH PER LINEAL FOOT MIN.
6. 3" OF BEDDING STONE UNDER BASE.
7. ALL SANITARY MANHOLES SHALL BE PROVIDED WITH EXTERNAL CHIMNEY SEALS AND SELF-SEALING LIDS WITH CONCEALED PICK HOLES.
8. UNLESS NOTED ON THE PLANS, THE CONTRACTORS IS RESPONSIBLE FOR ALL MANHOLE SIZING AND SHALL PROVIDE A SHOP DRAWING TO THE SIGMA GROUP, INC. BEFORE THEY ARE RELEASED FOR PRODUCTION.

CATCH BASIN WITHIN LOW POINT OF PAVEMENT AREA



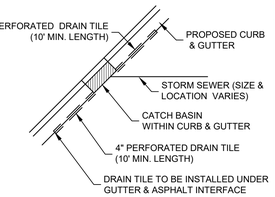
NOTES:
1. ADJUST FRAME TO GRADE WITH CONCRETE RINGS OF VARIABLE THICKNESS. MAXIMUM RING HEIGHT = 6". MINIMUM RING HEIGHT = 2". CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING.
2. CONCRETE AND REINFORCEMENT STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION C-478.
3. 3" MIN. BEDDING OF STONE UNDER BASE REQUIRED , ADDITIONAL BEDDING STOME MAY BE REQUIRED ON WET SUB-GRADE.
4. UNLESS NOTED ON THE PLANS CONTRACTOR IS RESPONSIBLE FOR ALL CATCH BASIN SIZING AND SHALL PROVIDE A SHOP DRAWING TO THE SIGMA GROUP, INC. BEFORE THEY ARE RELEASED FOR PRODUCTION.

E INLET AND CATCH BASIN
SCALE: 1" = 1'

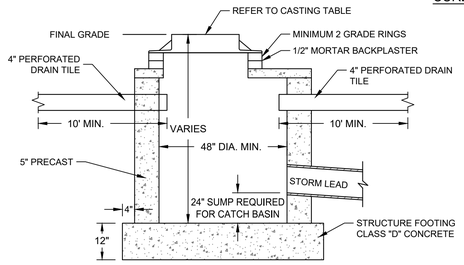


CURB INLET LOCATION SECTION

NOTE:
DRAIN TILE SHALL HAVE TWO (2) SEGMENTS POSITIONED ALONG THE GUTTER & ASPHALT INTERFACE.

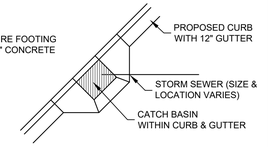


CURB INLET WITHIN CURB & GUTTER PLAN

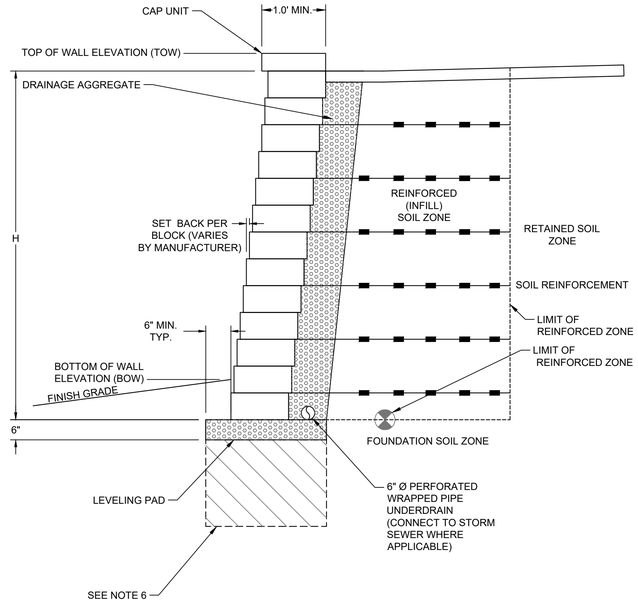


CATCH BASIN / INLET CASTING TABLE

	IF 18" CURB & GUTTER		IF 24" CURB & GUTTER		IF 30" CURB AND GUTTER	
	CASTING	GRATE	CASTING	GRATE	CASTING	GRATE
CURB INLET	NEENAH R-3067	A	NEENAH R-3067	A	NEENAH R-322BH	C
AREA INLET	NEENAH R-2050	C				

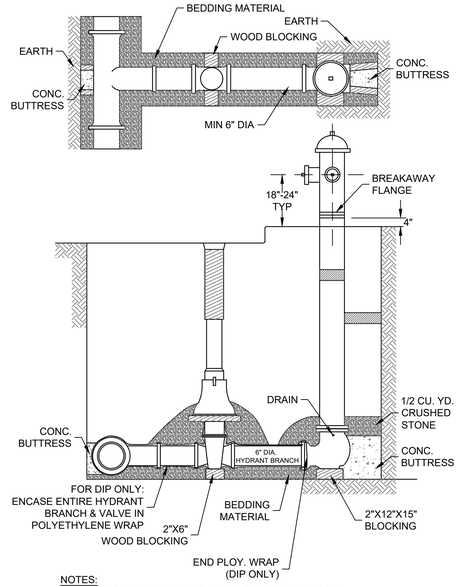


CONCRETE BUMP OUT TO BE APPLIED FOR 12" GUTTER PAN



NOTES:
1. RETAINING WALL SYSTEM SHALL BE KEYSTONE, ROCKWOOD, OR APPROVED EQUAL.
2. TYPICAL SECTION IS FOR CONCEPTUAL DESIGN ONLY.THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND STAMPED AND SEALED SHOP DRAWINGS AND STABILITY CALCULATIONS FOR THE RETAINING WALLS TO THE ENGINEER. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF THESE ITEMS SHALL BE INCLUDED.
3. STAMPED AND SEALED RETAINING WALL DESIGN, PLANS, DETAILS AND CALCULATIONS SHALL BE PROVIDED TO THE CITY.
4. GEOGRID REINFORCEMENT SPACING AND LENGTH PER MANUFACTURER'S ENGINEER RECOMMENDATIONS.
5. GEOTECHNICAL ENGINEER MAY REQUIRE THAT ADDITIONAL DRAIN PIPING IS NEEDED DEPENDENT UPON SOILS ENCOUNTERED DURING WALL CONSTRUCTION.
6. WALL STRUCTURE TO BE VERIFIED WITH GEOTECHNICAL ENGINEER.
7. ANY SPECIAL TREATMENT SOILS BELOW LEVELING PAD WHICH ARE SUBJECT TO FROST HEAVE SHALL BE DESIGNED BY STRUCTURAL ENGINEER OF RECORD.
8. PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.
9. THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET AND GRADING PLAN SHEETS.
10. STYLE AND COLOR OF THE MODULAR BLOCK SHALL BE SELECTED BY THE OWNER AND ARCHITECT
11. PROTECTIVE RAILINGS/GUARD RAILS REQUIRED FOR ALL RETAINING WALLS ADJACENT TO PEDESTRIAN PATHS TO BE VERIFIED BY WALL DESIGNER, ARCHITECT, AND LOCAL JURISDICTION.

F MODULAR BLOCK MSE WALL
SCALE: 1" = 1'



NOTES:
1. ENTIRE HYDRANT LEAD SHALL BE RESTRAINED BY MEGA-LUG OR APPROVED EQUAL
2. CONTRACTOR SHALL USE ANCHOR TEE AND VALVE WHEN ALLOWED BY LOCAL INSPECTOR

G HYDRANT SETTING
SCALE: 1" = 1'

WATER MAIN JOINT RESTRAINT DISTANCE (FT) PER FITTING

FITTING TYPE	4" DIAMETER	6" DIAMETER	8" DIAMETER	12" DIAMETER	16" DIAMETER	20" DIAMETER
HORIZONTAL BEND - 11.25°	5	5	5	5	8	8
HORIZONTAL BEND - 22.5°	8	8	8	10	10	15
HORIZONTAL BEND - 45°	10	10	12	16	20	26
HORIZONTAL BEND - 90°	16	20	25	32	40	52
* RESTRAIN LARGER SIZED PIPE						
REDUCER - DIA. X 4"	-	25	50	60	80	130
REDUCER - DIA. X 6"	-	-	25	60	100	125
REDUCER - DIA. X 8"	-	-	-	50	80	120
REDUCER - DIA. X 12"	-	-	-	-	50	100
REDUCER - DIA. X 16"	-	-	-	-	-	50
DEAD END	40	40	60	90	120	150
TEE OR CROSS - RUN	10	10	10	20	30	40
TEE - 4" BRANCH	8	6	6	6	6	6
TEE - 6" BRANCH	-	8	6	6	6	6
TEE - 8" BRANCH	-	-	10	6	6	6
TEE - 12" BRANCH	-	-	-	12	6	6
TEE - 16" BRANCH	-	-	-	-	30	10
TEE - 20" BRANCH	-	-	-	-	-	50
VERTICAL BEND - 45° - UPPER	12	20	26	40	50	60
VERTICAL BEND - 45° - LOWER	5	5	6	10	12	14
VERTICAL BEND - 22.5° - UPPER	8	10	14	18	24	28
VERTICAL BEND - 22.5° - LOWER	4	5	5	8	8	8
VERTICAL BEND - 11.25° - UPPER	6	6	8	10	12	14
VERTICAL BEND - 11.25° LOWER	4	4	4	4	4	6

* WHERE RESTRAINT LENGTHS ARE NOT IDENTIFIED ON THE PLANS, THE VALUES IN THIS TABLE SHALL BE PROVIDED AS A MINUMUM

H JOINT RESTRAINT TABLE
SCALE: 1" = 1'

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N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

DETAILS

PRELIMINARY
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ISSUANCE	DATE

NO.	REVISION	DATE

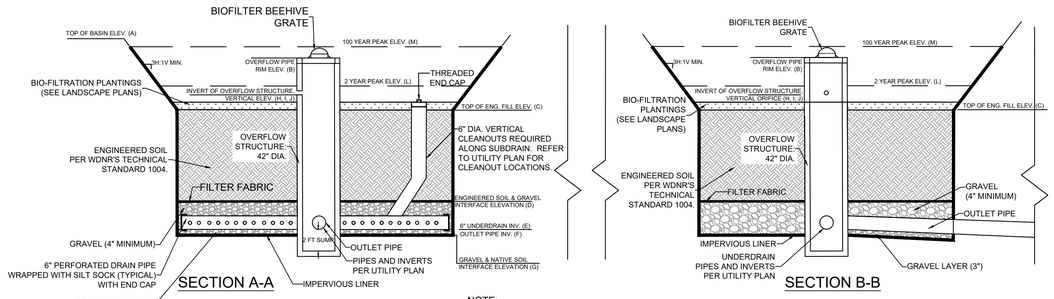
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APPROVED BY:	----

SHEET NO:
C401

JRUEDAGUTIERREZ
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22074

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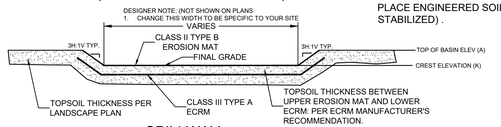


SECTION A-A

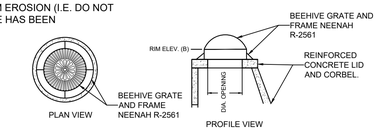
SECTION B-B

TYPICAL BIO-FILTRATION DETAILS (BIO-FILTRATION BASIN 1)

NOTE:
BIO-INFILTATRATION BASIN SHALL NOT BE BROUGHT ONLINE UNTIL AREA DRAINING TO THE BASIN HAS ACHIEVED 90% STABILIZATION FROM EROSION (I.E. DO NOT PLACE ENGINEERED SOIL UNTIL SITE HAS BEEN STABILIZED) .



SPILLWAY
PROFILE VIEW
NOT TO SCALE



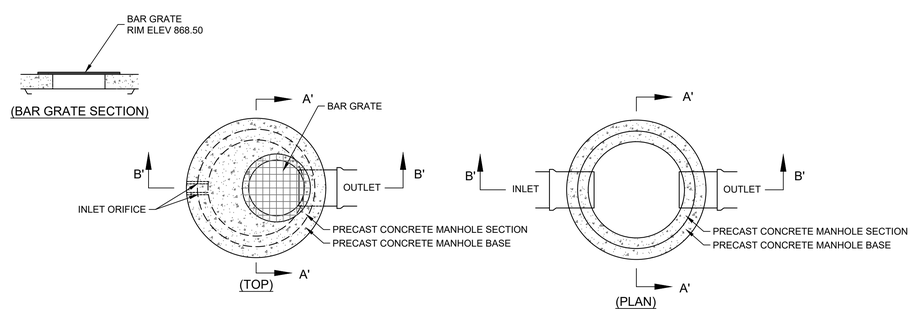
BIOFILTRATION AREA - GRATE DETAIL
NOT TO SCALE

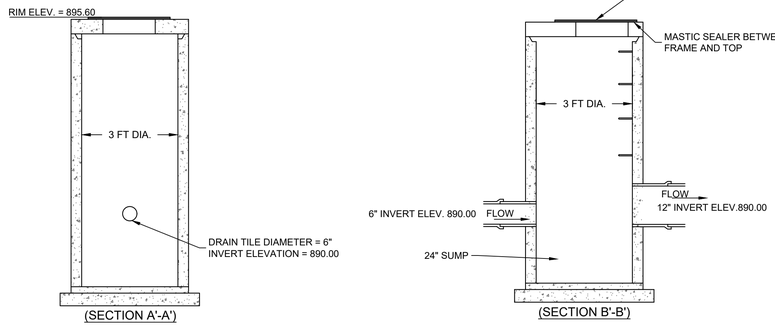
NOTE:
1. BIO-FILTRATION BASINS THAT HAVE MULTIPLE VERTICAL ORIFICES SHALL BE INSTALLED AT THE SAME ELEVATION AS IDENTIFIED IN THE TABLE.
2. MULTIPLE VERTICAL ORIFICES SHALL HAVE A MINIMUM OF 12 INCHES HORIZONTAL SEPARATION.

BIO-FILTRATION SUMMARY TABLE

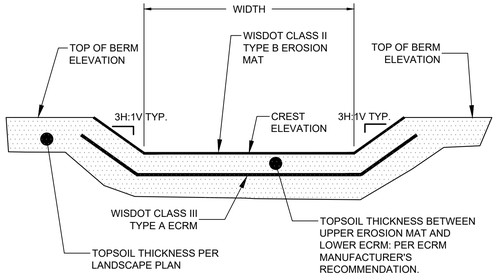
	(A)	(B)	(C)	(D)	(E)		(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
BIO-FILTRATION AREA	TOP OF POND	OVERFLOW RIM ELEVATION	TOP OF ENGINEERED FILL ELEVATION	ENGINEERED SOIL AND GRAVEL INTERFACE ELEVATION	6" DIAMETER UNDERDRAIN ELEVATION	OUTLET PIPE SIZE	OUTLET PIPE ELEVATION	GRAVEL AND NATIVE SOIL INTERFACE ELEVATION	VERTICAL ORIFICE DIAMETER (INCH)	VERTICAL ORIFICE ELEVATION	# OF VERTICAL ORIFICES	SPILLWAY CREST ELEVATION	2 YR WATER ELEVATION	100 YR WATER ELEVATION
BIO 1	897.00	895.60	895.00	892.00	890.00	12	890.00	890.00	3	895.00	1	896.00	893.42	895.99
BIO 2	866.50	864.90	864.50	863.00	861.50	18	861.50	861.50	3	864.50	2	865.50	894.64	865.50

A BIOFILTRATION BASIN
SCALE:NTS



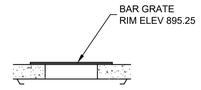


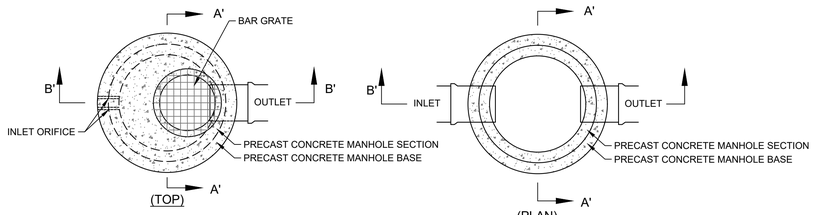
B BIO-FILTRATION OCS 1
SCALE:NTS

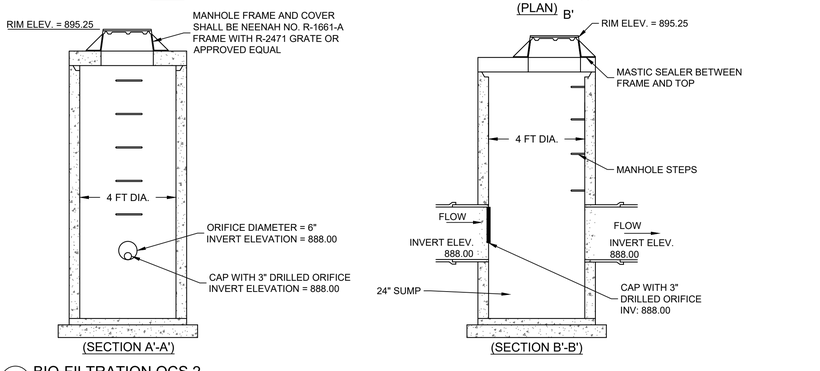


EMERGENCY SPILLWAY CONSTRUCTION INFORMATION					
WET DETENTION POND	TOP OF BERM (FT)	CREST ELEVATION (FT)	WIDTH (FT)	HEIGHT (FT)(min.)	100-YEAR HWL (FT)
BASIN	870.00	869.00	10	1'-0"	868.87

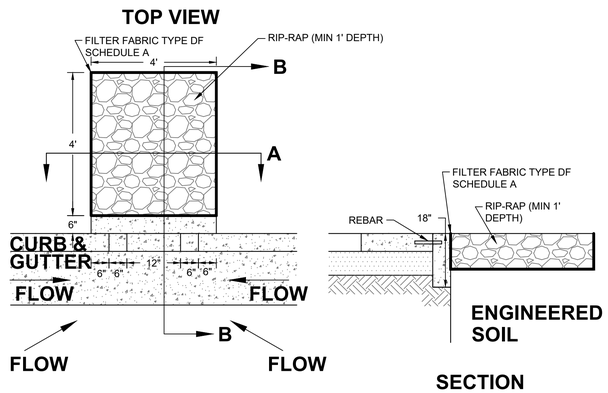
D EMERGENCY SPILLWAY WITH MATTING
SCALE:NTS







C BIO-FILTRATION OCS 2
SCALE:NTS



E CURB CUT OPENING
SCALE: 1" = 1'

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SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

DETAILS

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

NO. REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.09.05
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
C402

JRUEDAGUTIERREZ
C402
22074

i:\vanman architects\22074- shorepoint church & school\000 CAD\030_Production Sheets\100_Civil\C400 Details.dwg

2024.09.05

GENERAL:

1. EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY, AND NO RESPONSIBILITY IS ASSUMED BY THE OWNER OR ENGINEER FOR THEIR ACCURACY OR COMPLETENESS.
2. CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. CONTRACTOR SHALL HAVE SITE MARKED BY DIGGER'S HOTLINE AND SHALL HAVE PRIVATE UTILITIES MARKED BY A PRIVATE UTILITY LOCATOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL VERIFY ALL ELEVATIONS, LOCATIONS, AND SIZES OF EXISTING UTILITIES AND SHALL CHECK ALL UTILITY CROSSINGS AND PROPOSED CONNECTIONS FOR CONFLICTS/DISCREPANCIES PRIOR TO INITIATING CONSTRUCTION. REPORT ANY CONFLICTS OR DISCREPANCIES TO THE ENGINEER SO REDESIGN MAY OCCUR IF NEEDED.
3. LENGTHS OF ALL UTILITIES ARE TO CENTER OF STRUCTURES OR FITTINGS AND MAY VARY SLIGHTLY FROM PLANS. LENGTHS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.

SITE CLEARING:

1. EXCEPT FOR STRIPPED TOPSOIL OR OTHER MATERIALS INDICATED TO REMAIN ON OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM PROJECT SITE.
2. MINIMIZE INTERFERENCE WITH ADJOINING ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES DURING SITE-CLEARING OPERATIONS.
3. SALVABLE IMPROVEMENTS: CAREFULLY REMOVE ITEMS INDICATED TO BE SALVAGED AND STORE ON OWNER'S PREMISES WHERE INDICATED.
4. UTILITY LOCATOR SERVICE: NOTIFY UTILITY LOCATOR SERVICE FOR AREA WHERE PROJECT IS LOCATED BEFORE SITE CLEARING.
5. DO NOT COMMENCE SITE CLEARING OPERATIONS UNTIL TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE IN PLACE.
6. PROTECT AND MAINTAIN BENCHMARKS AND SURVEY CONTROL POINTS FROM DISTURBANCE DURING CONSTRUCTION.
7. LOCATE AND CLEARLY FLAG TREES AND VEGETATION TO REMAIN OR TO BE RELOCATED.
8. PROTECT EXISTING SITE IMPROVEMENTS TO REMAIN FROM DAMAGE DURING CONSTRUCTION; RESTORE DAMAGED IMPROVEMENTS TO THEIR ORIGINAL CONDITION, AS ACCEPTABLE TO OWNER.
9. LOCATE, IDENTIFY, DISCONNECT, AND SEAL OR CAP OFF UTILITIES INDICATED TO BE REMOVED; ARRANGE WITH UTILITY COMPANIES TO SHUT OFF INDICATED UTILITIES.
10. EXISTING UTILITIES: DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED BY THE OWNER AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY UTILITY SERVICES.
11. FILL DEPRESSIONS CAUSED BY CLEARING AND GRUBBING OPERATIONS WITH SATISFACTORY SOIL MATERIAL UNLESS FURTHER EXCAVATION OR EARTHWORK IS INDICATED; PLACE FILL MATERIAL IN HORIZONTAL LAYERS NOT EXCEEDING A LOOSE DEPTH OF 8 INCHES, AND COMPACT EACH LAYER TO A DENSITY EQUAL TO ADJACENT ORIGINAL GROUND.
12. REMOVE SOD AND GRASS BEFORE STRIPPING TOPSOIL.
13. STRIP TOPSOIL TO WHATEVER DEPTHS ARE ENCOUNTERED IN A MANNER TO PREVENT INTERMINGLING WITH UNDERLYING SUBSOIL OR OTHER WASTE MATERIALS.
14. STOCKPILE TOPSOIL MATERIALS AWAY FROM EDGE OF EXCAVATIONS WITHOUT INTERMIXING WITH SUBSOIL. GRADE AND SHAPE STOCKPILES TO DRAIN SURFACE WATER. COVER TO PREVENT WINDBLOWN DUST.
15. REMOVE EXISTING ABOVE- AND BELOW-GRADE IMPROVEMENTS AS INDICATED AND AS NECESSARY TO FACILITATE NEW CONSTRUCTION.
16. SAWCUT ALL PAVEMENTS FULL DEPTH PRIOR TO REMOVAL; SAWCUTS SHALL BE IN STRAIGHT LINES PERPENDICULAR AND/OR PARALLEL TO EXISTING PAVEMENT JOINTS AND PAVEMENT EDGES.
17. REMOVE SURPLUS SOIL MATERIAL, UNSUITABLE TOPSOIL, OBSTRUCTIONS, DEMOLISHED MATERIALS, AND WASTE MATERIALS INCLUDING TRASH AND DEBRIS, AND LEGALLY DISPOSE OF THEM OFF OWNER'S PROPERTY.
18. SEPARATE RECYCLABLE MATERIALS PRODUCED DURING SITE CLEARING FROM OTHER NONRECYCLABLE MATERIALS. STORE OR STOCKPILE WITHOUT INTERMIXING WITH OTHER MATERIALS AND TRANSPORT THEM TO RECYCLING FACILITIES.

SITE WATER SERVICE:

1. COMPLY WITH STANDARDS OF STATE PLUMBING CODE (SPS CH. 382, 384), LOCAL WATER UTILITY REQUIREMENTS AND STANDARDS OF AUTHORITIES HAVING JURISDICTION FOR FIRE-SUPPRESSION AND WATER SERVICE PIPING INCLUDING MATERIALS, FITTINGS, APPURTENANCES, INSTALLATION, TESTING, SERVICE TAPS, ETC. IN CASE OF CONFLICT BETWEEN THESE SPECIFICATIONS AND STATE PLUMBING CODE OR LOCAL JURISDICTIONAL AUTHORITY, STATE PLUMBING CODE AND LOCAL JURISDICTIONAL AUTHORITY REQUIREMENTS GOVERN.
2. DO NOT INTERRUPT SERVICE TO FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED BY OWNERS OF SUCH FACILITIES AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY WATER-DISTRIBUTION SERVICE.
3. WATER SERVICE PIPING MAY BE EITHER DUCTILE IRON WATER PIPE OR PVC WATER PIPE AS ALLOWED BY THE LOCAL WATER UTILITY.
4. DUCTILE IRON WATER PIPE CONFORMING TO THE REQUIREMENTS OF THE AMERICAN NATIONAL STANDARD FOR DUCTILE IRON PIPE, CENTRIFUGALLY CAST, AWWA C151/A21.51 - LATEST REVISION AND REQUIREMENTS OF CHAPTER 8.18.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
   a. CLASS 52
   b. CEMENT MORTAR LINING AND INTERNAL AND EXTERNAL BITUMINOUS COATS IN ACCORDANCE WITH SECTION 51.8 OF AWWA C151.
   c. PUSH-ON GASKET PIPE
   d. PLAIN RUBBER GASKETS
   e. BONDING STRAPS TO PROVIDE ELECTRICAL CONDUCTIVITY WITHOUT FIELD TESTING
5. JOINTS FOR DUCTILE IRON PIPE: JOINTS SHALL BE RUBBER GASKET JOINTS; CONFORM TO THE REQUIREMENTS OF AMERICAN NATIONAL STANDARD FOR RUBBER GASKET JOINTS FOR DUCTILE IRON PRESSURE PIPE AND FITTINGS (ANSI/AWWA C111/A21.11, LATEST EDITION)
6. FITTINGS FOR DUCTILE IRON PIPE: CONFORM TO THE REQUIREMENTS OF AMERICAN NATIONAL STANDARD FOR DUCTILE IRON AND GRAY IRON FITTINGS, 3" THROUGH 48" FOR WATER ANSI/AWWA C110/A21.10, LATEST EDITION); CLASS 250 MECHANICAL JOINT PIPE FITTINGS; CEMENT LINED; ALL BELLS; ENTIRE FITTING TARRED; CONDUCTIVE MECHANICAL JOINT (NO LEAD) RUBBER GASKETS, FLANGES, AND BOLTS.
7. PVC AWWA PIPE: AWWA C900, CLASS 235 WITH BELL END WITH GASKET AND WITH SPIGOT END AND MEETING REQUIREMENTS OF CHAPTER 8.20.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. FITTINGS SHALL BE IN ACCORDANCE WITH CHAPTER 8.22.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. MECHANICAL -JOINT, DUCTILE IRON FITTINGS; AWWA C153, DUCTILE-IRON COMPACT PATTERN. GLANDS, GASKETS AND BOLTS: AWWA C111, DUCTILE IRON GLANDS, RUBBER GASKETS AND STEEL BOLTS.
8. GATE VALVES: CONFORM TO AWWA C-500 AND STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN SUITABLE FOR DIRECT BURY.
9. VALVE BOXES: CAST IRON CONFORMING TO ASTM DESIGNATION A-48, CLASS 20 AND STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
10. FIRE HYDRANTS: TO MEET LOCAL STANDARDS.
11. WATER MAIN CONNECTION: TAP WATER MAIN WITH SIZE AND LOCATION INDICATED ON PLAN IN ACCORDANCE WITH LOCAL WATER UTILITY REQUIREMENTS. COORDINATE CONNECTION WITH LOCAL WATER UTILITY. ALL JOINTS HALL BE RESTRAINED FROM CONNECTION OF WATER MAIN TO BUILDING WALL. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS. INSTALL MEGA-LUG OR APPROVED EQUAL TIGHT TO WALL FOR RESTRAINT FOR ALL BUILDING WALL PENETRATIONS AS APPROVED BY LOCAL PLUMBING INSPECTOR AND WATER UTILITY. INSTALL THRUST BLOCKING AND MEGA-LUG AT BEND BELOW FLOOR FOR ALL FLOOR PENETRATIONS
12. GENERAL WATER PIPE INSTALLATION: IN ACCORDANCE WITH CHAPTER 4.3.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
13. INSTALL DUCTILE-IRON, WATER-SERVICE PIPING ACCORDING TO AWWA C600 AND CHAPTER 4.4.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
14. ALL DUCTILE IRON PIPE SHALL BE ENCASED IN POLYETHYLENE PER AWWA C105, LATEST EDITION AND IN ACCORDANCE WITH CHAPTER 4.4.4 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. ALL JOINTS AND FITTINGS SHALL HAVE POLYETHYLENE ENCASEMENT INSTALLED PER MANUFACTURER'S REQUIREMENTS AND PROCEDURES.
15. INSTALL PVC AWWA PIPE ACCORDING TO ASTM F645 AND AWWA M23 AND CHAPTER 4.6.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
16. INSTALL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS AT ALL OFFSET FITTINGS (TEES, BENDS, DEAD ENDS, VALVES, REDUCERS) USING MEGA-LUG OR APPROVED EQUAL. CONCRETE THRUST BLOCKS SHALL BE INSTALLED PER FILE NO'S:44,45,46 FROM THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. SEE DETAIL FOR MINIMUM LENGTH OF RESTRAINED JOINT REQUIRED. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS.INSTALL WATER SERVICE PIPING SUCH THAT THERE IS A MINIMUM OF 6' OF COVER OVER THE TOP OF THE WATER SERVICE PIPING.

SITE WATER SERVICE CONT.:

17. BEDDING AND COVER FOR WATER SERVICE PIPING SHALL BE IN ACCORDANCE WITH SECTION 4.3.3 AND FILE NO. 36 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. TRENCH BACKFILL SHALL BE GRANULAR B BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION ON-SITE.
18. INSTALL TRACER WIRE FOR NON-METALLIC WATER SERVICES IN ACCORDANCE WITH SPS SECTION 382.40(8)(K). TRACER WIRE INSULATION COLOR SHALL BE BLUE FOR POTABLE WATER SERVICE PIPING.
19. DUCTILE-IRON PIPING, RUBBER GASKETED JOINTS IN ACCORDANCE WITH SECTION 4.4.2 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
20. PVC PIPING GASKETED JOINTS: USING JOINING MATERIALS ACCORDING TO AWWA C900. CONSTRUCT JOINTS WITH ELASTOMERIC SEALS AND LUBRICANTS ACCORDING TO ASTM D2774 OR ASTM D3139 AND PIPE MANUFACTURER'S WRITTEN INSTRUCTIONS.
21. CONDUCT HYDROSTATIC TESTS IN ACCORDANCE WITH CHAPTER 4.15.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN.
22. CLEAN AND DISINFECT WATER SERVICE PIPING IN ACCORDANCE WITH SPS CHAPTER 82.40(8)(I) AND AWWA C651.

SANITARY SEWERAGE:

1. ALL PRIVATE SANITARY SEWER WORK SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) PLUMBING CODE - CHAPTERS SPS 382 AND SPS 384 AND LOCAL MUNICIPAL REQUIREMENTS.
2. ALL PUBLIC SANITARY SEWER WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION (STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS.
3. PVC SEWER PIPE AND FITTINGS: ASTM D 3034, SDR 35, WITH BELL-AND-SPIGOT ENDS WITH RUBBER GASKETED JOINTS IN ACCORDANCE WITH CHAPTER 8.10.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. JOINTS SHALL CONFORM TO ASTM D-3212.
4. MANHOLES: STANDARD PRECAST REINFORCED CONCRETE MANHOLES CONFORMING TO ASTM C478, SECTION 8.39.0 OF THE STANDARD SPECIFICATIONS AND CONFORMING TO FILE NOS. 12, 13 AND 15 OF THE STANDARD SPECIFICATIONS. DIAMETER AND DEPTH AS INDICATED ON PLANS. MANHOLE SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
5. MANHOLES DEEPER THAN FOUR FEET SHALL BE PROVIDED WITH MANHOLE STEPS CONFORMING TO SECTION 8.40.0 OF THE STANDARD SPECIFICATIONS.
6. SEWERS SHALL BE INSTALLED IN CONFORMANCE WITH SECTION 3.2.0 OF THE STANDARD SPECIFICATIONS. INSTALL PROPER SIZE INCREASERS, REDUCERS AND COUPLINGS WHERE DIFFERENT SIZES OR MATERIALS OF PIPES AND FITTINGS ARE CONNECTED. INSTALL TRACER PIPE OVER NON-METALLIC PIPING IN ACCORANCE WITH SPS SECTION 382.30(11)(H) AND 382.36(7)(D).
7. PIPE JOINT CONSTRUCTION: FOLLOW PIPING MANUFACTURER'S RECOMMENDATIONS; JOIN PVC SEWER PIPE ACCORDING TO ASTM D2321 AND ASTM D 3212 FOR ELASTOMERIC GASKET JOINTS. JOIN DISSIMILAR PIPE MATERIALS WITH NONPRESSURE-TYPE, FLEXIBLE COUPLINGS
7. PROVIDE AND INSTALL CLEANOUTS IN ACCORDANCE WITH SPS CHAPTER 382.35. INSTALL CLEANOUTS AND RISER EXTENSIONS FORM SEWER PIPES TO PROPOSED GRADE. INSTALL PIPING SO CLEANOUTS OPEN IN DIRECTION OF FLOW IN SEWER PIPE. USE LIGHT DUTY, TOP LOADING CLASSIFICATION CLEANOUTS IN EARTH OR UNPAVED FOOT TRAFFIC AREAS; USE MEDIUM DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN PAVED FOOT TRAFFIC AREAS; USE HEAVY DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN VEHICULAR TRAFFIC AREAS. SET CLEANOUT FRAMES AND COVERS IN PAVEMENT AREAS FLUSH WITH PAVEMENT SURFACE.
8. CLASS B COMPACTED TRENCH SECTION (FILE NO. NO. 4 OF STANDARD SPECIFICATIONS) SHALL BE UTILIZED. BEDDING AND COVER MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 8.43.0 OF THE STANDARD SPECIFICATIONS.
9. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
10. MANHOLE INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.0 OF THE STANDARD SPECIFICATIONS. SET MANHOLE RIMS TO ELEVATIONS INDICATED ON PLANS.
11. AFTER INSTALLATION OF SEWER PIPE CLEAN ALL DEBRIS FROM SEWER AND INSPECT INTERIOR OF PIPING TO DETERMINE WHETHER LINE DISPLACEMENT OR OTHER DAMAGE HAS OCCURRED. CONDUCT DEFLECTION TESTING OF INSTALLED PIPE IN ACCORDANCE WITH SECTION 3.2.6(I)4 OF THE STANDARD SPECIFICATIONS; REPLACE ANY PIPE SECTION NOT PASSING THE DEFLECTION TESTING USING NEW PIPE MATERIALS. TEST NEW BUILDING SEWER IN ACCORDANCE WITH SECTION 5.4.0 OF THE STANDARD SPECIFICATIONS. REPLACE LEAKING PIPE USING NEW PIPE MATERIALS AAND REPEAT TESTING UNTIL LEAKAGE IS WITHIN ALLOWANCES SPECIFIED.

STORM DRAINAGE:

1. ALL PRIVATE STORM SEWER WORK SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) PLUMBING CODE - CHAPTERS SPS 382 AND SPS 384 AND LOCAL MUNICIPAL REQUIREMENTS.
2. ALL PUBLIC STORM SEWER WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION (STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS.
3. PVC SEWER PIPE AND FITTINGS: ASTM D 3034, SDR 35, WITH BELL-AND-SPIGOT ENDS WITH RUBBER GASKETED JOINTS IN ACCORDANCE WITH CHAPTER 8.10.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. JOINTS SHALL CONFORM TO ASTM D-3212.
4. REINFORCED CONCRETE PIPE: ASTM C76 WITH BELL AND SPIGOT ENDS AND GASKETED JOINTS WITH ASTM C443 RUBBER GASKETS IN ACCORDANCE WITH CHAPTER 8.6.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
5. HDPE PIPE: ADS N12 PIPE AS APPROVED ON THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES PLUMBING PRODUCT REGISTER.
6. CATCH BASINS: STANDARD PRECAST CONCRETE CATCH BASINS CONFORMING TO CHAPTER 3.6.0 OF THE STANDARD SPECIFICATIONS AND IN GENERAL CONFORMANCE WITH FILE NO. 26 OF THE STANDARD SPECIFICATIONS. DEPTH AND DIAMETER AS INDICATED ON PLANS. CATCH BASIN SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
7. FRAMES AND GRATES: AS INDICATED ON PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING SPECIFIED FRAME/GRATE IS COMPATIBLE WITH STRUCTURE; IF NOT, NOTIFY ENGINEER.
8. MANHOLES: STANDARD PRECAST REINFORCED CONCRETE MANHOLES CONFORMING TO ASTM C478, SECTION 8.39.0 OF THE STANDARD SPECIFICATIONS AND CONFORMING TO FILE NOS. 12, 13 AND 15 OF THE STANDARD SPECIFICATIONS. DIAMETER AND DEPTH AS INDICATED ON PLANS. MANHOLE SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
9. MANHOLES AND CATCH BASINS DEEPER THAN FOUR FEET SHALL BE PROVIDED WITH MANHOLE STEPS CONFORMING TO SECTION 8.40.0 OF THE STANDARD SPECIFICATIONS.
10. SEWERS SHALL BE INSTALLED IN CONFORMANCE WITH SECTION 3.2.0 OF THE STANDARD SPECIFICATIONS. INSTALL PROPER SIZE INCREASERS, REDUCERS AND COUPLINGS WHERE DIFFERENT SIZES OR MATERIALS OF PIPES AND FITTINGS ARE CONNECTED. INSTALL TRACER PIPE OVER NON-METALLIC PIPING IN ACCORDANCE WITH SPS SECTION 382.30(11)(H) AND 382.36(7)(D).
11. PROVIDE AND INSTALL CLEANOUTS IN ACCORDANCE WITH SPS CHAPTER 382.35. INSTALL CLEANOUTS AND RISER EXTENSIONS FORM SEWER PIPES TO PROPOSED GRADE. INSTALL PIPING SO CLEANOUTS OPEN IN DIRECTION OF FLOW IN SEWER PIPE. USE LIGHT DUTY, TOP LOADING CLASSIFICATION CLEANOUTS IN EARTH OR UNPAVED FOOT TRAFFIC AREAS; USE MEDIUM DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN PAVED FOOT TRAFFIC AREAS; USE HEAVY DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN VEHICULAR TRAFFIC AREAS. SET CLEANOUT FRAMES AND COVERS IN PAVEMENT AREAS FLUSH WITH PAVEMENT SURFACE.
12. CLASS B COMPACTED TRENCH SECTION (FILE NO. NO. 4 OF STANDARD SPECIFICATIONS) SHALL BE UTILIZED. BEDDING AND COVER MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 8.43.0 OF THE STANDARD SPECIFICATIONS.
13. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
14. MANHOLE INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.0 OF THE STANDARD SPECIFICATIONS. SET MANHOLE RIMS TO ELEVATIONS INDICATED ON PLANS.
15. CATCH BASIN INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.6 OF THE STANDARD SPECIFICATIONS. CATCH BASIN EXCAVATION AND PREPARATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.4(A) AND (B) OF THE STANDARD SPECIFICATIONS. FRAMES AND GRATES SHALL BE SET TO THE ELEVATIONS SHOWN ON THE PLANS.
16. AFTER INSTALLATION OF SEWER PIPE CLEAN ALL DEBRIS FROM SEWER AND INSPECT INTERIOR OF PIPING TO DETERMINE WHETHER LINE DISPLACEMENT OR OTHER DAMAGE HAS OCCURRED. CONDUCT DEFLECTION TESTING OF INSTALLED PIPE IN ACCORDANCE WITH SECTION 3.2.6(I)4 OF THE STANDARD SPECIFICATIONS; REPLACE ANY PIPE SECTION NOT PASSING THE DEFLECTION TESTING USING NEW PIPE MATERIALS.

EARTH MOVING:

1. ALL EARTH WORK SHALL BE DONE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER PRESENTED IN THE SITE GEOTECHNICAL REPORT, GEOTECHNICAL ENGINEER RECOMMENDATIONS MADE IN THE FIELD AND THESE SPECIFICATIONS. IN CASE OF CONFLICT BETWEEN THESE SPECIFICATIONS AND THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER SHALL GOVERN.
2. CONTRACTOR SHALL PROVIDE MATERIAL TEST REPORTS FROM A QUALIFIED TESTING AGENCY INDICATING TEST RESULTS FOR CLASSIFICATION ACCORDING TO ASTM D2487 AND LABORATORY COMPACTION CURVES ACCORDING TO ASTM D 1557 FOR EACH ON-SITE AND OFF-SITE SOIL MATERIAL PROPOSED FOR FILL AND BACKFILL.
3. CONTRACTOR SHALL PROVIDE PREEXCAVATION PHOTOS OR VIDEOS SHOWING EXISTING CONDITIONS OF ADJOINING STRUCTURES AND SITE IMPROVEMENTS THAT MIGHT BE MISCONSTRUED AS DAMAGE CAUSED BY EARTHWORK OPERATIONS.
4. OLD BUILDING FOUNDATIONS, BUILDING REMNANTS OR UNSUITABLE BACKFILL MATERIAL SHALL BE COMPLETELY REMOVED FROM WITHIN AND A MINIMUM OF 10 FEET BEYOND THE NEW BUILDING PAD AREAS. THE RESULTING EXCAVATION SHALL BE BACKFILLED WITH COMPACTED ENGINEERED FILL.
5. FOUNDATIONS, FOUNDATION WALLS OR CONCRETE FLOOR SLABS SHALL BE REMOVED TO A MINIMUM OF TWO FEET BELOW PROPOSED SUBGRADE WITHIN PROPOSED PARKING AND GREENSPACE AREAS. BASEMENT SLABS LOCATED BELOW 2 FEET FROM PLANNED SUBGRADE ELEVATION MAY BE LEFT IN PLACE BUT SHALL BE BROKEN INTO MAXIMUM 6 INCH PIECES TO FACILITATE DRAINAGE.
6. SATISFACTORY SOILS FOR FILL: ASTM D 2487 SOIL CLASSIFICATION GROUPS GW, GP, GM, SW, SP, AND SM OR A COMBINATION OF THESE GROUPS; FREE OF ROCK OR GRAVEL LARGER THAN 3 INCHES IN ANY DIMENSION, DEBRIS, WASTE, FROZEN MATERIALS, VEGETATION, AND OTHER DELETERIOUS MATTER OR ANY SOIL GROUP OR COMBINATION OF GROUPS APPROVED OF BY THE PROJECT GEOTECHNICAL ENGINEER.
7. UNSATISFACTORY SOILS FOR FILL: SOIL CLASSIFICATION GROUPS GC, SC, CL, ML, OL, CH, MH, OH, AND PT ACCORDING TO ASTM D 2487 OR A COMBINATION OF THESE GROUPS UNLESS DEEMED SATISFACTORY BY THE PROJECT GEOTECHNICAL ENGINEER. UNSATISFACTORY SOILS ALSO INCLUDE SOILS NOT MAINTAINED WITHIN 3 PERCENT OF OPTIMUM SOIL MOISTURE CONTENT AT THE TIME OF COMPACTION.
8. AGGREGATE BASE COURSE BENEATH PAVEMENTS: SHALL BE 1-1/4" DENSE GRADED BASE COURSE CONFORMING TO SECTION 305 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION.
9. ENGINEERED FILL: NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND; ASTM D 2940; WITH AT LEAST 90 PERCENT PASSING A 1-1/2-INCH (37.5-MM) SIEVE AND NOT MORE THAN 12 PERCENT PASSING A NO. 200 SIEVE OR ANY SOIL DEEMED ACCEPTABLE FOR ENGINEERED FILL BY THE PROJECT GEOTECHNICAL ENGINEER. ENGINEERED FILL SHALL BE FREE OF ORGANIC, FROZEN, OR OTHER DELETERIOUS MATERIAL AND HAVE A MAXIMUM PARTICLE SIZE LESS THAN 3 INCHES. CLAY FILLS SHALL HAVE A LIQUID LIMIT OF LESS THAN 49 AND PLASTICITY INDEX BETWEEN 11 AND 25.
10. BEDDING COURSE FOR SEWERS AND WATER SERVICE: NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND CONFORMING TO THE REQUIREMENTS OF SECTION 8.43.2 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
11. DRAINAGE COURSE BENEATH BUILDING SLABS: NARROWLY GRADED MIXTURE OF WASHED, CRUSHED STONE, OR CRUSHED OR UNCRUSHED GRAVEL; ASTM D 448; COARSE-AGGREGATE GRADING SIZE 57; WITH 100 PERCENT PASSING A 1-1/2-INCH (37.5-MM) SIEVE AND 0 TO 5 PERCENT PASSING A NO. 8 SIEVE.
12. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
13. PIPE COVER MATERIAL: CONFORM TO SECTION 8.43.3 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
14. PREVENT SURFACE WATER AND GROUND WATER FROM ENTERING EXCAVATIONS, FROM PONDING ON PREPARED SUBGRADES, AND FROM FLOODING PROJECT SITE AND SURROUNDING AREA.
15. SHORING, SHEETING AND BRACING: SHORE, BRACE OR SLOPE BANKS OF EXCAVATION TO PROTECT WORKMEN, BANKS, ADJACENT PAVING, STRUCTURES, AND UTILITIES TO MEET OSHA REQUIREMENTS. DESIGN OF TEMPORARY SUPPORT OF EXCAVATION IS THE RESPONSIBILITY OF THE CONTRACTOR.
16. EXCAVATE TO SUBGRADE ELEVATIONS REGARDLESS OF THE CHARACTER OF SURFACE AND SUBSURFACE CONDITIONS ENCOUNTERED. UNCLASSIFIED EXCAVATED MATERIALS MAY INCLUDE ROCK, SOIL MATERIALS, AND OBSTRUCTIONS. NO CHANGES IN THE CONTRACT SUM OR THE CONTRACT TIME WILL BE AUTHORIZED FOR ROCK EXCAVATION OR REMOVAL OF OBSTRUCTIONS.
17. PROOF-ROLL SUBGRADE BELOW THE BUILDING SLABS AND PAVEMENTS WITH FULLY LOADED TANDEM AXLE DUMP TRUCK OR RUBBER TIRED VEHICLE OF SIMILAR SIZE AND WEIGHT, TYPICALLY 9 TONS/AXLE, WHERE COHESIVE SOILS ARE ENCOUNTERED OR WITH A SMOOTH DRUMMED VIBRATORY ROLLER WHERE GRANULAR SOILS ARE PRESENT. DO NOT PROOF-ROLL WET OR SATURATED SUBGRADES AND PROOFROLL IN DRY WEATHER. PROOF ROLL IN PRESENCE OF PROJECT GEOTECHNICAL ENGINEER OR TECHNICIAN. SOILS THAT ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD (TYPICALLY >1") SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED ENGINEERED FILL. IN PAVEMENT AREAS WHERE UNDERCUTS ARE PERFORMED, THE EDGES OF THE OVEREXCAVATIONS SHALL BE FEATHERED INOT THE SURROUNDING SUITABLE SOIL SO THAT EDGE FAILURE OF THE OVEREXCAVATED AREA DOES NOT OCCUR.
18. DUE TO CLAYEY SOILS, IF UNDERCUTS OCCUR WITHIN PAVEMENT AREAS AND THEY ARE BACKFILLED WITH GRANULAR SOILS, THE BOTTOM OF THE OVEREXCAVATION SHALL BE SLOPED TO A DRAINTILE THAT IS IN KIND SLOPED TOWARD THE NEAREST STORM SEWER. MINIMUM SLOPES OF SUCH DRAINTILES SHALL BE 0.5%.
19. CONVENTIONAL DISKING AND AERATION TECHNIQUES SHALL BE USED TO DRY SOILS BEFORE PROOF ROLLING. ALLOT FOR PROPER DRYING TIME IN PROJECT SCHEDULE.
20. ENGINEERED FILL SHALL BE PLACED IN MAXIMUM LIFTS OF EIGHT INCHES OF LOOSE MATERIAL AND COMPACTED WITHIN 3% OF OPTIMUM SOIL MOISTURE CONTENT VALUE AND A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST ASTM D1557. EACH LIFT OF COMPACTED ENGINEERED FILL SHALL BE OBSERVED AND TESTED BY A QUALIFI

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CONCRETE PAVING:

1. THE COMPOSITION, PLACING AND CONSTRUCTION OF CONCRETE PAVEMENTS SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF SECTIONS 415, 416, 501, 601, AND 602 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION (WISDOT STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS AND SPECIFICATIONS.
2. CONTRACTOR SHALL PROVIDE PRODUCT DATA FOR EACH TYPE OF PRODUCT INDICATED - INCLUDE TECHNICAL DATA AND TESTED PHYSICAL AND PERFORMANCE PROPERTIES; JOB-MIX DESIGNS: CERTIFICATION THAT MIX MEETS OR EXCEEDS WISDOT STANDARD SPECIFICATIONS; AND MATERIAL CERTIFICATES CERTIFYING COMPLIANCE WITH WISDOT STANDARD SPECIFICATIONS.
3. MANUFACTURER QUALIFICATIONS: MANUFACTURER OF READY-MIXED CONCRETE PRODUCTS WHO COMPLIES WITH ASTM C 94/C 94M REQUIREMENTS FOR PRODUCTION FACILITIES AND EQUIPMENT AND APPROVED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
4. CONCRETE GRADE: GRADE A, GRADE A-2, OR A-FA CONFORMING TO SECTION 501.3.1.3 OF THE WISDOT STANDARD SPECIFICATIONS
5. AGGREGATES: CONFORM TO SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS. PROVIDE AGGREGATES FROM A SINGLE SOURCE.
6. WATER: ASTM C 94/C 94M AND SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
7. AIR-ENTRAINING ADMIXTURE: ASTM C 260 AND SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
8. CHEMICAL ADMIXTURES: PER SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
9. CURING MATERIALS IN ACCORDANCE WITH SECTION 415.3.12 OF THE WISDOT STANDARD SPECIFICATIONS.
10. EXPANSION JOINT MATERIAL: CONFORM TO SECTION 415.2.3 OF THE WISDOT STANDARD SPECIFICATIONS.
11. MEASURE, BATCH, AND MIX CONCRETE MATERIALS AND CONCRETE IN ACCORDANCE WITH SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
12. GENERAL EXECUTION: CONFORM TO SECTION 415 OF THE WISDOT STANDARD SPECIFICATIONS.
13. PROOFROLL SUBGRADE AND AGGREGATE BASE AS OUTLINED IN EARTH MOVING SPECIFICATION PRIOR TO PLACEMENT OF PAVEMENTS.
14. SET, BRACE, AND SECURE EDGE FORMS, BULKHEADS, AND INTERMEDIATE SCREED GUIDES FOR PAVEMENT TO REQUIRED LINES, GRADES, AND ELEVATIONS. INSTALL FORMS TO ALLOW CONTINUOUS PROGRESS OF WORK AND SO FORMS CAN REMAIN IN PLACE AT LEAST 24 HOURS AFTER CONCRETE PLACEMENT.
15. CLEAN FORMS AFTER EACH USE AND COAT WITH FORM-RELEASE AGENT TO ENSURE SEPARATION FROM CONCRETE WITHOUT DAMAGE.
16. JOINTS GENERAL: FORM CONSTRUCTION, ISOLATION, AND CONTRACTION JOINTS AND TOOL EDGINGS TRUE TO LINE WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. CONSTRUCT TRANSVERSE JOINTS AT RIGHT ANGLES TO CENTERLINE, UNLESS OTHERWISE INDICATED. CONFORM TO SECTION 415 OF THE WISDOT STANDARD SPECIFICATIONS
17. CONSTRUCTION JOINTS: SET CONSTRUCTION JOINTS AT SIDE AND END TERMINATIONS OF PAVEMENT AND AT LOCATIONS WHERE PAVEMENT OPERATIONS ARE STOPPED FOR MORE THAN ONE-HALF HOUR UNLESS PAVEMENT TERMINATES AT ISOLATION JOINTS.
18. ISOLATION JOINTS: FORM ISOLATION JOINTS OF PREFORMED JOINT-FILLER STRIPS ABUTTING CONCRETE CURBS, CATCH BASINS, MANHOLES, INLETS, STRUCTURES, WALKS, OTHER FIXED OBJECTS, AND WHERE INDICATED.
19. CONTRACTION JOINTS: FORM WEAKENED-PLANE CONTRACTION JOINTS, SECTIONING CONCRETE INTO AREAS AS INDICATED. CONSTRUCT CONTRACTION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE-FOURTH OF THE CONCRETE THICKNESS TO MATCH JOINTING OF EXISTING ADJACENT CONCRETE PAVEMENT.
20. EDGING: TOOL EDGES OF PAVEMENT, GUTTERS, CURBS, AND JOINTS IN CONCRETE AFTER INITIAL FLOATING WITH AN EDGING TOOL TO A 1/4-INCH RADIUS. REPEAT TOOLING OF EDGES AFTER APPLYING SURFACE FINISHES. ELIMINATE TOOL MARKS ON CONCRETE SURFACES.
21. CURBING: COMPLY WITH SECTION 601 OF THE WISDOT STANDARD SPECIFICATIONS.
22. SIDEWALKS: COMPLY WITH SECTION 602 OF THE WISDOT STANDARD SPECIFICATIONS.
23. MOISTEN AGGREGATE TO PROVIDE A UNIFORM DAMPENED CONDITION AT TIME CONCRETE IS PLACED.
24. FINISH CURBING IN ACCORDANCE WITH SECTION 601.3.5 OF THE WISDOT STANDARD SPECIFICATIONS.
25. FINISH SIDEWALK AND PATIO IN ACCORDANCE WITH SECTION 602.3.2.3 OF THE WISDOT STANDARD SPECIFICATIONS (LIGHT BROOM FINISH).
26. FINISH CONCRETE VEHICULAR PAVEMENTS AND PADS IN ACCORDANCE WITH SECTION 415.3.8 OF THE WISDOT STANDARD SPECIFICATIONS (ARTIFICIAL TURF DRAG FINISH).
27. PROTECT AND CURE SIDEWALK IN ACCORDANCE WITH SECTION 602.3.2.6 OF THE WISDOT STANDARD SPECIFICATIONS.
28. PROTECT AND CURE CURBING IN ACCORDANCE WITH SECTION 601.3.7 OF THE WISDOT STANDARD SPECIFICATIONS.
29. PROTECT AND CURE VEHICULAR CONCRETE PAVING IN ACCORDANCE WITH SECTION 415.3.12 OF THE WISDOT STANDARD SPECIFICATIONS.
30. REMOVE AND REPLACE CONCRETE PAVEMENT THAT IS BROKEN, DAMAGED, OR DEFECTIVE OR THAT DOES NOT COMPLY WITH REQUIREMENTS IN THIS SECTION.
31. PROTECT CONCRETE FROM DAMAGE. EXCLUDE TRAFFIC FROM PAVEMENT FOR AT LEAST 7 DAYS AFTER PLACEMENT.
32. MAINTAIN CONCRETE PAVEMENT FREE OF STAINS, DISCOLORATION, DIRT, AND OTHER FOREIGN MATERIAL. SWEEP CONCRETE PAVEMENT NOT MORE THAN TWO DAYS BEFORE DATE SCHEDULED FOR SUBSTANTIAL COMPLETION INSPECTIONS.

ASPHALTIC PAVING:

1. THE COMPOSITION, PLACING AND CONSTRUCTION OF ASPHALTIC PAVEMENTS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTIONS 450, 455, 460, 465, AND 475 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION (WISDOT STANDARD SPECIFICATIONS).
2. CONTRACTOR SHALL PROVIDE PRODUCT DATA FOR EACH TYPE OF PRODUCT INDICATED - INCLUDE TECHNICAL DATA AND TESTED PHYSICAL AND PERFORMANCE PROPERTIES; JOB-MIX DESIGNS: CERTIFICATION THAT MIX MEETS OR EXCEEDS WISDOT STANDARD SPECIFICATIONS; AND MATERIAL CERTIFICATES CERTIFYING COMPLIANCE WITH WISDOT STANDARD SPECIFICATIONS.
3. MANUFACTURER QUALIFICATIONS: MANUFACTURER SHALL BE REGISTERED WITH AND APPROVED BY THE DOT OF THE STATE IN WHICH PROJECT IS LOCATED.
4. ENVIRONMENTAL LIMITATIONS: DO NOT APPLY ASPHALT MATERIALS IF BASE COURSE IS WET OR EXCESSIVELY DAMP OR IF THE FOLLOWING CONDITIONS ARE NOT MET: APPLY TACK COAT WHEN AMBIENT TEMPERATURE IS ABOVE 50 DEGREES FAHRENHEIT AND WHEN TEMPERATURE HAS NOT BEEN BELOW 35 DEGREES FAHRENHEIT FOR 12 HOURS IMMEDIATELY PRIOR TO APPLICATION; PLACE ASPHALTIC CONCRETE SURFACE COURSE WHEN TEMPERATURE IS ABOVE 40 DEGREES FAHRENHEIT; BASE COURSE MAY BE PLACED WHEN AIR TEMPERATURE IS ABOVE 30 DEGREES FAHRENHEIT AND RISING. PROCEED WITH PAVEMENT MARKING ONLY ON CLEAN, DRY SURFACES. DO NOT APPLY BELOW THE MINIMUM PAVEMENT TEMPERATURE AS RECOMMENDED BY THE MANUFACTURER.
5. AGGREGATES SHALL BE IN ACCORDANCE WITH SECTION 460.2.2 OF THE WISDOT STANDARD SPECIFICATIONS.
6. ASPHALT MATERIALS SHALL BE IN ACCORDANCE WITH CHAPTER 455 OF THE WISDOT STANDARD SPECIFICATIONS.
7. PAVEMENT MARKING PAINT: PROVIDE PAINT FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCTS LIST. COLOR SHALL BE WHITE UNLESS INDICATED OTHERWISE ON PLANS.
8. HOT-MIX ASPHALT: ASPHALTIC BINDER COURSE AND SURFACE COURSE SHALL BE MIXTURE LT FOR REGULAR DUTY PAVEMENT AND LT FOR HEAVY DUTY PAVEMENT COMPLYING WITH THE WISDOT STANDARD SPECIFICATIONS. ASPHALTIC BINDER SHALL BE 58-28 S UNLESS NOTED.
9. AGGREGATE BASE COURSE BENEATH PAVEMENTS: SHALL BE 1-1/4" DENSE GRADED BASE COURSE CONFORMING TO SECTION 305 OF THE WISDOT STANDARD SPECIFICATIONS.
10. PAVEMENT PLACEMENT GENERAL: ASPHALT CONCRETE PAVING EQUIPMENT, WEATHER LIMITATIONS, JOB-MIX FORMULA, MIXING, CONSTRUCTION METHODS, COMPACTION, FINISHING, TOLERANCE AND PROTECTION SHALL CONFORM TO THE REQUIREMENTS OF THE APPROPRIATE SECTIONS OF THE WISDOT STANDARD SPECIFICATIONS.
11. PREPARE AND PROOFROLL SUBGRADES AND AGGREGATE BASE COURSE AS OUTLINED IN EARTH MOVING SPECIFICATIONS PRIOR TO PLACEMENT OF ASPHALT PAVEMENTS.
12. SWEEP LOOSE GRANULAR PARTICLES FROM SURFACE OF AGGREGATE BASE COURSE PRIOR TO PAVEMENT PLACEMENT. DO NOT DISLODGE OR DISTURB AGGREGATE EMBEDDED IN COMPACTED SURFACE OF BASE COURSE.
13. SPREAD AND FINISH ASPHALTIC MIXTURE IN ACCORDANCE WITH SECTION 450.3.2.5 OF THE WISDOT STANDARD SPECIFICATIONS. PAVEMENT THICKNESSES SHALL BE AS INDICATED ON THE PLANS.
14. PROMPTLY CORRECT SURFACE IRREGULARITIES IN PAVING COURSE BEHIND PAVER. USE SUITABLE HAND TOOLS TO REMOVE EXCESS MATERIAL FORMING HIGH SPOTS. FILL DEPRESSIONS WITH HOT-MIX ASPHALT TO PREVENT SEGREGATION OF MIX; USE SUITABLE HAND TOOLS TO SMOOTH SURFACE.
15. COMPACT ASPHALTIC PAVEMENT IN ACCORDANCE WITH SECTION 450.3.2.6 OF THE WISDOT STANDARD SPECIFICATIONS.
16. PROTECTION: AFTER FINAL ROLLING, DO NOT PERMIT VEHICULAR TRAFFIC ON PAVEMENT UNTIL IT HAS COOLED AND HARDENED. ERECT BARRICADES TO PROTECT PAVING FROM TRAFFIC UNTIL MIXTURE HAS COOLED ENOUGH NOT TO BECOME MARKED.
17. THICKNESS TOLERANCE: COMPACT EACH COURSE TO PRODUCE THE THICKNESS INDICATED WITHIN PLUS/MINUS ¼ INCH FOR BINDER COURSE AND PLUS ¼ INCH FOR SURFACE COURSE, NO MINUS.
18. SURFACE SMOOTHNESS TOLERANCE: COMPACT EACH COURSE TO PRODUCE A SURFACE SMOOTHNESS WITHIN THE FOLLOWING TOLERANCES AS DETERMINED BY USING A 10-FOOT STRAIGHTEDGE APPLIED TRANSVERSELY OR LONGITUDINALLY TO PAVED AREAS: BINDER COURSE: ¼ INCH; SURFACE COURSE: 1/8 INCH. REMOVE AND REPLACE ALL HUMPS OR DEPRESSIONS EXCEEDING THE SPECIFIED TOLERANCES.
19. DO NOT APPLY PAVEMENT-MARKING PAINT UNTIL LAYOUT, COLORS, AND PLACEMENT HAVE BEEN VERIFIED WITH ENGINEER.
20. APPLY MARKINGS TO A DRY SURFACE FREE FROM FROST. REMOVE DUST, DIRT, OIL, GREASE, GRAVEL, DEBRIS OR OTHER MATERIAL THAT MAY PREVENT BONDING TO THE PAVEMENT.
21. APPLY PAINT AS THE MANUFACTURER SPECIFIES WITH MECHANICAL EQUIPMENT TO PRODUCE PAVEMENT MARKINGS, OF DIMENSIONS INDICATED, WITH UNIFORM, STRAIGHT EDGES. APPLY AT MANUFACTURER'S RECOMMENDED RATES AT A MINIMUM RATE OF 17.6 GALLONS/MILE FOR A CONTINUOUS 4" LINE.
22. TESTING AGENCY: CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS AND TO PREPARE TEST REPORTS.

SEGMENTAL RETAINING WALL:

1. WORK SHALL CONSIST OF FURNISHING DETAILED DESIGN, MATERIALS, LABOR, EQUIPMENT AND SUPERVISION TO INSTALL A SEGMENTAL RETAINING WALL SYSTEM IN ACCORDANCE WITH PLANS AND SPECIFICATIONS AND IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES, DESIGN AND DIMENSIONS SHOWN ON PLANS.
2. MATERIALS SUBMITTALS: THE CONTRACTOR SHALL SUBMIT MANUFACTURERS' CERTIFICATIONS TWO WEEKS PRIOR TO START OF WORK STATING THAT THE SRW UNITS AND GEOSYNTHETIC REINFORCEMENT MEET THE REQUIREMENTS OF THE DESIGN.
3. DESIGN SUBMITTAL: THE CONTRACTOR SHALL SUBMIT TWO SETS OF DETAILED DESIGN CALCULATIONS AND FINAL RETAINING WALL PLANS FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO THE BEGINNING OF WALL CONSTRUCTION. ALL CALCULATIONS AND DRAWINGS SHALL BE PREPARED AND SEALED BY A PROFESSIONAL CIVIL ENGINEER (P.E.) - (WALL DESIGN ENGINEER) EXPERIENCED IN SRW DESIGN AND LICENSED IN THE STATE WHERE THE WALL IS TO BE BUILT.
4. SEGMENTAL RETAINING WALL (SRW) UNITS SHALL BE MACHINE FORMED, PORTLAND CEMENT CONCRETE BLOCKS SPECIFICALLY DESIGNED FOR RETAINING WALL APPLICATIONS. SRW UNITS SHALL BE VERSA-LOK STANDARD RETAINING WALL UNITS, KEYSTONE RETAINING WALL UNITS, ROCKWOOD RETAINING WALL UNITS OR APPROVED EQUAL.
5. COLOR AND STYLE OF SRW UNITS SHALL BE AS SELECTED BY ARCHITECT AND OWNER FROM MANUFACTURER'S FULL RANGE.
6. SRW UNITS SHALL BE CAPABLE OF BEING ERECTED WITH THE HORIZONTAL GAP BETWEEN ADJACENT UNITS NOT EXCEEDING 1/8 INCH.
7. SRW UNITS SHALL BE SOUND AND FREE OF CRACKS OR OTHER DEFECTS THAT WOULD INTERFERE WITH THE PROPER PLACING OF THE UNIT OR SIGNIFICANTLY IMPAIR THE STRENGTH OR PERMANENCE OF THE STRUCTURE. ANY CRACKS OR CHIPS OBSERVED DURING CONSTRUCTION SHALL FALL WITHIN THE GUIDELINES OUTLINED IN ASTM C 1372.
8. CONCRETE SRW UNITS SHALL CONFORM TO THE REQUIREMENTS OF ASTM 1372 AND HAVE A MINIMUM NET AVERAGE 28 DAYS COMPRESSIVE STRENGTH OF 3000 PSI. COMPRESSIVE STRENGTH TEST SPECIMENS SHALL CONFORM TO THE SAW-CUT COUPON PROVISIONS OF ASTM C140.
9. SRW UNITS' MOLDED DIMENSIONS SHALL NOT DIFFER MORE THAN ± 1/8 INCH FROM THAT SPECIFIED, AS MEASURED IN ACCORDANCE WITH ASTM C 140. THIS TOLERANCE DOES NOT APPLY TO ARCHITECTURAL SURFACES, SUCH AS SPLIT FACES.
10. SRW UNITS SHALL BE INTERLOCKED WITH CONNECTION PINS. THE PINS SHALL CONSIST OF GLASS-REINFORCED NYLON MADE FOR THE EXPRESSED USE WITH THE SRW UNITS SUPPLIED.
11. GEOSYNTHETIC REINFORCEMENT SHALL CONSIST OF HIGH-TENACITY PET GEOGRIDS, HDPE GEOGRIDS, OR GEOTEXTILES MANUFACTURED FOR SOIL REINFORCEMENT APPLICATIONS. THE TYPE, STRENGTH AND PLACEMENT OF THE GEOSYNTHETIC REINFORCEMENT SHALL BE DETERMINED BY PROCEDURES OUTLINED IN THIS SPECIFICATION AND THE NCMA DESIGN MANUAL FOR SEGMENTAL RETAINING WALLS (3RD EDITION 2009) AND MATERIALS SHALL BE SPECIFIED BY WALL DESIGN ENGINEER IN THEIR FINAL WALL PLANS AND SPECIFICATIONS. THE MANUFACTURERS/SUPPLIERS OF THE GEOSYNTHETIC REINFORCEMENT SHALL HAVE DEMONSTRATED CONSTRUCTION OF SIMILAR SIZE AND TYPES OF SEGMENTAL RETAINING WALLS ON PREVIOUS PROJECTS.
12. THE TYPE, STRENGTH AND PLACEMENT OF THE REINFORCING GEOSYNTHETIC SHALL BE AS DETERMINED BY THE WALL DESIGN ENGINEER, AS SHOWN ON THE FINAL, P.E.-STAMPED RETAINING WALL PLANS.
13. MATERIAL FOR LEVELING PAD SHALL CONSIST OF COMPACTED SAND, GRAVEL, OR COMBINATION THEREOF (USCS SOIL TYPES GP,GW, SP, & SW) AND SHALL BE A MINIMUM OF 6 INCHES IN DEPTH. LEAN CONCRETE WITH A STRENGTH OF 200-300 PSI AND 3 INCHES THICK MAXIMUM MAY ALSO BE USED AS A LEVELING PAD MATERIAL. THE LEVELING PAD SHOULD EXTEND LATERALLY AT LEAST A DISTANCE OF 6 INCHES FROM THE TOE AND HEEL OF THE LOWERMOST SRW UNIT.
14. DRAINAGE AGGREGATE SHALL BE ANGULAR, CLEAN STONE OR GRANULAR FILL MEETING THE FOLLOWING GRADATION AS DETERMINED IN ACCORDANCE WITH ASTM D422:

SIEVE SIZE	PERCENT PASSING
1 INCH	100
3/4 INCH	75-100
NO. 4	0-60
NO. 40	0-50
NO. 200	0-5

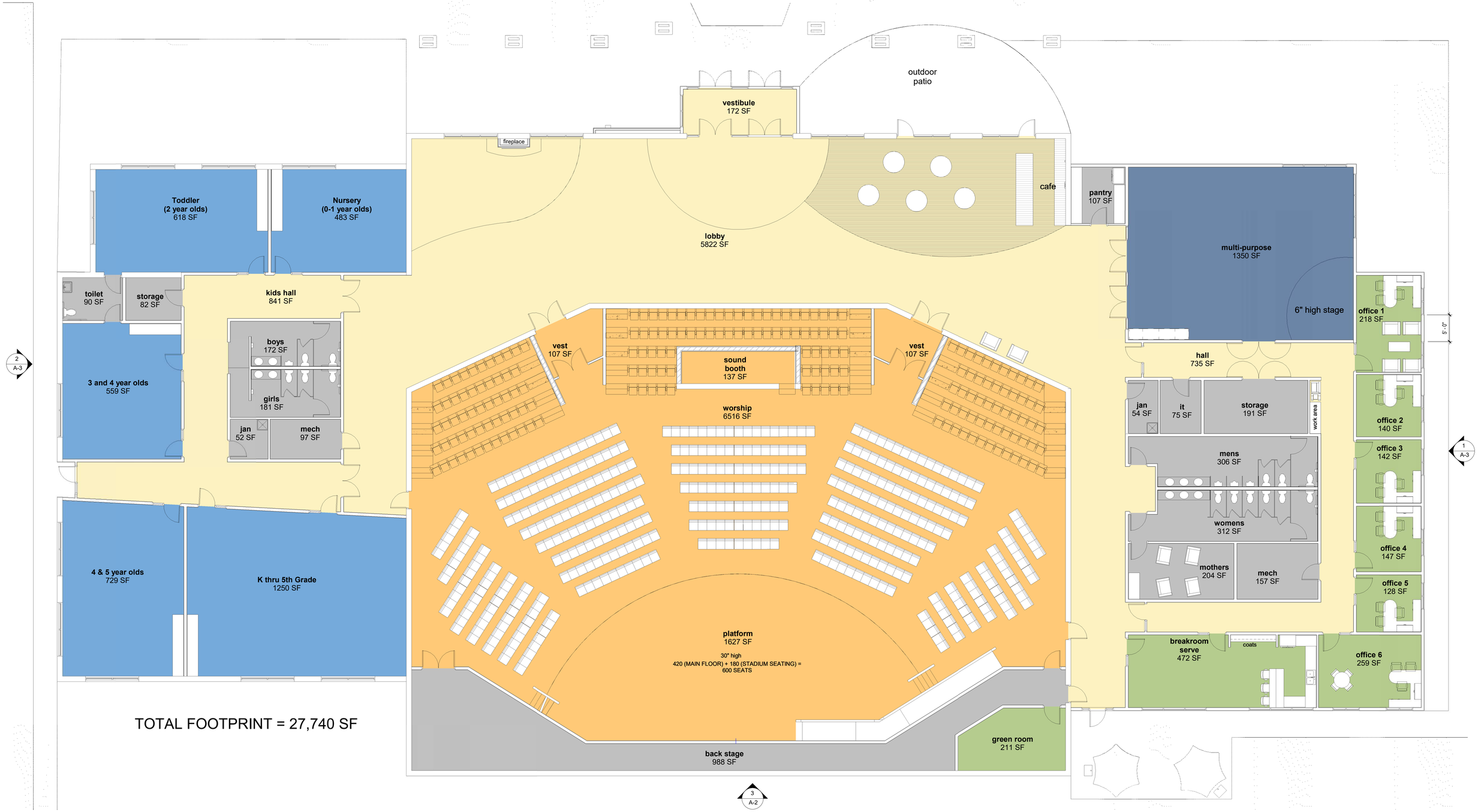
15. THE DRAINAGE COLLECTION PIPE SHALL BE A PERFORATED OR SLOTTED PVC, OR CORRUGATED HDPE PIPE. THE DRAINAGE PIPE MAY BE WRAPPED WITH A GEOTEXTILE TO FUNCTION AS A FILTER. DRAINAGE PIPE SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM F 405 OR ASTM F 758.
16. THE REINFORCED SOIL MATERIAL SHALL BE FREE OF DEBRIS. UNLESS OTHERWISE NOTED ON THE FINAL, P.E.-SEALED, RETAINING WALL PLANS PREPARED BY THE WALL DESIGN ENGINEER, THE REINFORCED MATERIAL SHALL CONSIST OF THE INORGANIC USCS SOIL TYPES GP, GW, SW, SP, SM, MEETING THE FOLLOWING GRADATION, AS DETERMINED IN ACCORDANCE WITH ASTM D422:

SIEVE SIZE	PERCENT PASSING
1 INCH	100
NO. 4	20-100
NO. 40	0-60
NO. 200	0-35

17. THE MAXIMUM PARTICLE SIZE OF POORLY-GRADED GRAVELS (GP) (NO FINES) SHOULD NOT EXCEED 3/4 INCH UNLESS EXPRESSLY APPROVED BY THE WALL DESIGN ENGINEER AND THE LONG-TERM DESIGN STRENGTH (LTDS) OF THE GEOSYNTHETIC IS REDUCED TO ACCOUNT FOR ADDITIONAL INSTALLATION DAMAGE FROM PARTICLES LARGER THAN THIS MAXIMUM.
18. THE PLASTICITY OF THE FINE FRACTION SHALL BE LESS THAN 20.
19. THE PH OF THE BACKFILL MATERIAL SHALL BE BETWEEN 3 AND 9 WHEN TESTED IN ACCORDANCE WITH ASTM G 51.
20. DRAINAGE GEOTEXTILE SHALL CONSIST OF GEOSYNTHETIC SPECIFICALLY MANUFACTURED FOR USE AS A PERMEABLE SOIL FILTER THAT RETAINS SOIL WHILE STILL ALLOWING WATER TO PASS THROUGHOUT THE LIFE OF THE STRUCTURE. THE TYPE AND PLACEMENT OF THE GEOTEXTILE FILTER MATERIAL SHALL BE AS REQUIRED BY THE WALL DESIGN ENGINEER IN THEIR FINAL WALL PLANS AND SPECIFICATIONS.
21. THE DESIGN ANALYSIS FOR THE FINAL, P.E.-STAMPED RETAINING WALL PLANS PREPARED BY THE WALL DESIGN ENGINEER SHALL CONSIDER THE EXTERNAL STABILITY AGAINST SLIDING AND OVERTURNING, INTERNAL STABILITY AND FACIAL STABILITY OF THE REINFORCED SOIL MASS, AND SHALL BE IN ACCORDANCE WITH ACCEPTABLE ENGINEERING PRACTICE AND THESE SPECIFICATIONS. THE INTERNAL AND EXTERNAL STABILITY ANALYSIS SHALL BE PERFORMED IN ACCORDANCE WITH THE "NCMA DESIGN MANUAL FOR SEGMENTAL RETAINING WALLS, 3RD EDITION" USING THE RECOMMENDED MINIMUM FACTORS OF SAFETY IN THIS MANUAL.
22. EXTERNAL STABILITY ANALYSIS FOR BEARING CAPACITY, GLOBAL STABILITY, AND TOTAL AND DIFFERENTIAL SETTLEMENT SHALL BE THE RESPONSIBILITY OF THE OWNER AND THE OWNER'S GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER SHALL PERFORM BEARING CAPACITY, SETTLEMENT ESTIMATES, AND GLOBAL STABILITY ANALYSIS BASED ON THE FINAL WALL DESIGN PROVIDED BY THE WALL DESIGN ENGINEER AND COORDINATE ANY REQUIRED CHANGES WITH THE WALL DESIGN ENGINEER.
23. THE GEOSYNTHETIC PLACEMENT IN THE WALL DESIGN SHALL HAVE 100% CONTINUOUS COVERAGE PARALLEL TO THE WALL FACE. GAPPING BETWEEN HORIZONTALLY ADJACENT LAYERS OF GEOSYNTHETIC (PARTIAL COVERAGE) WILL NOT BE ALLOWED.
24. CONTRACTOR'S FIELD CONSTRUCTION SUPERVISOR SHALL HAVE DEMONSTRATED EXPERIENCE AND BE QUALIFIED TO DIRECT ALL WORK AT THE SITE.
25. CONTRACTOR SHALL EXCAVATE TO THE LINES AND GRADES SHOWN ON THE PROJECT GRADING PLANS. CONTRACTOR SHALL TAKE PRECAUTIONS TO MINIMIZE OVER-EXCAVATION. OVER-EXCAVATION SHALL BE FILLED WITH COMPACTED INFILL MATERIAL, OR AS DIRECTED BY THE WALL DESIGN ENGINEER, AT THE CONTRACTOR'S EXPENSE.
26. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING STRUCTURES AND UTILITIES PRIOR TO EXCAVATION. CONTRACTOR SHALL ENSURE ALL SURROUNDING STRUCTURES ARE PROTECTED FROM THE EFFECTS OF WALL EXCAVATION. EXCAVATION SUPPORT, IF REQUIRED, IS THE RESPONSIBILITY OF THE CONTRACTOR.
27. FOLLOWING THE EXCAVATION, THE FOUNDATION SOIL SHALL BE EXAMINED BY THE OWNER'S ENGINEER TO ASSURE ACTUAL FOUNDATION SOIL STRENGTH MEETS OR EXCEEDS THE ASSUMED DESIGN BEARING STRENGTH. SOILS NOT MEETING THE REQUIRED STRENGTH SHALL BE REMOVED AND REPLACED WITH INFILL SOILS, AS DIRECTED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER.
28. FOUNDATION SOIL SHALL BE PROOF-ROLLED AND COMPACTED TO 95% STANDARD PROCTOR DENSITY AND INSPECTED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF LEVELING PAD MATERIALS.
29. LEVELING PAD SHALL BE PLACED AS SHOWN ON THE FINAL, P.E.-SEALED RETAINING WALL PLANS WITH A MINIMUM THICKNESS OF 6 INCHES. THE LEVELING PAD SHOULD EXTEND LATERALLY AT LEAST A DISTANCE OF 6 INCHES FROM THE TOE AND HEEL OF THE LOWERMOST SRW UNIT.
30. GRANULAR LEVELING PAD MATERIAL SHALL BE COMPACTED TO PROVIDE A FIRM, LEVEL BEARING SURFACE ON WHICH TO PLACE THE FIRST COURSE OF UNITS. WELL-GRADED SAND CAN BE USED TO SMOOTH THE TOP 1/4 INCH TO 1/2 INCH OF THE LEVELING PAD. COMPACTION WILL BE WITH MECHANICAL PLATE COMPACTORS TO ACHIEVE 95% OF MAXIMUM STANDARD PROCTOR DENSITY (ASTM D 698).
31. ALL SRW UNITS SHALL BE INSTALLED AT THE PROPER ELEVATION AND ORIENTATION AS SHOWN ON THE FINAL, P.E.-SEALED WALL PLANS AND DETAILS OR AS DIRECTED BY THE WALL DESIGN ENGINEER. THE SRW UNITS SHALL BE INSTALLED IN GENERAL ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE SPECIFICATIONS AND DRAWINGS SHALL GOVERN IN ANY CONFLICT BETWEEN THE TWO REQUIREMENTS.
32. FIRST COURSE OF SRW UNITS SHALL BE PLACED ON THE LEVELING PAD. THE UNITS SHALL BE LEVELED SIDE-TO-SIDE, FRONT-TO-REAR AND WITH ADJACENT UNITS, AND ALIGNED TO ENSURE INTIMATE CONTACT WITH THE LEVELING PAD. THE FIRST COURSE IS THE MOST IMPORTANT TO ENSURE ACCURATE AND ACCEPTABLE RESULTS. NO GAPS SHALL BE LEFT BETWEEN THE FRONT OF ADJACENT UNITS. ALIGNMENT MAY BE DONE BY MEANS OF A STRING LINE OR OFFSET FROM BASE LINE TO THE BACK OF THE UNITS.
33. ALL EXCESS DEBRIS SHALL BE CLEANED FROM TOP OF UNITS AND THE NEXT COURSE OF UNITS INSTALLED ON TOP OF THE UNITS BELOW.

SEGMENTAL RETAINING WALL CONT.:

34. CONNECTION PINS SHALL BE INSERTED THROUGH THE PIN HOLES OF EACH UPPER-COURSE UNIT INTO RECEIVING SLOTS IN LOWER-COURSE UNITS. PINS SHALL BE FULLY SEATED IN THE PIN SLOT BELOW. UNITS SHALL BE PUSHED FORWARD TO REMOVE ANY LOOSENESS IN THE UNIT-TO-UNIT CONNECTION.
35. PRIOR TO PLACEMENT OF NEXT COURSE, THE LEVEL AND ALIGNMENT OF THE UNITS SHALL BE CHECKED AND CORRECTED WHERE NEEDED.
36. LAYOUT OF CURVES AND CORNERS SHALL BE INSTALLED IN ACCORDANCE WITH THE WALL PLAN DETAILS OR IN GENERAL ACCORDANCE WITH SRW MANUFACTURER'S INSTALLATION GUIDELINES. WALLS MEETING AT CORNERS SHALL BE INTERLOCKED BY OVERLAPPING SUCCESSIVE COURSES.
37. PROCEDURES ABOVE SHALL BE REPEATED UNTIL REACHING TOP OF WALL UNITS, JUST BELOW THE HEIGHT OF THE CAP UNITS. GEOSYNTHETIC REINFORCEMENT, DRAINAGE MATERIALS, AND REINFORCED BACKFILL SHALL BE PLACED IN SEQUENCE WITH UNIT INSTALLATION.
38. ALL GEOSYNTHETIC REINFORCEMENT SHALL BE INSTALLED AT THE PROPER ELEVATION AND ORIENTATION AS SHOWN ON THE FINAL P.E.-SEALED RETAINING WALL PLAN PROFILES AND DETAILS, OR AS DIRECTED BY THE WALL DESIGN ENGINEER.
39. AT THE ELEVATIONS SHOWN ON THE FINAL PLANS, (AFTER THE UNITS, DRAINAGE MATERIAL AND BACKFILL HAVE BEEN PLACED TO THIS ELEVATION) THE GEOSYNTHETIC REINFORCEMENT SHALL BE LAID HORIZONTALLY ON COMPACTED INFILL AND ON TOP OF THE CONCRETE SRW UNITS, TO WITHIN 1 INCH OF THE FRONT FACE OF THE UNIT BELOW. EMBEDMENT OF THE GEOSYNTHETIC IN THE SRW UNITS SHALL BE CONSISTENT WITH SRW MANUFACTURER'S RECOMMENDATIONS. CORRECT ORIENTATION OF THE GEOSYNTHETIC REINFORCEMENT SHALL BE VERIFIED BY THE CONTRACTOR TO BE IN ACCORDANCE WITH THE GEOSYNTHETIC MANUFACTURER'S RECOMMENDATIONS. THE HIGHEST-STRENGTH DIRECTION OF THE GEOSYNTHETIC MUST BE PERPENDICULAR TO THE WALL FACE.
40. GEOSYNTHETIC REINFORCEMENT LAYERS SHALL BE ONE CONTINUOUS PIECE FOR THEIR ENTIRE EMBEDMENT LENGTH. SPLICING OF THE GEOSYNTHETIC IN THE DESIGN-STRENGTH DIRECTION (PERPENDICULAR TO THE WALL FACE) SHALL NOT BE PERMITTED, ALONG THE LENGTH OF THE WALL, HORIZONTALLY ADJACENT SECTIONS OF GEOSYNTHETIC REINFORCEMENT SHALL BE BUTTED IN A MANNER TO ASSURE 100% COVERAGE PARALLEL TO THE WALL FACE.
41. TRACKED CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED DIRECTLY ON THE GEOSYNTHETIC REINFORCEMENT. A MINIMUM OF 6 INCHES OF BACKFILL IS REQUIRED PRIOR TO OPERATION OF TRACKED VEHICLES OVER THE GEOSYNTHETIC. TURNING SHOULD BE KEPT TO A MINIMUM. RUBBER-TIRED EQUIPMENT MAY PASS OVER THE GEOSYNTHETIC REINFORCEMENT AT SLOW SPEEDS (LESS THAN 5 MPH).
42. THE GEOSYNTHETIC REINFORCEMENT SHALL BE FREE OF WRINKLES PRIOR TO PLACEMENT OF SOIL FILL. THE NOMINAL TENSION SHALL BE APPLIED TO THE REINFORCEMENT AND SECURED IN PLACE WITH STAPLES, STAKES OR BY HAND TENSIONING UNTIL REINFORCEMENT IS COVERED BY 6 INCHES OF FILL.
43. DRAINAGE AGGREGATE SHALL BE INSTALLED TO THE LINE, GRADES AND SECTIONS SHOWN ON THE FINAL P.E.-SEALED RETAINING WALL PLANS. DRAINAGE AGGREGATE SHALL BE PLACED TO THE MINIMUM THICKNESS SHOWN ON THE CONSTRUCTION PLANS BETWEEN AND BEHIND UNITS (A MINIMUM OF 1 CUBIC FOOT FOR EACH EXPOSED SQUARE FOOT OF WALL FACE UNLESS OTHERWISE NOTED ON THE FINAL WALL PLANS).
44. DRAINAGE COLLECTION PIPES SHALL BE INSTALLED TO MAINTAIN GRAVITY FLOW OF WATER OUTSIDE THE REINFORCED-SOIL ZONE. THE DRAINAGE COLLECTION PIPE SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE FINAL CONSTRUCTION DRAWINGS. THE DRAINAGE COLLECTION PIPE SHALL DAYLIGHT INTO A STORM SEWER OR ALONG A SLOPE, AT AN ELEVATION BELOW THE LOWEST POINT OF THE PIPE WITHIN THE AGGREGATE DRAIN. DRAINAGE LATERALS SHALL BE SPACED AT A MAXIMUM 50-FOOT SPACING ALONG THE WALL FACE.
45. THE REINFORCED BACKFILL SHALL BE PLACED AS SHOWN IN THE FINAL WALL PLANS IN THE MAXIMUM COMPACTED LIFT THICKNESS OF 8 INCHES AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D 698) AT A MOISTURE CONTENT WITHIN -1% POINT TO +3% POINTS OF OPTIMUM. THE BACKFILL SHALL BE PLACED AND SPREAD IN SUCH A MANNER AS TO ELIMINATE WRINKLES OR MOVEMENT OF THE GEOSYNTHETIC REINFORCEMENT AND THE SRW UNITS.
46. ONLY HAND-OPERATED COMPACTION EQUIPMENT SHALL BE ALLOWED WITHIN 3 FEET OF THE BACK OF THE WALL UNITS. COMPACTION WITHIN THE 3 FEET BEHIND THE WALL UNITS SHALL BE ACHIEVED BY AT LEAST THREE PASSES OF A LIGHTWEIGHT MECHANICAL TAMPER, PLATE, OR ROLLER.
47. AT THE END OF EACH DAY'S OPERATION, THE CONTRACTOR SHALL SLOPE THE LAST LEVEL OF BACKFILL AWAY FROM THE WALL FACING AND REINFORCED BACKFILL TO DIRECT WATER RUNOFF AWAY FROM THE WALL FACE.
48. AT COMPLETION OF WALL CONSTRUCTION, BACKFILL SHALL BE PLACED LEVEL WITH FINAL TOP OF WALL ELEVATION. IF FINAL GRADING, PAVING, LANDSCAPING AND/OR STORM DRAINAGE INSTALLATION ADJACENT TO THE WALL IS NOT PLACED IMMEDIATELY AFTER WALL COMPLETION, TEMPORAR



TOTAL FOOTPRINT = 27,740 SF

SHOREPOINT CHURCH

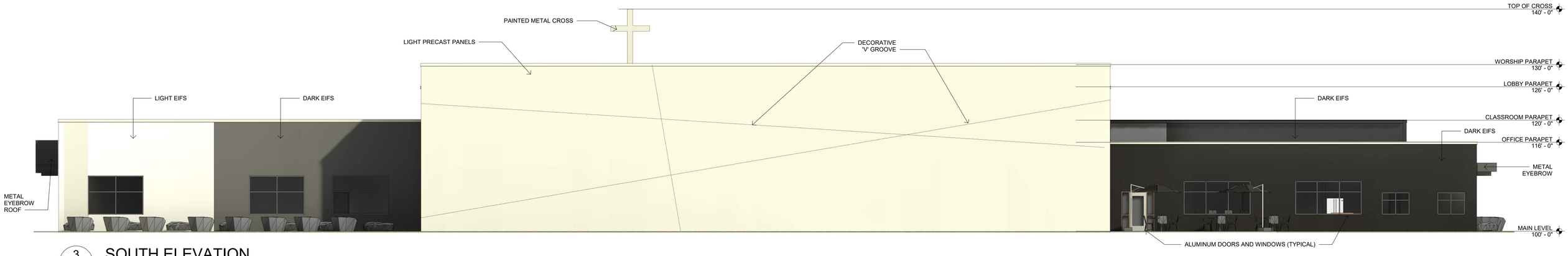
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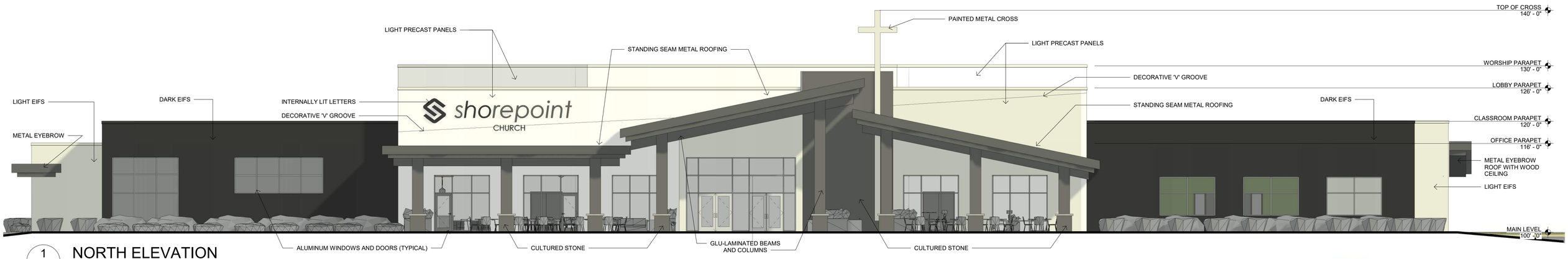
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3
A-2

SOUTH ELEVATION

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



1
A-2

NORTH ELEVATION

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

SHOREPOINT CHURCH

A-2

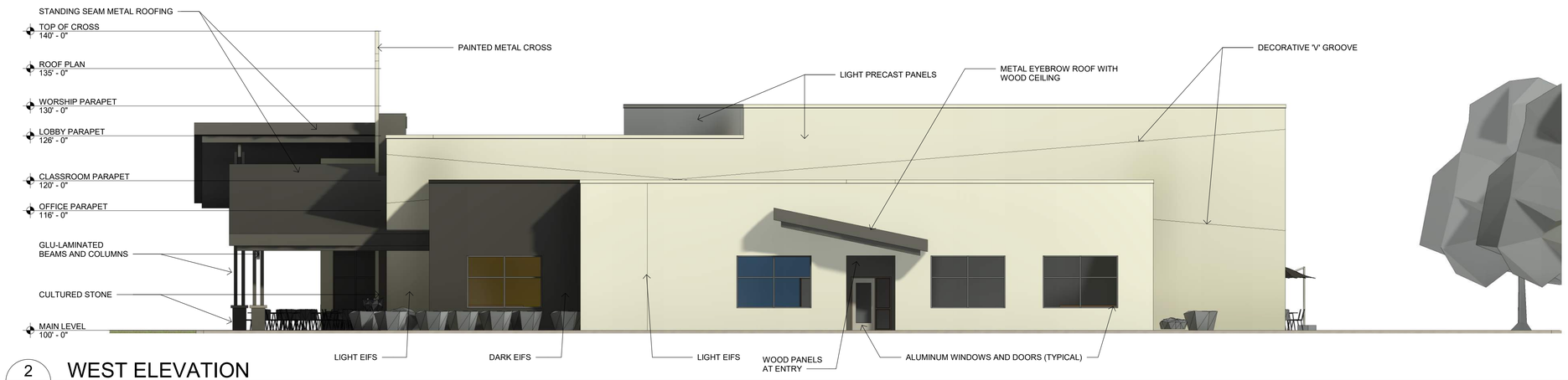
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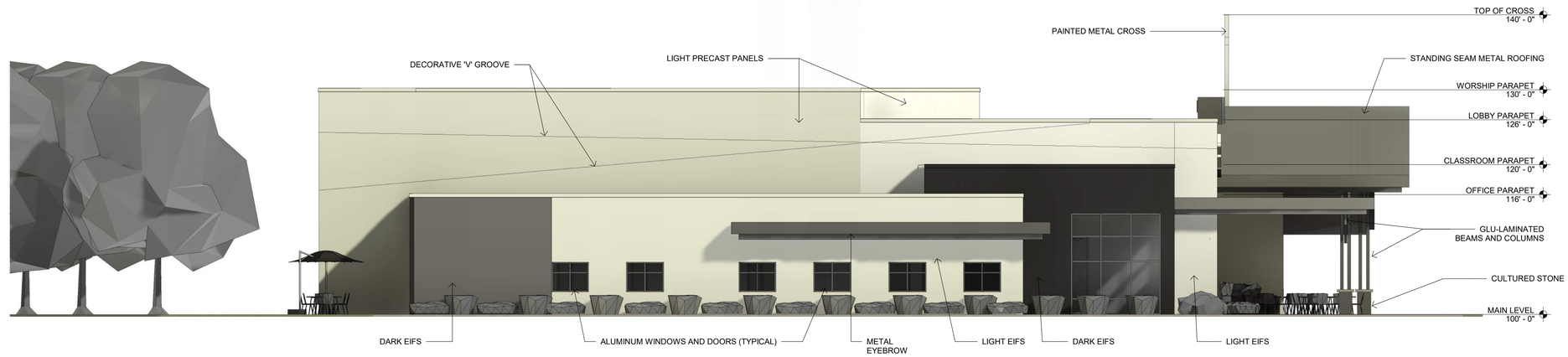
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2
A-3

WEST ELEVATION

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



1
A-3

EAST ELEVATION

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

SHOREPOINT CHURCH

A-3

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Snap-Clad

Metal Roofing Panels

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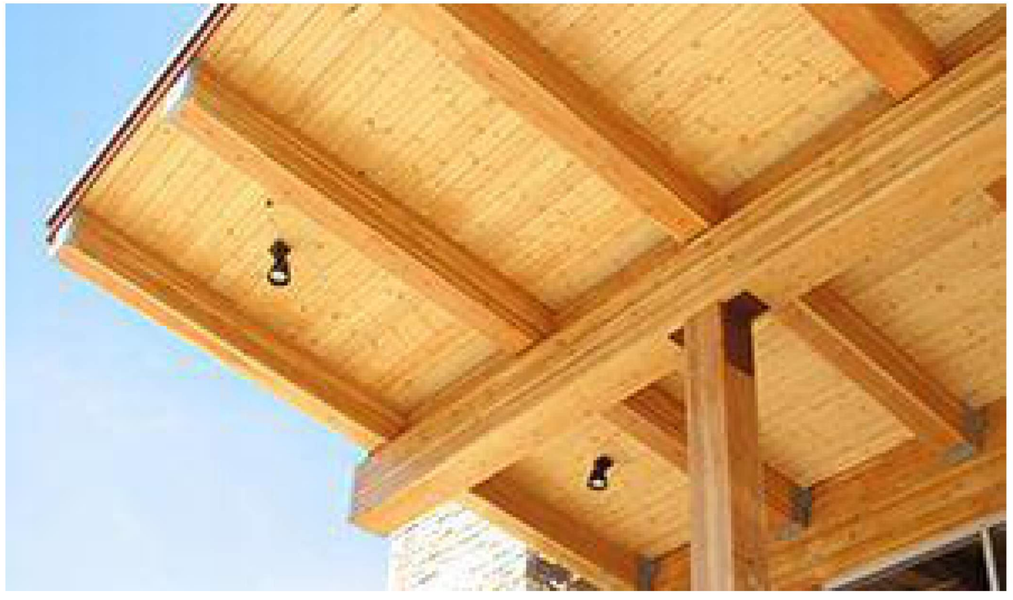
Features

- Architectural/structural panel
- Factory-applied sealant available
- Continuous interlock
- Labor-saving one-piece design
- Pencil ribs upon request
- Striations upon request
- 35-year non-prorated finish warranty
- Maximum factory-produced panel length is 64' (check w/factory for longer lengths)
- Weathertightness warranty available

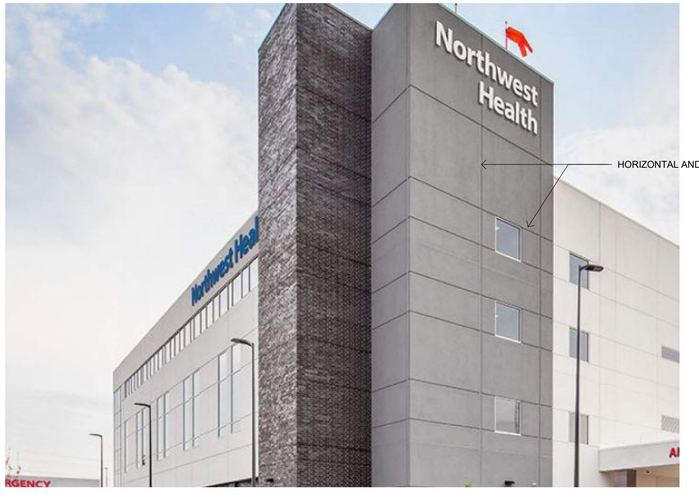
METAL ROOFING AT SLOPED ROOFS



CULTURED STONE OR NATURAL STONE



GLU-LAMINATED BEAMS AND COLUMNS



EIFS (EXTERIOR INSULATION FINISHING SYSTEM)

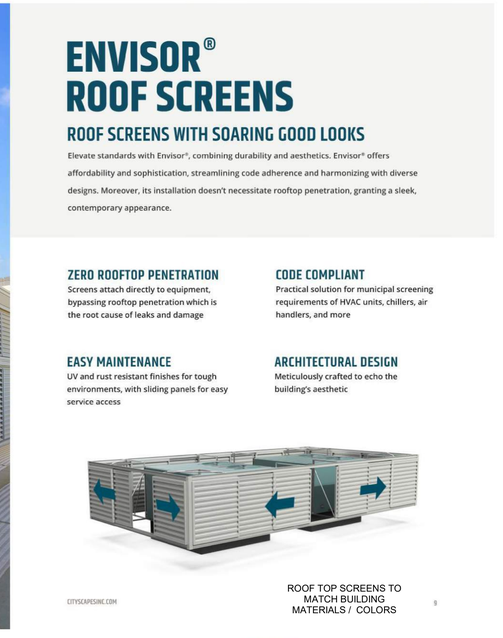




ARCHITECTURAL PRECAST PANELS



ROOF TOP EQUIPMENT SCREENS



ROOF TOP SCREENS TO MATCH BUILDING MATERIALS / COLORS

SHOREPOINT CHURCH

A-8

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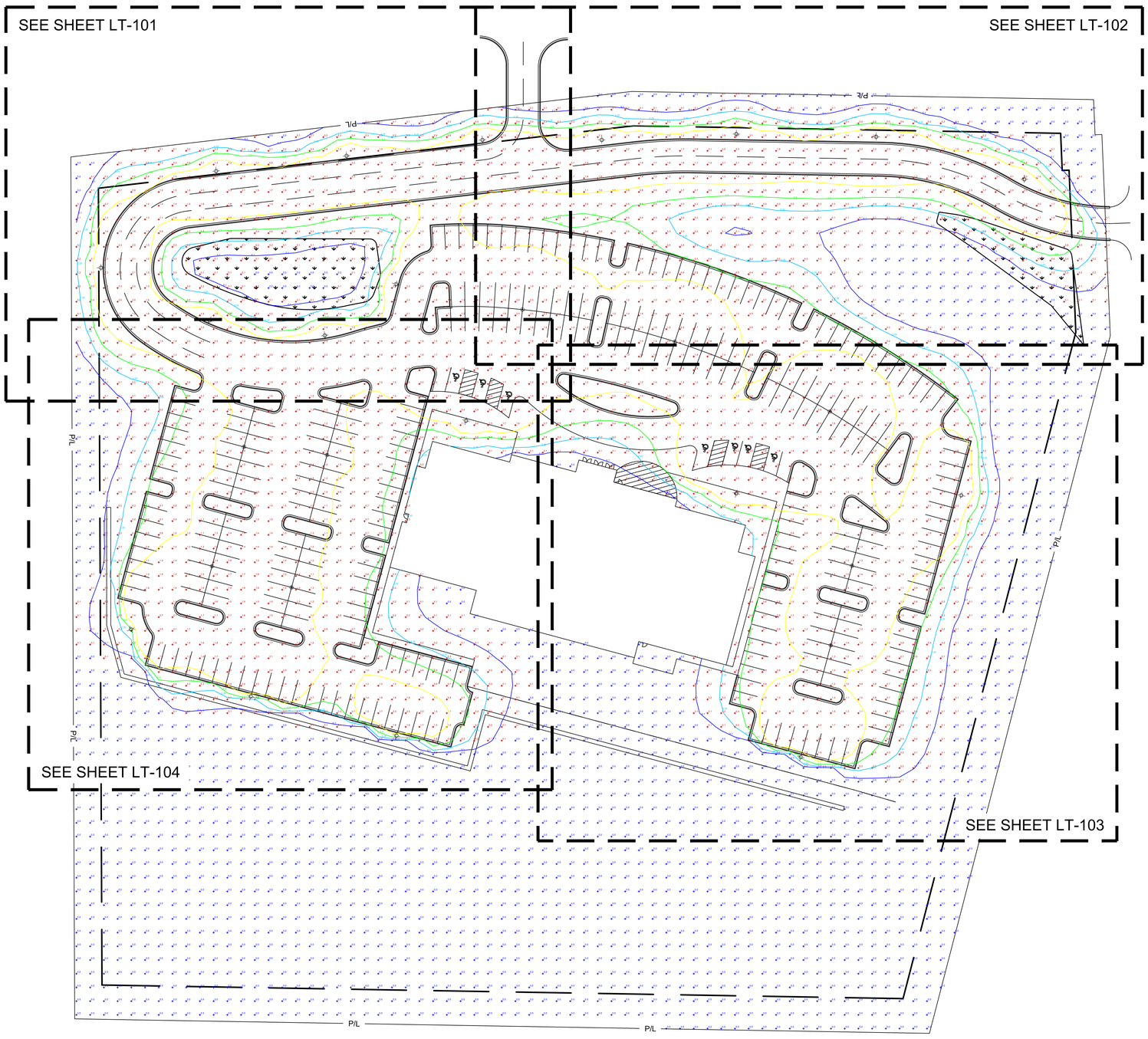
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2024.09.06

Label	Quantity	Catalog Number	Description	Mount Height	Lamp	Lamp Lumens	Watts
A	3	DSX1 LED P5 40K 70CRI T5W	D-Series Size 1 Area Luminaire P5 Performance Package Type 5 Wide	20FT	40K 70CRI	18708	138
B	6	DSX1 LED P2 40K 80CRI T5W	D-Series Size 1 Area Luminaire P2 Performance Package Type 5 Wide	20FT	40K 70CRI	9506	68
C	4	DSX1 LED P2 40K 70CRI BLC4 EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 4 Extreme Backlight Control External Glare Shield	20FT	40K 70CRI	6750	68
D	14	DSX1 LED P2 40K 70CRI T2M EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 2 Medium External Glare Shield	20FT	40K 70CRI	8049	68

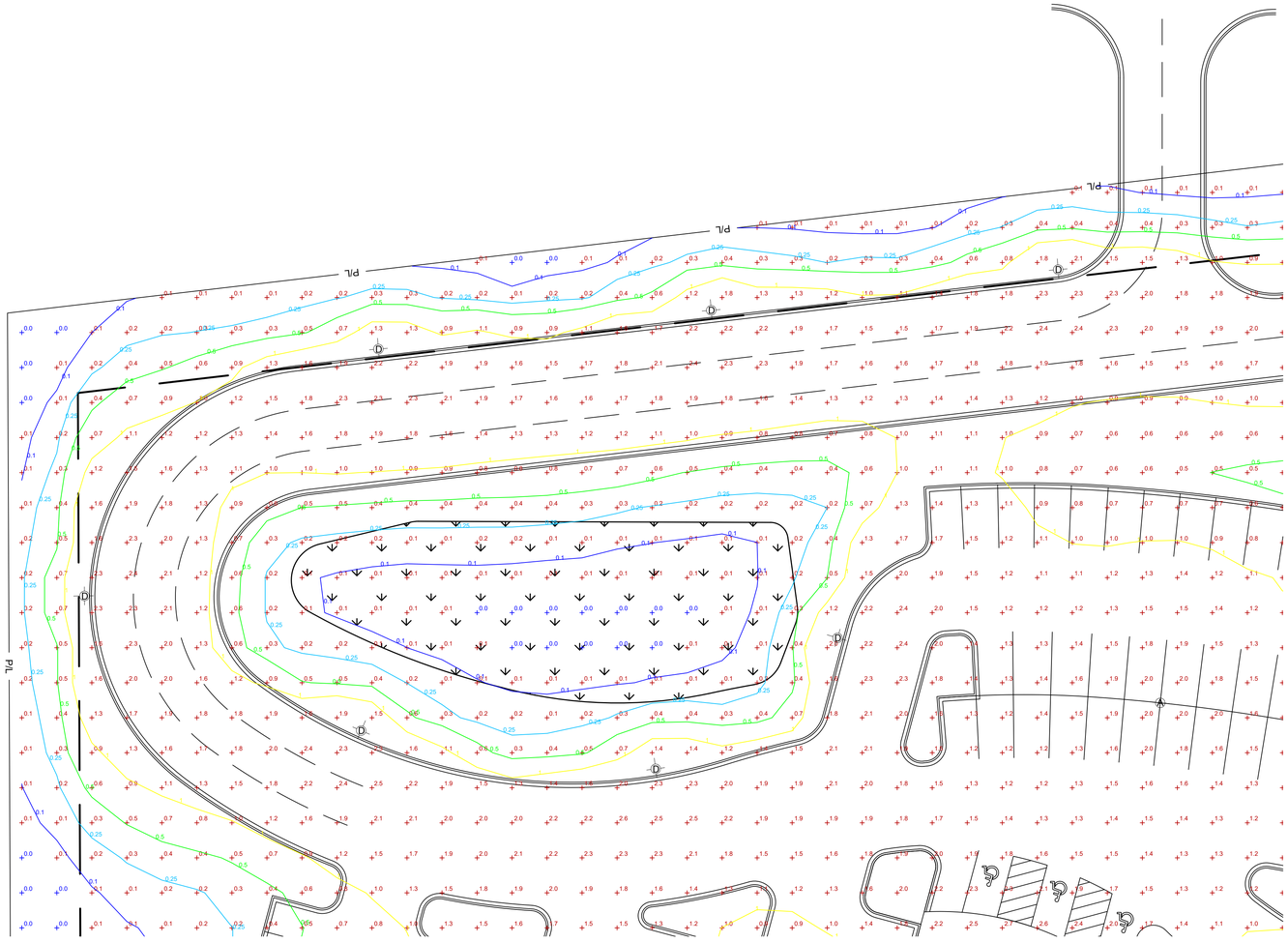

SEE SHEET LT-101
SEE SHEET LT-102
SEE SHEET LT-104
SEE SHEET LT-103
P/L
P/L
P/L

2024.09.06

Label	Quantity	Catalog Number	Description	Mount Height	Lamp	Lamp Lumens	Watts
A	3	DSX1 LED P5 40K 70CRI T5W	D-Series Size 1 Area Luminaire P5 Performance Package Type 5 Wide	20FT	40K 70CRI	18708	138
B	6	DSX1 LED P2 40K 80CRI T5W	D-Series Size 1 Area Luminaire P2 Performance Package Type 5 Wide	20FT	40K 70CRI	9506	68
C	4	DSX1 LED P2 40K 70CRI BLC4 EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 4 Extreme Backlight Control External Glare Shield	20FT	40K 70CRI	6750	68
D	14	DSX1 LED P2 40K 70CRI T2M EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 2 Medium External Glare Shield	20FT	40K 70CRI	8049	68

0.1
0.25
0.5
1
3

Minimum: 0.3FC
Maximum: 2.8FC
Average: 1.3FC



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N

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SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

LIGHTING PLAN

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.09.06
DRAWN BY:	KJB
CHECKED BY:	PJI
APPROVED BY:	----

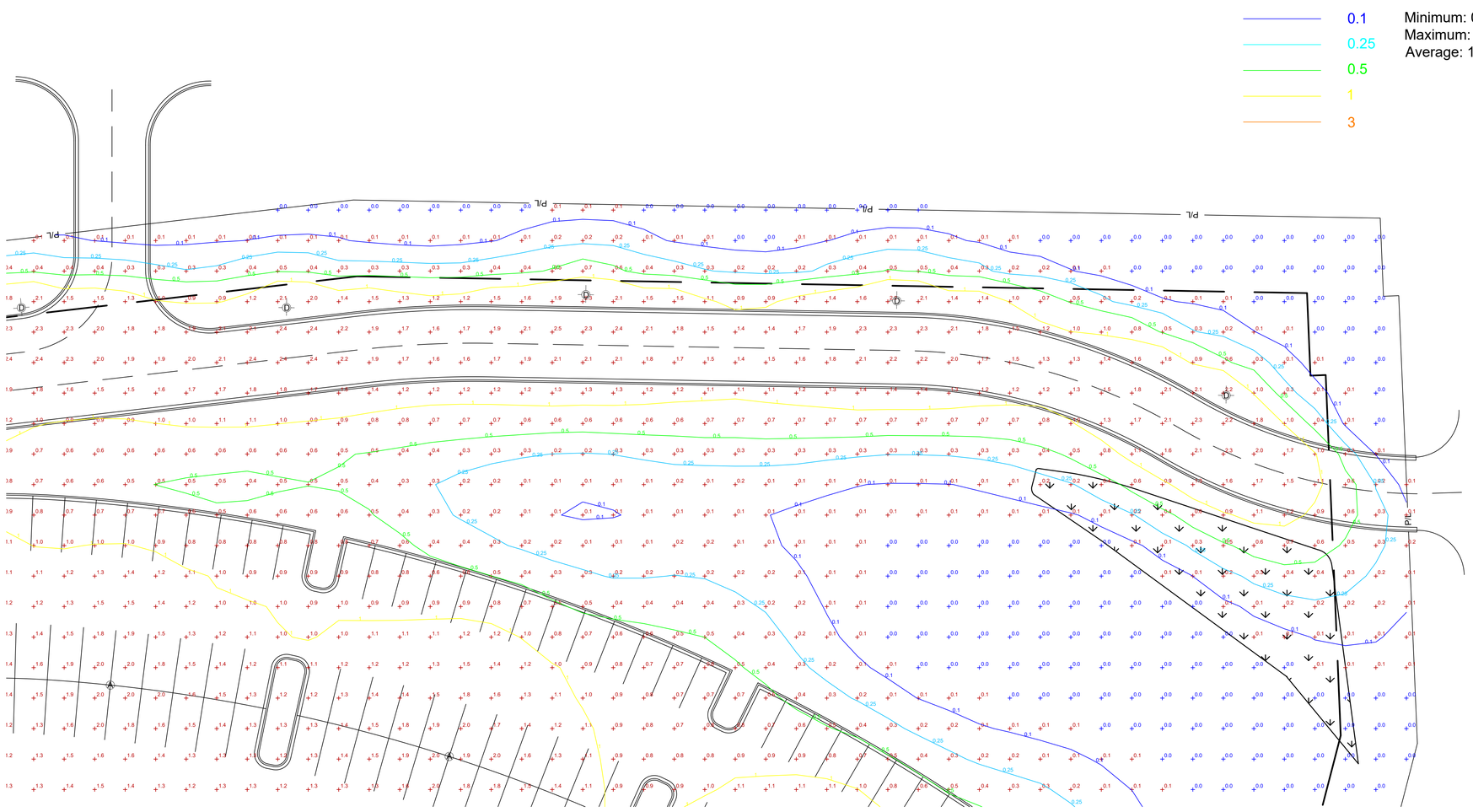
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JRICCHIO
LT-101
22074

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2024.09.06

Label	Quantity	Catalog Number	Description	Mount Height	Lamp	Lamp Lumens	Watts
A	3	DSX1 LED P5 40K 70CRI T5W	D-Series Size 1 Area Luminaire P5 Performance Package Type 5 Wide	20FT	40K 70CRI	18708	138
B	6	DSX1 LED P2 40K 80CRI T5W	D-Series Size 1 Area Luminaire P2 Performance Package Type 5 Wide	20FT	40K 70CRI	9506	68
C	4	DSX1 LED P2 40K 70CRI BLC4 EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 4 Extreme Backlight Control External Glare Shield	20FT	40K 70CRI	6750	68
D	14	DSX1 LED P2 40K 70CRI T2M EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 2 Medium External Glare Shield	20FT	40K 70CRI	8049	68



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PEWAUKEE, WI 53072

LIGHTING PLAN

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CONSTRUCTION

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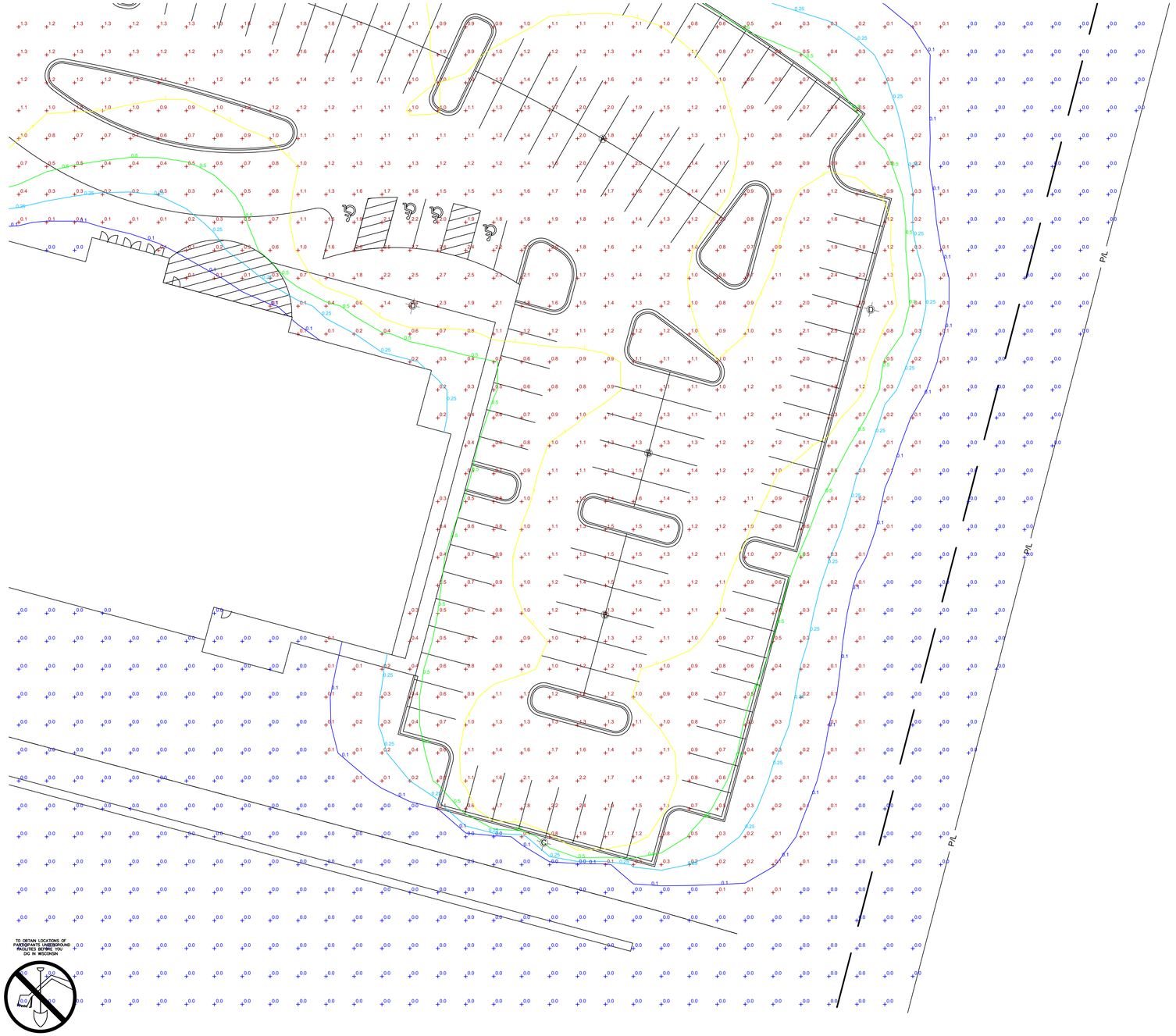
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2024.09.06

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B	6	DSX1 LED P2 40K 80CRI T5W	D-Series Size 1 Area Luminaire P2 Performance Package Type 5 Wide	20FT	40K 70CRI	9506	68
C	4	DSX1 LED P2 40K 70CRI BLC4 EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 4 Extreme Backlight Control External Glare Shield	20FT	40K 70CRI	6750	68
D	14	DSX1 LED P2 40K 70CRI T2M EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 2 Medium External Glare Shield	20FT	40K 70CRI	8049	68



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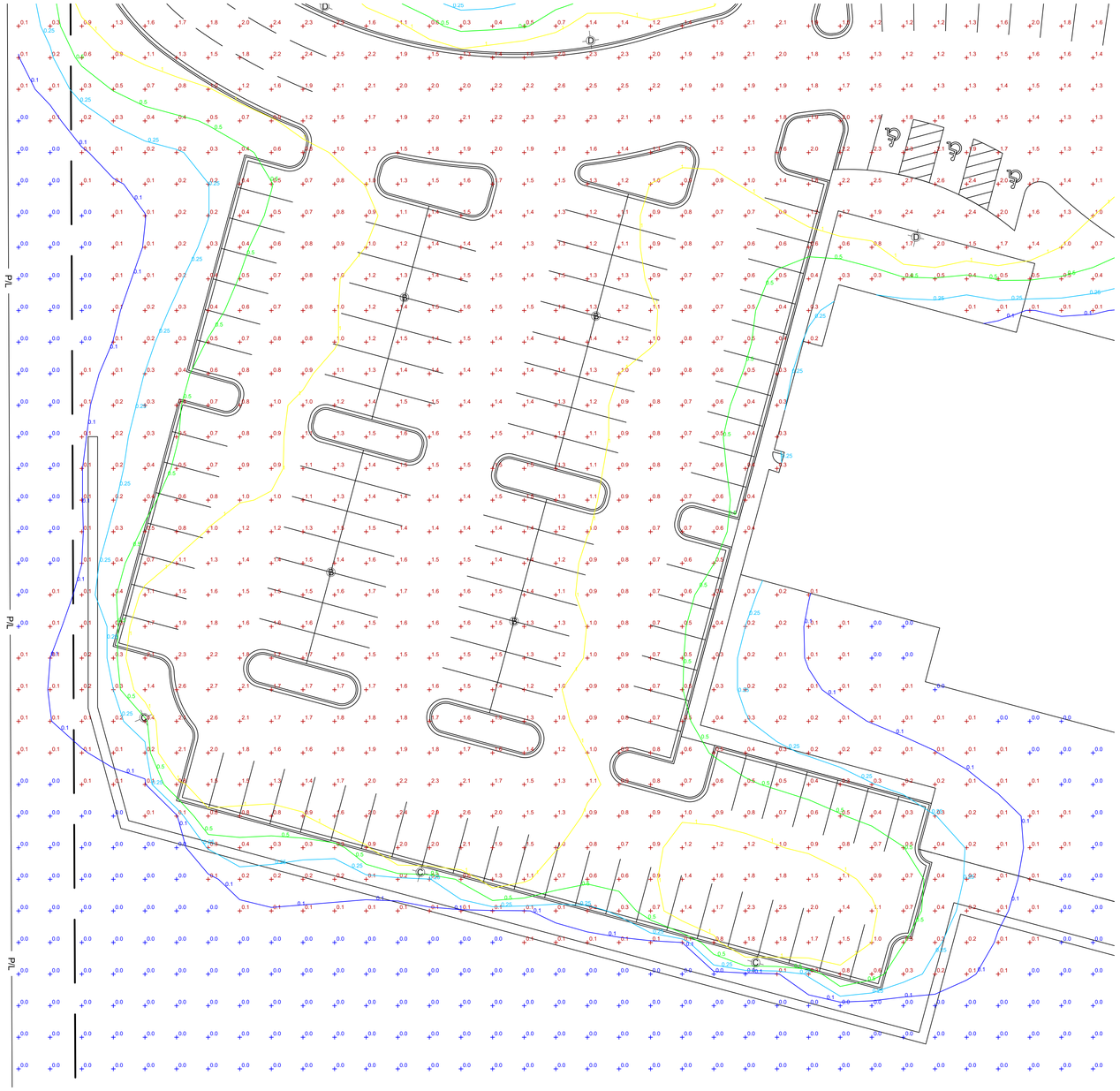
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LT-103

JRICCHIO
LT-103
22074

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2024.09.06

Label	Quantity	Catalog Number	Description	Mount Height	Lamp	Lamp Lumens	Watts
A	3	DSX1 LED P5 40K 70CRI T5W	D-Series Size 1 Area Luminaire P5 Performance Package Type 5 Wide	20FT	40K 70CRI	18708	138
B	6	DSX1 LED P2 40K 80CRI T5W	D-Series Size 1 Area Luminaire P2 Performance Package Type 5 Wide	20FT	40K 70CRI	9506	68
C	4	DSX1 LED P2 40K 70CRI BLC4 EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 4 Extreme Backlight Control External Glare Shield	20FT	40K 70CRI	6750	68
D	14	DSX1 LED P2 40K 70CRI T2M EGS	D-Series Size 1 Area Luminaire P2 Performance Package Type 2 Medium External Glare Shield	20FT	40K 70CRI	8049	68



0.1
0.25
0.5
1
3

Minimum: 0.3FC
Maximum: 2.8FC
Average: 1.3FC

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

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TOLL FREE

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MILW. AREA 259-1181

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Milwaukee, WI 53233
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Fax: 414-643-4210

GRAPHIC SCALE
0 20 40

SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

LIGHTING PLAN

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.09.06
DRAWN BY:	KJB
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
LT-104

JRICCHIO
LT-104
22074

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D-Series Size 1
LED Area Luminaire

Catalog Number

Notes

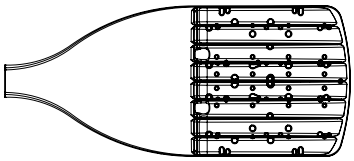
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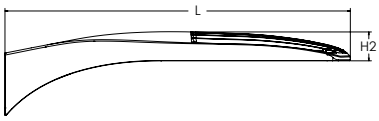
Hit the Tab key or mouse over the page to see all interactive elements.

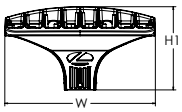
d-series

Specifications

EPA:	0.69 ft² (0.06 m²)
Length:	32.71" (83.1 cm)
Width:	14.26" (36.2 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)







Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature [2]	Color Rendering Index [2]	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10 [1] P12 [1] P11 [1] P13 [1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare [3] T4M Type IV medium T4LG Type IV low glare [3] TFTM Forward throw medium T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control [3] BLC4 Type IV backlight control [3] LCCO Left corner cutoff [3] RCCO Right corner cutoff [3]	MVOLT (120V-277V) [4] HVOLT (347V-480V) [5,6] XVOLT (277V - 480V) [7,8] 120 [16, 26] 208 [16, 26] 240 [16, 26] 277 [16, 26] 347 [16, 26] 480 [16, 26]	**Shipped included** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPA5 Square pole mounting #5 drilling [9] RPA5 Round pole mounting #5 drilling [9] SPA8N Square narrow pole mounting #8 drilling WBA Wall bracket [10] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options

Shipped installed

NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc. [11, 12, 20, 21]
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [13, 20, 21]
PER	NEMA twist-lock receptacle only (controls ordered separate) [14]
PER5	Five-pin receptacle only (controls ordered separate) [14, 21]
PER7	Seven-pin receptacle only (controls ordered separate) [14, 21]
FAO	Field adjustable output [15, 21]
BL30	Bi-level switched dimming, 30% [16, 21]
BL50	Bi-level switched dimming, 50% [16, 21]
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) [17]
DS	Dual switching [18, 19, 21]

Other options

Shipped installed

SPD20KV	20KV surge protection
HS	Houseside shield (black finish standard) [22]
L90	Left rotated optics [1]
R90	Right rotated optics [1]
CCE	Coastal Construction [23]
HA	50°C ambient operation [24]
BAA	Buy America(n) Act Compliant
SF	Single fuse (120, 277, 347V) [26]
DF	Double fuse (208, 240, 480V) [26]

Shipped separately

EGSR	External Glare Shield (reversible, field install required, matches housing finish)
BSDB	Bird Spikes (field install required)

Finish *(required)*

DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

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2024.11.05



LANDSCAPE LEGEND:

- TURF SEED
- NO-MOW TURF
- HARDWOOD BARK MULCH PLANT BED
- STONE MULCH MAINTENANCE EDGE
- PERENNIAL PLUGS
- DECORATIVE STONE DRY CREEK BED
- EXISTING WOODLANDS
- PROPERTY LINE
- SEEDING BOUNDARY
- SHOVEL CUT EDGE
- METAL EDGING
- SHEET MATCHLINE
- PROPOSED LIGHTPOLE (SEE LIGHTING PLAN)

LEGEND:

- B / C401 — 5" THICK CONCRETE WALK
- C / C401 — ASPHALT SURFACE

OVERALL TREE SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY
DECIDUOUS TREES					
	AS2	Acer x freemanii 'Sienna' / Sienna Glen® Maple	2.5" Cal.	B&B	14
	CO	Carya ovata / Shagbark Hickory	3" Cal.	B&B	3
	GD	Gymnocladus dioica 'Espresso' / Kentucky Coffeetree	2.5" Cal.	B&B	4
	QS	Quercus x schuettei / Swamp Bur Oak	2.5" Cal.	B&B	6
	UA	Ulmus americana 'Princeton' / Princeton American Elm	2.5" Cal.	B&B	10
CONIFEROUS TREES					
	LL	Larix laricina / Tamarack	2.5" Cal.	B&B	11
EVERGREEN TREES					
	AC2	Abies concolor / White Fir	6` Ht.	B&B	3
	JX	Juniperus x 'J.N Select Blue' / Star Power® Juniper	6` Ht.	B&B	10
	PA	Picea abies / Norway Spruce	6` Ht.	B&B	3
	PC	Picea abies 'Cupressina' / Cupressina Norway Spruce	6` Ht.	B&B	1
	TG	Thuja standishii x plicata 'Green Giant' / Green Giant Arborvitae	6` Ht.	B&B	13
ORNAMENTAL TREES					
	AG2	Amelanchier x grandiflora 'Autumn Brilliance' / Autumn Brilliance Apple Serviceberry	8` Ht. (Multi-Stem)	B&B	3
	CC3	Cercis canadensis / Eastern Redbud	8` Ht. (Multi-Stem)	B&B	10
	MR2	Malus x 'JFS-KW5' / Royal Raindrops® Crabapple	2" Cal.	B&B	13
	MR	Malus x 'Rejzam' / Rejoice™ Crabapple	2" Cal.	B&B	9

LANDSCAPE GENERAL NOTES:

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2. INSPECT THE SITE PRIOR TO COMMENCING WORK. DOCUMENT IN WRITING AND PHOTOGRAPH EXISTING CONDITIONS WITHIN, AND IN AREAS ADJACENT TO THE LIMITS OF CONSTRUCTION. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGES NOT DOCUMENTED IN THE PHOTOGRAPHS PRIOR TO COMMENCEMENT OF DEMOLITION ACTIVITIES.
3. COORDINATE THE INSTALLATION OF PLANT MATERIAL WITH INSTALLATION OF ADJACENT PAVEMENTS, DRAINAGE, CURB RELATED STRUCTURES WITH OTHER TRADES.
4. RESTORE AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED. DAMAGE CAUSED DURING LANDSCAPE INSTALLATION TO EXISTING CONDITIONS AND IMPROVEMENTS IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
5. CONTRACTOR SHALL THOROUGHLY REVIEW ALL SPECIFICATIONS RELATED TO TREE PROTECTION, SOIL PREPARATION, TURF, GRASSES AND PLANTS. THESE SECTIONS PROVIDE ADDITIONAL INFORMATION ON MATERIALS AND SET STANDARDS FOR QUALITY AND INSTALLATION REQUIREMENTS.
6. PROVIDE 3" DOUBLE SHREDDED BARK MULCH FOR ALL PLANTED TREES, SHRUBS AND LANDSCAPE BEDS.

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TOLL FREE

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GRAPHIC SCALE
0 40 80

SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

OVERALL LANDSCAPE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

NO. REVISION	DATE

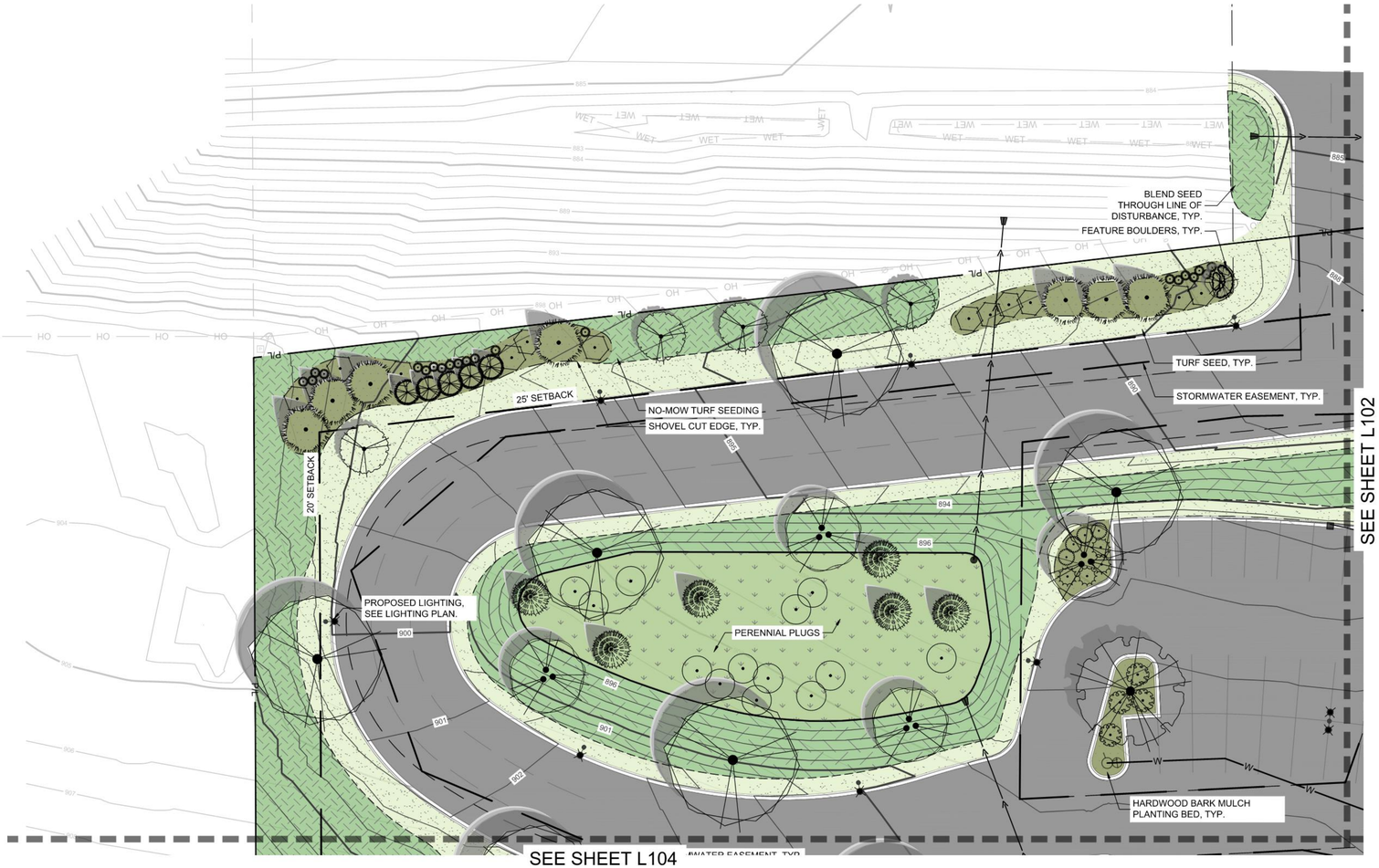
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PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.11.05
DRAWN BY:	HLY
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO: L100

ARCONEY L100 22074

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LANDSCAPE LEGEND:

- TURF SEED
- NO-MOW TURF
- HARDWOOD BARK MULCH PLANT BED
- STONE MULCH MAINTENANCE EDGE
- PERENNIAL PLUGS
- DECORATIVE STONE DRY CREEK BED
- EXISTING WOODLANDS
- PROPERTY LINE
- SEEDING BOUNDARY
- SHOVEL CUT EDGE
- METAL EDGING
- SHEET MATCHLINE
- PROPOSED LIGHTPOLE (SEE LIGHTING PLAN)

LEGEND:

- B / C401 — 5" THICK CONCRETE WALK
- C / C401 — ASPHALT SURFACE

PLANT SCHEDULE L101

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER		QTY
DECIDUOUS TREES						
	AS2	Acer x freemanii 'Sienna' / Sienna Glen® Maple	2.5" Cal.	B&B		5
	GD	Gymnocladus dioica 'Espresso' / Kentucky Coffeetree	2.5" Cal.	B&B		1
CONIFEROUS TREES						
	LL	Larix laricina / Tamarack	2.5" Cal.	B&B		6
EVERGREEN TREES						
	JX	Juniperus x 'J.N Select Blue' / Star Power® Juniper	6` Ht.	B&B		5
	TG	Thuja standishii x plicata 'Green Giant' / Green Giant Arborvitae	6` Ht.	B&B		7
ORNAMENTAL TREES						
	CC3	Cercis canadensis / Eastern Redbud	8` Ht. (Multi-Stem)	B&B		4
	MR2	Malus x 'JFS-KW5' / Royal Raindrops® Crabapple	2" Cal.	B&B		4
	MR	Malus x 'Rejzam' / Rejoice™ Crabapple	2" Cal.	B&B		1
DECIDUOUS SHRUBS						
	CS2	Cornus sericea 'Cardinal' / Cardinal Red Twig Dogwood	3 gal.	Cont.		13
	HL	Hydrangea paniculata 'Limelight' / Limelight Panicle Hydrangea	7 gal.	Cont.		12
	RA	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	3 gal.	Cont.		4
	SM	Syringa patula 'Miss Kim' / Miss Kim Korean Lilac	3 gal.	Cont.		4
EVERGREEN SHRUBS						
	JY	Juniperus horizontalis 'Youngstown' / Creeping Juniper	3 gal.	Cont.		4
ORNAMENTAL GRASSES						
	PN	Panicum virgatum 'Northwind' / Northwind Switch Grass	1 gal.	Cont.		21
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
PERENNIALS						
	ES	Echinacea x 'G0052Y' / Summersong™ Firefinch™ Coneflower	10 Flat		18" o.c.	5
	LG	Leucanthemum x superbum 'Goldfinch' / Goldfinch Shasta Daisy	10 Flat		18" o.c.	13

LANDSCAPE GENERAL NOTES:

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GRAPHIC SCALE
0 20 40

SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

LANDSCAPE ENLARGEMENT

PRELIMINARY NOT FOR CONSTRUCTION

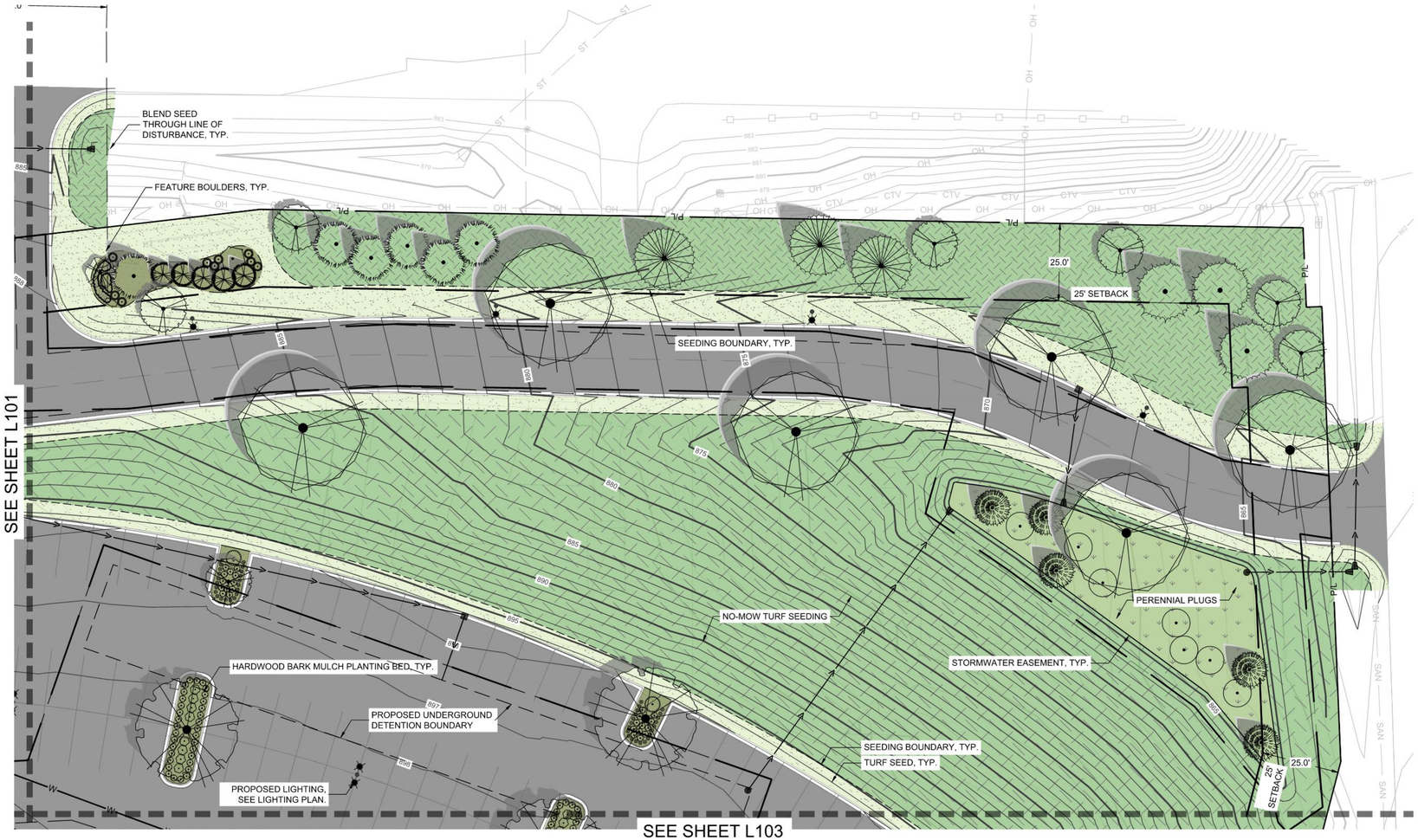
ISSUANCE	DATE

NO.	REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.11.05
DRAWN BY:	HLY
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
L101

2024.11.05



LANDSCAPE LEGEND:

- TURF SEED
- NO-MOW TURF
- HARDWOOD BARK MULCH PLANT BED
- STONE MULCH MAINTENANCE EDGE
- PERENNIAL PLUGS
- DECORATIVE STONE DRY CREEK BED
- EXISTING WOODLANDS
- PROPERTY LINE
- SEEDING BOUNDARY
- SHOVEL CUT EDGE
- METAL EDGING
- SHEET MATCHLINE
- PROPOSED LIGHTPOLE (SEE LIGHTING PLAN)

LEGEND:

- B / C401 — 5" THICK CONCRETE WALK
- C / C401 — ASPHALT SURFACE

PLANT SCHEDULE L102

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER		QTY
DECIDUOUS TREES						
	AS2	Acer x freemanii 'Sienna' / Sienna Glen® Maple	2.5" Cal.	B&B		6
	GD	Gymnocladus dioica 'Espresso' / Kentucky Coffeetree	2.5" Cal.	B&B		2
CONIFEROUS TREES						
	LL	Larix laricina / Tamarack	2.5" Cal.	B&B		5
EVERGREEN TREES						
	AC2	Abies concolor / White Fir	6` Ht.	B&B		3
	JX	Juniperus x 'J.N Select Blue' / Star Power® Juniper	6` Ht.	B&B		5
	PA	Picea abies / Norway Spruce	6` Ht.	B&B		3
	TG	Thuja standishii x plicata 'Green Giant' / Green Giant Arborvitae	6` Ht.	B&B		6
ORNAMENTAL TREES						
	MR2	Malus x 'JFS-KW5' / Royal Raindrops® Crabapple	2" Cal.	B&B		7
	MR	Malus x 'Rejzam' / Rejoice™ Crabapple	2" Cal.	B&B		1
DECIDUOUS SHRUBS						
	CS2	Cornus sericea 'Cardinal' / Cardinal Red Twig Dogwood	3 gal.	Cont.		7
	HB	Hydrangea paniculata 'ILVOBO' / Bobo® Panicle Hydrangea	3 gal.	Cont.		8
	HL	Hydrangea paniculata 'Limelight' / Limelight Panicle Hydrangea	7 gal.	Cont.		1
	SM	Syringa patula 'Miss Kim' / Miss Kim Korean Lilac	3 gal.	Cont.		2
ORNAMENTAL GRASSES						
	PN	Panicum virgatum 'Northwind' / Northwind Switch Grass	1 gal.	Cont.		9
PERENNIALS						
	HR	Hemerocallis x 'Rosy Returns' / Rosy Returns Daylily	1 gal.	Cont.		42
	HX	Hemerocallis x 'Sunday Gloves' / Sunday Gloves Daylily	1 gal.	Cont.		62
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
PERENNIALS						
	ES	Echinacea x 'G0052Y' / Summersong™ Firefinch™ Coneflower	10 Flat		18" o.c.	8
	LG	Leucanthemum x superbum 'Goldfinch' / Goldfinch Shasta Daisy	10 Flat		18" o.c.	15

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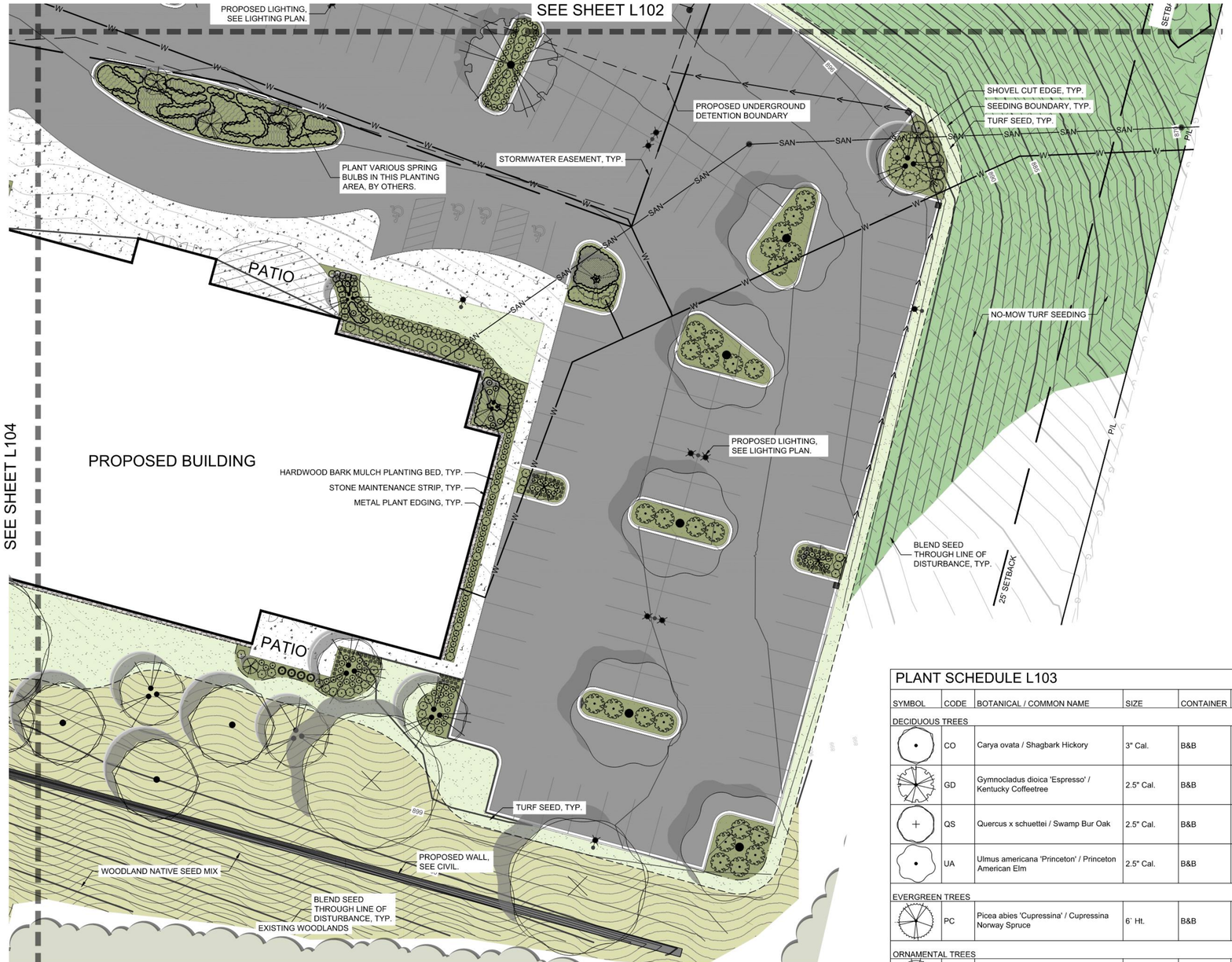
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SHEET NO:
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AROONEY
L102
22074

i:\vanman architects\22074- shorepoint church brookfield\600 CAD\030_Production Sheets\400_Landscape\L100 Overall Landscape Plan.dwg

2024.11.05



LANDSCAPE LEGEND:

- TURF SEED
- NO-MOW TURF
- HARDWOOD BARK MULCH PLANT BED
- STONE MULCH MAINTENANCE EDGE
- PERENNIAL PLUGS
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- PROPOSED LIGHTPOLE (SEE LIGHTING PLAN)

LEGEND:

- B C401 — 5" THICK CONCRETE WALK
- C C401 — ASPHALT SURFACE

PLANT SCHEDULE L103

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER		QTY
DECIDUOUS TREES						
	CO	Carya ovata / Shagbark Hickory	3" Cal.	B&B		3
	GD	Gymnocladus dioica 'Espresso' / Kentucky Coffeetree	2.5" Cal.	B&B		1
	QS	Quercus x schuettei / Swamp Bur Oak	2.5" Cal.	B&B		2
	UA	Ulmus americana 'Princeton' / Princeton American Elm	2.5" Cal.	B&B		5
EVERGREEN TREES						
	PC	Picea abies 'Cupressina' / Cupressina Norway Spruce	6` Ht.	B&B		1
ORNAMENTAL TREES						
	AG2	Amelanchier x grandiflora 'Autumn Brilliance' / Autumn Brilliance Apple Serviceberry	8` Ht. (Multi-Stem)	B&B		2
	CC3	Cercis canadensis / Eastern Redbud	8` Ht. (Multi-Stem)	B&B		5
	MR2	Malus x 'JFS-KW5' / Royal Raindrops® Crabapple	2" Cal.	B&B		1
	MR	Malus x 'Rejzam' / Rejoice™ Crabapple	2" Cal.	B&B		5
DECIDUOUS SHRUBS						
	HA	Hydrangea arborescens 'Annabelle' / Annabelle Hydrangea	3 gal.	Cont.		9
	HB	Hydrangea paniculata 'ILVOBO' / Bobo® Panicle Hydrangea	3 gal.	Cont.		39
	RA	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	3 gal.	Cont.		26
	SM	Syringa patula 'Miss Kim' / Miss Kim Korean Lilac	3 gal.	Cont.		6
EVERGREEN SHRUBS						
	BG	Buxus x 'Glencoe' / Chicagoland Green® Boxwood	5 gal.	Cont.		19
	BG2	Buxus x 'Green Mound' / Green Mound Boxwood	3 gal.	Cont.		20
	BG5	Buxus x 'Green Mountain' / Green Mountain Boxwood	3 gal.	Cont.		2
	JY	Juniperus horizontalis 'Youngstown' / Creeping Juniper	3 gal.	Cont.		6
ORNAMENTAL GRASSES						
	PN	Panicum virgatum 'Northwind' / Northwind Switch Grass	1 gal.	Cont.		4
PERENNIALS						
	DA	Dicentra spectabilis 'Alba' / White Japanese Bleeding heart	1 gal.	Cont.		9
	HR	Hemerocallis x 'Rosy Returns' / Rosy Returns Daylily	1 gal.	Cont.		68
	HX	Hemerocallis x 'Sunday Gloves' / Sunday Gloves Daylily	1 gal.	Cont.		115
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
GROUNDCOVER						
	PG2	Pachysandra terminalis 'Green Carpet' / Green Carpet Japanese Pachysandra	10 Flat		12" o.c.	207
PERENNIALS						
	AB	Amsonia x 'Blue Ice' / Blue Ice Bluestar	10 Flat		24" o.c.	151
	ES	Echinacea x 'G0052Y' / Summersong™ Firefinch™ Coneflower	10 Flat		18" o.c.	172
	LG	Leucanthemum x superbum 'Goldfinch' / Goldfinch Shasta Daisy	10 Flat		18" o.c.	138

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

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

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

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

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

GRAPHIC SCALE
0 20 40

SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

LANDSCAPE ENLARGEMENT

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.11.05
DRAWN BY:	HLY
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
L103

AROONEY
L103
22074

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LANDSCAPE LEGEND:

- TURF SEED
- NO-MOW TURF
- HARDWOOD BARK MULCH PLANT BED
- STONE MULCH MAINTENANCE EDGE
- PERENNIAL PLUGS
- DECORATIVE STONE DRY CREEK BED
- EXISTING WOODLANDS
- PROPERTY LINE
- SEEDING BOUNDARY
- SHOVEL CUT EDGE
- METAL EDGING
- SHEET MATCHLINE

LEGEND:

- B / C401 — 5" THICK CONCRETE WALK
- C / C401 — ASPHALT SURFACE

GRAPHIC SCALE 0 20 40

PLANT SCHEDULE L104

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER		QTY
DECIDUOUS TREES						
	AS2	Acer x freemanii 'Sienna' / Sienna Glen® Maple	2.5" Cal.	B&B		3
	QS	Quercus x schuettei / Swamp Bur Oak	2.5" Cal.	B&B		4
	UA	Ulmus americana 'Princeton' / Princeton American Elm	2.5" Cal.	B&B		5
ORNAMENTAL TREES						
	AG2	Amelanchier x grandiflora 'Autumn Brilliance' / Autumn Brilliance Apple Serviceberry	8` Ht. (Multi-Stem)	B&B		1
	CC3	Cercis canadensis / Eastern Redbud	8` Ht. (Multi-Stem)	B&B		1
	MR2	Malus x 'JFS-KW5' / Royal Raindrops® Crabapple	2" Cal.	B&B		1
	MR	Malus x 'Rejzam' / Rejoice™ Crabapple	2" Cal.	B&B		2
DECIDUOUS SHRUBS						
	HA	Hydrangea arborescens 'Annabelle' / Annabelle Hydrangea	3 gal.	Cont.		8
	HB	Hydrangea paniculata 'ILVOBO' / Bobo® Panicle Hydrangea	3 gal.	Cont.		6
	RA	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	3 gal.	Cont.		34
EVERGREEN SHRUBS						
	BG	Buxus x 'Glencoe' / Chicagoland Green® Boxwood	5 gal.	Cont.		10
	BG2	Buxus x 'Green Mound' / Green Mound Boxwood	3 gal.	Cont.		29
	BG5	Buxus x 'Green Mountain' / Green Mountain Boxwood	3 gal.	Cont.		3
PERENNIALS						
	DA	Dicentra spectabilis 'Alba' / White Japanese Bleeding heart	1 gal.	Cont.		7
	HR	Hemerocallis x 'Rosy Returns' / Rosy Returns Daylily	1 gal.	Cont.		38
	HX	Hemerocallis x 'Sunday Gloves' / Sunday Gloves Daylily	1 gal.	Cont.		37
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
GROUNDCOVER						
	PG2	Pachysandra terminalis 'Green Carpet' / Green Carpet Japanese Pachysandra	10 Flat		12" o.c.	170
PERENNIALS						
	AB	Amsonia x 'Blue Ice' / Blue Ice Bluestar	10 Flat		24" o.c.	49
	ES	Echinacea x 'G0052Y' / Summersong™ Firefinch™ Coneflower	10 Flat		18" o.c.	26

LANDSCAPE GENERAL NOTES:

1. VERIFY EXISTING AND PROPOSED CONDITIONS, UTILITIES, PIPES, AND STRUCTURES, ETC. PRIOR TO BIDDING AND CONSTRUCTION.
2. INSPECT THE SITE PRIOR TO COMMENCING WORK. DOCUMENT IN WRITING AND PHOTOGRAPH EXISTING CONDITIONS WITHIN, AND IN AREAS ADJACENT TO THE LIMITS OF CONSTRUCTION. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGES NOT DOCUMENTED IN THE PHOTOGRAPHS PRIOR TO COMMENCEMENT OF DEMOLITION ACTIVITIES.
3. COORDINATE THE INSTALLATION OF PLANT MATERIAL WITH INSTALLATION OF ADJACENT PAVEMENTS, DRAINAGE, CURB RELATED STRUCTURES WITH OTHER TRADES.
4. RESTORE AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED. DAMAGE CAUSED DURING LANDSCAPE INSTALLATION TO EXISTING CONDITIONS AND IMPROVEMENTS IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
5. CONTRACTOR SHALL THOROUGHLY REVIEW ALL SPECIFICATIONS RELATED TO TREE PROTECTION, SOIL PREPARATION, TURF, GRASSES AND PLANTS. THESE SECTIONS PROVIDE ADDITIONAL INFORMATION ON MATERIALS AND SET STANDARDS FOR QUALITY AND INSTALLATION REQUIREMENTS.
6. PROVIDE 3" DOUBLE SHREDDED BARK MULCH FOR ALL PLANTED TREES, SHRUBS AND LANDSCAPE BEDS.

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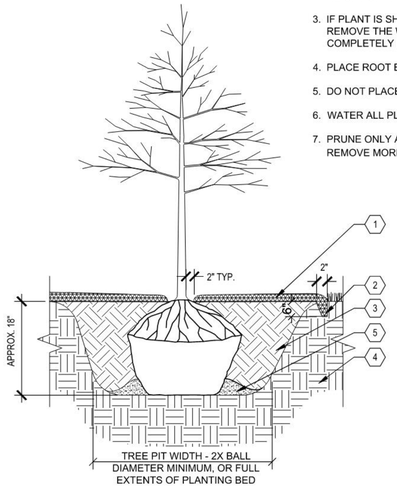
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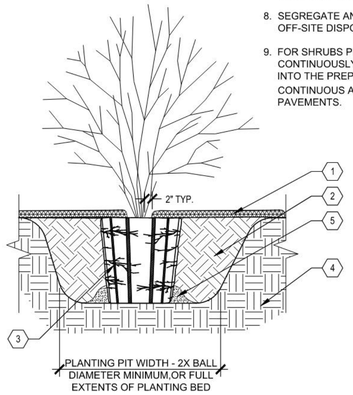
NOTES:
1. PLANT EACH TREE SUCH THAT THE ROOT FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
2. DEPTH OF THE PLANTING HOLE SHOULD BE DETERMINED AND DUG AFTER THE ROOT FLARE IS LOCATED. PLANTING HOLE MUST BE NO DEEPER THAN THE HEIGHT OF THE ROOT BALL.
3. IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT AND REMOVE THE WIRE BASKET ENTIRELY. REMOVE ALL TWINE, ROPE, AND BURLAP COMPLETELY FROM ALL ROOT BALLS.
4. PLACE ROOT BALL ON UNEXCAVATED OR TAMPED SOIL.
5. DO NOT PLACE MULCH IN CONTACT WITH STEMS.
6. WATER ALL PLANTS WITHIN 2 HOURS OF INSTALLATION.
7. PRUNE ONLY AS NECESSARY TO REMOVE UNHEALTHY BRANCHES. DO NOT REMOVE MORE THAN ⅓ OF THE ORIGINAL PLANT MASS.



KEYED LEGEND
1. 3" DEPTH SHREDDED HARDWOOD BARK MULCH. PROVIDE 4'-0" DIAMETER MULCH RINGS AT THE BASE OF ANY TREES PLANTED IN LAWN.
2. PROVIDE SPADED EDGE, 2" WIDE, 6" DEEP FOR ENTIRE PERIMETER OF BARK MULCH RINGS AT BASE OF TREES PLANTED IN LAWNS
3. PLANTING SOIL, PLANTING SOIL SHALL BE PLACED IN ONE CONTINUOUS VOLUME FOR THE ENTIRE AREA OF ANY GIVEN PLANT BED.
4. PREPARED SUBGRADE
5. TAMP SOIL AROUND BALL BASE FIRMLY WITH FOOT PRESSURE SO THAT BALL DOES NOT SHIFT

A TYPICAL TREE PLANTING
SCALE:N.T.S.

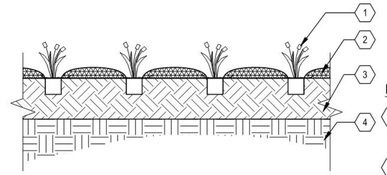
NOTES:
1. MAKE 1" TO 2" DEEP VERTICAL CUTS EVERY 6" AROUND THE CIRCUMFERENCE OF THE ROOT BALL BEFORE PLANTING TO LOOSEN POT-BOUND ROOTS.
2. PLANT EACH SHRUB SUCH THAT THE ROOT FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
3. PLANTING HOLE MUST NOT BE DEEPER THAN THE HEIGHT OF THE ROOT BALL.
4. DO NOT PLACE MULCH IN CONTACT WITH STEMS.
5. PLACE ROOT BALL ON UNEXCAVATED OR TAMPED SOIL.
6. WATER ALL PLANTS WITHIN 2 HOURS OF INSTALLATION.
7. PRUNE ONLY AS NECESSARY TO REMOVE UNHEALTHY BRANCHES. DO NOT REMOVE MORE THAN ⅓ OF THE ORIGINAL PLANT MASS.
8. SEGREGATE ANY SOIL FROM BELOW WARNING LAYER EXCAVATED DURING PLANTING FOR OFF-SITE DISPOSAL. COORDINATE DISPOSAL WITH ENVIRONMENTAL CONSULTANT.
9. FOR SHRUBS PLANTED WITHIN PLANTING BEDS, CONTRACTOR SHALL PROVIDE PLANTING SOIL CONTINUOUSLY FOR THE ENTIRE PLANTING BED AND INDIVIDUAL SHRUBS SHALL BE PLANTED INTO THE PREPARED PLANTING SOIL. MULCH SURFACE FOR PLANTING BEDS SHALL ALSO BE CONTINUOUS ACROSS THE ENTIRE SURFACE AND HELD ½" MIN. TO 1" MAX. BELOW ADJACENT PAVEMENTS.



KEYED LEGEND
1. 3" DEPTH TWICE-SHREDDED HARDWOOD BARK MULCH, UNLESS OTHERWISE INDICATED, KEEP 2" CLEAR OF STEMS
2. PLANTING SOIL AS SPECIFIED, PLANTING SOIL SHALL BE PLACED IN ONE CONTINUOUS VOLUME FOR THE ENTIRE AREA OF ANY GIVEN PLANT BED
3. 1" TO 2" DEEP VERTICAL CUTS EVERY 6" AROUND PERIMETER
4. PREPARED SUBGRADE
5. TAMP SOIL AROUND BALL BASE FIRMLY WITH FOOT PRESSURE SO THAT BALL DOES NOT SHIFT

B TYPICAL SHRUB PLANTING
SCALE:N.T.S.

NOTES:
1. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
2. PLANTING HOLE MUST NOT BE DEEPER THAN THE HEIGHT OF THE ROOT BALL.
3. DO NOT PLACE MULCH IN CONTACT WITH STEMS.
4. WATER ALL PLANTS THOROUGHLY WITHIN 2 HOURS OF INSTALLATION.
5. PRUNE ONLY AS NECESSARY TO REMOVE UNHEALTHY OR DEAD PLANT PARTS. DO NOT REMOVE MORE THAN ⅓ OF THE ORIGINAL PLANT MASS.
6. FOR PLANTS PLANTED WITHIN PLANTING BEDS, CONTRACTOR SHALL PROVIDE PLANTING SOIL CONTINUOUSLY FOR THE ENTIRE PLANTING BED AND INDIVIDUAL SHRUBS SHALL BE PLANTED INTO THE PREPARED PLANTING SOIL. MULCH SURFACE FOR PLANTING BEDS SHALL ALSO BE CONTINUOUS ACROSS THE ENTIRE SURFACE AND HELD ½" MIN. TO 1" MAX. BELOW ADJACENT PAVEMENTS.

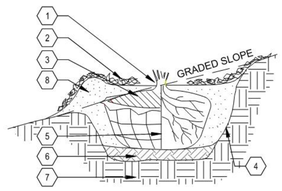


KEYED LEGEND
1. PERENNIAL, ORNAMENTAL GRASS, OR GROUNDCOVER PLUG, SEE LANDSCAPE PLAN SHEETS
2. 3" DEPTH TWICE-SHREDDED HARDWOOD BARK MULCH, UNLESS OTHERWISE INDICATED, KEEP 3" CLEAR OF STEMS
3. PLANTING SOIL, PLANTING SOIL SHALL BE PLACED IN ONE CONTINUOUS VOLUME FOR THE ENTIRE AREA OF ANY GIVEN PLANT BED
4. PREPARED SUBGRADE

C TYPICAL PERENNIAL & ORNAMENTAL GRASS PLANTING
SCALE:N.T.S.

NOTES:
1. REMOVE BURLAP FROM TOP ROOT BALL, OR, WITH CONTAINER PLANTS, REMOVE POTS AND SEPARATE POT BOUND ROOTS AS SPECIFIED.
2. ONLY PRUNE BROKEN BRANCHES AFTER INSTALLATION
3. DO NOT TRIM MAIN LEADER BRANCH.

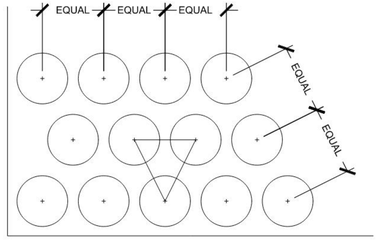
6" MIN. SHRUBS
12" MIN. FOR UP TO 3" CAL. TREES
18" MIN. FOR 3" CAL. & LARGER TREES



KEYED LEGEND
1. SET ROOT FLARE COLLAR AT SLOPE LINE
2. 3" DEEP MULCH. DO NOT COVER ROOT FLARE
3. BALLED AND BURLAPPED PLANT
4. PLANTING BACKFILL, SCARIFY SIDES OF PLANT PIT.
5. BARE ROOT OR CONTAINER SHRUB
6. SCARIFY TO 4" DEPTH AND RECOMPACT. DEPTH AS REQUIRED
7. PREPARED SUBGRADE
8. ROUND TOPPED SOIL BERM 4" HIGH X 8" WIDE ABOVE ROOT BALL SURFACE AROUND THE TREE. BERM SHALL BE CENTERED ON DOWNHILL SIDE OF THE ROOTBALL FOR AT LEAST 245°.

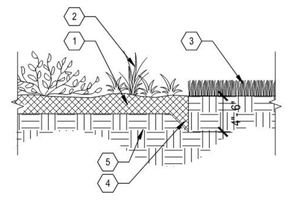
D TREE PLANTING ON SLOPE
SCALE:N.T.S.

NOTES
1. SET FINISH GRADE OF PLANTING AREA 2" BELOW FINISH SURFACE OF PAVING, CURB, OR HEADER
2. SEE PLANTING SCHEDULE FOR SPACING OF ALL SHRUBS AND GROUNDCOVERS
3. ALL SHRUBS / GROUNDCOVER TO BE PLANTED AT EQUAL SPACING (TRIANGULAR) UNLESS OTHERWISE INDICATED ON PLANS.
4. TO DETERMINE APPROPRIATE PLANT QUANTITIES REFER TO THE PLANTING SCHEDULE OR PLAN.



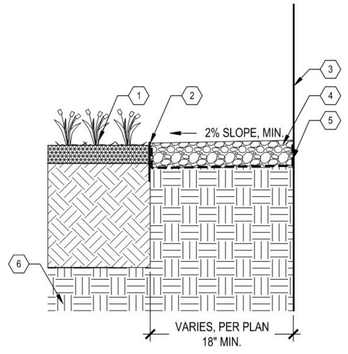
KEYED LEGEND
1. EDGE OF ADJACENT PAVEMENT
2. SHRUB, PERENNIAL OR ORNAMENTAL GRASS PLANT CENTER LOCATION

E TYPICAL PLANT SPACING
SCALE:N.T.S.



KEYED LEGEND
1. 3" DEPTH OF MULCH LAYER
2. SHRUB PLANTING BED
3. LAWN ADJACENT TO PLANTING BED
4. 45 DEGREE ANGLE SHOVEL CUT EDGE TOWARD PLANTING BED
5. COMPACTED SUBGRADE

F SHOVEL CUT PLANT EDGE
SCALE:N.T.S.



KEYED LEGEND
1. ADJACENT PLANTING BED
2. BLACK ANODIZED ALUMINUM EDGING
3. BUILDING FACE
4. 3" DEPTH STONE MULCH
5. WOVEN GEOTEXTILE FILTER FABRIC, WRAP UP SIDES OF BUILDING AND EDGING
6. PREPARED SUBGRADE

G STONE MAINTENANCE EDGE
SCALE:N.T.S.

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LANDSCAPE DETAILS

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L200

2024.11.05

PLANTING QUALITY ASSURANCE

1. PLANTS ARE TO BE INSPECTED UPON DELIVERY TO PROJECT SITE AND THE LANDSCAPE ARCHITECT OR OWNER'S PROJECT REPRESENTATIVE MAY REJECT ANY SPECIMENS NO LONGER MEETING THE SPECIFIED STANDARDS OR THAT HAVE BEEN DAMAGED IN TRANSIT.
2. ALL PLANT MATERIAL SHALL BE TRUE TO SPECIES AND VARIETY/HYBRID/CULTIVAR SPECIFIED, AND NURSERY GROWN IN ACCORDANCE WITH GOOD HORTICULTURAL PRACTICES, AND UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE OF THE SITE LOCATION. SPECIMENS NURSERY-DUG TO BE REPLANTED SHALL HAVE BEEN FRESHLY DUG AND PROPERLY PREPARED FOR PLANTING.
3. TREES:
   - 3.1. SHALL BE TRAINED IN DEVELOPMENT AND APPEARANCE AS TO BE SUPERIOR IN FORM, COMPACTNESS AND SYMMETRY. TREES WITH MULTIPLE LEADERS, UNLESS SPECIFIED OTHERWISE, AND SHRUBS WITH DAMAGED OR CUT MAINSTEM(S), WILL BE REJECTED.
   - 3.2. WITH A DAMAGED, CUT OR CROOKED LEADER, ABRASION OF BARK, SUNSCALD, FROST CRACK, DISFIGURING KNOTS, INSECTS (INCLUDING EGGS AND LARVAE) OR INSECT DAMAGE, CANKERS/CANKEROUS LESIONS OR FUNGAL MATS, MOLD, PREMATURELY-OPENED BUDS, OR CUTS OF LIMBS OVER ¾" DIAMETER THAT ARE NOT COMPLETELY CALLUSED WILL BE REJECTED.
   - 3.3. SHALL HAVE HEALTHY, WELL-DEVELOPED ROOT SYSTEMS, AND BE FREE FROM PHYSICAL DAMAGE OR OTHER HINDRANCES TO HEALTHY GROWTH.
   - 3.4. BALLED AND BURLAPPED PLANTS SHALL BE DUG WITH SOLID BALLS OF A DIAMETER NOT LESS THAN THAT RECOMMENDED BY THE AMERICAN STANDARDS FOR NURSERY STOCK, AND OF SUFFICIENT DEPTH TO INCLUDE BOTH FIBROUS AND FEEDING ROOTS. BALLS SHALL BE SECURELY WRAPPED WITH BURLAP, AND TIGHTLY BOUND WITH ROPE OR TWINE. NO PLANTS SHALL BE BOUND WITH ROPE OR WIRE IN SUCH A MANNER AS TO DAMAGE BARK OR BREAK BRANCHES. THE ROOT FLARE SHOULD BE WITHIN THE TOP 2" OF THE SOIL BALL. BALLED AND BURLAPPED PLANTS WILL NOT BE ACCEPTED IF THE BALL IS DRY, CRACKED, OR BROKEN BEFORE OR DURING PLANTING.
4. PLANTS SHALL CONFORM TO THE MEASUREMENTS SPECIFIED WITHIN THE PLANT SCHEDULE.

PLANTING PROJECT CONDITIONS:

1. VERIFY SERVICE AND UTILITY LOCATIONS, AND DIMENSIONS OF CONSTRUCTION CONTIGUOUS WITH NEW PLANTINGS BY FIELD MEASUREMENTS BEFORE PROCEEDING WITH PLANTING WORK.
2. INTERRUPTION OF EXISTING SERVICES OR UTILITIES; DO NOT INTERRUPT SERVICES OR UTILITIES UNLESS PERMITTED UNDER THE FOLLOWING CONDITIONS AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY SERVICES OR UTILITIES ACCORDING TO REQUIREMENTS INDICATED:
   - 2.1. NOTIFY OWNER'S PROJECT REPRESENTATIVE NO FEWER THAN TWO DAYS IN ADVANCE OF PROPOSED INTERRUPTION OF EACH SERVICE OR UTILITY.
   - 2.2. DO NOT PROCEED WITH INTERRUPTION OF SERVICES OR UTILITIES WITHOUT REPRESENTATIVE'S WRITTEN PERMISSION.
3. PLANTING RESTRICTIONS: PLANTING SHALL OCCUR DURING THE FOLLOWING ACCEPTABLE INSTALLATION PERIODS:
   - 3.1. DECIDUOUS TREES AND SHRUBS - APRIL 15 TO OCTOBER 15.
   - 3.2. NATIVE SEEDING AND TURFGRASS: APRIL 15 - OCTOBER 15
4. WEATHER LIMITATIONS: PROCEED WITH PLANTING ONLY WHEN EXISTING AND FORECASTED WEATHER CONDITIONS PERMIT PLANTING TO BE PERFORMED WHEN BENEFICIAL AND OPTIMUM RESULTS MAY BE OBTAINED. APPLY PRODUCTS DURING FAVORABLE WEATHER CONDITIONS ACCORDING TO MANUFACTURER'S WRITTEN INSTRUCTIONS AND WARRANTY REQUIREMENTS.
5. CONTRACTOR SHALL PROTECT ALL EXISTING AND/OR NEWLY INSTALLED PLANTS, LAWNS, AND GRASS AREAS FROM DAMAGE AT ALL TIMES. DAMAGED PLANTS, LAWNS OR GRASS AREAS SHALL BE REPLACED OR TREATED AS REQUIRED TO CONFORM TO SPECIFICATIONS HEREIN FOR FRESH STOCK. WORK AREA SHALL BE KEPT CLEAN AND ORDERLY DURING THE INSTALLATION PERIOD. UNDER NO CONDITION SHALL DEBRIS FROM PLANTING ACTIVITIES RESULT IN A SAFETY HAZARD ON-SITE OR ADJACENT OFF-SITE PROPERTY. DAMAGE TO SITE IMPROVEMENTS OR ADJACENT LANDSCAPES INCURRED AS A RESULT OF PLANTING OR REPLACEMENT OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR THAT CAUSES THE DAMAGE AT NO COST TO THE OWNER.
6. EXAMINE AREAS TO RECEIVE PLANTS FOR COMPLIANCE WITH REQUIREMENTS AND CONDITIONS AFFECTING INSTALLATION AND PERFORMANCE. PROCEED WITH INSTALLATION ONLY AFTER UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED.
   - 6.1. VERIFY THAT NO FOREIGN OR DELETERIOUS MATERIAL OR LIQUID SUCH AS PAINT, PAINT WASHOUT, CONCRETE SLURRY, CONCRETE LAYERS OR CHUNKS, CEMENT, PLASTER, OILS, GASOLINE, DIESEL FUEL, PAINT THINNER, TURPENTINE, TAR, ROOFING COMPOUND, OR ACID HAS BEEN DEPOSITED IN SOIL WITHIN PLANTING AREAS.
   - 6.2. DO NOT MIX OR PLACE SOILS IN FROZEN, WET, OR MUDDY CONDITIONS.

PLANTING DELIVERY, STORAGE, & HANDLING:

1. BULK MATERIALS;
   - 1.1. DO NOT DUMP OR STORE BULK MATERIALS NEAR STRUCTURES, UTILITIES, WALKWAYS AND PAVEMENTS, OR ON EXISTING TURF AREAS OR PLANTS.
2. DO NOT PRUNE TREES AND SHRUBS BEFORE DELIVERY. PROTECT BARK, BRANCHES, AND ROOT SYSTEMS FROM SUN SCALD, DRYING, WIND BURN, SWEATING, WHIPPING, AND OTHER HANDLING AND TYING DAMAGE. DO NOT BEND OR BIND-TIE TREES OR SHRUBS IN SUCH A MANNER AS TO DESTROY THEIR NATURAL SHAPE. PROVIDE PROTECTIVE COVERING OF PLANTS DURING SHIPPING AND DELIVERY. DO NOT DROP PLANTS DURING DELIVERY AND HANDLING.
3. HANDLE PLANTING STOCK BY ROOT BALL.
4. DELIVER PLANTS AFTER PREPARATIONS FOR PLANTING HAVE BEEN COMPLETED AND INSTALL IMMEDIATELY. IF PLANTING IS DELAYED MORE THAN SIX HOURS AFTER DELIVERY, SET PLANTS AND TREES IN SHADED LOCATION, PROTECT FROM WEATHER AND MECHANICAL DAMAGE, AND KEEP ROOTS MOIST.
   - 4.1. SET BALLED STOCK ON GROUND AND COVER BALL WITH SOIL, PEAT MOSS, SAWDUST, OR OTHER ACCEPTABLE MATERIAL.
   - 4.2. WATER ROOT SYSTEMS OF PLANTS STORED ON-SITE DEEPLY AND THOROUGHLY WITH A FINE-MIST SPRAY. WATER AS OFTEN AS NECESSARY TO MAINTAIN ROOT SYSTEMS IN A MOIST, BUT NOT OVERLY WET CONDITION.

EXCAVATION FOR TREES & SHRUBS

1. EXCAVATE CIRCULAR PLANTING PITS AS INDICATED IN DRAWINGS. TRIM PERIMETER OF BOTTOM LEAVING CENTER AREA OF BOTTOM RAISED SLIGHTLY TO SUPPORT ROOT BALL AND ASSIST IN DRAINAGE AWAY FROM CENTER. DO NOT FURTHER DISTURB BASE. ENSURE THAT ROOT BALL WILL SIT ON UNDISTURBED BASE SOIL TO PREVENT SETTLING. SCARIFY SIDES OF PLANTING PIT SMEARED OR SMOOTHED DURING EXCAVATION.
   - 1.1. EXCAVATE APPROXIMATELY THREE TIMES AS WIDE AS BALL DIAMETER FOR BALLED AND BURLAPPED STOCK.
   - 1.2. DO NOT EXCAVATE DEEPER THAN DEPTH OF THE ROOT BALL, MEASURED FROM THE ROOT FLARE TO THE BOTTOM OF THE ROOT BALL.
   - 1.3. IF AREA UNDER THE PLANT WAS INITIALLY DUG TOO DEEP, ADD SOIL TO RAISE IT TO CORRECT LEVEL AND THOROUGHLY TAMP THE ADDED SOIL TO PREVENT SETTLING.
   - 1.4. MAINTAIN REQUIRED ANGELS OF REPOSE OF ADJACENT MATERIALS AS SHOWN IN DRAWINGS. DO NOT EXCAVATE SUBGRADES OF ADJACENT PAVING, STRUCTURES, HARDSCAPES, OR OTHER NEW OR EXISTING IMPROVEMENTS.
   - 1.5. MAINTAIN SUPERVISION OF EXCAVATIONS DURING WORKING HOURS.
   - 1.6. KEEP EXCAVATIONS COVERED OR OTHERWISE PROTECTED WHEN UNATTENDED BY INSTALLER'S PERSONNEL.
2. SUBSOIL AND TOPSOIL REMOVED FROM EXCAVATIONS MAY BE USED AS PLANTING SOIL IF THEY CONFORM TO THE REQUIREMENTS LISTED IN THESE SPECIFICATIONS.
3. NOTIFY OWNER'S PROJECT REPRESENTATIVE IF UNEXPECTED ROCK OR OBSTRUCTIONS DETRIMENTAL TO TREES OR SHRUBS ARE ENCOUNTERED IN EXCAVATIONS.
4. NOTIFY OWNER'S PROJECT REPRESENTATIVE IF SUBSOIL CONDITIONS EVIDENCE UNEXPECTED WATER SEEPAGE OR RETENTION IN TREE OR SHRUB PLANTING PITS.

TREE & SHRUB PLANTING

1. BEFORE PLANTING VERIFY THAT ROOT FLARE IS VISIBLE AT TOP OF ROOT BALL. IF ROOT FLARE IS NOT VISIBLE, REMOVE SOIL IN A LEVEL MANNER FROM THE ROOT BALL TO WHERE THE TOP-MOST ROOT EMERGES FROM THE TRUNK. AFTER SOIL REMOVAL TO EXPOSE ROOT FLARE, VERIFY THAT ROOT BALL STILL MEETS SIZE REQUIREMENTS. PLANT MATERIAL WITHOUT ROOT FLARE VISIBLE OR PLANTED TOO LOW WILL BE RE-PLANTED AT THE REQUEST OF THE LANDSCAPE ARCHITECT AT NO ADDITIONAL COST TO THE OWNER.
2. PLANTS FOUND TO HAVE STEM GIRDLING ROOTS AND/OR KINKED ROOTS AT THE TIME OF PLANTING WILL BE REJECTED AND REPLACEMENTS SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE OWNER.
3. REMOVE ALL TWINE, STRING, WIRE, AND ALL OTHER NON-BIODEGRADABLE MATERIAL ENTIRELY FROM ROOT BALL AREA.
4. REMOVE ONLY DEAD, DYING, OR BROKEN BRANCHES. DO NOT PRUNE FOR SHAPE. DO CUT TREE LEADERS.
5. SET BALLED AND BURLAPPED STOCK PLUMB AND IN CENTER OF PLANTING PIT OR TRENCH WITH ROOT FLARE 2 INCHES ABOVE ADJACENT FINISH GRADES.
   - 5.1. USE SOIL MATERIALS FROM EXCAVATION FOR BACKFILL.
   - 5.2. CAREFULLY CUT AND REMOVE BURLAP, ROPE, AND WIRE BASKETS FROM THE ENTIRE ROOT BALL. REMOVE PALLETS, IF ANY, BEFORE SETTING. DO NOT USE PLANTING STOCK IF ROOT BALL IS CRACKED OR BROKEN BEFORE OR DURING PLANTING OPERATION.
   - 5.3. BACKFILL AROUND ROOT BALL IN LAYERS, TAMPING TO SETTLE SOIL AND ELIMINATE VOIDS AND AIR POCKETS. WHEN PLANTING PIT IS APPROXIMATELY ONE-HALF FILLED, WATER THOROUGHLY BEFORE PLACING REMAINDER OF BACKFILL. REPEAT WATERING UNTIL NO MORE WATER IS ABSORBED.
   - 5.4. CONTINUE BACKFILLING PROCESS. WATER AGAIN AFTER PLACING AND TAMPING FINAL LAYER OF SOIL.

TREE & SHRUB MATERIAL:

1. GENERAL: FURNISH NURSERY-GROWN PLANTS TRUE TO GENUS, SPECIES, VARIETY, CULTIVAR, STEM FORM, SHEARING, AND OTHER FEATURES INDICATED IN PLANT SCHEDULE SHOWN AND DRAWINGS.; AND WITH HEALTHY ROOT SYSTEMS DEVELOPED BY TRANSPLANTING OR ROOT PRUNING. PROVIDE WELL-SHAPED, FULLY BRANCHED, HEALTHY, VIGOROUS STOCK, DENSELY FOLIATED WHEN IN LEAF AND FREE OF DISEASE, PESTS, EGGS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT.
   - 1.1. TREES WITH DAMAGED, CROOKED, OR MULTIPLE LEADERS; TIGHT VERTICAL BRANCHES WHERE BARK IS SQUEEZED BETWEEN TWO BRANCHES OR BETWEEN BRANCH AND TRUNK ("INCLUDED BARK"); CROSSING TRUNKS; CUT-OFF LIMBS MORE THAN ¾" IN DIAMETER; OR WITH STEM GIRDLING ROOTS WILL BE REJECTED.
   - 1.2. COLLECTED STOCK: DO NOT USE PLANTS HARVESTED FROM THE WILD, FROM NATIVE STANDS, FROM AN ESTABLISHED LANDSCAPE PLANTING, OR NOT GROWN IN A STATE CERTIFIED NURSERY.
   - 1.3. PLANT MATERIAL SHALL BE PROVIDED IN THE CONTAINER TYPE INDICATED IN THE DRAWINGS (B&B, CONTAINER, BARE ROOT, ETC.), UNLESS THE CONTRACTOR RECEIVES WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT THAT SUBSTITUTION OF CONTAINER TYPE IS ACCEPTABLE.
2. FURNISH TREES WITH ROOT BALLS MEASURED FROM TOP OF ROOT BALL. ROOT FLARE SHALL BE VISIBLE BEFORE PLANTING.
3. SELECT STOCK FOR UNIFORM HEIGHT AND SPREAD.

PLANTING SOIL:

PLANTING SOIL SHALL BE PLACED IN ONE CONTINUOUS VOLUME FOR THE WIDTH OF LANDSCAPE AREAS, AND A MINIMUM OF 3X THE DIAMETER OF THE ROOT BALL LENGTHWISE

1. INSTALL PLANTING SOIL FOR PLANT BEDS IN 6" LIFTS, MINIMUM 8" DEPTH.
2. DO NOT APPLY PLANTING SOIL TO SATURATED OR FROZEN SUBGRADES.
3. PLANTING SOIL SHALL BE A MIX OF 6-PARTS TOPSOIL, 1-PART COMPOST (APPROVED FOR USE ON THE PROJECT). THOROUGHLY BLEND PLANTING SOIL OFF-SITE BEFORE SPREADING.
   - 3.1. THE PROJECT WILL ACCEPT ONLY CLEAN, SALVAGED OR IMPORTED TOPSOIL CAPABLE OF PASSING THE 1" SIEVE, FREE OF ROCKS, DEBRIS, AND OF NOXIOUS WEEDS.
   - 3.2. STRIPPED, SALVAGED, OR MINED TOPSOIL MUST BE TAKEN FROM THE TOP 6-INCHES OF THE A-HORIZON, HAVING A DARK BROWN TO BLACK COLOR WITH A GRANULAR STRUCTURE AND CLAY CONTENT OF LESS THAN 25%, VERIFIED WITH A RIBBON TEST THAT YIELDS NO MORE THAN 1-INCH.

METAL EDGING

1. STANDARD PROFILE, COMMERCIAL-GRADE, EXTRUDED ALUMINUM EDGING, FABRICATED IN STANDARD LENGTHS WITH INTERLOCKING SECTIONS WITH LOOPS STAMPED FROM FACE OF SECTIONS TO RECEIVE STAKES.
   - 1.1. BASIS OF DESIGN: CLEANLINE BY PERMALOC OR APPROVED EQUAL.
   - 1.2. EDGING SIZE: 3/16-INCH-WIDE BY 5.5 INCHES DEEP
   - 1.3. STAKES: ALUMINUM, ASTM 221, ALLOY 6061-T6, 18-INCHES LONG.
   - 1.4. FINISH: BLACK DURAFLEX
   - 1.5. MANUFACTURERS: SUBJECT TO COMPLIANCE WITH REQUIREMENTS, AVAILABLE MANUFACTURERS OFFERING PRODUCTS THAT MAY BE INCORPORATED INTO THE WORK INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING: CURV-RITE, INC., PERMALOC CORPORATION, RUSSELL, J.D. COMPANY (THE), SURE-LOC EDGING CORPORATION
2. INSTALL METAL EDGE IN ACCORDANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS.
3. ENSURE THAT METAL EDGING IS PROPERLY INSTALLED AND SECURED BEFORE INSTALLING STONE MULCH.

STONE MULCH MATERIAL & INSTALLATION:

1. SHALL BE HARD, DURABLE, STONE, WASHED FREE OF LOAM, SAND, CLAY, AND OTHER FOREIGN SUBSTANCES, OF THE FOLLOWING TYPE, SIZE RANGE, AND COLOR:
   - 1.1. MATERIAL: ANGULAR WASHED STONE.
   - 1.2. SIZE: 1-1/2" DIAMETER
   - 1.3. DEPTH: 3" MINIMUM DEPTH PLACED IN ONE LIFT
   - 1.4. COLOR RANGE: BLEND OF DARK GREY & BLUE TONES
   - 1.5. BASIS OF DESIGN: 1-1/2" 'AMERICAN HERITAGE' AGGREGATE BY COUNTY MATERIALS.
2. LIGHTLY COMPACT AREAS TO RECEIVE STONE MULCH
3. INSTALL WEED BARRIER FABRIC IN ACCORDANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS; COMPLETELY COVER AREA TO BE MULCHED, OVERLAPPING EDGES OF FABRIC LENGTHS A MINIMUM OF 6-INCHES AND SECURING SEAMS WITH GALVANIZED PINS. WEED BARRIER FABRIC SHALL BE WRAPPED VERTICALLY UP THE OUTSIDE EDGES OF SURROUNDING CONCRETE FLATWORK OR CURB AND SECURED IN PLACE. HOLD FABRIC 2" CLEAR OF TOP OF ADJACENT CURB AND CONCRETE FLATWORK SO IT IS NOT VISIBLE FROM SURFACE.
4. PLACE AND FINISH STONE MULCH AS INDICATED IN DRAWINGS, ENSURING A SMOOTH, LEVEL TOP SURFACE FOR ALL STONE MULCH AREAS HELD APPROXIMATELY 1/2" BELOW THE TOP SURFACE OF ADJACENT PAVED AREAS OR METAL EDGING.

BARK MULCH MATERIAL & INSTALLATION

1. TWICE-SHREDDED HARDWOOD BARK MULCH TO BE PROVIDED AS TOP-DRESSING FOR ALL AT-GRADE PLANTING BEDS IN LOCATIONS INDICATED ON PLANTING PLANS.
   - 1.1. SIZE RANGE: MAXIMUM 2.5" TO 3"
   - 1.2. COLOR: NATURAL, UN-DYED
   - 1.3. PROVIDE 3" DEPTH MULCH FOR ALL PLANTING BEDS INDICATED AS BARK MULCH PLANTING BED.
2. KEEP BARK MULCH 2" CLEAR OF ALL STEMS OF PLANT MATERIAL.

TURF SEEDING:

1. DELIVERY:
   - 1.1. DELIVER PACKAGED SEED MATERIALS IN ORIGINAL, UNOPENED CONTAINERS LABELED AS TO NAME AND ADDRESS OF SUPPLIER; SPECIFIC BLEND OF SEED; AND INDICATION OF CONFORMANCE WITH STATE AND FEDERAL LAWS, AS APPLICABLE.
2. PROJECT CONDITIONS:
   - 2.1. SEED DURING ONE OF THE FOLLOWING PERIODS.
     - 2.1.1. SPRING SEEDING SEASON: APRIL 1 TO JUNE 15.
     - 2.1.2. FALL SEEDING SEASON: AUGUST 15 TO OCTOBER 1.
3. PRODUCTS
   - 3.0.1. PROVIDE THE FOLLOWING FOR TURFGRASS SEED BASIS OF DESIGN: REINDEERS DELUXE 50 SEED MIX OR APPROVED EQUAL
   - 3.0.2. TURFGRASS SEED MIX TO BE FERTILIZED WITH 'SCOTT'S STARTER FERTILIZER' BY THE 'SCOTTS MIRACLE-GRO COMPANY' OR APPROVED EQUAL.
4. PROCEED WITH INSTALLATION ONLY AFTER UNSATISFACTORY CONDITIONS HAVE BEEN MET.
5. REMOVE ANY AND ALL UNDESIRABLE VEGETATION THAT HAS GERMINATED IN THE AREAS TO BE SEEDED OR SODDED. CONTRACTOR SHALL EVALUATE THE USE OF A BROAD SPECTRUM, NON-PERSISTENT GLYSOPHATE-BASED HERBICIDE BASED ON SITE CONDITIONS.
   - 5.1. DO NOT APPLY SEED UNTIL FIVE TO SEVEN DAYS AFTER LAST HERBICIDE TREATMENT.
6. FINISH GRADING: GRADE AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORMLY FINE TEXTURE. GRADE TO WITHIN PLUS OR MINUS ½ INCH OF FINISH ELEVATION. ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINISH GRADING TO AREAS THAT CAN BE IMMEDIATELY SEEDED AND STABILIZED WITH EROSION CONTROL MATERIAL
7. MOISTEN PREPARED AREA BEFORE SEEDING IF SOIL IS DRY. WATER THOROUGHLY AND ALLOW SURFACE DRY BEFORE SEEDING OR SODDING. DO NOT CREATE MUDDY SOIL.
8. NO SEEDING SHALL OCCUR ON FROZEN GROUND OR AT TEMPERATURES LOWER THAN 32 DEGREES FARENHEIT OR IN THE FOLLOWING 5 DAYS AFTER PLANNED SEEDING OR SODDING.
9. SEEDING RATES TO BE PERFORMED IN ACCORDANCE WITH SEED SUPPLIER RECOMMENDATIONS.

NATIVE SEEDING:

1. PROVIDE THE FOLLOWING SEED TYPES FROM: AGRECOL LLC 10101 N. CASEY ROAD EVANSVILLE, WISCONSIN 53536:
   - 1.1. AGRECOL'S 'XXXXXX' MIX' FOR AREAS SHOWN AS 'XXXXXXX SEED MIX'
   - 1.2. AGRECOL'S 'XXXXXX' SEED MIX' FOR AREAS SHOWN AS 'XXXXXXXXXX SEED MIX'
   - 1.3. REFER TO DETAIL XXXXXX ON SHEET L2XX, FOR SEED MIX COMPOSITION.
2. REFER TO CIVIL PLANS FOR LOCATIONS AND EXTENTS OF EROSION CONTROL MAT. IN GENERAL, PROVIDE CURLEX NET FREE FOR SEEDED AREAS WITH SLOPES OF 4:1 OR LESS AND CURLEX II EROSION CONTROL MAT IN ALL OTHER SEEDED AREAS. PROVIDE MANUFACTURER'S STANDARD BIODEGRADABLE ANCHORING STAKES (OR ALTERNATIVE SOURCE FOR BIODEGRADABLE STAKES, IF APPROVED IN WRITING BY OWNER'S REPRESENTATIVE). INSTALL PER MANUFACTURER'S WRITTEN INSTALLATION INSTRUCTIONS.
3. WITHIN 4 WEEKS FOLLOWING THE ISSUANCE OF THE NOTICE TO PROCEED, SUBMIT NAME AND LOCATION OF SEED SUPPLIER(S) AND A COMPLETE LIST OF EACH SEED MIX BY WEIGHT AND PROPORTION THAT IS BEING SUPPLIED BEFORE THE SEED MIX IS ORDERED. SUBSTITUTIONS WILL NOT BE PERMITTED. PROVIDE GEOGRAPHIC ORIGINS OF EACH SEED SPECIES.
4. ALL SEED MATERIAL SHALL ORIGINATE FROM LOCAL SOURCES TO THE EXTENT POSSIBLE, SPECIFICALLY FROM USDA PLANT HARDINESS ZONE 4 OR LOWER.
5. ALL SEEDING ZONE BOUNDARIES SHALL BE SURVEYED AND STAKED ON THE PROJECT SITE BY THE CONTRACTOR. NO SEED MIX SHALL BE INSTALLED UNTIL THE GRADE PREPARATION AND LAYOUT HAVE BEEN APPROVED.
6. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST SEED LIMITS WITHOUT ADJUSTING TOTAL SEEDED AREAS, TO MEET FIELD CONDITIONS, AT NO ADDITIONAL COST TO THE OWNER.
7. COORDINATION IS REQUIRED TO ENSURE RAINFALL/GROUNDWATER SEEPAGE DOES NOT RESULT IN SOIL MOISTURE CONDITIONS THAT WILL CAUSE EXCESSIVE RUTTING DURING SEEDING AND MULCHING OPERATIONS. FAILURE TO MEET THIS REQUIREMENT WILL NOT BE AN ACCEPTABLE REASON FOR NOT INSTALLING THE SEED AS SPECIFIED.
8. WHERE SEEDING OCCURS IN CLOSE PROXIMITY TO OTHER SITE IMPROVEMENTS OR AREAS TO REMAIN UNDISTURBED SUCH AS EXISTING WETLANDS AND UPLANDS AREAS, CARE SHALL BE TAKEN TO NOT DISTURB THE EXISTING CONDITIONS. ANY AREAS DAMAGED DURING PLANTING OPERATIONS SHALL BE PROMPTLY RESTORED TO THEIR ORIGINAL CONDITION AT NO COST TO THE OWNER.
9. FOLLOWING NATIVE SEED MIX INSTALLATION, THE LANDSCAPE ARCHITECT AND CONTRACTOR SHALL CONDUCT A SUBSTANTIAL COMPLETION INSPECTION ON ALL SEEDED AREAS. (SEE WARRANTY, MAINTENANCE AND ACCEPTANCE PERIOD)
10. GENERAL INSTALLATION:
    - 10.1. SEEDING OF NATIVE SEED MIXES SHALL OCCUR IN THE EARLY SPRING:
      - 10.1.1. APRIL 15 THROUGH MAY 31.
    - 10.2. DO NOT SOW SEED DURING ADVERSE WEATHER OR WHEN WIND SPEEDS EXCEED TEN MILES PER HOUR.
    - 10.3. DO NOT SOW SEED IN AREAS WHERE STANDING WATER IS PRESENT.
11. GRADE PREPARATION:
    - 11.1. SUBGRADE AND FINISH GRADE PREPARATION SHALL BE IN ACCORDANCE WITH SITE EARTHWORK REQUIREMENTS, AND TOPSOIL SHALL BE A MINIMUM 4 INCHES DEEP IN NON-BIORETENTION AREAS AFTER LIGHT COMPACTION TO PREVENT SETTLEMENT. BIORETENTION AREAS SHALL HAVE SOIL MIX PLACED PER DETAIL.
    - 11.2. PRIOR TO SEEDING, REPAIR ANY RUTS, RILLS, OR GULLIES GREATER THAN 2 INCHES IN DEPTH TO CREATE SMOOTH CONTINUOUS GRADES.
    - 11.3. IF THE PREPARED GRADE IS ERODED OR COMPACTED BY RAINFALL OR OTHER REASONS, REWORK THE TOPSOIL TO THE FULL 4-INCH DEPTH.
    - 11.4. IMMEDIATELY BEFORE SEEDING, SCARIFY, LOOSEN, FLOAT, AND DRAG TOPSOIL AS NECESSARY TO BRING IT TO THE PROPER CONDITION. REMOVE FOREIGN MATTER LARGER THAN 1-INCH DIAMETER.
    - 11.5. NO FURTHER GRADE PREPARATION IS REQUIRED.
12. IF REQUIRED DUE TO CONSTRUCTION SEQUENCING, SEED THE SITE WITH A TEMPORARY COVER CROP TO HOLD IT FOR SPRING SEEDING AS FOLLOWS:
    - 12.1. IF SEEDED MAY 15 THROUGH SEPTEMBER 1: MIX OF 32 POUNDS PER ACRE OF SEED OATS (AVENA SATIVA) AND 5 POUNDS PER ACRE OF ANNUAL RYE (LOLLIUM MULTIFLORUM).
    - 12.2. IF SEEDED SEPTEMBER 1 THROUGH OCTOBER 15: 20 POUNDS PER ACRE WINTER WHEAT (TRITICUM AESTIVUM) OR REGREEN STERILE WHEAT/WHEATGRASS HYBRID (TRITICUM AESTIVUM X ELYTRIGIA ELONGATAFROM).
13. BROADCASTING:
    - 13.1. FOR SPRING SEEDING OF NATIVE SEED, SOW SEED DIRECTLY ONTO BARE GROUND OR GROUND WHERE THE PREVIOUS YEAR'S PLANT STUBBLE HAS BEEN CUT TO 2-INCH HEIGHT.
    - 13.2. INCREASE THE VOLUME OF THE BROADCASTED SEED MIX BY MIXING IT WITH AN APPROVED CARRIER. ACCEPTABLE CARRIER MATERIAL INCLUDES MOISTENED COMPOST, PEAT MOSS, CORN COB BLAST MEDIA, OR COARSE-GRADE VERMICULITE. SAND AND SAWDUST ARE UNACCEPTABLE CARRIER MATERIALS. USE ONE BUSHEL BASKET OF CARRIER PER 1,000 SQUARE FEET OF AREA TO BE SEEDED (A BUSHEL EQUALS 8 GALLONS OR 1.24 CUBIC FEET).
      - 13.2.1. USE HALF OF THE TOTAL SEED QUANTITY AND CROSS THE ENTIRE AREA TO BE SEEDED, EVENLY SPREADING THE SEED. WALK PERPENDICULAR TO THE ORIGINAL SEEDING AND EVENLY BROADCAST THE SECOND HALF OF THE SEED.
      - 13.2.2. LIGHT SEEDS, AWNED SEEDS, OR BEARDED SEEDS TEND TO RISE TO THE TOP OF THE SPREADER, THEREFORE, MIX SEED ACCORDINGLY AS PLANTING COMMENCES.
      - 13.2.3. RAKE OR DRAG THE SEED INTO THE SOIL, BUT NOT MORE THAN 1/4-INCH DEEP. ROLL THE AREA WITH A ROLLER TO FIRM THE SEED INTO THE SOIL. ROLLING IS NOT NECESSARY ON DORMANT SEEDINGS.
14. DRILL SEEDER OR DROP SEEDER/SPREADER:
    - 14.1. FOR SPRING DRILL SEEDING, SOW SEED DIRECTLY ONTO BARE GROUND OR GROUND WHERE THE PREVIOUS YEAR'S PLANT STUBBLE HAS BEEN CUT TO 2-INCH HEIGHT; FOR SPRING DROP SEEDING, CULTIVATE THE GROUND BEFORE INSTALLING SEED MIX.
    - 14.2. CHECK THE EQUIPMENT FREQUENTLY TO ENSURE THE SEED IS DISPERSING EVENLY AND IS NOT CLOGGING.
    - 14.3. IF THE EQUIPMENT IS NOT EQUIPPED WITH A ROLLER, PASS OVER THE SEEDED AREA WITH A ROLLER TO FIRM THE SEED INTO THE SOIL. ROLLING IS NOT NECESSARY WITH DORMANT SEEDING.
      - 14.3.1. DO NOT MIX THE NATIVE SEED WITH ANY CARRIER MATERIAL.
      - 14.3.2. EVENLY DISTRIBUTE THE SEED ACROSS THE ENTIRE SITE TO BE SEEDED.
    - 14.4. KEEP THE TOPSOIL MOIST (TO A DEPTH OF 3 INCHES) FOR 3-6 WEEKS FOLLOWING SEEDING; AFTERWARD, APPLY ONE INCH OF WATER DURING THE GROWING SEASON IF RAIN HAS NOT OCCURRED FOR MORE THAN ONE WEEK. DO NOT APPLY WATER WITH SUCH A FORCE AS TO DISTURB SEED, SEEDLINGS, AND/OR TOPSOIL, OR THAT WOULD RUN OFF SOIL SURFACE.
15. ALL AREAS OVER WHICH HAULING OPERATIONS HAVE BEEN CONDUCTED SHALL BE KEPT CLEAN ON A DAILY BASIS. PROMPTLY REMOVE ALL MATERIALS SPILLED ON PAVEMENT.
16. UPON COMPLETION OF SEED INSTALLATION, REMOVE FROM THE SITE AND LEGALLY DISPOSE OF ALL TRASH AND DEBRIS INCLUDING ANY MATERIAL REMOVED DURING GRADE PREPARATION.
17. RESTORE ANY EXISTING AREAS DAMAGED BY OPERATIONS UNDER THE CONTRACT. RESTORATION SHALL INCLUDE FINISH GRADING AND SEEDING AS REQUIRED TO MATCH EXISTING GRADE AND/OR WETLANDS, AND MAINTENANCE OF RESTORED AREAS.
18. ANY DAMAGE BY THE CONTRACTOR TO ESTABLISHED OR NEWLY SEEDED AREAS NOT WITHIN THE PROJECT SCOPE OF WORK SHALL BE REPAIRED AND RESEEDED AT NO COST TO THE OWNER.

CLEAN-UP AND PROTECTION

1. DURING PLANTING, KEEP ADJACENT PAVING AND CONSTRUCTION CLEAN AND WORK AREA IN AN ORDERLY CONDITION.
2. PROTECT PLANTS FROM DAMAGE DUE TO LANDSCAPE OPERATIONS AND OPERATIONS OF OTHER CONTRACTORS AND TRADES. MAINTAIN PROTECTION DURING INSTALLATION. TREAT, REPAIR, OR REPLACE DAMAGED PLANTINGS.
3. AFTER INSTALLATION REMOVE ALL NURSERY TAGS, NURSERY STAKES, TIE TAPE, LABELS, WIRE, STRING, AND OTHER DEBRIS FROM PLANT MATERIAL, PLANTING AREAS, AND PROJECT SITE.

VEGETATION MONITORING AND MANAGEMENT

MANAGEMENT AND MONITORING:
THE MANAGEMENT AND MONITORING OF NATIVE PLANTINGS (INCLUDING SEED MIXES, FORBS AND PLUGS) SHOULD BE DIRECTED TOWARD THE GOAL OF CREATING A STABLE, NATIVE PLANT COMMUNITY. INVASIVE AND WEEDY PLANT SPECIES WILL NEED TO BE CONTROLLED UNTIL THE DESIRED NATIVE PLANT COMMUNITIES ARE ESTABLISHED. THIS TYPICALLY WILL TAKE THREE (3) TO FIVE (5) YEARS AFTER SOWING OR PLUG INSTALLATION.

UNDESIRABLE PLANT CONTROL:
OVERALL MANAGEMENT OF VEGETATED AREAS MAY INCLUDE, BUT ARE NOT LIMITED TO: RESEEDING OR REPLANTING DAMAGED OR NON-ACTIVE GROWTH AREAS, IRRIGATION, STRATEGIC MOWING TO REDUCE WEED COVER AND PREVENT WEED SEED SET, REMOVAL OF TREE SEEDLINGS, TARGETED HERBICIDE APPLICATION(S), AND MECHANICAL WEED CONTROL (HAND PULLING AND SEED HEAD REMOVAL). SELECTED HERBICIDE APPLICATIONS SHOULD BE DONE S

TECHNICAL MEMORANDUM

Date: August 30, 2024

To: Angie Knodel
Vanman Architects and Builders

From: Don Lee, P.E.
John A. Bieberitz, P.E., PTOE
Traffic Analysis & Design, Inc.

Subject: **Initial Review**
Shorepoint Church – Pewaukee, WI
Capitol Drive (STH 190) at Duplainville Road

INTRODUCTION

This "Initial Review" document presents preliminary traffic information for the proposed church to be located along the south side of the State Trunk Highway (STH) 190 at Duplainville Road in the City of Pewaukee, Wisconsin. The Wisconsin Department of Transportation (WisDOT) and the City of Pewaukee will use this information for developing the parameters required for the Traffic Impact Analysis (TIA) report.

This Initial Review documents the proposed development plan, existing traffic volumes at the study area intersections, daily traffic volumes on the study area roadways, plus trip generation and traffic assignment for the proposed development.

PROPOSED DEVELOPMENT

A site location map is shown on Exhibit 1-1. This map identifies the study area, the location of the proposed church, and identifies the study area intersections expected to be included in the proposed development TIA.

On-Site Development

As shown on the conceptual site plans in Exhibit 1-2A, the following land uses are assumed for the proposed development site:

- Church – 350 attendees per service (27,745 square feet with 600 total seats)

A floor plan for the proposed church is also provided in Exhibit 1-2B. As shown, in addition to the worship space, the church is expected to include classrooms, meeting rooms and

common spaces for gathering before and after services. The classrooms are not intended for weekday school use. Parking is proposed along the north, east and west sides of the building with 300 total spaces provided.

Based on discussions with the church administration, service schedules are planned for Sunday mornings at 9:00am and 10:30am with services lasting 60 to 70 minutes. This is the same schedule as the adjacent Spring Creek Church located at the Capitol Drive intersection with Springdale Road. Attendance at the two services are expected to be similar.

It is anticipated that the full buildout will occur in Year 2026.

Proposed Access

Two potential access points are proposed for the church development. A right-in/right-out driveway is proposed along Capitol Drive, located about 1,200-feet east of Wethersfield Road. A second potential full access driveway is proposed along Duplainville Road, located immediately south of the Capitol Drive overpass bridge. The TIA is expected to analyze the study intersections with and without the second access on Duplainville Road.

Off-Site Development

No off-site developments have been identified within the limits of the study area.

STUDY AREA

Study Area Intersections

The following lists the study intersections expected to be evaluated in the TIA. The location of each intersection is identified on Exhibit 1-1.

- STH 190 with Wethersfield Road (one-way stop control)
- STH 190 with Springdale Road/Gumina Road (traffic signal control)
- STH 190 with Proposed right-in/right-out driveway (one-way stop control)
- Duplainville Road with Proposed full access driveway (one-way stop control)

Study Area Roadways

The roadways within the study area are described below. The existing geometrics, traffic control, speed limits, and distances between the study intersections and roadways are shown on Exhibit 3-1. The annual average daily traffic volumes (AADT) of each roadway (where available) are shown on Exhibit 3-2.

STH 190 is a four-lane divided Principal Arterial that runs east/west through the study area with a posted speed limit of 45 miles per hour (mph) to the west of Springdale Road and 55 mph to the east. The 2022 Average Annual Daily Traffic (AADT) volume along STH 190 was 24,300 vehicles per day (vpd) immediately west of Wethersfield Road and 29,600-vpd east of Springdale Road.

Wethersfield Road is a two-lane north/south undivided local roadway that intersects Capitol Drive as the north approach of a conventional one-way stop controlled "T" intersection and provides access to a residential neighborhood to the north. The posted speed limit on Wethersfield Road is 25 mph. There are currently no WisDOT AADT volumes along Wethersfield Road.

Duplainville Road is a two-lane north/south undivided Major Collector with a posted speed limit of 35 mph within the limits of the study area. There is no access between Duplainville Road and Capitol Drive. Duplainville Road has a 2009 AADT of 2,100-vpd immediately south of Capitol Drive and 2,300 (2015 count) to the north of Capitol Drive.

Springdale Road (CTH SR) is a two-lane north/south undivided Minor Arterial that intersects Capitol Drive from the south. North of Capitol Drive, the roadway is designated as Gumina Road. The posted speed limit on Springdale Road is 35 mph within the limits of the study area. Springdale Road has a 2022 AADT of 6,400-vpd immediately south of Capitol Drive.

Area of Significant Traffic Impact

The proposed church is located along STH 190 and in close proximity to STH 164, STH 16 and CTH F to the west. The majority of the new traffic is expected to be either local or regional traffic.

Alternative Modes of Transportation

The development site is in a generally suburban area with no sidewalks along the study area roadways; however, a multi-use trail is located along the east side of Duplainville Road within the limits of the study area. No on-street bicycle accommodations exist along the study area roadways; however wider paved shoulders are provided along Capitol Drive and narrow paved shoulders are provided along Duplainville Road and Springdale Road.

No regularly scheduled bus service exists in the study area.

Anticipated Infrastructure Projects

Based on the WisDOT Improvement Program GIS maps, resurfacing of Capitol Drive is currently occurring to the west of CTH F, located about 1.0-miles west of the proposed development site. The work is planned to occur in the 2024 construction season (https://wisdot.maps.arcgis.com/home/index.html). No other improvement projects are currently anticipated within the general area.

EXISTING TRAFFIC VOLUMES

Data Collection

As previously stated, service schedules at the proposed church are planned for Sunday mornings at 9:30am and 11:00am with services lasting 60 to 70 minutes. Therefore, Sunday morning (8:30am to 12:30pm) turning movement counts were conducted by TADI at the STH 190 intersections with Wethersfield Road and Springdale Road in mid-August of 2024. To collect bidirectional traffic along Duplainville Road, a Wavetronix radar count was also completed on Duplainville Road, immediately south of Capitol Drive during this same time period. All traffic count data collected for this study is included in Appendix A.

Peak Hour Time Periods

Based on the August 2024 turning movement count data collected and coinciding with the proposed church service schedule departure times, the weekend peak hours were determined to occur during the following times:

- Sunday morning (AM) peak hour: 10:15am - 11:15am
- Sunday afternoon (PM) peak hour: 11:30am - 12:30pm

Existing Traffic Volumes

The existing peak hour traffic volumes, balanced along the STH 190 corridor, are shown in Exhibit 3-2.

ON-SITE DEVELOPMENT TRAFFIC VOLUMES

The expected traffic volumes generated by the proposed on-site and potential off-site developments were calculated based on trip rates or equations for land use "Church" published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. The use of trip rates or equations was determined based on procedures listed in the trip generation manual and in the ITE *Trip Generation Handbook, 3rd Edition*. A comparison of the new trips generated was completed looking at the three different units provided by ITE; specifically: seats, attendees and building square footage. Since the seats and square footage units show very similar results, the "seats" unit was utilized for this study. The comparison table is provided in the appendix of this document.

Based on the church land use for the proposed site, none of the new trips are expected to include linked or pass-by trip reductions. A linked trip occurs when a patron of one tenant visits another tenant prior to exiting the site. Pass-by trips occur when a motorist already on the roadway system stops at a development prior to continuing on their intended route.

Trip Generation

The on-site development trip generation and distribution tables under full build out traffic scenarios are shown on Exhibit 4-3. Under full buildout, the proposed church development is expected to generate 305 new trips (150 entering/155 exiting) during each of the Sunday morning services.

Trip Distribution

The trip distribution for the proposed on-site church development is listed below, shown in table format in Exhibit 4-3 and graphically in Exhibit 4-4. The trip distribution was determined based on the existing traffic counts, the type of proposed land use and the location of existing populations within the immediate study area. The trip distribution for the proposed development is as follows:

- 46% to/from the east on STH 190
- 48% to/from the west on STH 190
- 3% to/from the north on Duplainville Road
- 3% to/from the south on Duplainville Road

Development Traffic Assignment

The new trips assigned to the study area intersections for the proposed church development are shown as follows:

- On-Site New Trips with both access driveways – Exhibit 4-5A
- On-Site New Trips with the west access driveway only – Exhibit 4-5B

Full Build (Both Access Driveways) traffic volumes, which add the existing traffic volumes (Exhibit 3-2) to the proposed church new trips with both access driveways (Exhibit 4-5A) are shown on Exhibit 4-11A.

Full Build (West Access Driveway Only) traffic volumes, which add the existing traffic volumes (Exhibit 3-2) to the proposed church new trips with west access driveway only (Exhibit 4-5B) are shown on Exhibit 4-11B.

TIA REQUIREMENTS PER THE WISDOT FACILITIES DEVELOPMENT MANUAL

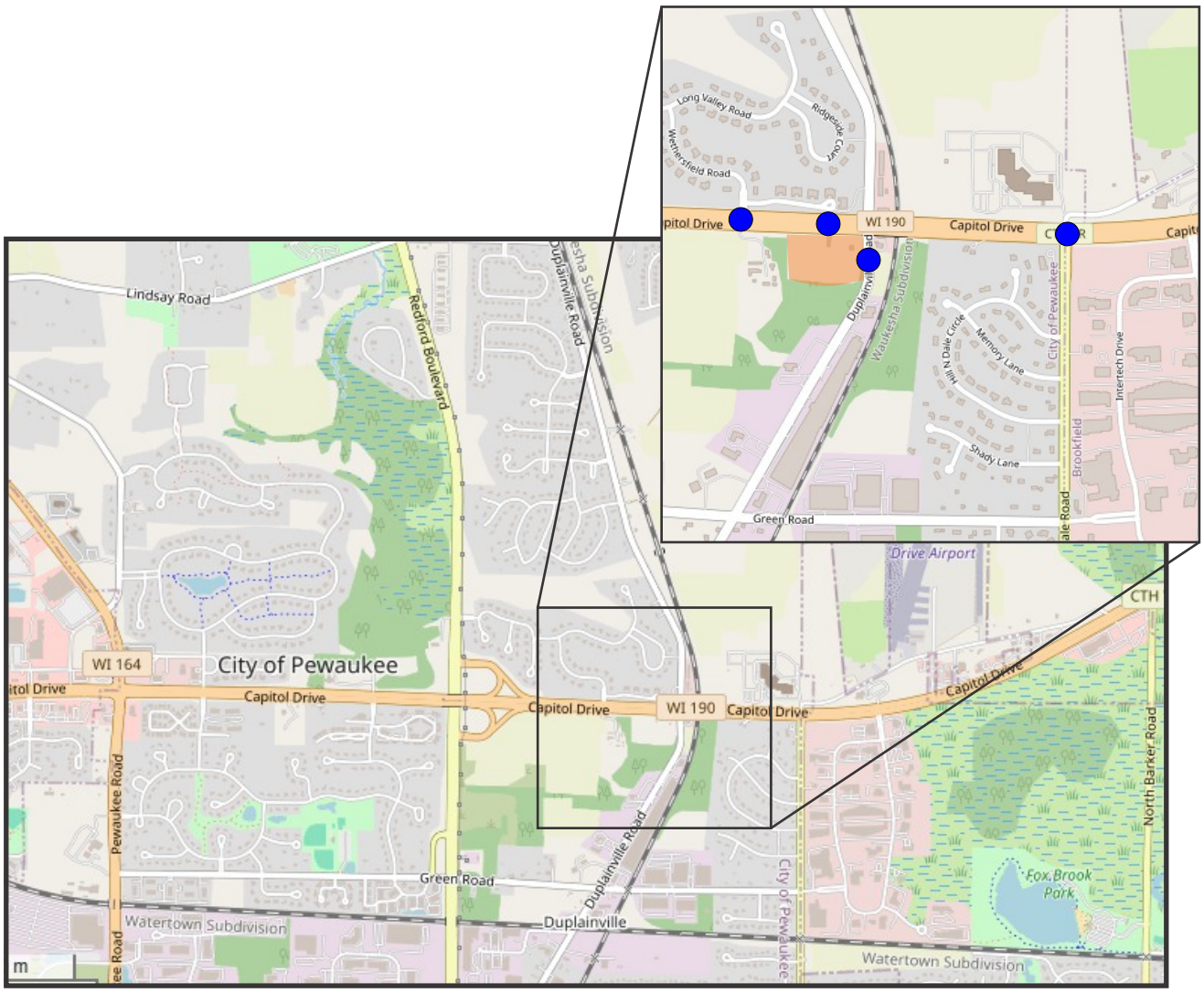
WisDOT FDM Procedures 7-35-10 and 7-50-5 state that a TIA should be considered whenever traffic generated by the proposed development is expected to exceed 100 vehicle trip ends in the peak hour or 750 trip ends in an average day. An Abbreviated TIA can replace a Full TIA if the peak hour trips are less than 500. For the proposed land uses in this study, weekday trips are not relevant as this is a church; however, the Sunday peak hour trips are expected to exceed 100, but not more than 500 trips: therefore, meeting the requirements for an Abbreviated TIA.

WisDOT and the City of Pewaukee are asked to review the trip generation and assumptions discussed in this initial review so that they may be incorporated into the TIA document required per the WisDOT FDM Guidelines.

Appendices

Appendix A – Turning Movement Traffic Counts

Appendix B – Trip Generation Comparison Table





LEGEND

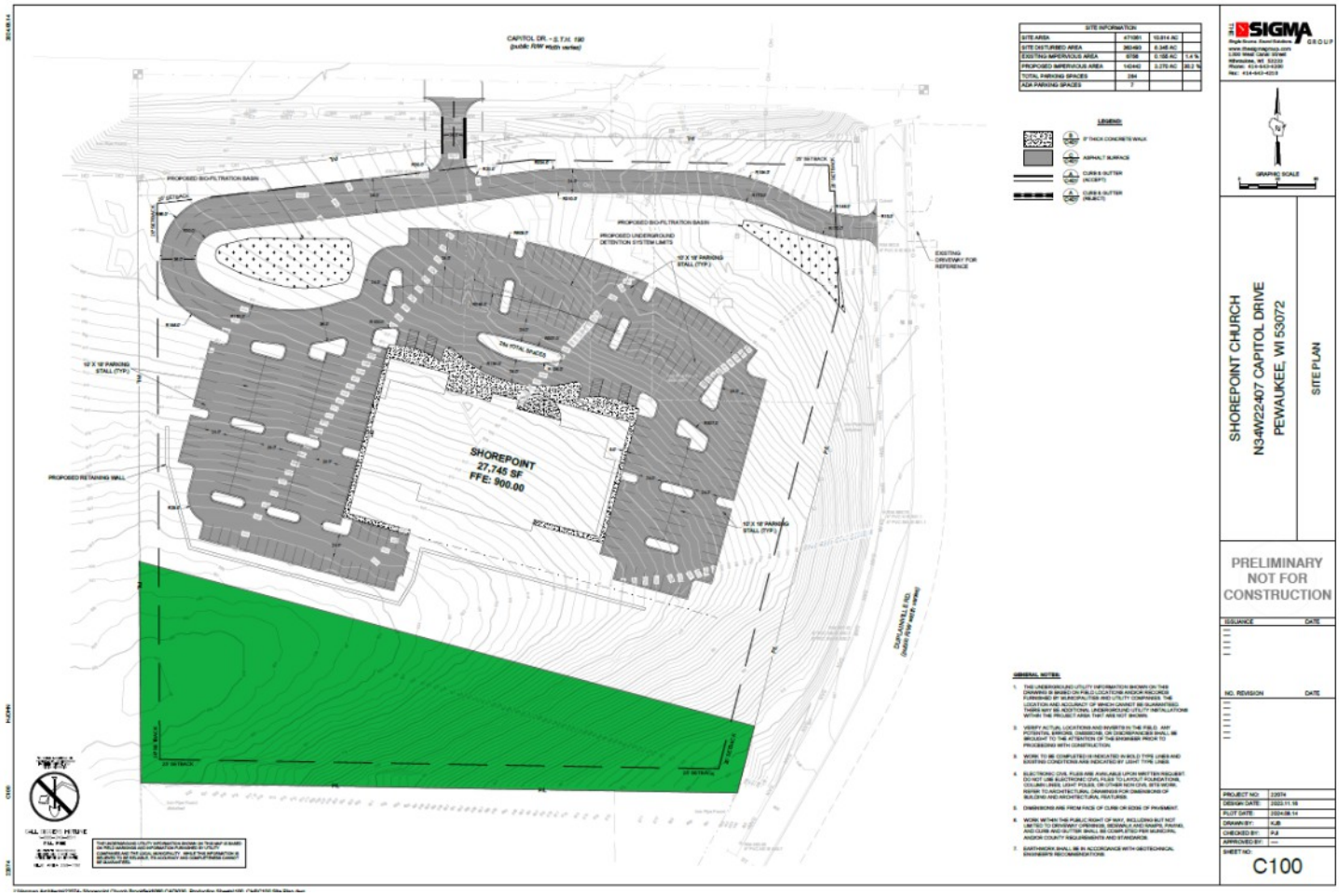
- Study Area Intersection
- Proposed Site Location

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3329 ~ 8/30/24

N

EXHIBIT 1-1
SITE LOCATION MAP

PEWAUKEE, WISCONSIN

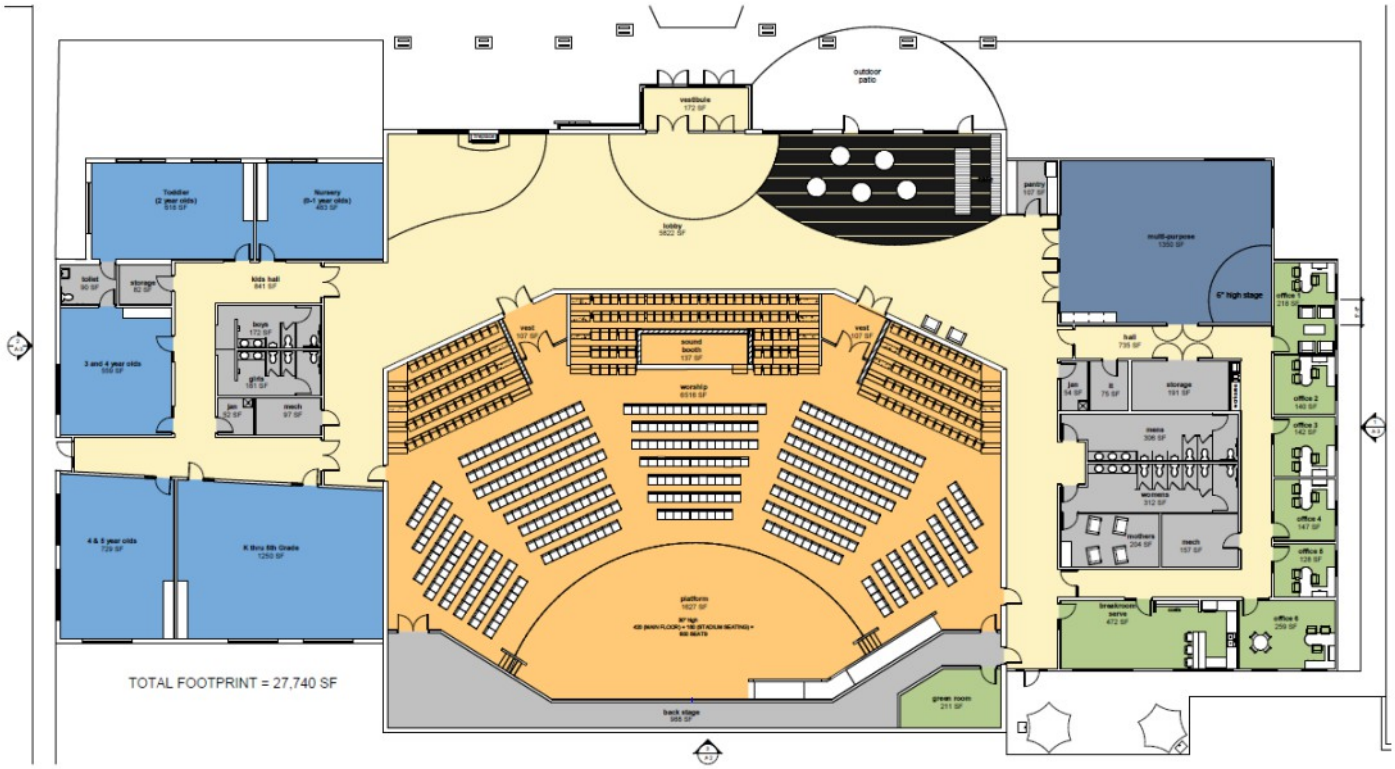


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3329 ~ 8/30/24

N

EXHIBIT 1-2A
CONCEPTUAL SITE PLAN

PEWAUKEE, WISCONSIN



SHOREPOINT CHURCH A-1

June 14, 2024

VANMAN architects and builders

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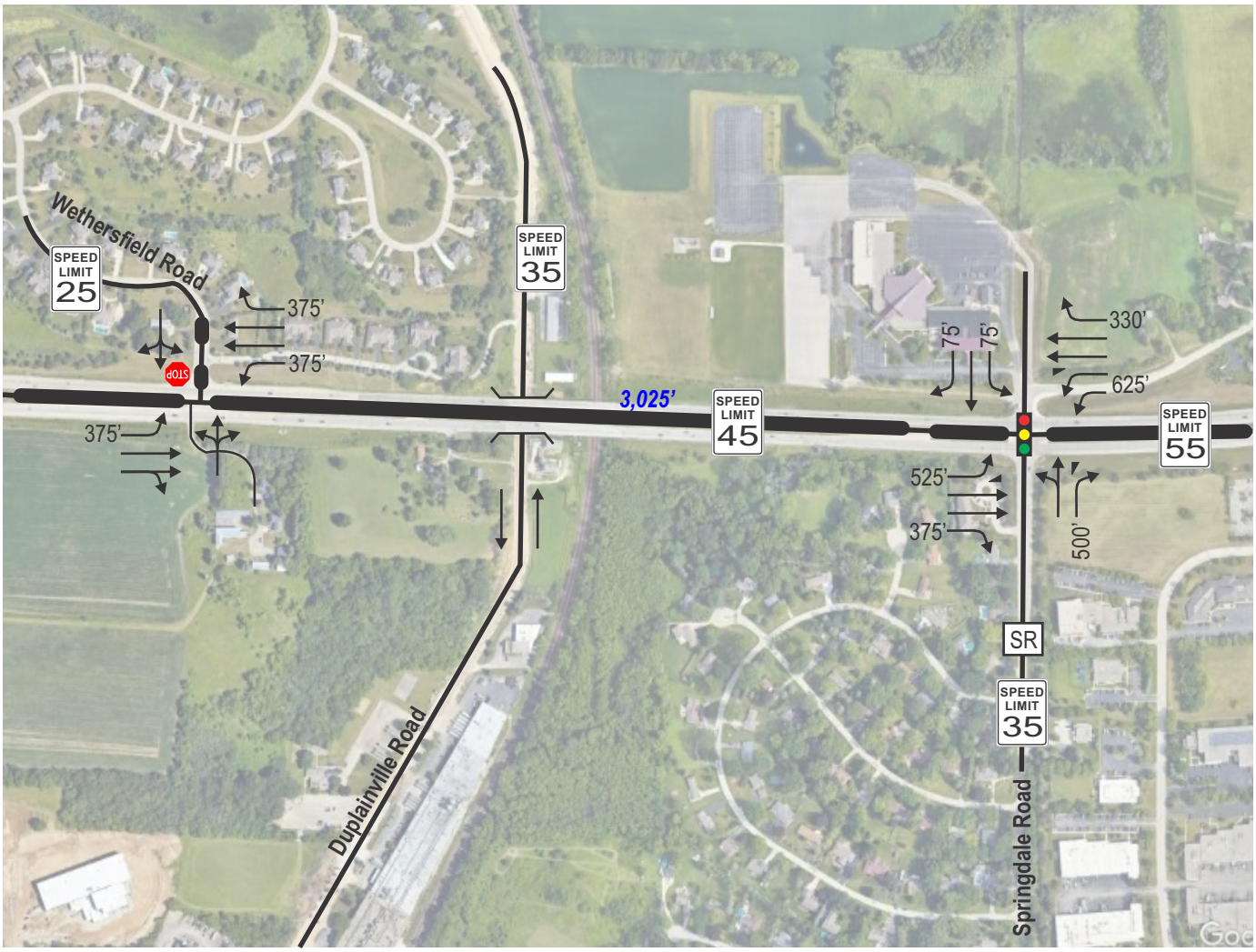
TADI TRAFFIC ANALYSIS & DESIGN, INC.

3329 ~ 8/30/24

N

EXHIBIT 1-2B
CONCEPTUAL FLOOR PLAN

PEWAUKEE, WISCONSIN



LEGEND

- Traffic Signal Control
- Stop Sign Control
- Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- *XX'* Distance Between Roadways (in Feet)
- Divided Roadway Median
- Bridge

TRAFFIC ANALYSIS & DESIGN, INC.

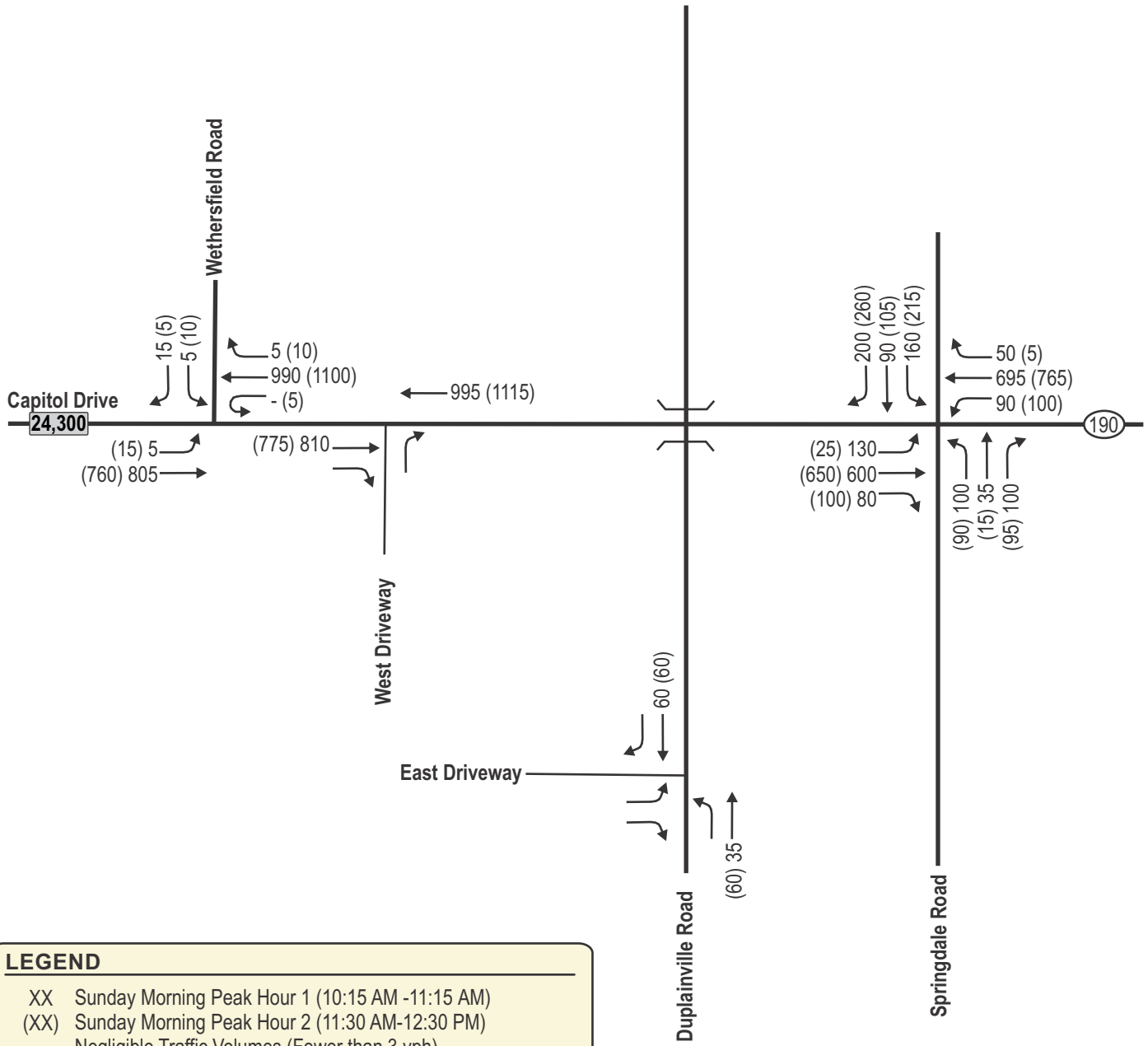
3329 ~ 8/30/24

N

NOT TO SCALE

EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

PEWAUKEE, WISCONSIN



LEGEND

XX	Sunday Morning Peak Hour 1 (10:15 AM -11:15 AM)
(XX)	Sunday Morning Peak Hour 2 (11:30 AM-12:30 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	2022 Annual Average Daily Traffic (AADT)

TRAFFIC ANALYSIS & DESIGN, INC.

3329 ~ 8/30/24

N

NOT TO SCALE

EXHIBIT 3-2
EXISTING TRAFFIC VOLUMES

PEWAUKEE, WISCONSIN

Exhibit 4-3

On-Site Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	SUN Peak		
			In	Out	Total
Church	560	600 Seats	150 (49%)	155 (51%)	305 (0.51)
Total New Trips			**150**	**155**	**305**

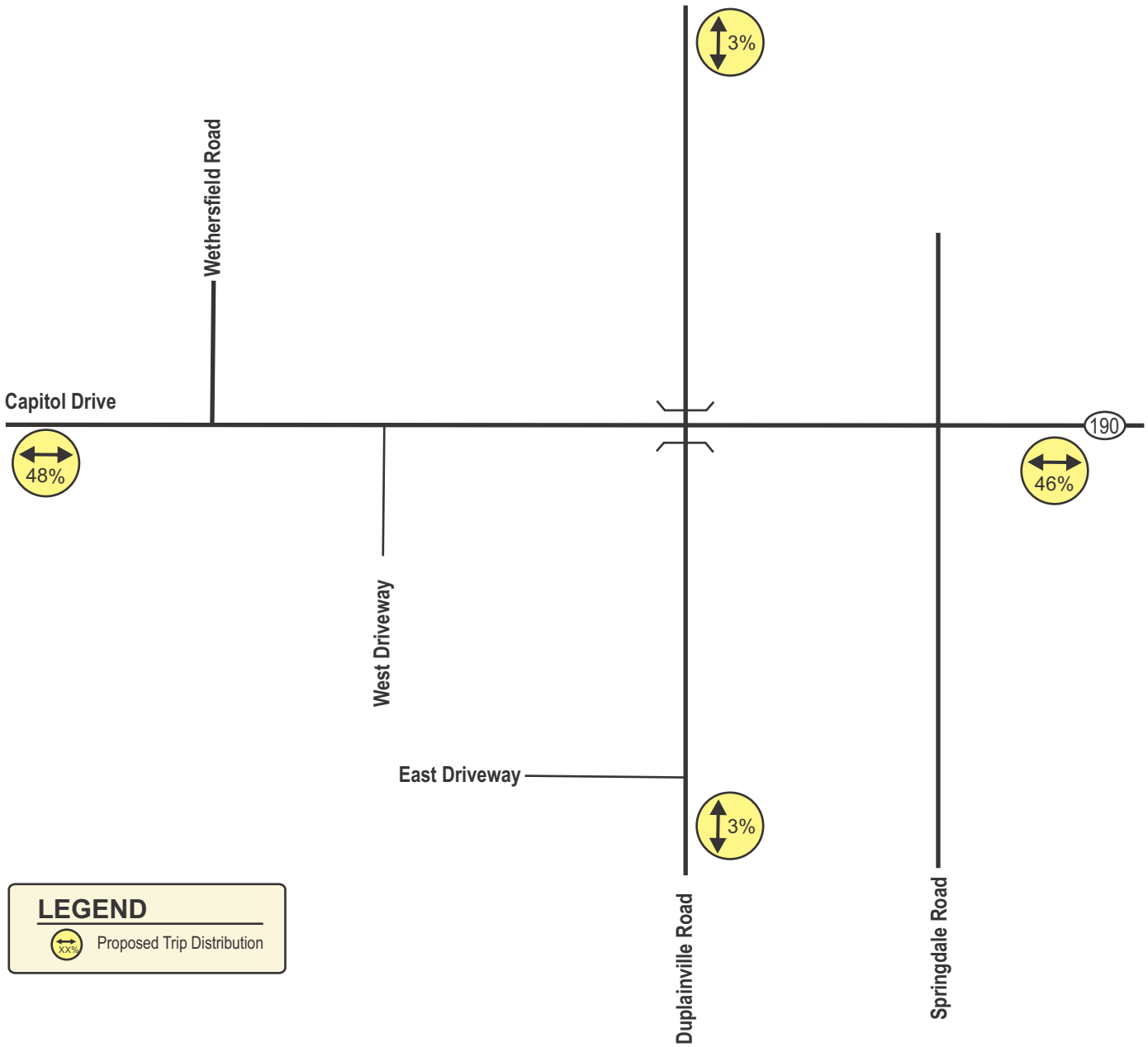
[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual,*

TRIP DISTRIBUTION (New Trips - Both Access Driveways)

East on Capitol Drive	46%	70	70
West on Capitol Drive	48%	70	75
North on Duplainville Road	3%	5	5
South on Duplainville Road	3%	5	5
	100%	***150***	***155***

TRIP DISTRIBUTION (New Trips - West Access Driveway Only)

East on Capitol Drive	49%	75	75
West on Capitol Drive	51%	75	80
	100%	***150***	***155***

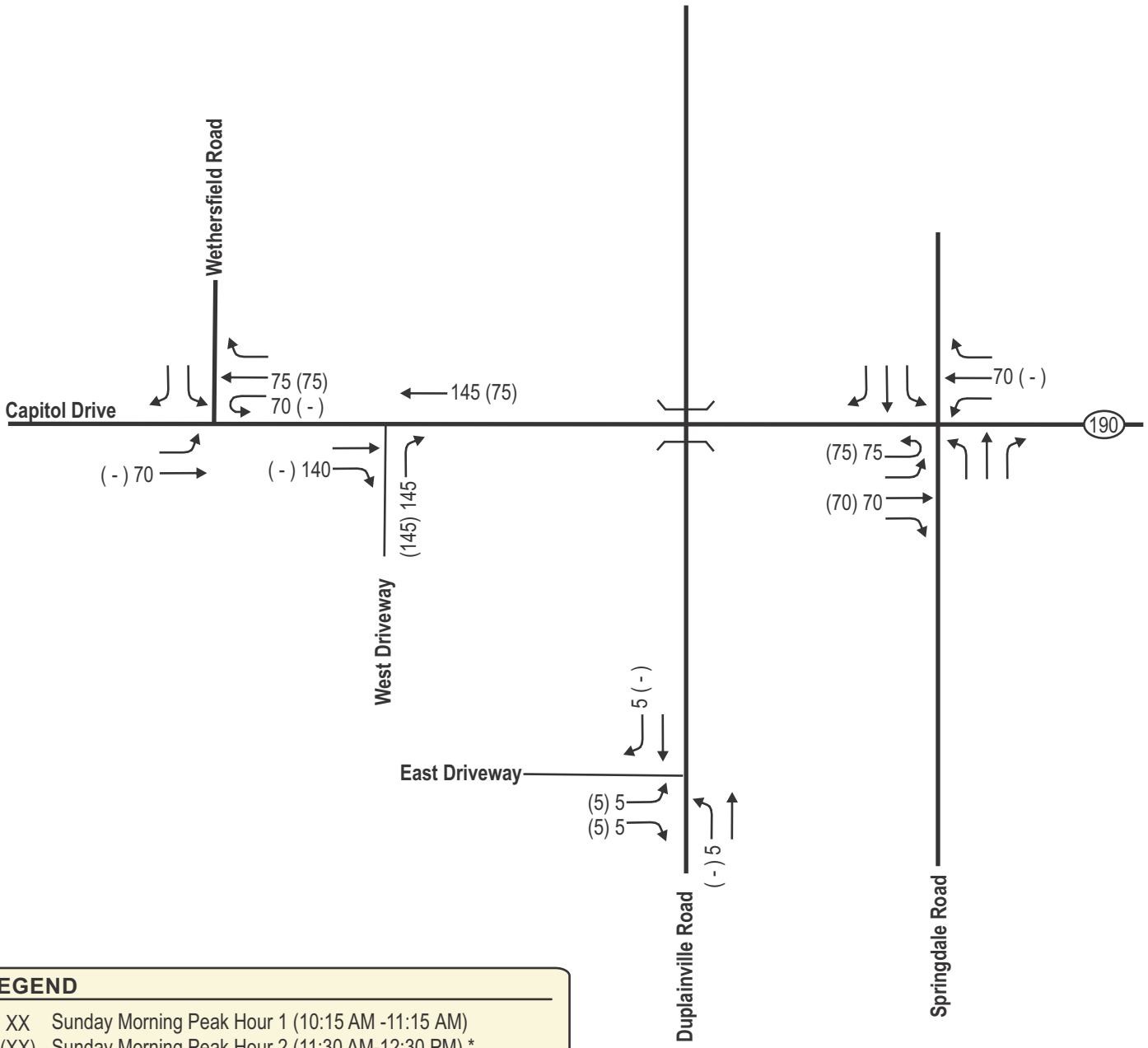


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
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N
NOT TO SCALE

EXHIBIT 4-4
TRIP DISTRIBUTION

PEWAUKEE, WISCONSIN



LEGEND

XX	Sunday Morning Peak Hour 1 (10:15 AM -11:15 AM)
(XX)	Sunday Morning Peak Hour 2 (11:30 AM-12:30 PM) *
–	Negligible Traffic Volumes (Fewer than 3 vph)

* New trips for Sunday morning peak hour 2 include outbound traffic only

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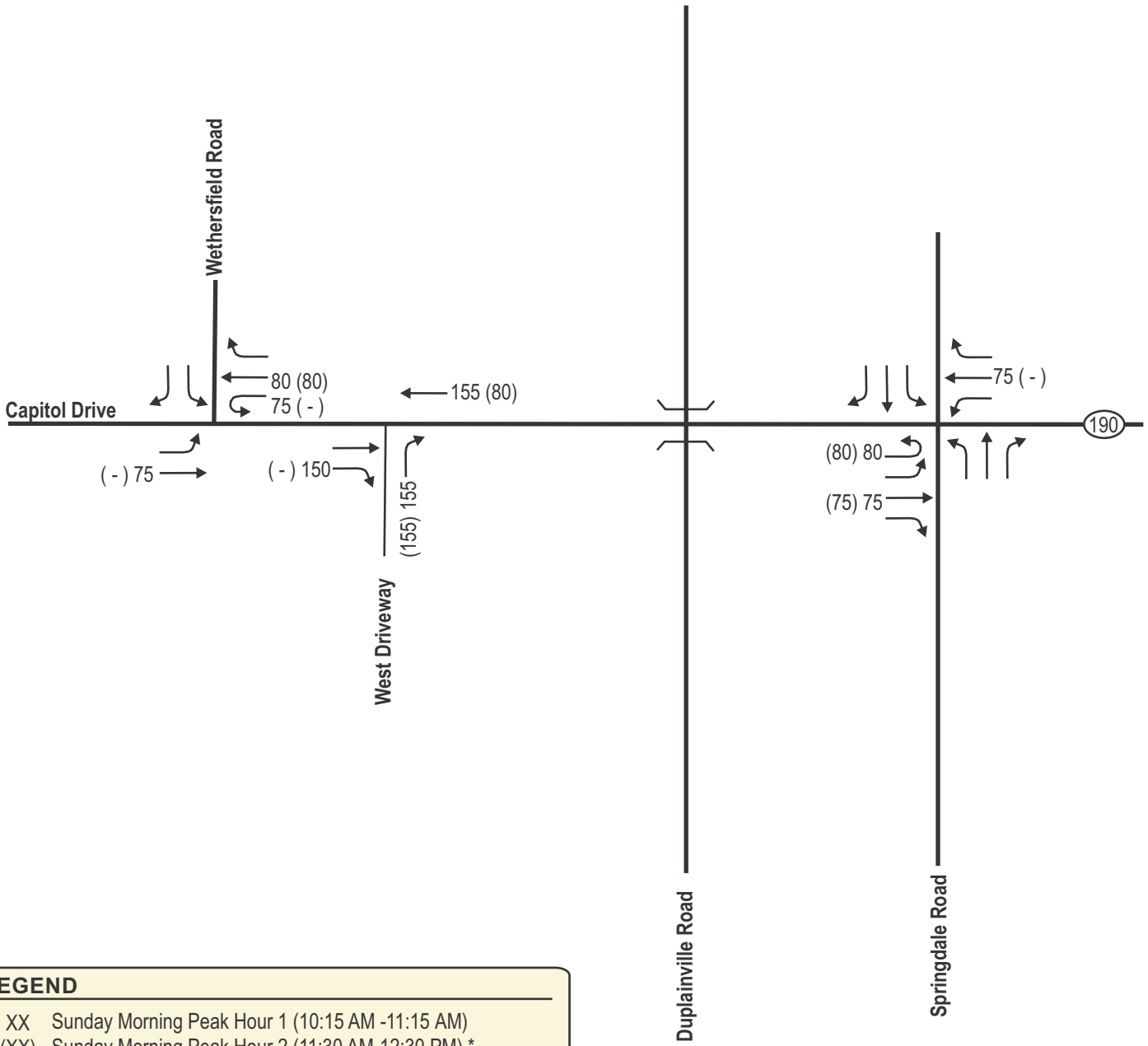
3329 ~ 8/30/24

N

NOT TO SCALE

EXHIBIT 4-5A
ON-SITE NEW TRIPS
BOTH ACCESS DRIVEWAYS

PEWAUKEE, WISCONSIN



LEGEND

XX	Sunday Morning Peak Hour 1 (10:15 AM -11:15 AM)
(XX)	Sunday Morning Peak Hour 2 (11:30 AM-12:30 PM) *
–	Negligible Traffic Volumes (Fewer than 3 vph)

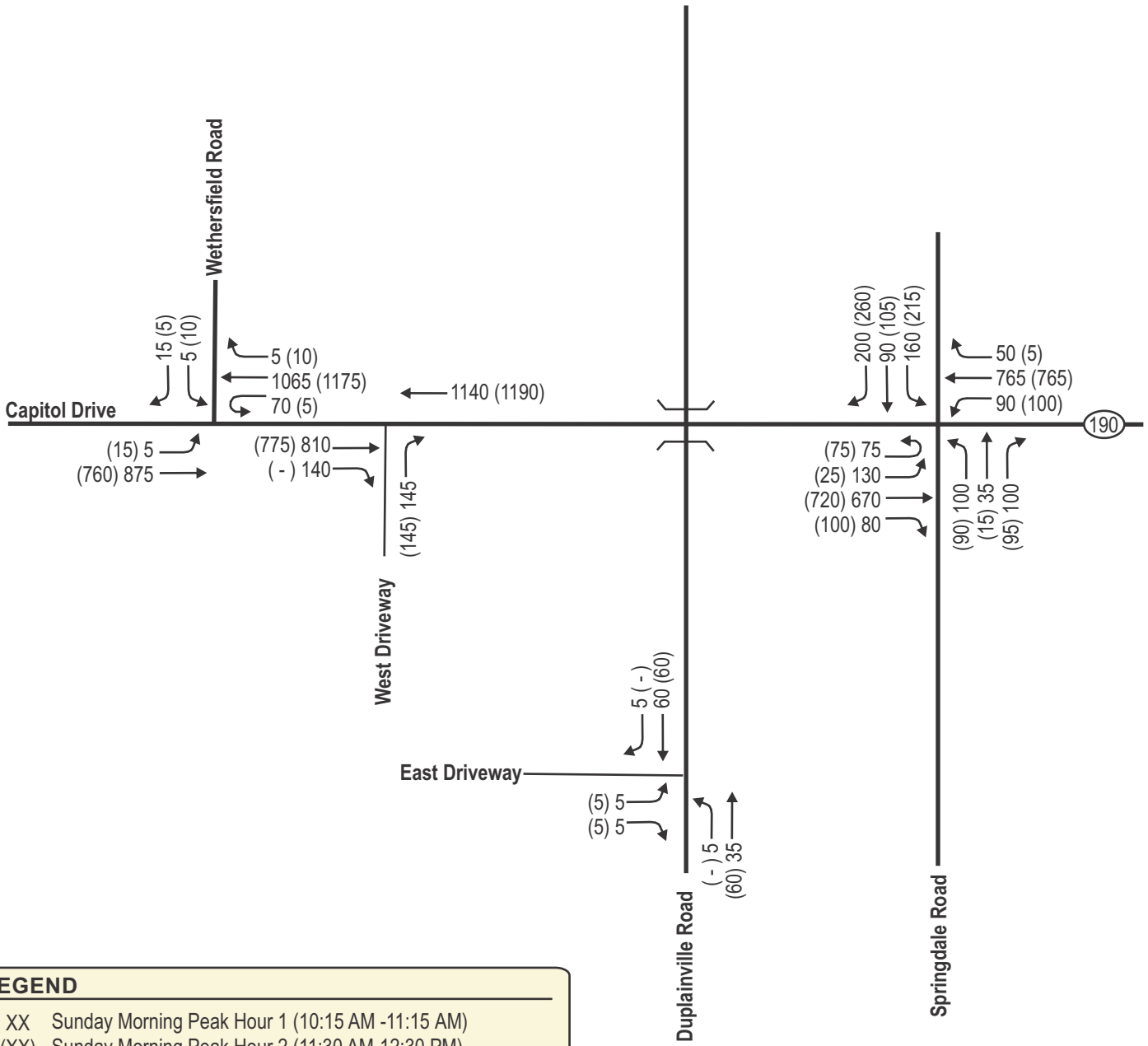
* New trips for Sunday morning peak hour 2 include outbound traffic only

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3329 ~ 8/30/24

N
NOT TO SCALE

EXHIBIT 4-5B
ON-SITE NEW TRIPS
WEST ACCESS DRIVEWAY ONLY

PEWAUKEE, WISCONSIN



LEGEND

XX	Sunday Morning Peak Hour 1 (10:15 AM -11:15 AM)
(XX)	Sunday Morning Peak Hour 2 (11:30 AM-12:30 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

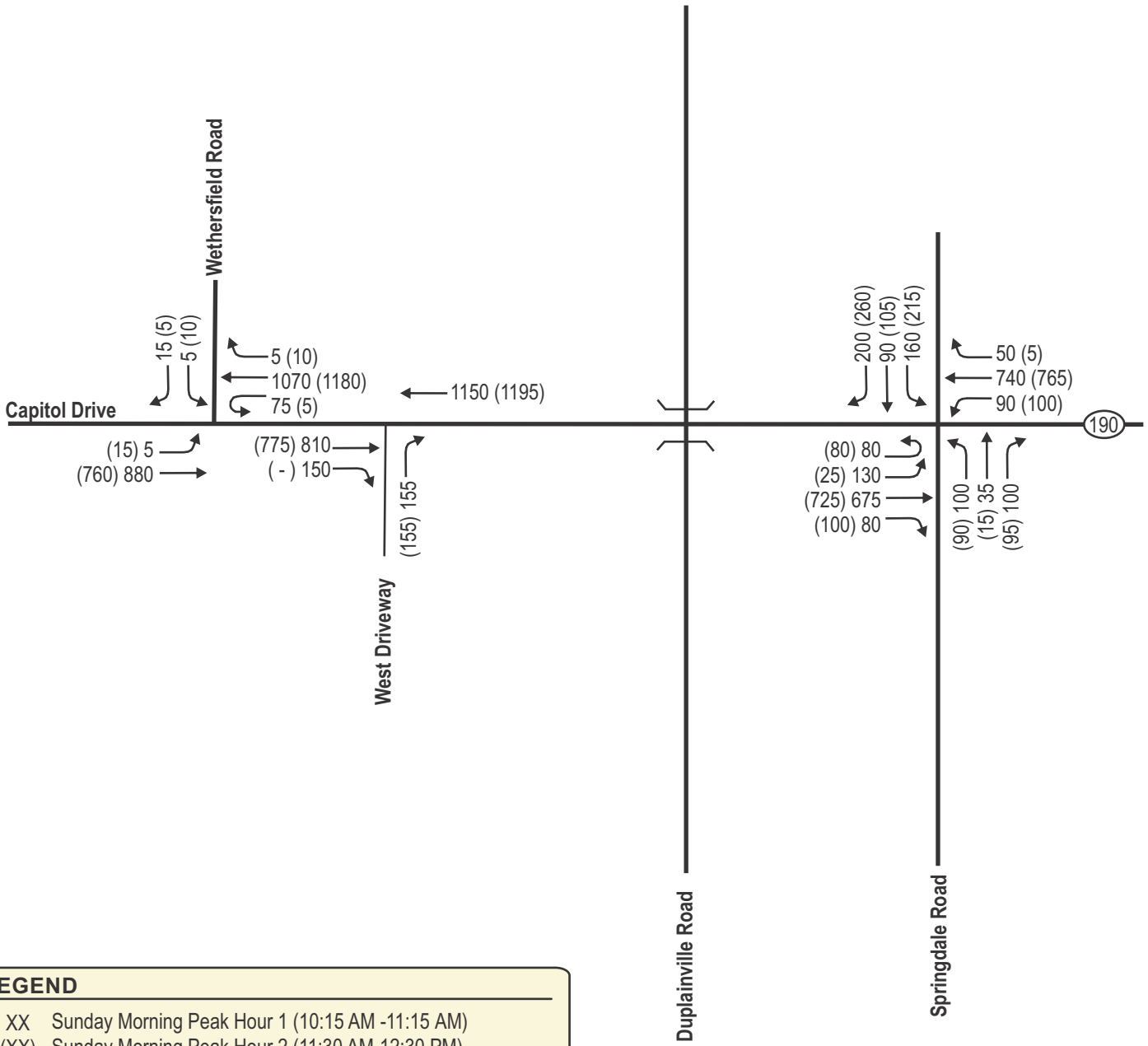
3329 ~ 8/30/24

N

NOT TO SCALE

EXHIBIT 4-11A
FULL BUILD TRAFFIC VOLUMES
BOTH ACCESS DRIVEWAYS

PEWAUKEE, WISCONSIN



LEGEND

XX	Sunday Morning Peak Hour 1 (10:15 AM -11:15 AM)
(XX)	Sunday Morning Peak Hour 2 (11:30 AM-12:30 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
3329 ~ 8/30/24

N
NOT TO SCALE

EXHIBIT 4-11B
FULL BUILD TRAFFIC VOLUMES
WEST ACCESS DRIVEWAY ONLY

PEWAUKEE, WISCONSIN

APPENDIX A

TURNING MOVEMENT TRAFFIC COUNTS

Intersection Traffic Volume Report

Count Basics	Version 2024.04		Page 1 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 190 - Capitol Drive**
Minor St: **Guminia-Church Access**
Intersection of: ***STH 190 - Capitol Drive & Guminia-Church Acc* IX_ID:**

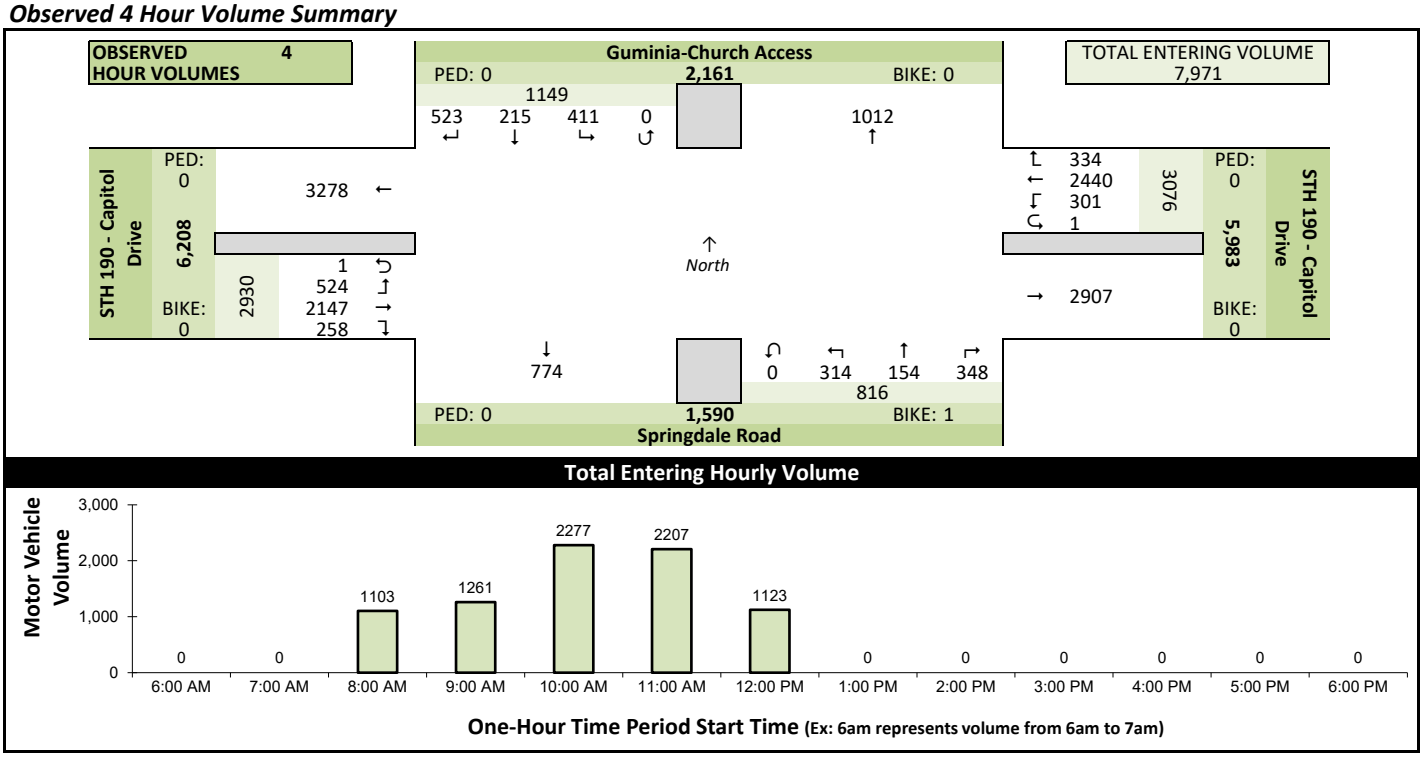
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Guminia-Church Access		
East Leg	STH 190 - Capitol Drive		
South Leg	Springdale Road		
West Leg	STH 190 - Capitol Drive		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

Hrs Counted:	08:30 AM-12:30 PM				
1st Day of Count	Sunday, August 25, 2024			Weather	
AM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Midday Peak Period	Sunday, August 25, 2024			Clear & Dry	
PM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Calculated Peak Hours					
AM	8:30-9:30am	MD	11:30-12:30am	PM	
Peak Hours Selected for Analysis					
AM		MD	10:15-11:15am	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.185	Count Expansion Factor	4.343		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Lori Atwell			
	Midday Peak Period	Lori Atwell			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

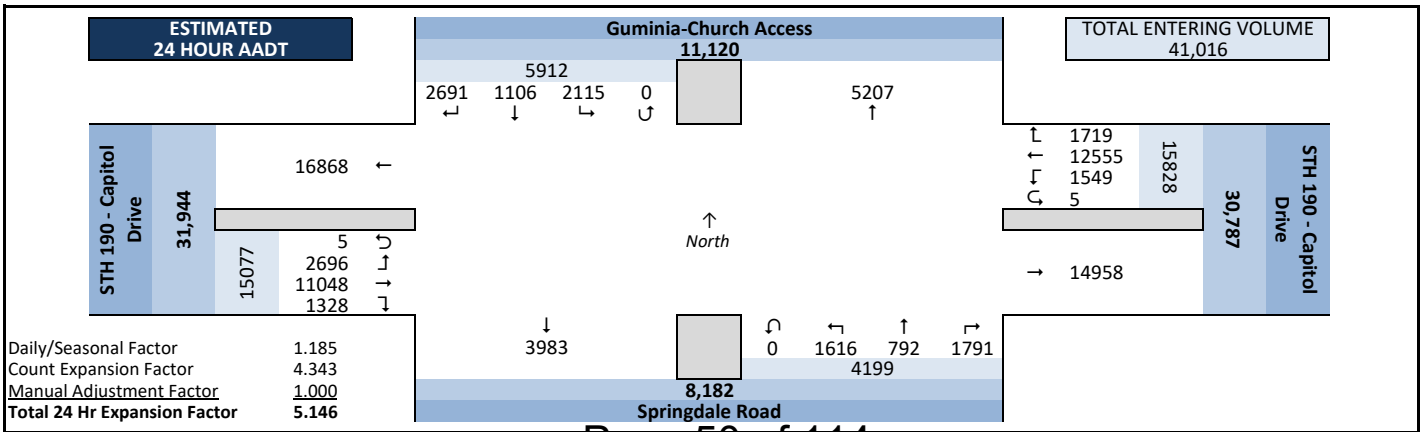
Observed 4 Hour Volume Summary



Total Entering Hourly Volume

One-Hour Time Period Start Time (Ex: 6am represents volume from 6am to 7am)

Estimated 24 Hour AADT



Daily/Seasonal Factor	1.185
Count Expansion Factor	4.343
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**5.146**

Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

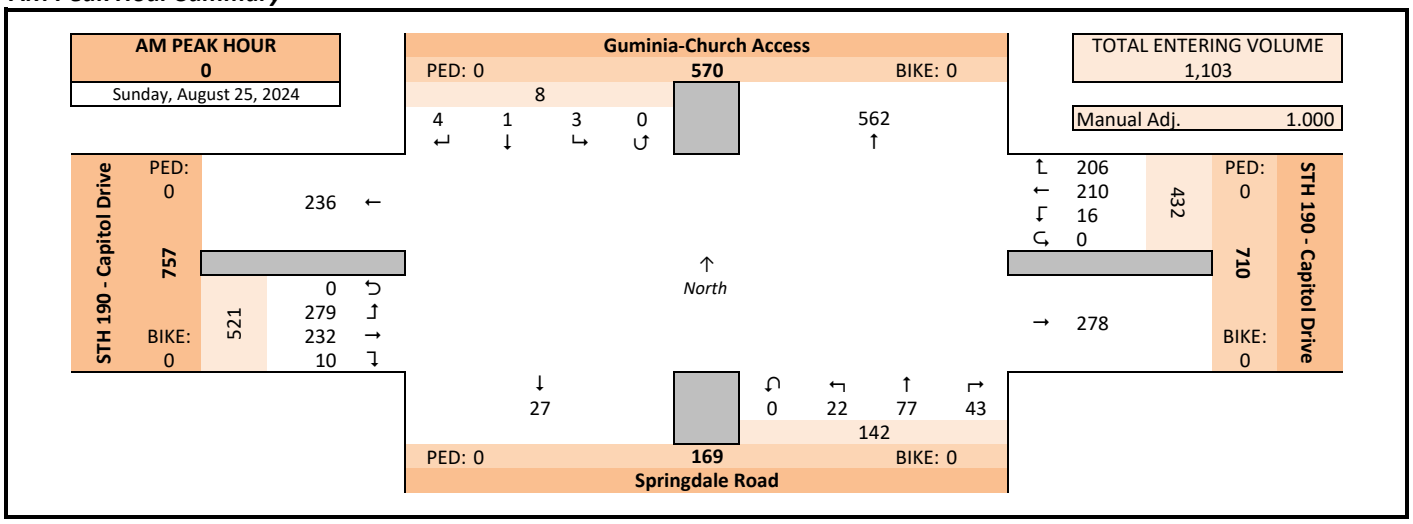
STH 190 - Capitol Drive & Guminia-Church Access

Count Basics			*Page 2 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

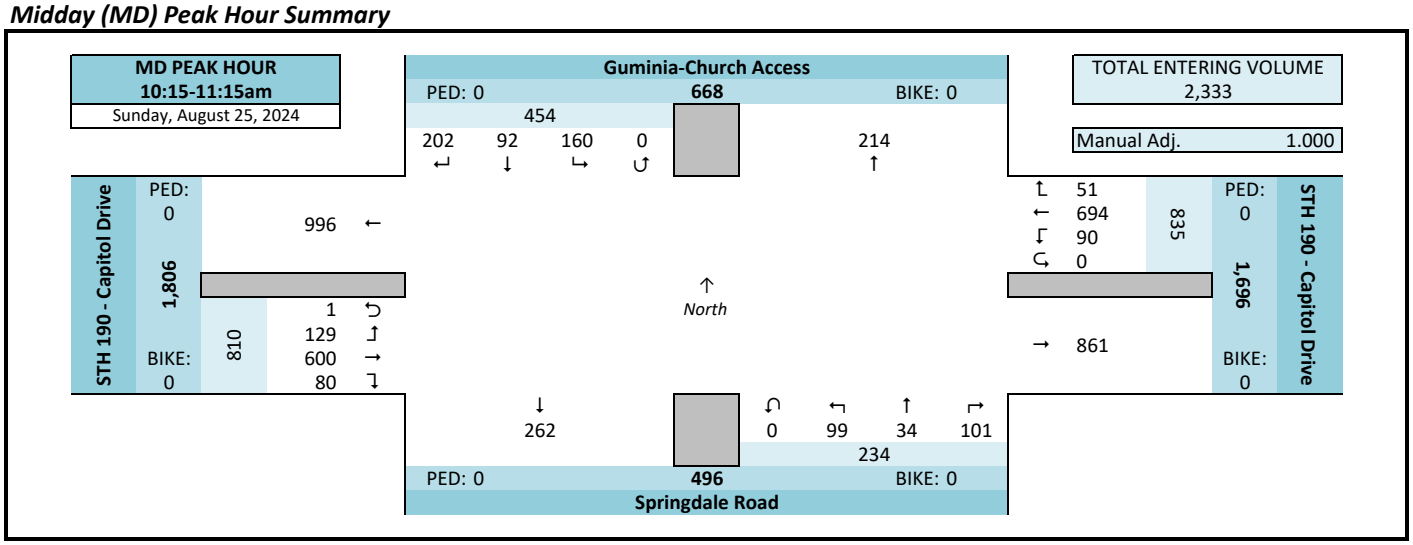
All Motor Vehicles



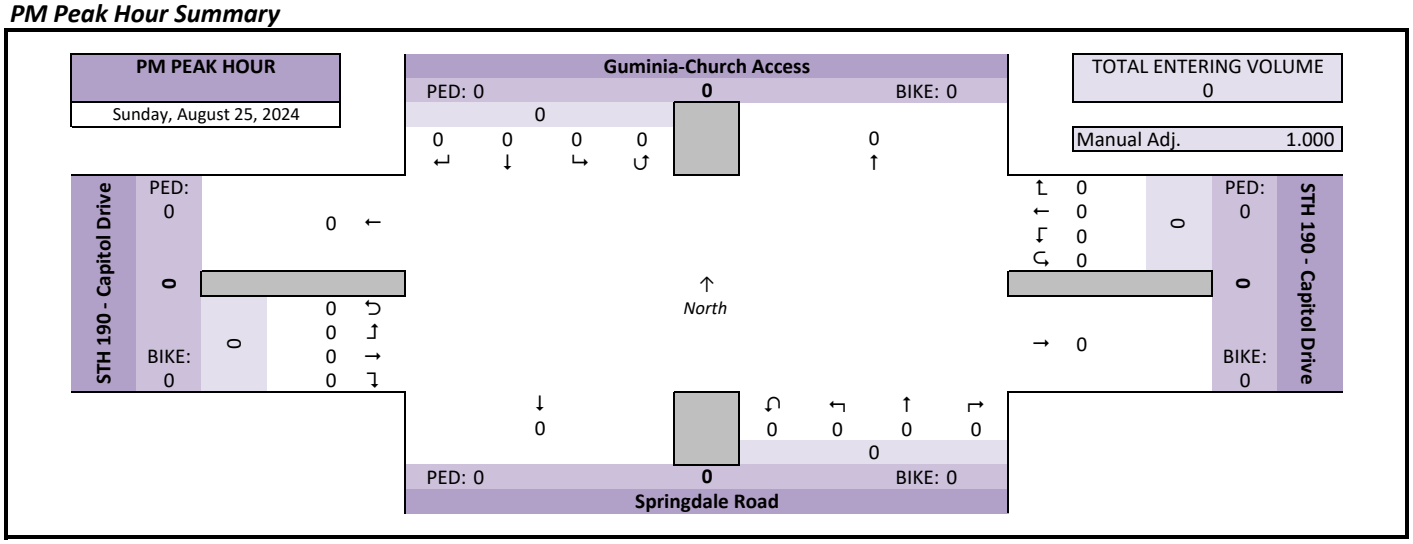
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

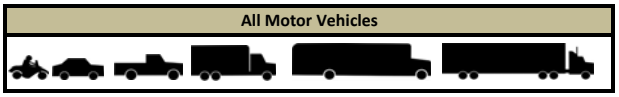


Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 190 - Capitol Drive & Guminia-Church Access



Peak Hour Volumes, Truck Percentages, and PHFs

Sunday, August 25, 2024		From North					From East					From South					From West					
	AM Peak Hour	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	64	98	7	0	169	22	26	8	0	56	4	81	98	0	183	408
	8:45 AM	4	1	3	0	8	142	112	9	0	263	21	51	14	0	86	6	151	181	0	338	695
	Peak Hour Volume	4	1	3	0	8	206	210	16	0	432	43	77	22	0	142	10	232	279	0	521	1103
	Rounded Hourly Volume	5	0	5	0	10	205	210	15	0	430	45	75	20	0	140	10	230	280	0	520	1100
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	4.5	0.0	0.7	0.0	1.3	0.0	0.0	0.6	0.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	4.5	0.0	0.7	0.0	1.3	0.0	0.0	0.6	0.5
	Peak Hour Factor (PHF)	0.25	0.25	0.25	0.00	0.25	0.36	0.47	0.44	0.00	0.41	0.49	0.38	0.39	0.00	0.41	0.42	0.38	0.39	0.00	0.39	0.40

Sunday, August 25, 2024		From North					From East					From South					From West					
	MD Peak Hour	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	10:15 AM	132	62	129	0	323	40	177	29	0	246	18	24	27	0	69	16	123	88	0	227	865
	10:30 AM	48	20	20	0	88	11	201	13	0	225	32	8	17	0	57	30	145	30	0	205	575
	10:45 AM	10	5	7	0	22	0	162	20	0	182	24	0	29	0	53	12	168	10	1	191	448
	11:00 AM	12	5	4	0	21	0	154	28	0	182	27	2	26	0	55	22	164	1	0	187	445
	Peak Hour Volume	202	92	160	0	454	51	694	90	0	835	101	34	99	0	234	80	600	129	1	810	2333
	Rounded Hourly Volume	200	90	160	0	450	50	695	90	0	835	100	35	100	0	235	80	600	130	0	810	2330
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.4	2.5	1.0	0.0	0.0	1.0	0.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.1	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.1	1.0	0.0	0.0	0.0	0.4	3.7	1.0	0.0	0.0	1.1	0.8
	Peak Hour Factor (PHF)	0.38	0.37	0.31	0.00	0.35	0.32	0.86	0.78	0.00	0.85	0.79	0.35	0.85	0.00	0.85	0.67	0.89	0.37	0.25	0.89	0.67

Sunday, August 25, 2024		From North					From East					From South					From West					
	PM Peak Hour	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Guminia-Church Access			STH 190 - Capitol Drive			Springdale Road			STH 190 - Capitol Drive			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 190 - Capitol Drive & Guminia-Church Access

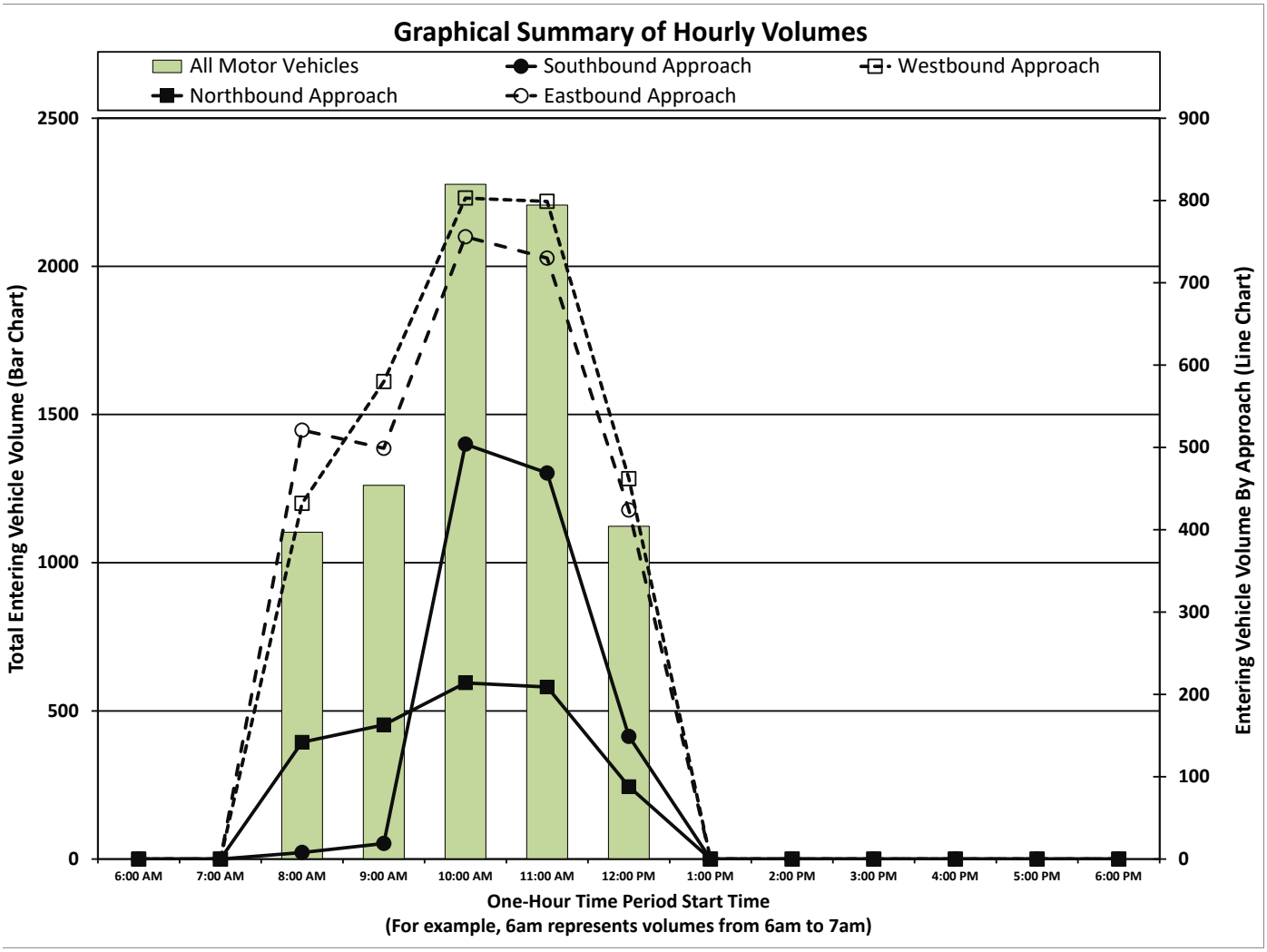
Count Basics			*Page 4 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	4	1	3	0	8	206	210	16	0	432	43	77	22	0	142	10	232	279	0	521	1103	953	150
	9:00 AM	14	2	3	0	19	49	471	60	0	580	63	22	78	0	163	40	391	68	0	499	1261	1079	182
MD	10:00 AM	223	101	180	0	504	70	658	75	0	803	90	37	87	0	214	66	542	147	1	756	2277	1559	718
	11:00 AM	204	92	173	0	469	7	695	96	1	799	100	17	92	0	209	85	622	23	0	730	2207	1529	678
	12:00 PM	78	19	52	0	149	2	406	54	0	462	52	1	35	0	88	57	360	7	0	424	1123	886	237
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		523	215	411	0	1149	334	2440	301	1	3076	348	154	314	0	816	258	2147	524	1	2930	7971	6006	1965



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 190 - Capitol Drive & Guminia-Church Access

Count Basics		*Page 5 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	64	98	7	0	169	22	26	8	0	56	4	81	98	0	183	408	1703	0.61
	8:45 AM	4	1	3	0	8	142	112	9	0	263	21	51	14	0	86	6	151	181	0	338	695	1593	0.57
	9:00 AM	8	0	2	0	10	36	79	9	0	124	11	16	18	0	45	11	100	57	0	168	347	1261	0.87
	9:15 AM	2	1	0	0	3	4	109	14	0	127	14	0	11	0	25	10	84	4	0	98	253	1303	0.84
	9:30 AM	3	0	1	0	4	1	131	13	0	145	23	3	23	0	49	11	86	3	0	100	298	1915	0.55
	9:45 AM	1	1	0	0	2	8	152	24	0	184	15	3	26	0	44	8	121	4	0	133	363	2192	0.63
Midday Peak Period	10:00 AM	33	14	24	0	71	19	118	13	0	150	16	5	14	0	35	8	106	19	0	133	389	2277	0.66
	10:15 AM	132	62	129	0	323	40	177	29	0	246	18	24	27	0	69	16	123	88	0	227	865	2333	0.67
	10:30 AM	48	20	20	0	88	11	201	13	0	225	32	8	17	0	57	30	145	30	0	205	575	1930	0.84
	10:45 AM	10	5	7	0	22	0	162	20	0	182	24	0	29	0	53	12	168	10	1	191	448	1825	0.97
	11:00 AM	12	5	4	0	21	0	154	28	0	182	27	2	26	0	55	22	164	1	0	187	445	2207	0.66
	11:15 AM	8	3	4	0	15	2	184	24	0	210	28	1	11	0	40	21	170	6	0	197	462	2346	0.71
	11:30 AM	30	13	21	0	64	2	162	15	1	180	19	5	28	0	52	23	145	6	0	174	470	2423	0.73
	11:45 AM	154	71	144	0	369	3	195	29	0	227	26	9	27	0	62	19	143	10	0	172	830		
	12:00 PM	58	15	32	0	105	1	197	26	0	224	22	1	16	0	39	26	185	5	0	216	584		
	12:15 PM	20	4	20	0	44	1	209	28	0	238	30	0	19	0	49	31	175	2	0	208	539		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		523	215	411	0	1149	334	2440	301	1	3076	348	154	314	0	816	258	2147	524	1	2930	7971		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	4	1	3	0	8	206	210	16	0	432	43	77	22	0	142	10	232	279	0	521	1103	
MD	10:15 AM	202	92	160	0	454	51	694	90	0	835	101	34	99	0	234	80	600	129	1	810	2333	0.67
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 190 - Capitol Drive & Guminia-Church Access

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West						
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	64	98	7	0	169	22	26	8	0	56	4	81	98	0	183	408	1688
	8:45 AM	4	1	3	0	8	142	110	9	0	261	21	51	13	0	85	6	148	181	0	335	689	1570
	9:00 AM	8	0	2	0	10	36	77	9	0	122	11	16	18	0	45	11	98	57	0	166	343	1239
	9:15 AM	2	1	0	0	3	4	108	14	0	126	14	0	11	0	25	9	81	4	0	94	248	1283
	9:30 AM	2	0	1	0	3	1	129	12	0	142	22	3	22	0	47	11	84	3	0	98	290	1897
	9:45 AM	1	1	0	0	2	8	150	23	0	181	15	3	26	0	44	8	119	4	0	131	358	2177
	10:00 AM	33	14	24	0	71	19	117	13	0	149	16	5	14	0	35	8	105	19	0	132	387	2262
	10:15 AM	132	62	129	0	323	40	175	29	0	244	18	24	27	0	69	15	123	88	0	226	862	2314
	10:30 AM	48	20	20	0	88	11	199	13	0	223	32	8	17	0	57	28	144	30	0	202	570	1907
	10:45 AM	10	5	7	0	22	0	158	20	0	178	24	0	29	0	53	12	167	10	1	190	443	1800
Midday Peak Period	11:00 AM	12	5	4	0	21	0	153	28	0	181	26	2	26	0	54	22	160	1	0	183	439	2182
	11:15 AM	8	3	4	0	15	2	184	23	0	209	26	1	11	0	38	20	167	6	0	193	455	2314
	11:30 AM	30	13	21	0	64	2	159	15	1	177	19	5	28	0	52	23	141	6	0	170	463	2386
	11:45 AM	154	71	144	0	369	3	195	28	0	226	26	9	24	0	59	18	143	10	0	171	825	
	12:00 PM	58	15	32	0	105	1	191	24	0	216	21	1	16	0	38	26	181	5	0	212	571	
	12:15 PM	20	4	20	0	44	1	203	27	0	231	29	0	17	0	46	31	173	2	0	206	527	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	522	215	411	0	1148	334	2406	294	1	3035	342	154	307	0	803	252	2115	524	1	2892	7878	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	4	1	3	0	8	206	208	16	0	430	43	77	21	0	141	10	229	279	0	518	1097
MD	10:15 AM	202	92	160	0	454	51	685	90	0	826	100	34	99	0	233	77	594	129	1	801	2314
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

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

Count Basics		*Page 7 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

STH 190 - Capitol Drive & Guminia-Church Access

Single Unit (SU) Trucks & Buses



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

	15-Minute	↓ From North					← From East					↑ From South					→ From West						
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6	22
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	21
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	5	19
	9:30 AM	1	0	0	0	1	0	2	1	0	3	1	0	1	0	2	0	1	0	0	1	7	15
	9:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5	13
Midday Peak Period	10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	13
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
	10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	5	23
	10:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	24
	11:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6	23
	11:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	1	3	0	0	4	7	29
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	34
	11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	1	0	0	0	1	4	
	12:00 PM	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	0	4	0	0	4	12	
	12:15 PM	0	0	0	0	0	0	6	1	0	7	1	0	2	0	3	0	2	0	0	2	12	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	0	32	7	0	39	6	0	6	0	12	5	30	0	0	35	87	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	↓ From North					← From East					↑ From South					→ From West					Total
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
MD	10:15 AM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	2	6	0	0	8	17
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 190 - Capitol Drive & Guminia-Church Access

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
	12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	6	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 190 - Capitol Drive & Guminia-Church Access

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

	15-Minute	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6	23
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	22
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	5	20
	9:30 AM	1	0	0	0	1	0	2	1	0	3	1	0	1	0	2	0	2	0	0	2	8	18
	9:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5	15
Midday Peak Period	10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	15
	10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3	19
	10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	5	23
	10:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	25
	11:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6	25
	11:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	1	3	0	0	4	7	32
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	37
	11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	1	0	0	0	1	5	
	12:00 PM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	0	4	0	0	4	13	
	12:15 PM	0	0	0	0	0	0	6	1	0	7	1	0	2	0	3	0	2	0	0	2	12	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	0	34	7	0	41	6	0	7	0	13	6	32	0	0	38	93	

Peak Hour Heavy Vehicle Volume Summary

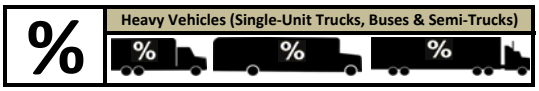
	Hourly	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume
AM	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
MD	10:15 AM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	3	6	0	0	9	19
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 190 - Capitol Drive & Guminia-Church Access

Count Basics		*Page 10 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute	↓ From North					← From East					↑ From South					→ From West					Total Heavy	Hourly Heavy
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					Vehicle	Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0	7.1	0.0	1.2	0.0	2.0	0.0	0.0	0.9	0.9	1.4
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.2	1.2	1.7
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	10.0	3.6	0.0	0.0	4.1	2.0	1.5
	9:30 AM	33.3	0.0	0.0	0.0	25.0	0.0	1.5	7.7	0.0	2.1	4.3	0.0	4.3	0.0	4.1	0.0	2.3	0.0	0.0	2.0	2.7	0.9
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	4.2	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.5	1.4	0.7
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.5	0.7
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.4	0.3	0.8
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	6.7	0.7	0.0	0.0	1.5	0.9	1.2
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	1.1	1.4
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	3.7	0.0	0.0	0.0	1.8	0.0	2.4	0.0	0.0	2.1	1.3	1.1
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.5	7.1	0.0	0.0	0.0	5.0	4.8	1.8	0.0	0.0	2.0	1.5	1.4
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.3	1.5	1.5
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.4	0.0	0.0	11.1	0.0	4.8	5.3	0.0	0.0	0.0	0.6	0.6	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.7	0.0	3.6	4.5	0.0	0.0	0.0	2.6	0.0	2.2	0.0	0.0	1.9	2.2	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	3.6	0.0	2.9	3.3	0.0	10.5	0.0	6.1	0.0	1.1	0.0	0.0	1.0	2.2	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.2	0.0	0.0	0.0	0.1	0.0	1.4	2.3	0.0	1.3	1.7	0.0	2.2	0.0	1.6	2.3	1.5	0.0	0.0	1.3	1.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	↓ From North					← From East					↑ From South					→ From West					Hourly Heavy
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	4.5	0.0	0.7	0.0	1.3	0.0	0.0	0.6	0.5
MD	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.1	1.0	0.0	0.0	0.0	0.4	3.8	1.0	0.0	0.0	1.1	0.8
PM	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 190 - Capitol Drive & Guminia-Church Access

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Guminia-Church Access			STH 190 - Capitol Drive			Springdale Road			STH 190 - Capitol Drive			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 190 - Capitol Drive & Guminia-Church Access

Adults & Children



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach: Guminia-Church Access			Crossing East Approach: STH 190 - Capitol Drive			Crossing South Approach: Springdale Road			Crossing West Approach: STH 190 - Capitol Drive			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics		Page 13 of 13
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 190 - Capitol Drive & Guminia-Church Access

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2024.04	Page 1 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 190 - Capitol Drive**
Minor St: **Weathersfield Road**
Intersection of: ***STH 190 - Capitol Drive & Weathersfield Road*** **IX_ID:**

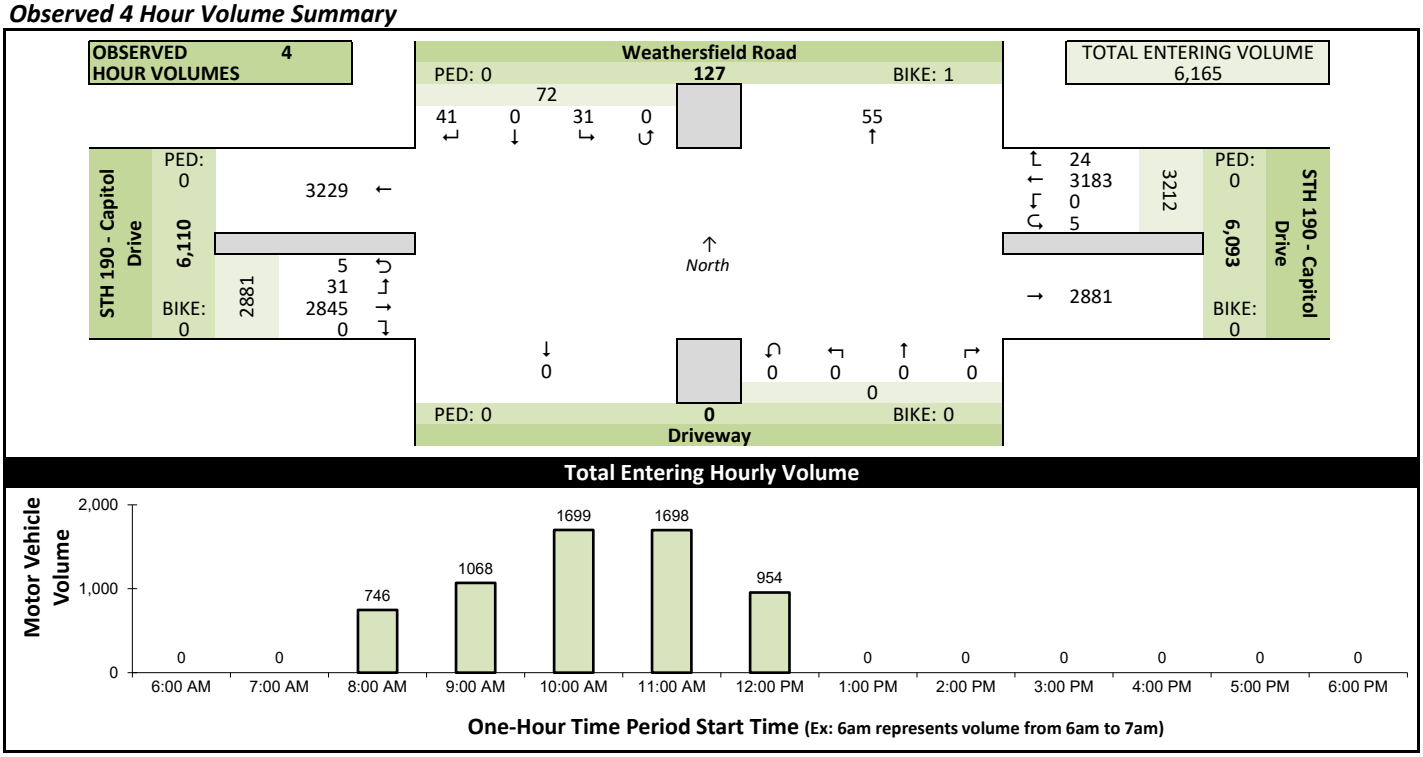
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Weathersfield Road		
East Leg	STH 190 - Capitol Drive		
South Leg	Driveway		
West Leg	STH 190 - Capitol Drive		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

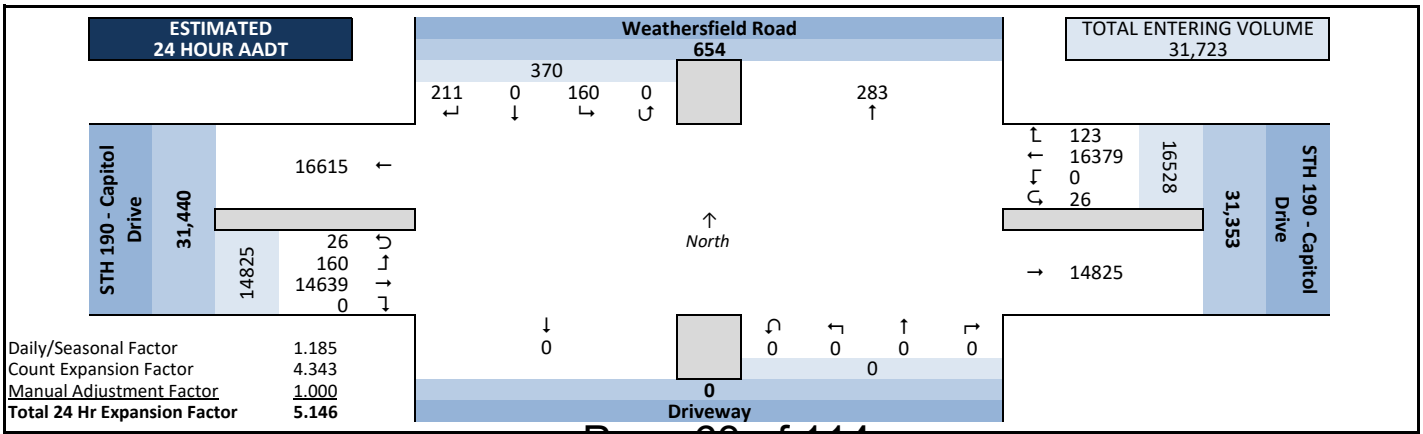
Count Information

Hrs Counted:	08:30 AM-12:30 PM				
1st Day of Count	Sunday, August 25, 2024			Weather	
AM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Midday Peak Period	Sunday, August 25, 2024			Clear & Dry	
PM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Calculated Peak Hours					
AM	8:30-9:30am	MD	11:30-12:30am	PM	
Peak Hours Selected for Analysis					
AM		MD	10:15-11:15am	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.185	Count Expansion Factor	4.343		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Jane Fait			
	Midday Peak Period	Jane Fait			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

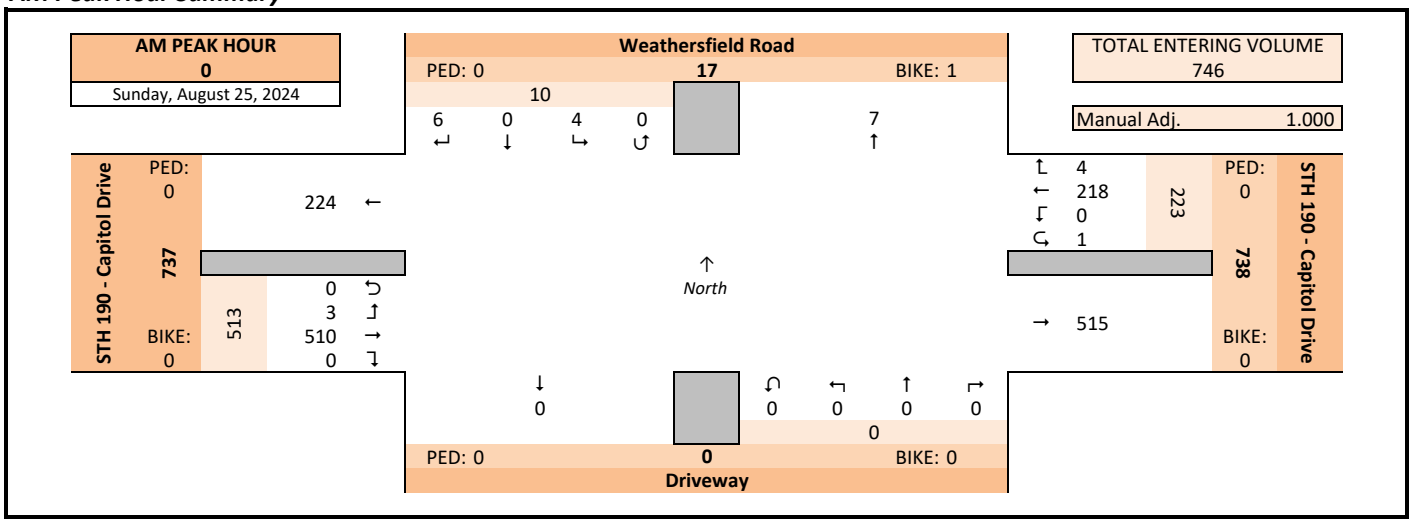
STH 190 - Capitol Drive & Weathersfield Road

Count Basics			*Page 2 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

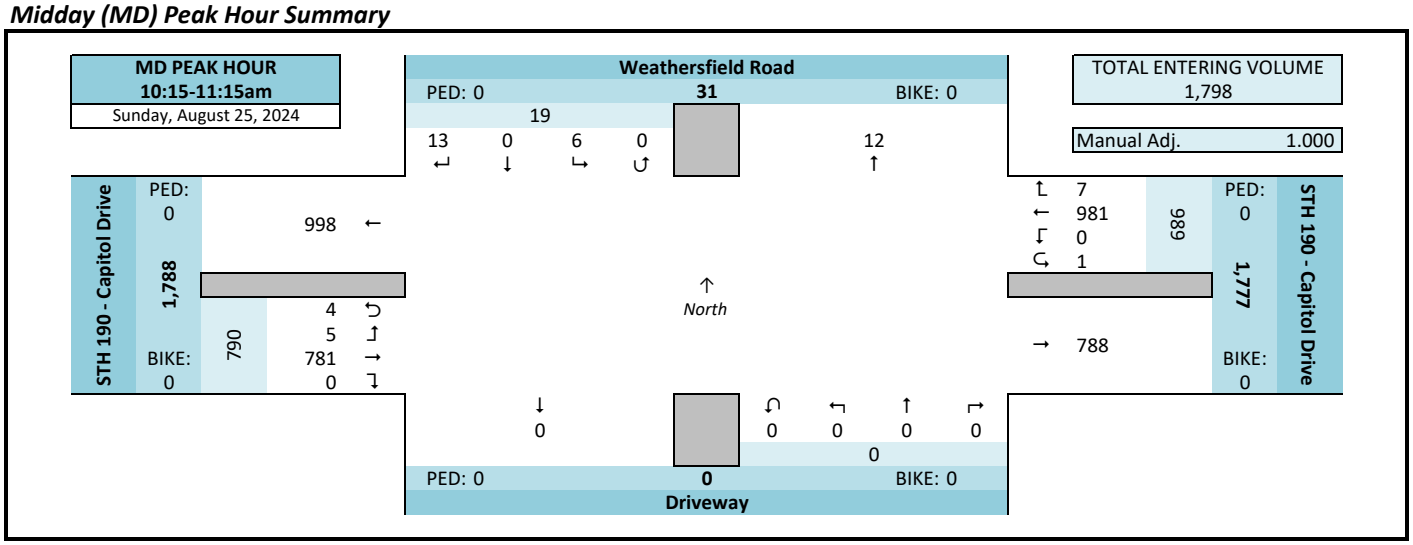
All Motor Vehicles



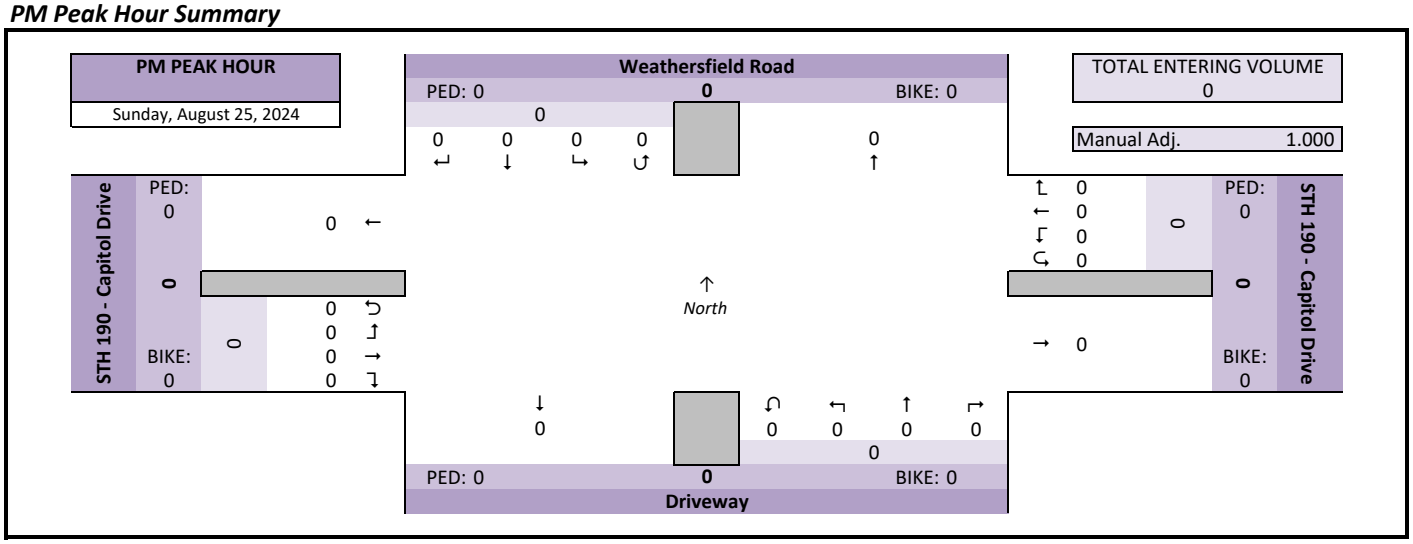
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

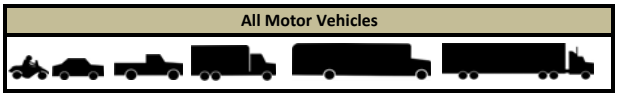


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 190 - Capitol Drive & Weathersfield Road



Peak Hour Volumes, Truck Percentages, and PHFs

Sunday, August 25, 2024		From North					From East					From South					From West					
	AM Peak Hour	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	2	0	2	0	4	2	102	0	0	104	0	0	0	0	0	0	170	2	0	172	280
	8:45 AM	4	0	2	0	6	2	116	0	1	119	0	0	0	0	0	0	340	1	0	341	466
	Peak Hour Volume	6	0	4	0	10	4	218	0	1	223	0	0	0	0	0	0	510	3	0	513	746
	Rounded Hourly Volume	5	0	5	0	10	5	220	0	0	225	0	0	0	0	0	0	510	5	0	515	750
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.9
	Peak Hour Factor (PHF)	0.37	0.00	0.50	0.00	0.42	0.50	0.47	0.00	0.25	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.38	0.40

Sunday, August 25, 2024		From North					From East					From South					From West					
	MD Peak Hour	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	10:15 AM	3	0	3	0	6	0	331	0	0	331	0	0	0	0	0	0	219	0	1	220	557
	10:30 AM	8	0	1	0	9	3	260	0	1	264	0	0	0	0	0	0	195	3	0	198	471
	10:45 AM	1	0	1	0	2	4	204	0	0	208	0	0	0	0	0	0	182	2	2	186	396
	11:00 AM	1	0	1	0	2	0	186	0	0	186	0	0	0	0	0	0	185	0	1	186	374
	Peak Hour Volume	13	0	6	0	19	7	981	0	1	989	0	0	0	0	0	0	781	5	4	790	1798
	Rounded Hourly Volume	15	0	5	0	20	5	980	0	0	985	0	0	0	0	0	0	780	5	5	790	1795
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	1.1
	Peak Hour Factor (PHF)	0.41	0.00	0.50	0.00	0.53	0.44	0.74	0.00	0.25	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.42	0.50	0.90	0.81

Sunday, August 25, 2024		From North					From East					From South					From West					
	PM Peak Hour	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Pedestrian and Bicyclist Volumes

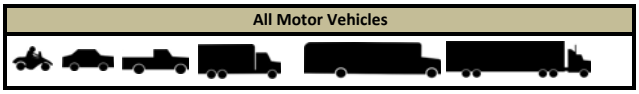
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Weathersfield Road			STH 190 - Capitol Drive			Driveway			STH 190 - Capitol Drive			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1	1	0	0	0	0	0	0	0	0	0	1
MD	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

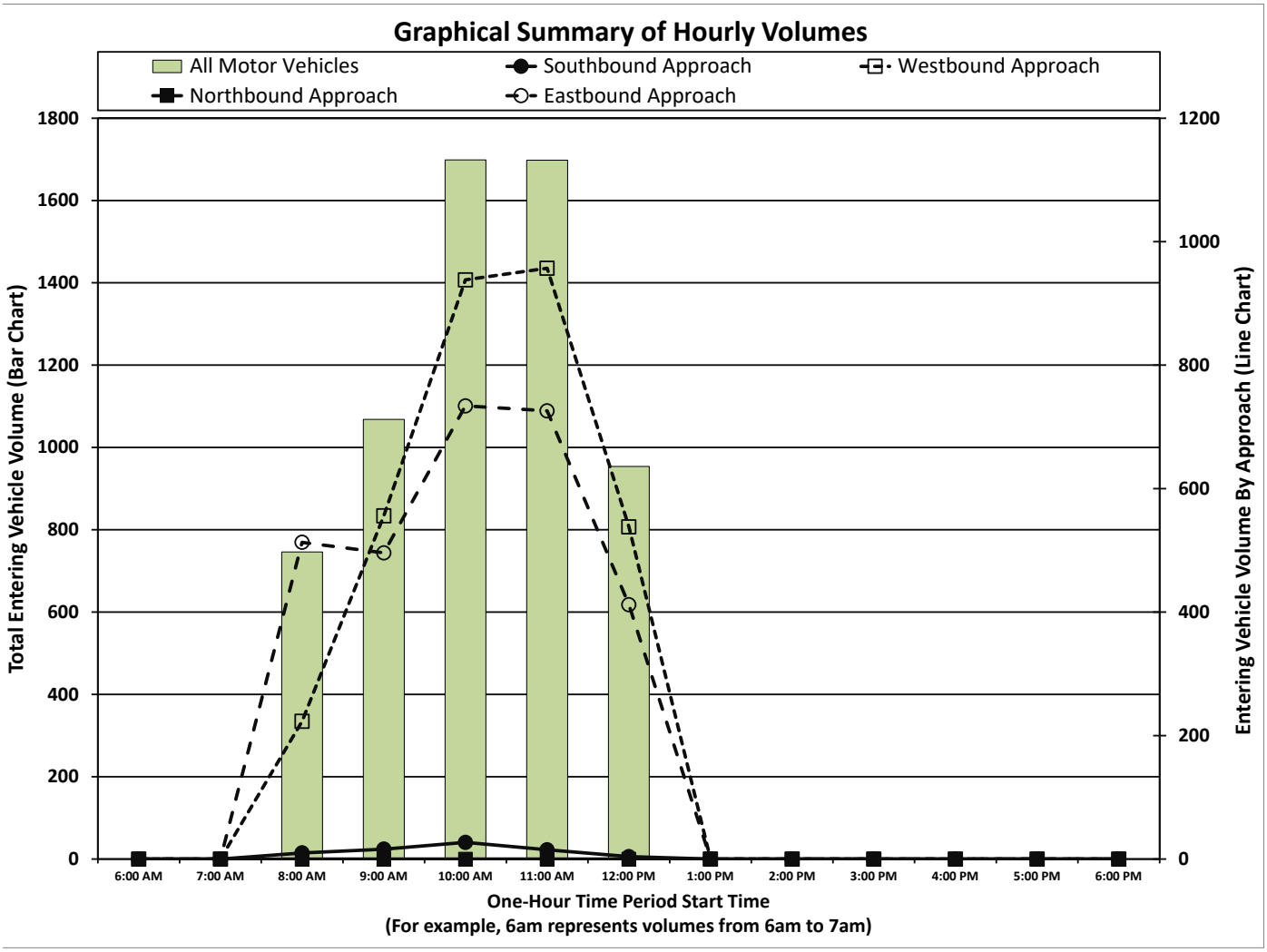
Hourly Volume Summary - Motor Vehicle Data

STH 190 - Capitol Drive & Weathersfield Road



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	6	0	4	0	10	4	218	0	1	223	0	0	0	0	0	0	510	3	0	513	746	736	10
	9:00 AM	10	0	6	0	16	2	554	0	0	556	0	0	0	0	0	0	491	5	0	496	1068	1052	16
MD	10:00 AM	16	0	11	0	27	8	929	0	1	938	0	0	0	0	0	0	724	7	3	734	1699	1672	27
	11:00 AM	8	0	7	0	15	4	952	0	1	957	0	0	0	0	0	0	714	10	2	726	1698	1683	15
	12:00 PM	1	0	3	0	4	6	530	0	2	538	0	0	0	0	0	0	406	6	0	412	954	950	4
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		41	0	31	0	72	24	3183	0	5	3212	0	0	0	0	0	0	2845	31	5	2881	6165	6093	72



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 190 - Capitol Drive & Weathersfield Road

Count Basics		*Page 5 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly	
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	2	0	2	0	4	2	102	0	0	104	0	0	0	0	0	0	170	2	0	172	280	1248	0.67
	8:45 AM	4	0	2	0	6	2	116	0	1	119	0	0	0	0	0	0	340	1	0	341	466	1219	0.65
	9:00 AM	0	0	3	0	3	0	109	0	0	109	0	0	0	0	0	0	164	1	0	165	277	1068	0.85
	9:15 AM	4	0	2	0	6	0	118	0	0	118	0	0	0	0	0	0	99	2	0	101	225	1066	0.85
	9:30 AM	1	0	0	0	1	1	152	0	0	153	0	0	0	0	0	0	96	1	0	97	251	1398	0.63
	9:45 AM	5	0	1	0	6	1	175	0	0	176	0	0	0	0	0	0	132	1	0	133	315	1618	0.73
Midday Peak Period	10:00 AM	4	0	6	0	10	1	134	0	0	135	0	0	0	0	0	0	128	2	0	130	275	1699	0.76
	10:15 AM	3	0	3	0	6	0	331	0	0	331	0	0	0	0	0	0	219	0	1	220	557	1798	0.81
	10:30 AM	8	0	1	0	9	3	260	0	1	264	0	0	0	0	0	0	195	3	0	198	471	1641	0.87
	10:45 AM	1	0	1	0	2	4	204	0	0	208	0	0	0	0	0	0	182	2	2	186	396	1548	0.97
	11:00 AM	1	0	1	0	2	0	186	0	0	186	0	0	0	0	0	0	185	0	1	186	374	1698	0.78
	11:15 AM	3	0	1	0	4	1	201	0	0	202	0	0	0	0	0	0	193	1	0	194	400	1805	0.83
	11:30 AM	1	0	3	0	4	3	197	0	0	200	0	0	0	0	0	0	168	6	0	174	378	1878	0.86
	11:45 AM	3	0	2	0	5	0	368	0	1	369	0	0	0	0	0	0	168	3	1	172	546		
	12:00 PM	0	0	3	0	3	5	273	0	2	280	0	0	0	0	0	0	196	2	0	198	481		
	12:15 PM	1	0	0	0	1	1	257	0	0	258	0	0	0	0	0	0	210	4	0	214	473		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		41	0	31	0	72	24	3183	0	5	3212	0	0	0	0	0	0	2845	31	5	2881	6165		

Peak Hour All Vehicle Volume Summary

	Hourly	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total	
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume	PHF
AM	8:00 AM	6	0	4	0	10	4	218	0	1	223	0	0	0	0	0	0	510	3	0	513	746	
MD	10:15 AM	13	0	6	0	19	7	981	0	1	989	0	0	0	0	0	0	781	5	4	790	1798	0.81
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 190 - Capitol Drive & Weathersfield Road

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	2	0	2	0	4	2	100	0	0	102	0	0	0	0	0	0	170	2	0	172	278	1232
	8:45 AM	4	0	2	0	6	2	114	0	1	117	0	0	0	0	0	0	337	1	0	338	461	1201
	9:00 AM	0	0	3	0	3	0	107	0	0	107	0	0	0	0	0	0	162	1	0	163	273	1049
	9:15 AM	4	0	2	0	6	0	117	0	0	117	0	0	0	0	0	0	95	2	0	97	220	1048
	9:30 AM	1	0	0	0	1	1	150	0	0	151	0	0	0	0	0	0	94	1	0	95	247	1382
	9:45 AM	5	0	1	0	6	1	171	0	0	172	0	0	0	0	0	0	130	1	0	131	309	1601
Midday Peak Period	10:00 AM	4	0	6	0	10	1	132	0	0	133	0	0	0	0	0	0	127	2	0	129	272	1683
	10:15 AM	3	0	3	0	6	0	329	0	0	329	0	0	0	0	0	0	218	0	1	219	554	1779
	10:30 AM	8	0	1	0	9	3	257	0	1	261	0	0	0	0	0	0	193	3	0	196	466	1621
	10:45 AM	1	0	1	0	2	4	201	0	0	205	0	0	0	0	0	0	180	2	2	184	391	1527
	11:00 AM	1	0	1	0	2	0	184	0	0	184	0	0	0	0	0	0	181	0	1	182	368	1679
	11:15 AM	3	0	1	0	4	1	201	0	0	202	0	0	0	0	0	0	189	1	0	190	396	1780
	11:30 AM	1	0	3	0	4	3	194	0	0	197	0	0	0	0	0	0	165	6	0	171	372	1848
	11:45 AM	3	0	2	0	5	0	367	0	1	368	0	0	0	0	0	0	166	3	1	170	543	
	12:00 PM	0	0	3	0	3	5	266	0	2	273	0	0	0	0	0	0	191	2	0	193	469	
	12:15 PM	1	0	0	0	1	1	250	0	0	251	0	0	0	0	0	0	208	4	0	212	464	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		41	0	31	0	72	24	3140	0	5	3169	0	0	0	0	0	0	2806	31	5	2842	6083	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	6	0	4	0	10	4	214	0	1	219	0	0	0	0	0	0	507	3	0	510	739
MD	10:15 AM	13	0	6	0	19	7	971	0	1	979	0	0	0	0	0	0	772	5	4	781	1779
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

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

STH 190 - Capitol Drive & Weathersfield Road

Count Basics		*Page 7 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	17
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	18
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	17
	9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	13
	9:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	15
Midday Peak Period	10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	14
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
	10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	20
	10:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	20
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	18
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	22
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	27
	11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	12:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	
	12:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	36	0	0	36	76	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
MD	10:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	17
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 190 - Capitol Drive & Weathersfield Road

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 190 - Capitol Drive & Weathersfield Road



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	18
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	19
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	18
	9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	16
	9:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	17
Midday Peak Period	10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	16
	10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	19
	10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	20
	10:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	21
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	19
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	25
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	30
	11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	12:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12	
	12:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	39	0	0	39	82	

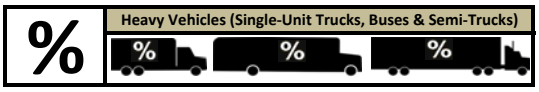
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
MD	10:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	19
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



STH 190 - Capitol Drive & Weathersfield Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.3
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.1	1.5
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	1.4	1.8
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	2.2	1.7
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	1.6	1.1
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	1.9	1.1
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	1.1	0.9
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.5	1.1
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.1	1.2
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.3	1.4
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	1.6	1.1
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	1.0	1.4
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	1.6	1.6
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.5	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	2.5	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	1.9	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	1.3	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.9
MD	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	1.1
PM	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 190 - Capitol Drive & Weathersfield Road

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach: Weathersfield Road			Crossing East Approach: STH 190 - Capitol Drive			Crossing South Approach: Driveway			Crossing West Approach: STH 190 - Capitol Drive			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 190 - Capitol Drive & Weathersfield Road

Adults & Children



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time		Crossing North Approach Weathersfield Road			Crossing East Approach STH 190 - Capitol Drive			Crossing South Approach Driveway			Crossing West Approach STH 190 - Capitol Drive			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics		*Page 13 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 190 - Capitol Drive & Weathersfield Road

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2024.04		Page 1 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 190 - Capitol Drive**
Minor St: **Guminia-Church Access**
Intersection of: ***STH 190 - Capitol Drive & Guminia-Church Acc* IX_ID:**

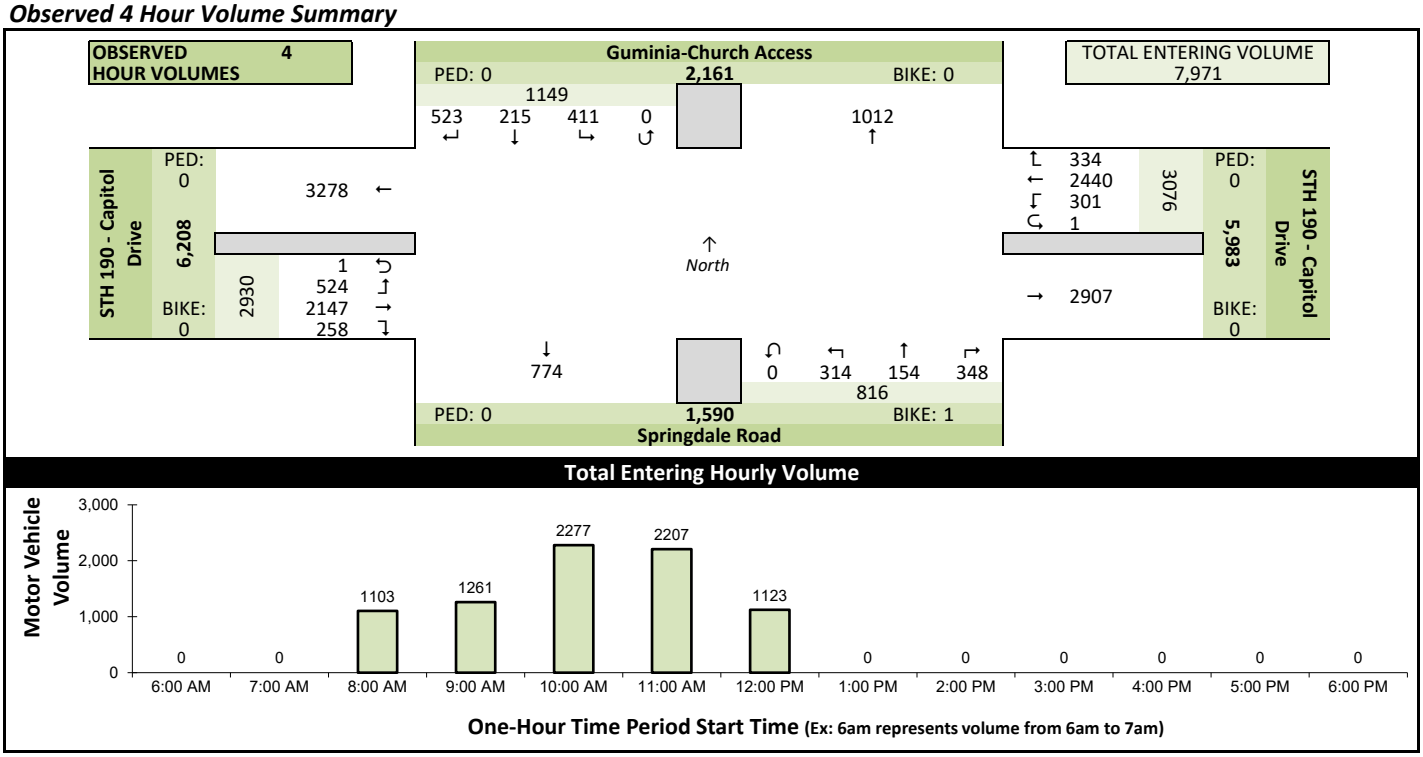
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Guminia-Church Access		
East Leg	STH 190 - Capitol Drive		
South Leg	Springdale Road		
West Leg	STH 190 - Capitol Drive		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

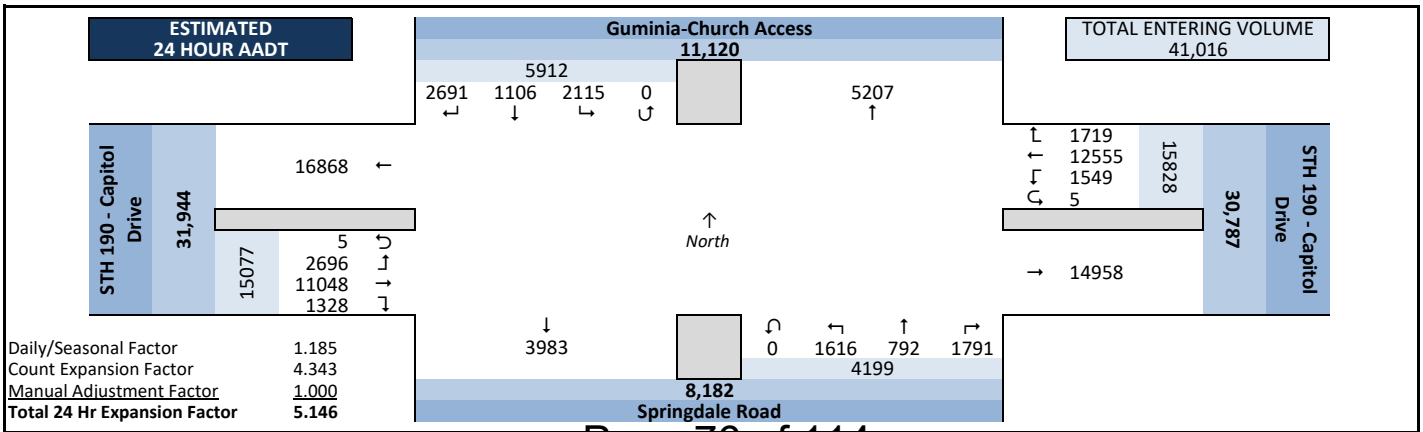
Count Information

Hrs Counted:	08:30 AM-12:30 PM				
1st Day of Count	Sunday, August 25, 2024			Weather	
AM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Midday Peak Period	Sunday, August 25, 2024			Clear & Dry	
PM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Calculated Peak Hours					
AM	8:30-9:30am	MD	11:30-12:30am	PM	
Peak Hours Selected for Analysis					
AM		MD	11:30-12:30am	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.185	Count Expansion Factor	4.343		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Lori Atwell			
	Midday Peak Period	Lori Atwell			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	1.185
Count Expansion Factor	4.343
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**5.146**

Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

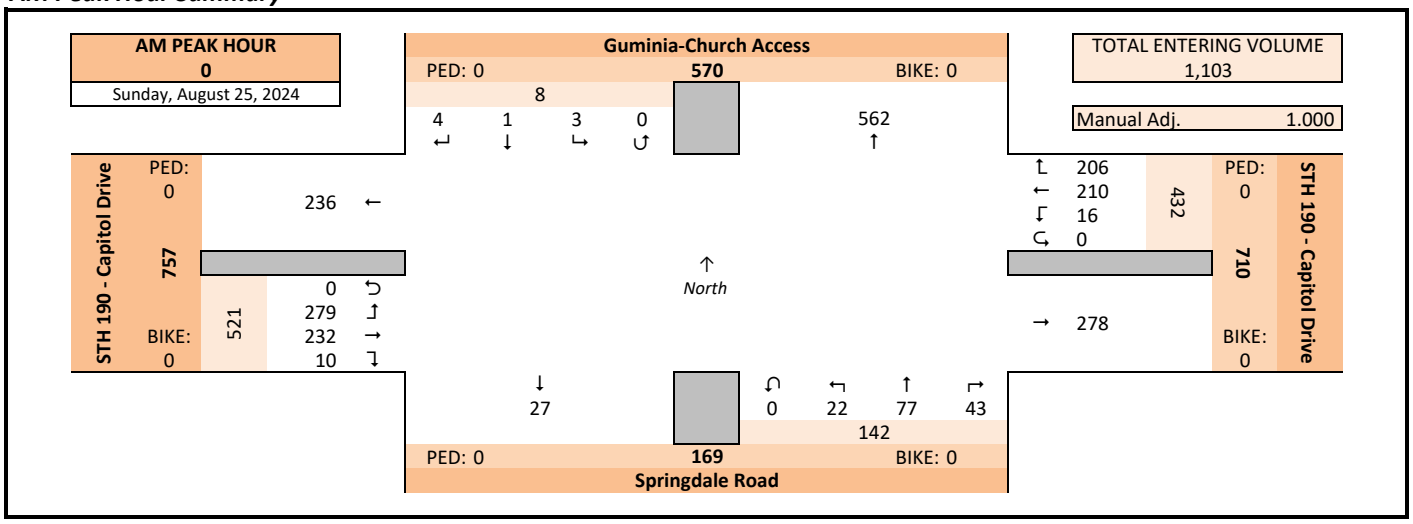
Count Basics			*Page 2 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

STH 190 - Capitol Drive & Guminia-Church Access

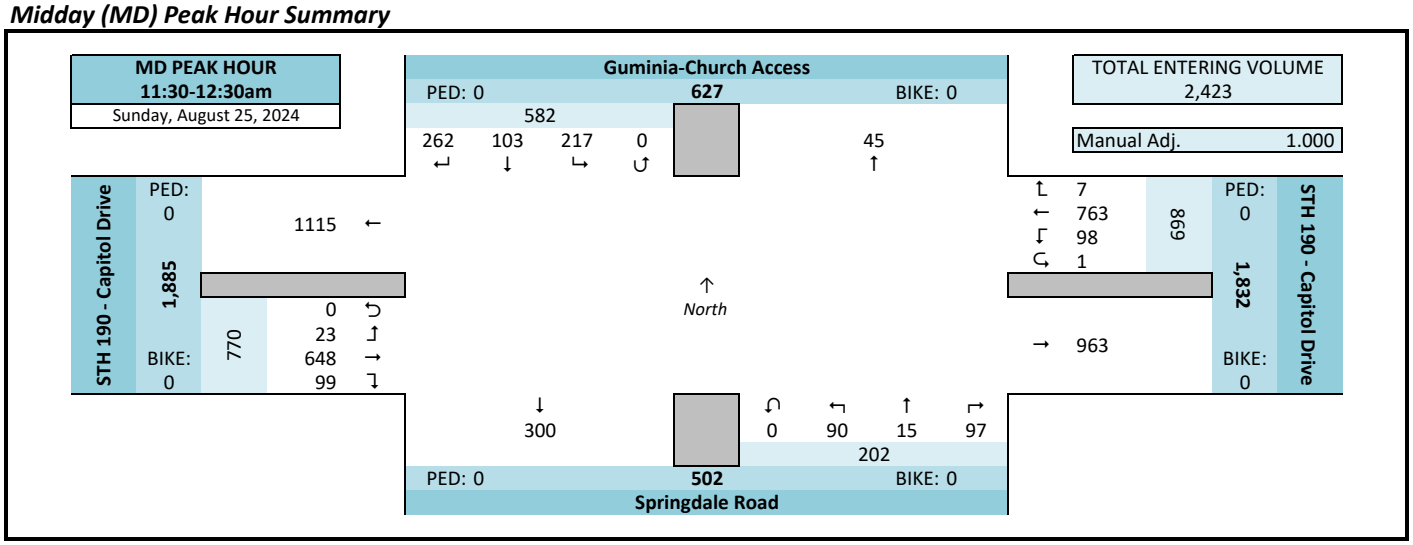
All Motor Vehicles



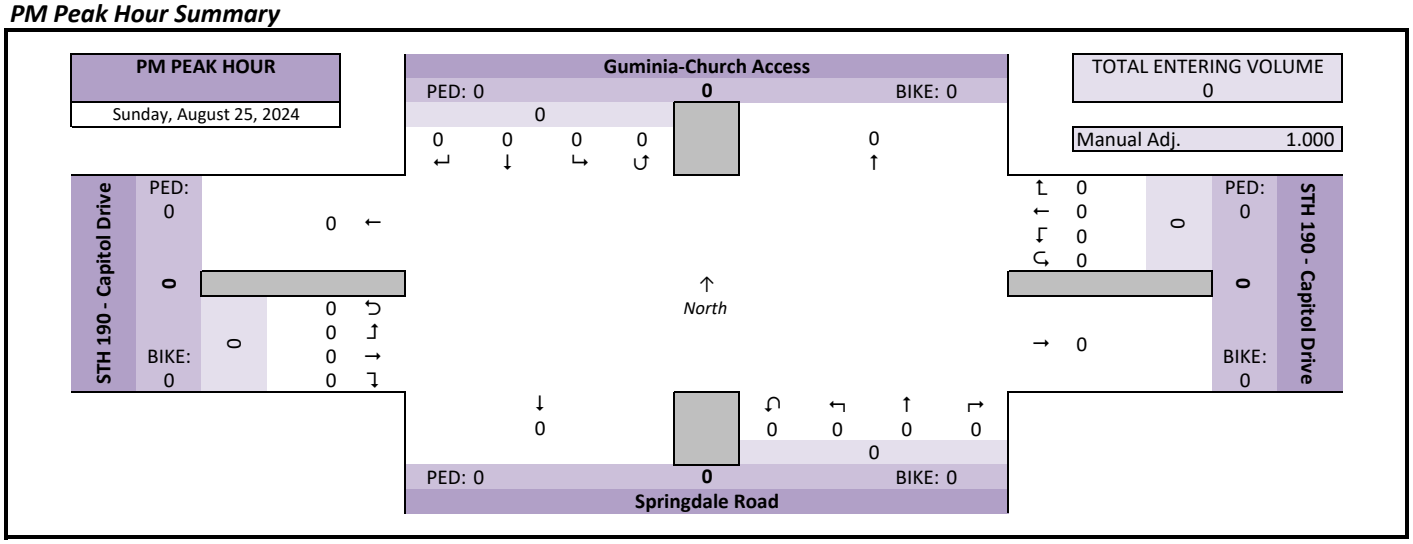
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 190 - Capitol Drive & Guminia-Church Access

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Sunday, August 25, 2024		From North					From East					From South					From West					
	AM Peak Hour	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	64	98	7	0	169	22	26	8	0	56	4	81	98	0	183	408
	8:45 AM	4	1	3	0	8	142	112	9	0	263	21	51	14	0	86	6	151	181	0	338	695
	Peak Hour Volume	4	1	3	0	8	206	210	16	0	432	43	77	22	0	142	10	232	279	0	521	1103
	Rounded Hourly Volume	5	0	5	0	10	205	210	15	0	430	45	75	20	0	140	10	230	280	0	520	1100
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	4.5	0.0	0.7	0.0	1.3	0.0	0.0	0.6	0.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	4.5	0.0	0.7	0.0	1.3	0.0	0.0	0.6	0.5
	Peak Hour Factor (PHF)	0.25	0.25	0.25	0.00	0.25	0.36	0.47	0.44	0.00	0.41	0.49	0.38	0.39	0.00	0.41	0.42	0.38	0.39	0.00	0.39	0.40

Sunday, August 25, 2024		From North					From East					From South					From West					
	MD Peak Hour	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	30	13	21	0	64	2	162	15	1	180	19	5	28	0	52	23	145	6	0	174	470
	11:45 AM	154	71	144	0	369	3	195	29	0	227	26	9	27	0	62	19	143	10	0	172	830
	12:00 PM	58	15	32	0	105	1	197	26	0	224	22	1	16	0	39	26	185	5	0	216	584
	12:15 PM	20	4	20	0	44	1	209	28	0	238	30	0	19	0	49	31	175	2	0	208	539
	Peak Hour Volume	262	103	217	0	582	7	763	98	1	869	97	15	90	0	202	99	648	23	0	770	2423
	Rounded Hourly Volume	260	105	215	0	580	5	765	100	0	870	95	15	90	0	200	100	650	25	0	775	2425
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.8	4.1	0.0	2.1	2.1	0.0	4.4	0.0	3.0	1.0	1.4	0.0	0.0	1.3	1.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	1.1	0.0	0.5	0.0	0.2	0.0	0.0	0.1	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4.1	0.0	2.2	2.1	0.0	5.6	0.0	3.5	1.0	1.5	0.0	0.0	1.4	1.5
	Peak Hour Factor (PHF)	0.43	0.36	0.38	0.00	0.39	0.58	0.91	0.84	0.25	0.91	0.81	0.42	0.80	0.00	0.81	0.80	0.88	0.57	0.00	0.89	0.73

Sunday, August 25, 2024		From North					From East					From South					From West					
	PM Peak Hour	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Guminia-Church Access			STH 190 - Capitol Drive			Springdale Road			STH 190 - Capitol Drive			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 190 - Capitol Drive & Guminia-Church Access

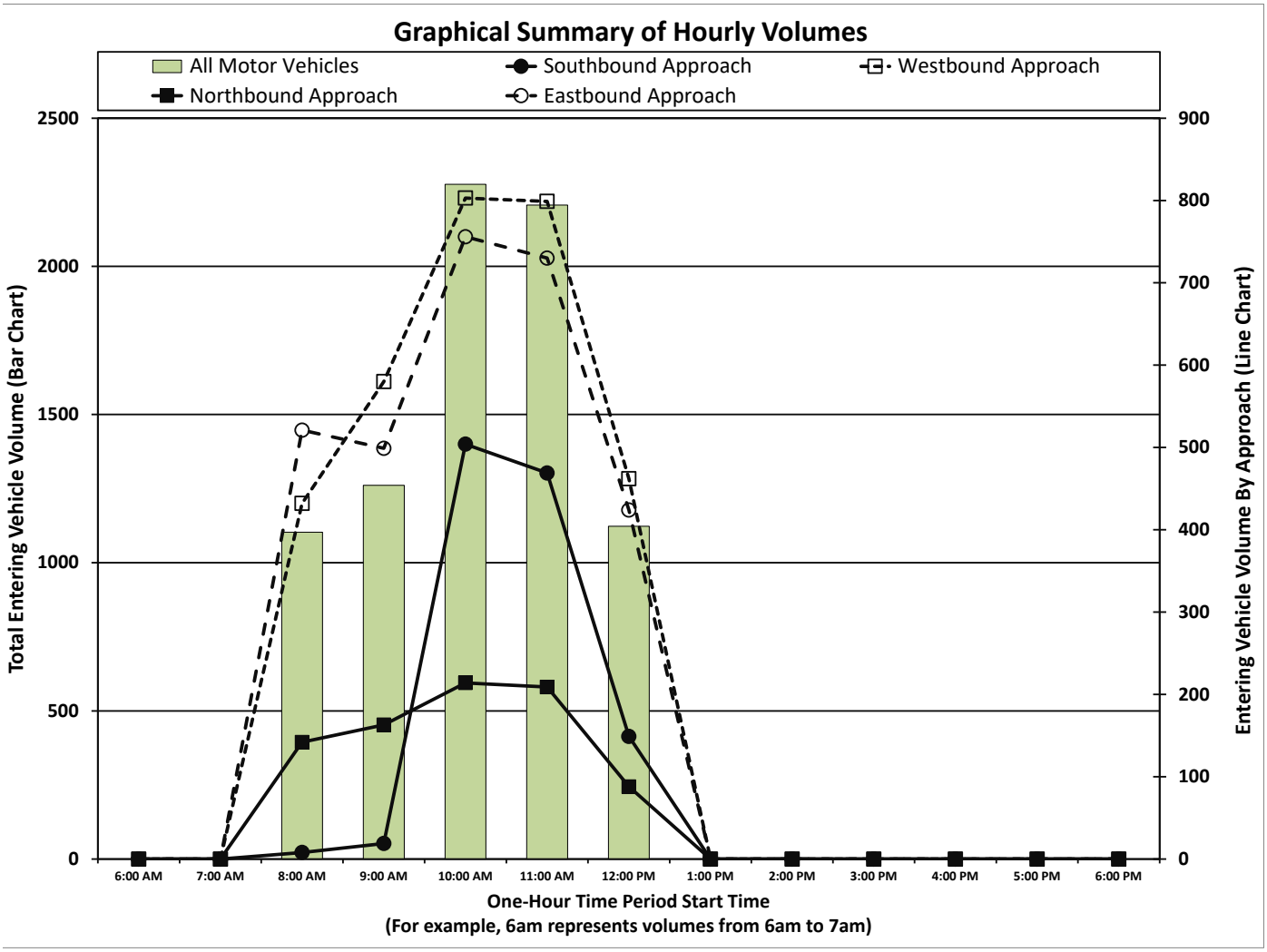
Count Basics			*Page 4 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	4	1	3	0	8	206	210	16	0	432	43	77	22	0	142	10	232	279	0	521	1103	953	150
	9:00 AM	14	2	3	0	19	49	471	60	0	580	63	22	78	0	163	40	391	68	0	499	1261	1079	182
MD	10:00 AM	223	101	180	0	504	70	658	75	0	803	90	37	87	0	214	66	542	147	1	756	2277	1559	718
	11:00 AM	204	92	173	0	469	7	695	96	1	799	100	17	92	0	209	85	622	23	0	730	2207	1529	678
	12:00 PM	78	19	52	0	149	2	406	54	0	462	52	1	35	0	88	57	360	7	0	424	1123	886	237
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		523	215	411	0	1149	334	2440	301	1	3076	348	154	314	0	816	258	2147	524	1	2930	7971	6006	1965



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 190 - Capitol Drive & Guminia-Church Access

Count Basics		*Page 5 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)							
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	64	98	7	0	169	22	26	8	0	56	4	81	98	0	183	408	1703	0.61
	8:45 AM	4	1	3	0	8	142	112	9	0	263	21	51	14	0	86	6	151	181	0	338	695	1593	0.57
	9:00 AM	8	0	2	0	10	36	79	9	0	124	11	16	18	0	45	11	100	57	0	168	347	1261	0.87
	9:15 AM	2	1	0	0	3	4	109	14	0	127	14	0	11	0	25	10	84	4	0	98	253	1303	0.84
	9:30 AM	3	0	1	0	4	1	131	13	0	145	23	3	23	0	49	11	86	3	0	100	298	1915	0.55
	9:45 AM	1	1	0	0	2	8	152	24	0	184	15	3	26	0	44	8	121	4	0	133	363	2192	0.63
Midday Peak Period	10:00 AM	33	14	24	0	71	19	118	13	0	150	16	5	14	0	35	8	106	19	0	133	389	2277	0.66
	10:15 AM	132	62	129	0	323	40	177	29	0	246	18	24	27	0	69	16	123	88	0	227	865	2333	0.67
	10:30 AM	48	20	20	0	88	11	201	13	0	225	32	8	17	0	57	30	145	30	0	205	575	1930	0.84
	10:45 AM	10	5	7	0	22	0	162	20	0	182	24	0	29	0	53	12	168	10	1	191	448	1825	0.97
	11:00 AM	12	5	4	0	21	0	154	28	0	182	27	2	26	0	55	22	164	1	0	187	445	2207	0.66
	11:15 AM	8	3	4	0	15	2	184	24	0	210	28	1	11	0	40	21	170	6	0	197	462	2346	0.71
	11:30 AM	30	13	21	0	64	2	162	15	1	180	19	5	28	0	52	23	145	6	0	174	470	2423	0.73
	11:45 AM	154	71	144	0	369	3	195	29	0	227	26	9	27	0	62	19	143	10	0	172	830		
	12:00 PM	58	15	32	0	105	1	197	26	0	224	22	1	16	0	39	26	185	5	0	216	584		
	12:15 PM	20	4	20	0	44	1	209	28	0	238	30	0	19	0	49	31	175	2	0	208	539		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		523	215	411	0	1149	334	2440	301	1	3076	348	154	314	0	816	258	2147	524	1	2930	7971		

Peak Hour All Vehicle Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total		
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					Hourly		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume		PHF
AM	8:00 AM	4	1	3	0	8	206	210	16	0	432	43	77	22	0	142	10	232	279	0	521	1103		
MD	11:30 AM	262	103	217	0	582	7	763	98	1	869	97	15	90	0	202	99	648	23	0	770	2423		0.73
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 190 - Capitol Drive & Guminia-Church Access

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	64	98	7	0	169	22	26	8	0	56	4	81	98	0	183	408	1688
	8:45 AM	4	1	3	0	8	142	110	9	0	261	21	51	13	0	85	6	148	181	0	335	689	1570
	9:00 AM	8	0	2	0	10	36	77	9	0	122	11	16	18	0	45	11	98	57	0	166	343	1239
	9:15 AM	2	1	0	0	3	4	108	14	0	126	14	0	11	0	25	9	81	4	0	94	248	1283
	9:30 AM	2	0	1	0	3	1	129	12	0	142	22	3	22	0	47	11	84	3	0	98	290	1897
	9:45 AM	1	1	0	0	2	8	150	23	0	181	15	3	26	0	44	8	119	4	0	131	358	2177
Midday Peak Period	10:00 AM	33	14	24	0	71	19	117	13	0	149	16	5	14	0	35	8	105	19	0	132	387	2262
	10:15 AM	132	62	129	0	323	40	175	29	0	244	18	24	27	0	69	15	123	88	0	226	862	2314
	10:30 AM	48	20	20	0	88	11	199	13	0	223	32	8	17	0	57	28	144	30	0	202	570	1907
	10:45 AM	10	5	7	0	22	0	158	20	0	178	24	0	29	0	53	12	167	10	1	190	443	1800
	11:00 AM	12	5	4	0	21	0	153	28	0	181	26	2	26	0	54	22	160	1	0	183	439	2182
	11:15 AM	8	3	4	0	15	2	184	23	0	209	26	1	11	0	38	20	167	6	0	193	455	2314
	11:30 AM	30	13	21	0	64	2	159	15	1	177	19	5	28	0	52	23	141	6	0	170	463	2386
	11:45 AM	154	71	144	0	369	3	195	28	0	226	26	9	24	0	59	18	143	10	0	171	825	
	12:00 PM	58	15	32	0	105	1	191	24	0	216	21	1	16	0	38	26	181	5	0	212	571	
	12:15 PM	20	4	20	0	44	1	203	27	0	231	29	0	17	0	46	31	173	2	0	206	527	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		522	215	411	0	1148	334	2406	294	1	3035	342	154	307	0	803	252	2115	524	1	2892	7878	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	4	1	3	0	8	206	208	16	0	430	43	77	21	0	141	10	229	279	0	518	1097
MD	11:30 AM	262	103	217	0	582	7	748	94	1	850	95	15	85	0	195	98	638	23	0	759	2386
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

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

STH 190 - Capitol Drive & Guminia-Church Access

Count Basics		*Page 7 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute	From North					From East					From South					From West						
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6	22
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	21
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	5	19
	9:30 AM	1	0	0	0	1	0	2	1	0	3	1	0	1	0	2	0	1	0	0	1	7	15
	9:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5	13
Midday Peak Period	10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	13
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
	10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	5	23
	10:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	24
	11:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6	23
	11:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	1	3	0	0	4	7	29
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	34
	11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	1	0	0	0	1	4	
	12:00 PM	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	0	4	0	0	4	12	
	12:15 PM	0	0	0	0	0	0	6	1	0	7	1	0	2	0	3	0	2	0	0	2	12	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	0	32	7	0	39	6	0	6	0	12	5	30	0	0	35	87	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	Guminia-Church Access					STH 190 - Capitol Drive					Springdale Road					STH 190 - Capitol Drive					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
MD	11:30 AM	0	0	0	0	0	0	14	4	0	18	2	0	4	0	6	1	9	0	0	10	34
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 190 - Capitol Drive & Guminia-Church Access

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
	12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	6	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics		*Page 9 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

STH 190 - Capitol Drive & Guminia-Church Access

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6	23
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	22
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	5	20
	9:30 AM	1	0	0	0	1	0	2	1	0	3	1	0	1	0	2	0	2	0	0	2	8	18
	9:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5	15
Midday Peak Period	10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	15
	10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3	19
	10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	5	23
	10:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	25
	11:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6	25
	11:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	1	3	0	0	4	7	32
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	37
	11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	1	0	0	0	1	5	
	12:00 PM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	0	4	0	0	4	13	
	12:15 PM	0	0	0	0	0	0	6	1	0	7	1	0	2	0	3	0	2	0	0	2	12	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	0	34	7	0	41	6	0	7	0	13	6	32	0	0	38	93	

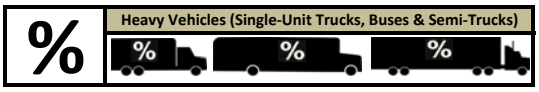
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
MD	11:30 AM	0	0	0	0	0	0	15	4	0	19	2	0	5	0	7	1	10	0	0	11	37
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



STH 190 - Capitol Drive & Guminia-Church Access

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0	7.1	0.0	1.2	0.0	2.0	0.0	0.0	0.9	0.9	1.4
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.2	1.2	1.7
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	10.0	3.6	0.0	0.0	4.1	2.0	1.5
	9:30 AM	33.3	0.0	0.0	0.0	25.0	0.0	1.5	7.7	0.0	2.1	4.3	0.0	4.3	0.0	4.1	0.0	2.3	0.0	0.0	2.0	2.7	0.9
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	4.2	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.5	1.4	0.7
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.5	0.7
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.4	0.3	0.8
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	6.7	0.7	0.0	0.0	1.5	0.9	1.2
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	1.1	1.4
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	3.7	0.0	0.0	0.0	1.8	0.0	2.4	0.0	0.0	2.1	1.3	1.1
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.5	7.1	0.0	0.0	0.0	5.0	4.8	1.8	0.0	0.0	2.0	1.5	1.4
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.3	1.5	1.5
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.4	0.0	0.0	11.1	0.0	4.8	5.3	0.0	0.0	0.0	0.6	0.6	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.7	0.0	3.6	4.5	0.0	0.0	0.0	2.6	0.0	2.2	0.0	0.0	1.9	2.2	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	3.6	0.0	2.9	3.3	0.0	10.5	0.0	6.1	0.0	1.1	0.0	0.0	1.0	2.2	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.2	0.0	0.0	0.0	0.1	0.0	1.4	2.3	0.0	1.3	1.7	0.0	2.2	0.0	1.6	2.3	1.5	0.0	0.0	1.3	1.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0	4.5	0.0	0.7	0.0	1.3	0.0	0.0	0.6	0.5
MD	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4.1	0.0	2.2	2.1	0.0	5.6	0.0	3.5	1.0	1.5	0.0	0.0	1.4	1.5
PM	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 190 - Capitol Drive & Guminia-Church Access

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach: Guminia-Church Access			Crossing East Approach: STH 190 - Capitol Drive			Crossing South Approach: Springdale Road			Crossing West Approach: STH 190 - Capitol Drive			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 190 - Capitol Drive & Guminia-Church Access

Adults & Children



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach: Guminia-Church Access			Crossing East Approach: STH 190 - Capitol Drive			Crossing South Approach: Springdale Road			Crossing West Approach: STH 190 - Capitol Drive			15-Min	Hourly
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics		*Page 13 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 190 - Capitol Drive & Guminia-Church Access

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Guminia-Church Access					From East (←) STH 190 - Capitol Drive					From South (↑) Springdale Road					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2024.04	Page 1 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 190 - Capitol Drive**
Minor St: **Weathersfield Road**
Intersection of: ***STH 190 - Capitol Drive & Weathersfield Road*** **IX_ID:**

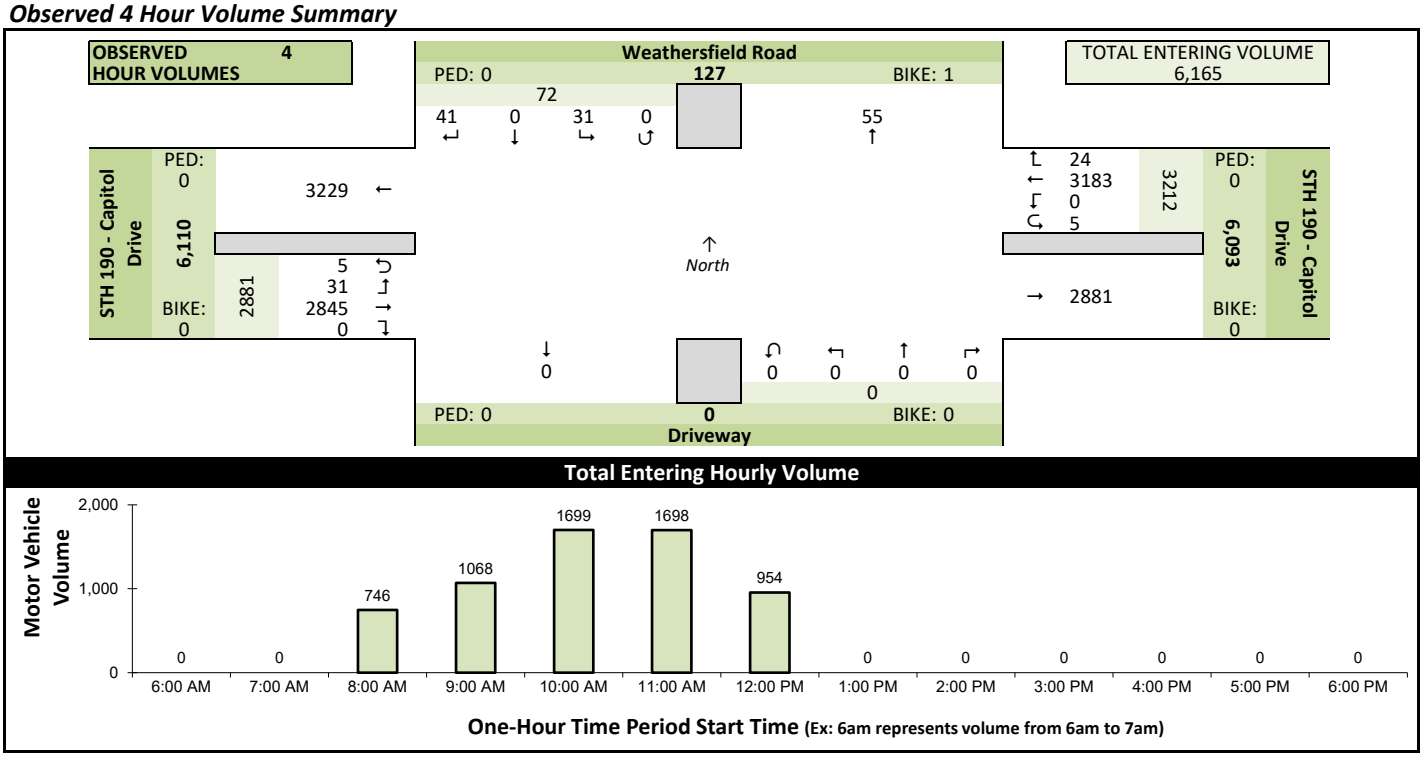
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Weathersfield Road		
East Leg	STH 190 - Capitol Drive		
South Leg	Driveway		
West Leg	STH 190 - Capitol Drive		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

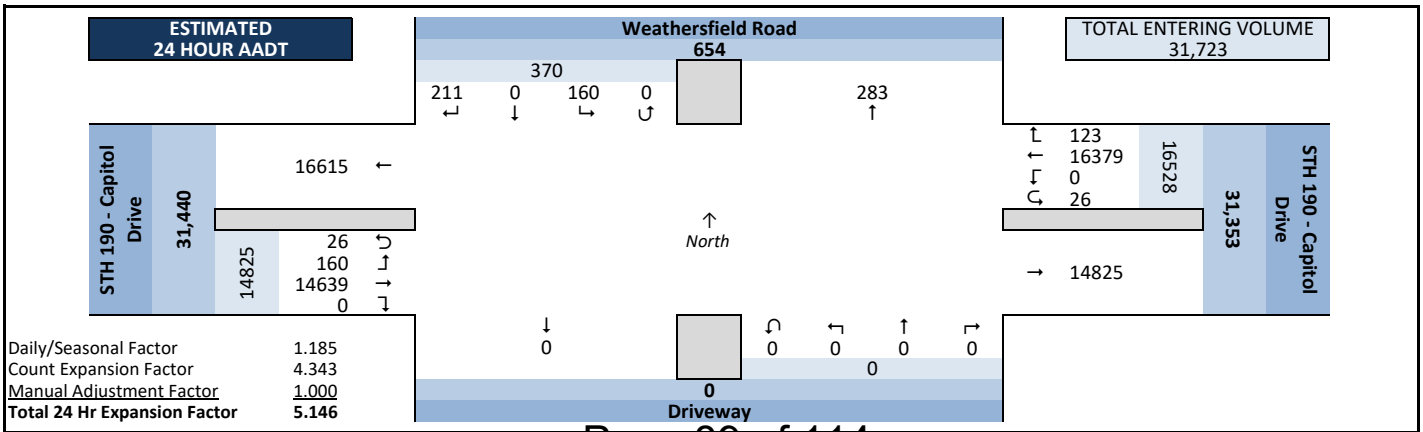
Count Information

Hrs Counted:	08:30 AM-12:30 PM				
1st Day of Count	Sunday, August 25, 2024			Weather	
AM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Midday Peak Period	Sunday, August 25, 2024			Clear & Dry	
PM Peak Period	Sunday, August 25, 2024			Clear & Dry	
Calculated Peak Hours					
AM	8:30-9:30am	MD	11:30-12:30am	PM	
Peak Hours Selected for Analysis					
AM		MD	11:30-12:30am	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.185	Count Expansion Factor	4.343		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Jane Fait			
	Midday Peak Period	Jane Fait			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

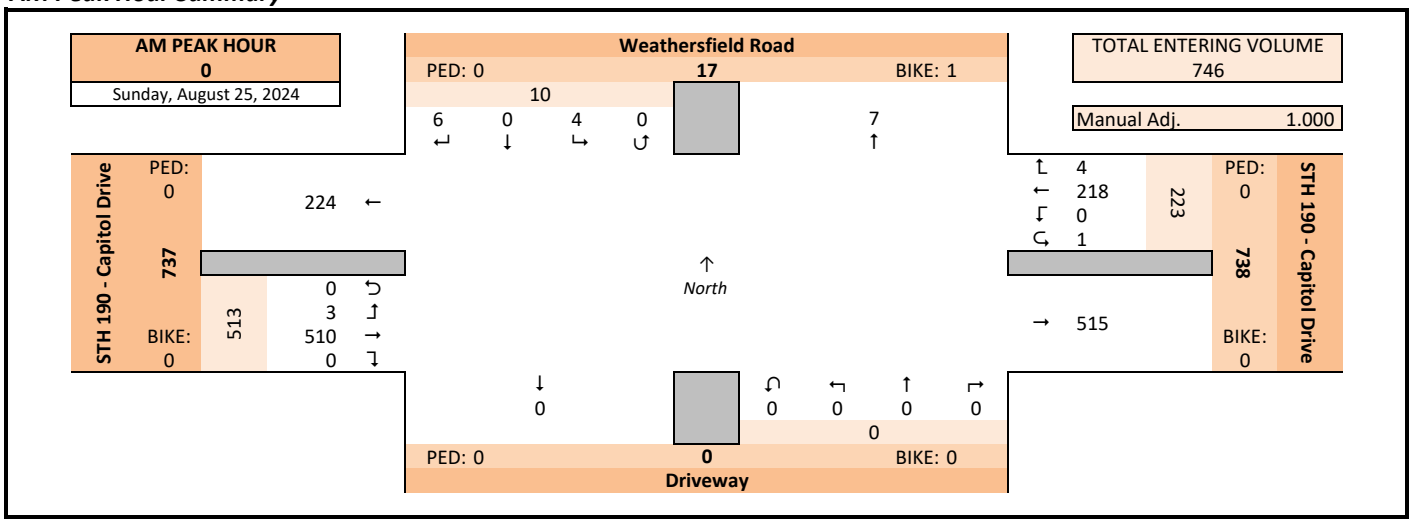
STH 190 - Capitol Drive & Weathersfield Road

Count Basics			*Page 2 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

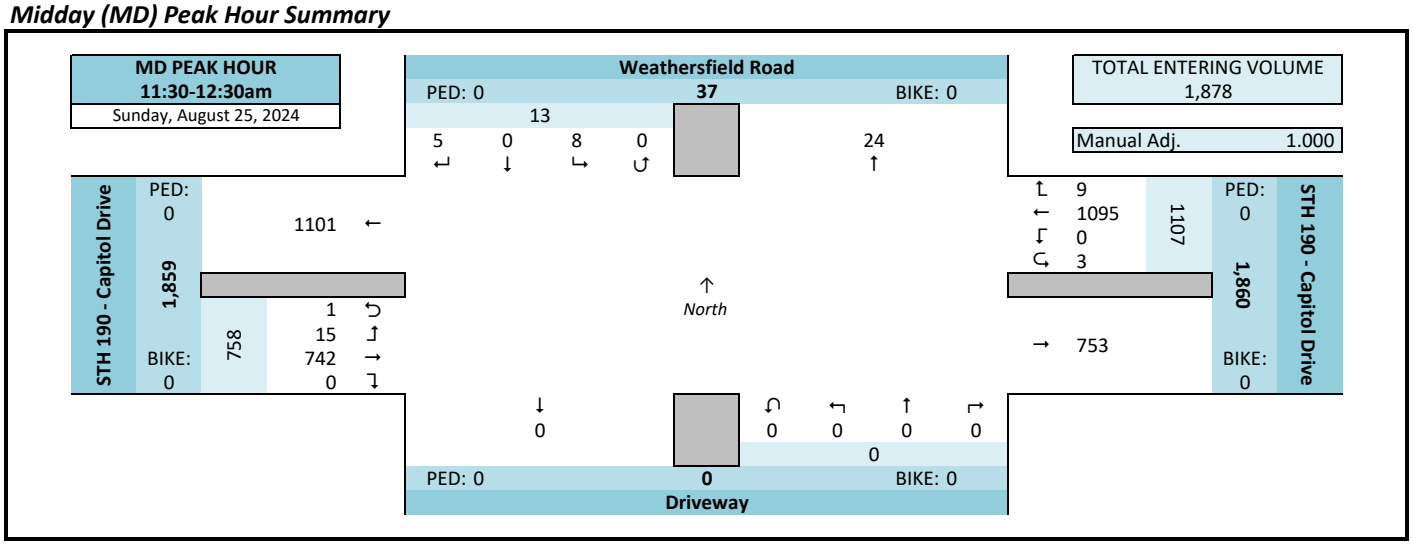
All Motor Vehicles



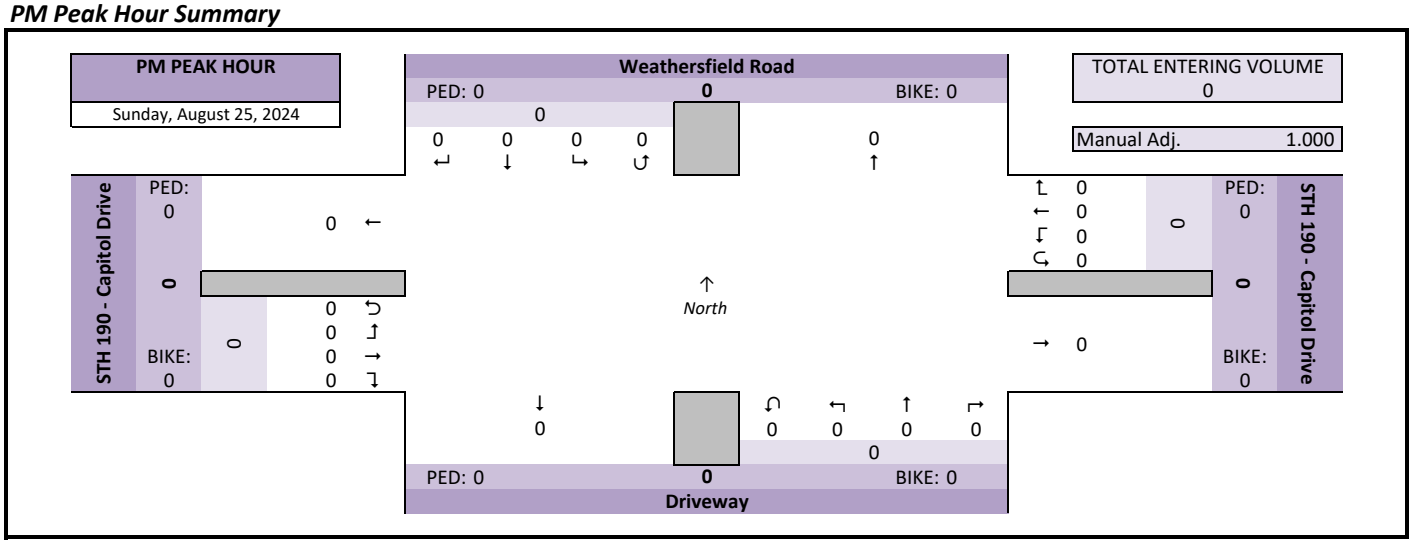
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

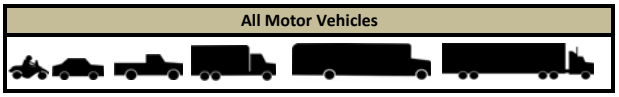


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 190 - Capitol Drive & Weathersfield Road



Peak Hour Volumes, Truck Percentages, and PHFs

Sunday, August 25, 2024		From North					From East					From South					From West					
	AM Peak Hour	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	2	0	2	0	4	2	102	0	0	104	0	0	0	0	0	0	170	2	0	172	280
	8:45 AM	4	0	2	0	6	2	116	0	1	119	0	0	0	0	0	0	340	1	0	341	466
	Peak Hour Volume	6	0	4	0	10	4	218	0	1	223	0	0	0	0	0	0	510	3	0	513	746
	Rounded Hourly Volume	5	0	5	0	10	5	220	0	0	225	0	0	0	0	0	0	510	5	0	515	750
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.9
	Peak Hour Factor (PHF)	0.37	0.00	0.50	0.00	0.42	0.50	0.47	0.00	0.25	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.38	0.40

Sunday, August 25, 2024		From North					From East					From South					From West					
	MD Peak Hour	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	1	0	3	0	4	3	197	0	0	200	0	0	0	0	0	0	168	6	0	174	378
	11:45 AM	3	0	2	0	5	0	368	0	1	369	0	0	0	0	0	0	168	3	1	172	546
	12:00 PM	0	0	3	0	3	5	273	0	2	280	0	0	0	0	0	0	196	2	0	198	481
	12:15 PM	1	0	0	0	1	1	257	0	0	258	0	0	0	0	0	0	210	4	0	214	473
	Peak Hour Volume	5	0	8	0	13	9	1095	0	3	1107	0	0	0	0	0	0	742	15	1	758	1878
	Rounded Hourly Volume	5	0	10	0	15	10	1095	0	5	1110	0	0	0	0	0	0	740	15	0	755	1880
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	1.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	1.6
	Peak Hour Factor (PHF)	0.42	0.00	0.67	0.00	0.65	0.45	0.74	0.00	0.37	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.62	0.25	0.89	0.86

Sunday, August 25, 2024		From North					From East					From South					From West					
	PM Peak Hour	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Weathersfield Road			STH 190 - Capitol Drive			Driveway			STH 190 - Capitol Drive			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1	1	0	0	0	0	0	0	0	0	0	1
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 190 - Capitol Drive & Weathersfield Road

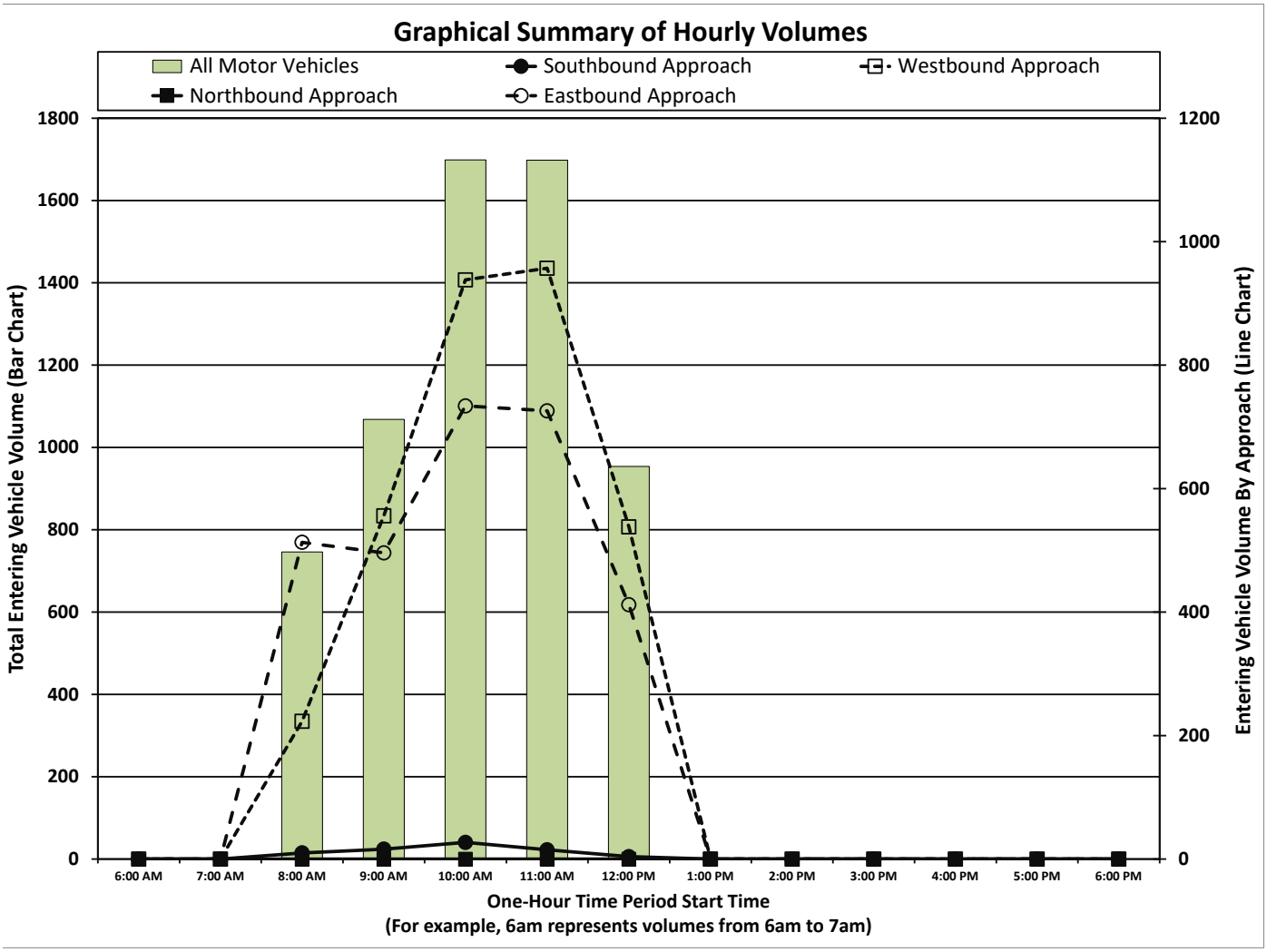
Count Basics			*Page 4 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	6	0	4	0	10	4	218	0	1	223	0	0	0	0	0	0	510	3	0	513	746	736	10
	9:00 AM	10	0	6	0	16	2	554	0	0	556	0	0	0	0	0	0	491	5	0	496	1068	1052	16
MD	10:00 AM	16	0	11	0	27	8	929	0	1	938	0	0	0	0	0	0	724	7	3	734	1699	1672	27
	11:00 AM	8	0	7	0	15	4	952	0	1	957	0	0	0	0	0	0	714	10	2	726	1698	1683	15
	12:00 PM	1	0	3	0	4	6	530	0	2	538	0	0	0	0	0	0	406	6	0	412	954	950	4
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		41	0	31	0	72	24	3183	0	5	3212	0	0	0	0	0	0	2845	31	5	2881	6165	6093	72



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 190 - Capitol Drive & Weathersfield Road

Count Basics		*Page 5 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly	
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	2	0	2	0	4	2	102	0	0	104	0	0	0	0	0	0	170	2	0	172	280	1248	0.67
	8:45 AM	4	0	2	0	6	2	116	0	1	119	0	0	0	0	0	0	340	1	0	341	466	1219	0.65
	9:00 AM	0	0	3	0	3	0	109	0	0	109	0	0	0	0	0	0	164	1	0	165	277	1068	0.85
	9:15 AM	4	0	2	0	6	0	118	0	0	118	0	0	0	0	0	0	99	2	0	101	225	1066	0.85
	9:30 AM	1	0	0	0	1	1	152	0	0	153	0	0	0	0	0	0	96	1	0	97	251	1398	0.63
	9:45 AM	5	0	1	0	6	1	175	0	0	176	0	0	0	0	0	0	132	1	0	133	315	1618	0.73
Midday Peak Period	10:00 AM	4	0	6	0	10	1	134	0	0	135	0	0	0	0	0	0	128	2	0	130	275	1699	0.76
	10:15 AM	3	0	3	0	6	0	331	0	0	331	0	0	0	0	0	0	219	0	1	220	557	1798	0.81
	10:30 AM	8	0	1	0	9	3	260	0	1	264	0	0	0	0	0	0	195	3	0	198	471	1641	0.87
	10:45 AM	1	0	1	0	2	4	204	0	0	208	0	0	0	0	0	0	182	2	2	186	396	1548	0.97
	11:00 AM	1	0	1	0	2	0	186	0	0	186	0	0	0	0	0	0	185	0	1	186	374	1698	0.78
	11:15 AM	3	0	1	0	4	1	201	0	0	202	0	0	0	0	0	0	193	1	0	194	400	1805	0.83
	11:30 AM	1	0	3	0	4	3	197	0	0	200	0	0	0	0	0	0	168	6	0	174	378	1878	0.86
	11:45 AM	3	0	2	0	5	0	368	0	1	369	0	0	0	0	0	0	168	3	1	172	546		
	12:00 PM	0	0	3	0	3	5	273	0	2	280	0	0	0	0	0	0	196	2	0	198	481		
	12:15 PM	1	0	0	0	1	1	257	0	0	258	0	0	0	0	0	0	210	4	0	214	473		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		41	0	31	0	72	24	3183	0	5	3212	0	0	0	0	0	0	2845	31	5	2881	6165		

Peak Hour All Vehicle Volume Summary

	Hourly	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total	
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume	PHF
AM	8:00 AM	6	0	4	0	10	4	218	0	1	223	0	0	0	0	0	0	510	3	0	513	746	
MD	11:30 AM	5	0	8	0	13	9	1095	0	3	1107	0	0	0	0	0	0	742	15	1	758	1878	0.86
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 190 - Capitol Drive & Weathersfield Road

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	2	0	2	0	4	2	100	0	0	102	0	0	0	0	0	0	170	2	0	172	278	1232
	8:45 AM	4	0	2	0	6	2	114	0	1	117	0	0	0	0	0	0	337	1	0	338	461	1201
	9:00 AM	0	0	3	0	3	0	107	0	0	107	0	0	0	0	0	0	162	1	0	163	273	1049
	9:15 AM	4	0	2	0	6	0	117	0	0	117	0	0	0	0	0	0	95	2	0	97	220	1048
	9:30 AM	1	0	0	0	1	1	150	0	0	151	0	0	0	0	0	0	94	1	0	95	247	1382
	9:45 AM	5	0	1	0	6	1	171	0	0	172	0	0	0	0	0	0	130	1	0	131	309	1601
Midday Peak Period	10:00 AM	4	0	6	0	10	1	132	0	0	133	0	0	0	0	0	0	127	2	0	129	272	1683
	10:15 AM	3	0	3	0	6	0	329	0	0	329	0	0	0	0	0	0	218	0	1	219	554	1779
	10:30 AM	8	0	1	0	9	3	257	0	1	261	0	0	0	0	0	0	193	3	0	196	466	1621
	10:45 AM	1	0	1	0	2	4	201	0	0	205	0	0	0	0	0	0	180	2	2	184	391	1527
	11:00 AM	1	0	1	0	2	0	184	0	0	184	0	0	0	0	0	0	181	0	1	182	368	1679
	11:15 AM	3	0	1	0	4	1	201	0	0	202	0	0	0	0	0	0	189	1	0	190	396	1780
	11:30 AM	1	0	3	0	4	3	194	0	0	197	0	0	0	0	0	0	165	6	0	171	372	1848
	11:45 AM	3	0	2	0	5	0	367	0	1	368	0	0	0	0	0	0	166	3	1	170	543	
	12:00 PM	0	0	3	0	3	5	266	0	2	273	0	0	0	0	0	0	191	2	0	193	469	
	12:15 PM	1	0	0	0	1	1	250	0	0	251	0	0	0	0	0	0	208	4	0	212	464	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		41	0	31	0	72	24	3140	0	5	3169	0	0	0	0	0	0	2806	31	5	2842	6083	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	6	0	4	0	10	4	214	0	1	219	0	0	0	0	0	0	507	3	0	510	739
MD	11:30 AM	5	0	8	0	13	9	1077	0	3	1089	0	0	0	0	0	0	730	15	1	746	1848
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

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

STH 190 - Capitol Drive & Weathersfield Road

Count Basics		*Page 7 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute	↓ From North					← From East					↑ From South					→ From West						
	Time Period	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	17
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	18
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	17
	9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	13
	9:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	15
Midday Peak Period	10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	14
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
	10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	20
	10:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	20
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	18
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	22
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	27
	11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	12:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	
	12:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	36	0	0	36	76	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	↓ From North					← From East					↑ From South					→ From West					Total
	Time Period	Weathersfield Road					STH 190 - Capitol Drive					Driveway					STH 190 - Capitol Drive					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
MD	11:30 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	11	0	0	11	27
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 190 - Capitol Drive & Weathersfield Road

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 190 - Capitol Drive & Weathersfield Road



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	18
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	19
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	18
	9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	16
	9:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	17
Midday Peak Period	10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	16
	10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	19
	10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	20
	10:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	21
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	19
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	25
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	30
	11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	12:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12	
	12:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	39	0	0	39	82	

Peak Hour Heavy Vehicle Volume Summary

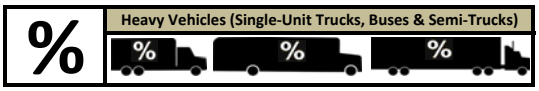
	Hourly Time Period	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
MD	11:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	12	0	0	12	30
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 190 - Capitol Drive & Weathersfield Road

Count Basics		*Page 10 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.3
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.1	1.5
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	1.4	1.8
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	2.2	1.7
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	1.6	1.1
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	1.9	1.1
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	1.1	0.9
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.5	1.1
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.1	1.2
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.3	1.4
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	1.6	1.1
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	1.0	1.4
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	1.6	1.6
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.5	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	2.5	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	1.9	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	1.3	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.9
MD	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	1.6
PM	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 190 - Capitol Drive & Weathersfield Road

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	Weathersfield Road			STH 190 - Capitol Drive			Driveway			STH 190 - Capitol Drive			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 190 - Capitol Drive & Weathersfield Road

Adults & Children


15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period Start Time	Crossing North Approach Weathersfield Road			Crossing East Approach STH 190 - Capitol Drive			Crossing South Approach Driveway			Crossing West Approach STH 190 - Capitol Drive			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics		*Page 13 of 13*
Start Date: Sunday, August 25, 2024	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 190 - Capitol Drive & Weathersfield Road

Bicyclists



15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Weathersfield Road					From East (←) STH 190 - Capitol Drive					From South (↑) Driveway					From West (→) STH 190 - Capitol Drive					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Volume (15-Minutes)

Location Description: Duplainville Road south of STH 190 (43.081696, -88.192781)
Started: 8/23/2024 12:30
Ended: 8/25/2024 14:29

AM Peak	**25**	**50**	***75***			-			-			-			-			-	**47**	**70**	***117***	**AM Peak**			-
HV%	**0%**	**0%**	***0%***			-			-			-			-			-	**0%**	**9%**	***5%***	**HV%**			-
Hour	08:15	08:15	*08:15*			-			-			-			-			-	09:00	09:00	*09:00*	Hour			-
MD Peak	**58**	**72**	***130***			-			-			-			-			-	**83**	**88**	***171***	**MD Peak**			-
HV%	**2%**	**3%**	***2%***			-			-			-			-			-	**7%**	**7%**	***7%***	**HV%**			-
Hour	12:30	12:30	*12:30*			-			-			-			-			-	11:30	11:30	*11:30*	Hour			-
PM Peak			-			-			-			-			-	**132**	**144**	***276***	**60**	**56**	***116***	**PM Peak**			-
HV%			-			-			-			-			-	**3%**	**4%**	***4%***	**5%**	**2%**	***3%***	**HV%**			-
Hour			-			-			-			-			-	16:00	16:00	*16:00*	14:30	14:30	*14:30*	Hour			-

Period	**Sun 8/25/24**			---	---	---	---	---	---	---	---	---	---	---	---	---	**Fri 8/23/24**			**Sat 8/24/24**			**Period**	**Mon-Thurs Average**		
	NB	**SB**	***Total***	---	---	---	---	---	---	---	---	---	---	---	---	---	**NB**	**SB**	***Total***	**NB**	**SB**	***Total***		**NB**	**SB**	***Total***
00:00	3	1	*4*			-			-			-			-			-	1	1	*2*	**00:00**			-
00:15	0	2	*2*			-			-			-			-			-	0	1	*1*	**00:15**			-
00:30	2	0	*2*			-			-			-			-			-	2	1	*3*	**00:30**			-
00:45	2	1	*3*			-			-			-			-			-	2	1	*3*	**00:45**			-
01:00	3	1	*4*			-			-			-			-			-	0	1	*1*	**01:00**			-
01:15	0	0	*0*			-			-			-			-			-	1	0	*1*	**01:15**			-
01:30	1	0	*1*			-			-			-			-			-	0	0	*0*	**01:30**			-
01:45	0	0	*0*			-			-			-			-			-	0	0	*0*	**01:45**			-
02:00	0	0	*0*			-			-			-			-			-	0	0	*0*	**02:00**			-
02:15	1	1	*2*			-			-			-			-			-	1	0	*1*	**02:15**			-
02:30	1	1	*2*			-			-			-			-			-	0	0	*0*	**02:30**			-
02:45	0	0	*0*			-			-			-			-			-	0	0	*0*	**02:45**			-
03:00	1	0	*1*			-			-			-			-			-	0	0	*0*	**03:00**			-
03:15	0	1	*1*			-			-			-			-			-	0	1	*1*	**03:15**			-
03:30	2	0	*2*			-			-			-			-			-	2	0	*2*	**03:30**			-
03:45	0	0	*0*			-			-			-			-			-	0	2	*2*	**03:45**			-
04:00	0	0	*0*			-			-			-			-			-	2	1	*3*	**04:00**			-
04:15	0	1	*1*			-			-			-			-			-	0	2	*2*	**04:15**			-
04:30	0	1	*1*			-			-			-			-			-	0	0	*0*	**04:30**			-
04:45	0	0	*0*			-			-			-			-			-	1	1	*2*	**04:45**			-
05:00	1	0	*1*			-			-			-			-			-	4	1	*5*	**05:00**			-
05:15	1	1	*2*			-			-			-			-			-	1	1	*2*	**05:15**			-
05:30	0	2	*2*			-			-			-			-			-	4	5	*9*	**05:30**			-
05:45	1	4	*5*			-			-			-			-			-	2	7	*9*	**05:45**			-
06:00	2	2	*4*			-			-			-			-			-	5	5	*10*	**06:00**			-
06:15	0	3	*3*			-			-			-			-			-	4	5	*9*	**06:15**			-
06:30	1	2	*3*			-			-			-			-			-	5	11	*16*	**06:30**			-
06:45	3	6	*9*			-			-			-			-			-	6	8	*14*	**06:45**			-
07:00	0	6	*6*			-			-			-			-			-	6	13	*19*	**07:00**			-
07:15	2	4	*6*			-			-			-			-			-	5	8	*13*	**07:15**			-
07:30	3	8	*11*			-			-			-			-			-	8	13	*21*	**07:30**			-
07:45	3	8	*11*			-			-			-			-			-	9	12	*21*	**07:45**			-
08:00	3	4	*7*			-			-			-			-			-	8	8	*16*	**08:00**			-
08:15	6	12	*18*			-			-			-			-			-	5	19	*24*	**08:15**			-
08:30	5	19	*24*			-			-			-			-			-	5	18	*23*	**08:30**			-
08:45	8	8	*16*			-			-			-			-			-	11	7	*18*	**08:45**			-
09:00	6	11	*17*			-			-			-			-			-	12	14	*26*	**09:00**			-
09:15	5	9	*14*			-			-			-			-			-	12	17	*29*	**09:15**			-
09:30	5	11	*16*			-			-			-			-			-	14	18	*32*	**09:30**			-
09:45	7	15	*22*			-			-			-			-			-	9	21	*30*	**09:45**			-
10:00	10	17	*27*			-			-			-			-			-	13	25	*38*	**10:00**			-
10:15	12	17	*29*			-			-			-			-			-	11	13	*24*	**10:15**			-
10:30	12	14	*26*			-			-			-			-			-	15	22	*37*	**10:30**			-
10:45	5	13	*18*			-			-			-			-			-	16	12	*28*	**10:45**			-
11:00	7	16	*23*			-			-			-			-			-	15	18	*33*	**11:00**			-
11:15	6	24	*30*			-			-			-			-			-	21	21	*42*	**11:15**			-
11:30	16	15	*31*			-			-			-			-			-	22	19	*41*	**11:30**			-
11:45	14	22	*36*			-			-			-			-			-	25	17	*42*	**11:45**			-
12:00	15	13	*28*			-			-			-			-			-	21	23	*44*	**12:00**			-
12:15	16	8	*24*			-			-			-			-			-	15	29	*44*	**12:15**			-
12:30	16	12	*28*			-			-			-			-	22	13	*35*	16	21	*37*	**12:30**			-
12:45	12	17	*29*			-			-			-			-	26	25	*51*	24	18	*42*	**12:45**			-
13:00	18	29	*47*			-			-			-			-	19	21	*40*	20	26	*46*	**13:00**			-
13:15	12	14	*26*			-			-			-			-	21	19	*40*	15	15	*30*	**13:15**			-
13:30	9	11	*20*			-			-			-			-	17	19	*36*	13	18	*31*	**13:30**			-
13:45	16	15	*31*			-			-			-			-	24	29	*53*	12	14	*26*	**13:45**			-
14:00	18	8	*26*			-			-			-			-	37	25	*62*	15	12	*27*	**14:00**			-
14:15	11	15	*26*			-			-			-			-	27	29	*56*	10	13	*23*	**14:15**			-
14:30			-			-			-			-			-	29	36	*65*	13	14	*27*	**14:30**			-
14:45			-			-			-			-			-	31	27	*58*	9	14	*23*	**14:45**			-
15:00			-			-			-			-			-	26	30	*56*	19	14	*33*	**15:00**			-
15:15			-			-			-			-			-	33	29	*62*	19	14	*33*	**15:15**			-
15:30			-			-			-			-			-	24	20	*44*	11	11	*22*	**15:30**			-

Total Volume (15-Minutes)

Location Description: Duplainville Road south of STH 190 (43.081696, -88.192781)
Started: 8/23/2024 12:30
Ended: 8/25/2024 14:29

AM Peak	**25**	**50**	***75***			-			-			-			-			-	**47**	**70**	***117***	**AM Peak**			-
HV%	**0%**	**0%**	***0%***			-			-			-			-			-	**0%**	**9%**	***5%***	**HV%**			-
Hour	08:15	08:15	*08:15*			-			-			-			-			-	09:00	09:00	*09:00*	Hour			-
MD Peak	**58**	**72**	***130***			-			-			-			-			-	**83**	**88**	***171***	**MD Peak**			-
HV%	**2%**	**3%**	***2%***			-			-			-			-			-	**7%**	**7%**	***7%***	**HV%**			-
Hour	12:30	12:30	*12:30*			-			-			-			-			-	11:30	11:30	*11:30*	Hour			-
PM Peak			-			-			-			-			-	**132**	**144**	***276***	**60**	**56**	***116***	**PM Peak**			-
HV%			-			-			-			-			-	**3%**	**4%**	***4%***	**5%**	**2%**	***3%***	**HV%**			-
Hour			-			-			-			-			-	16:00	16:00	*16:00*	14:30	14:30	*14:30*	Hour			-

Period	**Sun 8/25/24**			---			---			---			---			**Fri 8/23/24**			**Sat 8/24/24**			**Period**	**Mon-Thurs Average**		
	NB	**SB**	***Total***	---	---	---	---	---	---	---	---	---	---	---	---	**NB**	**SB**	***Total***	**NB**	**SB**	***Total***		**NB**	**SB**	***Total***
15:45			-			-			-			-			-	28	34	*62*	14	7	*21*	**15:45**			-
16:00			-			-			-			-			-	38	39	*77*	9	21	*30*	**16:00**			-
16:15			-			-			-			-			-	34	29	*63*	12	15	*27*	**16:15**			-
16:30			-			-			-			-			-	30	33	*63*	18	12	*30*	**16:30**			-
16:45			-			-			-			-			-	30	43	*73*	13	14	*27*	**16:45**			-
17:00			-			-			-			-			-	33	21	*54*	14	9	*23*	**17:00**			-
17:15			-			-			-			-			-	36	22	*58*	13	7	*20*	**17:15**			-
17:30			-			-			-			-			-	28	22	*50*	13	12	*25*	**17:30**			-
17:45			-			-			-			-			-	38	28	*66*	9	10	*19*	**17:45**			-
18:00			-			-			-			-			-	20	23	*43*	13	12	*25*	**18:00**			-
18:15			-			-			-			-			-	19	14	*33*	12	12	*24*	**18:15**			-
18:30			-			-			-			-			-	14	18	*32*	13	8	*21*	**18:30**			-
18:45			-			-			-			-			-	17	22	*39*	15	12	*27*	**18:45**			-
19:00			-			-			-			-			-	16	13	*29*	12	10	*22*	**19:00**			-
19:15			-			-			-			-			-	11	10	*21*	10	6	*16*	**19:15**			-
19:30			-			-			-			-			-	9	9	*18*	18	8	*26*	**19:30**			-
19:45			-			-			-			-			-	9	8	*17*	9	3	*12*	**19:45**			-
20:00			-			-			-			-			-	10	12	*22*	8	6	*14*	**20:00**			-
20:15			-			-			-			-			-	14	5	*19*	3	5	*8*	**20:15**			-
20:30			-			-			-			-			-	11	2	*13*	7	4	*11*	**20:30**			-
20:45			-			-			-			-			-	5	6	*11*	6	4	*10*	**20:45**			-
21:00			-			-			-			-			-	6	2	*8*	5	5	*10*	**21:00**			-
21:15			-			-			-			-			-	8	6	*14*	4	1	*5*	**21:15**			-
21:30			-			-			-			-			-	11	5	*16*	5	1	*6*	**21:30**			-
21:45			-			-			-			-			-	5	5	*10*	6	1	*7*	**21:45**			-
22:00			-			-			-			-			-	7	0	*7*	2	2	*4*	**22:00**			-
22:15			-			-			-			-			-	4	6	*10*	4	5	*9*	**22:15**			-
22:30			-			-			-			-			-	5	4	*9*	7	1	*8*	**22:30**			-
22:45			-			-			-			-			-	8	2	*10*	2	0	*2*	**22:45**			-
23:00			-			-			-			-			-	5	0	*5*	4	3	*7*	**23:00**			-
23:15			-			-			-			-			-	5	2	*7*	6	3	*9*	**23:15**			-
23:30			-			-			-			-			-	4	2	*6*	3	2	*5*	**23:30**			-
23:45			-			-			-			-			-	4	1	*5*	2	3	*5*	**23:45**			-
Daily Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**808**	**850**	***1,658***	**Daily Total**	-	-	-

PHV	**NB**	**SB**	**Total**	**PHF**
10:15	36	60	96	0.83
11:30	61	58	119	0.83

%HV	**2**	**1**	**3**
10:15	3%	3%	
11:30	3%	3%	

APPENDIX B

TRIP GENERATION COMPARISON TABLE

Appendix

On-Site Trip Generation Comparison Table[1]

Land Use	ITE Code	Proposed Size	SUN Peak		
			In	Out	Total
Church	560	350 Attendees	95 (50%)	90 (50%)	185 (0.53)
Church	560	600 Seats	150 (49%)	155 (51%)	305 (0.51)
Church	560	27.8 x 1,000 SF	140 (48%)	150 (52%)	290 (10.36)

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

Division of Transportation System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Tony Evers, Governor
Kristina Boardman, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662

E-Mail: waukesha.dtd@dot.wi.gov

October 16, 2024

NICK FUCHS
CITY OF PEWAUKEE
W240 N3065 PEWAUKEE ROAD
PEWAUKEE, WI 53072

Subject: Log #254207 – Development Submittal
Shorepoint Church Development
WIS 190 & Duplainville Road Southwest Quadrant
Waukesha County

Dear Mr. Fuchs:

The Traffic Impact Analysis (TIA) performed by TADi covering the Shorepoint Church development has allowed the Department to understand the impacts of the subject development and identify the necessary improvements. The attached lists the improvements that are to be constructed as a result of this development.

The development can now proceed to the Department's Permit Process. The permit plans will require design preparation (please see attached plan requirements). All permits will be issued to the maintaining authority and the design consultant will need to forward permit plans for review and submittal.

If you have any questions regarding traffic issues, please contact the undersigned at (262) 548-6707. Please direct any questions regarding the Trans 233 process to Jorge Salazar at (262) 548-5695 or Robert Elkin at (262) 548-8704. Kevin Koehnke at (262) 548-5891 will coordinate any permit issuance for this project. Please reference the log number (#254207) when forwarding all correspondence.

Sincerely,

Art Baumann, P.E.
Traffic Operations Engineer

Cc: Tony Barth / Brian Roper / Robert Elkin / Don Berghammer, WisDOT
Kevin Koehnke / Jorge Salazar / Sue King, WisDOT
Karen Martens / Amber Yan, WisDOT
Don Lee, TADi

Project: Log #254207 – Shorepoint Church Development
WIS 164 & Riverview Drive West Side, Waukesha County
Review Unit: Traffic Operations
Reviewer: Art Baumann, Sam Zimny – SE Region
Date: October 16, 2024

Improvement Measures

General Notes

Design

1) Contact the WisDOT permit coordinator (Kevin Koehnke at 262-548-5891) prior to plan submittal to identify the plans that are required and obtain any supplemental design guidelines. Incomplete submittals will be returned without review.
2) The design for the improvements at all WisDOT intersections shall be prepared in accordance with the FDM requirements for design and plan preparation. The design shall accommodate the appropriate design and check vehicles per the FDM. All lanes are to be a minimum of 12 feet in width, unless otherwise specified (final width to be determined during design). All left turn lanes *should* be opposing. All necessary drainage, utility, signage and pavement marking improvements shall be provided. The signing plan (separate plan sheets from other roadway improvement plan sheets) shall include sign details and signs that require moving.
3) For questions regarding signing or pavement marking, please contact Karen Martens at Karen.Martens@dot.wi.gov or (262) 548-6892.
4) For questions regarding work zone traffic control plans please contact the permit coordinator.

Multimodal Accommodations

1) Bike and pedestrian accommodations shall be provided in accordance with the FDM and ADA requirements as listed below. Please contact Amber Yan, WisDOT Pedestrian/Bicycle Facilities Coordinator, at (262) 521-4411 or Amber.Yan@dot.wi.gov with questions regarding pedestrian/bicycle accommodations.
2) Install bicycle accommodations between the travel lane and all new exclusive right turn lanes. Install bicycle accommodations along all new bypass lanes. Bicycle accommodations shall also be installed along all travel lanes that are being reconstructed and have shoulders 6 feet in width or greater.
3) Any sidewalks and curb ramps impacted by road improvements shall be restored. Improvements that meet the Americans with Disabilities Act (ADA) definition of an “alteration” will require curb ramp improvements. This includes sidewalks at intersections and those adjacent to roadways.
4) All impacted multimodal accommodations (bike, pedestrian, transit, etc.) shall be restored with the reconstruction of any intersection radii.

Right of Way

1) A party other than the WisDOT shall acquire any required right-of-way for the improvements.

Utilities

1) Utility coordination may be the responsibility of the municipality/developer consultant representative) constructing the work.
2) Utility relocations that occur as a result of this work may not be covered under Wisconsin Administrative Rule TRANS 220. The municipality/developer (or their consultant representative) requesting the work shall be responsible for all costs associated with the needed relocation of any utility facility as a result of the work.

Access

1) WisDOT will allow one right-in/right-out access point to the parcel from WIS 190. This access is limited to a location approximately 450 feet to the west of the centerline of Duplainville Road where it crosses under WIS 190 by access rights purchase. The location and number of accesses to the development property on non-WisDOT jurisdiction roads shall be determined by the government entity that has jurisdiction.
2) **The municipality/developer (or their consultant representative) shall be responsible for notifying any offsite property or business owners whose access or operations will be impacted as a result of the proposed development. The municipality/developer shall provide the department with written documentation verifying that all impacted property or business owners have been contacted prior to permit submittal.**

2026 Build Improvements

The following improvements shall be designed, constructed and paid for by the City of Pewaukee/Developer prior to the development opening.

WIS 190 & West Driveway

1) Construct a right-in/right-out driveway on the south approach.
2) Install a stop sign on the south approach, resulting in one-way stop control.
3) The east approach shall maintain two westbound lanes.
4) The west approach shall provide three eastbound lanes (two through lanes, one exclusive right-turn lane). The eastbound right-turn lane shall provide a storage length of 300 feet plus taper.

Duplainville Road & East Driveway

This intersection is under the jurisdiction of the City of Pewaukee. The following improvements are recommendations only and the City has the ability to require alternative improvements.

1) Construct a full access driveway on the west approach with a single shared eastbound left/right-turn lane.
2) The north approach should provide a single shared through/right-turn lane.
3) The south approach should provide a single shared left-turn/through lane.

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-12792-OE

Issued Date: 10/07/2024

Angie Knodel
Vanman Architects and Builders
6701 W 23rd Street
St. Louis Park, MN 55426

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Church Shorepoint Church
Location:	Pewaukee, WI
Latitude:	43-04-53.76N NAD 83
Longitude:	88-11-37.85W
Heights:	900 feet site elevation (SE)
	40 feet above ground level (AGL)
	940 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/07/2026 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

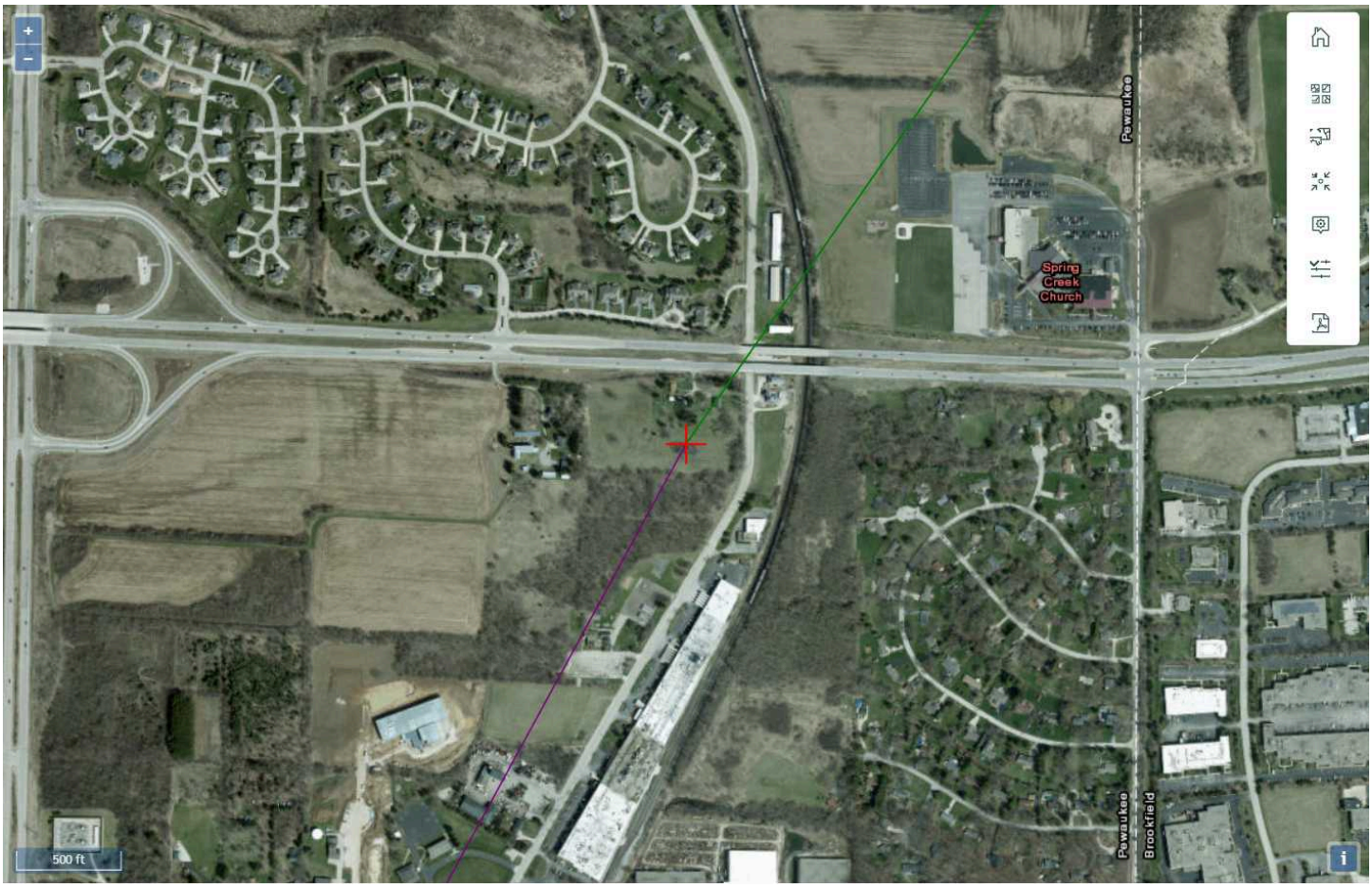
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (817) 222-4832, or Michael.J-CTR.Costanzi@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-12792-OE.

Signature Control No: 633371595-635459510 (DNE)
Michael Costanzi
Technician

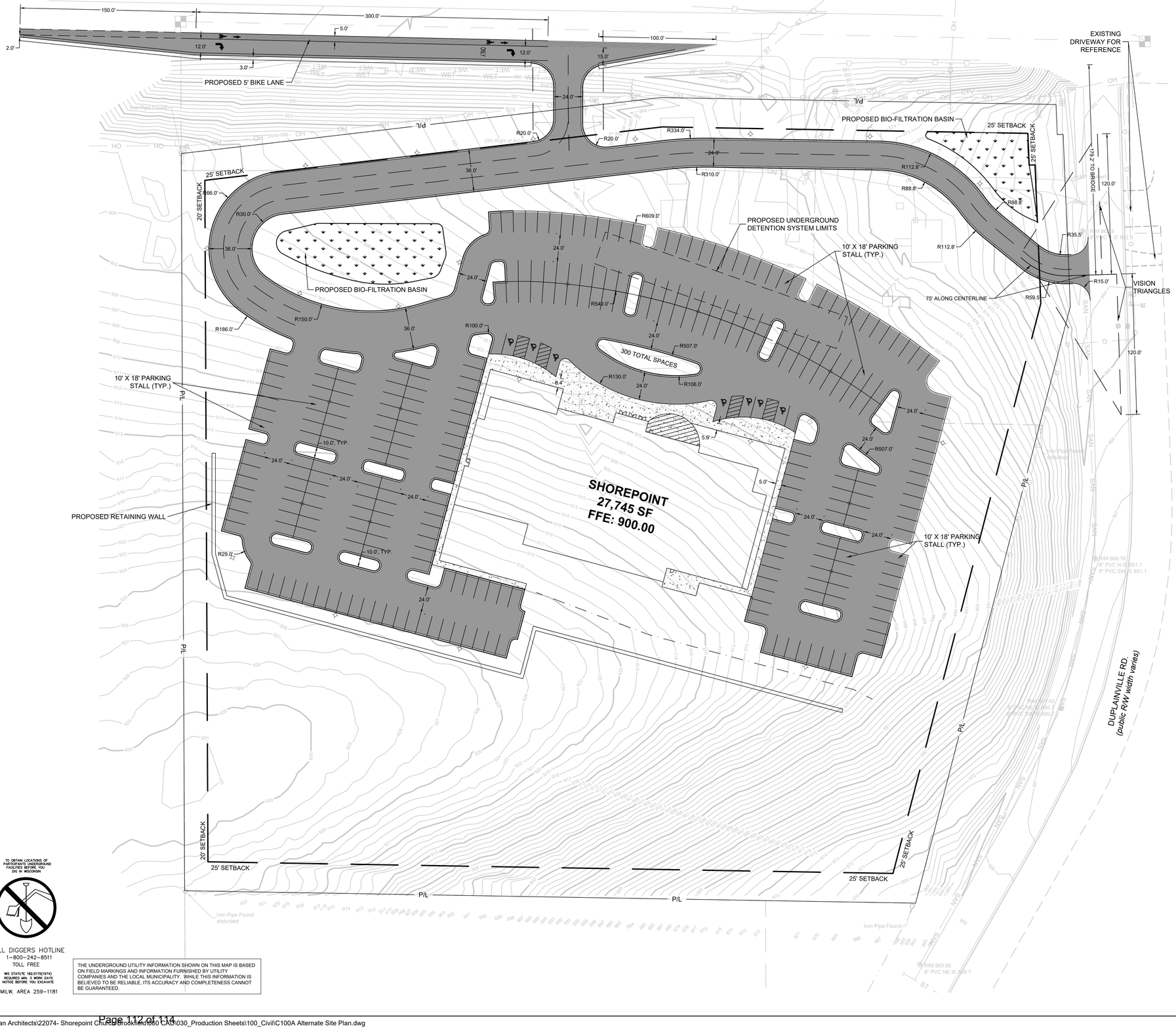
Attachment(s)
Map(s)

Verified Map for ASN 2024-AGL-12792-OE



2024.11.07

CAPITOL DR. - *S.T.H. 190*
(public R/W width varies)



SITE INFORMATION			
SITE AREA	471061	10.814 AC	
SITE DISTURBED AREA	363493	8.345 AC	
EXISTING IMPERVIOUS AREA	6756	0.155 AC	1.4 %
PROPOSED IMPERVIOUS AREA	173609	3.986 AC	36.9 %
TOTAL PARKING SPACES	298		
ADA PARKING SPACES	7		

LEGEND:

- B C401 — 5" THICK CONCRETE WALK
- C C401 — ASPHALT SURFACE
- A C401 — CURB & GUTTER (ACCEPT)
- A C401 — CURB & GUTTER (REJECT)

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. DIMENSIONS ARE FROM FACE OF CURB OR EDGE OF PAVEMENT.
6. WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO DRIVEWAY OPENINGS, SIDEWALK AND RAMPS, PAVING, AND CURB AND GUTTER SHALL BE COMPLETED PER MUNICIPAL AND/OR COUNTY REQUIREMENTS AND STANDARDS.
7. EARTHWORK SHALL BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

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

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

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

GRAPHIC SCALE
0 40 80

SHOREPOINT CHURCH
N34W22407 CAPITOL DRIVE
PEWAUKEE, WI 53072

ALTERNATE SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

ISSUANCE	DATE

NO.	REVISION	DATE

PROJECT NO:	22074
DESIGN DATE:	2023.11.16
PLOT DATE:	2024.11.07
DRAWN BY:	JMJ
CHECKED BY:	PJI
APPROVED BY:	----
SHEET NO:	C100A

JJAROS
C100A
22074

I:\Vanman Architects\22074- Shorepoint Church Brookfield\060 CAD\030_Production Sheets\100_Civil\C100A Alternate Site Plan.dwg

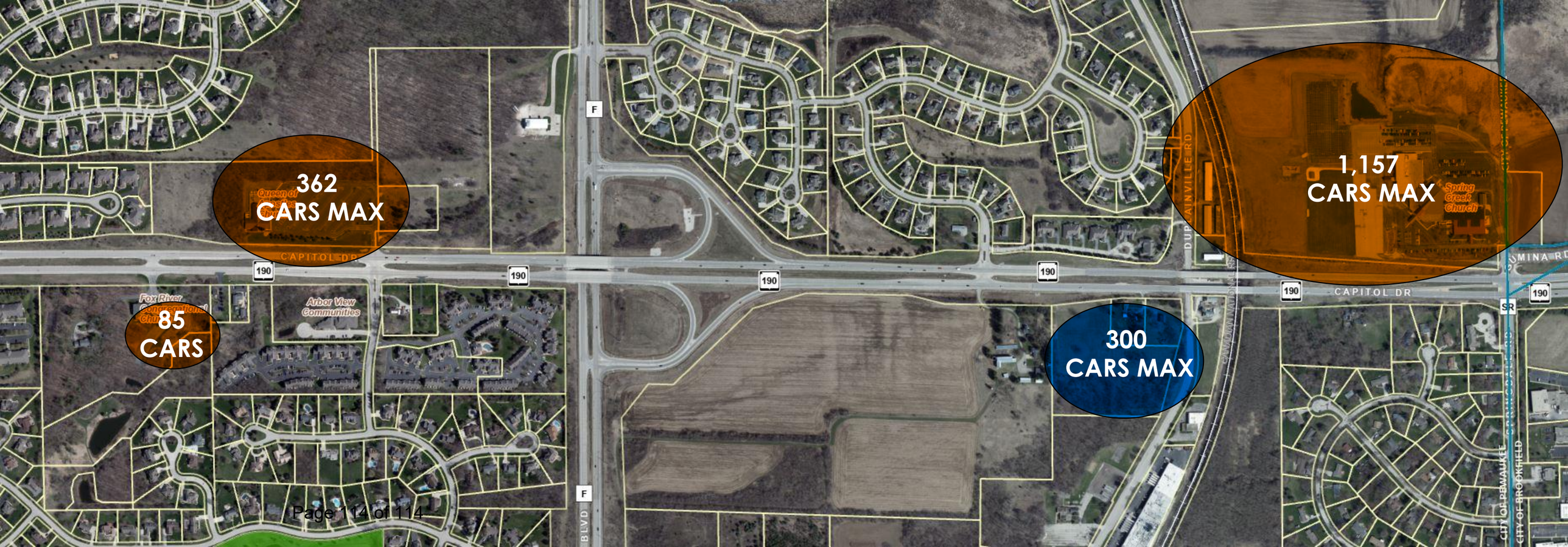


SHOREPOINT CHURCH - ANTICIPATED FUTURE ACCESS

VANMAN ARCHITECTS

AUGUST 30, 2024

THE SIGMA GROUP
Single Source. Sound Solutions.


362
CARS MAX
1,157
CARS MAX
85
CARS
300
CARS MAX
CAPITOL DR
190
F
Queen of
Fox River
Arbor View
Communities
Spring
Creek
Church
DUPLAINVILLE RD
CAPITOL DR
SR
CITY OF BROOKFIELD

CITY OF PEWAUKEE
PLAN COMMISSION AGENDA ITEM 8.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding the Site and Building Plans for the Hindu Temple of Wisconsin for Property Located at W243 N4063 Pewaukee Road for the Purpose of a Proposed Parking Lot Expansion (PWC 0876996003)

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Hindu Temple staff report 11.21.24

Hindu Temple of WI civil plans

Hindu Temple of WI review response letter

Hindu Temple of WI stormwater management plan

Office of the Planner & Community Development Director
W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770 Fax (262) 691-1798
fuchs@pewaukee.wi.us

REPORT TO THE PLAN COMMISSION

Meeting of November 21, 2024

Date: November 14, 2024

Project Name: Site & Building Plan Review

Project Address/Tax Key No.: W243N4063 Pewaukee Road / PWC 0876996003

Applicant: HINDU TEMPLE OF WISCONSIN INC

Property Owner: HINDU TEMPLE OF WISCONSIN INC

Current Zoning: I-2 Rural Institutional District

2050 Land Use Map Designation: Governmental/Institutional and Floodplains, Lowland & Upland Conservancy, and Other Natural Areas

Use of Surrounding Properties: Single-family residential to the north and east, Pewaukee Lutheran Church to the south, and Village of Pewaukee to the west

Project Description

The applicant, Hindu Temple of Wisconsin, Inc., filed a Site & Building Plan Review Application requesting to repave and expand their parking lot located at W243N4063 Pewaukee Road.

The attached plans illustrate the existing and proposed parking spaces. The majority of new parking is located between the existing parking lot and Pewaukee Road. This area consists of 39 parking spaces. The new parking lot is setback approximately 35-feet from the front/street property line, which complies with the required front yard parking setback of the I-2 District.

> g. Off-street Parking and Loading Space
> (1) See sub-section 17.0424 and section 17.0600.
> (2) Sufficient off-street parking and loading area shall be provided to accommodate all anticipated needs on the premises and such parking and loading areas shall be adequately screened as determined by the Plan Commission.
> (3) There shall be no parking or loading within 30 feet of a street right-of-way.

The applicant is also proposing landscaping along the westernmost side of the parking lot, adjacent to Pewaukee Road. The landscaping consists of shrub type plantings. The subject property is approximately 21.79 acres and continues to exceed the minimum greenspace requirement of 40%.

There is an area of woods to be preserved along the front of the site; however, the majority, about half of an acre, of the wooded area will be impacted to allow for a storm water retention pond.

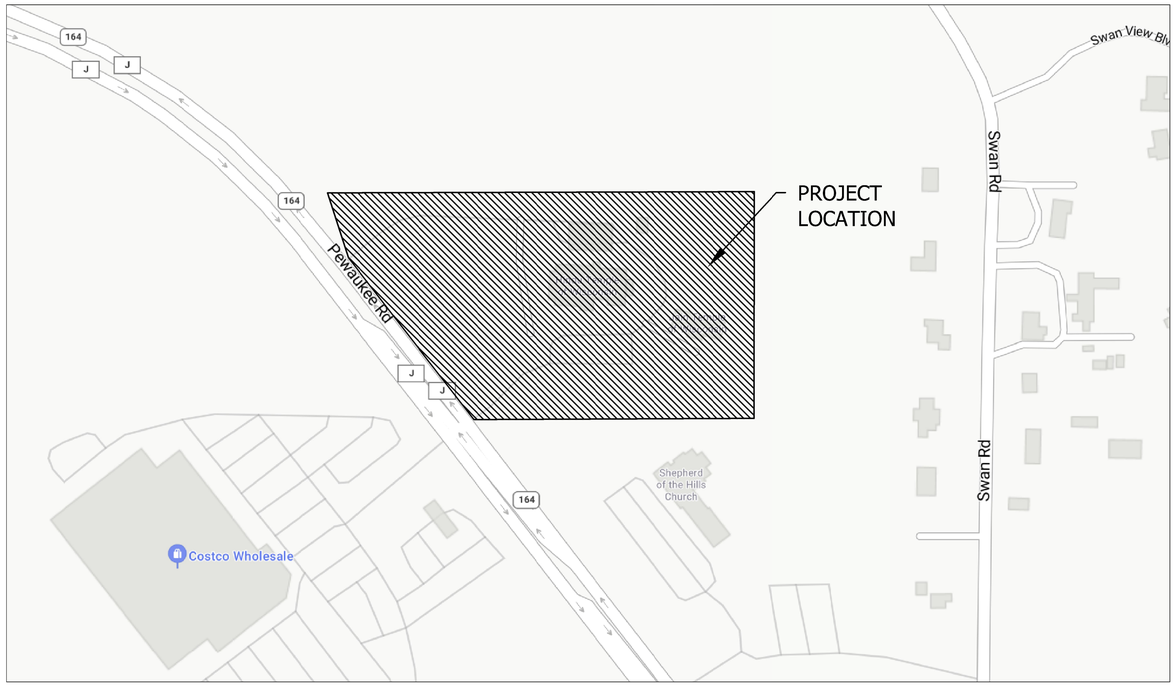
Staff recommends Engineering Department approval of final grading, erosion control, and storm water management plans, prior to any land disturbing activities.

Recommendation

A motion to approve the Site & Building Plan Review Application for property located at W243N4063 Pewaukee Road.

HINDU TEMPLE OF WISCONSIN
PARKING LOT RENOVATIONS

W243N4063 PEWAUKEE RD.,
PEWAUKEE, WI 53072



CIVIL & LANDSCAPE SHEET INDEX	
Sheet #	Sheet Title
T101	TITLE SHEET & LOCATION MAP
1	PLAT OF SURVEY WITH TOPOGRAPHY
C101	SITE DEMOLITION PLAN
C102	SITE LAYOUT PLAN
C103	OVERALL SITE SIGNAGE & TRAFFIC CONTROL PLAN
C104	SITE GRADING & UTILITY PLAN
C105	SITE EROSION CONTROL PLAN
C201	SITE EROSION CONTROL DETAILS
C202	SITE DETAILS
C203	SITE DETAILS
C204	SITE DETAILS
L101	OVERALL SITE LANDSCAPE PLAN
L201	SITE LANDSCAPE DETAILS
L202	SITE LANDSCAPE DETAILS
1 OF 2	SITE LIGHTING SCHEDULE
2 OF 2	SITE LIGHTING PLAN
E1	PARKING LOT ADDITION LIGHT LAYOUT

BENCHMARKS - NAVD 88

DESCRIPTION	LOCATION	NORTHING	EASTING	ELEVATION
BENCHMARK #100	PK NAIL	190253.782	684332.100	884.733
BENCHMARK #101	PK NAIL	190115.102	684043.468	890.534
BENCHMARK #102	PK NAIL	190050.910	684394.900	897.545

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

all in

SHEET:
TITLE SHEET & LOCATION MAP

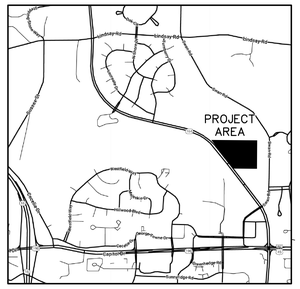
PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
T101

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\T101 - TITLE SHEET & LOCATION MAP.dwg

PLAT OF SURVEY WITH TOPOGRAPHY

ALL THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3,
TOWN 7 NORTH, RANGE 19 EAST, TOWN OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.



VICINITY MAP
NOT TO SCALE

BEARINGS ARE REFERENCED TO WISCONSIN COUNTY SYSTEMS: WAUKESHA COUNTY VERTICAL DATUM IS NAVD 88

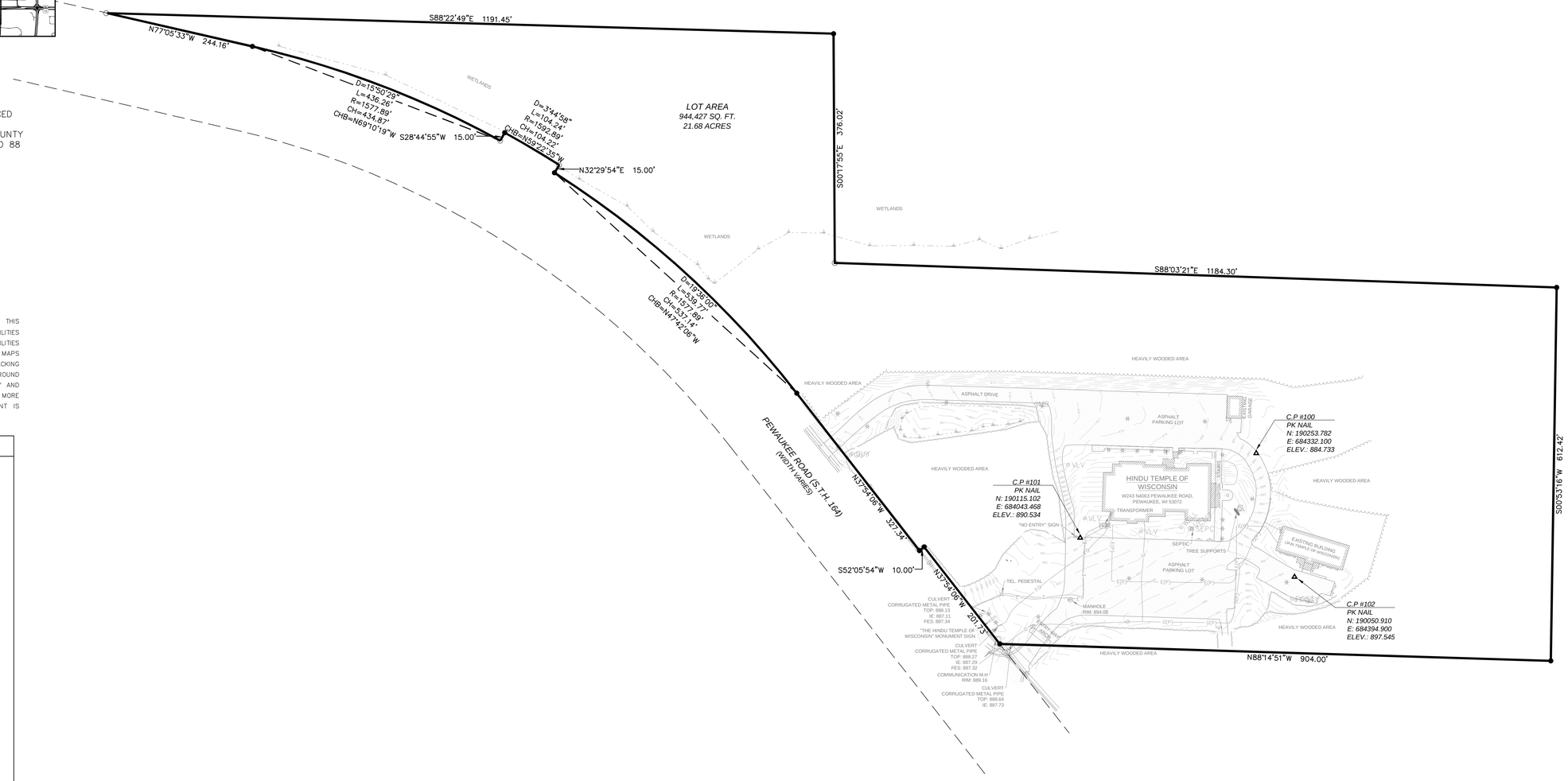
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Milwaukee Area (414)259-1181
Hearing Impaired TDD (800)542-2289
www.DiggersHotline.com
REGISTER'S HOTLINE TICKETS:
20243317656, 20243318162.

ALTHOUGH DIGGERS' HOTLINE WAS NOTIFIED THIS SURVEY DOES NOT GUARANTEE THAT ALL UTILITIES HAVE BEEN LOCATED ON SITE. SOME OF THE UTILITIES MAY HAVE BEEN DRAWN IN PER PLAN BASED ON MAPS RECEIVED FROM MEMBERS NOTIFIED. LACKING EXCAVATION THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.

LEGEND

- = BENCH MARK
- = CONTROL POINT
- = 1 1/4" IRON PIPE O.D. FOUND OR AS NOTED
- = 1-1/4" O.D.X 18"LONG. IRON PIPE SET, WEIGHING 1.68 LBS./FT.
- = SECTION CORNER MON.
- (R.A.)= RECORDED AS
- O.D. = OUTSIDE DIAMETER
- = WATER VALVE
- = FIRE HYDRANT
- 970.90= SPOT ELEVATION
- = BUSH, SHRUB
- = POLE/POST/BOLLARD
- = BOULDER
- = PULLBOX
- (MH) = MANHOLE TYPE NOTED
- (SA) = SANITARY SEWER MANHOLE
- (ST) = STORM SEWER MANHOLE
- (E) = ELECTRIC MANHOLE
- (T) = TELEPHONE MANHOLE
- (W) = WATER MANHOLE
- = UTILITY METER
- (GUY) = GUY WIRE POLE
- = LIGHT POLE
- = PEDESTAL
- = POWER POLE
- = INLET
- = CURB INLET
- = GAS VALVE
- = LIGHT POLE WITH MAST
- = TREE (CONIFEROUS) DRIP LINE SCALABLE
- = TREE (DECIDUOUS) DRIP LINE SCALABLE
- (CO) = CLEANOUT
- (FLAG) = FLAG POLE
- (UMP) = UTILITY MARKER POST
- = SIGN ON POST
- = UTILITY CONTROL BOX
- (VLV) = UNKNOWN UTILITY VALVE
- FL. EL. = FIRST FLOOR ELEVATION
- = BUILDING OUTLINE
- 3 = MINOR CONTOUR
- 5 = MAJOR CONTOUR
- = FENCE
- = BEAM GUARD
- = CHAINLINK FENCE
- = WOODED AREA/SHRUB EDGE
- W = WATER MAIN
- ST = STORM SEWER
- SAN = SANITARY SEWER
- G = NATURAL GAS MAIN
- T = UNDERGROUND TELEPHONE
- E = UNDERGROUND ELECTRIC
- OH = OVERHEAD UTILITY LINES
- FO = UNDERGROUND FIBER OPTIC
- TV = UNDERGROUND CABLE TV
- C = COMMUNICATION CONDUIT
- (P) = UTILITIES PER PLAN
- = ASPHALT SURFACE
- = CONCRETE SURFACE



LEGAL DESCRIPTION:

ALL THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWN 7 NORTH, RANGE 19 EAST, TOWN OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID 1/4 SECTION; THENCE NORTH 89°28'26" WEST ALONG THE SOUTH LINE OF SAID 1/4 SECTION 280.024 FEET TO THE PLACE OF BEGINNING OF THE LANDS HERINAFTER DESCRIBED; THENCE CONTINUING NORTH 89°28'26" WEST ALONG THE SOUTH LIN EOF SAID 1/4 SECTION 904.002 FEET; THENCE NORTH 39°07'41" WEST ALONG THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY TRUNK HIGHWAY "J" 201.732 FEET; THENCE SOUTH 50°52'19" WEST ALONG SAID RIGHT-OF-WAY LINE 10.000 FEET; THENCE NORTH 39°07'41" WEST ALONG SAID RIGHT-OF-WAY LINE 327.340 FEET TO A POINT OF CURVE HAVING A RADIUS OF 1577.890 FEET AND WHOSE CENTER LIES TO THE SOUTHWEST; THENCE NORTHWESTERLY 539.772 FEET ALONG THE ARC OF SAID CURVE AND SAID RIGHT-OF-WAY LINE, CHORD BEARS NORTH 48°55'41" WEST 537.144 FEET; THENCE NORTH 31°16'19" EAST ALONG SAID RIGHT-OF-WAY LINE 15.000 FEET; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE 104.238 FEET ALONG THE ARC OF A CURVE HAVING A RADIUS OF 1592.890 FEET AND WHOSE CENTER LIES TO THE SOUTHWEST, CHORD BEARS NORTH 60°36'10.5" WEST 104.220 FEET; THENCE SOUTH 27°31'20" WEST ALONG SAID RIGHT OF WAY LINE 15.000 FEET; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE 436.254 FEET ALONG THE ARC OF A CURVE HAVING A RADIUS OF 1577.890 AND WHOSE CENTER LIES TO THE SOUTHWEST, CHORD BEARS NORTH 70°23'54" WEST 434.866 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 78°19'08" WEST ALONG SAID RIGHT-OF-WAY LINE 244.163 FEET OT A POINT ON THE SOUHT LINE OF CERTIFIED SURVEY MAP NO. 1602, SAID POINT BEING SOUTH 89°36'24" EAST 1.502 FEET FROM THE WEST LINE OF SAID 1/4 SECTION; THENCE SOUTH 89°36'24" EAST ALONG THE SOUTH LINE OF SAID CERTIFIED SURVEY MAP NO. 1602, 1191.448 FEET TO THE SOUTHEAST CORNER OF SAID CERTIFIED SURVEY MAP; THENCE SOUTH 01°31'30" EAST 376.022 FEET; THENCE SOUTH 89°16'56" EAST 1184.302 FEET TO THE NORTHWEST CORNER OF CERTIFIED SURVEY MAP NO. 847; THENCE SOUTH 00°20'19" EAST ALONG THE WEST LINE OF SAID CERTIFIED SURVEY MAP 612.424 FEET TO THE PLACE OF BEGINNING.

SURVEYOR'S CERTIFICATE:

I, Brian Sandberg do hereby certify that that under My direction and control the the above described property was surveyed on 08/26/2024 in accordance with AE-7 of the Wisconsin Administrative Code and is correct to the best of my knowledge and belief.

Brian E. Sandberg S-2500
September 5th, 2024.

kapur
7711 N. Port Washington Road
Milwaukee, Wisconsin 53217
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
FINAL

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 80'
0' 20' 40' 80'

SEAL:
WISCONSIN
BRIAN SANDBERG
S-2500
PORT WASHINGTON
WISCONSIN
LAND SURVEYOR

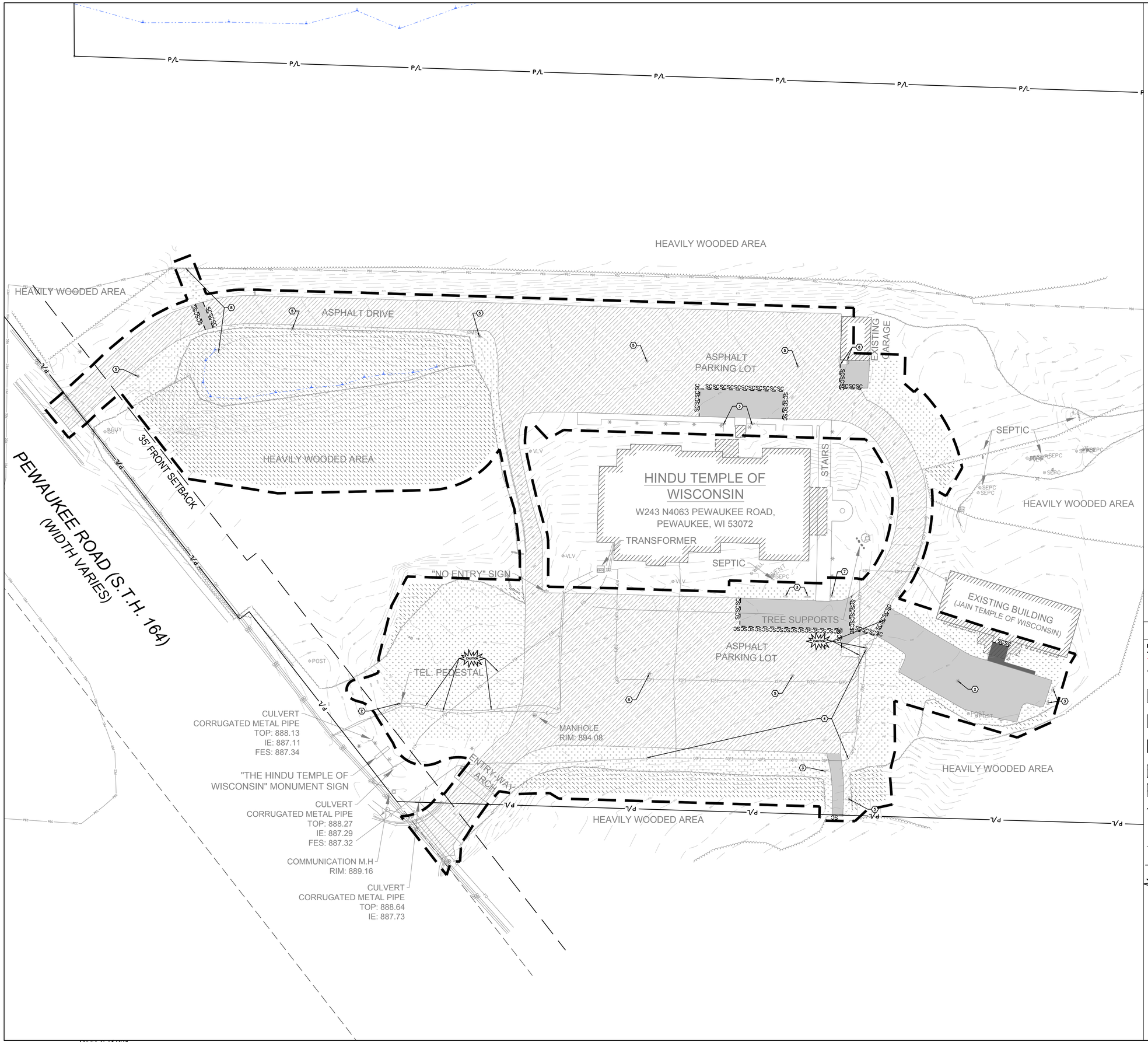
all in

SHEET:
PLAT OF SURVEY WITH TOPOGRAPHY

PROJECT MANAGER:	B.S
PROJECT NUMBER:	24.0696
DATE:	09/05/2024

SHEET NUMBER:
1

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Survey\DWG\240696_Plat.dwg



KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- VEGETATION TO BE REMOVED & DISPOSED OF OFFSITE. IF SUITABLE FOR REUSE, TOPSOIL TO BE STOCKPILED. UNUSED & UNSUITABLE TOPSOIL TO BE REMOVED OFFSITE. TOPSOIL THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- ASPHALT PAVEMENT & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. PAVEMENT & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- CONCRETE & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. CONCRETE & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- MILL/PULVERIZE 3.5" DEPTH OF EXISTING ASPHALT. REMOVE MILLINGS.
- CLEAR & GRUB VEGETATION, REMOVE ROOTS & STUMPS. REMOVE & DISPOSE OF OFFSITE.
- SCSCSCSC — SAWCUT FULL DEPTH
- X — TREES & STUMPS TO BE REMOVED
- DENOTES UTILITIES TO BE ABANDONED & REMOVED.
- AB — DENOTES UTILITIES TO BE ABANDONED IN PLACE.
- CAUTION — KNOWN UTILITY AND POTENTIAL CONFLICT EXIST
- UTILITY STRUCTURE REMOVAL/ABANDONMENT
- 1 — RELOCATE EXISTING LIGHT POLE. REFER TO SITE ELECTRICAL PLANS.
- 2 — RELOCATE EXISTING TEL. PEDESTAL. COORDINATE WITH UTILITY OWNER
- 3 — REMOVE & DISPOSE OF EXISTING SIGN INCLUDING POST & FOOTING
- 4 — CONTRACTOR TO VERIFY LOCATION, SIZE, & DEPTH OF EXISTING GAS LINE TO DETERMINE IF RELOCATION IS NECESSARY.
- 5 — EXISTING LIGHT POLE TO REMAIN.
- 6 — EXISTING BUILDING STOOP TO REMAIN.
- 7 — EXISTING LIGHTED BOLLARD TO REMAIN.
- 8 — REMOVE & DISPOSE OF EXISTING CULVERT

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788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'
0 15 30 60

SEAL:

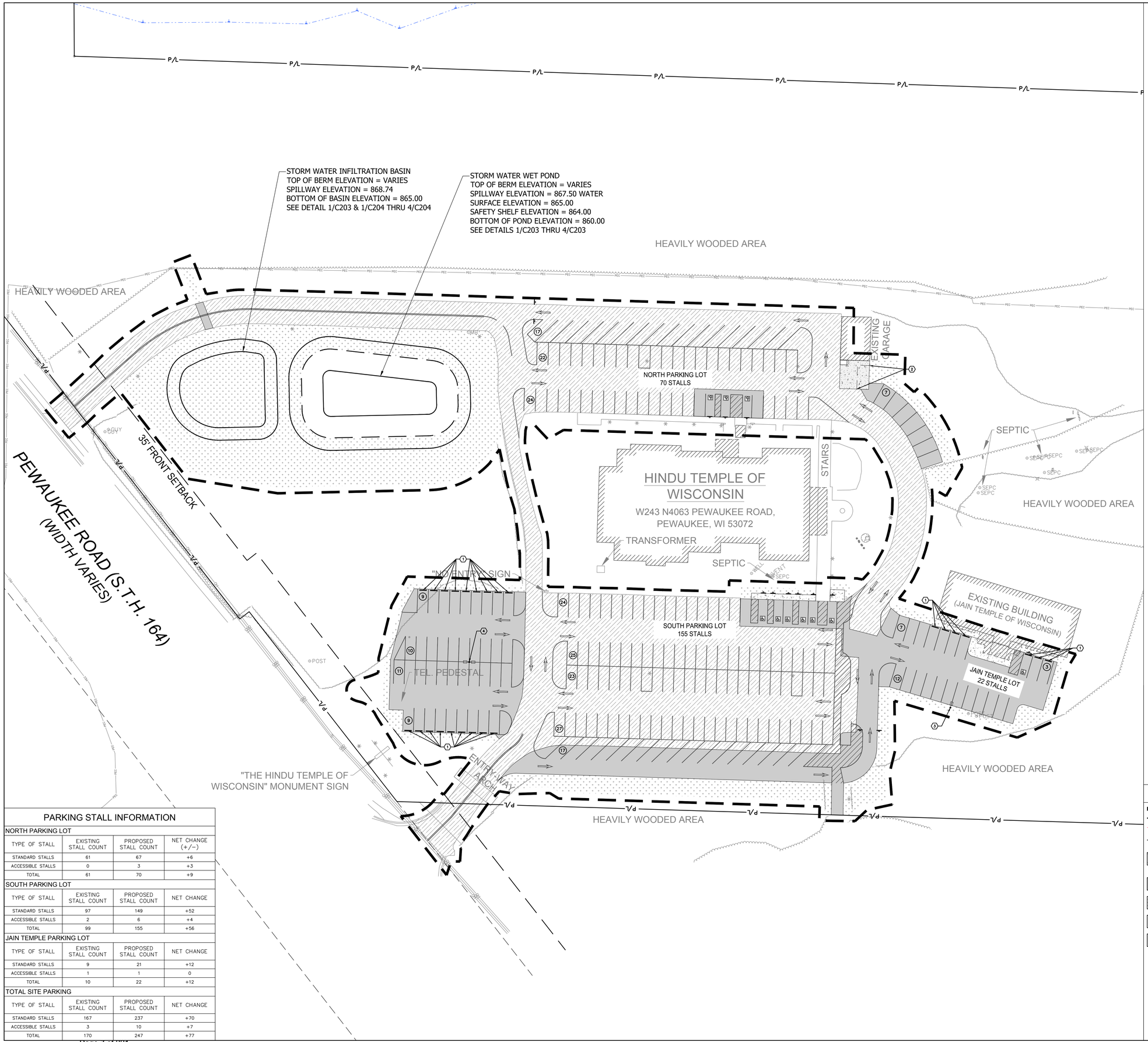
all in

SHEET:
SITE DEMOLITION PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C101

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C101 – SITE DEMOLITION PLAN.dwg



PARKING STALL INFORMATION

NORTH PARKING LOT

TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE (+/-)
STANDARD STALLS	61	67	+6
ACCESSIBLE STALLS	0	3	+3
TOTAL	61	70	+9

SOUTH PARKING LOT

TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE
STANDARD STALLS	97	149	+52
ACCESSIBLE STALLS	2	6	+4
TOTAL	99	155	+56

JAIN TEMPLE PARKING LOT

TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE
STANDARD STALLS	9	21	+12
ACCESSIBLE STALLS	1	1	0
TOTAL	10	22	+12

TOTAL SITE PARKING

TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE
STANDARD STALLS	167	237	+70
ACCESSIBLE STALLS	3	10	+7
TOTAL	170	247	+77

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT PROPERTY LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- AREAS DISTURBED BY CONSTRUCTION (NOT SPECIFICALLY CALLED OUT ON THE LANDSCAPE PLANS) TO BE RESTORED WITH MINIMUM 4" TOPSOIL, SEED, FERTILIZER, & MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
- NEW ASPHALTIC CONCRETE — 1/C202
- 3.5" ASPHALT OVERLAY OF EXISTING PARKING LOT
- NEW CONCRETE SLAB (LIGHT DUTY) — 2/C202, 3/C202
- NEW CONCRETE SLAB (HEAVY DUTY) — 2/C202, 3/C202
- 1 — LIGHTWEIGHT CONCRETE VEHICLE STOPS (TYP.) 6"L x 8-3/4"W x 3-5/8" H. VEHICLE STOPS SHALL BE INSTALLED WITH NEAR SIDE OF STOP A MINIMUM OF 1 FT FROM END OF PARKING STALL.
- 2 — NEW DUMPSTER STORAGE AREA.
- 3 — RELOCATED LIGHT POLE. REFER TO SITE LIGHTING PLAN FOR MORE INFORMATION.
- 4 — NEW LIGHT POLE. REFER TO SITE LIGHTING PLAN FOR MORE INFORMATION.

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kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'
0 15 30 60

SEAL:

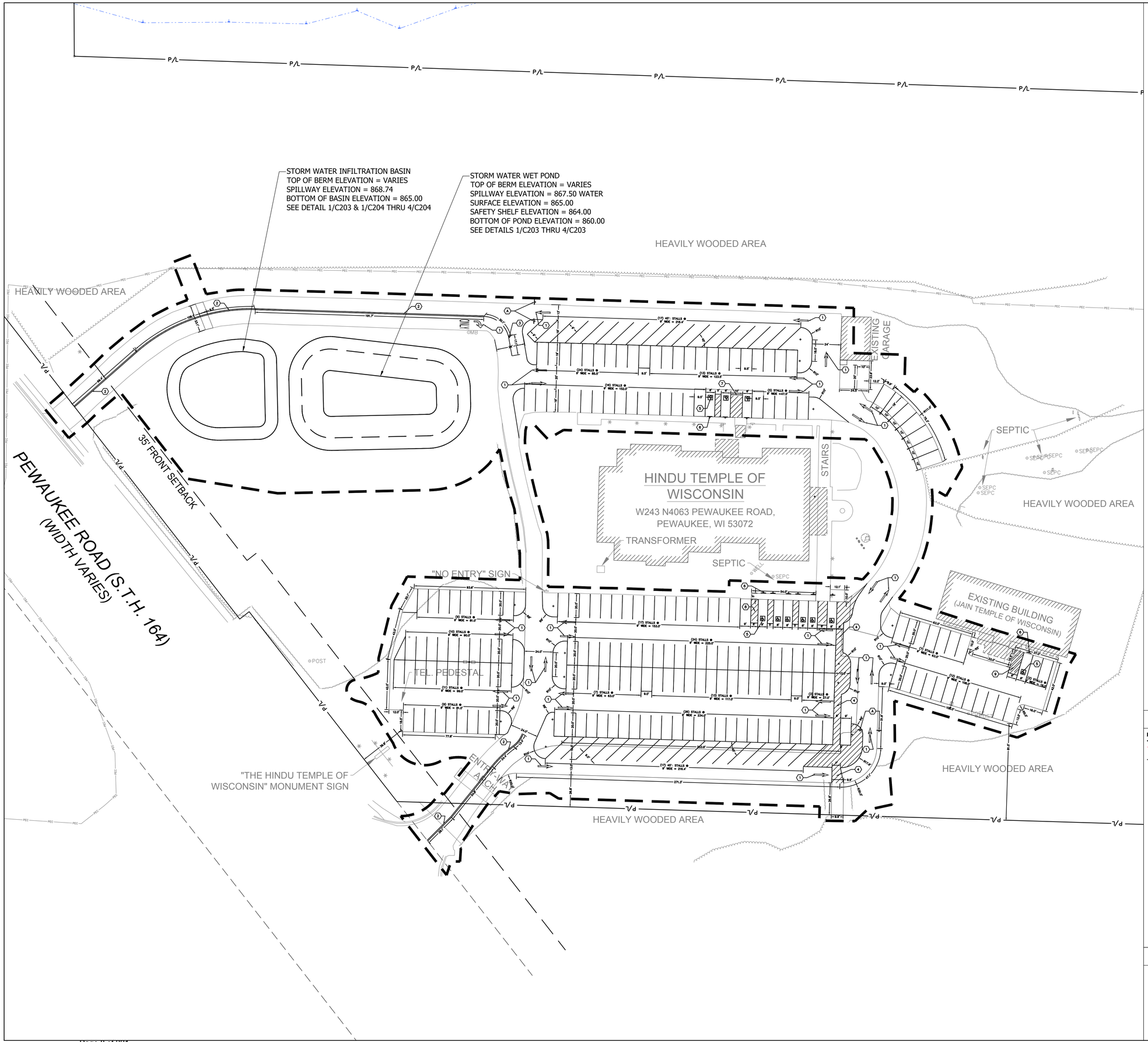
all in

SHEET:
SITE LAYOUT PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C102

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C102 – SITE LAYOUT PLAN.dwg



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788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'
0 15 30 60

SEAL:

all in

SHEET:
SITE SIGNAGE & TRAFFIC CONTROL PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C103

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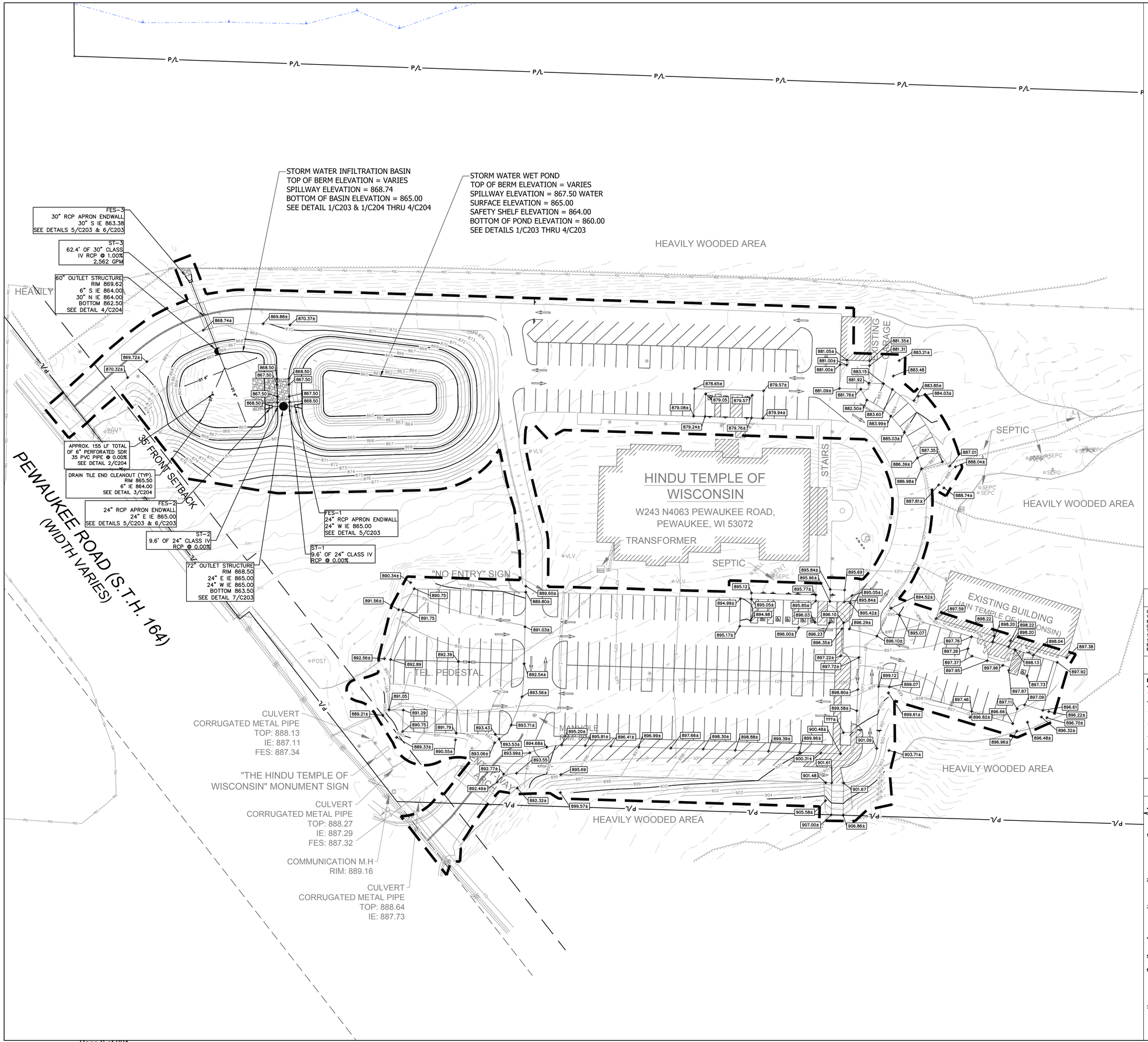
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- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- 1 — PAVEMENT MARKING ARROWS, LATEX PAVEMENT MARKING PAINT, WHITE (SEE WDOT PAVEMENT MARKING S.D.D.)
- 2 — PAVEMENT MARKING MAINLINE, LATEX PAVEMENT MARKING PAINT, 4" YELLOW (DOUBLE) (SEE WDOT PAVEMENT MARKING S.D.D.)
- 3 — PAVEMENT MARKING MAINLINE, LATEX PAVEMENT MARKING PAINT, 4" YELLOW (DASHED) (SEE WDOT PAVEMENT MARKING S.D.D.)
- 4 — PAVEMENT MARKING CROSSWALK, LATEX PAVEMENT MARKING PAINT, WHITE, 4-INCH WIDE DIAGONAL STRIPING, 3' O.C. SPACING
- 5 — NEW ACCESSIBLE PARKING SYMBOL (4/C202)
- 6 — NEW ACCESSIBLE SIGNS (5/C202, 6/C202)
- 7 — NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS (7/C202)
- 8 — NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS (8/C202)
- 9 — NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS (9/C202)

SIGN INDEX

A — DO NOT ENTER
R5-1
30" X 30"

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C103 – SITE SIGNAGE & TRAFFIC CONTROL PLAN.dwg



kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'
0 15 30 60

SEAL:

all in

SHEET:
SITE GRADING & UTILITY PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C104

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

GRADING NOTES

GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR VERIFYING OWNERSHIP OF AND COORDINATING THE DEMOLITION AND / OR RELOCATION / ELEVATION ADJUSTMENT OF ALL EXISTING PUBLIC OR PRIVATE UTILITIES WITHIN THE PROJECT LIMITS THAT MAY BE AFFECTED BY TOPOGRAPHICAL CHANGES, UTILITIES, OR OTHER PROPOSED CONSTRUCTION ON THE PROJECT, INCLUDING BUT NOT LIMITED TO ELECTRICAL / FIBER OPTIC / TELEPHONE / CABLE / GAS / WATER / SANITARY / STORM. DEMOLITION / RELOCATION OF THIS UTILITY WORK MUST BE IN ACCORDANCE WITH ALL STATE, FEDERAL, LOCAL, AND UTILITY OWNER REGULATIONS.

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- 876 — EXISTING CONTOUR MINOR
- 875 — EXISTING CONTOUR MAJOR
- 876 — PROPOSED CONTOUR MINOR
- 875 — PROPOSED CONTOUR MAJOR
- 875.00 — PROPOSED SPOT GRADE
- 875.00± — MATCH EXISTING GRADE

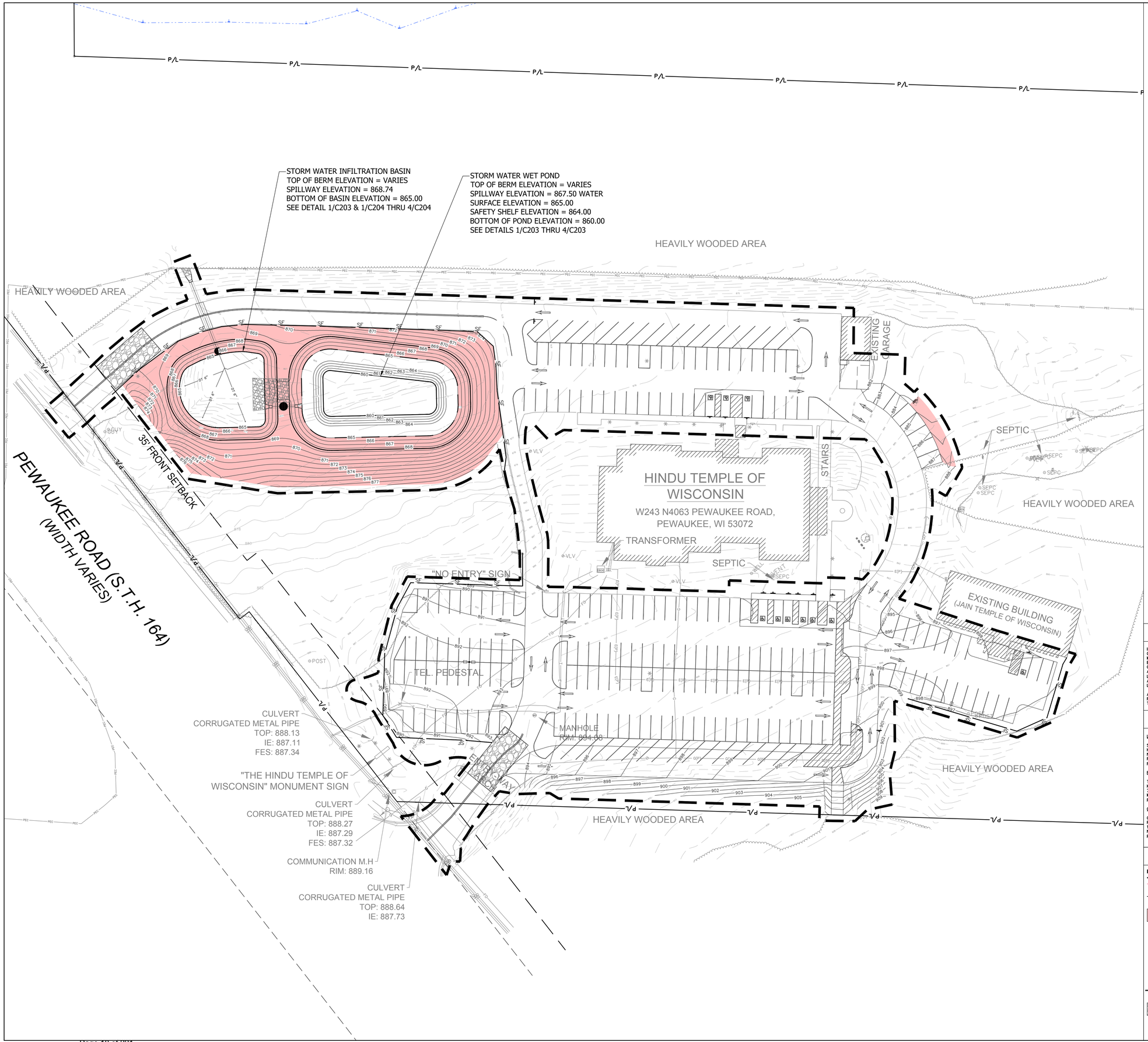
UTILITY NOTES

CAUTION

KNOWN UTILITY AND POTENTIAL CONFLICT EXIST WITH EXISTING UNDERGROUND UTILITIES. PRIOR TO UTILITY INSTALLATION, CONTRACTOR TO EXCAVATE AND EXPOSE EXISTING UTILITIES, VERIFY LOCATIONS AND ELEVATIONS, AND CONTACT ENGINEER IF CONFLICTS EXIST WITH PROPOSED CONSTRUCTION AND EXISTING UNDERGROUND UTILITIES..

1. PER PROJECT SPECIFICATIONS AND THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, THE POINT OF COMMENCEMENT FOR THE LAYING OF SEWER PIPE SHALL BE AT THE LOWEST POINT IN THE PROPOSED SEWER LINE. THE PIPE SHALL BE LAID WITH THE BELL END OF THE BELL AND SPIGOT PIPE, OR WITH THE RECEIVING GROOVE END OF THE TONGUE AND GROOVE PIPE, POINTING UPGRADE. WHEN A NEW SEWER IS TO BE CONNECTED TO AN EXISTING SEWER NOT TERMINATING IN A MANHOLE, THE CONTRACTOR SHALL UNCOVER THE EXISTING SEWER TO ALLOW ANY ADJUSTMENTS IN LINE AND GRADE TO BE MADE BEFORE PIPE IS LAID.
2. THE UNDERGROUND AND OVERHEAD UTILITY INFORMATION AS SHOWN HEREON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES, LOCAL MUNICIPALITY, PROPERTY OWNER, AND DIGGERS HOTLINE. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED TO.
3. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS SHALL APPLY FOR AND OBTAIN ALL THEIR REQUIRED PERMITS AND APPROVALS PRIOR TO THE START OF THEIR WORK. CONSULT WITH AND OBTAIN FROM ENGINEER COPIES OF ENGINEERING DESIGN APPROVAL PERMITS, INCLUDING BUT NOT LIMITED TO WDNR, STATE OR LOCAL PLUMBING, WDOT, COUNTY, AND STORM WATER MANAGEMENT.
4. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS SHALL CONTACT DIGGER'S HOTLINE TO ALLOW THEM SUFFICIENT TIME TO LOCATE EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK.
5. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR COORDINATING THEIR WORK WITH ALL OTHER CONTRACTORS.
6. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR VERIFYING OWNERSHIP OF AND COORDINATING THE DEMOLITION AND/OR RELOCATION OF ALL EXISTING UTILITIES FROM EXISTING BUILDINGS AND WITHIN THE PROJECT LIMITS, INCLUDING BUT NOT LIMITED TO ELECTRICAL/FIBER OPTIC/TELEPHONE/CABLE/GAS/WATER/SANITARY/STORM. DEMOLITION OF THIS UTILITY WORK MUST BE IN ACCORDANCE WITH ALL STATE, FEDERAL, & LOCAL REGULATIONS.
7. FOR ALL WORK, GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR REVIEWING BID DOCUMENTS, VERIFYING THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES WITHIN THE PROJECT LIMITS, AND INCLUDE IN THEIR CONTRACT THE RELOCATION OF SAID UTILITIES (NOTED OR NOT ON THE BID DOCUMENTS) AS NECESSARY TO PROVIDE PROPER DEPTH/CLEARANCE PER UTILITY OWNER'S REQUIREMENTS.

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C104 – SITE GRADING PLAN.dwg



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HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

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RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

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EROSION NOTES

INSPECT ALL EROSION CONTROL MEASURES PRIOR TO COMMENCING GRADING, GRUBBING OR OTHER LAND DISTURBING ACTIVITIES. EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF EVERY PRECIPITATION EVENT OF 0.50 INCH OR GREATER. IN ADDITION THE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS AND DOCUMENT CONDITIONS AND REPAIRS MADE ALONG WITH DATE, TIME OF INSPECTION AND WEATHER CONDITIONS IN A DAILY LOG BOOK. THE DAILY LOG BOOK, WEEKLY / 0.50 INCH PRECIPITATION REPORTS, APPROVED PLANS AND WPDES PERMIT SHALL BE KEPT IN AN ACCESSIBLE LOCATION, LIKE A MAILBOX, WITHIN THE STAGING AREA.

AT ABSOLUTELY NO TIME MAY CONSTRUCTION EQUIPMENT, DEBRIS, FILL, ETC. BE PLACED WITHIN WETLANDS, WATERWAYS OR FLOOD PLAINS UNLESS IDENTIFIED IN THE PLANS.

POINTS OF CONTACT

LAND OWNER'S REPRESENTATIVE:

SHIREESHA VIJAYAPAL – PRESIDENT
HINDU TEMPLE OF WISCONSIN
N4063 W243 PEWAUKEE ROAD
PEWAUKEE, WI 53072
PHONE: (262) 695-1200

PROJECT ENGINEER:

THOMAS PEREZ, P.E.
KAPUR & ASSOCIATES, INC
7711 NORTH PORT WASHINGTON ROAD
MILWAUKEE, WI 53217
PHONE: (414) 351-6668

CONSTRUCTION MANAGER:

GREG KASTENHOLZ – PRESIDENT
POBLOCKI PAVING
16363 W. RYERSON ROAD
NEW BERLIN, WI 53151
PHONE: (414) 476-9230

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- INSTALL EROSION MAT ON ALL SLOPES GREATER THAN 4:1 AND ALL DRAINAGE SWALES
- USE CLASS I, TYPE A FROM WISDOT PRODUCT APPROVED LIST FOR ALL SIDE SLOPES
- USE CLASS II, TYPE B FOR ALL DRAINAGE SWALES. INSTALL EROSION MAT ON THE BOTTOM OF AND A MINIMUM OF 2 FEET VERTICALLY UP THE SIDE SLOPES OF ALL DRAINAGE SWALES. CLASS I, TYPE A MAY BE USED FOR THE REMAINDER OF THE SIDE SLOPES IN DRAINAGE SWALES EXCEEDING 2 FEET VERTICALLY.
- SF — FILTER FABRIC FENCE (1/C201)
- STONE TRACKING PAD REQUIRED. LOCATION TO BE DETERMINED BY SELECTED CONTRACTOR'S APPROVED WORK PLAN. (2/C201)
- TRIANGULAR SILT DIKES (3/C201)

NORTH ARROW:

SCALE: 1" = 30'

0 15 30 60

SEAL:

all in

SHEET:
SITE EROSION CONTROL PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C105

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C106 – SITE EROSION CONTROL PLAN.dwg

EROSION CONTROL MEASURES

1. CONTRACTOR TO INSTALL AND MAINTAIN EROSION CONTROL MEASURES AS INDICATED ON THIS PLAN AND PER THE LATEST WDNR TECHNICAL STANDARDS. TECHNICAL STANDARDS MAY BE VIEWED ONLINE AT: http://dnr.wi.gov/topic/stormwater/standards/const_standards.htm

2. INLETS AND CATCH BASINS SHALL BE PROTECTED WITH INLET FILTERS THAT ARE PHASED IN WITH CONSTRUCTION TO REDUCE SEDIMENT FROM ENTERING THESE AREAS PER WDNR TECHNICAL STANDARD 1060 AS FOLLOWS:

   ALL FABRIC BARRIERS SELECTED FOR INLET/CATCH BASIN PROTECTION DEVICES SHALL BE SELECTED FROM THE LIST OF APPROVED FABRICS CERTIFIED FOR INLET PROTECTION, GEOTEXTILE FABRIC, TYPE FF IN THE CURRENT EDITION OF THE WisDOT PRODUCT ACCEPTABILITY LIST. TO OBTAIN THE PAL, PLEASE REFER TO THIS WEBSITE:
   http://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrces/tools/pal/pal-7-14.pdf

   A. INLET PROTECTION SHALL BE AT A MINIMUM INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT OF ¾ INCH OR GREATER DURING A 24-HOUR PERIOD.

   B. PLACEMENT OF SPOIL MATERIAL, DEBRIS, SOILS, ETC. ON TOP OF INLETS/CATCH BASINS, EVEN IF TEMPORARY, IS STRICTLY DISCOURAGED AND PROHIBITED.

   C. SEDIMENT DEPOSITS SHALL BE REMOVED AND THE INLET PROTECTION DEVICE RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED BETWEEN 1/3 TO ½ THE DESIGN DEPTH OF THE DEVICE FOR TYPES A-C. WHEN SEDIMENT IS WITHIN 6" OF THE BOTTOM OF THE OVERFLOW HOLE FOR TYPE D, OR WHEN THE DEVICE IS NO LONGER FUNCTIONING PER MANUFACTURER'S SPECIFICATIONS. ALL SEDIMENT COLLECTED SHALL BE PROPERLY DISPOSED OF TO PREVENT DISCHARGE INTO AREA WATERWAYS AND WETLANDS.

   D. DUE CARE SHALL BE TAKEN TO ENSURE SEDIMENT DOES NOT FALL INTO THE INLETS/CATCH BASINS AND IMPEDE THE INTENDED FUNCTION OF THE DEVICE. ANY MATERIAL FALLING INTO THE INLET/CATCH BASIN SHALL BE REMOVED AND PROPERLY DISPOSED OF PER NOTE C ABOVE.

   E. INLET FILTERS MAY BE REMOVED AND PROPERLY DISPOSED OF UPON COMPLETION OF CONSTRUCTION, HAULING OR MOVEMENT OF CONSTRUCTION EQUIPMENT THROUGHOUT THE SITE, AND ONCE THE SITE IS ADEQUATELY STABILIZED, UNLESS AS OTHERWISE NOTIFIED BY THE WDNR.

3. A TRACKING PAD SHALL BE INSTALLED AS SHOWN ON THE PLAN SHEET PRIOR TO THE START OF CONSTRUCTION TO REDUCE OFF-SITE SEDIMENTATION BY ELIMINATING THE TRACKING OF SEDIMENT FROM THE SITE PER WDNR TECHNICAL STANDARD 1057 AS FOLLOWS:

   A. AGGREGATE USED FOR TRACKING PADS SHALL BE 3 TO 6 INCH CLEAR OR WASHED STONE. ALL MATERIAL TO BE RETAINED BY 3 INCH SIEVE.

   B. THE AGGREGATE SHALL BE PLACED IN A LAYER OF AT LEAST 12 INCHES THICK, ON SLOPES WITH A HIGH WATER TABLE, OR WHERE SATURATED CONDITIONS ARE EXPECTED, TRACKING PADS WILL BE UNDERLAIN WITH WisDOT TYPE R GEOTEXTILE FABRIC.

   C. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT (MIN. 15 FEET WIDE) AND BE AT LEAST 50 FEET LONG.

   D. VEHICLES TRAVELING ACROSS THE TRACKING PAD SHALL MAINTAIN A SLOW CONSTANT SPEED.

   E. ANY SEDIMENT OR ROCK ACCUMULATION ONTO LOCAL ROADWAYS SHALL BE REMOVED BY STREET CLEANING, NOT FLUSHING BEFORE THE END OF EACH WORKING DAY.

   F. THE TRACKING PAD SHALL, AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT OF ½ INCH OF RAIN OR MORE DURING A 24-HOUR PERIOD.

   G. THE TRACKING PAD PERFORMANCE SHALL BE MAINTAINED AT A MINIMUM OF 12" BY SCRAPING OR TOP-DRESSING WITH ADDITIONAL AGGREGATE.

4. THE CONSTRUCTION SITE PERIMETER AND TOPSOIL STOCKPILE AREA SHALL BE PROTECTED WITH SILT FENCE AS SHOWN ON THE PLAN SHEET PRIOR TO THE START OF CONSTRUCTION TO INTERCEPT AND REDUCE THE FLOW OF SEDIMENT-LADEN SHEET FLOW RUNOFF FROM THE CONSTRUCTION SITE PER WDNR TECHNICAL STANDARD 1056 AS FOLLOWS:

   A. SILT FENCE ENDS SHALL BE EXTENDED UPSLOPE TO PREVENT WATER FROM FLOWING AROUND THE ENDS OF THE FENCE AS SHOWN ON THE PLAN SHEET.

   B. INSTALLED SILT FENCE SHALL BE A MINIMUM 14 INCHES HIGH AND SHALL NOT EXCEED 28 INCHES IN HEIGHT MEASURED FROM THE INSTALLED GROUND ELEVATION.

   C. SILT FENCE SHALL BE SUPPORTED BY EITHER STEEL OR WOOD SUPPORT POSTS.

   D. THE MAXIMUM SPACING OF POSTS FOR NONWOVEN SILT FENCE SHALL BE 3 FEET OR FOR WOVEN FABRIC 8 FEET.

   E. SILT FENCE SHALL HAVE A SUPPORT CORD AT THE TOP OF THE FENCE.

   F. WHERE JOINTS ARE NEEDED, EACH END OF THE FABRIC SHALL BE SECURELY FASTENED TO A POST. THE POSTS SHALL BE WRAPPED AROUND EACH OTHER TO PRODUCE A STABLE AND SECURE JOINT OR SHALL BE OVERLAPPED THE DISTANCE BETWEEN TWO POSTS.

   G. A MINIMUM OF 20 INCHES OF THE POSTS SHALL EXTEND INTO THE GROUND AFTER INSTALLATION.

   H. SILT FENCE SHALL BE ANCHORED BY SPREADING AT LEAST 8 INCHES OF THE FABRIC IN A 4 INCH WIDE BY 6 INCH DEEP TRENCH, OR 6 INCH DEEP V-TRENCH ON THE UPSLOPE SIDE OF THE FENCE. THE TRENCH SHALL BE BACKFILLED AND COMPACTED. TRENCHES SHALL NOT BE EXCAVATED ANY WIDER OR DEEPER THAN NECESSARY FOR PROPER INSTALLATION.

   I. ON THE TERMINAL ENDS OF THE SILT FENCE THE FABRIC SHALL BE WRAPPED AROUND THE POST SUCH THAT THE STAPLES ARE NOT VISIBLE.

   J. GEOTEXTILE FABRIC SPECIFICATIONS SHALL MEET VALUES ESTABLISHED IN TECHNICAL STANDARD 1056.

   K. SILT FENCE SHALL BE REMOVED ONCE THE SITE IS ADEQUATELY STABILIZED.

   L. WHEN PLACING SILT FENCE NEAR TREES, CARE SHALL BE TAKEN TO MINIMIZE DAMAGE TO THE ROOT SYSTEM BY AVOIDING COMPACTION AND ROOT CUTTING WITHIN A RADIUS OF 1.5 FEET MULTIPLIED BY THE INCH DIAMETER OF THE TREE.

   M. THE CONTRACTOR MAY FURTHER STRENGTHEN THE SILT FENCE BY USING HAY BALES ON THE DOWN SLOPE SIDE AS NEEDED.

   N. SILT FENCE SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES ½ INCH OF RAIN OR MORE DURING A 24 HOUR PERIOD.

   O. DAMAGED OR DECOMPOSED SILT FENCE, UNDERCUTTING, OR FLOW CHANNELS AROUND THE END OF BARRIERS SHALL BE REPAIRED OR CORRECTED.

   P. SEDIMENT SHALL BE PROPERLY DISPOSED OF ONCE THE DEPOSITS REACH ½ THE HEIGHT OF THE FENCE TO PREVENT DISCHARGE INTO AREA WATERWAYS AND WETLANDS.

5. SEEDING AND MULCHING TECHNIQUES SHALL BE USED ON AREAS OF EXPOSED SOIL WHERE THE ESTABLISHMENT OF VEGETATION IS DESIRED. TEMPORARY SEEDING APPLIES TO DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND-DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 CALENDAR DAYS, REQUIRING VEGETATIVE COVER FOR LESS THAN ONE YEAR. SEED AND MULCH SHALL BE UTILIZED THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH TEMPORARY VEGETATION TO HELP REDUCE EROSION PER WDNR TECHNICAL STANDARDS 1059 AND 1058 RESPECTIVELY AS FOLLOWS:

   A. TEMPORARY SEEDING REQUIRES A SEEDBED OF LOOSE SOIL TO A MINIMUM DEPTH OF 2 INCHES.

   B. FERTILIZER APPLICATION IS NOT GENERALLY REQUIRED FOR TEMPORARY SEEDING. HOWEVER, ANY APPLICATION OF FERTILIZER OR LIME SHALL BE BASED ON SOIL TESTING.

   C. THE SOIL SHALL HAVE A PH RANGE OF 5.5 TO 8.0.

   D. ALL SEED SHALL CONFORM TO THE REQUIREMENTS OF THE WISCONSIN STATE STATUTES AND OF THE ADMINISTRATIVE CODE CHAPTER ATCP 20.01 REGARDING NOXIOUS WEED SEED CONTENT AND LABELING.

   E. SEED SHALL NOT BE USED LATER THAN ONE YEAR AFTER THE TEST DATE ON THE LABEL.

   F. IN THE SUMMER-SPRING, CONTRACTOR SHALL USE OATS APPLIED AT 131 LBS/ACRE FOR TEMPORARY SEEDING PURPOSES. IN THE FALL THE CONTRACTOR SHALL USE ANNUAL RYEGRASS APPLIED AT 80 LBS/ACRE OR WINTER WHEAT OR CEREAL RYE APPLIED AT 131 LBS/ACRE. THE CONTRACTOR SHALL USE STRAW MULCH APPLIED AT 1.5 TONS/ACRE. DORMANT SEED SHALL BE USED WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 53 DEGREES FAHRENHEIT (TYPICALLY NOV. 1 UNTIL SNOW COVER ANNUALLY). NEVER PLACE SEED ON TOP OF SNOW. IF COVER IS NEEDED AFTER SNOW FALL, CONTRACTOR MAY CHOOSE TO USE A DRY, NONTOXIC TYPE B SOIL STABILIZER PER MANUFACTURER'S SPECIFICATIONS AS REQUIRED BY THE WDNR.

   G. SEEDING SHALL NOT TAKE PLACE WHEN THE SOIL IS TOO WET.

   H. CONTRACTOR MAY CONSIDER WATERING TO HELP ESTABLISH THE SEED. WATER APPLICATION RATES SHALL BE CONTROLLED TO HELP PREVENT RUNOFF AND EROSION.

   I. DURING CONSTRUCTION, AREAS THAT HAVE BEEN SEEDED AND MULCHED SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES ½ INCH OF RAIN OR MORE DURING A 24 HOUR PERIOD. INSPECT WEEKLY DURING THE GROWING SEASON UNTIL VEGETATION IS DENSELY ESTABLISHED OR THE SOD IS LAID. REPAIR AND RESEED AREAS THAT HAVE EROSION DAMAGE AS NECESSARY.

   J. CONTRACTOR IS TO LIMIT VEHICLE TRAFFIC AND OTHER FORMS OF COMPACTION IN AREAS THAT ARE SEEDED AS MUCH AS POSSIBLE. RE-SEED DRIVEN OVER AREAS AS NEEDED.

   K. MULCH SHOULD BE PLACED WITHIN 24 HOURS OF SEEDING.

   L. MULCHING OPERATIONS SHALL NOT TAKE PLACE DURING PERIODS OF EXCESSIVELY HIGH WINDS THAT WOULD PRECLUDE THE PROPER PLACEMENT OF MULCH.

   M. MULCH THAT IS DISPLACED SHALL BE REAPPLIED AND PROPERLY ANCHORED. MAINTENANCE SHALL BE COMPLETED AS SOON AS POSSIBLE WITH CONSIDERATION TO SITE CONDITIONS.

   N. WHEN CHANNEL EROSION MAT IS USED WITHIN CONSTRUCTION SITE DIVERSION AREAS, TECHNICAL STANDARDS 1053 AND 1066 SHALL BE FOLLOWED.

   O. WHEN NON-CHANNEL EROSION MAT IS USED TECHNICAL STANDARD 1052 SHALL BE FOLLOWED.

   P. DEPENDING ON DURATION OF CONSTRUCTION, THE CONTRACTOR MAY NEED TO RE-SEED AND RE-STABILIZE THE TOPSOIL STOCKPILE AS NECESSARY TO DISCOURAGE SEDIMENT AND EROSION.

6. A COPY OF EROSION CONTROL INSPECTION REPORTS AND THE APPROVED EROSION CONTROL PLANS SHALL BE KEPT ON SITE.

7. CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL PRACTICES BY THE END OF EACH WORKDAY.

8. LOCAL ROADS SHALL BE CLEAN BY THE END OF EACH WORKDAY. CONTRACTOR SHALL HAVE LOCAL ROADS SWEPT WHERE SEDIMENT ACCUMULATES.

EROSION CONTROL OPERATION SEQUENCE + SCHEDULE

AFTER BIDS ARE RECEIVED AND A MASS GRADING CONTRACTOR IS SELECTED, A PRE-CONSTRUCTION MEETING SHALL TAKE PLACE WITH ALL RELEVANT PARTIES IN ATTENDANCE.

THE GENERAL CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL SILT FENCES, SEEDING, EROSION MATTING, AND OTHER EROSION CONTROL MEASURES. GENERAL CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PRIOR TO COMMENCING GRADING, GRUBBING, OR OTHER LAND DISTURBING ACTIVITIES. EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF EVERY PRECIPITATION EVENT OF ½ INCH OR GREATER. IN ADDITION, THE ACTIVE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS AND DOCUMENT CONDITIONS AND REPAIRS MADE, ALONG WITH DATE, TIME OF INSPECTION, AND WEATHER CONDITIONS IN A DAILY LOG BOOK.

ALL REGULATORY PERMITS, PROJECT PLANS, AND INSPECTION LOGS SHALL BE KEPT ON SITE IN AN ACCESSIBLE LOCATION, SUCH AS A MAILBOX, AVAILABLE TO REGULATORY AGENCIES UPON REQUEST.

CONTRACTORS ARE TO MAINTAIN THE CONSTRUCTION SITE IN A NEAT AND TIDY MANNER FOR THE DURATION OF THE PROJECT.

THE TIMING AND SEQUENCE OF CONSTRUCTION IS SCHEDULED AS FOLLOWS:

1. OBTAIN PLAN APPROVAL FROM THE CITY OF PEWAUKEE, AND ALL APPLICABLE PERMITS, INCLUDING EROSION CONTROL PERMIT.
2. CONSTRUCTION IS SCHEDULED TO BEGIN IN NOVEMBER 2024, DEPENDING ON WEATHER & GROUND CONDITIONS.
3. A GRAVEL TRACKING PAD UNDERLAIN WITH WISDOT TYPE R GEOTEXTILE FABRIC, ALONG WITH A TEMPORARY CULVERT IF NECESSARY, SHALL BE INSTALLED AS SHOWN ON THE PLANS. RE-GRADE EXISTING ROADWAY DITCH AS NECESSARY. IF INSTALLED, THE TEMPORARY CULVERT SHALL BE REMOVED AT END OF CONSTRUCTION ACTIVITIES. IF INDICATED ON PLANS, INSTALL CONSTRUCTION FENCE AND ANY TEMPORARY TRAFFIC CONTROLS.
4. SILT FENCE, INLET FILTER PROTECTION, AND TRIANGULAR SILT DIKES SHALL BE INSTALLED AS SHOWN ON THE PLANS, AND INSPECTED PRIOR TO COMMENCING OF ANY LAND DISTURBING ACTIVITIES PER PROJECT PLANS AND DETAILS. SEDIMENT DEPOSITS WILL BE REMOVED FROM BEHIND THE SILT FENCE WHEN THEY REACH A DEPTH OF 1/2 FENCE HEIGHT.
5. FOLLOWING INSTALLATION OF THE EROSION CONTROL MEASURES, CONSTRUCT THE STORM WATER POND TO FINISH GRADES WITH CLAY LINER PER PROJECT PLANS AND DETAILS. CONTRACTOR SHALL CONSTRUCT POND INLETS AND OUTLET STRUCTURE FOR USE DURING CONSTRUCTION (REFER TO DETAIL 1 ON SHEET C203 FOR ADDITIONAL INFORMATION). CONTRACTOR SHALL IMMEDIATELY STABILIZE THE POND BANKS, INLETS, AND OUTLET STRUCTURE.
6. STORM WATER POND SHALL, AT A MINIMUM, BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES ½ INCH OF RAIN OR MORE DURING A 24-HOUR PERIOD. SEDIMENT SHALL BE REMOVED TO MAINTAIN THE 3 FOOT DEPTH OF THE TREATMENT SURFACE AREA AS MEASURED FROM THE INVERT OF THE PRINCIPAL OUTLET. IF THE OUTLET BECOMES CLOGGED IT SHALL BE CLEANED TO RESTORE FLOW CAPACITY. SEDIMENT TO BE REMOVED AFTER CONSTRUCTION & SITE STABILIZATION IS COMPLETE.
7. SITE DEMOLITION OF PAVEMENT, ETC. WILL OCCUR AFTER ALL EROSION CONTROL MEASURES ARE IN PLACE.
8. TOPSOIL STRIPPING AND ROUGH GRADING WILL FOLLOW. TOPSOIL STOCKPILES WILL BE LOCATED AS SHOWN ON THE PLANS AND BE STABILIZED WITHIN 7 DAYS OF LAY UP. STOCKPILES WILL BE USED FOR FINAL LANDSCAPING. REMAINING STOCKPILES WILL BE REMOVED FROM THE SITE.
9. UTILITY INSTALLATION WILL OCCUR NEXT AND CONTINUE UNTIL ALL THE UTILITIES ARE INSTALLED.
12. AFTER ROUGH GRADING IS COMPLETE IN HARD SURFACE AREAS SUCH AS ROADWAYS, PARKING LOTS, AND BUILDINGS, THE REQUIRED THICKNESS OF DENSE GRADED BASE COURSE, PER THE PROJECT PLANS AND DETAILS WILL BE APPLIED FOR STABILIZATION. AFTER ROUGH GRADING IS COMPLETE OUTSIDE OF HARD SURFACE AREAS, THE TOPSOIL WILL BE REAPPLIED AND THE LANDSCAPE CONTRACTOR WILL COMPLETE SEEDING/SODDING/FERTILIZING/MULCHING AND INSTALL EROSION MATTING AS PER APPROVED PLANS AND SPECIFICATIONS.
13. FINAL SITE STABILIZATION IS ANTICIPATED FOLLOWING THE COMPLETION OF GRADING ACTIVITIES PER WDNR TECHNICAL STANDARD 1059. IF SITE STABILIZATION CANNOT BE COMPLETED BY OCTOBER 15, THEN THE USE OF ANIONIC POLYACRYLAMIDE CONFORMING TO WDNR TECHNICAL STANDARD 1050 SHALL BE USED. IN ADDITION, ALL SLOPES OF GREATER THAN 20% MUST ADHERE TO THE SCHEDULE IN TABLE 1 BELOW.
14. AFTER ALL TOPSOIL HAS BEEN REAPPLIED AND STABILIZATION IS UNDERWAY, ROADWAY, PARKING LOT, AND SIDEWALK BASE MATERIAL WILL BE APPLIED PER PROJECT SPECIFICATIONS.
15. THE GENERAL CONTRACTOR WILL REQUEST A FINAL INSPECTION BY THE CITY. UPON APPROVAL, ALL SILT FENCES, INLET FILTER PROTECTION, AND TRIANGULAR SILT DIKES SHALL BE REMOVED, AND ACCUMULATED SEDIMENT IN THE SEDIMENT BASIN/STORM WATER POND SHALL BE DREDGED AND PROPERLY DISPOSED OF. IN ADDITION, THE CONTRACTOR MUST ENSURE THAT THE STORM WATER POND IS RETURNED TO THE SLOPES AND GRADES SHOWN ON THE PROJECT PLANS AND DETAILS.
16. IF REQUIRED, FINAL 'AS-BUILT' SURVEYS ARE TO BE CONDUCTED BY THE OWNER AND FINAL DOCUMENTS FORWARDED TO THE CITY.
17. BARE SOIL LEFT UNDISTURBED FOR 14 CALENDAR DAYS MUST BE TEMPORARILY STABILIZED PER WDNR TECHNICAL STANDARD 1059. BY OCTOBER 15, THE SITE SHALL BE STABILIZED PER NOTE 12 ABOVE.
18. WE DO NOT ANTICIPATE THE NEED FOR WATERING WITH THIS CONSTRUCTION SCHEDULE, HOWEVER, IF ADEQUATE RAIN IS NOT EXPERIENCED WITHIN ONE WEEK AFTER INITIAL SEED GERMINATION AT ANY POINT DURING THE CONSTRUCTION PROCESS, WATER SHALL BE TRUCKED IN AND APPLIED ONCE PER WEEK.

IF CONSTRUCTION SCHEDULES SHOULD CHANGE SIGNIFICANTLY, THIS PLAN NARRATIVE WILL BE UPDATED AND RESUBMITTED BY THE GENERAL CONTRACTOR TO THE CITY AND WDNR.

TABLE 1 – MAXIMUM PERIOD OF BARE SOIL FOR SLOPES GREATER THAN 20%

SLOPE AREA DRAINS TO SEDIMENT BASIN?	LAND DISTURBANCE BETWEEN SEPT. 16 AND MAY 1	LAND DISTURBANCE BETWEEN MAY 2 AND SEPT. 15
YES	90 DAYS	90 DAYS
NO	60 DAYS	30 DAYS

TABLE FROM WI DNR GUIDANCE DOC # 3800-2015-06

DEWATERING PLAN

TO FACILITATE CONSTRUCTION AT THE PROJECT SITE, DEWATERING MAY TAKE PLACE BY THE SELECTED CONTRACTOR. CONTRACTOR TO FOLLOW THESE INSTRUCTIONS WHILE PERFORMING DEWATERING ACTIVITIES ON-SITE. IF DEWATERING IS TO TAKE PLACE AT THE SITE, IT WILL OCCUR BETWEEN STEPS 3 AND 14 OF THE EROSION CONTROL OPERATION SEQUENCE.

NOTE: THESE INSTRUCTIONS DO NOT APPLY TO WATER BEING DISCHARGED DIRECTLY TO GROUNDWATER OR KARST FEATURES OR WELL DEWATERING SYSTEMS. CONTRACTOR SHALL COORDINATE ACCORDINGLY FOR OTHER DEWATERING ACTIVITIES AS DEEMED NECESSARY WITH THE CITY.

1. THE CONTRACTOR SHALL ENSURE THAT THE DEWATERING PRACTICES CARRIED OUT MEET OR EXCEED WNDR TECHNICAL STANDARD NUMBER 1061.
2. A PAN OR OTHER CONTAINMENT DEVICE SHALL BE PLACED UNDERNEATH THE PUMP TO CAPTURE ANY SPILLS. OILS, GASOLINE, ETC. SHALL NOT BE STORED WITHIN WETLANDS, NEAR THE STORMWATER POND, OR OTHER ON-SITE WATER AREAS.
3. A TYPE 2 GEOTEXTILE BAG THAT IS NO SMALLER THAN 300 SQUARE FEET; HAS A MAXIMUM APPARENT OPENING SIZE OF 0.212 mm; HAS A GRAB TENSILE STRENGTH OF 300 LBS; MULLEN BURST OF 580 PSI; PERMEABILITY OF 0.2 CM/SEC; FABRIC WEIGHT OF 12 OZ SHALL BE USED. THE GEOTEXTILE BAG AREA AND DOWNGRADE FLOW AREA SHALL CONSIST OF VEGETATED AND UNDISTURBED SOILS.
4. POLYMER APPROVED BY THE WDNR MEETING WDNR TECHNICAL STANDARD 1051 MAY BE USED IN COMBINATION WITH THE DEWATERING BAG IF THE DEWATERING BAG IS NOT DOING AN ADEQUATE JOB ALONE OF FILTERING SEDIMENTS. THE CONTRACTOR SHALL SUPPLY TOXICITY TESTING DATA TO THE WDNR BEFORE USE ON-SITE FOR WDNR APPROVAL. POLYMER SHALL NOT BE DIRECTLY APPLIED TO SURFACE WATER. CONTRACTOR SHALL OBTAIN THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR THE SELECTED POLYMER, MANUFACTURER'S INFORMATION AND WDNR USE RESTRICTIONS (SEE TECHNICAL STANDARD 1051) AND KEEP ALL THIS INFORMATION ON-SITE. CONTRACTOR SHALL ADHERE TO MANUFACTURER AND WDNR'S APPLICATION RATES FOR THE POLYMER, WITH THE WDNR'S RATE TAKING PRECEDENCE. THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT THE POLYMER IS NOT SPILLED. SPILL KITS SHALL BE KEPT ON SITE; THE MANUFACTURER'S RECOMMENDED CLEANUP PROCEDURES SHALL BE FOLLOWED IN THE EVENT OF A SPILL.
5. A TARP MAY BE UTILIZED UNDERNEATH THE TYPE 2 GEOTEXTILE BAG AND JUST DOWN SLOPE OF THE BAG TO DISCOURAGE EROSION AND SCOUR.
6. A FLOATING SUCTION HOSE OR OTHER FLOTATION METHOD SHALL BE UTILIZED WHEN PUMPING FROM AN AREA WITH STANDING WATER TO AVOID SUCKING SEDIMENT FROM GRADE.
7. IF TURBID WATER IS LEAVING THE GEOTEXTILE BAG, THE CONTRACTOR SHALL SHUT OFF THE PUMP TO ALLOW SEDIMENTS TO SETTLE INTO THE BAG. CONTRACTOR SHALL FOLLOW THE MANUFACTURER'S SPECIFICATIONS FOR DETERMINING THE SEDIMENT CAPACITY OF THE GEOTEXTILE BAG USING GOOD COMMON SENSE. SEDIMENT LEVELS CONTAINED IN THE BAG SHALL BE MONITORED TO MEASURE THE LOSS OF STORAGE CAPACITY OVER TIME. THE CONTRACTOR SHALL PROPERLY DISPOSE OF THE GEOTEXTILE BAG IN A WASTE RECEPTACLE ONCE IT IS NO LONGER USED.
8. DURING DEWATERING ACTIVITIES THE CONTRACTOR SHALL MONITOR DEWATERING PRACTICES AND KEEP A LOG OF THE FOLLOWING:
   A. DISCHARGE DURATION AND SPECIFIED PUMPING RATE.
   B. OBSERVED WATER TABLE AT TIME OF DEWATERING.
   C. MAINTENANCE ACTIVITIES
   D. NAME AND QUANTITY OF POLYMER USED. PRODUCT TYPE. APPLICATION RATE OF POLYMER IN POUNDS/ACRE FEET OF WATER. DATE AND TIME APPLIED. WEATHER CONDITIONS DURING APPLICATION. METHOD OF APPLICATION.

THIS LOG NEEDS TO BE KEPT ON SITE FOR WDNR REGULATORY REVIEW. COPIES OF THIS DOCUMENTATION SHOULD BE KEPT IN THE CONTRACTOR'S MONITORING LOG AND MADE AVAILABLE UPON REQUEST.

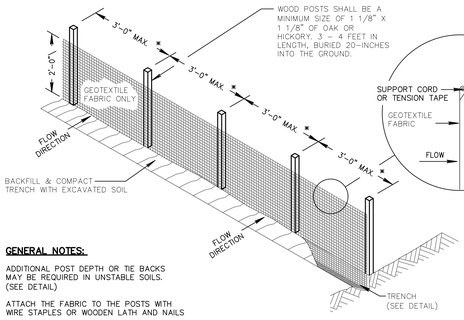
REVIEW THE FOLLOWING FOR MORE INFORMATION:

WDNR TECHNICAL STANDARD 1061 FOR DEWATERING –
http://dnr.wi.gov/topic/stormWater/documents/Dewatering_1061.pdf

WDNR TECHNICAL STANDARD 1051 FOR POLYMER –
http://dnr.wi.gov/topic/stormWater/documents/dnr1051.pdf

INSPECT ALL EROSION CONTROL MEASURES PRIOR TO COMMENCING GRADING, GRUBBING OR OTHER LAND DISTURBING ACTIVITIES. EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF EVERY PRECIPITATION EVENT OF 0.50 INCH OR GREATER. IN ADDITION THE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS AND DOCUMENT CONDITIONS AND REPAIRS MADE, ALONG WITH DATE, TIME OF INSPECTION AND WEATHER CONDITIONS IN A DAILY LOG BOOK. THE DAILY LOG BOOK, WEEKLY / 0.50 INCH PRECIPITATION REPORTS, APPROVED PLANS WPDES PERMIT & CHAPTER 30 PERMIT SHALL BE KEPT IN AN ACCESSIBLE LOCATION, LIKE A MAILBOX, WITHIN THE STAGING AREA.

AT ABSOLUTELY NO TIME MAY CONSTRUCTION EQUIPMENT, DEBRIS, FILL, ETC. BE PLACED WITHIN WETLANDS, WATERWAYS OR FLOODPLAINS UNLESS IDENTIFIED IN THE PLANS & APPROVED BY DNR/USACOE.



GENERAL NOTES:

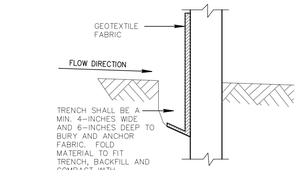
ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS. (SEE DETAIL)

ATTACH THE FABRIC TO THE POSTS WITH WIRE STAPLES OR WOODEN LATH AND NAILS

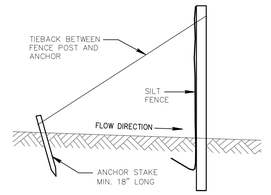
•8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

IF POSSIBLE, CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL TO AVOID JOINTS. IF A JOINT IS NECESSARY, USE ONE OF THE FOLLOWING METHODS: (1)TWIST METHOD: OVERLAP END POSTS & TWIST AT LEAST 180 DEGREES. (2)HOOK METHOD: HOOK THE END OF EACH SILT FENCE LENGTH.

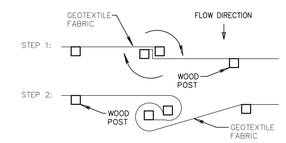
AXONIMETRIC VIEW



TRENCH DETAIL

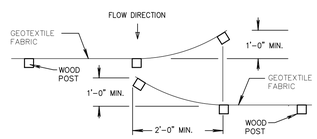


SILT FENCE TIE BACK (WHEN ADDITIONAL SUPPORT REQUIRED)



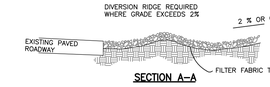
TWIST METHOD

JOINING TWO LENGTHS OF SILT FENCE

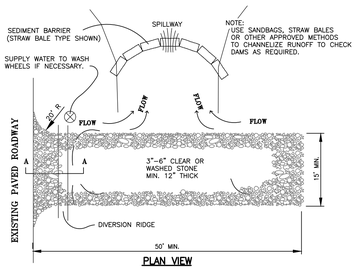


HOOK METHOD

1 C201 FILTER FABRIC SILT FENCE DETAIL
N.T.S.



SECTION A–A



PLAN VIEW

2 C201 STONE TRACKING CONSTRUCTION ENTRANCE
N.T.S.

GENERAL NOTES:

THE AGGREGATE SIZE FOR CONSTRUCTION OF THE PAD SHALL BE 3– TO 6–INCH STONE. PLACE THE GRAVEL TO THE SPECIFIC GRADE & DIMENSIONS SHOWN ON THE PLANS & GRADE TO CREATE A SMOOTH SURFACE.

THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 12 INCHES. USE GEOTEXTILE FABRICS, IF NECESSARY, TO IMPROVE STABILITY OF THE FOUNDATION IN LOCATIONS SUBJECT TO SEEPAGE OR HIGH WATER TABLE.

THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS & IN ANY CASE SHALL NOT BE LESS THAN 15 FEET WIDE.

THE LENGTH OF THE PAD SHALL BE AS REQUIRED, BUT NOT LESS THAN 50 FEET.

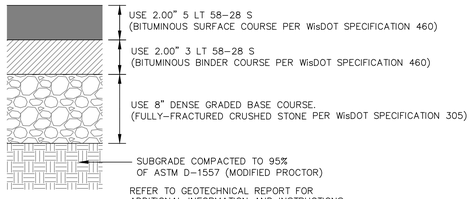
LOCATE CONSTRUCTION ENTRANCES & EXITS TO LIMIT SEDIMENT LEAVING THE SITE & TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES. AVOID ENTRANCES WHICH HAVE STEEP GRADES & ENTRANCES AT CURVES IN PUBLIC ROADS.

THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE & REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

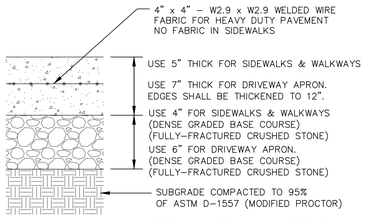
ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS–OF–WAY SHALL BE REMOVED BY THE END OF THE WORK DAY.

PROVIDE DRAINAGE FOR A 2 YEAR – 24 HOUR EVENT TO CARRY WATER TO A SEDIMENT TRAP OR OTHER SUITABLE OUTLET.

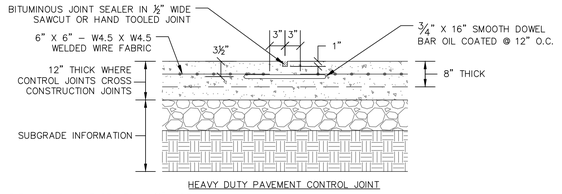
WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS–OF–WAY. WHEN WASHING IS REQUIRED, DESIGNATE AN ARE



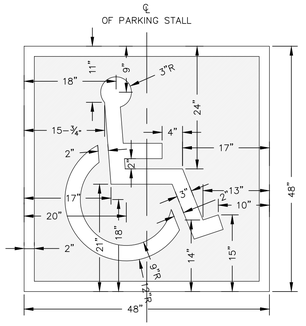
1 C202 ASPHALTIC CONCRETE PAVEMENT
N.T.S.



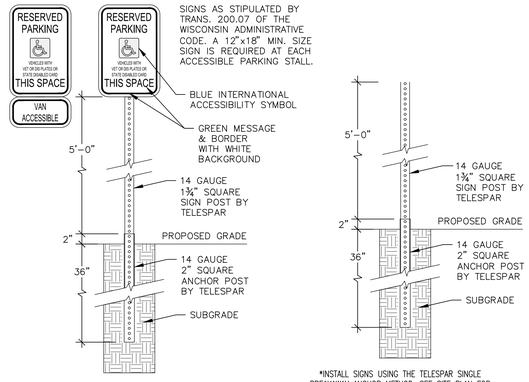
2 C202 CONCRETE SIDEWALK/SLAB
N.T.S.



3 C202 CONTROL & CONSTRUCTION JOINT DETAILS (TYP.)
N.T.S.

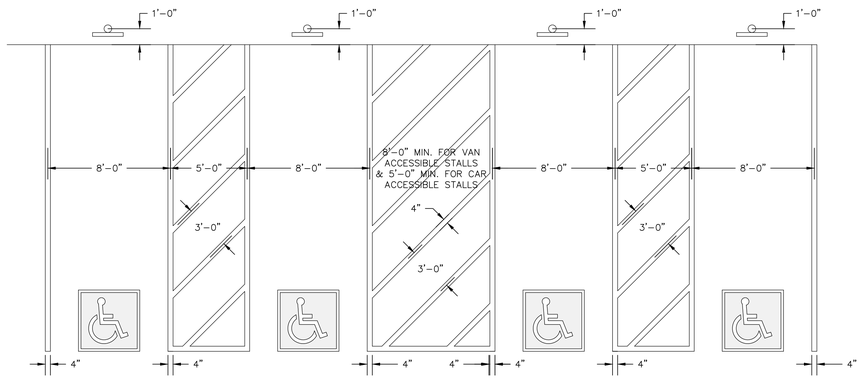


4 C202 INTERNATIONAL ACCESSIBILITY SYMBOL FOR PARKING STALLS
N.T.S.

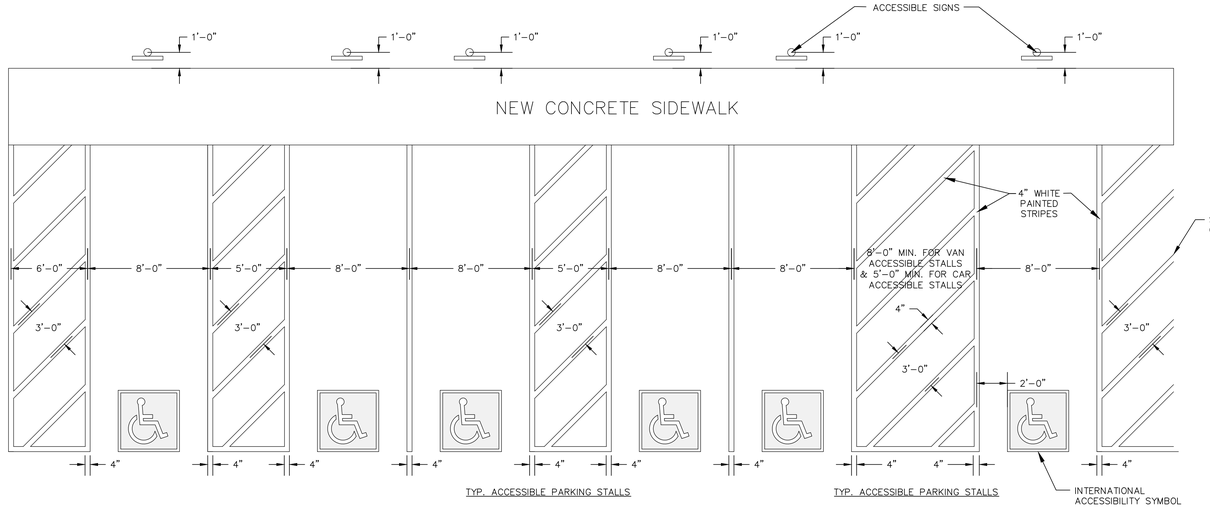


5 C202 ACCESSIBLE PARKING STALL SIGN
N.T.S.

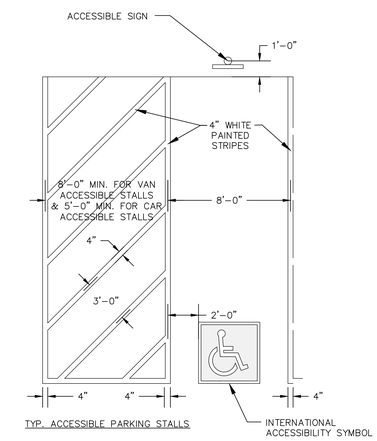
6 C202 SIGN POST DETAIL
N.T.S.



7 C202 ACCESSIBLE PARKING STALL MARKING
N.T.S.



6 C202 ACCESSIBLE PARKING STALL MARKING
7



8 C202 ACCESSIBLE PARKING STALL MARKING
N.T.S.

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING 100% EMPLOYEE-OWNED CORP.

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

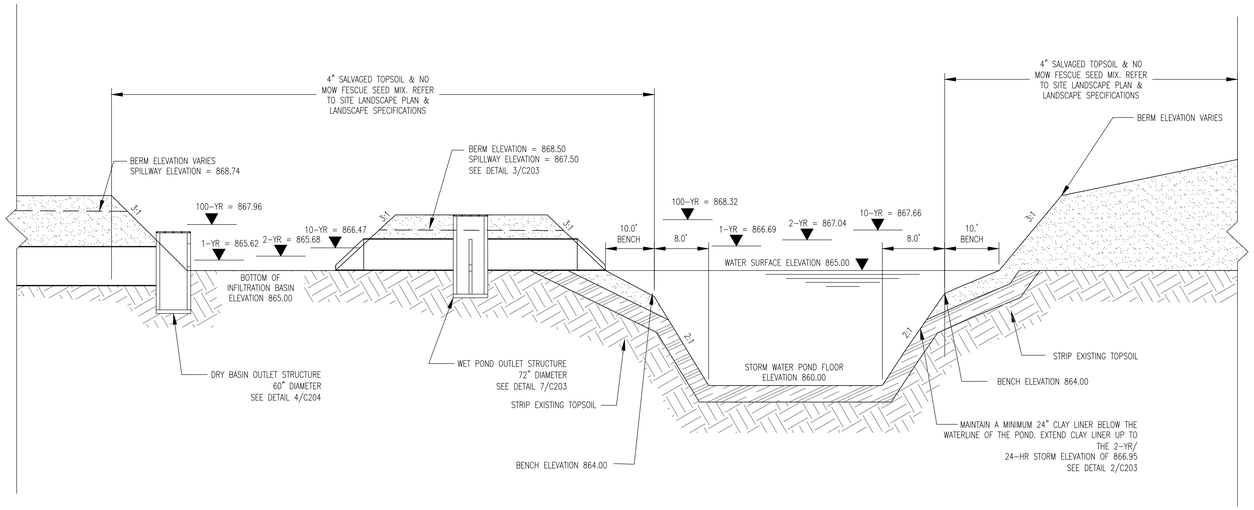
SEAL:
all in

SHEET:
SITE DETAILS

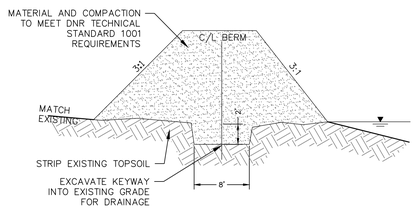
PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C202

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C201 - SITE DETAILS.dwg



1 C203 STORM WATER POND AND INFILTRATION BASIN
N.T.S.



4 C203 BERM KEYWAY DETAIL
N.T.S.

Imported Clay Liner (For Detention Ponds - If Onsite Materials Are Not Suitable - Test Soils To Confirm)

A. Description

This work shall consist of the construction of a clay liner for the ponds as shown on the Plans and in accordance with these specifications and the contract documents.

B. Materials

Material used in this work shall conform to the requirements of the standard specifications and as follows:

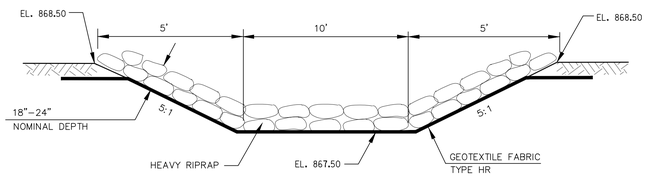
Permeability:	1 x 10-7 cm/sec or less
Grain Size:	P200 content 50% by weight or greater. Larger than 50 mm shall be removed.
Clay Content:	25% by weight or greater
Liquid Limit:	25% or greater
Plasticity Index:	10% or greater
Unified Soil Classification:	CL or CH (non-organic)

Materials shall be free of stone and inclusions of other soil types.

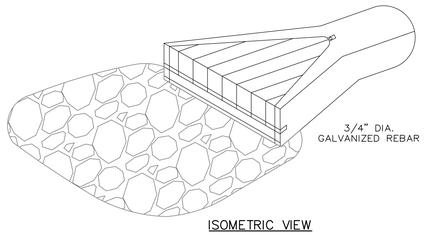
Material shall be compacted to 90% Modified Proctor.

Install clay liner in maximum 8-inch lifts.

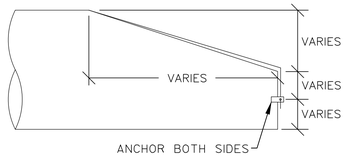
2 C203 CLAY LINER FOR POND
4



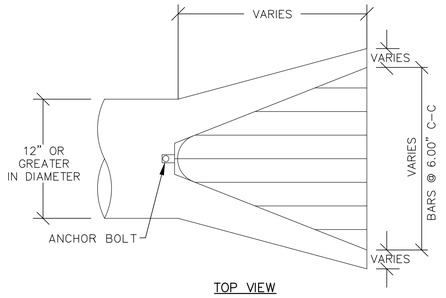
3 C203 STORM WATER POND EMERGENCY SPILLWAY CROSS SECTION
N.T.S.



ISOMETRIC VIEW

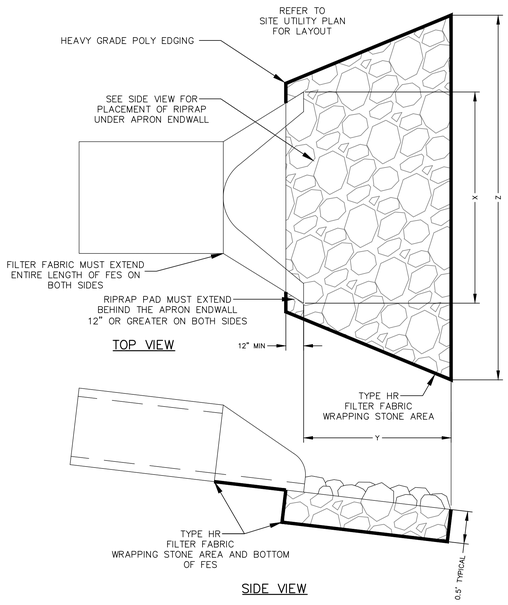


SIDE VIEW



TOP VIEW

5 C203 TRASH GUARD AT RCP APRON ENDWALLS
N.T.S.



SIDE VIEW

DIA (INCH)	X (INCH)	Y (INCH)	Z (INCH)
12	24	120	48
15	30	120	60
18	36	120	60
21	42	120	72
24	48	120	72
27	54	120	81
30	60	120	90
36	72	120	108
42	78	120	120
48	84	120	120
54	90	120	150
60	96	120	162
66	102	120	174
72	108	120	186

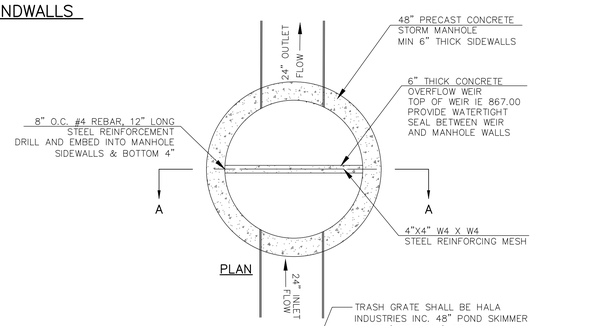
NOTES:
1.) STANDARD SPECIFICATION SHALL APPLY TO ALL INSTALLATIONS.

2.) PIPES 36" AND GREATER SHALL HAVE JOINT TIES.

3.) PIPES 36" OR GREATER SHALL HAVE 50% OF THE RIPRAP PAD PLACED WITH A SLURRY GROUT MIX ON AN UNEVEN RIPRAP SURFACE.

4.) TWIN APRON INSTALLATIONS SHALL BE GOVERNED BY THE OUTSIDE DIMENSIONS OF A SINGLE PIPE.

6 C203 TYPICAL PLACEMENT OF RIPRAP AT APRON ENDWALLS
N.T.S.



PLAN

TRASH GRATE SHALL BE HALA INDUSTRIES INC. 48" POND SKIMMER PLATE (PS72-86H) OR EQUAL RIM 868.50

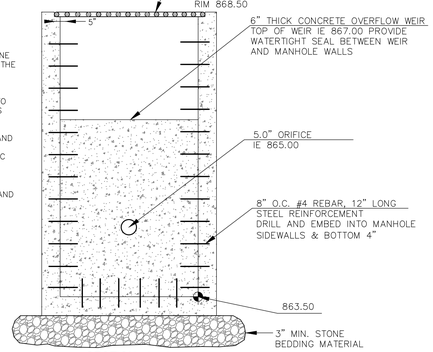
STORM MANHOLE NOTES:

1. PRECAST CONCRETE ADJUSTING RINGS TO BE REINFORCED WITH ONE HOOP OF STEEL CENTERED WITHIN THE RING.

2. CONCRETE AND STEEL REINFORCEMENT SHALL CONFORM TO DESIGNATION C-478 REQUIREMENTS OF ASTM SPECIFICATIONS.

3. JOINTS SHALL BE WATERTIGHT AND SHALL BE MADE USING RUBBER GASKETS OR BUTYL RUBBER MASTIC MATERIAL.

4. 3" MIN. BEDDING MATERIAL REQUIRED UNDER MANHOLE BASE AND BACKFILLED STRUCTURE WITH GRANULAR BACKFILL MATERIAL.



SECTION A-A

7 C203 72-INCH STORM OUTFALL STRUCTURE FOR WET POND
N.T.S.

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING 100% EMPLOYEE-OWNED CORP.

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

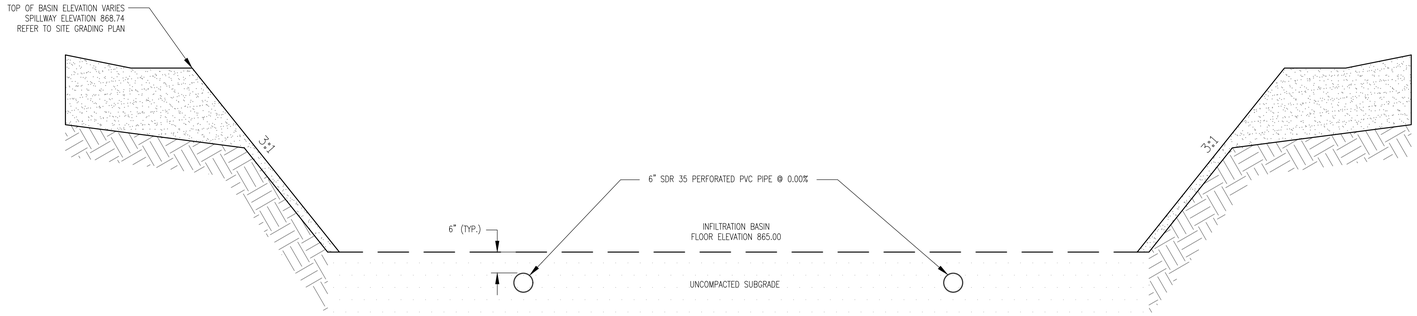
SEAL:
all in

SHEET:
SITE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C203

FILENAME: S:\Wauk_CO\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C201 - SITE DETAILS.dwg



CARE SHALL BE TAKEN TO AVOID COMPACTION OF THE SOIL WITHIN THE LIMITS OF THE DRY DETENTION BASIN AREA. THESE AREAS SHALL BE FENCED OFF PRIOR TO ANY LAND DISTURBING ACTIVITIES.

NOTE 1: DURING CONSTRUCTION THE INFILTRATION AREA SHALL BE FENCED OFF TO PREVENT HEAVY EQUIPMENT ACCESS DURING DEVELOPMENT. NO CONSTRUCTION TRAFFIC IS ALLOWED WITHIN THE LIMITS OF THE INFILTRATION AREA.

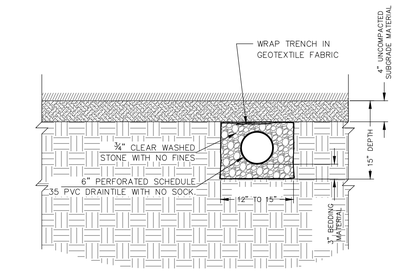
NOTE 2: DEPTH TO INFILTRATIVE SOIL VARIES. GEOTECHNICAL ENGINEER SHALL BE ON-SITE DURING INFILTRATION BASIN EXCAVATION. EXCAVATE TO DEPTH AS DIRECTED BY GEOTECHNICAL ENGINEER. GEOTECHNICAL ENGINEER SHALL VERIFY INFILTRATIVE SOILS HAVE BEEN EXPOSED PRIOR TO BACKFILLING WITH STONE OR ENGINEERED SOIL.

NOTE 3: THE BED OF THE INFILTRATION BASIN SHALL BE PLOWED OR DEEP TILLED. TO MINIMIZE COMPACTION, ALL EXCAVATION FOR THE INFILTRATION BASIN SHALL BE FROM THE SIDES WITH A BACKHOE.

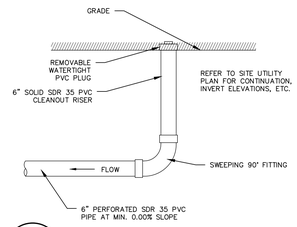
NOTE 4: CONSTRUCTION SHALL BE SUSPENDED DURING PERIODS OF RAINFALL OR SNOWMELT. CONSTRUCTION SHALL REMAIN SUSPENDED IF PONDED WATER IS PRESENT OR IF RESIDUAL SOIL MOISTURE CONTRIBUTES SIGNIFICANTLY TO THE POTENTIAL FOR SOIL SMEARING, CLUMPING, OR OTHER FORMS OF COMPACTION.

NOTE 5: THE INFILTRATION BASIN SHALL BE BROUGHT ON-LINE AFTER THE SITE HAS BEEN FULLY DEVELOPED AND STABILIZED FROM EROSION.

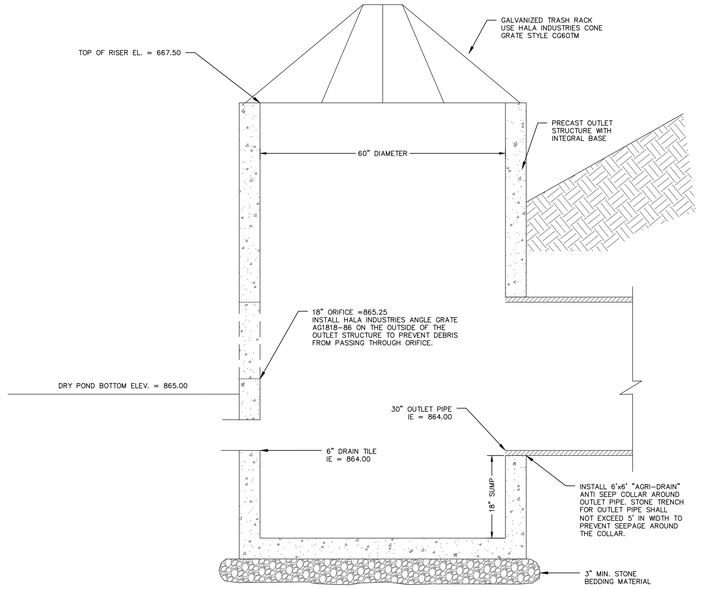
1 / C204 INFILTRATION BASIN
N.T.S.



2 / C204 INFILTRATION BASIN DRAIN TILE DETAIL
N.T.S.



3 / C204 STORM SEWER END RUN 6" CLEANOUT
N.T.S.



4 / C204 60-INCH INFILTRATION BASIN OUTLET STRUCTURE
N.T.S.

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

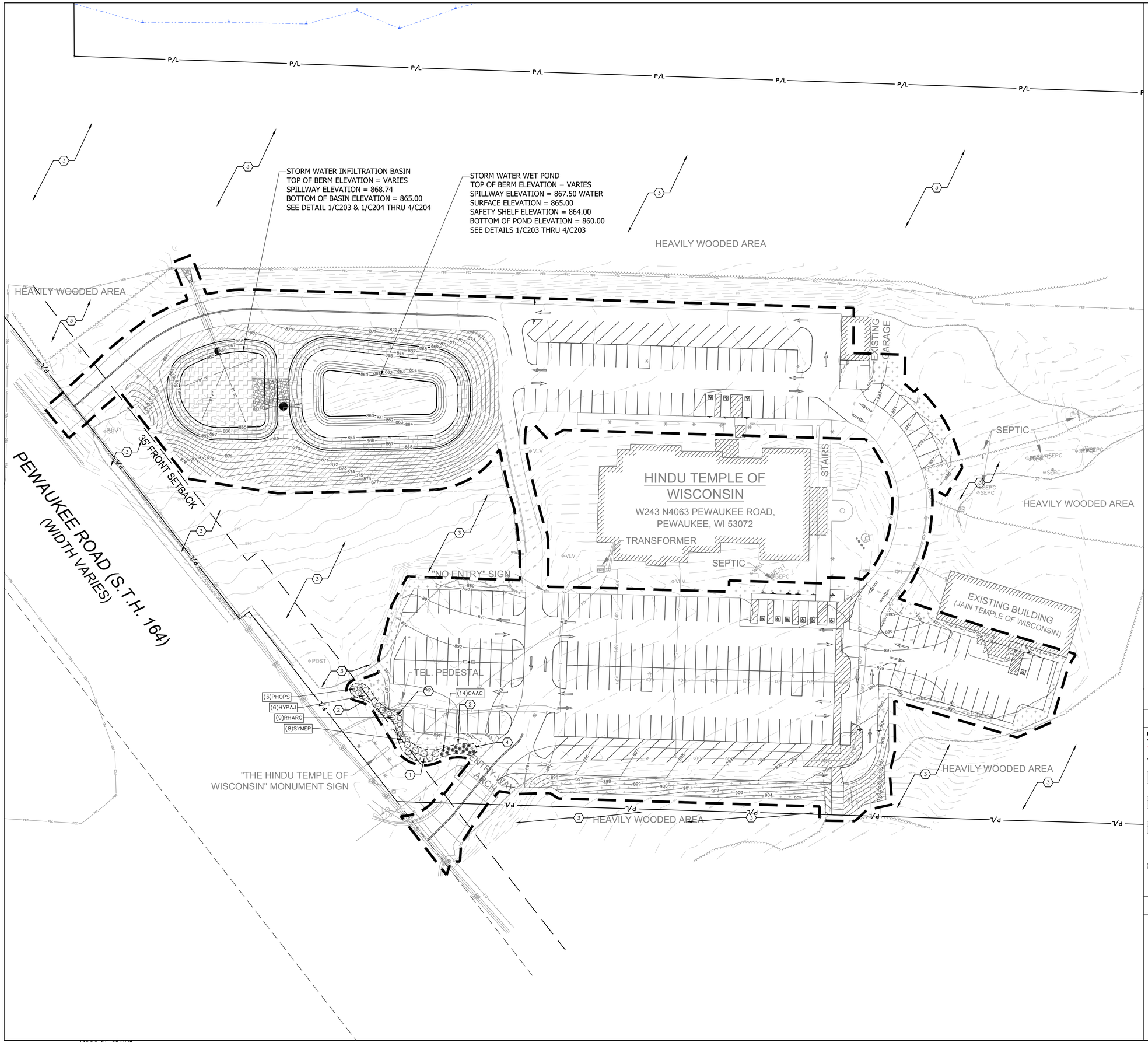
all in

SHEET:
SITE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C204

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C201 - SITE DETAILS.dwg



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all in

SHEET:

SITE LANDSCAPE PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:

L101

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

HATCH LEGEND

- PROJECT LIMITS
- P/L PROPERTY LINE
- EASE EASEMENT LINE
- ALUMINUM EDGING (7 / L201)
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, LAWN GRASS SEED, FERTILIZER, AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, NO MOW FESCUE WITH ANNUAL RYE GRASS SEED, FERTILIZER, AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, NATIVE SEED MIX WITH ANNUAL RYE NURSE CROP AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED. (1 / L202) (2 / L202)
- (10)HEPM — PLANT "CODE" REFERENCES TO THE PLANT SCHEDULE
- QUANTITY OF PLANTS IN THE PLANT GROUPING
- LEADER LINE
- PLANT SYMBOL (SYMBOL VARIES)

KEY INDEX

1. SHREDDED HARDWOOD MULCH (6 / L201)
2. ALUMINUM EDGING AT PLANTING BED (7 / L201)
3. EXISTING WOODED AREA TO REMAIN
4. EXISTING LIGHT POLE TO REMAIN

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\L101 – SITE LANDSCAPE PLAN.dwg

Plant Schedule

Code	Scientific Name	Common Name	Quantity	Spacing	Install Size	Mature Size (Height/Spread)
Deciduous Shrubs: (Install in accordance with detail 4/L201)						
HYPAJ	Hydrangea paniculata 'Jane'	Little Lime Hydrangea	6	Per Plan	18" tall pot	3'-5'/3'-5'
PHOPS	Physocarpus opulifolius 'Seward'	Summer Wine Ninebark	3	Per Plan	24" tall pot	5'-6'/4'-5'
RHARG	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	9	Per Plan	18" spread pot	2'-3'/6'-8'
SYMEP	Syringa meyeri 'Palibin'	Meyer Lilac (Dwarf Korean Lilac)	8	Per Plan	24" tall pot	4'-5'/5'-7'
Perennials: (Install in accordance with detail 5/L201)						
CAAC	Calamagrostis x acutiflora Karl Foerster	Karl Foerster Reed Grass	14	Per Plan	#1 cont.	5'-6'/18"-24"

NOTE: Plant quantities indicated in the plant schedule are for convenience only. Installation contractor is responsible for verifying plant count on the landscape plan. When discrepancies between the plant schedule, labels and the landscape plan occur, the quantity drawn on the landscape plan shall be the official quantity.

1 / L201 PLANT SCHEDULE
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

LANDSCAPE CALCULATIONS

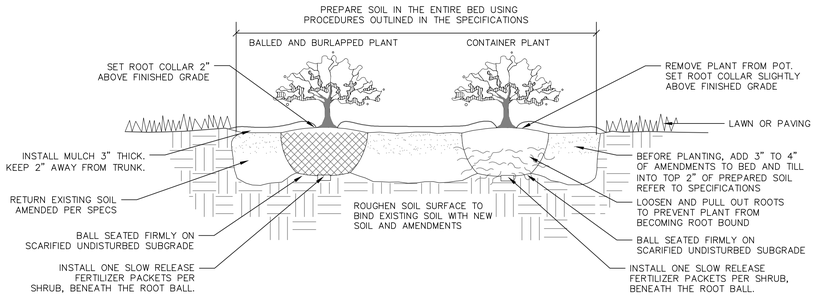
City of Pewaukee Landscaping Requirements

Site Zoning = I-2 (Rural Institutional District)

Landscape requirements

	Required	Provided
Building Design Standards		
Standard No. BD-5		
Building appurtenances such as loading docks, solid waste storage areas, and mechanical or utility equipment shall not be located on the street side of any building and shall be permanently screened from general view on all other sides (or roofs) of the building by use of compatible building materials, dense landscaping or both.	Utilitarian items shall no be lcoated on the street side of any building and screened by the building or landscaping.	Solid waste storage areas, mechanical or utility equipment are not located on the street side of any buildings and permanently screened by the building or dense existing landscaping.
Building landscaping, lighting and signage shall be presented as an integral part of the building design and shall not be so large or distinct as to detract form the architecture of the building.	Landscaping shall be presented as an integral part of the building design and shall not be so large or distinct as to detract form the architecture of the building.	Existing landscaping is presented as an integral part of the building design and is not so large or distinct as to detract form the architecture of the building.
Overriding Considerations		
The landscaping of a site and even the fencing and building structures on the site should be so arranged as to attractively screen from the general view of the traveling public those areas on the site not enclosed within a building which are not inherently attractive, such as auto parking areas, truck and construction equipment parking areas, large paved areas, trash receptacles, building related mechanical equipment, above-ground utility facilities, and raw material storage.	The landscaping of a site should be so arranged as to attractively screen from the general view of the traveling public those areas on the site not enclosed within a building which are not inherently attractive, such as auto parking areas, large paved areas, trash receptacles, building related mechanical equipment, and above-ground utility facilities.	The landscaping and existing dense vegetation on the site is arranged as to attractively screen from the general view of the traveling public those areas on the site not enclosed within a building which are not inherently attractive, such as auto parking areas, large paved areas, trash receptacles, building related mechanical equipment, and above-ground utility facilities.
Parking Requirements		
All off-street parking lots which are created or redesigned and rebuilt subsequent to the adoption of this section shall be provided with accessory landscape or decorative fence screening that will block from the view of motorists or pedestrians on adjacent streets of at least the lower one-half of vehicles parked within the off-street parking area.	Off-street parking lots shall be provided with accessory landscape or decorative fence screening that will block from the view of motorists or pedestrians on adjacent streets of at least the lower one-half of vehicles parked within the off-street parking area.	Off-street parking lots are provided with accessory landscape screening that will block from the view of motorists or pedestrians on adjacent streets of at least the lower one-half of vehicles parked within the off-street parking area.
Each such parking area shall be bounded by a grassed or landscaped greenbelt of at least ten (10) feet in width between the parking area and all property boundaries.	Each parking area shall be bounded by a grassed or landscaped greenbelt of at least ten (10) feet in width between the parking area and all property boundaries.	Each parking area is bounded by a grassed or landscaped greenbelt greater than ten (10) feet in width (minimum 39' provided) between the parking area and all property boundaries.

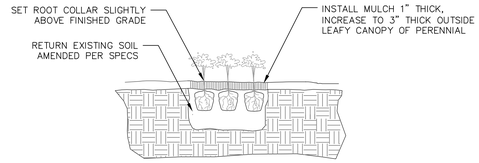
2 / L201 LANDSCAPE CALCULATIONS



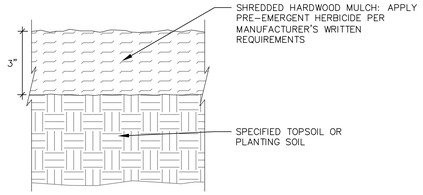
4 / L201 DECIDUOUS & EVERGREEN SHRUB PLANTING
N.T.S.

1. ALL PLANT MATERIAL SHALL BE OBTAINED FROM A NURSERY LOCATED IN ZONE 5, CONFORM TO APPLICABLE REQUIREMENTS OF THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AND BOTANICAL NAMES SHALL BE ACCORDING TO THE CURRENT EDITION OF "STANDARDIZED PLANT NAMES" PREPARED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURE NOMENCLATURE.
2. CONTRACTOR TO PROVIDE TO THE LANDSCAPE ARCHITECT SAMPLES OF ALL BARK AND MINERAL/STONE MULCHES, DECORATIVE GRAVELS, MAINTENANCE STRIP STONE, OR OTHER GROUND COVER MATERIALS FOR APPROVAL PRIOR TO INSTALLATION.
3. BARK MULCH TO BE FRESHLY ACQUIRED HARDWOOD SHREDDED BARK MULCH. DOUBLE MILLED, EXCESSIVE DIRT AND DUST LIKE MATERIAL OR OLD MATERIAL IS NOT ACCEPTABLE.
4. LANDSCAPE EDGING TO BE ALUMINUM EDGING. REFER TO SPECIFICATION 32 93 00 PLANTS FOR ADDITIONAL INFORMATION.
5. ALL PLANTING AREAS TO RECEIVE A 3-INCH THICK LAYER OF HARDWOOD SHREDDED BARK MULCH WITH EDGING. EDGING TO BE INSTALLED BETWEEN DIFFERENT TYPES OF MULCHES, BETWEEN MULCHES AND TURF, AND/OR WHERE SPECIFICALLY NOTED ON THE PLAN. REFER TO SPECIFICATION 32 93 00 PLANTS FOR ADDITIONAL INFORMATION.
6. CONTRACTOR RESPONSIBLE FOR MAINTENANCE OF PLANT MATERIAL FOR 90 DAYS FROM INSTALLATION, INCLUDING WATERING, WEEDING, ETC. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF SEEDED AREAS FOR 60 DAYS FROM INSTALLATION, INCLUDING WATERING, WEEDING, ETC. CONTRACTOR TO PROVIDE AND REVIEW MAINTENANCE INSTRUCTIONS WITH THE OWNER PRIOR TO THE COMPLETION OF THESE MAINTENANCE PERIODS. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
7. CLEANLY PRUNE AND REMOVE DAMAGED BRANCHES, DEAD WOOD, AND ROOTS IMMEDIATELY PRIOR TO PLANTING. DO NOT CUT LEADERS OR LEAVE "V" CROTCHES OR DOUBLE LEADERS UNLESS A MULTI-STEM TREE IS SPECIFIED.
8. REMOVE BURLAP, WIRE BASKET, ROPE, TWINE, AND ALL SYNTHETIC MATERIAL FROM THE ROOTS, TRUNK, OR CROWN OF PLANT.
9. REMOVE EXCESS SOIL ABOVE ROOT COLLAR.
10. PLANT SHRUBS SO THAT THE ROOT COLLAR IS 2" ABOVE FINISHED GRADE OR SEVERAL INCHES ABOVE GRADE IF PLANT IS INSTALLED IN POOR SOILS.
11. PLANT SHRUBS WITH SAME ORIENTATION AS WHEN HARVESTED FROM THE NURSERY OR TO SHOWCASE THE MOST AESTHETIC VIEW.
12. PLANT ALL SHRUBS WITH ONE SLOW RELEASE FERTILIZER PACKET, PLACED BELOW THE ROOTING SYSTEM.
13. WATER AND TAMP BACKFILL AND ROOTS OF ALL NEWLY SET PLANT MATERIAL SO THE SOIL AND ROOTS ARE THOROUGHLY SOAKED AND AIR POCKETS ARE REMOVED.
14. NO MOW TO BE NO MOW FESCUE SEED MIX WITH ANNUAL RYE NURSE CROP FROM PRAIRIE NURSERY, INC. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION. PRAIRIE NURSERY ADDRESS: PO BOX 306 WESTFIELD, WI 53964. TELEPHONE: 1-800-476-9453 FAX: 608-296-2741.
15. NATIVE SEED MIX TO BE "RAINWATER RENEWAL SEED MIX" WITH ANNUAL RYE NURSE CROP FROM AGRECOL, LLC. REFER TO DETAILS 1/L202, 2/L202 AND SPECIFICATIONS FOR ADDITIONAL INFORMATION. AGRECOL, LLC ADDRESS: 10101 NORTH CASEY ROAD EVANSVILLE, WI 53536. TELEPHONE: 608-223-3571 FAX: 608-884-4640 EMAIL: ECOSOLUTIONS@AGRECOL.COM.
16. REFER TO SPECIFICATIONS 32 93 00 PLANTS AND 32 92 00 TURF AND GRASSES FOR ADDITIONAL INFORMATION.

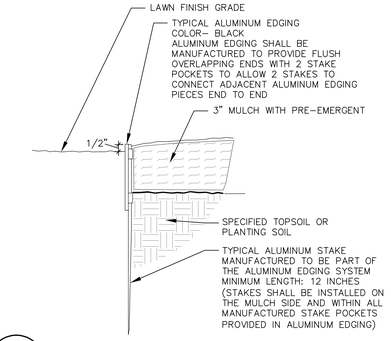
3 / L201 LANDSCAPE NOTES
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION



5 / L201 PERENNIAL PLANTING
N.T.S.



6 / L201 SHREDDED HARDWOOD MULCH SECTION
N.T.S.



7 / L201 ALUMINUM EDGING AT PLANTING BED SECTION
N.T.S.

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Milwaukee, Wisconsin 53202
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HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

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all in

SHEET:
SITE LANDSCAPE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
L201

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\L101 - SITE LANDSCAPE PLAN.dwg

Storm Basin Side Slope Seed Mix

Wet Mesic to Dry Mesic

Full Sun

Seeding rate= 8.00 PLS LBS/Acre

94.00 Seeds/Square Foot

Seed Mix to be "Rainwater Renewal" Seed Mix produced by Agrecol (phone 1-608-223-3571) - or approved equal

The seed mix shall contain the following wildflowers, grasses, sedges & rushes:

Scientific Name	Common Name	Oz/Acre
Wildflowers		
Asclepias incarnata	Marsh (Red) Milkweed	3.00
Aster ericoides	Heath Aster	0.10
Aster novae-angliae	New England Aster	1.50
Baptisia leucantha (alba)	White Wild Indigo	4.00
Eupatorium maculatum	Spotted Joe Pye Weed	0.80
Eupatorium perfoliatum	Boneset	0.50
Liatris pycnostachya	Prairie Blazing Star	2.50
Liatris spicata	Marsh Blazing Star	5.00
Lobelia cardinalis	Cardinal Flower	0.25
Lobelia siphilitica	Great Blue Lobelia	0.50
Monarda fistulosa	Wild Bergamot	1.50
Physostegia virginiana	Obedient Plant	1.50
Pycnanthemum virginianum	Mountain Mint	0.30
Ratibida pinnata	Yellow Coneflower	2.25
Rudbeckia hirta	Black-Eyed Susan	2.00
Rudbeckia subtomentosa	Sweet Black-Eyed Susan	2.00
Solidago chioensis	Ohio Goldenrod	0.50
Tradescantia ohioensis	Ohio Spiderwort	1.25
Verbena hastata	Blue Vervain	1.00
Vernonia fasciculata	Ironweed	1.00
Grasses, Sedges & Rushes		
Bromus ciliatus	Fringed Brome	20.00
Calamagrostis canadensis	Blue Joint Grass	1.00
Carex bebbii	Bebb's Oval Sedge	2.00
Carex crawfordii	Crawford's Sedge	1.00
Carex crinita	Fringed Sedge	0.75
Carex stipata	Common Fox Sedge	1.50
Carex vulpinoidea	Brown Fox Sedge	1.00
Elymus canadensis	Canada Wild Rye	24.00
Elymus virginicus	Virginia Wild Rye	32.00
Glyceria grandis	Reed Manna Grass	1.00
Panicum virgatum	Switchgrass	3.50
Scirpus atrovirens	Dark-Green Bulrush	0.50
Scirpus cyperinus	Wool Grass	0.30
Sorghastrum nutans	Indian Grass	5.00
Spartina pectinata	Prairie Cordgrass	3.00
Nurse Crop		
Annual Rye		
Spring Seeding: 1/8 lb per 1000 square feet		
Fall Seeding: 1/3 lb per 1000 square feet		
-or-		
Seed Oats		
Spring Seeding: 1-1/2 lb per 1000 square feet		
Fall Seeding: 3 lb per 1000 square feet		

Mulch the seeding with blown straw after native seed and nurse crop installation. Cover seeded areas with slopes equal to or greater than 4:1 with straw erosion mat that has a fabric with minimum 1/2-inch x 1/2-inch webbed openings. (See Erosion Control Plan). Install 4' tall temporary wood stakes 6' on center with signage reading "Native Seeding - Please do not enter" around the perimeter of the native seeded area along with plastic yellow tape between the top of the stakes to delineate it from the lawn area so that it is not accidentally mowed along with the lawn during the establishment period.

1 L202 NATIVE PRAIRIE SEED MIX
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

NATIVE PRAIRIE PLANTING BED PREPARATION

I. SITE PREPARATION METHODS

TO PREPARE YOUR SITE FOR PLANTING, FIRST REMOVE THE EXISTING VEGETATION. THIS MAY CONSIST OF PERENNIAL WEEDS, ANNUAL WEEDS, OR BOTH. EXISTING WEEDS WILL COMPETE WITH PRAIRIE SEEDS FOR NUTRIENTS, MOISTURE, AND SUNLIGHT. ALTHOUGH IT IS NEARLY IMPOSSIBLE TO REMOVE ALL ANNUAL WEED SEEDS FROM THE SEEDBANK STORED IN THE SOIL, IT IS CRUCIAL TO KILL AND/OR REMOVE PERENNIAL WEEDS AND RHIZOMES BEFORE PLANTING. PERENNIAL WEEDS SUCH AS QUACKGRASS, BROMEGRASS, CANADA THISTLE, CANADA GOLDENROD AND RED CLOVER CAN INHIBIT THE GROWTH AND DEVELOPMENT OF YOUR PRAIRIE. ELIMINATING ALL PERENNIAL WEEDS PRIOR TO SEEDING IS ESSENTIAL TO SUCCESS WITH THE PRAIRIE.

SITE PREPARATION OPTIONS VARY ACCORDING TO THE VEGETATION TYPE THAT WILL BE CONVERTED TO A PRAIRIE PLANTING:

A. OLD FIELDS– FIELDS THAT HAVE BEEN ABANDONED AND ALLOWED TO GROW UP INTO GRASSES AND WEEDS REQUIRE AT LEAST ONE FULL YEAR FOR PROPER SITE PREPARATION. TWO YEARS OF WEED CONTROL IS EVEN BETTER, DUE TO THE PRESENCE OF ESTABLISHED PERENNIAL WEEDS AND WEED SEEDS IN THE SOIL. DO NOT RUSH SITE PREPARATION IN OLD FIELDS. KILL ALL THE WEEDS FIRST!

1. HERBICIDING
   - A) MOW AND RAKE OR BURN THE EXISTING VEGETATION TO THE GROUND IN LATE FALL OR EARLY SPRING.
   - B) APPLY A GLYPHOSPHATE HERBICIDE (SUCH AS "ROUNDUP") THREE TIMES THROUGHOUT THE GROWING SEASON AT 6–8 WEEK INTERVALS WHEN PLANTS ARE GREEN AND ACTIVELY GROWING. (MID–SPRING, MID–SUMMER, EARLY FALL). DO NOT SPRAY WHEN WINDS EXCEED 10 MILES PER HOUR TO PREVENT OVERSPRAY INTO AREAS TO BE PROTECTED.
   - C) IF PERENNIAL WEEDS ARE STILL PRESENT ON THE SITE AFTER A FULL YEAR OF HERBICIDING, DO NOT SEED. LEAVE THE SOIL UNDISTURBED OVER WINTER, AND APPLY ONE MORE HERBICIDE TREATMENT IN LATE SPRING OF THE FOLLOWING YEAR TO KILL ANY REMAINING WEEDS. IF IN DOUBT, WAIT, SPRAY FOR A SECOND YEAR, AND SEED IN THE FALL.
   - D) WHEN ALL THE VEGETATION IS DEAD, WORK THE GROUND TO CREATE A PREPARED SEED BED. PLANT SEED ACCORDING TO DIRECTIONS IN SECTION IV.
   - E) IF PLANTING IN FALL, THE SEED CAN BE SCATTERED INTO THE DEAD VEGETATION WITHOUT TILLING SO LONG AS EXPOSED SOIL IS VISIBLE BELOW THE VEGETATION. THE SEED WILL WORK ITS WAY DOWN INTO THE SOIL OVER WINTER, AND GERMINATE THE FOLLOWING SPRING. THIS IS A "DORMANT" SEEDING. FALL DORMANT SEEDINGS TYPICALLY RESULTS IN HIGHER GERMINATION OF WILDFLOWER SEEDS, BUT LOWER GERMINATION OF WARM SEASON PRAIRIE GRASSES. SPRING SEEDINGS RESULT IN HIGHER GERMINATION OF WARM SEASON PRAIRIE GRASSES, AND SOMEWHAT LOWER GERMINATION OF CERTAIN WILDFLOWER SEEDS.

2. CULTIVATING
   - A) MOW AND RAKE, OR BURN OFF THE EXISTING VEGETATION TO THE GROUND IN LATE FALL OR EARLY SPRING.
   - B) CULTIVATE TO A DEPTH OF FOUR TO FIVE INCHES EVERY TWO TO THREE WEEKS FROM SPRING THROUGH FALL.
   - C) BEFORE PLANTING, MAKE SURE ALL THE EXISTING WEEDS HAVE BEEN KILLED. THIS PROCEDURE MAY REQUIRE TWO CONSECUTIVE YEARS OF CULTIVATING TO KILL PERNICIOUS, NOXIOUS WEEDS.
   - D) PLANT IN FALL OR THE FOLLOWING SPRING INTO A PREPARED BED.

II. FINAL SEED AND PLANT BED PREPARATION

JUST PRIOR TO PLANTING, PREPARE THE SOIL ACCORDING TO THE TYPE OF PLANTING METHOD USED.

A. SEEDING BY HAND BROADCASTING, OR MECHANICALLY USING A BRILLION DROP SEEDER OR SIMILAR IMPLEMENT REQUIRES A WELL–TILLED, FINELY GRADED SURFACE. A BRILLION SEEDER IS EXCELLENT FOR SEEDING ONTO TILLED UP SOILS ON AREAS OF ONE HALF ACRE OR LARGER. ITS HEAVY CAST IRON PACKING WHEELS ENSURE FIRM SEED TO SOIL CONTACT.

B. NO–TILL DRILLS OR SLIT SEEDERS (TYE, TRUAX, ETC) REQUIRES A SMOOTH, LEVEL SOIL SURFACE, BUT LITTLE OR NO TILLING. TILLING WILL ONLY EXPOSE MORE WEEDS FROM THE SOIL BELOW, AND IS NOT RECOMMENDED WHEN USING NO–TILL DRILLS AND SLIT–SEEDERS.

A FINAL PRE–PLANTING TIP
IF PLANTING IN LATE SPRING OR EARLY SUMMER, APPLY ROUND–UP TO THE SITE WHEN NEWLY–SPROUTED WEEDS ARE TWO TO THREE INCHES TALL TO REDUCE WEED DENSITIES. WAIT 7 DAYS AFTER SPRAYING, TILL THE SOIL VERY LIGHTLY, LESS THAN ONE INCH IN DEPTH IF POSSIBLE (TILLING DEEPER WILL ONLY BRING UP MORE WEED SEEDS). PLANT IMMEDIATELY. IF YOU PREFER TO AVOID USING HERBICIDES, WAIT FOR A GOOD SPRING RAIN AFTER THE SITE IS FINE–GRADED. THIS WILL STIMULATE WEED SEEDS TO GERMINATE. FIVE TO SEVEN DAYS AFTER THE RAIN, TILL THE SOIL VERY LIGHTLY, NO MORE THAN ONE INCH IN DEPTH. A FIELD DRAG WORKS ADMIRABLY FOR THIS JOB. THIS WILL KILL THE NEWLY GERMINATED WEEDS BEFORE THEY EMERGE FROM THE GROUND. DO THE DRAGGING OR TILLING IN MID–MORNING OF A WARM SUNNY DAY, SO THAT THE WEED SEEDLINGS WILL BE KILLED BY HEAT. PLANT IMMEDIATELY.

PLANTING THE NATIVE PRAIRIE

III. SEED PRE–TREATMENT OPTIONS

SEED SHALL BE "DRY STRATIFIED" PRIOR TO SHIPPING TO HELP BREAK SEED DORMANCY. SOME WILDFLOWER SEEDS GERMINATE BEST WHEN SEEDED IN FALL IN A DORMANT SEEDING. THE EXPOSURE TO COLD, DAMP CONDITIONS SIGNALS TO THE SEED THAT WINTER HAS OCCURRED, AND THAT IT WILL BE SAFE TO GERMINATE WHEN THE SOIL WARMS UP IN SPRING. SOME WILDFLOWERS BENEFIT GREATLY FROM A PROCESS CALLED "DAMP STRATIFICATION," WHICH MIMICS THE EFFECTS OF WINTER ON THE SEED. THESE PROCEDURES ARE OUTLINED BELOW.

A. BREAKING SEED DORMANCY
   1. DRY STRATIFICATION SEED IS EXPOSED TO COLD TEMPERATURES FOR ONE MONTH OR LONGER. ALL PRAIRIE NURSERY SEED IS DRY STRATIFIED, UNLESS PURCHASED PRIOR TO MID–JANUARY.
   2. DAMP STRATIFICATION SEED IS MIXED WITH MOISTENED INERT MATERIAL AND STORED COLD FOR TEN DAYS TO THREE MONTHS. MANY PRAIRIE WILDFLOWER SEEDS SHOW IMPROVED GERMINATION WITH DAMP STRATIFICATION, WHILE PRAIRIE GRASSES GENERALLY EXHIBIT LITTLE OR NO INCREASE IN GERMINATION.

   TO DAMP STRATIFY YOUR SEEDS–
   IN A PLASTIC BAG OR RE–SEALABLE CONTAINER, MIX SEED WITH AN EQUAL VOLUME OF MOIST (NOT WET) SAWDUST OR CLEAN BUILDER'S SAND (IF MOISTURE CAN BE SQUEEZED OUT OF THE SAWDUST OR SAND, IT IS TOO WET). REFRIGERATE AT 34–38 DEGREES F (DO NOT FREEZE!). MOST FLOWER SEEDS REQUIRE THREE TO FOUR WEEKS OF TREATMENT. LEGUME SEEDS GENERALLY ONLY REQUIRE TEN TO FIFTEEN DAYS. SOME FLOWERS REQUIRE TWO TO THREE MONTHS.

   NOTE– WHEN PLANTING MOIST STRATIFIED SEED, IT IS IMPORTANT NOT TO LET IT DRY OUT AFTER PLANTING. THE GERMINATION PROCESS IS INITIATED BY DAMP STRATIFICATION. FOR BEST RESULTS, THE SOIL SHOULD BE KEPT MOIST FOR THE FIRST FEW WEEKS AFTER PLANTING.

IV. PLANTING YOUR SEED

A. WHEN TO PLANT
   1. FALL– (SEPT. 1 UP TO SOIL FREEZE–UP)
      ADVANTAGES–
      1) SEED OVER WINTERS AS IT WOULD IN NATURE AND COMES UP IN SPRING ON ITS OWN SCHEDULE WHEN CONDITIONS ARE RIGHT. THIS BREAKS MOST SEED DORMANCIES NATURALLY OVER WINTER.
      2) IN GENERAL, FLOWER SPECIES EXHIBIT INCREASED SPRING GERMINATION WITH FALL SEEDING.
      3) RECOMMENDED FOR DROUGHTY, SANDY SOILS BECAUSE SEED GERMINATES EARLIER IN THE SEASON, WHEN MOISTURE LEVELS ARE OPTIMAL, AND BEFORE SUMMER HEAT.
      4) RECOMMENDED FOR CLAY SOILS, AS CLAY IS EASIER TO WORK IN THE FALL THAN IN SPRING, AND SEEDS WILL GERMINATE EARLIER IN THE SEASON. CLAY SOILS OFTEN REMAIN WET WELL INTO THE SPRING, AND BY THE TIME THEY CAN BE SAFELY WORKED, THE HEAT AND DROUGHT OF SUMMER ARE OFTEN RIGHT AROUND THE CORNER. FALL SEEDING ON CLAY SOILS ENCOURAGES EARLIER GERMINATION AND BETTER ROOT DEVELOPMENT PRIOR TO THE ONSET OF SUMMER.

      DISADVANTAGES–
      1) WARM SEASON GRASS SEED TYPICALLY EXHIBITS REDUCED GERMINATION.
      2) THERE IS NO OPPORTUNITY FOR EARLY SPRING WEED CONTROL BY CULTIVATION OR HERBICIDING.
      3) BE CAREFUL ON EROSION–PRONE SITES. PLANT FALL SEEDINGS NO LATER THAN SEPTEMBER, WITH AN ANNUAL RYE OR OATS NURSE CROP TO HELP HOLD THE SOIL OVER THE FALL AND WINTER.

   2. EARLY SPRING– (MARCH–APRIL)
      ADVANTAGES–
      1) IN GENERAL, RESULTS IN BETTER FLOWER GERMINATION THAN PLANTING IN LATE SPRING.
      2) WATERING IS GENERALLY NOT AS CRITICAL, AS SPRING RAINS FULFILL THIS NEED.
      3) WARM SEASON GRASS SEED GENERALLY HAS BETTER GERMINATION THAN IN FALL
      4) BEST OPTION FOR SANDY SOILS IF UNABLE TO PLANT IN FALL.

      DISADVANTAGES–
      1) LIMITED OPPORTUNITY FOR EARLY, COOL SEASON WEED CONTROL.
      2) NOT RECOMMENDED FOR HEAVY SOILS, AS IT IS DIFFICULT TO WORK THESE SOILS IF WET IN SPRING.

   3. LATE SPRING– (MAY TO JUNE)
      ADVANTAGES–
      1) MORE TIME FOR GOOD SOIL PREPARATION – PARTICULARLY IMPORTANT ON HEAVY SOILS.
      2) MORE TIME FOR SPRING WEED CONTROL PRIOR TO SEEDING.
      3) OPTIMAL PLANTING TIME FOR WARM SEASON GRASSES.

      DISADVANTAGES–
      1) INCREASED CHANCE FOR LOW MOISTURE CONDITIONS LATER IN THE SEASON.
      2) REDUCED GERMINATION OF SOME FLOWER SPECIES.

   4. DORMANT OVERSEEDING FOR AREAS OF ALREADY ESTABLISHED PRAIRIE TO ADD SPECIES OR FILL VOIDS– SOIL TEMPERATURE BELOW 55 DEGREES FAHRENHEIT PREFERABLY BEFORE SNOW COVER (TYPICALLY LATE NOVEMBER TO DECEMBER)

B. PLANTING METHODS
   1. HAND BROADCASTING SEED
      - A) START WITH A FRESHLY–TILLED SEED BED FREE OF ROCKS OR SOIL CLUMPS GREATER THAN TWO INCHES IN DIAMETER.
      - B) MIX ALL SEED (INCLUDING THE NURSE CROP) WITH SLIGHTLY DAMPENED SAWDUST OR VERMICULITE (APPROXIMATELY TWO BUSHEL BASKETS OF SAWDUST PER 1000 SQUARE FEET, OR ONE PICKUP TRUCK PER ACRE).
      - C) DIVIDE THE SEED MIXTURE INTO TWO EQUAL GROUPS.
      - D) HAND BROADCAST ONE HALF OF THE SEED EVENLY OVER THE ENTIRE SITE.
      - E) HAND BROADCAST THE SECOND HALF OF THE SEED OVER THE SITE, WALKING PERPENDICULAR TO THE DIRECTION WALKED WHEN SEEDING THE FIRST HALF. THIS ENSURES EVEN SEED DISTRIBUTION.
      - F) COVER THE SEED LIGHTLY, WITH ONE–EIGHTH TO ONE–FOURTH INCH OF SOIL WITH A RAKE OR DRAG.
      - G) FIRM SEED IN THE SOIL BY ROLLING THE SITE WITH A CULTIPACKER, ROLLER, TRUCK OR TRACTOR TIRES
      - H) MULCH THE DESIGNATED PLANTING AREA WITH APPROXIMATELY 1 INCH OF WEED FREE STRAW SUCH AS WINTER WHEAT OR MARSH HAY. THE MULCH WILL HELP TO CONTROL EROSION ON STEEP SLOPES AND KEEP SAND OR CLAY SOILS MOIST DURING THE GERMINATION PERIOD. IF WORKING ON STEEP SLOPES, COVER THE MULCHED AREA WITH THE SPECIFIED STRAW EROSION MAT WITH TWO INCH OPENINGS TO ALLOW FOR UN–IMPEDED WILDFLOWER SEEDLING DEVELOPMENT. INSTALL STRAW EROSION MAT AS SPECIFIED.

   2. MECHANICAL PLANTING OF PRAIRIE SEED ON AREAS GREATER THAN ONE ACRE, IT IS MORE EFFICIENT TO PLANT USING A BROADCAST OR A NO–TILL SEEDER. THE BROADCAST PLANTER SPREADS THE SEED OVER THE SOIL WHEREAS THE NO–TILL SEEDERS PLANT THE SEED IN ROWS BY OPENING SLITS IN THE SOIL. THE BROADCAST SEEDER RECOMMENDED BY PRAIRIE NURSERY IS THE "BRILLION" DOUBLE BOX AGRICULTURAL MODEL, TYPICALLY USED TO SEED ALFALFA AND GRASS MIXTURES BUT EQUIPPED WITH NATIVE GRASS BRISTLE BRUSHES IN THE LARGER FRONT BOX RATHER THAN THE STANDARD STEEL WIRE AGITATORS. NO–TILL SEEDERS COMMONLY USED FOR PRAIRIE PLANTINGS INCLUDE THE TRUAX DRILL, THE TYE WILDFLOWER AND NATIVE GRASS SEEDER, AND JOHN DEERE SEEDERS. ON STEEP SLOPES, MULCHING AND/OR EROSION FABRIC SHALL BE INSTALLED TO PREVENT THE SEED FROM WASHING PRIOR TO ITS ESTABLISHMENT. FOR HYDRO–MULCHING, ONLY USE A CELLULOSE–BASED MULCH AND DO NOT USE A TACKIFIER. ALTHOUGH GRASSES ARE ABLE TO PENETRATE THROUGH A TACKIFIER, THE WILDFLOWER SEEDLINGS TYPICALLY CANNOT.

   3. OVER SEEDING TO ADD SPECIES OR FILL VOIDS IN AN EXISTING NATIVE PRAIRIE
      - A) CONDUCT SEEDING AT TIME INDICATED ABOVE.
      - B) DO NOT TILL OR DISTURB THE SOIL OF THE EXISTING NATIVE PRAIRIE.
      - B) MIX ALL SEED (DO NOT USE A NURSE CROP) WITH SLIGHTLY DAMPENED SAWDUST OR VERMICULITE (APPROXIMATELY TWO BUSHEL BASKETS OF SAWDUST PER 1000 SQUARE FEET, OR ONE PICKUP TRUCK PER ACRE).
      - C) DIVIDE THE SEED MIXTURE INTO TWO EQUAL GROUPS.
      - D) HAND BROADCAST ONE HALF OF THE SEED EVENLY OVER THE ENTIRE SITE. FOCUS ON AREAS THAT ARE THIN OR AREAS OF BARE SOIL.
      - E) HAND BROADCAST THE SECOND HALF OF THE SEED OVER THE SITE, WALKING PERPENDICULAR TO THE DIRECTION WALKED WHEN SEEDING THE FIRST HALF. THIS ENSURES EVEN SEED DISTRIBUTION.
      - F) DO NOT TILL THE SOIL OR APPLY MULCH TO THE OVER SEEDING. FREEZE THAW CYCLES THROUGH THE WINTER WILL WORK THE SEED INTO THE SOIL SO THAT IT CAN GERMINATE IN THE SPRING OF THE FOLLOWING 1 OR 2 YEARS.

NATIVE PRAIRIE MAINTENANCE

V. POST PLANTING MAINTENANCE

A. YEAR ONE – (BY CONTRACTOR) WEED CONTROL DURING THE FIRST GROWING SEASON IS ESSENTIAL. THE PERENNIAL PRAIRIE SEEDLINGS GROW SLOWLY, AND ARE EASILY OUT–COMPETED BY THE FASTER–GROWING WEEDS THAT WILL INEVITABLY GERMINATE. SEEDED AREAS SHALL BE MOWED TO A HEIGHT OF 6 INCHES APPROXIMATELY THREE TIMES DURING THE FIRST GROWING SEASON. WHEN WEEDS REACH A HEIGHT OF 12–16 INCHES, THE ENTIRE PLANTING SHALL BE MOWED BACK TO 6 INCHES. AS A GENERAL RULE OF THUMB, ANYTHING THAT GROWS TALLER THAN 8 INCHES IN THE FIRST YEAR IS PROBABLY A WEED. MOWING AT 6 INCHES WILL CUT BACK TALLER WEEDS, WHILE LEAVING THE SHORTER PRAIRIE SEEDLINGS UNHARMED. USE A STRING TRIMMER OR WEED EATER ON SMALL AREAS. ON LARGER AREAS, A FLAIL MOWER IS THE BEST CHOICE. FLAIL MOWERS CHOP UP THE WEEDS AS THEY ARE CUT, INSTEAD OF LAYING THE CUT WEEDS ON TOP OF THE PRAIRIE SEEDLINGS. IF A FLAIL MOWER IN NOT AVAILABLE, A ROTARY MOWER OR SICKLE BAR MOWER MAY BE USED. BE SURE TO MOW BEFORE ANY WEEDS SET SEED, TO PREVENT FUTURE WEED INFESTATION. DO NOT PULL WEEDS IN THE FIRST YEAR, AS THIS WILL DISTURB OR DESTROY THE DEVELOPING PRAIRIE SEEDLINGS. AT THE END OF THE FALL OF THE FIRST GROWING SEASON, LEAVE THE DEAD VEGETATION AND STUBBLE STANDING, TO HELP INSULATE THE SEEDLINGS AND REDUCE WINTER FROST HEAVING.

B. YEAR TWO (BY OWNER) DURING THE SPRING OF THE SECOND YEAR, MOW THE STANDING RESIDUAL VEGETATION TO THE GROUND IN EARLY SPRING, AND RAKE OFF THE CUTTINGS. IF BIENNIAL WEEDS SUCH AS SWEET CLOVER, BURDOCK, WILD PARSNIP, ETC. ARE A PROBLEM, MOW AGAIN AT APPROXIMATELY 12 INCHES WHEN THE MAJORITY OF BIENNIAL WEEDS ARE IN FULL FLOWER. MAKE SURE TO MOW THEM BEFORE THEY MAKE SEED! EXPECT THIS SECOND MOWING FOR CONTROLLING BIENNIAL WEEDS TO OCCUR AROUND MID–JUNE.

C. YEAR THREE AND BEYOND (BY OWNER)
BEGINNING IN THE SPRING OF THE THIRD YEAR, THE PRAIRIE CAN BE BURNED FOR THE FIRST TIME TO MAINTAIN ITS DIVERSITY AND VIGOR. BURNING IN MID–SPRING HELPS SET BACK NON–NATIVE COOL SEASON WEEDS AND GRASSES SUCH AS QUACKGRASS, BLUEGRASS, BROMEGRASS, ETC. BURNING ALSO ENCOURAGES EARLIER SOIL WARMING IN SPRING, WHICH FAVORS GROWTH OF THE HEAT–LOVING WARM SEASON PRAIRIE PLANTS. IF BURNING IS NOT POSSIBLE, THE PRAIRIE CAN BE MOWED AS CLOSELY TO THE GROUND AS POSSIBLE, AND THEN THE MOWED MATERIAL RAKED OFF TO EXPOSE THE SOIL AND ENCOURAGE WARMING.

TIMING IS VERY IMPORTANT WHEN BURNING OR MOWING YOUR PRAIRIE. THE GOAL IS TO ALLOW UNDESIRABLE COOL SEASON PLANTS TO BEGIN ACTIVE GROWTH PRIOR TO BURNING OR MOWING, SO THAT THEY WILL BE HARMED IN THE PROCESS. THE OPTIMAL DATE FOR BURNING OR MOWING CAN VARY BY AS MUCH AS A MONTH IN ANY GIVEN YEAR, DUE TO DIFFERENCES IN WEATHER. HOWEVER, WE CAN USE PLANTS AS OUR CALENDAR TO ENSURE OPTIMAL TIMING. THE BEST TIME TO BURN OR MOW MOST PRAIRIES IS WHEN THE BUDS OF THE SUGAR MAPLE TREE (ACER SACCHARUM) BEGIN TO BREAK OPEN IN SPRING. THIS USUALLY WILL OCCUR SOMETIME BETWEEN APRIL 1 AND MAY 15, DEPENDING UPON THE LOCATION AND THE WEATHER IN ANY GIVEN YEAR.

IT IS RECOMMENDED THAT YOU DIVIDE YOUR PRAIRIE INTO TWO "MANAGEMENT UNITS." BURN OR MOW ONE HALF EVERY OTHER YEAR, ALTERNATING FROM YEAR TO YEAR SO THAT EACH HALF IS BURNED ONCE EVERY TWO YEARS. THIS HELPS PREVENT INVASION BY WOODY PLANTS, AS WELL AS COOL SEASON WEEDS. BURNING OR MOWING LESS FREQUENTLY THAN EVERY OTHER YEAR CAN RESULT IN TREES AND SHRUBS GAINING A FOOTHOLD IN YOUR PRAIRIE. LEAVING ONE HALF UNBURNED OR UNMOWED ALSO LEAVES BUTTERFLY AND MOTH PUPAE AND EGGS INTACT, SO THAT THEY CAN RE–POPULATE THE ECOSYSTEM THAT YEAR. BURNING EVERY YEAR IS GENERALLY NOT RECOMMENDED, AS IT TENDS TO INCREASE THE DOMINANCE OF THE WARM SEASON PRAIRIE GRASSES AND CERTAIN PRAIRIE FLOWERS. BURNING OR MOWING EVERY OTHER YEAR HELPS CREATE VARYING CONDITIONS FROM YEAR TO YEAR, MAINTAINING MAXIMUM PLANT AND ANIMAL DIVERSITY.

2 L202 NATIVE PRAIRIE SEEDING NOTES
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING 100% EMPLOYEE-OWNED CORP.

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

all in

SHEET:
SITE LANDSCAPE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
L202

FILENAME: S:\Wauk_Co\Pewaukee Priv\240696 Hindu Temple Paving\Design\L101 – SITE LANDSCAPE PLAN.dwg

Schedule

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	A	3	Industrial Lighting Products Inc	SAS-18L-U-40-T5S	Skyline Small, 18,000 Lumens, 4000K, Type 5 Square Optic	1	20236	0.9	530.4
	B	1	Industrial Lighting Products Inc	SAS-18L-U-40-T4	Skyline Small, 18,000 Lumens, 4000K, Type 4 Optic	1	19422	0.9	132.6
	C	3	Industrial Lighting Products Inc	SAS-18L-U-40-T2	Skyline Small, 18,000 Lumens, 4000K, Type 2 Optic	1	20410	0.9	132.6
	D	2	Industrial Lighting Products Inc	SAS-18L-U-40-T3	Skyline Small, 18,000 Lumens, 4000K, Type 3 Optic	1	20379	0.9	265.2

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Layout	+	2.7 fc	6.9 fc	0.0 fc	N/A	N/A

Note

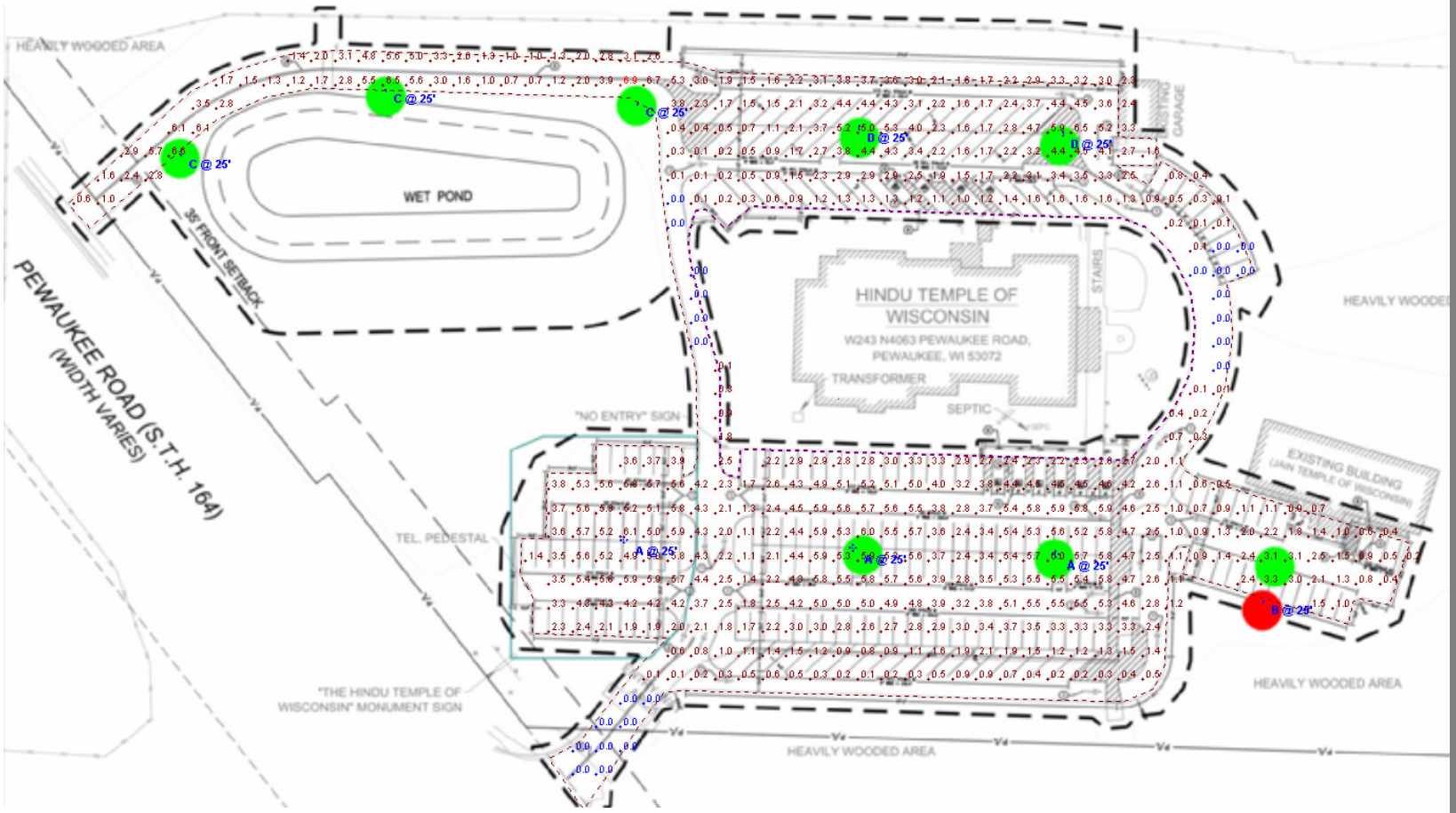
1. Dimensions:
2. Mounting Height: 25
3. Calc Zone: 0
4. Reflectances:

Calculations provided are estimates only.

Hindu Temple of WI Pewaukee

Designer
Bryan Schneider
Date
10/31/2024
Scale
Not to Scale
Drawing No.

Summary



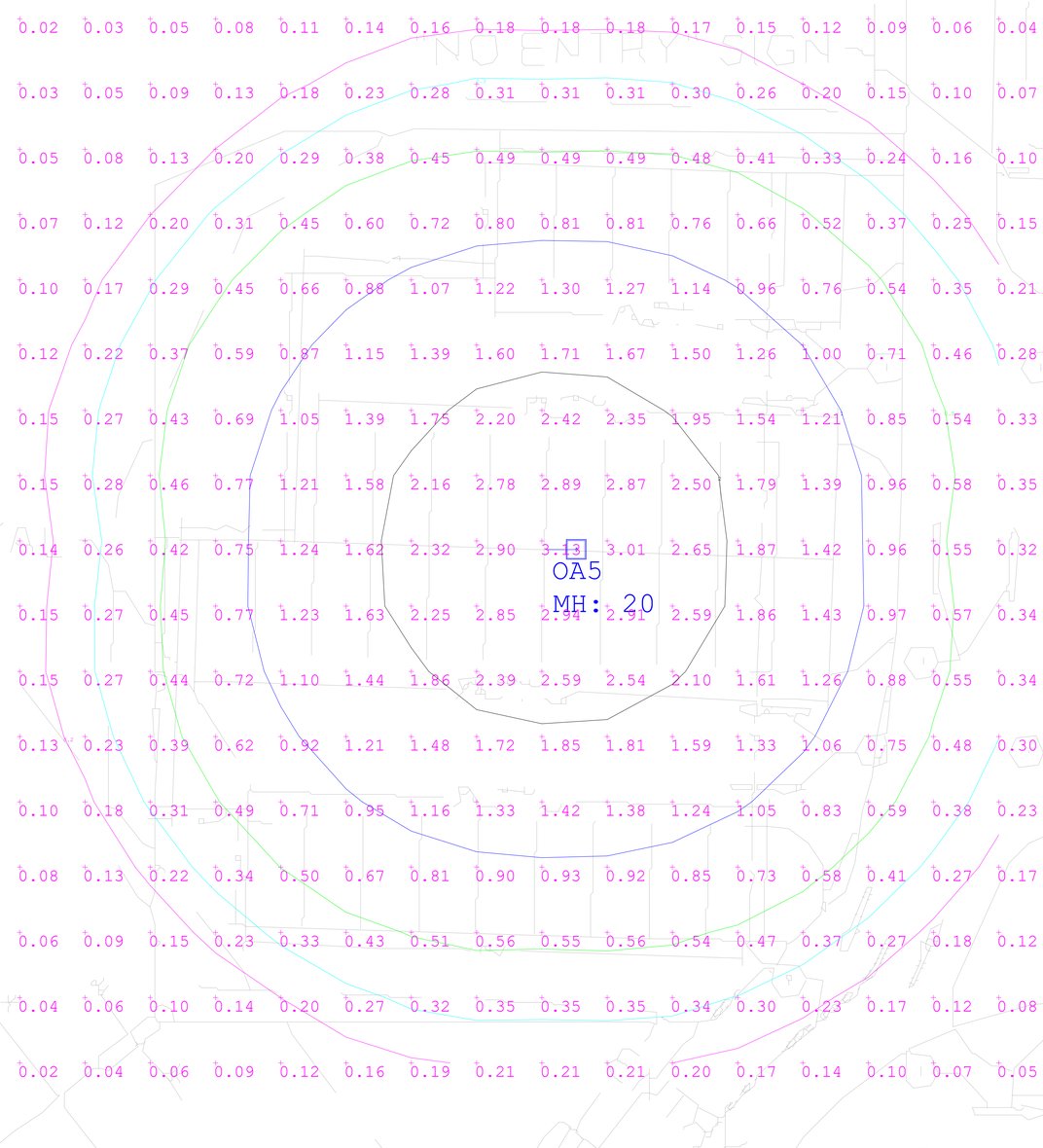
Hindu Temple of WI Pewaukee

Designer
Bryan Schneider
Date
10/31/2024
Scale
Not to Scale
Drawing No.

Summary

Luminaire Schedule							
Qty	Label	LLF	MFG	Description	Lum. Watts	Total Watts	Lum. Lumens
1	OA5	0.950	LITHONIA	RSX2 LED P3 xxK R5 MVOLT SPA + 18' POLE + 2' BASE	147	147	22312

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
New Parking Area	Illuminance	Fc	1.48	3.1	0.5	2.96	6.20



NOTES:

- Customers are responsible for confirming mounting heights, fixture suspension types/ lengths, color temperature, CRI, linear fixture lengths, pole lengths, and bollard heights/ lengths prior to ordering.
- Mounting height (MH) is measured from the bottom of the fixture to the floor.
- This Lighting layout assumes the following unless values are specified and must be confirmed by the customer prior to ordering.
  - Room reflectance of 80, 50, 20 for standard ceilings and 50, 50, 20 for exposed ceilings
  - Wall sconces are mounted at 7' for calculation purposes. Customer must confirm desired mounting height before rough in.

ENTERPRISE
Lighting & Control

REVISIONS		
#	DATE	COMMENTS

DRAWN BY : JT
DATE : NOV 4 2024
SCALE : 3/32" = 1'

HINDU TEMPLE OF WISCONSIN
PEWAUKEE, WISCONSIN
PARKING LOT ADDITION
LIGHTING LAYOUT

7711 N. Port Washington Road
Milwaukee, WI 53217
T: 414.751.7200 • F: 414.354.4117

November 5th, 2024

Nick Fuchs – Planner & Community Development Director
City of Pewaukee
W240 N3065 Pewaukee Road
Pewaukee, WI 53072

Re: Staff Comments – Site & Building Plan Review

Dear Mr. Fuchs:

I am writing this letter to address the City Review Comments contained in your review dated October 31, 2024, for the Hindu Temple of Wisconsin Project at W243 N4063 Pewaukee Road. Below you will find the review comments in italicized text and Kapur's corresponding responses in **bold blue text**. The revised civil engineering plans and Storm Water Management Plan are attached.

1. *What are the dimensions of the existing parking spaces? Section 17.0601 of the City's Zoning Code requires parking spaces to be a minimum of 180 square feet. Please revise the plans accordingly.*

   The existing parking stalls are 9' wide by 18' long. The proposed plans have been updated to meet the minimum stall square footage.

2. *Are any trees being preserved between the proposed storm water pond and Pewaukee Road?*

   Yes, there is an approximately 50' wide buffer of densely wooded area between the proposed storm water management and Pewaukee Road that will not be disturbed by the proposed project.

3. *Please ensure that the paving requirements of Section 17.0601c. are met. See below.*

   All open off-street parking areas and driveways located on property located within Multi-family, Business, Industrial or Institutional zoning districts shall be surfaced with at least three (3) inches of bituminous or concrete pavement over a crushed stone base and at least one-half the thickness of such pavement shall be in place prior to occupancy of the principal structure(s). Driveways and off-street parking areas on Single and Two-Family Residential zoned properties shall be paved as stated above within 12 months following the date of occupancy. All other zoned property driveways must maintain a dust and mud-free surface. Such parking areas shall be graded so as to dispose of all surface waters as set forth in an approved storm water management plan and no significant surface waters shall be allowed to drain across public sidewalks or paths. Such parking areas shall be so arranged and marked to provide for orderly and safe parking and storage of vehicles, and shall be so improved with curbs, wheel stops, or bumper guards to prevent encroachment into adjacent lots, grassed or landscaped areas or public ways. All off-street parking lots which are created or redesigned and rebuilt subsequent to the adoption of this section shall be provided with accessory landscape or decorative fence screening that will block from the view of motorists or pedestrians on adjacent streets of at least the lower one-half of vehicles parked within the off-street parking area. Each such parking area shall be bounded by a grassed or landscaped greenbelt of at least ten (10) feet in width between the parking area and all property boundaries. (Also see district regulations on paving setbacks). The location and

elevation of landscape areas, including earthen berms, plant materials, fences and the protection afforded the plantings, including curbing and provision for maintenance, shall be subject to approval by the Plan Commission. All plans for such proposed parking areas shall include a topographic survey showing the grade and location of improvements. Existing trees, shrubs, and other natural vegetation in the parking area should, when possible, be incorporated into the required landscape area.

The paving requirements of Section 17.0601c. are met by the proposed plans.

4. *What is the square feet/acreage of the new parking area?*

   There will be 25,636 sq. ft. (0.59 ac.) of new parking area added by the proposed project.

5. *What is the square feet/acreage of the woods that will be disturbed onsite?*

   22,316 sq. ft. (0.51 ac.) of wooded area will be disturbed/removed as part of the project with 21,538 sq. ft. (0.49 ac.) of that total occurring in the storm water management basin area.

6. *Is any new lighting proposed? If so, a Lighting Plan is required that includes a photometric plan as well as fixture details and peak mounting heights.*

   Yes, one existing light pole will be relocated, and one new light pole will be added. Lighting/photometric plans have been added to the revised drawing package.

If you have any questions or comments, or require additional information, please do not hesitate to contact me at (414) 410-5226 or ntennessen@kapurinc.com.

Sincerely,
Kapur & Associates, Inc.

Nicholas J. Tennessen

7711 N. Port Washington Road
Milwaukee, WI 53217
T: 414.751.7200 • F: 414.354.4117

STORM WATER MANAGEMENT PLAN
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

Prepared For:

Hindu Temple of Wisconsin, Inc.

N4063 W243 Pewaukee Road,

Pewaukee, WI 53072

Prepared By:

Kapur & Associates, Inc.

7711 North Port Washington Road

Milwaukee, WI 53217



NOVEMBER 2024

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Appendix A Web Soil Survey Report
Appendix B HydroCAD Analysis – Existing Site Conditions
Appendix C HydroCAD Analysis – Post-Development Conditions
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SWMP-1	Aerial View of Existing Conditions
SWMP-2	Pre-Developed Site Conditions
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Appendix F Civil Engineering Plan Set
Appendix G Operations & Maintenance Agreement

1.0 Project Contacts

Owner: Hindu Temple of Wisconsin, Inc.
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President
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New Berlin, WI 53151
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E-Mail: GKastenholz@poblackipaving.com

2.0 Project Location and Description

The project site is located at N4063 W243 Pewaukee Road in the City of Pewaukee, Waukesha County, Wisconsin. The parcel is located in the SW ¼ of the SE ¼ of Section 3, Township 7 North, Range 19 East. Refer to the Plan Set in Appendix F for the exact Legal Description and Figure SWMP-1 in Appendix E for an aerial photo of the existing subject site and storm water management limits.

The area of the Hindu Temple parcel is 21.724 acres (946,297 sq. ft.), and the disturbed area and off site area that make up SWMP limits is approximately 7.73 acres (336,899 sq. ft.). The existing project site is a developed site consisting of various buildings, asphalt parking lots and drive lanes/access roads, sidewalks, and grass/landscaped areas as well as an existing dry detention basin.

The proposed project improvements include the mill and overlay of existing asphalt parking lots, expansion of existing asphalt parking lots and storm water management in the form of a wet pond and infiltration basin.

3.0 Soil Information

Based on USDA web soil survey reports, about two thirds of the SWMP area consist of Hochheim Loam as part hydrologic soil group D, and one third of the SWMP area consists of Theresa Silt Loam as part of hydrologic soil group C. The HSG C soil type is predominant in the wooded area and north parking lot in northeast area of the SWMP limits. The HSG D soil type is predominant in the south parking lot and off-site drainage area in the southeast area of the SWMP limits.

Double Ring Infiltrometer Testing was performed in October 2024 to further evaluate the subsurface conditions within proposed infiltration basin and to provide geotechnical recommendations regarding stormwater infiltration potential.
A total of two (2) test pits were excavated at the site. The borings extended to a varying depth of 2 to 6 feet below existing site grades. Please refer to Appendix A, Report of Double Ring Infiltrometer Testing, for more detailed information.

4.0 Hydrology

Hydrologic conditions were modeled using HydroCAD, which is based on TR-55 methodology. Four storm events were analyzed based on the 1-year, 2-year, 10-year, and 100-year recurrence intervals with rainfall amounts of 2.38, 2.69, 3.82, and 6.26 inches per 24 hours, respectively. Rainfall amounts for the selected 24-hour storm events were based on the rainfall values contained in Table 3, Rainfall Depths per (NOAA) Atlas 14 Precipitation Frequency Atlas of the United States.

Existing and proposed watershed locations and characteristics are provided in Figures SWMP-2 through SWMP-5 in Appendix E. The SWMP limits include all locations of land disturbance and any offsite drainage to the proposed wet pond. The SWMP limits were then divided into sub-watersheds based on the areas of captured and uncaptured runoff. Weighted Runoff Curve Numbers (CN) for all existing and proposed watersheds were computed dependent upon the area, soil type, and ground cover. The time of concentration (T_c) for each watershed was determined by selecting the longest runoff flow path (with regards to time, not necessarily distance) within the watershed basin to the point of interest. The T_c values were calculated based on a combination of sheet flow, shallow concentrated flow, and pipe flow with a 6-minute minimum Tc set as the default.

5.0 Storm Water Performance Standards

The post-construction storm water management plan shall comply with the City of Pewaukee Municipal Code Chapter 19.09 Performance Standards for post-construction storm water management and NR 151 Runoff Management Standards. The most stringent performance standards that the project will be required to meet are listed below.

Peak Discharge Control:
Per City Pewaukee Municipal Code Chapter 19.09b.: By design, BMPs shall be employed to maintain or reduce the peak runoff discharge rates from the post-developed site according to the City of Pewaukee Technical Standards, to the maximum extent practicable, as compared to pre-development conditions for the: 1-year 24 hour; the 2-year 24-hour; the 10-year 24-hour; and the 100-year 24 hour design storm events.

Water Quality/TSS Removal:
Per City of Pewaukee Municipal Code Chapter 19.09a.: A new development post-construction site is required to achieve a minimum 80% total suspended solids reduction based on average annual rainfall, as compared to no runoff management controls.

Infiltration:
Per City of Pewaukee Municipal Code Chapter 19.09c.(2): For development with more than 40% and up to 80% connected imperviousness, such as medium and high density residential, multifamily development, industrial and institutional development and office parks, infiltrate sufficient runoff volume so that the post-development infiltration volume shall be at least 75% of the pre-development infiltration volume, based on an average annual rainfall.

6.0 Existing Site Conditions

The area enclosed by the existing SWMP limits totals 7.73 acres (336,899 sq. ft.). The pre-developed conditions within the SWMP limits consist of previously developed area and wooded area including offsite area from the property south of the Hindu Temple parcel. Most of the existing area within the SWMP limits flows overland to a dry detention basin. The entire parcel including the discharge from the dry detention basin discharge from the site via a large box culvert under WI-164. Refer to Figures SWMP-2 and SWMP-4 in Appendix E for additional information. Figure SWMP-2 shows the pre-developed site conditions and Figure SWMP-4 provides information on the pre-developed drainage conditions for the storm water management area.

Refer to Table 1 for a summary of the pre-developed site conditions for the project area. Refer to Appendix B for the pre-developed HydroCAD report.

Table 1 – Pre-Developed Watershed Data Summary

Project Name: Hindu Temple Parking Lot Renovations	**Parcel Size:** 21.72 acres	**Project Type:** Institutional Development
Number of Runoff Discharge Points: 1	**Watershed (Ultimate Discharge):** Pewaukee River	
Project Watershed Area (including off-site runoff traveling through project area): 7.73 acres		
Public Land Survey Location: Section 3, Township 07 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin		

Summary Data Elements	E1 Existing To Dry Pond	E2 Existing Uncaptured	E3 Existing Property Undisturbed/Uncaptured
Watershed Area *(See SWMP-2 in Appendix E)*	7.45 acres	2.29 acres	15.80 acres
Land Uses **(Acres of Each)**	0.34 Roofs 1.82 Pavement 0.11 Sidewalk 2.67 Woods 2.50 Grass	0.05 Pavement 0.01 Sidewalk 0.01 Woods 0.22 Grass	0.13 Roofs 9.28 Woods 1.24 Grass 5.15 Wetland
Weighted Runoff Curve Numbers	82	82	75
Time of Concentration (Tc) *(See SWMP-4 in Appendix E)*	19.9 minutes	6.0 minutes	59.4 minutes
1-year/24-hour Peak Flow *(See Appendix B)*	7.39 cfs	0.47 cfs	4.14 cfs
2-year/24-hour Peak Flow *(See Appendix B)*	9.36 cfs	0.58 cfs	5.73 cfs
10-year/24-hour Peak Flow *(See Appendix B)*	17.03 cfs	1.04 cfs	12.51 cfs
100-year/24-hour Peak Flow *(see Appendix B)*	34.82 cfs	2.09 cfs	29.84 cfs

7.0 Post-Development Site Conditions

The area enclosed by the proposed SWMP limits totals 7.73 acres (336,899 sq. ft.). The post-developed site includes repaving of existing parking, parking lot expansions and storm water management in the form of a wet pond and infiltration basin. The drainage area for the proposed stormwater BMP's is very similar to existing conditions with the entire drainage area including offsite area from the property south of the Hindu Temple parcel flowing overland to the storm water management practices. The entire parcel including the discharge from the proposed storm water management practices discharge from the site via a large box culvert under WI-164. Refer to Figures SWMP-3, and SWMP-5 in Appendix E for additional information.

Refer to Table 2 for a summary of the post-development conditions of the watersheds for the project area. Refer to Appendix C for the post-development HydroCAD report.

Table 2 – Post-Development Watersheds Data Summary

Project Name: Hindu Temple Parking Lot Renovations		**Parcel Size:** 21.72 acres		**Project Type:** Institutional Development
Number of Runoff Discharge Points: 1		**Watershed (Ultimate Discharge):** Pewaukee River		
Project Watershed Area (including off-site runoff traveling through project area): 7.73 acres				
Public Land Survey Location: Section 3, Township 07 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin				
Summary Data Elements	P1 Proposed to Wet Pond	P2 Proposed to Infiltration Basin	P3 Proposed Uncaptured Disturbed Area	E3 Existing Property Undisturbed/Uncaptured
Watershed Area *(see SWMP-5 in Appendix E)*	6.76 acres	0.81 acres	0.16 acres	15.80 acres
Land Uses (Acres of Each)	0.44 Roof 2.59 Pavement 0.14 Sidewalk 1.61 Grass 1.78 Woods 0.20 Water Surface	0.13 Pavement 0.37 Grass 0.31 Woods	0.01 Roof 0.09 Pavement 0.00 Sidewalk 0.06 Grass	0.13 Roofs 9.28 Woods 1.24 Grass 5.15 Wetland
Weighted Runoff Curve Numbers	87	76	91	75
Time of Concentration (Tc) *(see SWMP-5 in Appendix E)*	18.7 minutes	19.0 minutes	6.0 minutes	59.4 minutes
1-year/24-hour Peak Flow *(see Appendix C)*	9.47 cfs	0.52 cfs	0.43 cfs	4.14 cfs
2-year/24-hour Peak Flow *(see Appendix C)*	11.51 cfs	0.70 cfs	0.51 cfs	5.73 cfs
10-year/24-hour Peak Flow *(See Appendix C)*	19.22 cfs	1.46 cfs	0.79 cfs	12.51 cfs
100-year/24-hour Peak Flow *(see Appendix C)*	36.17 cfs	3.34 cfs	1.39 cfs	29.84 cfs

8.0 Post-Development Summary

To best manage storm water runoff, an adjoined wet pond and an infiltration basin are proposed. Site runoff will flow overland to the wet pond where it will be treated to meet water quality standards before being released to the infiltration basin. In larger storm events, an overflow will allow water to pass from the wet pond to the infiltration basin for additional storage volume to attenuate peak flows. The design and specifications for the bio-infiltration basin and storm sewer system can be found in the Civil Engineering Plan Set in Appendix F.

Wet Pond (P1)

Table 3 – Wet Pond (P1) Design Summary	Design Data
Site assessment data: (Refer to Appendix F for Site Plans)	
Contributing drainage area to basin	26.76 acres
% of each land use contributing to drainage area	50.1% of Pervious, 49.9% of Impervious
Any buried or overhead utilities in area?	No
Floodplain, Shoreland, or Wetlands?	No
General basin Design data (Refer to Appendix F for Detail Drawings)	
Permanent Pool Surface Area	8,523 square feet
Design Permanent Pool Water Surface Elevation	Elevation 865.00
Top of berm elevation (after settling) and width	870.00 and 10’
Length/Width (ratio)	2:1
Safety Shelf Design (width/grade/maximum depth)	10’ Wide / 10% Slope / 1’ Depth
Average Water Depth (minus safety shelf and sediment storage)	3 feet
Sediment Storage Depth and Design Maintenance	2 feet

Table 4 – Wet Pond - Inflow, Outflow, & Storage Data (P1)

(See Hydrographs in Appendix C and Detail Drawings in Appendix F)

Design Storm	Peak Inflow Rate (cfs)	Peak Outflow Rate (cfs)	Max. Water Elevation (ft)	Storage Volume at Max. Elev. (cu ft)	Time to Drain (hrs)	Outflow Control Structures
1-yr/24-hour	9.47	0.69	866.69	16,065	23.0	#1
2-yr/24-hour	11.51	0.93	867.04	19,875	23.6	#1, #2
10-yr/24-hour	19.22	6.60	867.66	26,813	24.9	#1, #2, #3, #4
100-yr/24-hour	36.17	29.61	868.32	34,807	26.9	#1, #2, #3, #4

The controlling elements are summarized below (Refer to Appendix F, Site Details for detail drawings of the outlet structure)

#1 = 5” Orifice at 865.00	#2 = 6’ Weir wall at 867.00
#3 = 24” Culvert at 865.00	#3 = Spillway at elevation 867.50’

Infiltration Basin (P2)

Table 5 – Infiltration Basin (P2) Summary	Design Data
Site Assessment Data: (Refer to Appendix E for Proposed Drainage Figures)	
Contributing Drainage Area to Basin	2.43 acres
% of Each Land Use Contributing to Drainage Area	24.22% Pervious, 75.78% Impervious
Floodplain, Shoreland, or Wetlands?	No
Soil Investigation Data (Refer to Appendix A)	
Number of Soil Investigations Completed	2
Do Elevations of Test Holes Extend 3 feet Below Proposed Bottom?	Yes
Average Soil Texture at Infiltration Bottom Elevation	Clay Loam
Distance from Bottom of System to Seasonal High Water Table	N/A

Table 6 – Infiltration - Inflow, Outflow, & Storage Data (P2)

(See Hydrographs in Modeling Output and Detail Drawings in Appendix C)

Design Storm	Peak Inflow Rate (cfs)	Peak Outflow Rate (cfs)	Max. Water Elevation (ft)	Storage Volume at Max. Elev. (cu ft)	Time to Drain (hrs)	Outflow Control Structures
1-yr/24-hour	1.11	0.70	865.62	2,608	57.9	#1, #2
2-yr/24-hour	1.36	0.94	865.68	2,877	57.9	#1, #2
10-yr/24-hour	7.19	5.78	866.47	6,666	57.9	#1, #2
100-yr/24-hour	32.78	27.84	867.96	15,194	57.9	#1, #2, #3

The controlling elements are summarized below (Refer to Appendix H, Site Details for detail drawings of the outlet structure)

#1 = Exfiltration at 865.00	#2 = 18” Orifice at 865.25	#3 = 60” Standpipe at 867.50
#4 = 30” Culvert at 864.00	#5 = Spillway at 868.74	

Total Storm Water Flows/Peak Discharge Requirements

Table 7 – Total Storm Water Flow Leaving Site

(See Hydrographs in Appendices B & C)

Design Storm Type II	Pre-Developed Peak Discharge Rate	Post-Development Peak Discharge Rate
1-yr/24-hour	5.69 cfs	**4.30 cfs**
2-yr/24-hour	7.35 cfs	**6.06 cfs**
10-yr/24-hour	18.61 cfs	**17.54 cfs**
100-yr/24-hour	60.93 cfs	**57.09 cfs**

As detailed in Table 5, the post-development peak discharge rates for the 1, 2, 10, and 100-year storm events are less than the existing peak discharge rates of the 1, 2, 10, and 100-year storm events. **Therefore, this site meets the peak discharge requirements of the City of Pewaukee Municipal Code Chapter 19.**

Total Suspended Solids/Water Quality Requirement

Table 8 – WinSLAMM Model Sediment Loading Output Results (See Model Output Attachment in Appendix D)	
Pre-Development Particulate Solids Yield	**Post-Development Particulate Solids Yield**
511.8 lbs	**129.5**

Table 9 – WinSLAMM Model Output Results (See Model Output Attachment in Appendix D)	
Required TSS Reduction	**Modeled TSS Reduction**
80%	**80.39%**

The modeled TSS reduction of 80.39% is greater than the required TSS reduction of 40%. **Therefore, the site meets the water quality requirements of the City of Pewaukee Municipal Code Chapter 19.**

Table 10 – Infiltration Calculation (See Model Output Attachment in Appendix D)	
Pre-Development Infiltration Calculation (Based on Average Annual Rainfall)	**Post-Development Infiltration Calculation (Based on Average Annual Rainfall)**
Rainfall Volume = 814,734 CF Pre-Development Runoff Volume = 94,374 CF Pre-Development Infiltration Volume = 720,000	Rainfall Volume = 814,734 CF Post-Development Runoff Volume = 85,867 CF Post-Development Infiltration Volume = 728,867

The modeled infiltration volume is greater than the existing infiltration volume, **Therefore, the site meets the water quality requirements of the City of Pewaukee Municipal Code Chapter 19.**

Appendix A

Web Soil Survey

Report of Double Ring Infiltrometer Testing

Web Soil Survey



Map Scale: 1:2,180 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 30 60 120 180

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Lines

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Points

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Waukesha County, Wisconsin
Survey Area Data: Version 1, Sep 3, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 4, 2022—Sep 13, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
HmB2	Hochheim loam, 2 to 6 percent slopes, eroded	D	2.9	27.0%
HmC2	Hochheim loam, 6 to 12 percent slopes, eroded	D	3.9	35.9%
ThB2	Theresa silt loam, 2 to 6 percent slopes, eroded	C	4.0	37.1%
Totals for Area of Interest			**10.8**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

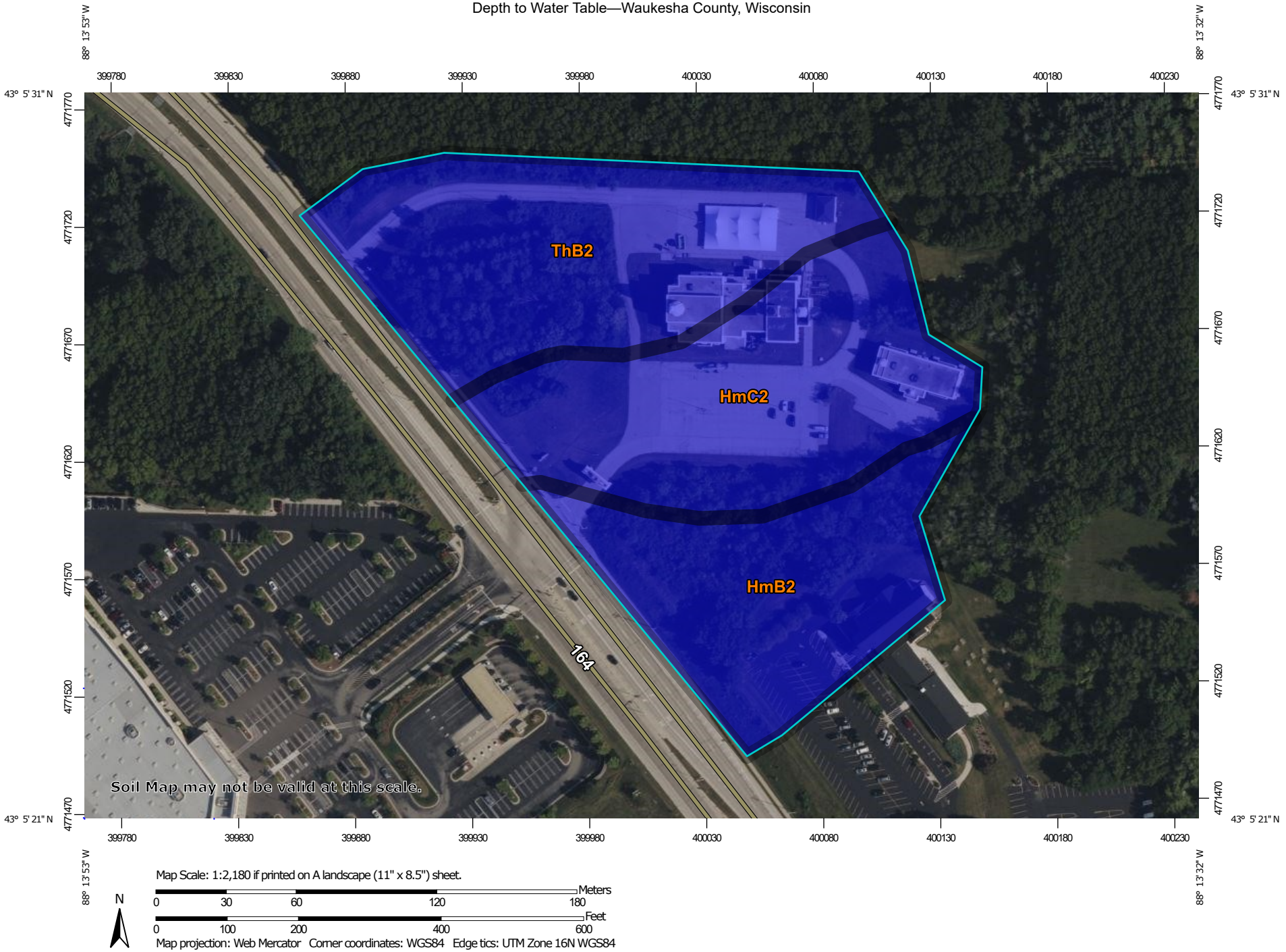
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Map Scale: 1:2,180 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 30 60 120 180

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

0 - 25

25 - 50

50 - 100

100 - 150

150 - 200

> 200

Not rated or not available

Soil Rating Lines

0 - 25

25 - 50

50 - 100

100 - 150

150 - 200

> 200

Not rated or not available

Soil Rating Points

0 - 25

25 - 50

50 - 100

100 - 150

150 - 200

> 200

Not rated or not available

Water Features

Streams and Canals

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Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

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Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Waukesha County, Wisconsin
Survey Area Data: Version 1, Sep 3, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 4, 2022—Sep 13, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Depth to Water Table

Map unit symbol	Map unit name	Rating (centimeters)	Acres in AOI	Percent of AOI
HmB2	Hochheim loam, 2 to 6 percent slopes, eroded	>200	2.9	27.0%
HmC2	Hochheim loam, 6 to 12 percent slopes, eroded	>200	3.9	35.9%
ThB2	Theresa silt loam, 2 to 6 percent slopes, eroded	>200	4.0	37.1%
Totals for Area of Interest			**10.8**	**100.0%**

Description

"Water table" refers to a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and on evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table.

This attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

Rating Options

Units of Measure: centimeters

Aggregation Method: Dominant Component

Component Percent Cutoff: None Specified

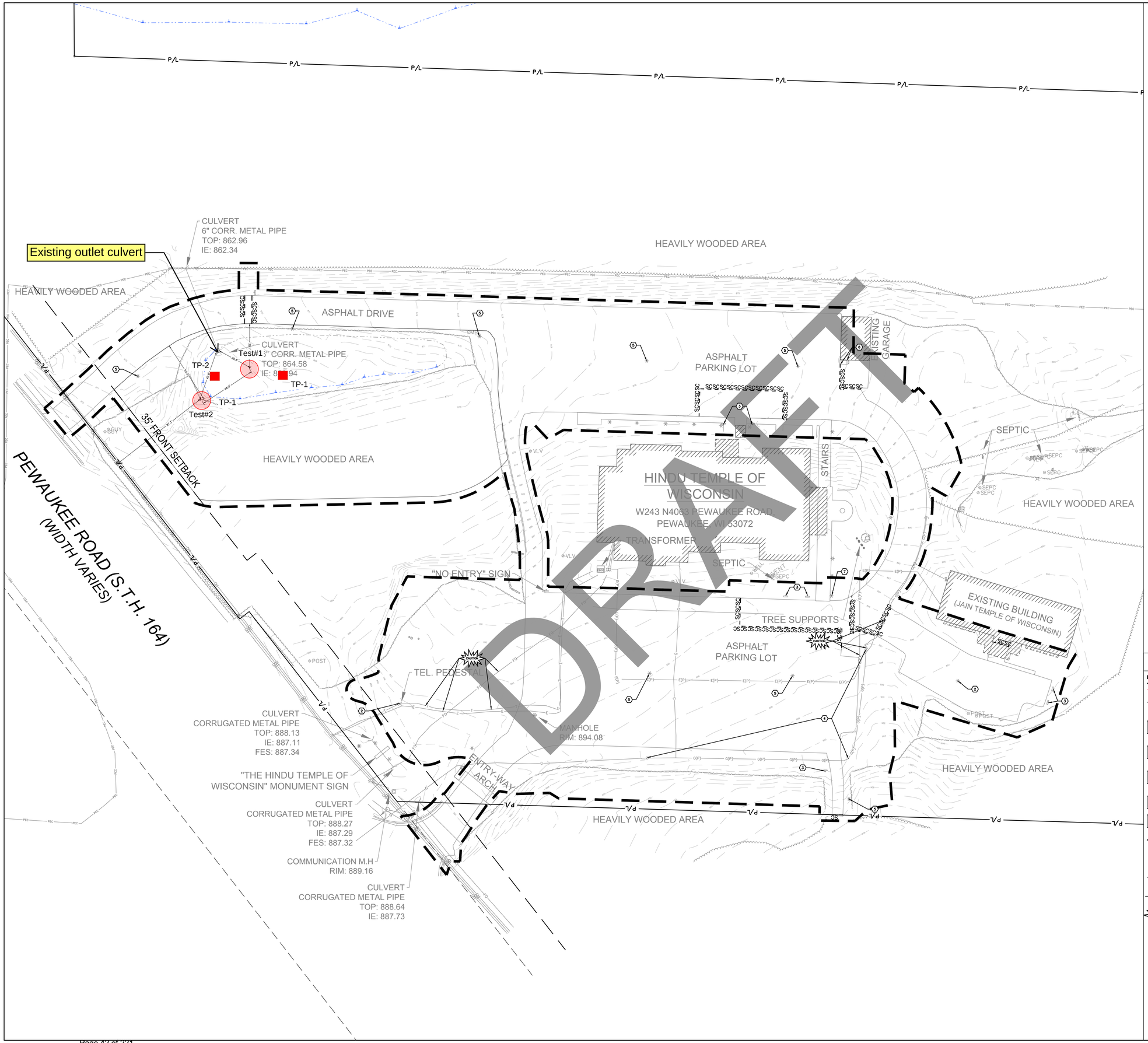
Tie-break Rule: Lower

Interpret Nulls as Zero: No

Beginning Month: January

Ending Month: December

Report of Double Ring Infiltrometer Testing



kapur

788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202

kapurinc.com

PROJECT:

HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:

W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:

RELEASE:

PLAN COMMISSION

NOT FOR CONSTRUCTION

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'

0 15 30 60

SEAL:

all in

SHEET:

SITE DEMOLITION PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	10/16/2024

SHEET NUMBER:

C101

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- VEGETATION TO BE REMOVED & DISPOSED OF OFFSITE. IF SUITABLE FOR REUSE, TOPSOIL TO BE STOCKPILED. UNUSED & UNSUITABLE TOPSOIL TO BE REMOVED OFFSITE. TOPSOIL THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- ASPHALT PAVEMENT & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. PAVEMENT & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- CONCRETE & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. CONCRETE & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- MILL/PULVERIZE 3.5" DEPTH OF EXISTING ASPHALT. REMOVE MILLINGS.
- CLEAR & GRUB VEGETATION, REMOVE ROOTS & STUMPS. REMOVE & DISPOSE OF OFFSITE.
- SCSCSCSC — SAWCUT FULL DEPTH
- X — TREES & STUMPS TO BE REMOVED
- DENOTES UTILITIES TO BE ABANDONED & REMOVED.
- AB — DENOTES UTILITIES TO BE ABANDONED IN PLACE.
- CAUTION — KNOWN UTILITY AND POTENTIAL CONFLICT EXIST
- —UTILITY STRUCTURE REMOVAL/ABANDONMENT
- 1 — RELOCATE EXISTING LIGHT POLE. REFER TO SITE ELECTRICAL PLANS.
- 2 — RELOCATE EXISTING TEL. PEDESTAL. COORDINATE WITH UTILITY OWNER
- 3 — REMOVE & DISPOSE OF EXISTING SIGN INCLUDING POST & FOOTING
- 4 — CONTRACTOR TO VERIFY LOCATION, SIZE, & DEPTH OF EXISTING GAS LINE TO DETERMINE IF RELOCATION IS NECESSARY.
- 5 — EXISTING LIGHT POLE TO REMAIN.
- 6 — EXISTING BUILDING STOOP TO REMAIN

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C101 – SITE DEMOLITION PLAN.dwg

Intertek-PSI
821 Corporate Court
Waukesha, WI 53189

Tel (262) 521-2125
Fax (262) 521-2471
intertek.com/building

TEST PIT LOG: TP-1

Project: Hindu Temple

Project No.: 00523453

Location: N4063 W243 Pewaukee Road
City of Pewaukee, Wisconsin

Date: October 30, 2024

Depth Below Surface/Elev. (ft)		VISUAL SOIL CLASSIFICATION Ground Surface Elevation: 865.5 ±	Sample No.	N (bpf)	Qp (tsf)	Qu (tsf)	MC (%)	PID (ppm)	Remarks
		(FILL) Dark brown Silt loam -very moist	1-HS	---	---	---	---	---	
		(FILL) Light brown, Very fine sand, orange mottled -moist	2-HS	---	---	---	---	---	
1	864.5	(possible FILL) Dark gray, Clay loam, gray-dark brown mottled - very moist	3-HS	---	---	---	---	---	
2	863.5	(possible FILL) Gray, Silty clay, gray-red mottled -very moist	4-HS	---	---	---	---	---	
		Dark Gray/Brown, CLAY LOAM, -moist (w/ 3" layer of Sandy Loam from 30" to 33")	5-HS	---	---	---	---	---	
3	862.5	Brown, GRAVELLY LOAM, gray-red mottled, w/cobbles -moist (very dense soils)	6-HS	---	---	---	---	---	
4	861.5								

End of Test Pit: 4'

Notes:

DRAFT

Water Level / Caving Observations:

Water Level $_{\text{During Excavation}}$: none

Water Level $_{\text{Upon Completion}}$: none

Additional Comments:

*Lines of demarcation represent **approximate** boundaries between soil types. Variations may occur between sampling intervals and between test pit locations, and the transition may be gradual.*

Intertek-PSI
821 Corporate Court
Waukesha, WI 53189

Tel (262) 521-2125
Fax (262) 521-2471
intertek.com/building

TEST PIT LOG: TP-2

Project: Hindu Temple

Project No.: 00523453

Location: N4063 W243 Pewaukee Road
City of Pewaukee, Wisconsin

Date: October 30, 2024

Depth Below Surface/Elev. (ft)		VISUAL SOIL CLASSIFICATION Ground Surface Elevation: 866.0 ±	Sample No.	N (bpf)	Qp (tsf)	Qu (tsf)	MC (%)	PID (ppm)	Remarks
		(FILL) Dark brown Silt loam -very moist	1-HS	---	---	---	---	---	
1	865.0	(possible FILL) Brownish gray, Silty clay, -very moist	2-HS	---	---	---	---	---	
		Dark Brown-Brown, CLAY LOAM, -moist	3-HS	---	---	---	---	---	
2	864.0	Gray, SANDY LOAM, -moist	4-HS	---	---	---	---	---	
		Brown, GRAVELLY SANDY LOAM w/cobbles, -moist	5-HS	---	---	---	---	---	
3	863.0								
4	862.0	Brown, GRAVELLY LOAM to FINE SANDY LOAM w/cobbles - moist (Very Dense)	6-HS	---	---	---	---	---	
5	861.0								
6	860.0								
		End of Test Pit: 6'							

Notes:
very dense natural soils encountered from about 2.5 feet to at least 6 feet

Water Level / Caving Observations:
Water Level During Excavation: none
Water Level Upon Completion: none

Additional Comments:

*Lines of demarcation represent **approximate** boundaries between soil types. Variations may occur between sampling intervals and between test pit locations, and the transition may be gradual.*

DRAFT

Intertek-PSI
821 Corporate Court
Waukesha, WI 53189

Tel (262) 521-2125
Fax (262) 521-2471
intertek.com/building

TEST PIT LOG: Test #1

Project: Hindu Temple

Project No.: 00523453

Location: N4063 W243 Pewaukee Road
City of Pewaukee, Wisconsin

Date: October 30, 2024

Depth Below Surface/Elev. (ft)		VISUAL SOIL CLASSIFICATION Ground Surface Elevation: 865.5 ±	Sample No.	N (bpf)	Qp (tsf)	Qu (tsf)	MC (%)	PID (ppm)	Remarks
		(FILL) Dark brown Silt loam -very moist	1-HS	---	---	---	---	---	
0.5	865.0								
1	864.5	(possible FILL) Brown, Silty clay, gray-red mottled -moist	2-HS	---	---	---	---	---	
1.5	864.0								
2	**863.5**	Dark Brown, CLAY LOAM, w/sand -moist	2-HS	---	---	---	---	---	
		End of Test Pit: 2'							

Notes:
double ring infiltration test performed at 2 feet

DRAFT

Water Level / Caving Observations:
Water Level $_{\text{During Excavation}}$: none
Water Level $_{\text{Upon Completion}}$: none

Additional Comments:

*Lines of demarcation represent **approximate** boundaries between soil types. Variations may occur between sampling intervals and between test pit locations, and the transition may be gradual.*

Intertek-PSI
821 Corporate Court
Waukesha, WI 53189

Tel (262) 521-2125
Fax (262) 521-2471
intertek.com/building

TEST PIT LOG: Test #2

Project: Hindu Temple

Project No.: 00523453

Location: N4063 W243 Pewaukee Road
City of Pewaukee, Wisconsin

Date: October 30, 2024

Depth Below Surface/Elev. (ft)		VISUAL SOIL CLASSIFICATION Ground Surface Elevation: 866.0 ±	Sample No.	N (bpf)	Qp (tsf)	Qu (tsf)	MC (%)	PID (ppm)	Remarks
		(FILL) Very Dark brown Silt loam -very moist	1-HS	---	---	---	---	---	
0.5	865.5	(possible FILL) Dark Gray, Silty clay, gray-red mottled -very moist	2-HS	---	---	---	---	---	
1	865.0								
1.5	864.5	Brown-Dark Brown, CLAY LOAM -moist	3-HS	---	---	---	---	---	
		Gray, SILTY CLAY, -moist	4-HS	---	---	---	---	---	
2	864.0	Brown, GRAVELLY SILT LOAM, w/cobbles -moist (very dense soils)	5-HS	---	---	---	---	---	
		End of Test Pit: 2'							

Notes:
double ring infiltration test performed at 2 feet

Water Level / Caving Observations:
Water Level $_{\text{During Excavation}}$: none
Water Level $_{\text{Upon Completion}}$: none

Additional Comments:

*Lines of demarcation represent **approximate** boundaries between soil types. Variations may occur between sampling intervals and between test pit locations, and the transition may be gradual.*

DRAFT

Report of Double Ring Infiltrometer Testing

Client Kapur and Associates
7711 N. Port Washington Road
Milwaukee, Wisconsin 53217

Project: Hindu Temple
N4063 W243 Pewaukee Rd
Pewaukee, Wisconsin 53072

Date: 10/30/24 **Project No.:** 00523453

Field Rep.: Volkert/Patterson Weather: Partly Sunny/75ºF

Field Observations:

Test Location: Test #1
Soil Description: Dark Brown, Clayey Silt some Sand

Test Elev./Depth:	865.5±/2'	Soil Temp.:	54ºF	Depth To Water:	UNK
Inner Ring Area:	714.5	Seated Depth:	4"	Liquid Depth:	1.5"
Outer Ring Area:	2113.2	Seated Depth:	6"	Liquid Depth:	1.5"
Test Liquid:	Tap Water	Liquid Temp.:	45ºF	Liquid PH:	N/A

Field Test Data:

Trial	Date	Time (min)	T-Change (min)	Flow Readings Inner (cc)	Flow Readings Annular (cc)	Infiltration Rate Inner (cm/hr)	Infiltration Rate Inner (in/hr)	Infiltration Rate Annular (cm/hr)	Infiltration Rate Annular (in/hr)	Remarks
1	10/30/24	0		0	0					
	10/30/24	5	5	100	350	1.7	0.7	2.0	0.8	
2	10/30/24	5		100	350					
	10/30/24	10	5	200	700	1.7	0.7	2.0	0.8	
3	10/30/24	10		200	700					
	10/30/24	15	5	300	1050	1.7	0.7	2.0	0.8	
4	10/30/24	15		300	1050					
	10/30/24	20	5	400	1400	1.7	0.7	2.0	0.8	
5	10/30/24	20		400	1400					
	10/30/24	25	5	500	1750	1.7	0.7	2.0	0.8	
6	10/30/24	25		500	1750					
	10/30/24	30	5	600	2100	1.7	0.7	2.0	0.8	
7	10/30/24	30		600	2100					
	10/30/24	35	5	700	2450	1.7	0.7	2.0	0.8	
8	10/30/24	35		700	2450					
	10/30/24	40	5	800	2800	1.7	0.7	2.0	0.8	
9	10/30/24	40		800	2800					
	10/30/24	45	5	900	3150	1.7	0.7	2.0	0.8	
10	10/30/24	45		900	3150					
	10/30/24	50	5	1000	3500	1.7	0.7	2.0	0.8	
11	10/30/24	50		1000	3500					
	10/30/24	55	5	1100	3850	1.7	0.7	2.0	0.8	
12	10/30/24	55		1100	3850					
	10/30/24	60	5	1200	4200	1.7	0.7	2.0	0.8	

Test Method: ASTM D3385

Average Infiltration Rate **0.7** **in/hr**
(inner ring rates)

Remarks: The material at the tested location consisted of a soil classified as a fine-grained material, which is highly susceptible to moisture, and will soften with long-term contact with water. Due to this physical properties, it is anticipated that the long-term infiltration rate of this soil will be lower than the measured rate. It is understood that an geotechnical exploration was not performed prior to the infiltration test. Following the completion of the infiltration test, a test pit was excavated to a depth of about 4 feet below grade and encountered an very/extremely dense sandy silt with some gravel and cobbles at a depth of about 3 feet below existing grade. Soils and soil strata are rarely homogenous, and variations across a site, can cause tested infiltration rates to vary widely.

DRAFT

Report of Double Ring Infiltrometer Testing

Client Kapur and Associates
7711 N. Port Washington Road
Milwaukee, Wisconsin 53217

Project: Hindu Temple
N4063 W243 Pewaukee Rd
Pewaukee, Wisconsin 53072

Date: 10/30/24 **Project No.:** 00523453

Field Rep.: Volkert/Patterson Weather: Partly Sunny/75ºF

Field Observations:

Test Location: Test #2
Soil Description: Brown Fine Sandy Silt with some gravel and cobbles (very/extremely dense)

Test Elev./Depth:	866±/2'	Soil Temp.:	54ºF	Depth To Water:	UNK
Inner Ring Area:	714.5	Seated Depth:	4"	Liquid Depth:	1"
Outer Ring Area:	2113.2	Seated Depth:	6"	Liquid Depth:	1"
Test Liquid:	Tap Water	Liquid Temp.:	45ºF	Liquid PH:	N/A

Field Test Data:

Trial	Date	Time (min)	T-Change (min)	Flow Readings Inner (cc)	Flow Readings Annular (cc)	Infiltration Rate Inner (cm/hr)	Infiltration Rate Inner (in/hr)	Infiltration Rate Annular (cm/hr)	Infiltration Rate Annular (in/hr)	Remarks
1	10/30/24	0		0	0					
	10/30/24	5	5	0	300	0.0	0.0	1.7	0.7	
2	10/30/24	5		0	300					
	10/30/24	10	5	0	500	0.0	0.0	1.1	0.4	
3	10/30/24	10		0	500					
	10/30/24	15	5	0	1450	0.0	0.0	5.4	2.1	
4	10/30/24	15		0	1450					
	10/30/24	20	5	0	1900	0.0	0.0	2.6	1.0	
5	10/30/24	20		0	1900					
	10/30/24	25	5	0	2300	0.0	0.0	2.3	0.9	
6	10/30/24	25		0	2300					
	10/30/24	30	5	0	2700	0.0	0.0	2.3	0.9	
7	10/30/24	30		0	2700					
	10/30/24	35	5	0	2750	0.0	0.0	0.3	0.1	
8	10/30/24	35		0	2750					
	10/30/24	40	5	0	2900	0.0	0.0	0.9	0.3	
9	10/30/24	40		0	2900					
	10/30/24	45	5	0	3150	0.0	0.0	1.4	0.6	
10	10/30/24	45		0	3150					
	10/30/24	50	5	0	3700	0.0	0.0	3.1	1.2	
11	10/30/24	50		0	3700					
	10/30/24	55	5	0	3850	0.0	0.0	0.9	0.3	
12	10/30/24	55		0	3850					
	10/30/24	60	5	0	4200	0.0	0.0	2.0	0.8	

Test Method: ASTM D3385

Average Infiltration Rate **0.0** **in/hr**
(inner ring rates)

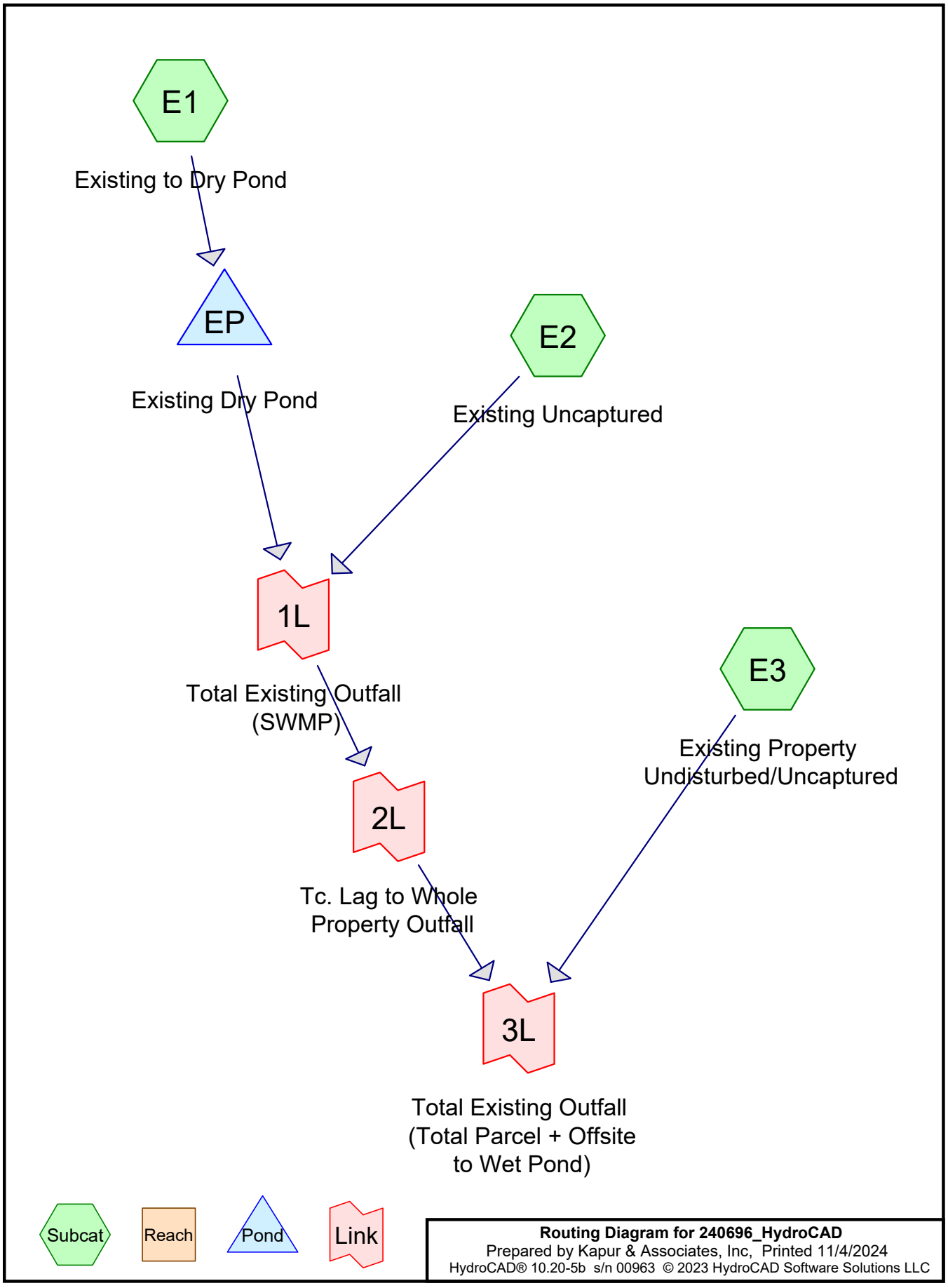
Remarks: The material at the tested location consisted of very dense soils that appears to inhibit infiltration. A test pit performed subsequent to the infiltration test, indicated that these very dense soils extend to at least 6 feet below existing grade.

0052\2024reports\hindu temple\0052xxxx\Test #1

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Appendix B

HydroCAD Analysis – Existing Site Conditions


E1
Existing to Dry Pond
EP
Existing Dry Pond
E2
Existing Uncaptured
1L
Total Existing Outfall
(SWMP)
E3
Existing Property
Undisturbed/Uncaptured
2L
Tc. Lag to Whole
Property Outfall
3L
Total Existing Outfall
(Total Parcel + Offsite
to Wet Pond)
Subcat
Reach
Pond
Link
Routing Diagram for 240696_HydroCAD
Prepared by Kapur & Associates, Inc, Printed 11/4/2024
HydroCAD® 10.20-5b s/n 00963 © 2023 HydroCAD Software Solutions LLC

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	1-YR, 24-HR	Type II 24-hr		Default	24.00	1	2.38	2
2	2-YR, 24-HR	Type II 24-hr		Default	24.00	1	2.69	2
3	10-YR, 24-HR	Type II 24-hr		Default	24.00	1	3.82	2
4	100-YR, 24-HR	Type II 24-hr		Default	24.00	1	6.26	2

Area Listing (selected nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
68,181	74	>75% Grass cover, Good, HSG C (E1, E2, E3)
104,324	80	>75% Grass cover, Good, HSG D (E1, E2, E3)
224,362	77	Emergent Herbaceous Wetlands, HSG C (E3)
29,895	98	Paved parking, HSG C (E1)
51,951	98	Paved parking, HSG D (E1, E2)
5,448	98	Roofs, HSG C (E3)
15,006	98	Roofs, HSG D (E1)
958	98	Sidewalk, HSG C (E1, E2)
4,083	98	Sidewalk, HSG D (E1)
306,632	70	Woods, Good, HSG C (E1, E3)
214,457	77	Woods, Good, HSG D (E1, E2, E3)
1,025,297	**77**	**TOTAL AREA**

Soil Listing (selected nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
635,476	HSG C	E1, E2, E3
389,821	HSG D	E1, E2, E3
0	Other	
1,025,297		**TOTAL AREA**

Ground Covers (selected nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	68,181	104,324	0	172,505	>75% Grass cover, Good
0	0	224,362	0	0	224,362	Emergent Herbaceous Wetlands
0	0	29,895	51,951	0	81,846	Paved parking
0	0	5,448	15,006	0	20,454	Roofs
0	0	958	4,083	0	5,041	Sidewalk
0	0	306,632	214,457	0	521,089	Woods, Good
0	**0**	**635,476**	**389,821**	**0**	**1,025,297**	**TOTAL AREA**

Pipe Listing (selected nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)	Node Name
1	E1	0.00	0.00	36.0	0.0142	0.013	0.0	12.0	0.0	
2	EP	863.94	862.34	75.8	0.0211	0.010	0.0	6.0	0.0	

Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment E1: Existing to Dry Pond Runoff Area=324,433 sf 30.59% Impervious Runoff Depth=0.91"
Flow Length=870' Tc=19.9 min CN=82 Runoff=7.39 cfs 24,626 cf

Subcatchment E2: Existing Uncaptured Runoff Area=12,466 sf 21.15% Impervious Runoff Depth=0.91"
Tc=6.0 min CN=82 Runoff=0.47 cfs 946 cf

Subcatchment E3: Existing Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=0.58"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=4.14 cfs 33,369 cf

Pond EP: Existing Dry Pond Peak Elev=867.45' Storage=7,651 cf Inflow=7.39 cfs 24,626 cf
Discarded=0.01 cfs 86 cf Primary=1.51 cfs 24,540 cf Outflow=1.52 cfs 24,626 cf

Link 1L: Total Existing Outfall (SWMP) Inflow=1.64 cfs 25,486 cf
Primary=1.64 cfs 25,486 cf

Link 2L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=1.64 cfs 25,486 cf
Primary=1.64 cfs 25,486 cf

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond) Inflow=5.69 cfs 58,855 cf
Primary=5.69 cfs 58,855 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 58,941 cf Average Runoff Depth = 0.69"
89.53% Pervious = 917,956 sf 10.47% Impervious = 107,341 sf

Summary for Subcatchment E1: Existing to Dry Pond

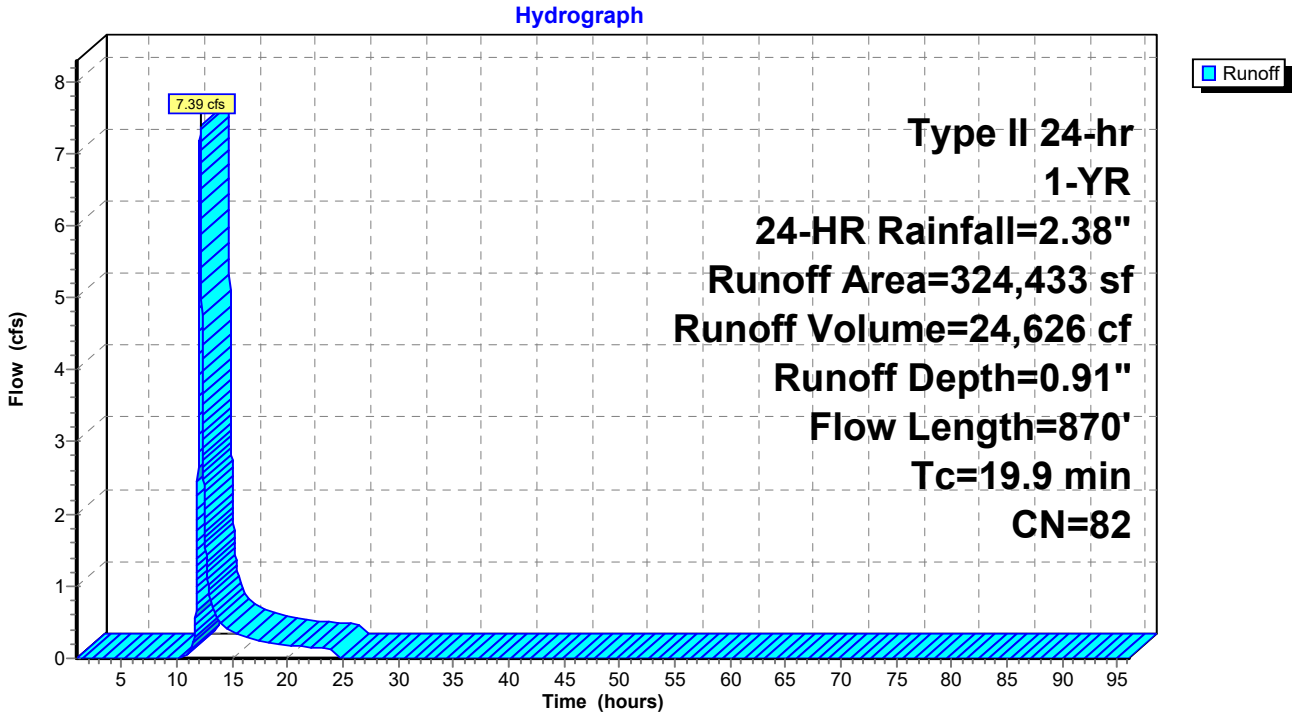
Runoff = 7.39 cfs @ 12.14 hrs, Volume= 24,626 cf, Depth= 0.91"
Routed to Pond EP : Existing Dry Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-YR, 24-HR Rainfall=2.38"

	Area (sf)	CN	Description
	49,582	98	Paved parking, HSG D
	29,895	98	Paved parking, HSG C
*	4,083	98	Sidewalk, HSG D
*	690	98	Sidewalk, HSG C
	15,006	98	Roofs, HSG D
	65,548	80	>75% Grass cover, Good, HSG D
	43,356	74	>75% Grass cover, Good, HSG C
	56,467	77	Woods, Good, HSG D
	59,806	70	Woods, Good, HSG C
	324,433	82	Weighted Average
	225,177		69.41% Pervious Area
	99,256		30.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
1.8	183	0.0125	1.68		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	36	0.0142	5.41	4.25	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.3	28	0.0111	1.58		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.9	235	0.0735	1.36		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
19.9	870	Total			

Subcatchment E1: Existing to Dry Pond



Summary for Subcatchment E2: Existing Uncaptured

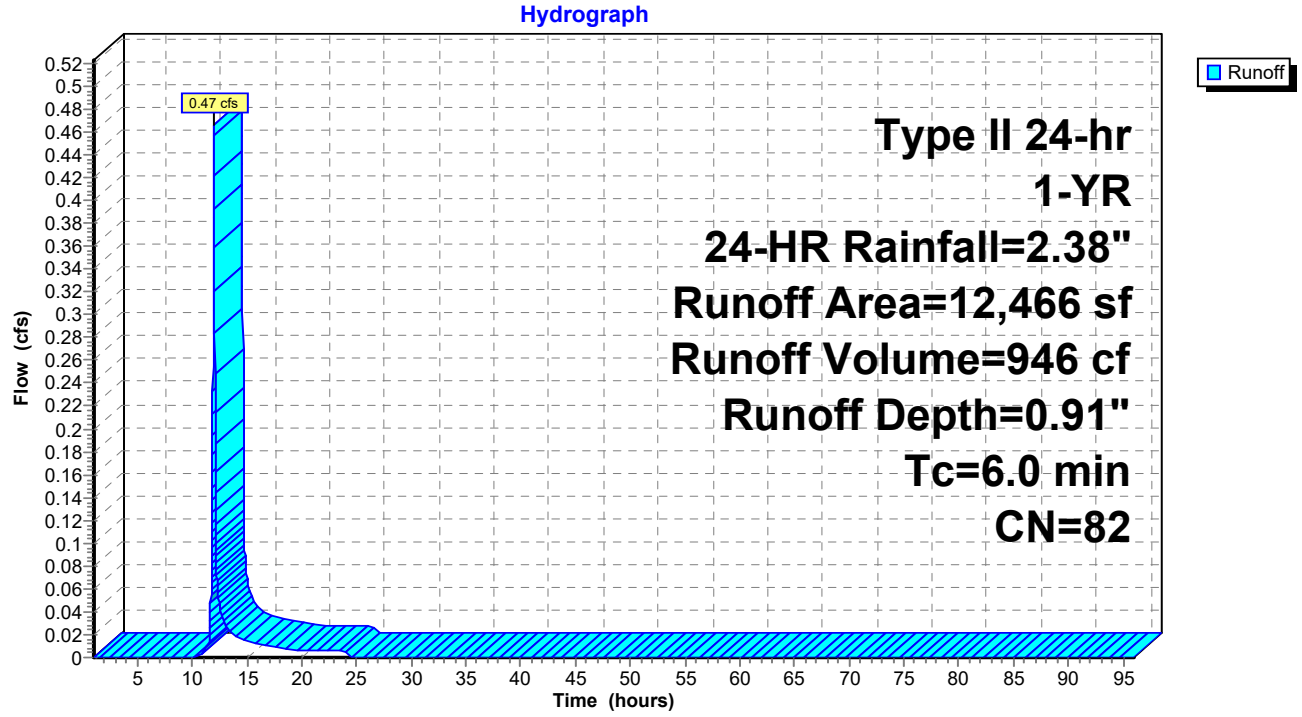
Runoff = 0.47 cfs @ 11.98 hrs, Volume= 946 cf, Depth= 0.91"
Routed to Link 1L : Total Existing Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-YR, 24-HR Rainfall=2.38"

	Area (sf)	CN	Description
	2,369	98	Paved parking, HSG D
*	268	98	Sidewalk, HSG C
	5,298	80	>75% Grass cover, Good, HSG D
	4,069	74	>75% Grass cover, Good, HSG C
	462	77	Woods, Good, HSG D
	12,466	82	Weighted Average
	9,829		78.85% Pervious Area
	2,637		21.15% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment E2: Existing Uncaptured



Summary for Subcatchment E3: Existing Property Undisturbed/Uncaptured

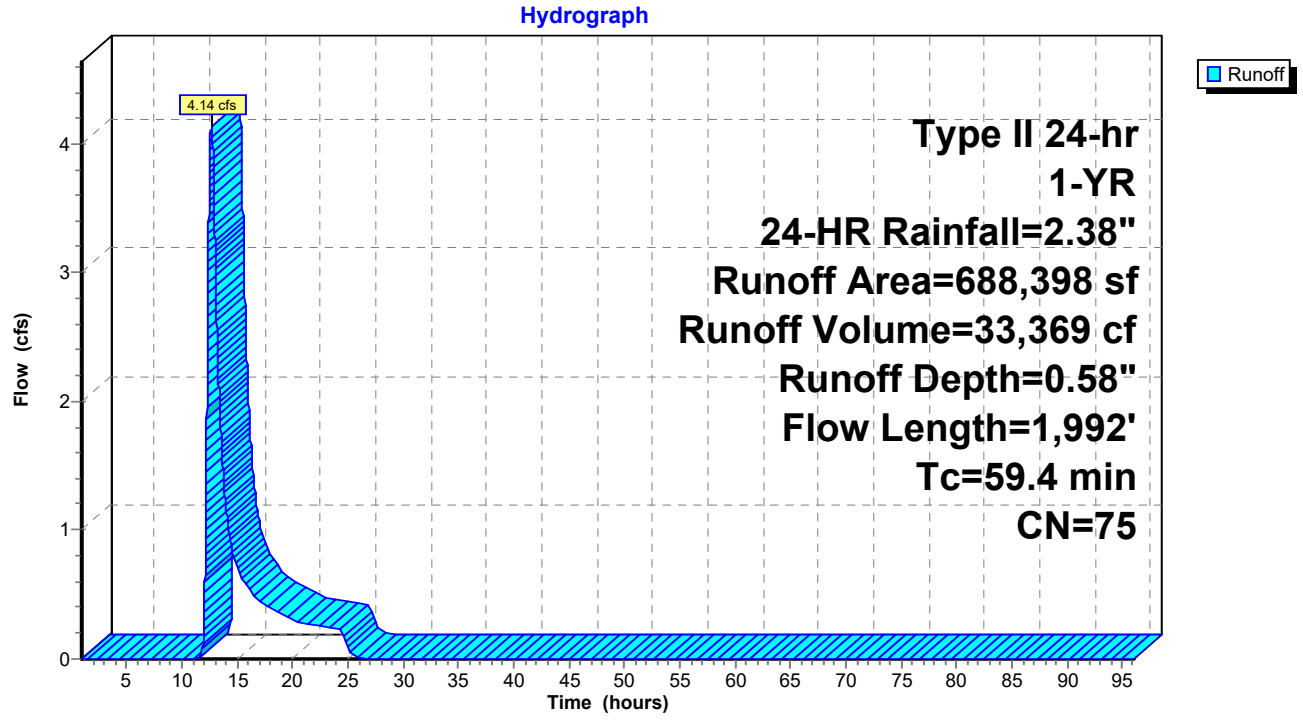
Runoff = 4.14 cfs @ 12.73 hrs, Volume= 33,369 cf, Depth= 0.58"
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-YR, 24-HR Rainfall=2.38"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment E3: Existing Property Undisturbed/Uncaptured



Summary for Pond EP: Existing Dry Pond

Inflow Area = 324,433 sf, 30.59% Impervious, Inflow Depth = 0.91" for 1-YR, 24-HR event
Inflow = 7.39 cfs @ 12.14 hrs, Volume= 24,626 cf
Outflow = 1.52 cfs @ 12.65 hrs, Volume= 24,626 cf, Atten= 79%, Lag= 30.5 min
Discarded = 0.01 cfs @ 12.65 hrs, Volume= 86 cf
Primary = 1.51 cfs @ 12.65 hrs, Volume= 24,540 cf
Routed to Link 1L : Total Existing Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 867.45' @ 12.65 hrs Surf.Area= 5,944 sf Storage= 7,651 cf

Plug-Flow detention time= 36.5 min calculated for 24,623 cf (100% of inflow)
Center-of-Mass det. time= 36.5 min (897.7 - 861.2)

Volume	Invert	Avail.Storage	Storage Description
#1	863.94'	20,603 cf	**Open Storage (Prismatic)**Listed below (Recalc)

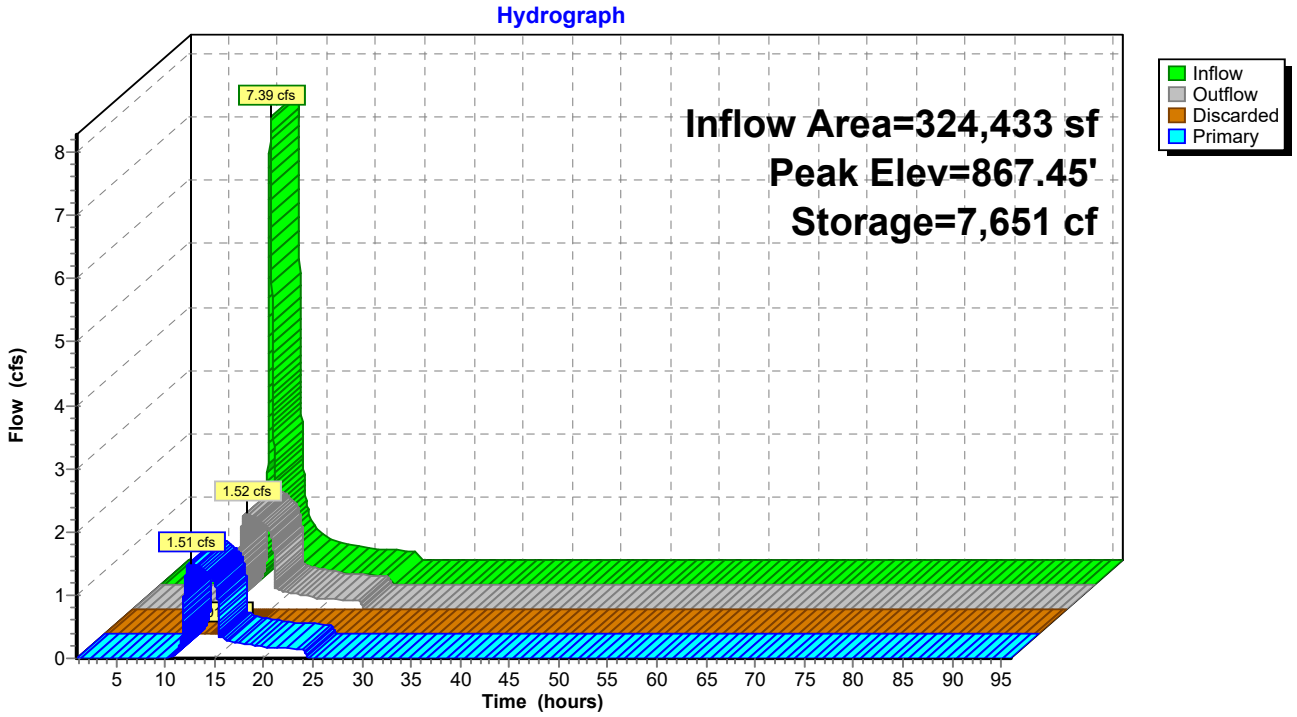
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
863.94	1	0	0
864.00	7	0	0
865.00	157	82	82
866.00	2,716	1,437	1,519
867.00	4,712	3,714	5,233
868.00	7,426	6,069	11,302
869.00	11,176	9,301	20,603

Device	Routing	Invert	Outlet Devices
#0	Primary	869.00'	**Automatic Storage Overflow** (Discharged without head)
#1	Discarded	863.94'	**0.070 in/hr Exfiltration over Surface area**
#2	Primary	863.94'	**6.0" Round 6" Culvert** L= 75.8' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 863.94' / 862.34' S= 0.0211 '/' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#3	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.01 cfs @ 12.65 hrs HW=867.45' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.01 cfs)

Primary OutFlow Max=1.51 cfs @ 12.65 hrs HW=867.45' TW=0.00' (Dynamic Tailwater)
├**2=6" Culvert** (Barrel Controls 1.51 cfs @ 7.67 fps)
└**3=Overflow Weir** (Controls 0.00 cfs)

Pond EP: Existing Dry Pond

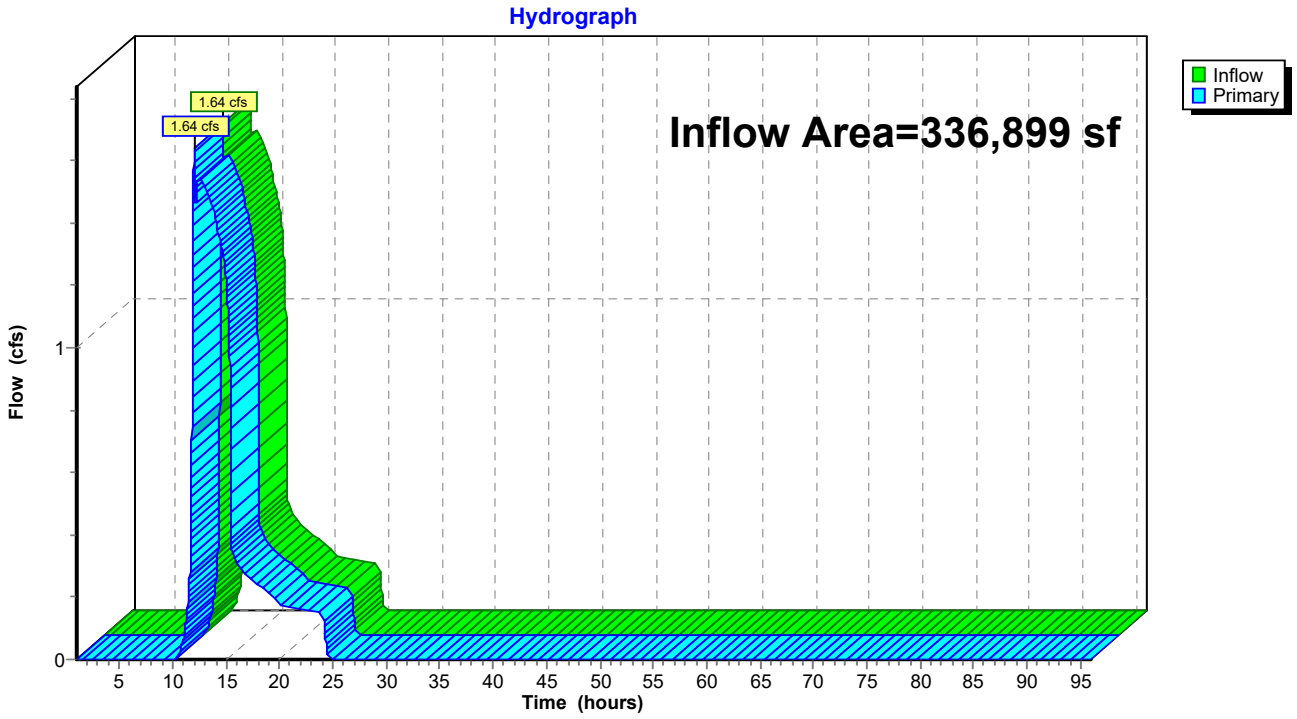


Summary for Link 1L: Total Existing Outfall (SWMP)

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 0.91" for 1-YR, 24-HR event
Inflow = 1.64 cfs @ 12.00 hrs, Volume= 25,486 cf
Primary = 1.64 cfs @ 12.00 hrs, Volume= 25,486 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 2L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 1L: Total Existing Outfall (SWMP)

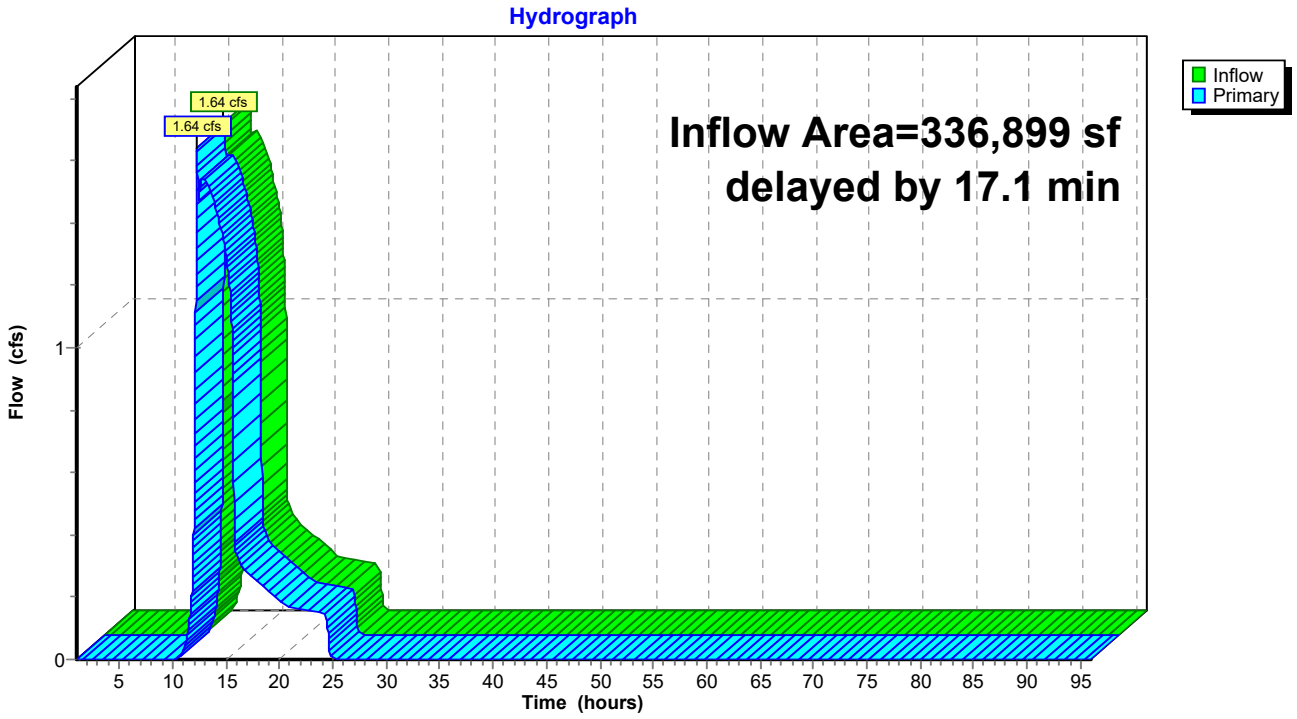


Summary for Link 2L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 0.91" for 1-YR, 24-HR event
Inflow = 1.64 cfs @ 12.00 hrs, Volume= 25,486 cf
Primary = 1.64 cfs @ 12.29 hrs, Volume= 25,486 cf, Atten= 0%, Lag= 17.1 min
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 2L: Tc. Lag to Whole Property Outfall

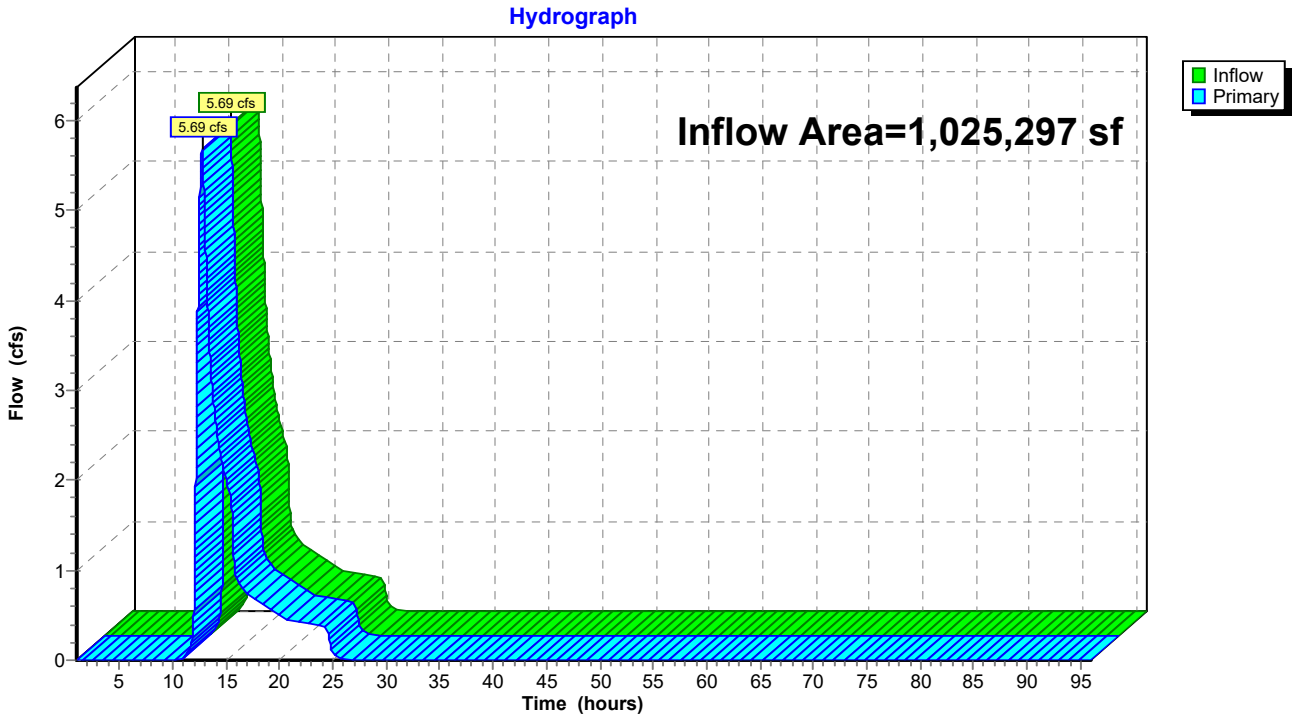


Summary for Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 10.47% Impervious, Inflow Depth = 0.69" for 1-YR, 24-HR event
Inflow = 5.69 cfs @ 12.73 hrs, Volume= 58,855 cf
Primary = 5.69 cfs @ 12.73 hrs, Volume= 58,855 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)



Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment E1: Existing to Dry Pond Runoff Area=324,433 sf 30.59% Impervious Runoff Depth=1.14"
Flow Length=870' Tc=19.9 min CN=82 Runoff=9.36 cfs 30,811 cf

Subcatchment E2: Existing Uncaptured Runoff Area=12,466 sf 21.15% Impervious Runoff Depth=1.14"
Tc=6.0 min CN=82 Runoff=0.58 cfs 1,184 cf

Subcatchment E3: Existing Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=0.76"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=5.73 cfs 43,843 cf

Pond EP: Existing Dry Pond Peak Elev=867.91' Storage=10,671 cf Inflow=9.36 cfs 30,811 cf
Discarded=0.01 cfs 131 cf Primary=1.58 cfs 30,680 cf Outflow=1.59 cfs 30,811 cf

Link 1L: Total Existing Outfall (SWMP) Inflow=1.81 cfs 31,864 cf
Primary=1.81 cfs 31,864 cf

Link 2L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=1.81 cfs 31,864 cf
Primary=1.81 cfs 31,864 cf

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond) Inflow=7.35 cfs 75,707 cf
Primary=7.35 cfs 75,707 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 75,838 cf Average Runoff Depth = 0.89"
89.53% Pervious = 917,956 sf 10.47% Impervious = 107,341 sf

Summary for Subcatchment E1: Existing to Dry Pond

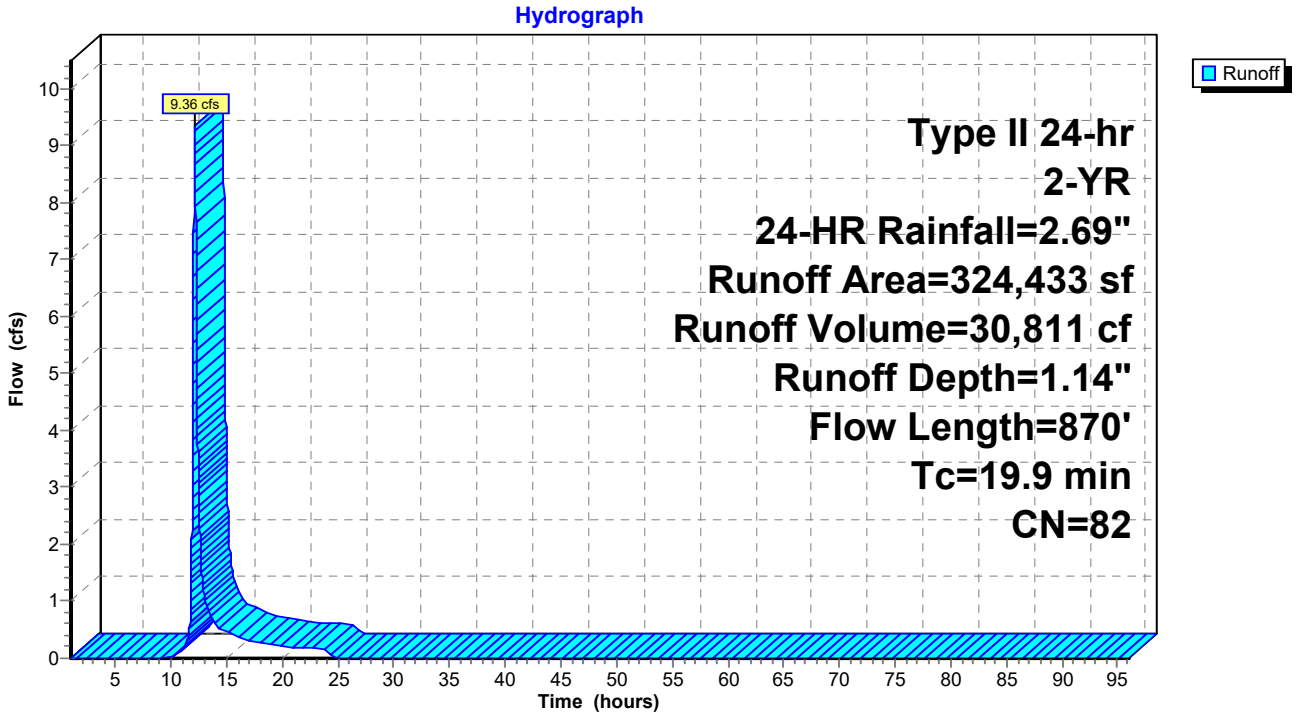
Runoff = 9.36 cfs @ 12.14 hrs, Volume= 30,811 cf, Depth= 1.14"
Routed to Pond EP : Existing Dry Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-YR, 24-HR Rainfall=2.69"

	Area (sf)	CN	Description
	49,582	98	Paved parking, HSG D
	29,895	98	Paved parking, HSG C
*	4,083	98	Sidewalk, HSG D
*	690	98	Sidewalk, HSG C
	15,006	98	Roofs, HSG D
	65,548	80	>75% Grass cover, Good, HSG D
	43,356	74	>75% Grass cover, Good, HSG C
	56,467	77	Woods, Good, HSG D
	59,806	70	Woods, Good, HSG C
	324,433	82	Weighted Average
	225,177		69.41% Pervious Area
	99,256		30.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
1.8	183	0.0125	1.68		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	36	0.0142	5.41	4.25	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.3	28	0.0111	1.58		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.9	235	0.0735	1.36		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
19.9	870	Total			

Subcatchment E1: Existing to Dry Pond



Summary for Subcatchment E2: Existing Uncaptured

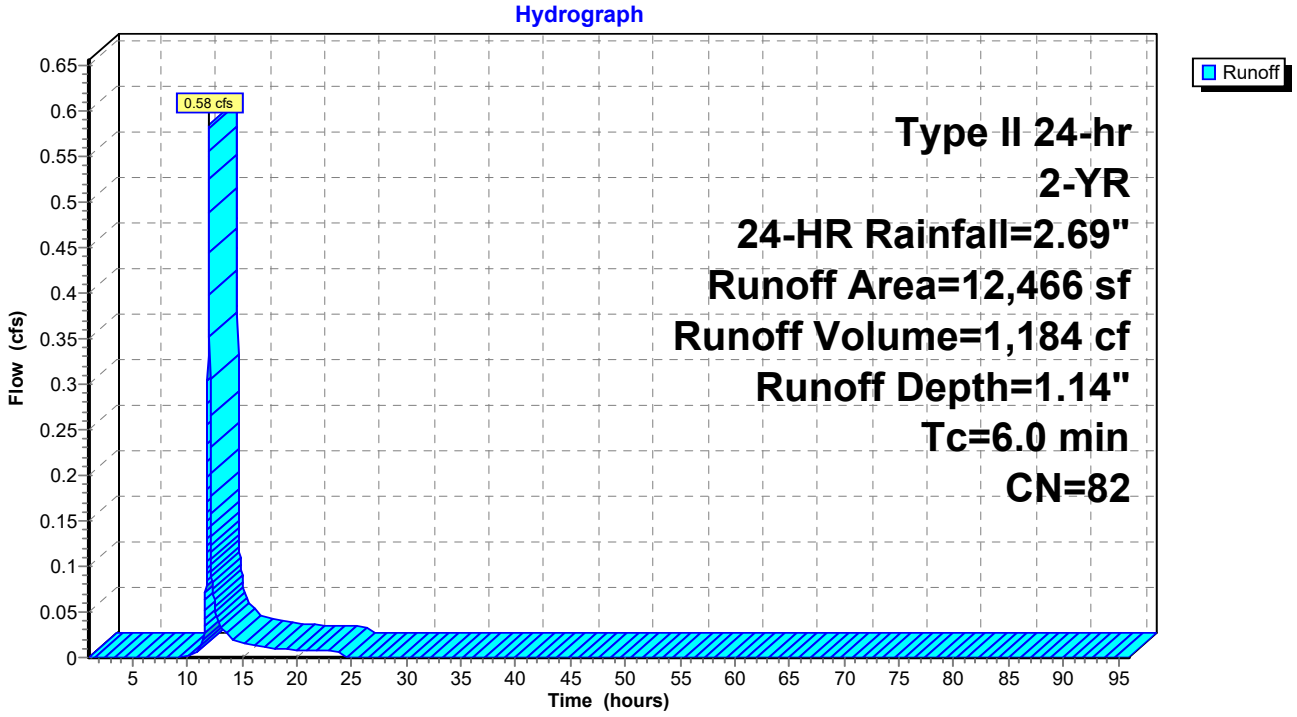
Runoff = 0.58 cfs @ 11.98 hrs, Volume= 1,184 cf, Depth= 1.14"
Routed to Link 1L : Total Existing Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-YR, 24-HR Rainfall=2.69"

	Area (sf)	CN	Description
	2,369	98	Paved parking, HSG D
*	268	98	Sidewalk, HSG C
	5,298	80	>75% Grass cover, Good, HSG D
	4,069	74	>75% Grass cover, Good, HSG C
	462	77	Woods, Good, HSG D
	12,466	82	Weighted Average
	9,829		78.85% Pervious Area
	2,637		21.15% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment E2: Existing Uncaptured



Summary for Subcatchment E3: Existing Property Undisturbed/Uncaptured

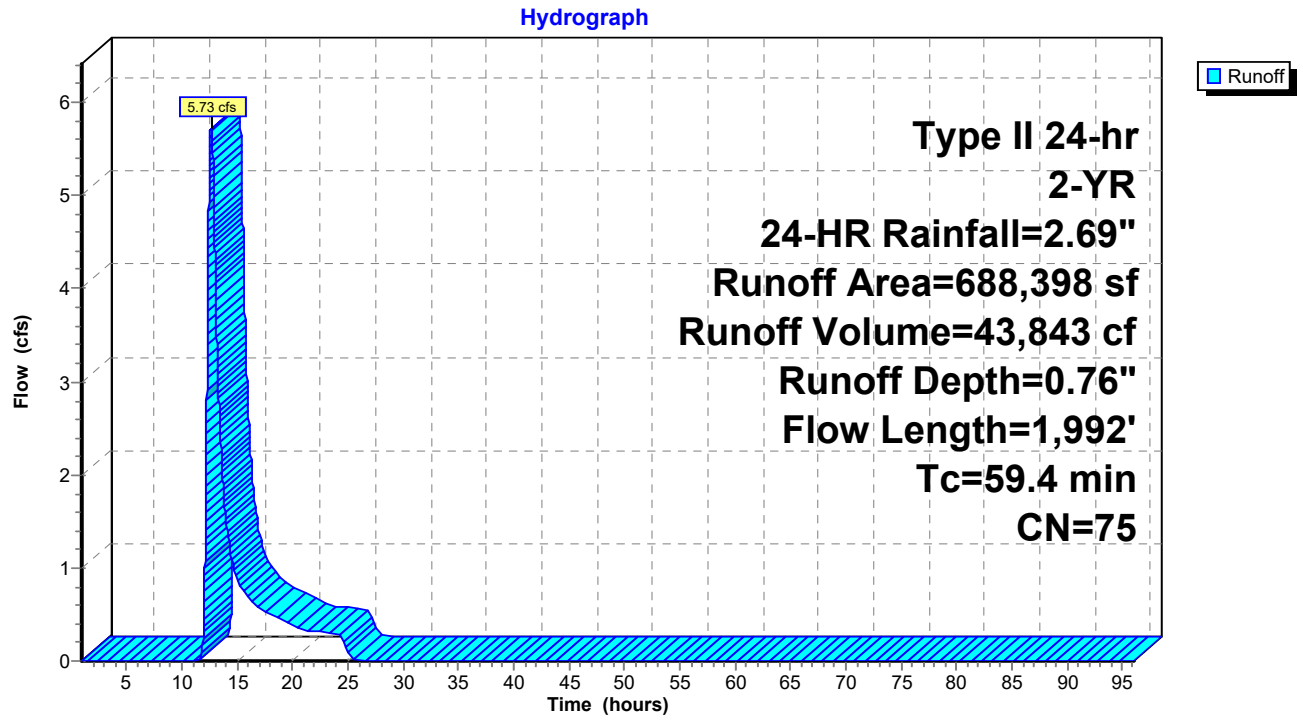
Runoff = 5.73 cfs @ 12.67 hrs, Volume= 43,843 cf, Depth= 0.76"
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-YR, 24-HR Rainfall=2.69"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment E3: Existing Property Undisturbed/Uncaptured



Summary for Pond EP: Existing Dry Pond

Inflow Area = 324,433 sf, 30.59% Impervious, Inflow Depth = 1.14" for 2-YR, 24-HR event
Inflow = 9.36 cfs @ 12.14 hrs, Volume= 30,811 cf
Outflow = 1.59 cfs @ 12.72 hrs, Volume= 30,811 cf, Atten= 83%, Lag= 34.9 min
Discarded = 0.01 cfs @ 12.72 hrs, Volume= 131 cf
Primary = 1.58 cfs @ 12.72 hrs, Volume= 30,680 cf
Routed to Link 1L : Total Existing Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 867.91' @ 12.72 hrs Surf.Area= 7,192 sf Storage= 10,671 cf

Plug-Flow detention time= 51.8 min calculated for 30,808 cf (100% of inflow)
Center-of-Mass det. time= 51.8 min (906.4 - 854.6)

Volume	Invert	Avail.Storage	Storage Description
#1	863.94'	20,603 cf	**Open Storage (Prismatic)**Listed below (Recalc)

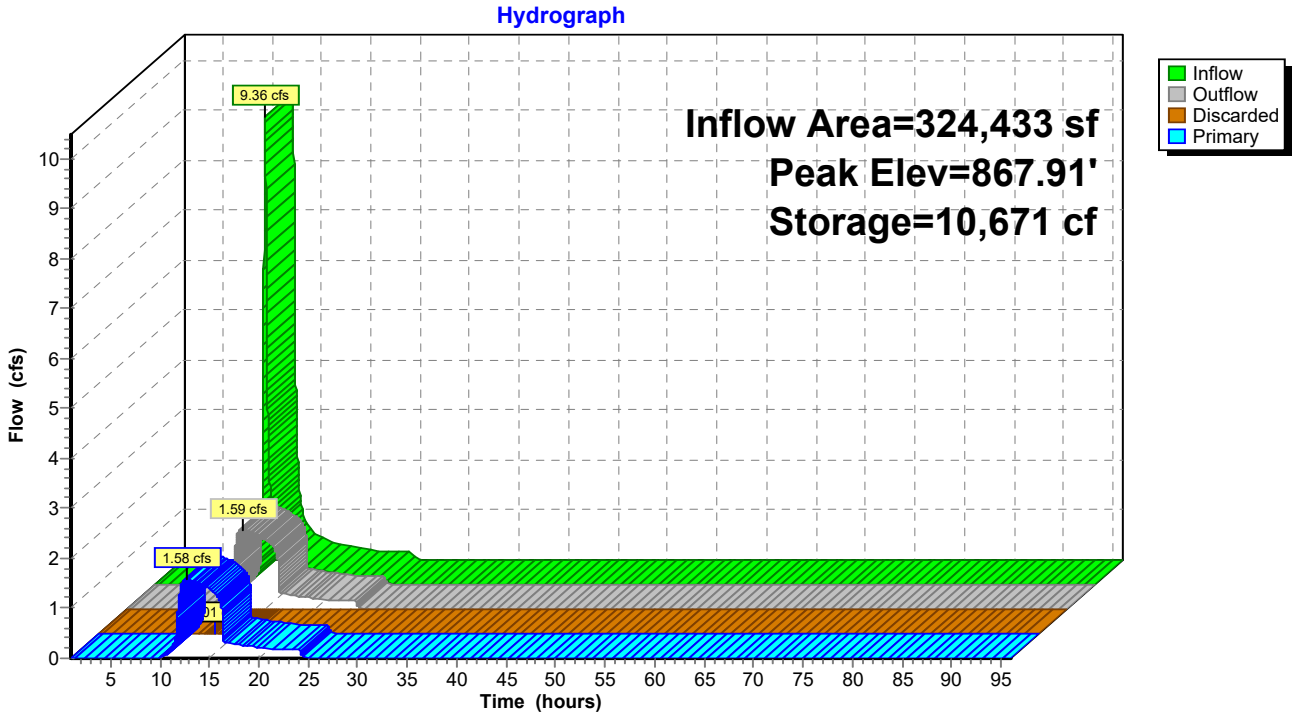
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
863.94	1	0	0
864.00	7	0	0
865.00	157	82	82
866.00	2,716	1,437	1,519
867.00	4,712	3,714	5,233
868.00	7,426	6,069	11,302
869.00	11,176	9,301	20,603

Device	Routing	Invert	Outlet Devices
#0	Primary	869.00'	**Automatic Storage Overflow** (Discharged without head)
#1	Discarded	863.94'	**0.070 in/hr Exfiltration over Surface area**
#2	Primary	863.94'	**6.0" Round 6" Culvert** L= 75.8' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 863.94' / 862.34' S= 0.0211 '/' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#3	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.01 cfs @ 12.72 hrs HW=867.91' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.01 cfs)

Primary OutFlow Max=1.58 cfs @ 12.72 hrs HW=867.91' TW=0.00' (Dynamic Tailwater)
├**2=6" Culvert** (Barrel Controls 1.58 cfs @ 8.05 fps)
└**3=Overflow Weir** (Controls 0.00 cfs)

Pond EP: Existing Dry Pond

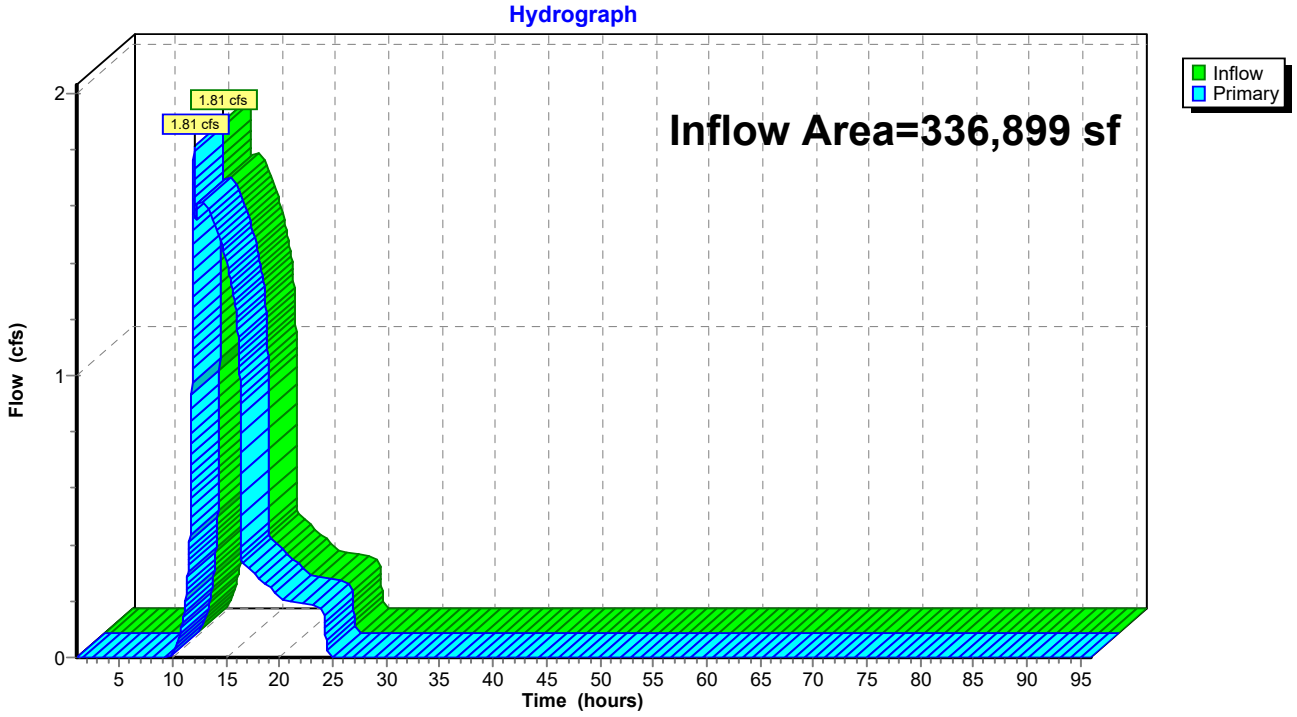


Summary for Link 1L: Total Existing Outfall (SWMP)

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 1.13" for 2-YR, 24-HR event
Inflow = 1.81 cfs @ 11.99 hrs, Volume= 31,864 cf
Primary = 1.81 cfs @ 11.99 hrs, Volume= 31,864 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 2L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 1L: Total Existing Outfall (SWMP)

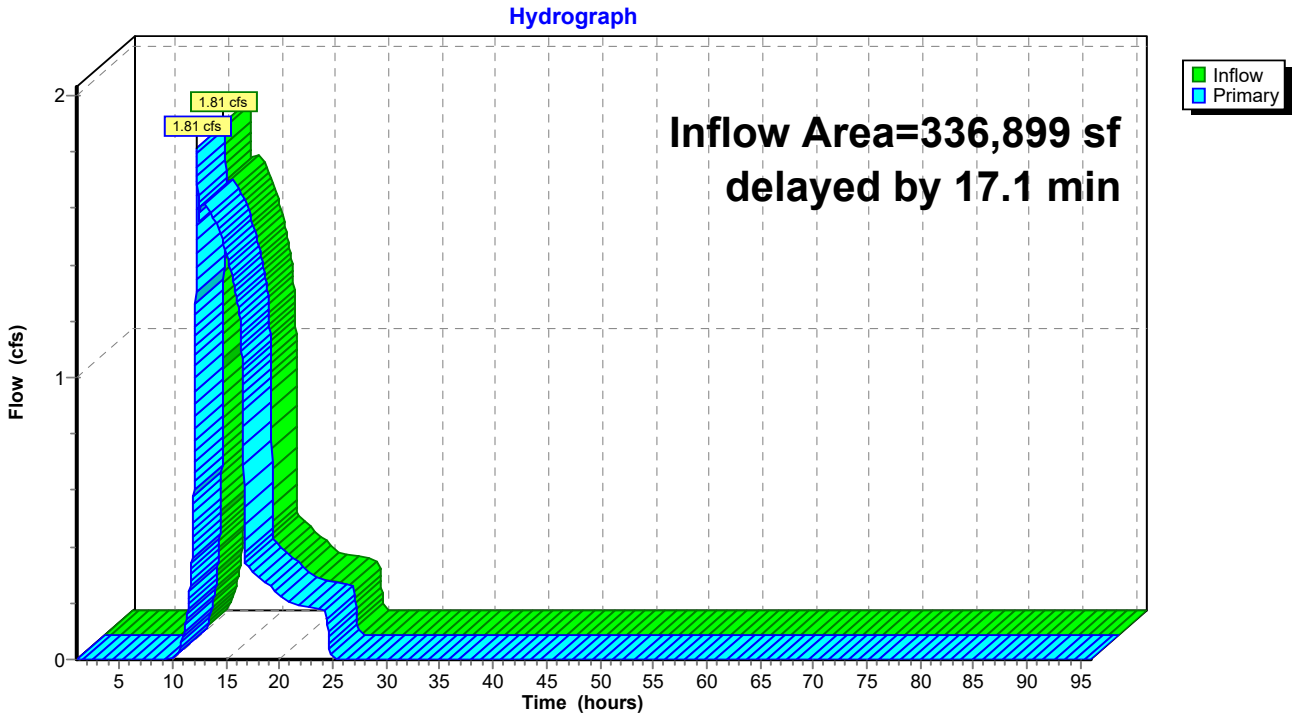


Summary for Link 2L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 1.13" for 2-YR, 24-HR event
Inflow = 1.81 cfs @ 11.99 hrs, Volume= 31,864 cf
Primary = 1.81 cfs @ 12.27 hrs, Volume= 31,864 cf, Atten= 0%, Lag= 17.1 min
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 2L: Tc. Lag to Whole Property Outfall

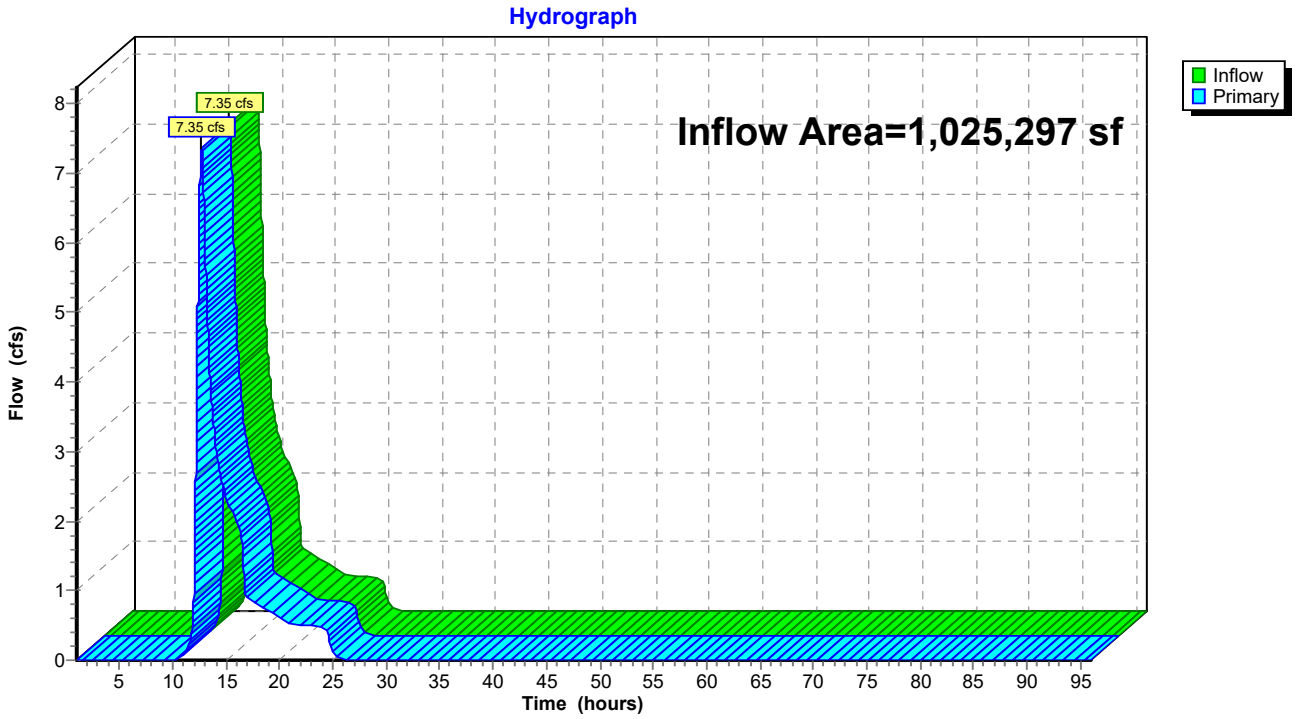


Summary for Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 10.47% Impervious, Inflow Depth = 0.89" for 2-YR, 24-HR event
Inflow = 7.35 cfs @ 12.67 hrs, Volume= 75,707 cf
Primary = 7.35 cfs @ 12.67 hrs, Volume= 75,707 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)



Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment E1: Existing to Dry Pond Runoff Area=324,433 sf 30.59% Impervious Runoff Depth=2.05"
Flow Length=870' Tc=19.9 min CN=82 Runoff=17.03 cfs 55,424 cf

Subcatchment E2: Existing Uncaptured Runoff Area=12,466 sf 21.15% Impervious Runoff Depth=2.05"
Tc=6.0 min CN=82 Runoff=1.04 cfs 2,130 cf

Subcatchment E3: Existing Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=1.53"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=12.51 cfs 87,938 cf

Pond EP: Existing Dry Pond Peak Elev=868.90' Storage=19,477 cf Inflow=17.03 cfs 55,424 cf
Discarded=0.02 cfs 297 cf Primary=6.13 cfs 55,127 cf Outflow=6.14 cfs 55,424 cf

Link 1L: Total Existing Outfall (SWMP) Inflow=6.23 cfs 57,256 cf
Primary=6.23 cfs 57,256 cf

Link 2L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=6.23 cfs 57,256 cf
Primary=6.23 cfs 57,256 cf

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond) Inflow=18.61 cfs 145,194 cf
Primary=18.61 cfs 145,194 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 145,492 cf Average Runoff Depth = 1.70"
89.53% Pervious = 917,956 sf 10.47% Impervious = 107,341 sf

Summary for Subcatchment E1: Existing to Dry Pond

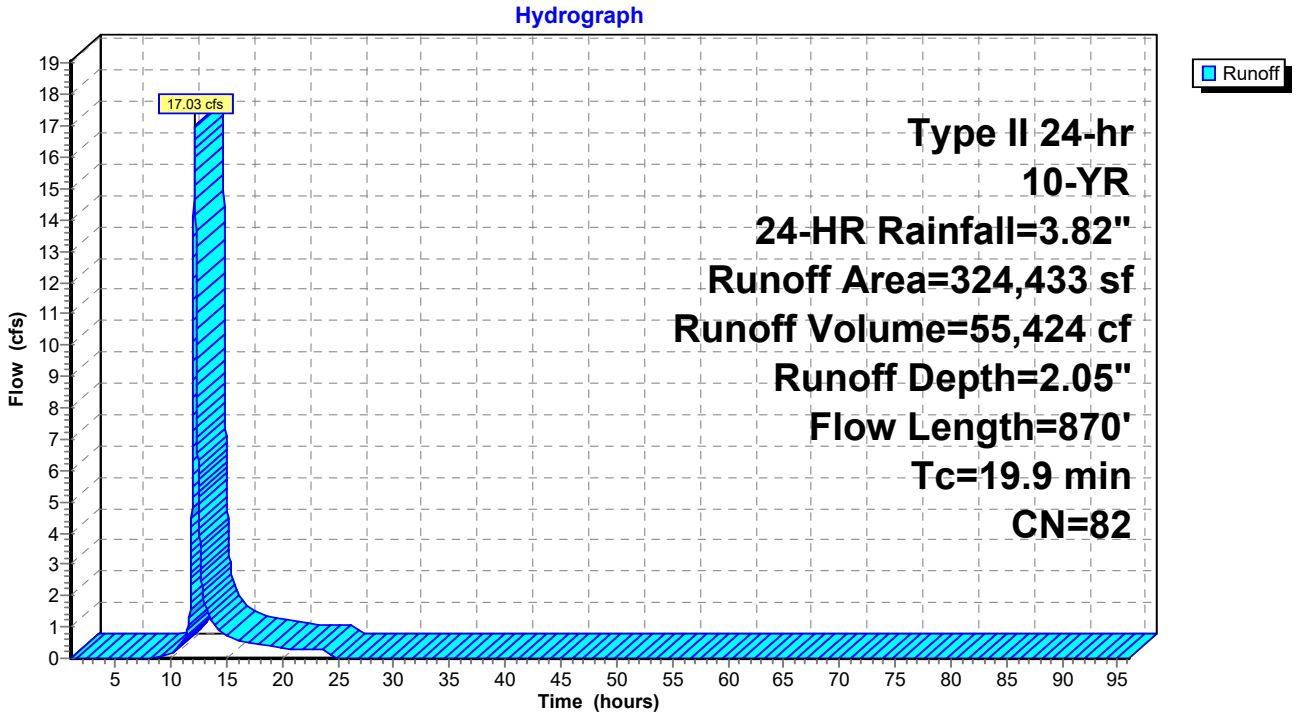
Runoff = 17.03 cfs @ 12.13 hrs, Volume= 55,424 cf, Depth= 2.05"
Routed to Pond EP : Existing Dry Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-YR, 24-HR Rainfall=3.82"

	Area (sf)	CN	Description
	49,582	98	Paved parking, HSG D
	29,895	98	Paved parking, HSG C
*	4,083	98	Sidewalk, HSG D
*	690	98	Sidewalk, HSG C
	15,006	98	Roofs, HSG D
	65,548	80	>75% Grass cover, Good, HSG D
	43,356	74	>75% Grass cover, Good, HSG C
	56,467	77	Woods, Good, HSG D
	59,806	70	Woods, Good, HSG C
	324,433	82	Weighted Average
	225,177		69.41% Pervious Area
	99,256		30.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
1.8	183	0.0125	1.68		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	36	0.0142	5.41	4.25	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.3	28	0.0111	1.58		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.9	235	0.0735	1.36		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
19.9	870	Total			

Subcatchment E1: Existing to Dry Pond



Summary for Subcatchment E2: Existing Uncaptured

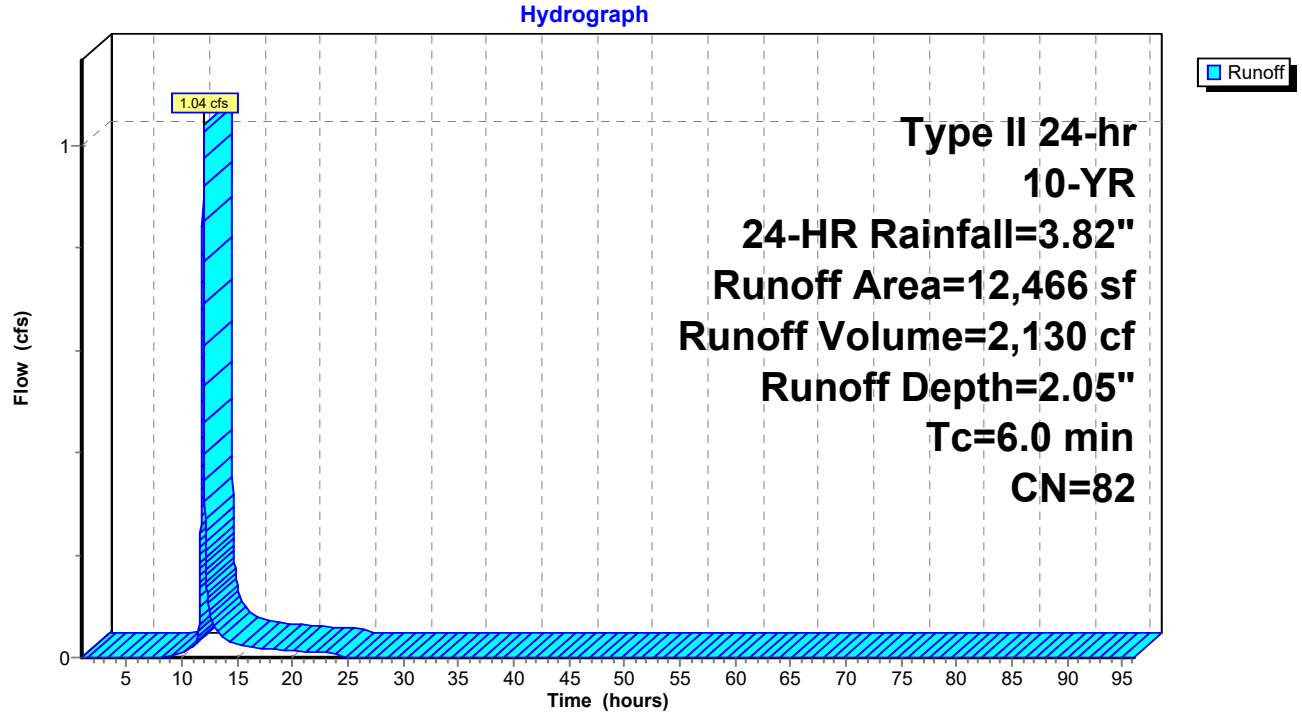
Runoff = 1.04 cfs @ 11.97 hrs, Volume= 2,130 cf, Depth= 2.05"
Routed to Link 1L : Total Existing Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-YR, 24-HR Rainfall=3.82"

	Area (sf)	CN	Description
	2,369	98	Paved parking, HSG D
*	268	98	Sidewalk, HSG C
	5,298	80	>75% Grass cover, Good, HSG D
	4,069	74	>75% Grass cover, Good, HSG C
	462	77	Woods, Good, HSG D
	12,466	82	Weighted Average
	9,829		78.85% Pervious Area
	2,637		21.15% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment E2: Existing Uncaptured



Summary for Subcatchment E3: Existing Property Undisturbed/Uncaptured

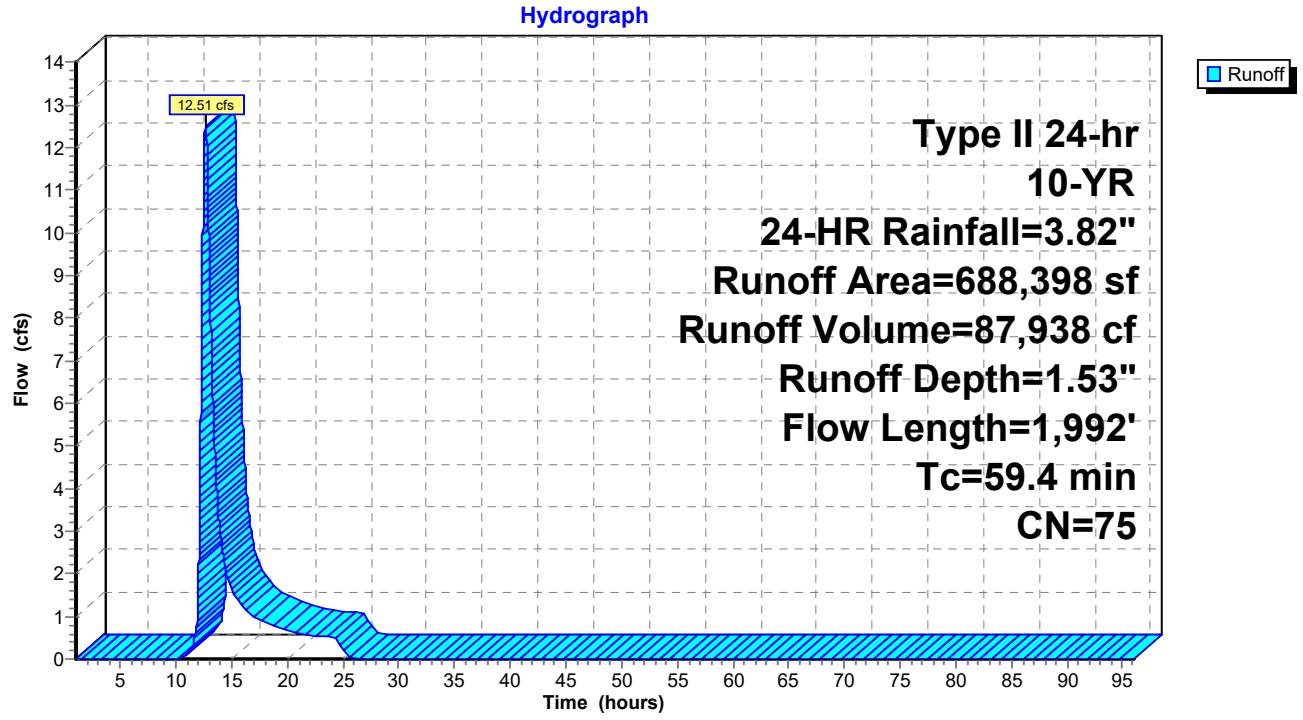
Runoff = 12.51 cfs @ 12.61 hrs, Volume= 87,938 cf, Depth= 1.53"
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-YR, 24-HR Rainfall=3.82"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment E3: Existing Property Undisturbed/Uncaptured



Summary for Pond EP: Existing Dry Pond

Inflow Area = 324,433 sf, 30.59% Impervious, Inflow Depth = 2.05" for 10-YR, 24-HR event
Inflow = 17.03 cfs @ 12.13 hrs, Volume= 55,424 cf
Outflow = 6.14 cfs @ 12.42 hrs, Volume= 55,424 cf, Atten= 64%, Lag= 17.5 min
Discarded = 0.02 cfs @ 12.42 hrs, Volume= 297 cf
Primary = 6.13 cfs @ 12.42 hrs, Volume= 55,127 cf
Routed to Link 1L : Total Existing Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 868.90' @ 12.42 hrs Surf.Area= 10,792 sf Storage= 19,477 cf

Plug-Flow detention time= 82.2 min calculated for 55,418 cf (100% of inflow)
Center-of-Mass det. time= 82.2 min (919.9 - 837.7)

Volume	Invert	Avail.Storage	Storage Description
#1	863.94'	20,603 cf	**Open Storage (Prismatic)**Listed below (Recalc)

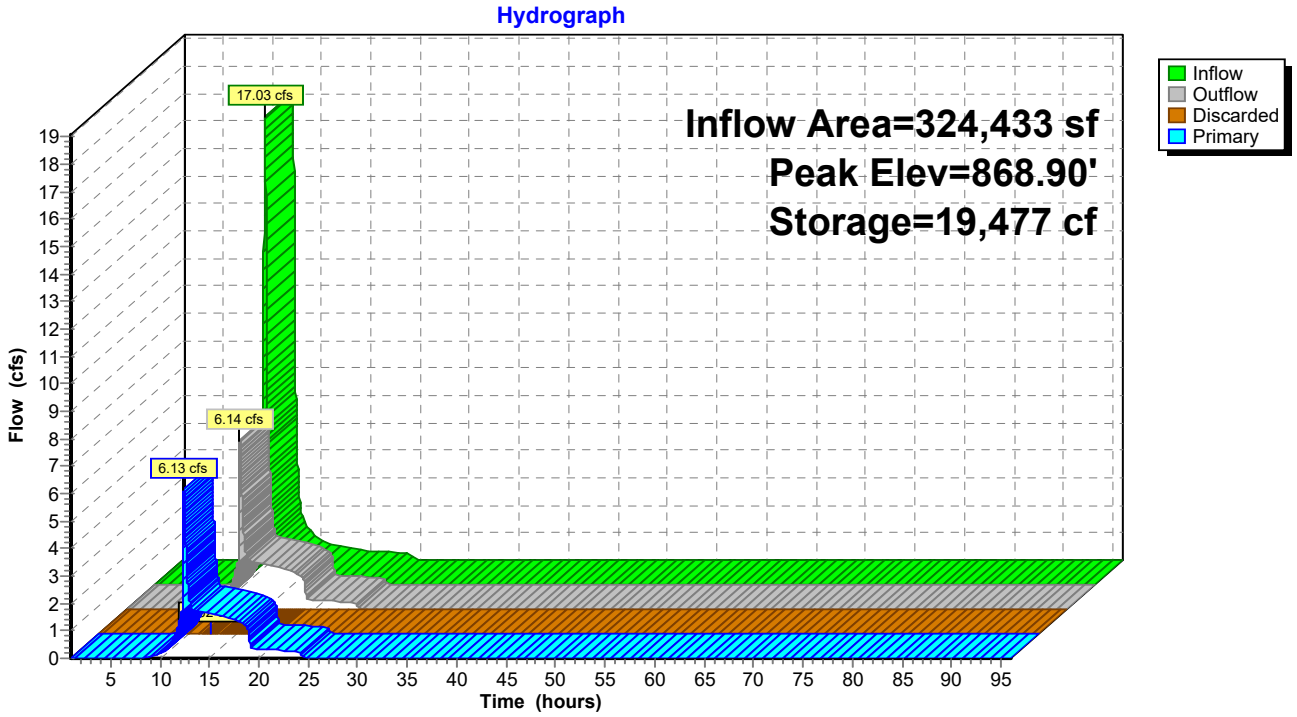
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
863.94	1	0	0
864.00	7	0	0
865.00	157	82	82
866.00	2,716	1,437	1,519
867.00	4,712	3,714	5,233
868.00	7,426	6,069	11,302
869.00	11,176	9,301	20,603

Device	Routing	Invert	Outlet Devices
#0	Primary	869.00'	**Automatic Storage Overflow** (Discharged without head)
#1	Discarded	863.94'	**0.070 in/hr Exfiltration over Surface area**
#2	Primary	863.94'	**6.0" Round 6" Culvert** L= 75.8' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 863.94' / 862.34' S= 0.0211 '/' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#3	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.02 cfs @ 12.42 hrs HW=868.90' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.02 cfs)

Primary OutFlow Max=6.12 cfs @ 12.42 hrs HW=868.90' TW=0.00' (Dynamic Tailwater)
├**2=6" Culvert** (Barrel Controls 1.73 cfs @ 8.79 fps)
└**3=Overflow Weir** (Weir Controls 4.40 cfs @ 1.05 fps)

Pond EP: Existing Dry Pond

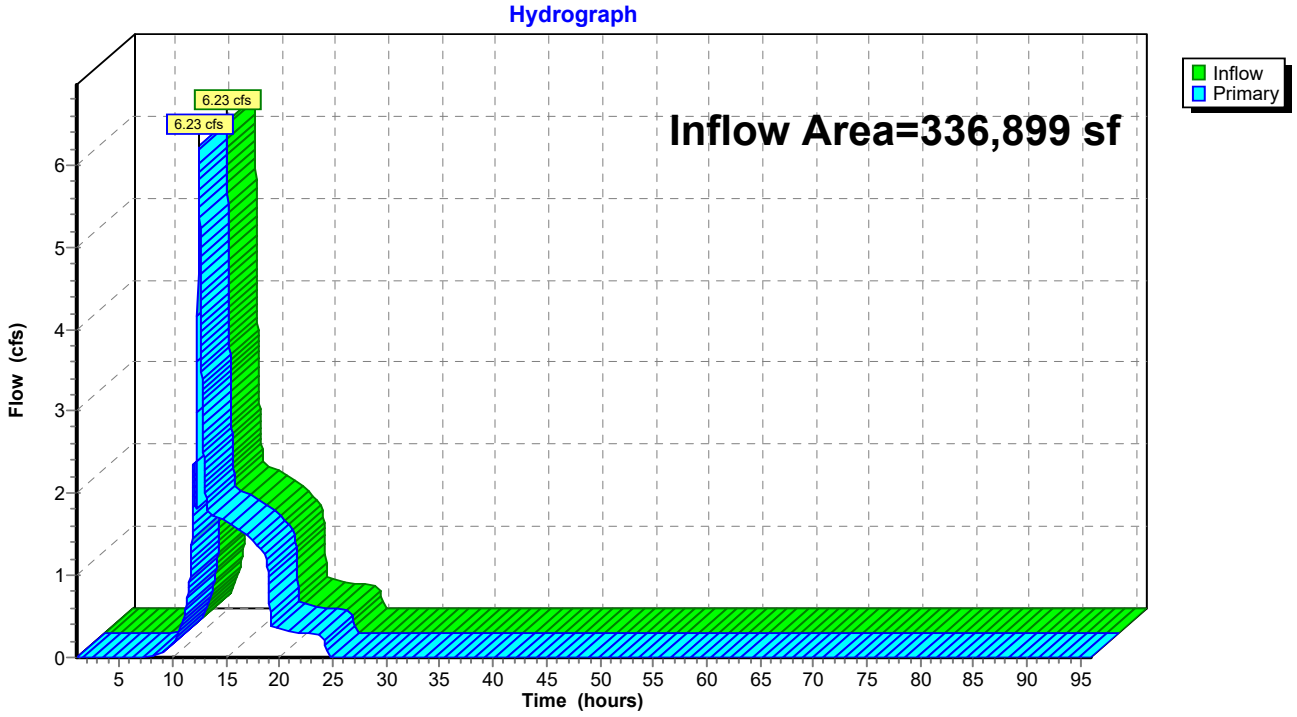


Summary for Link 1L: Total Existing Outfall (SWMP)

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 2.04" for 10-YR, 24-HR event
Inflow = 6.23 cfs @ 12.42 hrs, Volume= 57,256 cf
Primary = 6.23 cfs @ 12.42 hrs, Volume= 57,256 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 2L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 1L: Total Existing Outfall (SWMP)

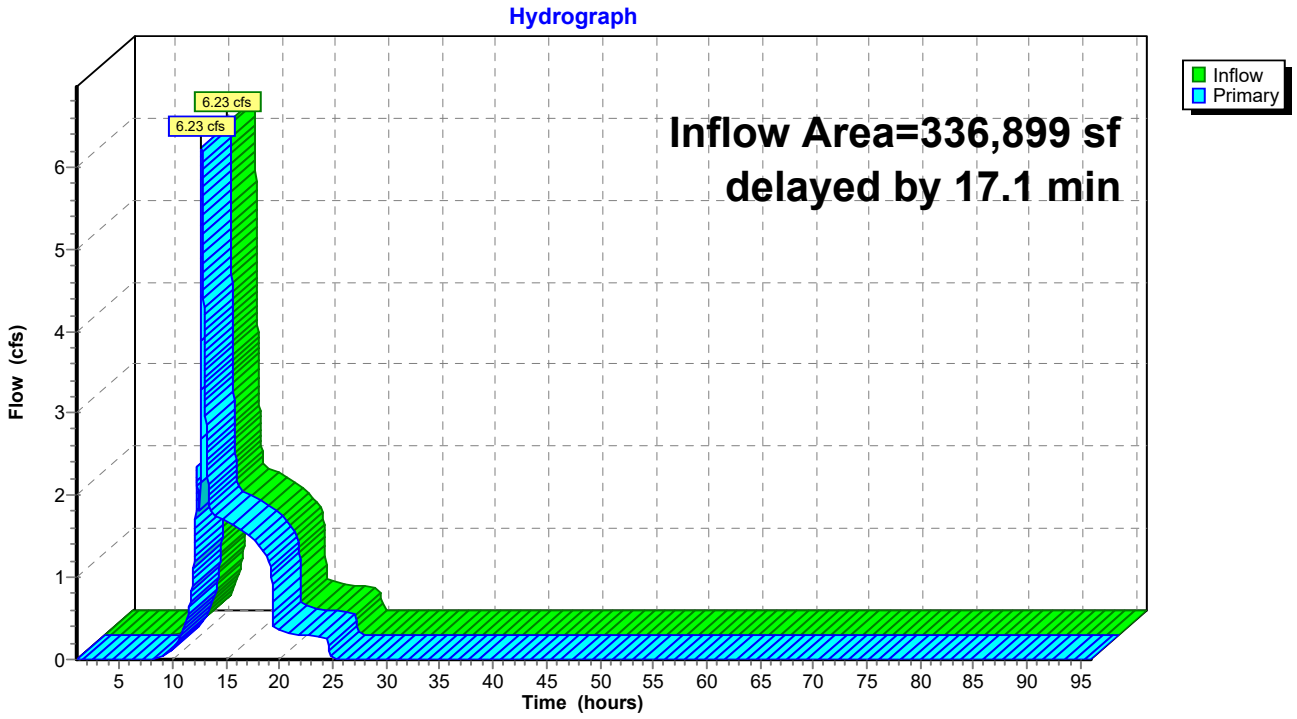


Summary for Link 2L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 2.04" for 10-YR, 24-HR event
Inflow = 6.23 cfs @ 12.42 hrs, Volume= 57,256 cf
Primary = 6.23 cfs @ 12.70 hrs, Volume= 57,256 cf, Atten= 0%, Lag= 17.1 min
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 2L: Tc. Lag to Whole Property Outfall

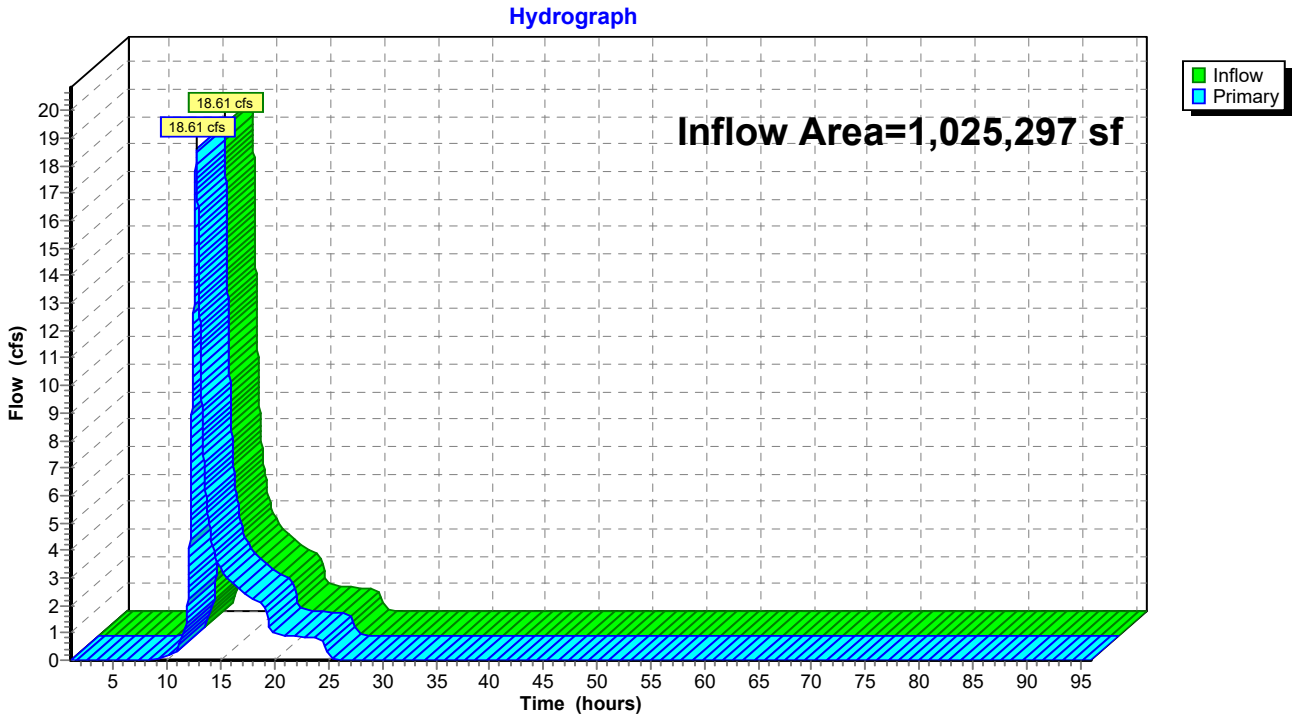


Summary for Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 10.47% Impervious, Inflow Depth = 1.70" for 10-YR, 24-HR event
Inflow = 18.61 cfs @ 12.69 hrs, Volume= 145,194 cf
Primary = 18.61 cfs @ 12.69 hrs, Volume= 145,194 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)



Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment E1: Existing to Dry Pond Runoff Area=324,433 sf 30.59% Impervious Runoff Depth=4.23"
Flow Length=870' Tc=19.9 min CN=82 Runoff=34.82 cfs 114,281 cf

Subcatchment E2: Existing Uncaptured Runoff Area=12,466 sf 21.15% Impervious Runoff Depth=4.23"
Tc=6.0 min CN=82 Runoff=2.09 cfs 4,391 cf

Subcatchment E3: Existing Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=3.50"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=29.84 cfs 201,053 cf

Pond EP: Existing Dry Pond Peak Elev=869.00' Storage=20,603 cf Inflow=34.82 cfs 114,281 cf
Discarded=0.02 cfs 457 cf Primary=34.77 cfs 113,824 cf Outflow=34.79 cfs 114,281 cf

Link 1L: Total Existing Outfall (SWMP) Inflow=35.22 cfs 118,215 cf
Primary=35.22 cfs 118,215 cf

Link 2L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=35.22 cfs 118,215 cf
Primary=35.20 cfs 118,215 cf

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond) Inflow=60.93 cfs 319,268 cf
Primary=60.93 cfs 319,268 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 319,725 cf Average Runoff Depth = 3.74"
89.53% Pervious = 917,956 sf 10.47% Impervious = 107,341 sf

Summary for Subcatchment E1: Existing to Dry Pond

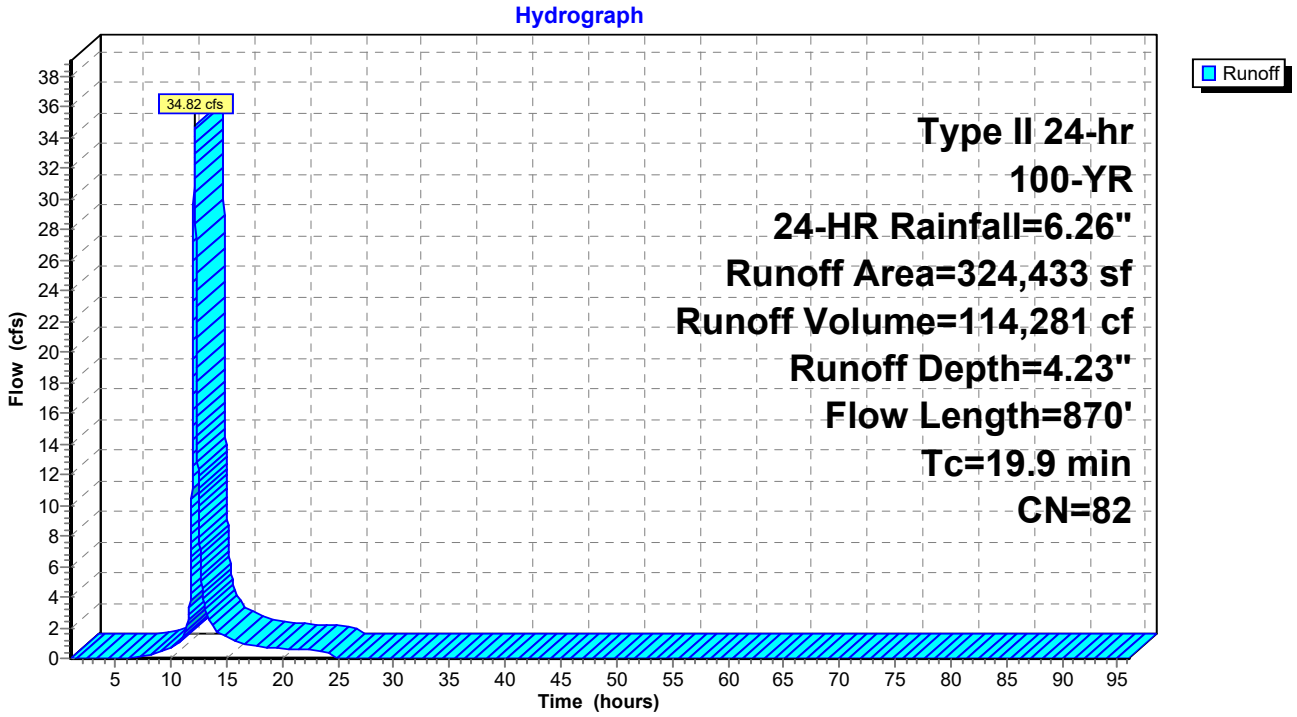
Runoff = 34.82 cfs @ 12.12 hrs, Volume= 114,281 cf, Depth= 4.23"
Routed to Pond EP : Existing Dry Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-YR, 24-HR Rainfall=6.26"

	Area (sf)	CN	Description
	49,582	98	Paved parking, HSG D
	29,895	98	Paved parking, HSG C
*	4,083	98	Sidewalk, HSG D
*	690	98	Sidewalk, HSG C
	15,006	98	Roofs, HSG D
	65,548	80	>75% Grass cover, Good, HSG D
	43,356	74	>75% Grass cover, Good, HSG C
	56,467	77	Woods, Good, HSG D
	59,806	70	Woods, Good, HSG C
	324,433	82	Weighted Average
	225,177		69.41% Pervious Area
	99,256		30.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
1.8	183	0.0125	1.68		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	36	0.0142	5.41	4.25	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.3	28	0.0111	1.58		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.9	235	0.0735	1.36		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
19.9	870	Total			

Subcatchment E1: Existing to Dry Pond



Summary for Subcatchment E2: Existing Uncaptured

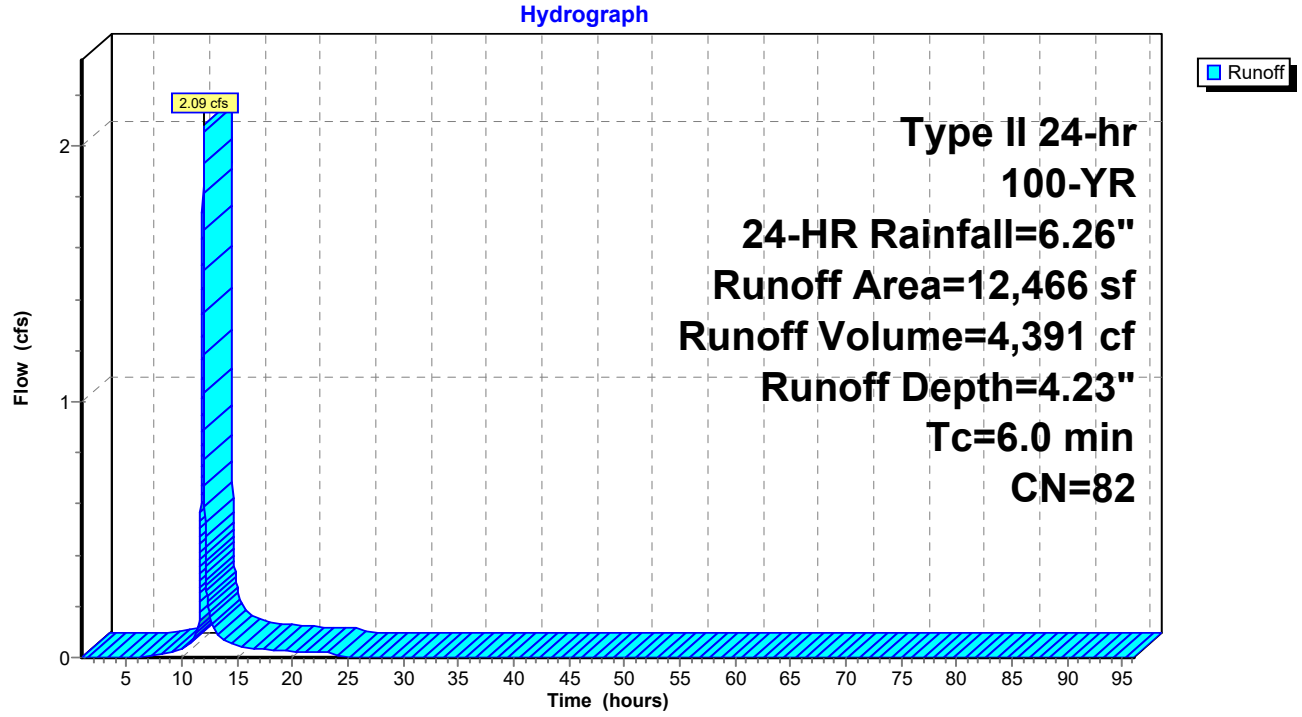
Runoff = 2.09 cfs @ 11.97 hrs, Volume= 4,391 cf, Depth= 4.23"
Routed to Link 1L : Total Existing Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-YR, 24-HR Rainfall=6.26"

	Area (sf)	CN	Description
	2,369	98	Paved parking, HSG D
*	268	98	Sidewalk, HSG C
	5,298	80	>75% Grass cover, Good, HSG D
	4,069	74	>75% Grass cover, Good, HSG C
	462	77	Woods, Good, HSG D
	12,466	82	Weighted Average
	9,829		78.85% Pervious Area
	2,637		21.15% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment E2: Existing Uncaptured



Summary for Subcatchment E3: Existing Property Undisturbed/Uncaptured

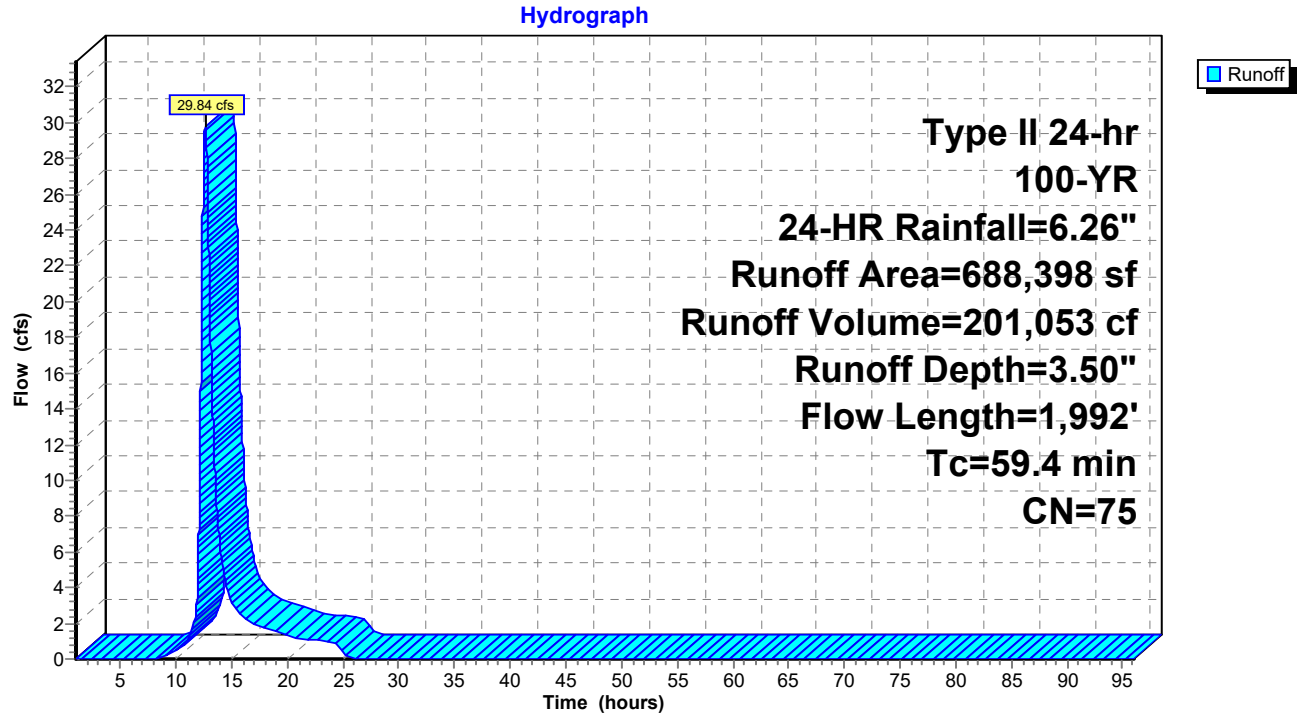
Runoff = 29.84 cfs @ 12.61 hrs, Volume= 201,053 cf, Depth= 3.50"
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-YR, 24-HR Rainfall=6.26"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment E3: Existing Property Undisturbed/Uncaptured



Summary for Pond EP: Existing Dry Pond

Inflow Area = 324,433 sf, 30.59% Impervious, Inflow Depth = 4.23" for 100-YR, 24-HR event
Inflow = 34.82 cfs @ 12.12 hrs, Volume= 114,281 cf
Outflow = 34.79 cfs @ 12.13 hrs, Volume= 114,281 cf, Atten= 0%, Lag= 0.3 min
Discarded = 0.02 cfs @ 12.08 hrs, Volume= 457 cf
Primary = 34.77 cfs @ 12.13 hrs, Volume= 113,824 cf
Routed to Link 1L : Total Existing Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 869.00' @ 12.08 hrs Surf.Area= 11,176 sf Storage= 20,603 cf

Plug-Flow detention time= 63.1 min calculated for 114,269 cf (100% of inflow)
Center-of-Mass det. time= 63.1 min (880.1 - 817.1)

Volume	Invert	Avail.Storage	Storage Description
#1	863.94'	20,603 cf	**Open Storage (Prismatic)**Listed below (Recalc)

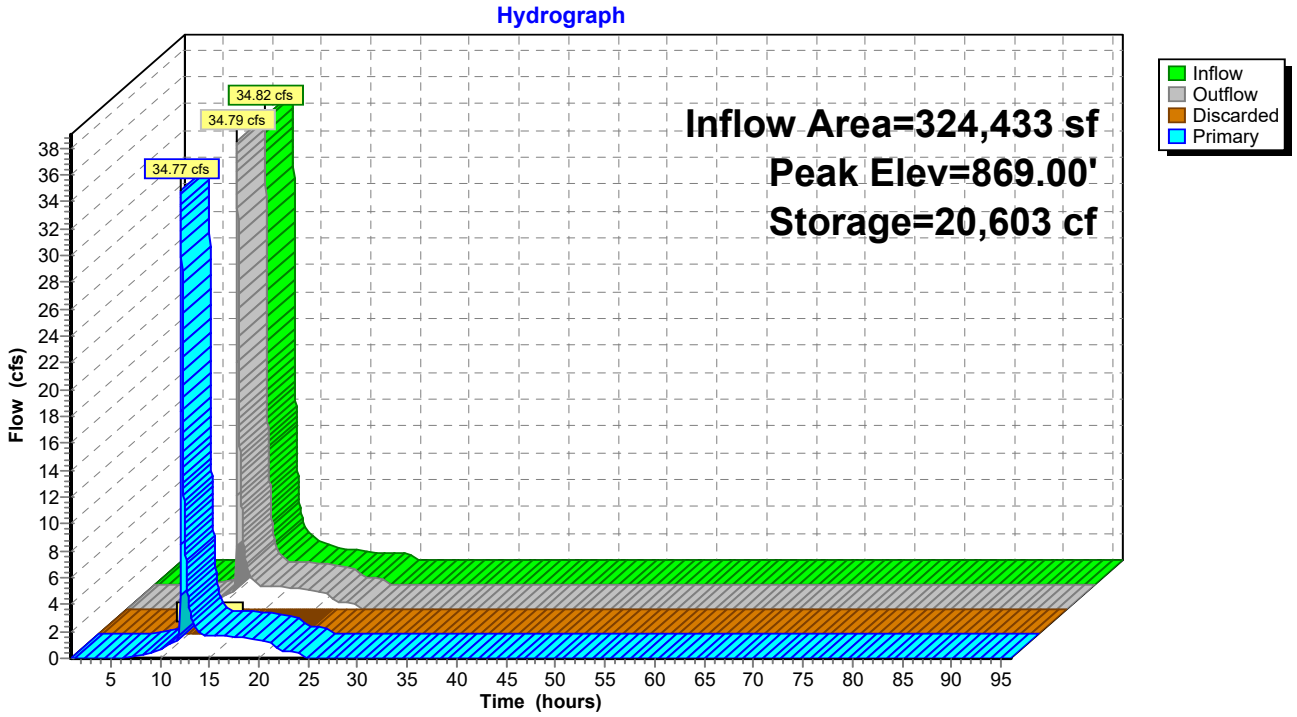
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
863.94	1	0	0
864.00	7	0	0
865.00	157	82	82
866.00	2,716	1,437	1,519
867.00	4,712	3,714	5,233
868.00	7,426	6,069	11,302
869.00	11,176	9,301	20,603

Device	Routing	Invert	Outlet Devices
#0	Primary	869.00'	**Automatic Storage Overflow** (Discharged without head)
#1	Discarded	863.94'	**0.070 in/hr Exfiltration over Surface area**
#2	Primary	863.94'	**6.0" Round 6" Culvert** L= 75.8' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 863.94' / 862.34' S= 0.0211 '/' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#3	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.02 cfs @ 12.08 hrs HW=869.00' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.02 cfs)

Primary OutFlow Max=11.38 cfs @ 12.13 hrs HW=869.00' TW=0.00' (Dynamic Tailwater)
├**2=6" Culvert** (Barrel Controls 1.74 cfs @ 8.87 fps)
└**3=Overflow Weir** (Weir Controls 9.64 cfs @ 1.34 fps)

Pond EP: Existing Dry Pond

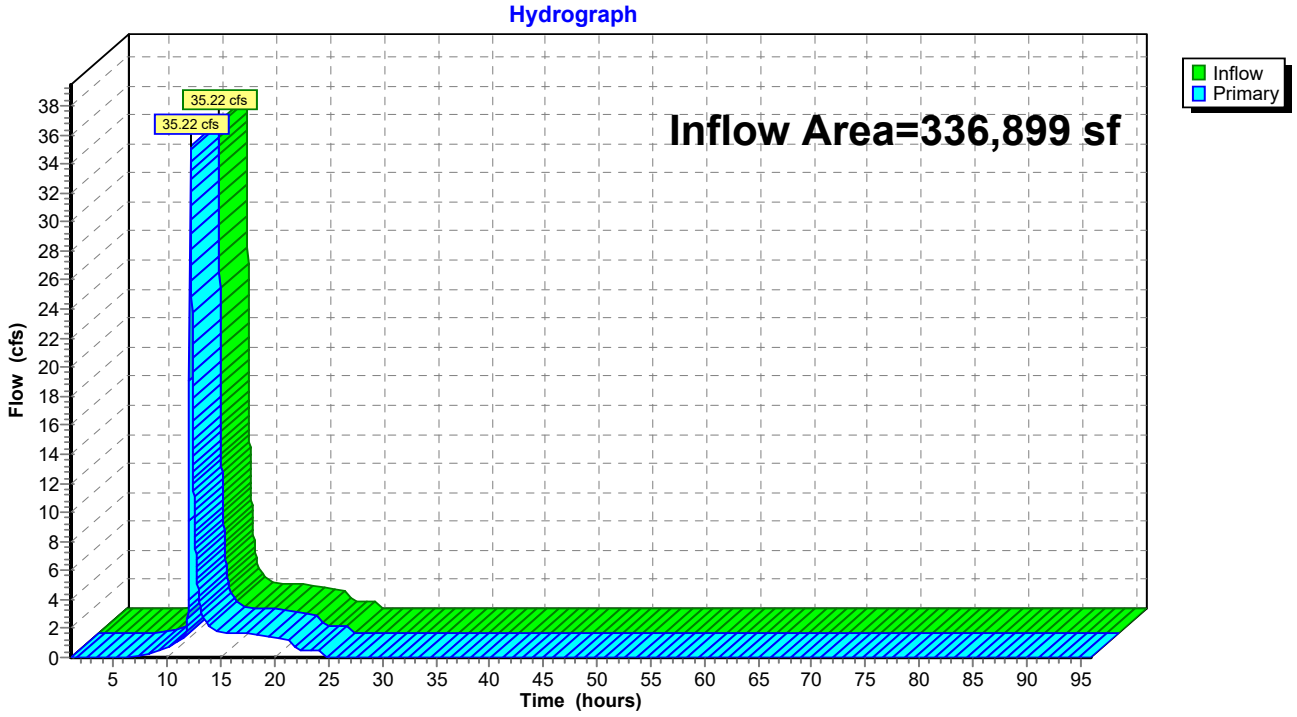


Summary for Link 1L: Total Existing Outfall (SWMP)

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 4.21" for 100-YR, 24-HR event
Inflow = 35.22 cfs @ 12.12 hrs, Volume= 118,215 cf
Primary = 35.22 cfs @ 12.12 hrs, Volume= 118,215 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 2L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 1L: Total Existing Outfall (SWMP)

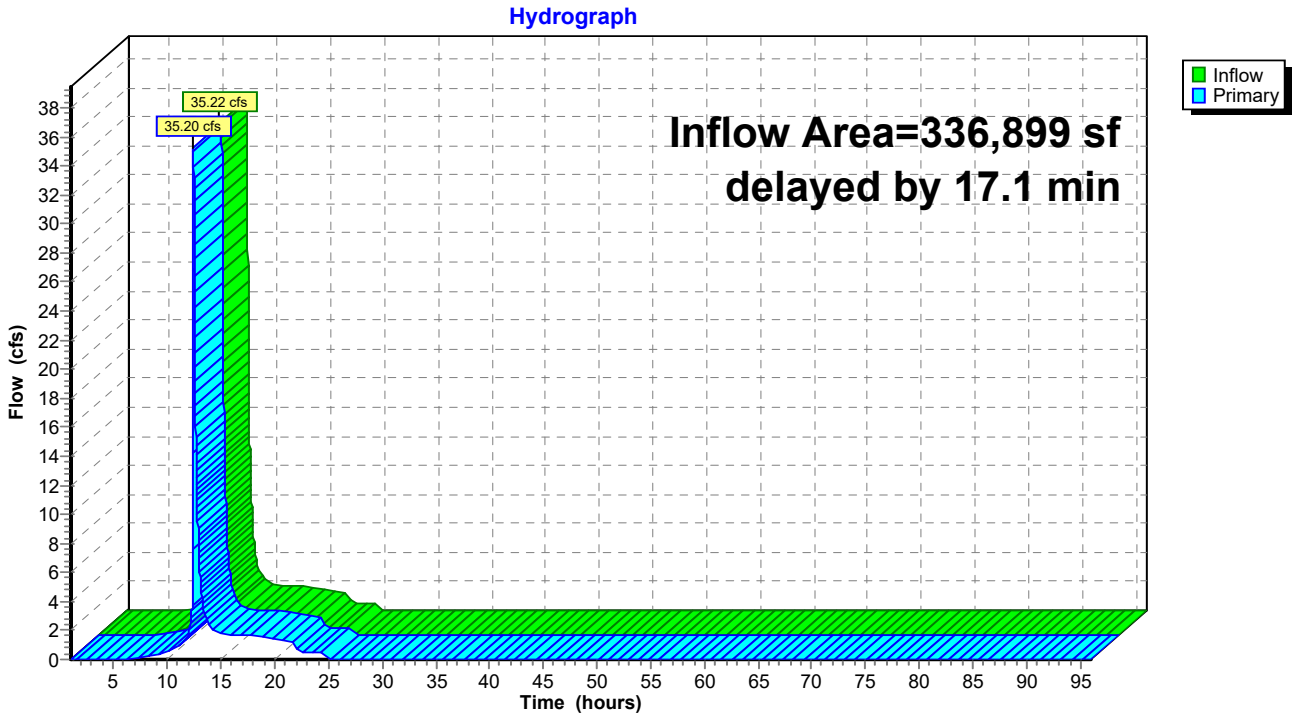


Summary for Link 2L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 30.24% Impervious, Inflow Depth = 4.21" for 100-YR, 24-HR event
Inflow = 35.22 cfs @ 12.12 hrs, Volume= 118,215 cf
Primary = 35.20 cfs @ 12.41 hrs, Volume= 118,215 cf, Atten= 0%, Lag= 17.1 min
Routed to Link 3L : Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 2L: Tc. Lag to Whole Property Outfall

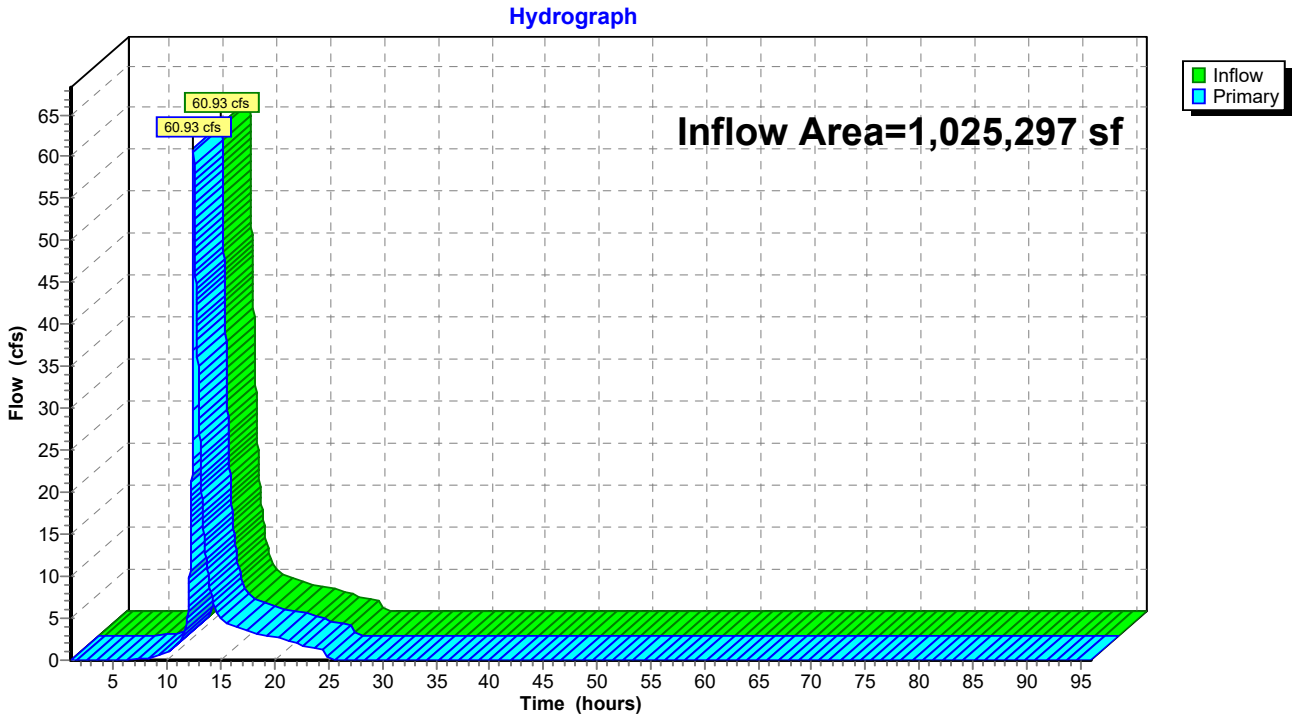


Summary for Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 10.47% Impervious, Inflow Depth = 3.74" for 100-YR, 24-HR event
Inflow = 60.93 cfs @ 12.43 hrs, Volume= 319,268 cf
Primary = 60.93 cfs @ 12.43 hrs, Volume= 319,268 cf, Atten= 0%, Lag= 0.0 min

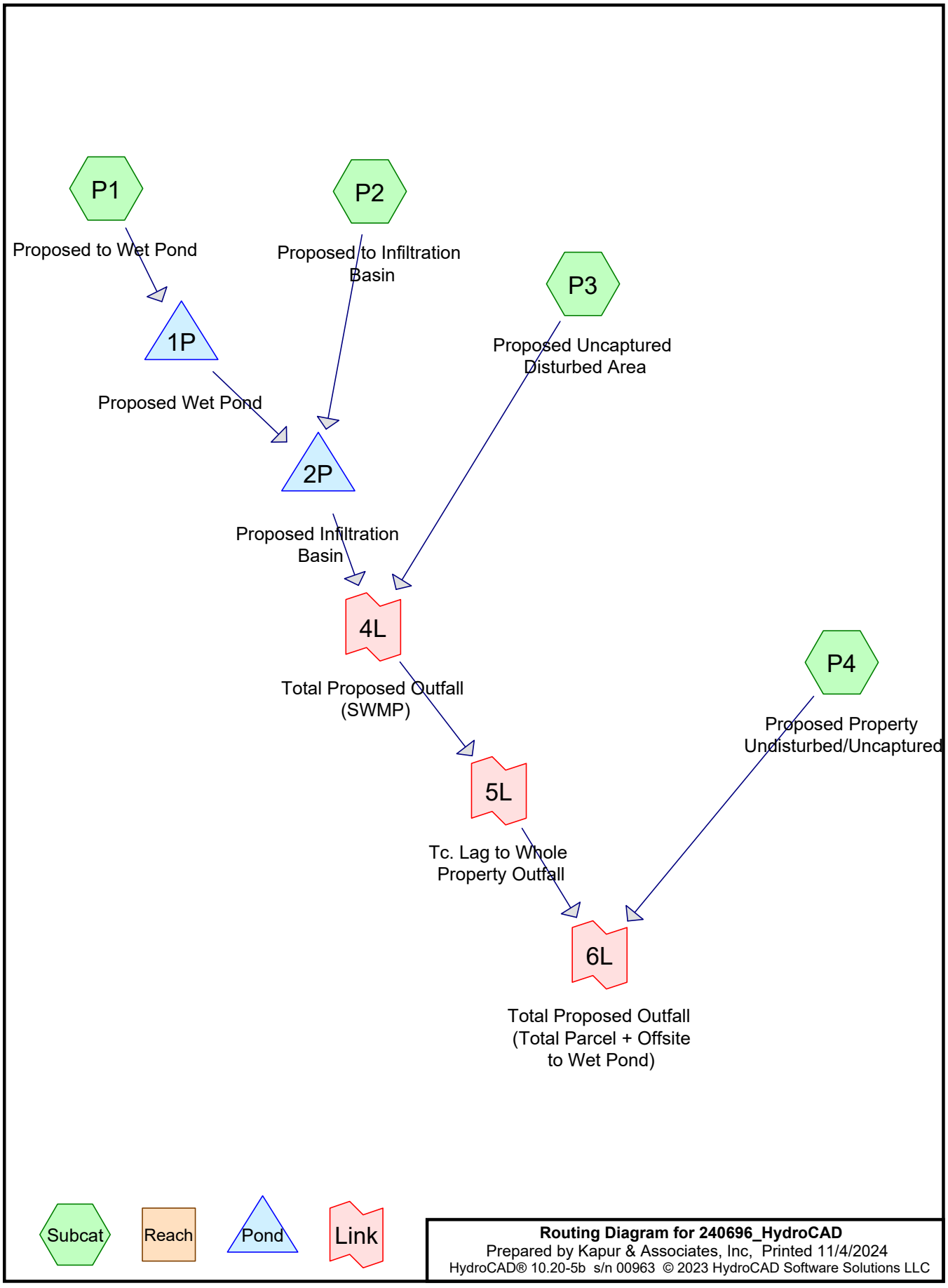
Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 3L: Total Existing Outfall (Total Parcel + Offsite to Wet Pond)



Appendix C

HydroCAD Analysis – Post-Development Conditions


P1
Proposed to Wet Pond
P2
Proposed to Infiltration Basin
P3
Proposed Uncaptured Disturbed Area
1P
Proposed Wet Pond
2P
Proposed Infiltration Basin
4L
Total Proposed Outfall (SWMP)
P4
Proposed Property Undisturbed/Uncaptured
5L
Tc. Lag to Whole Property Outfall
6L
Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)
Subcat
Reach
Pond
Link
Routing Diagram for 240696_HydroCAD
Prepared by Kapur & Associates, Inc, Printed 11/4/2024
HydroCAD® 10.20-5b s/n 00963 © 2023 HydroCAD Software Solutions LLC

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	1-YR, 24-HR	Type II 24-hr		Default	24.00	1	2.38	2
2	2-YR, 24-HR	Type II 24-hr		Default	24.00	1	2.69	2
3	10-YR, 24-HR	Type II 24-hr		Default	24.00	1	3.82	2
4	100-YR, 24-HR	Type II 24-hr		Default	24.00	1	6.26	2

Area Listing (selected nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
58,734	74	>75% Grass cover, Good, HSG C (P1, P2, P3, P4)
84,234	80	>75% Grass cover, Good, HSG D (P1, P3, P4)
224,362	77	Emergent Herbaceous Wetlands, HSG C (P4)
37,235	98	Paved parking, HSG C (P1, P2)
85,184	98	Paved parking, HSG D (P1, P3)
6,349	98	Roofs, HSG C (P1, P3, P4)
18,706	98	Roofs, HSG D (P1)
889	98	Sidewalk, HSG C (P1)
5,546	98	Sidewalk, HSG D (P1, P3)
8,522	98	Water Surface, HSG C (P1)
284,162	70	Woods, Good, HSG C (P1, P2, P4)
211,374	77	Woods, Good, HSG D (P1, P4)
1,025,297	**78**	**TOTAL AREA**

Soil Listing (selected nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
620,253	HSG C	P1, P2, P3, P4
405,044	HSG D	P1, P3, P4
0	Other	
1,025,297		**TOTAL AREA**

Ground Covers (selected nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	58,734	84,234	0	142,968	>75% Grass cover, Good
0	0	224,362	0	0	224,362	Emergent Herbaceous Wetlands
0	0	37,235	85,184	0	122,419	Paved parking
0	0	6,349	18,706	0	25,055	Roofs
0	0	889	5,546	0	6,435	Sidewalk
0	0	8,522	0	0	8,522	Water Surface
0	0	284,162	211,374	0	495,536	Woods, Good
0	**0**	**620,253**	**405,044**	**0**	**1,025,297**	**TOTAL AREA**

Pipe Listing (selected nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)	Node Name
1	P1	0.00	0.00	51.0	0.0060	0.013	0.0	12.0	0.0	
2	P1	0.00	0.00	29.0	0.0060	0.013	0.0	12.0	0.0	
3	1P	865.00	865.00	15.0	0.0000	0.120	0.0	24.0	0.0	
4	2P	864.00	863.28	62.4	0.0115	0.013	0.0	30.0	0.0	

Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment P1: Proposed to Wet Pond Runoff Area=294,497 sf 49.85% Impervious Runoff Depth=1.21"
Flow Length=774' Tc=18.7 min CN=87 Runoff=9.47 cfs 29,729 cf

Subcatchment P2: Proposed to Infiltration Runoff Area=35,226 sf 15.60% Impervious Runoff Depth=0.62"
Flow Length=238' Tc=19.0 min CN=76 Runoff=0.52 cfs 1,829 cf

Subcatchment P3: Proposed Uncaptured Runoff Area=7,176 sf 65.25% Impervious Runoff Depth=1.50"
Tc=6.0 min CN=91 Runoff=0.43 cfs 898 cf

Subcatchment P4: Proposed Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=0.58"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=4.14 cfs 33,369 cf

Pond 1P: Proposed Wet Pond Peak Elev=866.69' Storage=16,065 cf Inflow=9.47 cfs 29,729 cf
Outflow=0.69 cfs 28,730 cf

Pond 2P: Proposed Infiltration Basin Peak Elev=865.62' Storage=2,608 cf Inflow=1.11 cfs 30,559 cf
Discarded=0.01 cfs 3,814 cf Primary=0.70 cfs 26,642 cf Outflow=0.72 cfs 30,456 cf

Link 4L: Total Proposed Outfall (SWMP) Inflow=0.72 cfs 27,540 cf
Primary=0.72 cfs 27,540 cf

Link 5L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=0.72 cfs 27,540 cf
Primary=0.72 cfs 27,540 cf

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond) Inflow=4.30 cfs 60,909 cf
Primary=4.30 cfs 60,909 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 65,825 cf Average Runoff Depth = 0.77"
84.16% Pervious = 862,866 sf 15.84% Impervious = 162,431 sf

Summary for Subcatchment P1: Proposed to Wet Pond

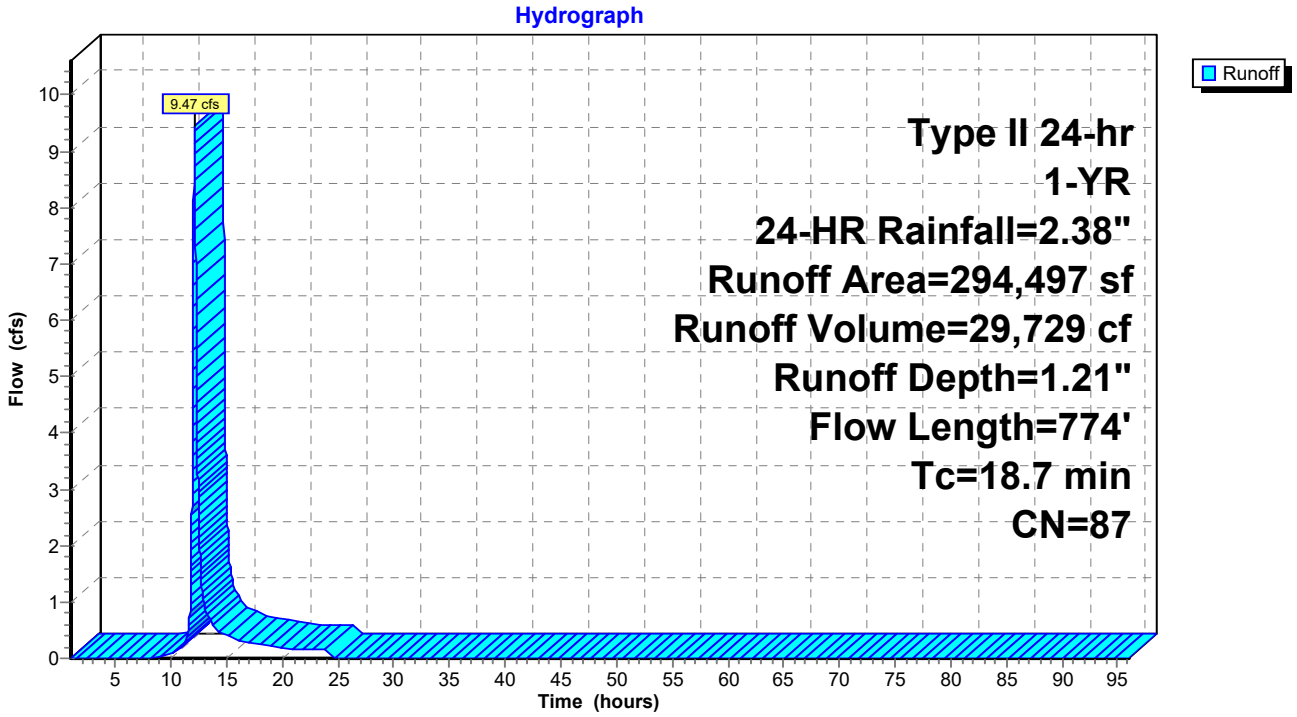
Runoff = 9.47 cfs @ 12.11 hrs, Volume= 29,729 cf, Depth= 1.21"
Routed to Pond 1P : Proposed Wet Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-YR, 24-HR Rainfall=2.38"

	Area (sf)	CN	Description
	81,129	98	Paved parking, HSG D
	31,738	98	Paved parking, HSG C
*	5,372	98	Sidewalk, HSG D
*	889	98	Sidewalk, HSG C
	18,706	98	Roofs, HSG D
	448	98	Roofs, HSG C
	49,525	80	>75% Grass cover, Good, HSG D
	20,622	74	>75% Grass cover, Good, HSG C
	53,846	77	Woods, Good, HSG D
	23,700	70	Woods, Good, HSG C
	8,522	98	Water Surface, HSG C
	294,497	87	Weighted Average
	147,693		50.15% Pervious Area
	146,804		49.85% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	51	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.4	36	0.0122	1.66		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	29	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-2** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.5	55	0.0151	1.84		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.4	171	0.0572	1.20		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.3	44	0.1591	2.79		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
18.7	774	Total			

Subcatchment P1: Proposed to Wet Pond



Summary for Subcatchment P2: Proposed to Infiltration Basin

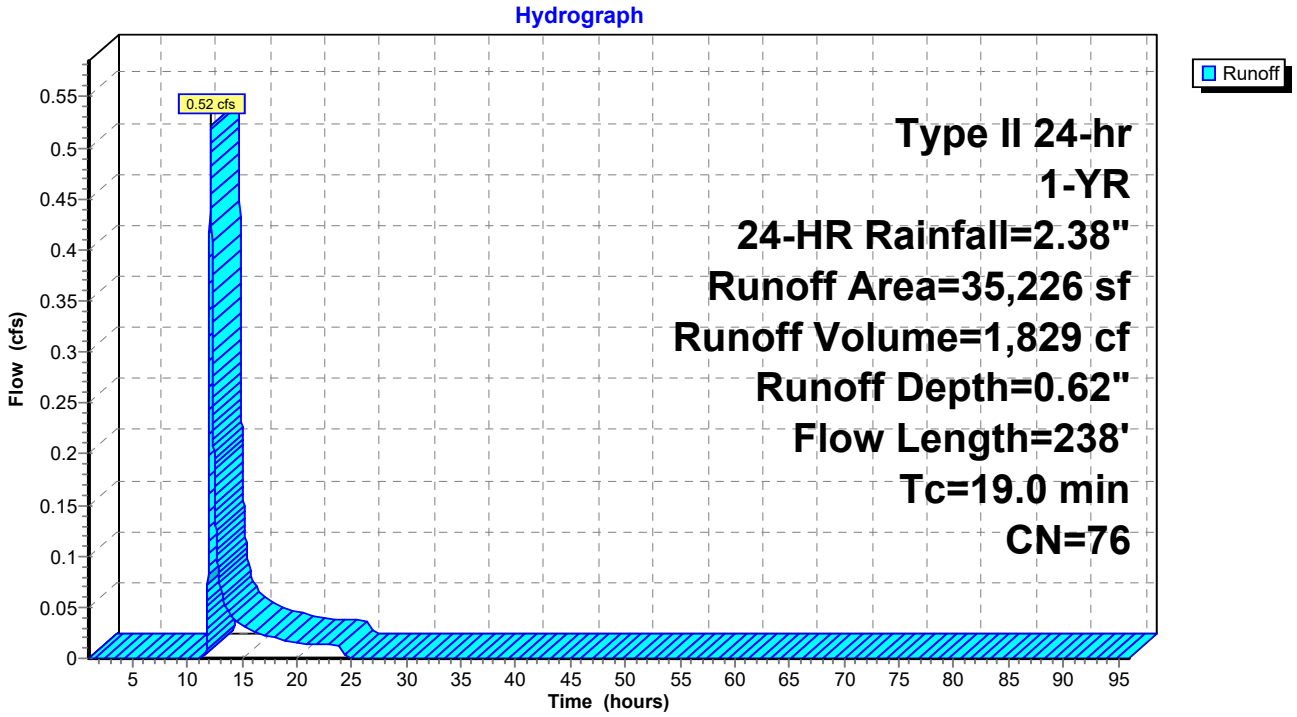
Runoff = 0.52 cfs @ 12.14 hrs, Volume= 1,829 cf, Depth= 0.62"
Routed to Pond 2P : Proposed Infiltration Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-YR, 24-HR Rainfall=2.38"

Area (sf)	CN	Description
5,497	98	Paved parking, HSG C
16,093	74	>75% Grass cover, Good, HSG C
13,636	70	Woods, Good, HSG C
35,226	76	Weighted Average
29,729		84.40% Pervious Area
5,497		15.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.6	62	0.0384	0.18		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
12.0	38	0.0611	0.05		**Sheet Flow, Pre-developed Sheet Flow-2** Woods: Dense underbrush n= 0.800 P2= 2.69"
1.2	104	0.0846	1.45		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	34	0.1618	2.82		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
19.0	238	Total			

Subcatchment P2: Proposed to Infiltration Basin



Summary for Subcatchment P3: Proposed Uncaptured Disturbed Area

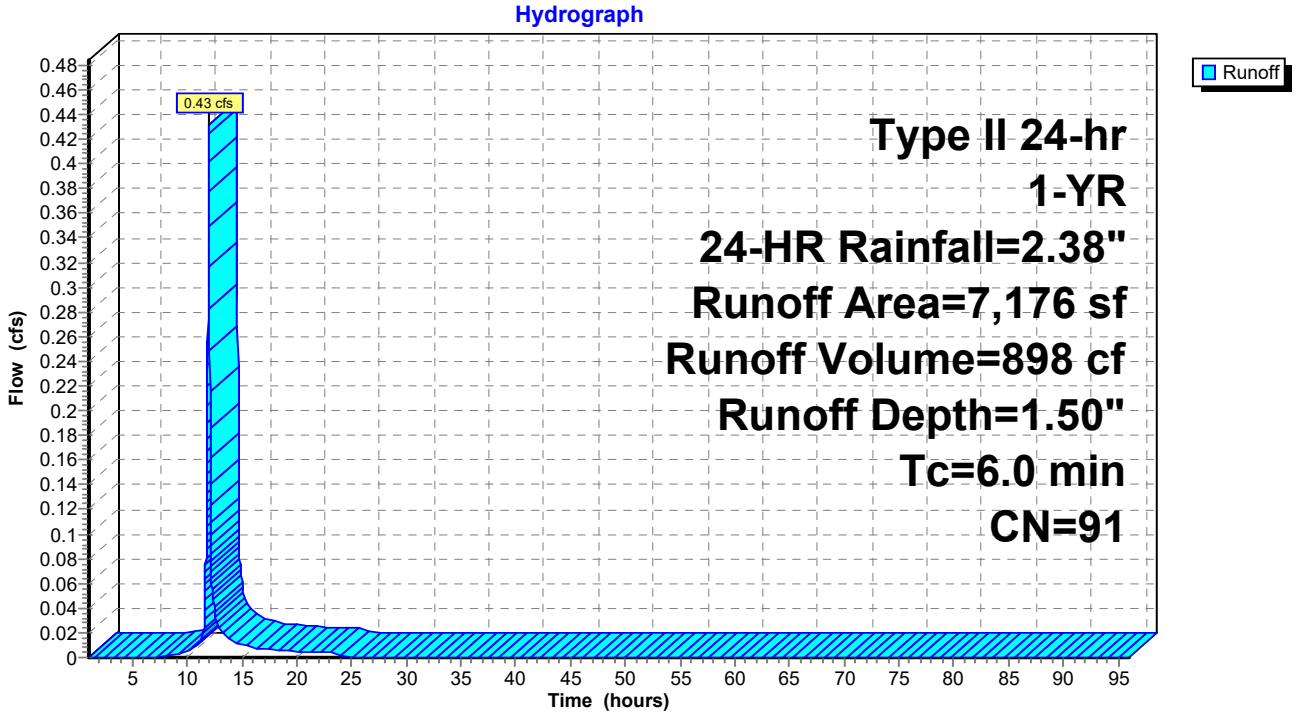
Runoff = 0.43 cfs @ 11.97 hrs, Volume= 898 cf, Depth= 1.50"
Routed to Link 4L : Total Proposed Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-YR, 24-HR Rainfall=2.38"

	Area (sf)	CN	Description
	4,055	98	Paved parking, HSG D
*	174	98	Sidewalk, HSG D
	453	98	Roofs, HSG C
	1,231	80	>75% Grass cover, Good, HSG D
	1,263	74	>75% Grass cover, Good, HSG C
	7,176	91	Weighted Average
	2,494		34.75% Pervious Area
	4,682		65.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment P3: Proposed Uncaptured Disturbed Area



Summary for Subcatchment P4: Proposed Property Undisturbed/Uncaptured

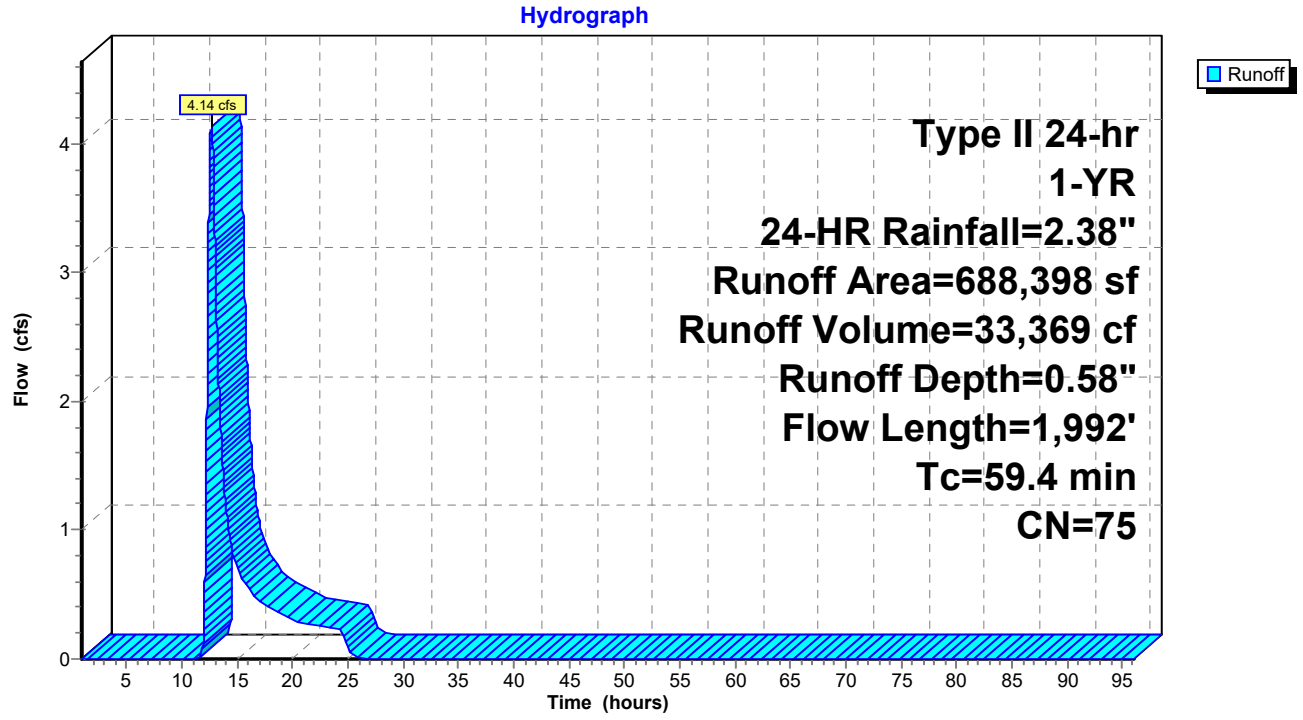
Runoff = 4.14 cfs @ 12.73 hrs, Volume= 33,369 cf, Depth= 0.58"
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-YR, 24-HR Rainfall=2.38"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment P4: Proposed Property Undisturbed/Uncaptured



Summary for Pond 1P: Proposed Wet Pond

Inflow Area = 294,497 sf, 49.85% Impervious, Inflow Depth = 1.21" for 1-YR, 24-HR event
Inflow = 9.47 cfs @ 12.11 hrs, Volume= 29,729 cf
Outflow = 0.69 cfs @ 12.50 hrs, Volume= 28,730 cf, Atten= 93%, Lag= 23.5 min
Primary = 0.69 cfs @ 12.50 hrs, Volume= 28,730 cf
Routed to Pond 2P : Proposed Infiltration Basin

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 866.69' @ 13.51 hrs Surf.Area= 10,506 sf Storage= 16,065 cf

Plug-Flow detention time= 453.2 min calculated for 28,727 cf (97% of inflow)
Center-of-Mass det. time= 434.1 min (1,274.7 - 840.6)

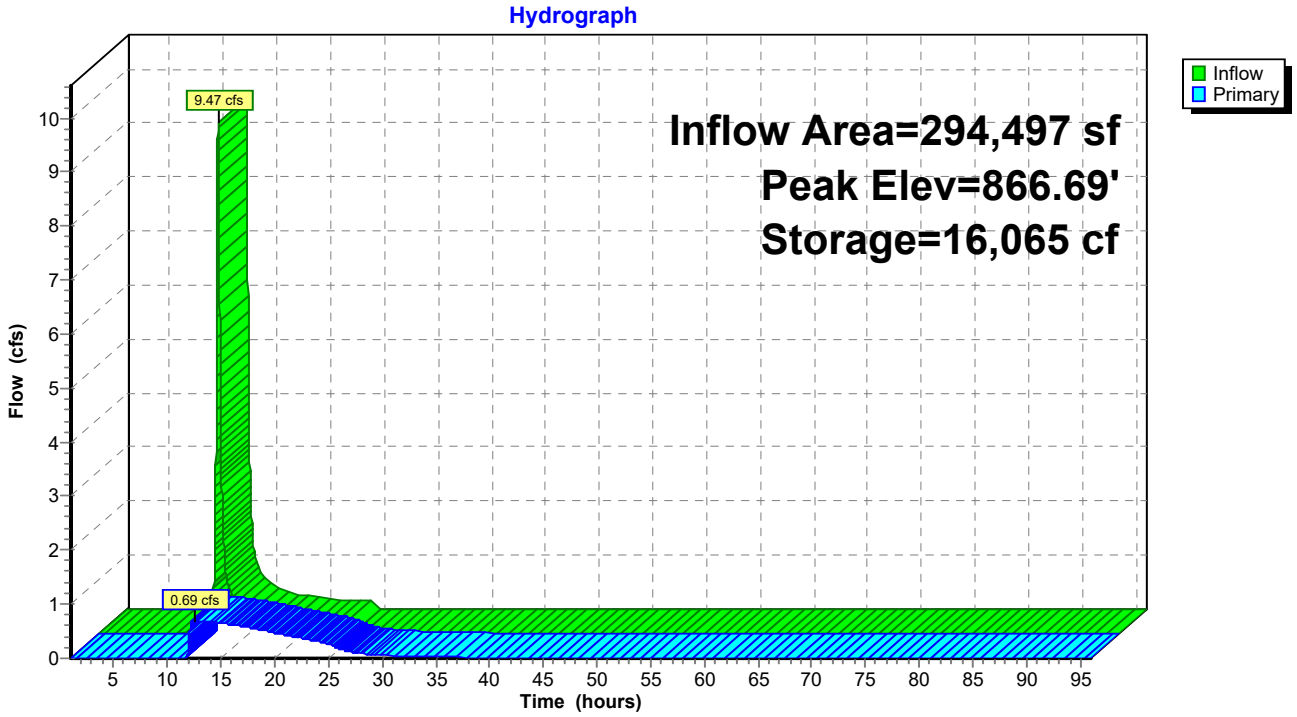
Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	57,441 cf	**Open Storage (Prismatic)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	8,523	0	0
868.50	12,633	37,023	37,023
869.00	13,276	6,477	43,500
870.00	14,606	13,941	57,441

Device	Routing	Invert	Outlet Devices
#1	Primary	865.00'	**24.0" Round 24" Culvert** L= 15.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 865.00' / 865.00' S= 0.0000 '/' Cc= 0.900 n= 0.120, Flow Area= 3.14 sf
#2	Device 1	865.00'	**5.0" Vert. 5" Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	867.00'	**6.0' long x 0.5' breadth Outlet Structure Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32
#4	Primary	867.50'	**10.0' long + 5.0 '/' SideZ x 5.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=0.69 cfs @ 12.50 hrs HW=866.55' TW=865.43' (Dynamic Tailwater)
- **1=24" Culvert** (Passes 0.69 cfs of 2.38 cfs potential flow)
  - **2=5" Orifice** (Orifice Controls 0.69 cfs @ 5.08 fps)
  - **3=Outlet Structure Weir** (Controls 0.00 cfs)
- **4=Overflow Weir** (Controls 0.00 cfs)

Pond 1P: Proposed Wet Pond



Summary for Pond 2P: Proposed Infiltration Basin

Inflow Area = 329,723 sf, 46.19% Impervious, Inflow Depth > 1.11" for 1-YR, 24-HR event
Inflow = 1.11 cfs @ 12.18 hrs, Volume= 30,559 cf
Outflow = 0.72 cfs @ 13.94 hrs, Volume= 30,456 cf, Atten= 35%, Lag= 105.9 min
Discarded = 0.01 cfs @ 13.94 hrs, Volume= 3,814 cf
Primary = 0.70 cfs @ 13.94 hrs, Volume= 26,642 cf
Routed to Link 4L : Total Proposed Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 865.62' @ 13.94 hrs Surf.Area= 4,450 sf Storage= 2,608 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 159.7 min (1,411.0 - 1,251.3)

Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	29,912 cf	**Open Storage (Prismatic)**Listed below (Recalc)

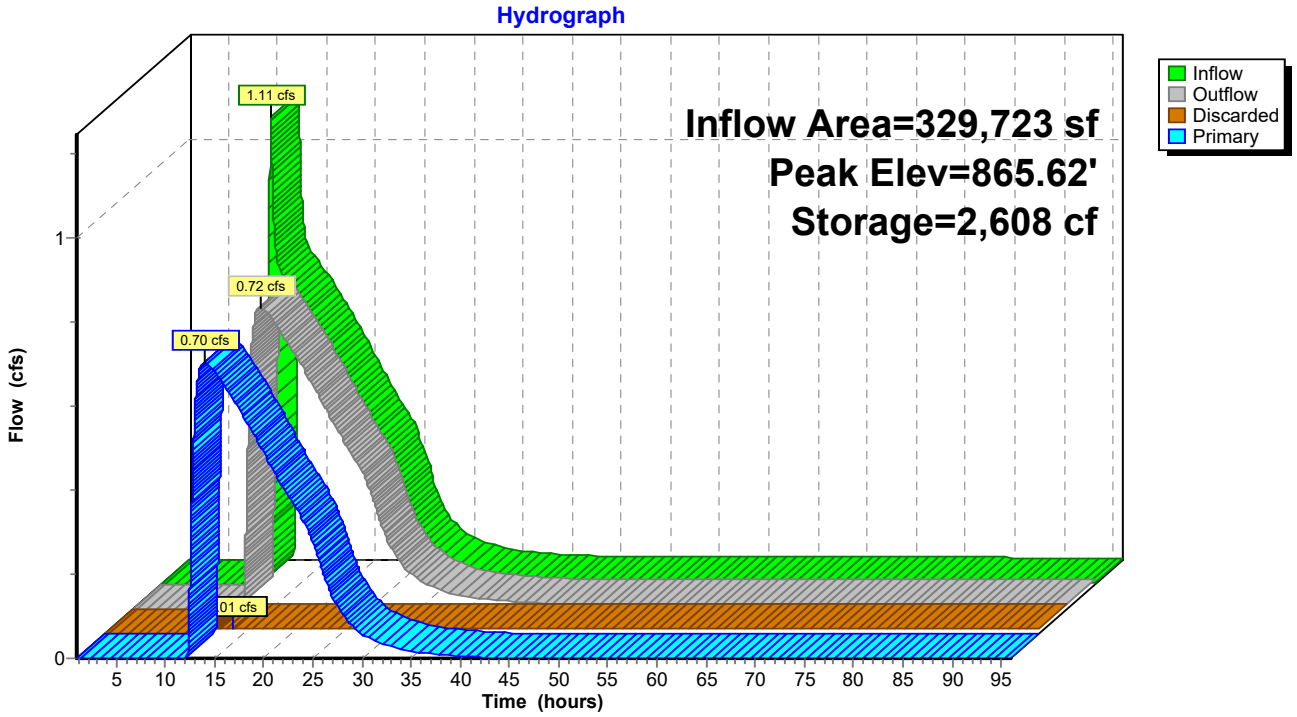
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	3,954	0	0
868.50	6,752	18,736	18,736
869.00	7,209	3,490	22,226
870.00	8,164	7,687	29,912

Device	Routing	Invert	Outlet Devices
#1	Discarded	865.00'	**0.130 in/hr Exfiltration over Surface area**
#2	Primary	864.00'	**30.0" Round 30" Culvert** L= 62.4' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 864.00' / 863.28' S= 0.0115 '/' Cc= 0.900 n= 0.013, Flow Area= 4.91 sf
#3	Device 2	865.25'	**18.0" Vert. 18" Orifice** C= 0.600 Limited to weir flow at low heads
#4	Device 2	867.50'	**60.0" Horiz. 60" Standpipe** C= 0.600 Limited to weir flow at low heads
#5	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.01 cfs @ 13.94 hrs HW=865.62' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.01 cfs)

Primary OutFlow Max=0.70 cfs @ 13.94 hrs HW=865.62' TW=0.00' (Dynamic Tailwater)
├**2=30" Culvert** (Passes 0.70 cfs of 13.94 cfs potential flow)
│ ├**3=18" Orifice** (Orifice Controls 0.70 cfs @ 2.07 fps)
│ └**4=60" Standpipe** (Controls 0.00 cfs)
└**5=Overflow Weir** (Controls 0.00 cfs)

Pond 2P: Proposed Infiltration Basin

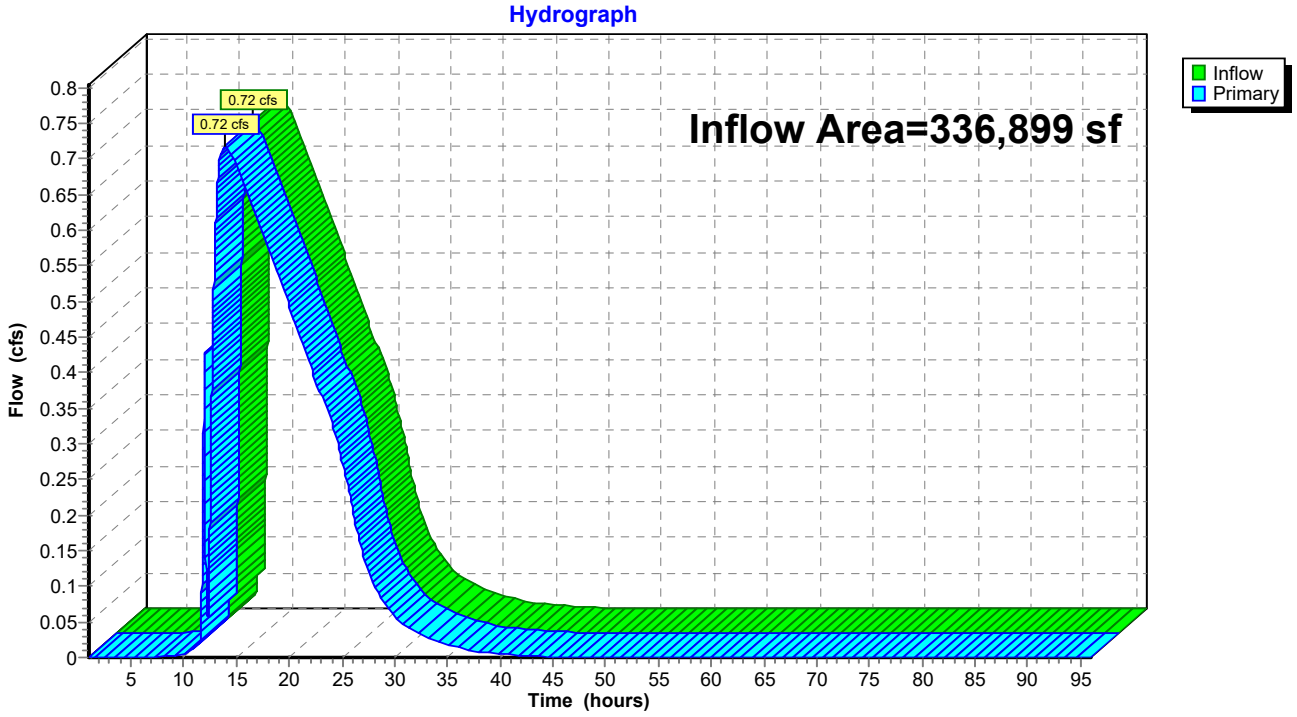


Summary for Link 4L: Total Proposed Outfall (SWMP)

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 0.98" for 1-YR, 24-HR event
Inflow = 0.72 cfs @ 13.88 hrs, Volume= 27,540 cf
Primary = 0.72 cfs @ 13.88 hrs, Volume= 27,540 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 5L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 4L: Total Proposed Outfall (SWMP)

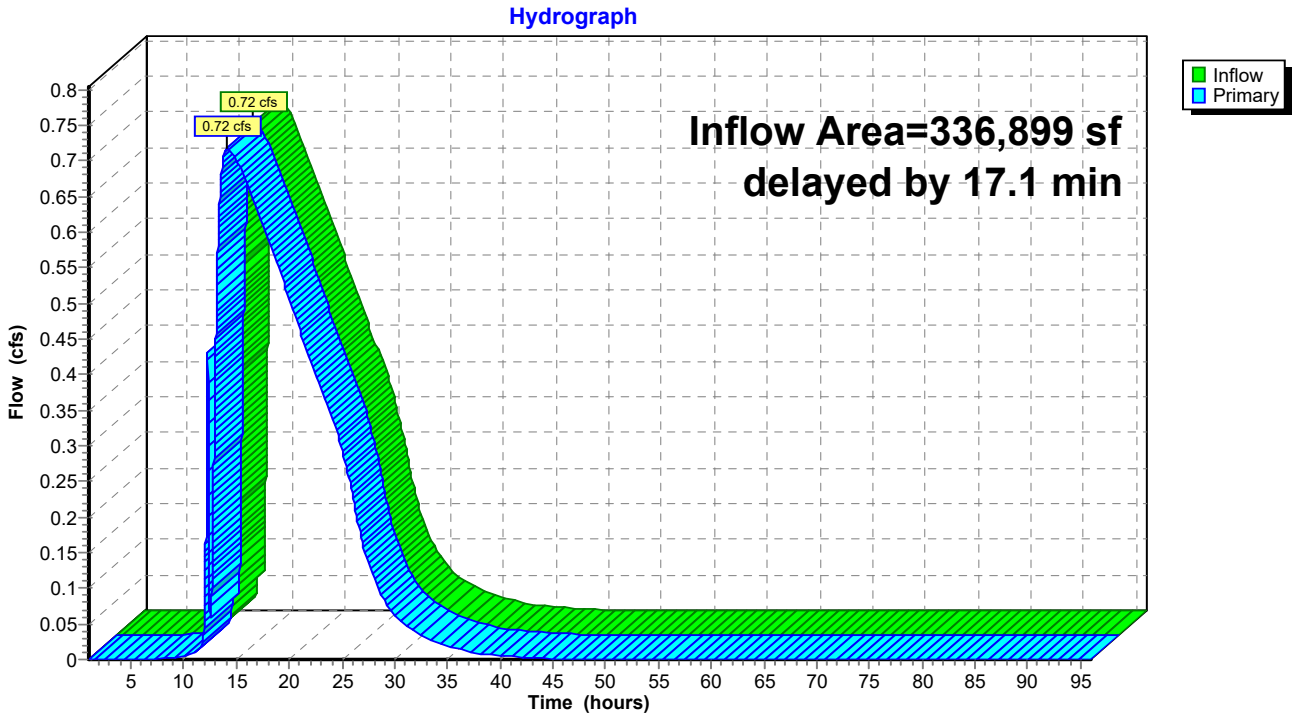


Summary for Link 5L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 0.98" for 1-YR, 24-HR event
Inflow = 0.72 cfs @ 13.88 hrs, Volume= 27,540 cf
Primary = 0.72 cfs @ 14.16 hrs, Volume= 27,540 cf, Atten= 0%, Lag= 17.2 min
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 5L: Tc. Lag to Whole Property Outfall

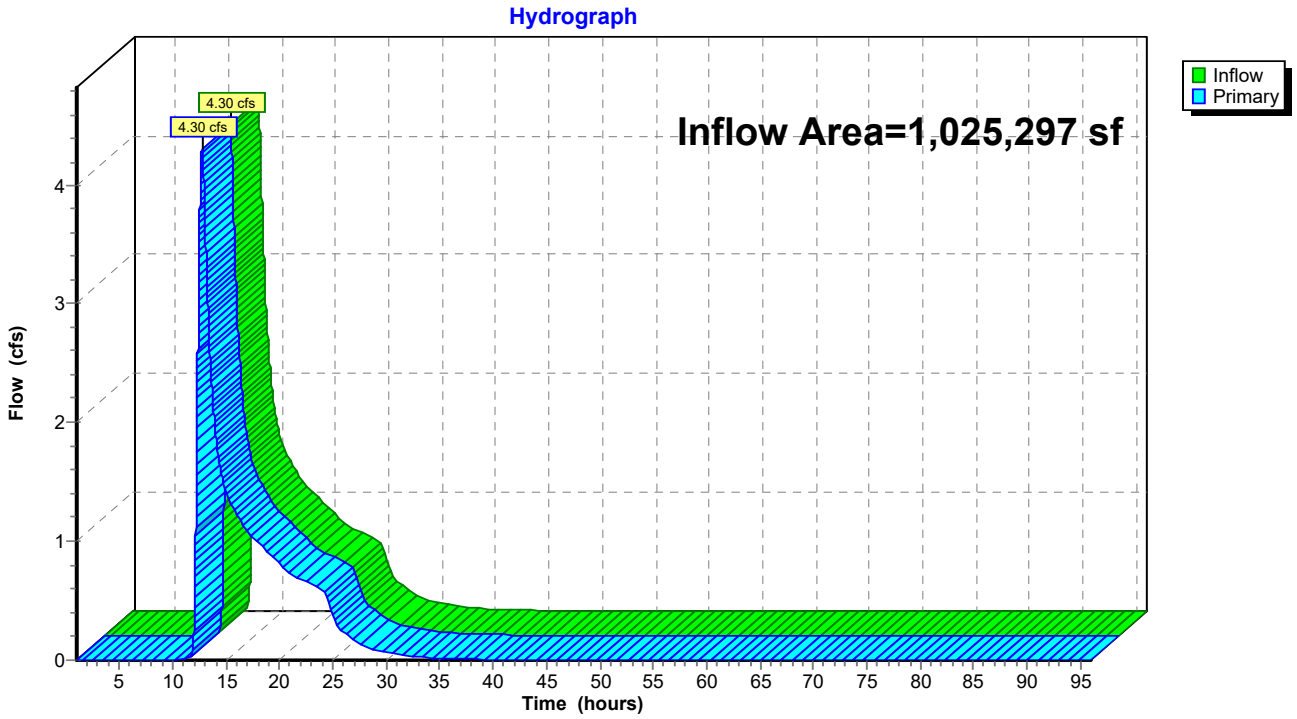


Summary for Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 15.84% Impervious, Inflow Depth = 0.71" for 1-YR, 24-HR event
Inflow = 4.30 cfs @ 12.74 hrs, Volume= 60,909 cf
Primary = 4.30 cfs @ 12.74 hrs, Volume= 60,909 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)



Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment P1: Proposed to Wet Pond Runoff Area=294,497 sf 49.85% Impervious Runoff Depth=1.47"
Flow Length=774' Tc=18.7 min CN=87 Runoff=11.51 cfs 36,114 cf

Subcatchment P2: Proposed to Infiltration Runoff Area=35,226 sf 15.60% Impervious Runoff Depth=0.81"
Flow Length=238' Tc=19.0 min CN=76 Runoff=0.70 cfs 2,384 cf

Subcatchment P3: Proposed Uncaptured Runoff Area=7,176 sf 65.25% Impervious Runoff Depth=1.78"
Tc=6.0 min CN=91 Runoff=0.51 cfs 1,067 cf

Subcatchment P4: Proposed Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=0.76"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=5.73 cfs 43,843 cf

Pond 1P: Proposed Wet Pond Peak Elev=867.04' Storage=19,875 cf Inflow=11.51 cfs 36,114 cf
Outflow=0.93 cfs 35,097 cf

Pond 2P: Proposed Infiltration Basin Peak Elev=865.68' Storage=2,877 cf Inflow=1.36 cfs 37,481 cf
Discarded=0.01 cfs 3,841 cf Primary=0.94 cfs 33,500 cf Outflow=0.95 cfs 37,341 cf

Link 4L: Total Proposed Outfall (SWMP) Inflow=0.96 cfs 34,567 cf
Primary=0.96 cfs 34,567 cf

Link 5L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=0.96 cfs 34,567 cf
Primary=0.96 cfs 34,567 cf

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond) Inflow=6.06 cfs 78,410 cf
Primary=6.06 cfs 78,410 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 83,408 cf Average Runoff Depth = 0.98"
84.16% Pervious = 862,866 sf 15.84% Impervious = 162,431 sf

Summary for Subcatchment P1: Proposed to Wet Pond

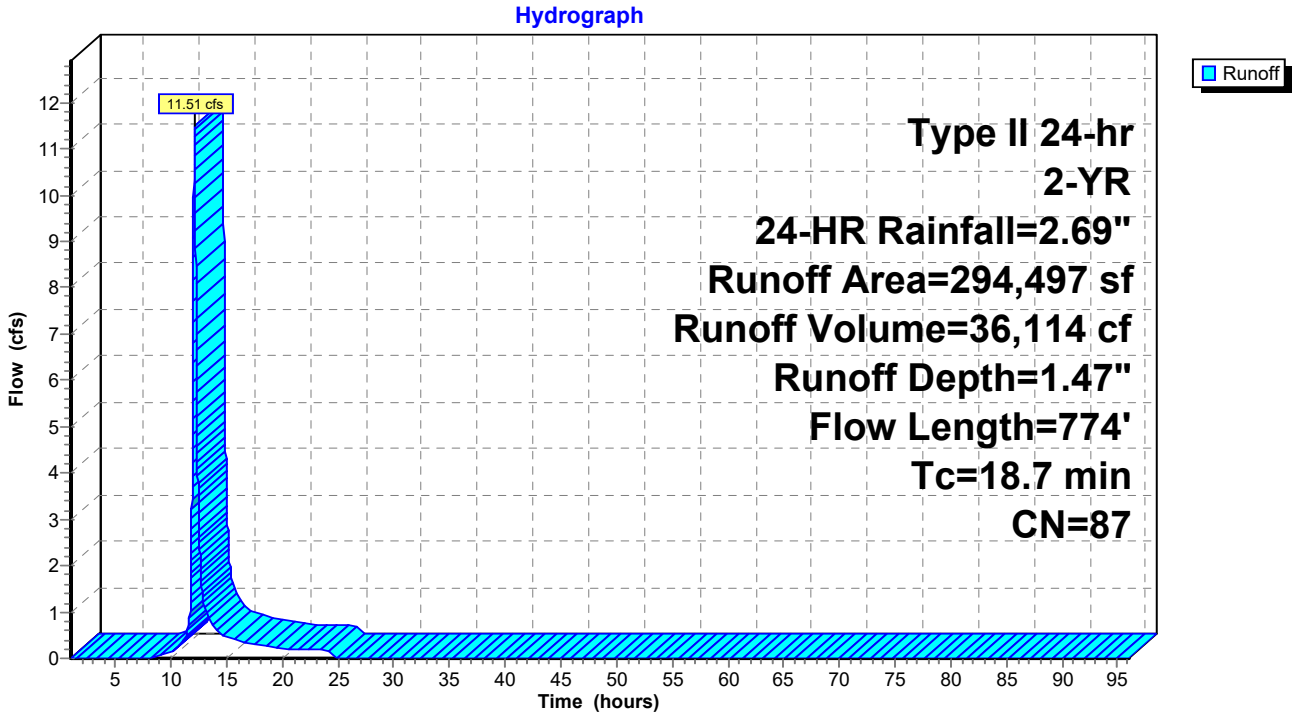
Runoff = 11.51 cfs @ 12.11 hrs, Volume= 36,114 cf, Depth= 1.47"
Routed to Pond 1P : Proposed Wet Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-YR, 24-HR Rainfall=2.69"

	Area (sf)	CN	Description
	81,129	98	Paved parking, HSG D
	31,738	98	Paved parking, HSG C
*	5,372	98	Sidewalk, HSG D
*	889	98	Sidewalk, HSG C
	18,706	98	Roofs, HSG D
	448	98	Roofs, HSG C
	49,525	80	>75% Grass cover, Good, HSG D
	20,622	74	>75% Grass cover, Good, HSG C
	53,846	77	Woods, Good, HSG D
	23,700	70	Woods, Good, HSG C
	8,522	98	Water Surface, HSG C
	294,497	87	Weighted Average
	147,693		50.15% Pervious Area
	146,804		49.85% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	51	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.4	36	0.0122	1.66		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	29	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-2** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.5	55	0.0151	1.84		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.4	171	0.0572	1.20		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.3	44	0.1591	2.79		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
18.7	774	Total			

Subcatchment P1: Proposed to Wet Pond



Summary for Subcatchment P2: Proposed to Infiltration Basin

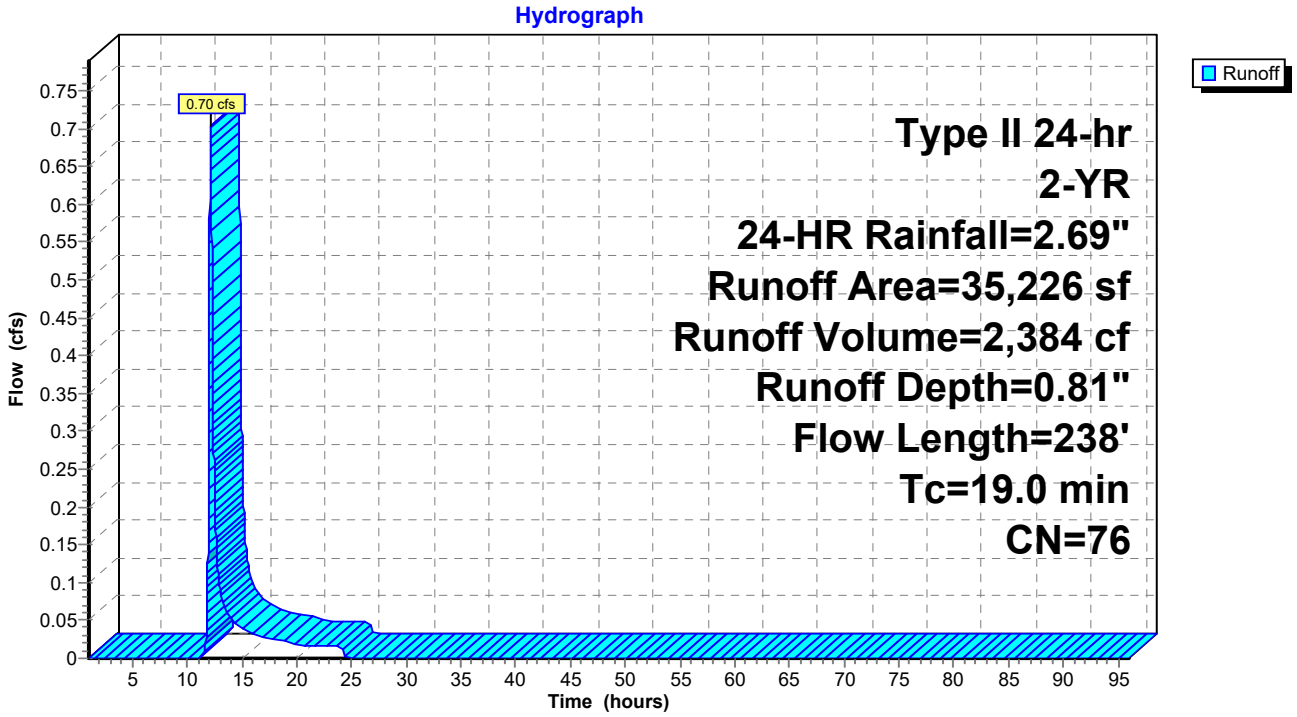
Runoff = 0.70 cfs @ 12.13 hrs, Volume= 2,384 cf, Depth= 0.81"
Routed to Pond 2P : Proposed Infiltration Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-YR, 24-HR Rainfall=2.69"

Area (sf)	CN	Description
5,497	98	Paved parking, HSG C
16,093	74	>75% Grass cover, Good, HSG C
13,636	70	Woods, Good, HSG C
35,226	76	Weighted Average
29,729		84.40% Pervious Area
5,497		15.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.6	62	0.0384	0.18		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
12.0	38	0.0611	0.05		**Sheet Flow, Pre-developed Sheet Flow-2** Woods: Dense underbrush n= 0.800 P2= 2.69"
1.2	104	0.0846	1.45		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	34	0.1618	2.82		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
19.0	238	Total			

Subcatchment P2: Proposed to Infiltration Basin



Summary for Subcatchment P3: Proposed Uncaptured Disturbed Area

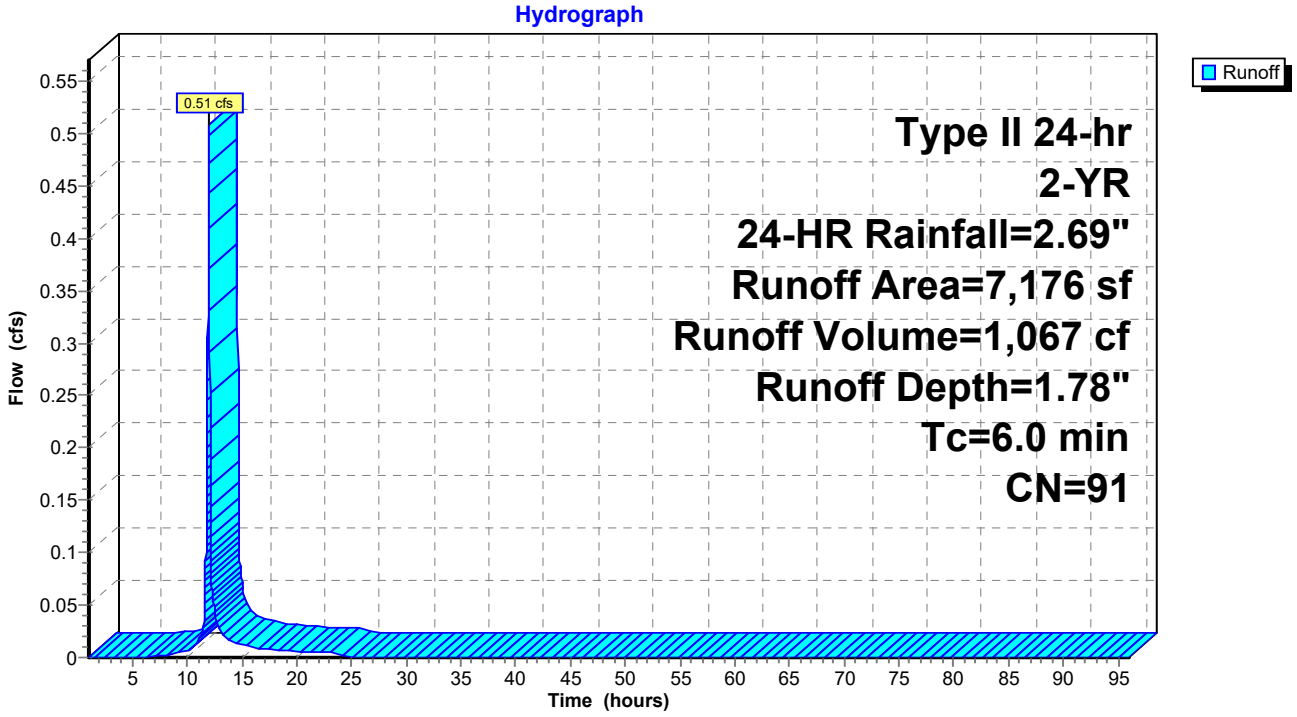
Runoff = 0.51 cfs @ 11.97 hrs, Volume= 1,067 cf, Depth= 1.78"
Routed to Link 4L : Total Proposed Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-YR, 24-HR Rainfall=2.69"

	Area (sf)	CN	Description
	4,055	98	Paved parking, HSG D
*	174	98	Sidewalk, HSG D
	453	98	Roofs, HSG C
	1,231	80	>75% Grass cover, Good, HSG D
	1,263	74	>75% Grass cover, Good, HSG C
	7,176	91	Weighted Average
	2,494		34.75% Pervious Area
	4,682		65.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment P3: Proposed Uncaptured Disturbed Area



Summary for Subcatchment P4: Proposed Property Undisturbed/Uncaptured

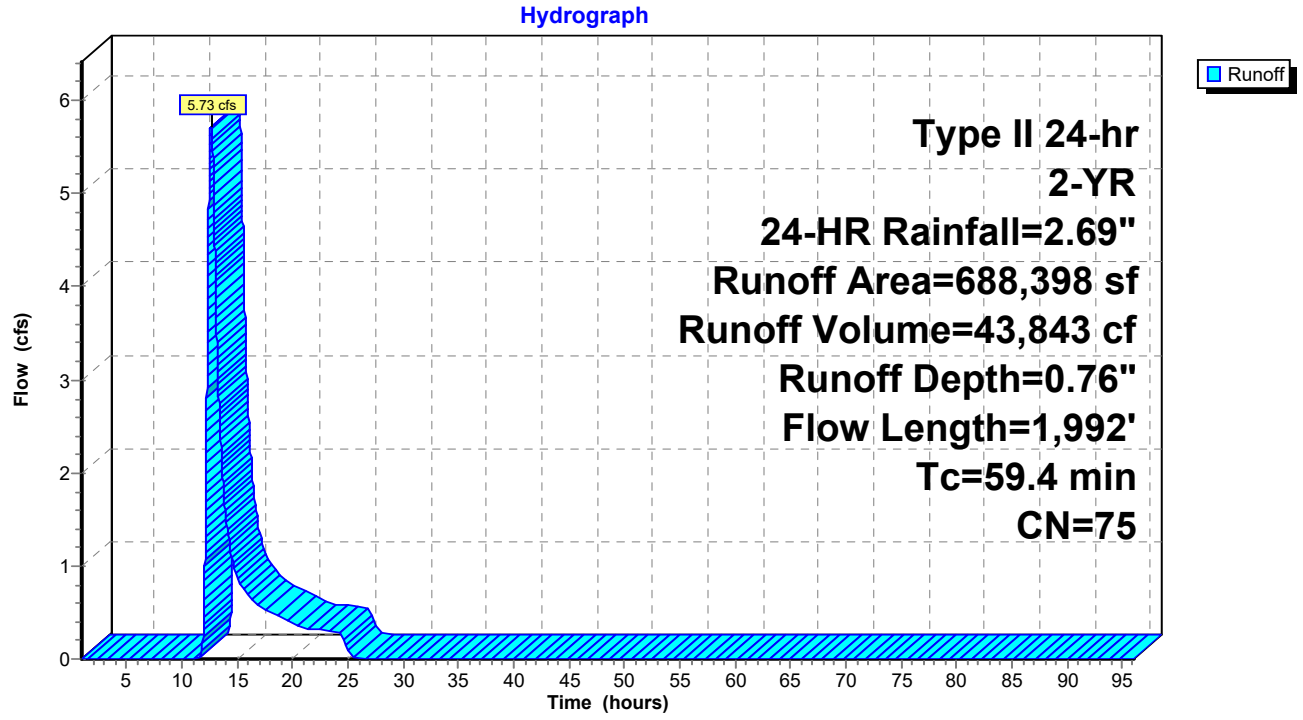
Runoff = 5.73 cfs @ 12.67 hrs, Volume= 43,843 cf, Depth= 0.76"
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-YR, 24-HR Rainfall=2.69"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment P4: Proposed Property Undisturbed/Uncaptured



Summary for Pond 1P: Proposed Wet Pond

Inflow Area = 294,497 sf, 49.85% Impervious, Inflow Depth = 1.47" for 2-YR, 24-HR event
Inflow = 11.51 cfs @ 12.11 hrs, Volume= 36,114 cf
Outflow = 0.93 cfs @ 13.23 hrs, Volume= 35,097 cf, Atten= 92%, Lag= 67.2 min
Primary = 0.93 cfs @ 13.23 hrs, Volume= 35,097 cf
Routed to Pond 2P : Proposed Infiltration Basin

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 867.04' @ 13.25 hrs Surf.Area= 10,923 sf Storage= 19,875 cf

Plug-Flow detention time= 445.8 min calculated for 35,093 cf (97% of inflow)
Center-of-Mass det. time= 429.5 min (1,264.6 - 835.1)

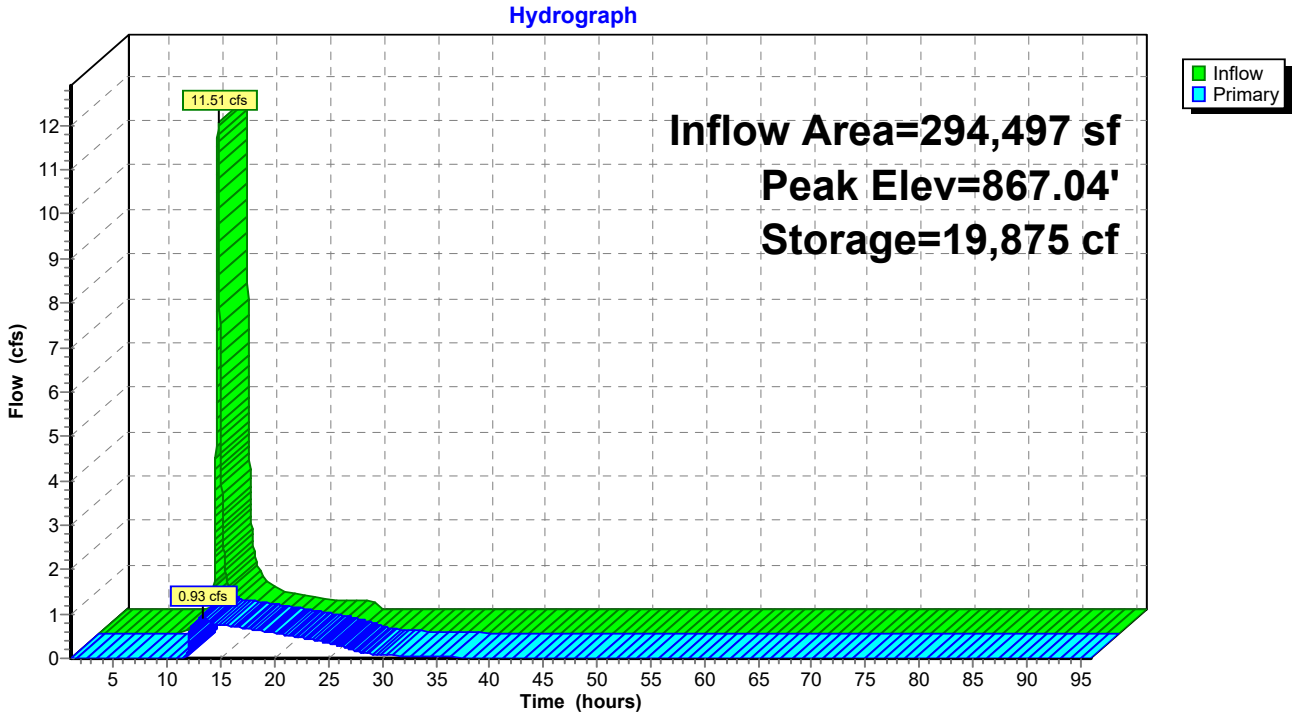
Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	57,441 cf	**Open Storage (Prismatic)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	8,523	0	0
868.50	12,633	37,023	37,023
869.00	13,276	6,477	43,500
870.00	14,606	13,941	57,441

Device	Routing	Invert	Outlet Devices
#1	Primary	865.00'	**24.0" Round 24" Culvert** L= 15.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 865.00' / 865.00' S= 0.0000 '/' Cc= 0.900 n= 0.120, Flow Area= 3.14 sf
#2	Device 1	865.00'	**5.0" Vert. 5" Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	867.00'	**6.0' long x 0.5' breadth Outlet Structure Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32
#4	Primary	867.50'	**10.0' long + 5.0 '/' SideZ x 5.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=0.93 cfs @ 13.23 hrs HW=867.04' TW=865.67' (Dynamic Tailwater)
- **1=24" Culvert** (Passes 0.93 cfs of 3.99 cfs potential flow)
  - **2=5" Orifice** (Orifice Controls 0.77 cfs @ 5.65 fps)
  - **3=Outlet Structure Weir** (Weir Controls 0.16 cfs @ 0.59 fps)
- **4=Overflow Weir** (Controls 0.00 cfs)

Pond 1P: Proposed Wet Pond



Summary for Pond 2P: Proposed Infiltration Basin

Inflow Area = 329,723 sf, 46.19% Impervious, Inflow Depth > 1.36" for 2-YR, 24-HR event
Inflow = 1.36 cfs @ 12.15 hrs, Volume= 37,481 cf
Outflow = 0.95 cfs @ 13.56 hrs, Volume= 37,341 cf, Atten= 30%, Lag= 84.7 min
Discarded = 0.01 cfs @ 13.56 hrs, Volume= 3,841 cf
Primary = 0.94 cfs @ 13.56 hrs, Volume= 33,500 cf
Routed to Link 4L : Total Proposed Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 865.68' @ 13.56 hrs Surf.Area= 4,498 sf Storage= 2,877 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 133.1 min (1,373.0 - 1,239.8)

Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	29,912 cf	**Open Storage (Prismatic)**Listed below (Recalc)

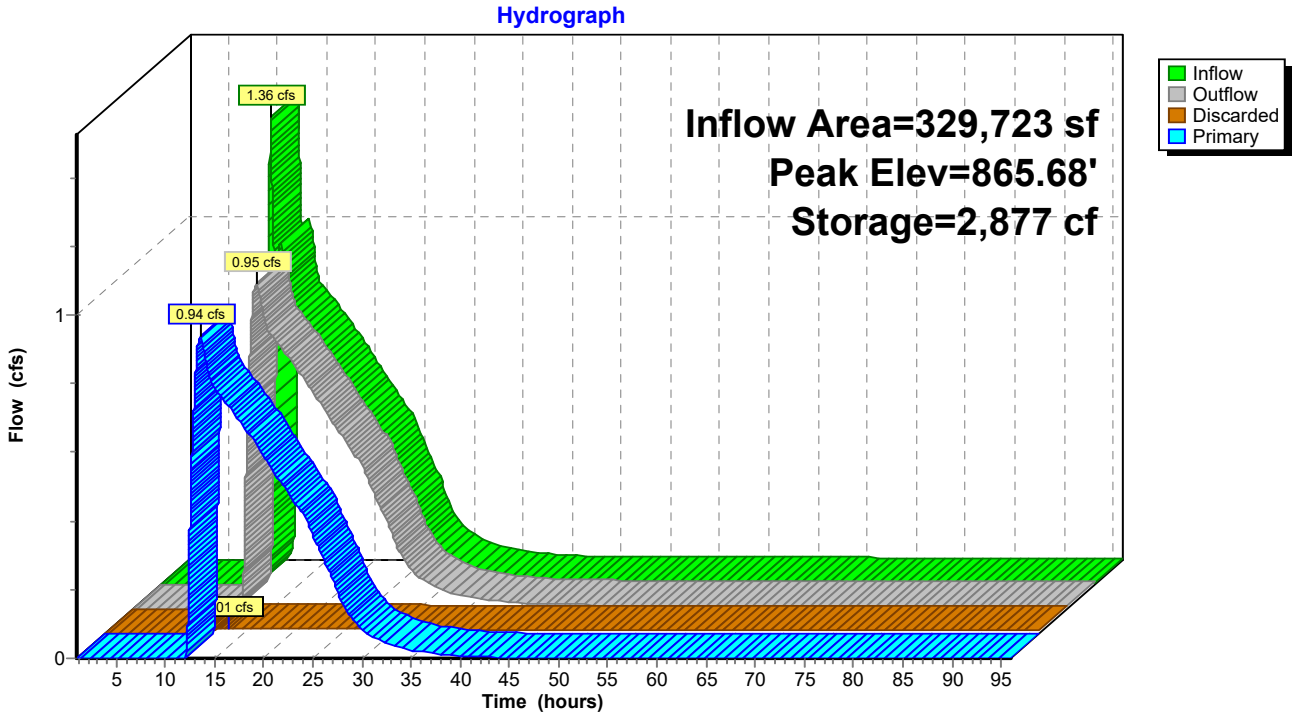
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	3,954	0	0
868.50	6,752	18,736	18,736
869.00	7,209	3,490	22,226
870.00	8,164	7,687	29,912

Device	Routing	Invert	Outlet Devices
#1	Discarded	865.00'	**0.130 in/hr Exfiltration over Surface area**
#2	Primary	864.00'	**30.0" Round 30" Culvert** L= 62.4' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 864.00' / 863.28' S= 0.0115 '/' Cc= 0.900 n= 0.013, Flow Area= 4.91 sf
#3	Device 2	865.25'	**18.0" Vert. 18" Orifice** C= 0.600 Limited to weir flow at low heads
#4	Device 2	867.50'	**60.0" Horiz. 60" Standpipe** C= 0.600 Limited to weir flow at low heads
#5	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.01 cfs @ 13.56 hrs HW=865.68' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.01 cfs)

Primary OutFlow Max=0.94 cfs @ 13.56 hrs HW=865.68' TW=0.00' (Dynamic Tailwater)
├**2=30" Culvert** (Passes 0.94 cfs of 14.76 cfs potential flow)
│ ├**3=18" Orifice** (Orifice Controls 0.94 cfs @ 2.23 fps)
│ └**4=60" Standpipe** (Controls 0.00 cfs)
└**5=Overflow Weir** (Controls 0.00 cfs)

Pond 2P: Proposed Infiltration Basin

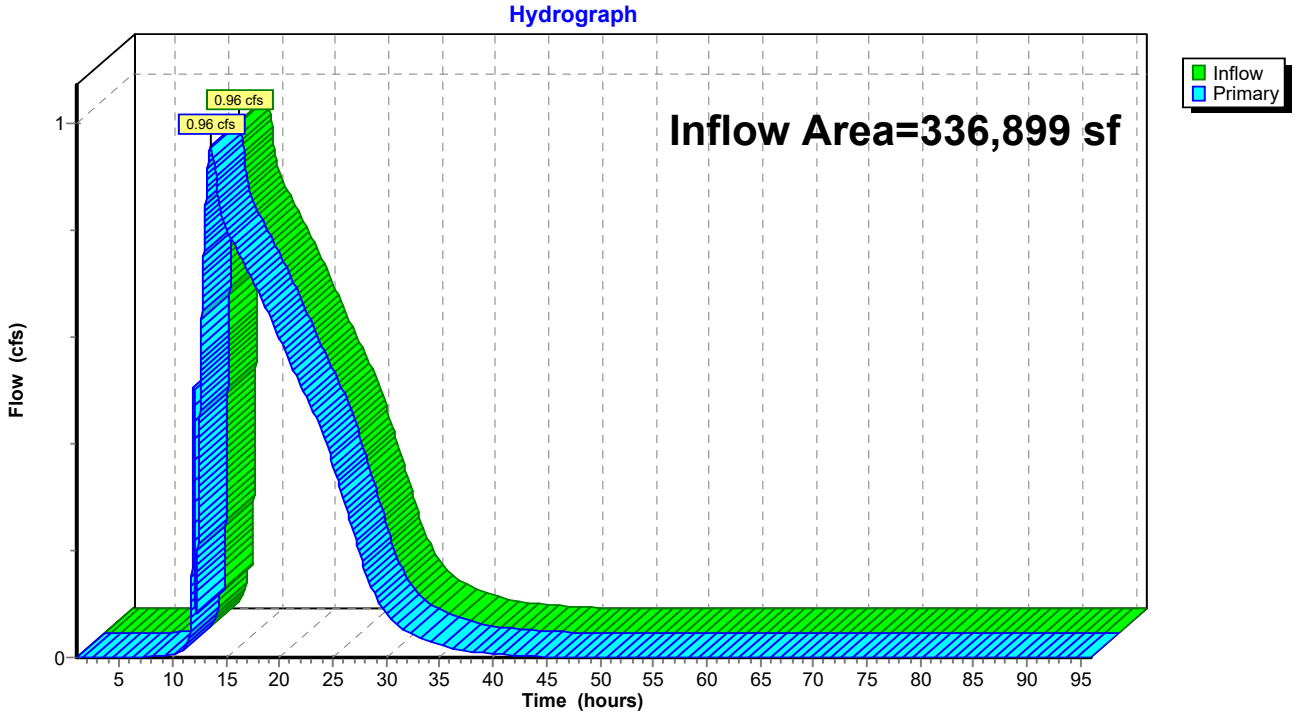


Summary for Link 4L: Total Proposed Outfall (SWMP)

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 1.23" for 2-YR, 24-HR event
Inflow = 0.96 cfs @ 13.55 hrs, Volume= 34,567 cf
Primary = 0.96 cfs @ 13.55 hrs, Volume= 34,567 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 5L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 4L: Total Proposed Outfall (SWMP)

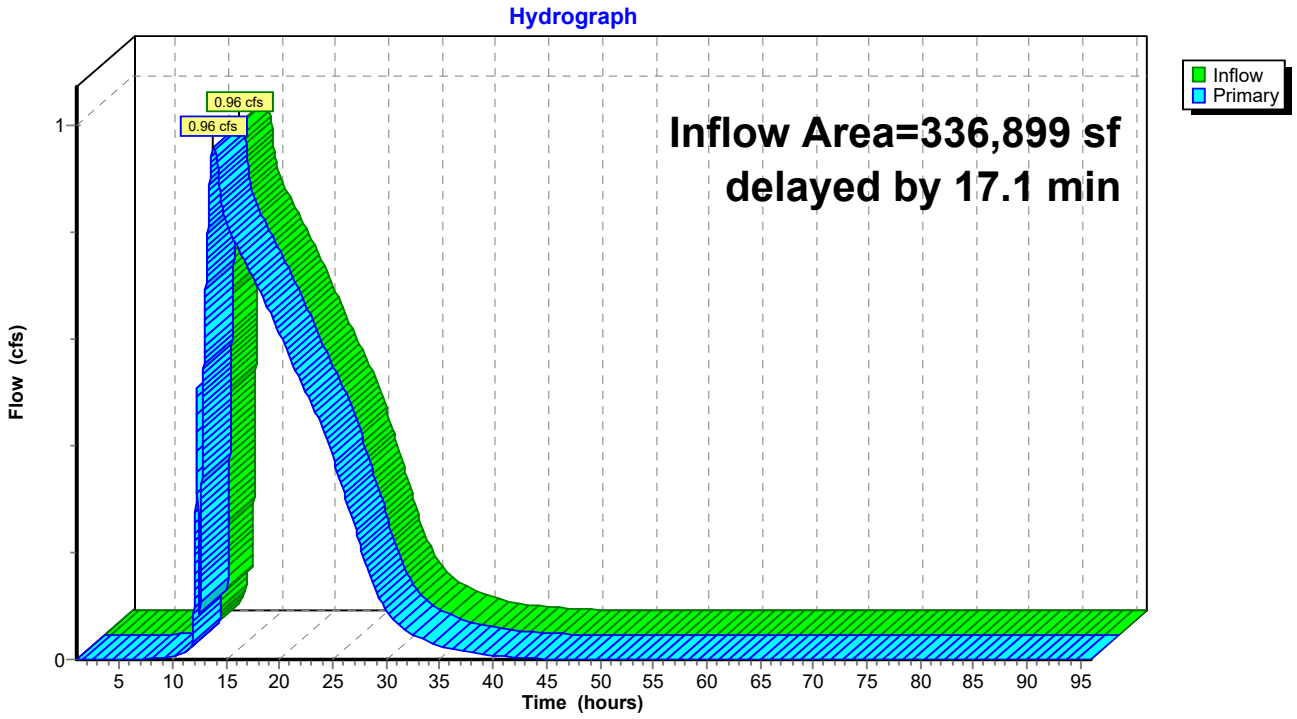


Summary for Link 5L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 1.23" for 2-YR, 24-HR event
Inflow = 0.96 cfs @ 13.55 hrs, Volume= 34,567 cf
Primary = 0.96 cfs @ 13.83 hrs, Volume= 34,567 cf, Atten= 0%, Lag= 17.1 min
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 5L: Tc. Lag to Whole Property Outfall

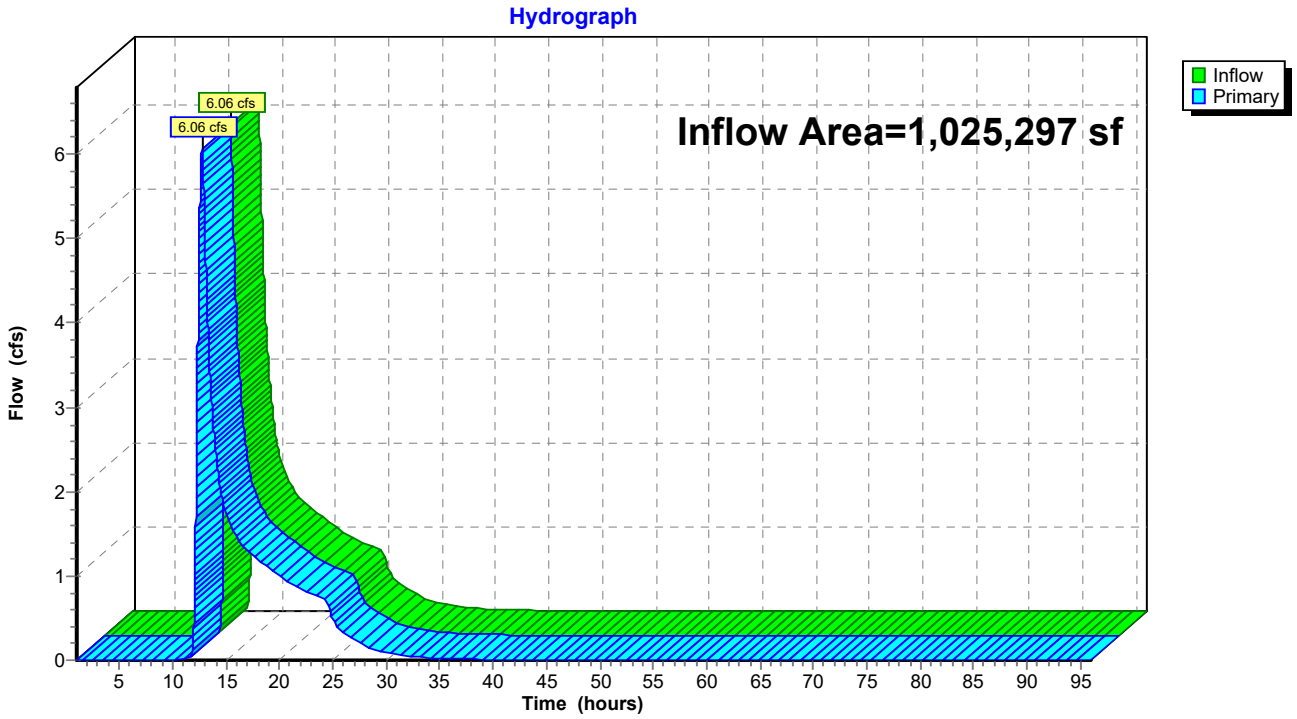


Summary for Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 15.84% Impervious, Inflow Depth = 0.92" for 2-YR, 24-HR event
Inflow = 6.06 cfs @ 12.74 hrs, Volume= 78,410 cf
Primary = 6.06 cfs @ 12.74 hrs, Volume= 78,410 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)



Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentP1: Proposed to Wet Pond Runoff Area=294,497 sf 49.85% Impervious Runoff Depth=2.47"
Flow Length=774' Tc=18.7 min CN=87 Runoff=19.22 cfs 60,668 cf

SubcatchmentP2: Proposed to Infiltration Runoff Area=35,226 sf 15.60% Impervious Runoff Depth=1.60"
Flow Length=238' Tc=19.0 min CN=76 Runoff=1.46 cfs 4,702 cf

SubcatchmentP3: Proposed Uncaptured Runoff Area=7,176 sf 65.25% Impervious Runoff Depth=2.85"
Tc=6.0 min CN=91 Runoff=0.79 cfs 1,701 cf

SubcatchmentP4: Proposed Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=1.53"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=12.51 cfs 87,938 cf

Pond 1P: Proposed Wet Pond Peak Elev=867.66' Storage=26,813 cf Inflow=19.22 cfs 60,668 cf
Outflow=6.60 cfs 59,625 cf

Pond 2P: Proposed Infiltration Basin Peak Elev=866.47' Storage=6,666 cf Inflow=7.19 cfs 64,328 cf
Discarded=0.02 cfs 3,927 cf Primary=5.78 cfs 60,212 cf Outflow=5.79 cfs 64,139 cf

Link 4L: Total Proposed Outfall (SWMP) Inflow=5.83 cfs 61,914 cf
Primary=5.83 cfs 61,914 cf

Link 5L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=5.83 cfs 61,914 cf
Primary=5.83 cfs 61,914 cf

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond) Inflow=17.54 cfs 149,852 cf
Primary=17.54 cfs 149,852 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 155,010 cf Average Runoff Depth = 1.81"
84.16% Pervious = 862,866 sf 15.84% Impervious = 162,431 sf

Summary for Subcatchment P1: Proposed to Wet Pond

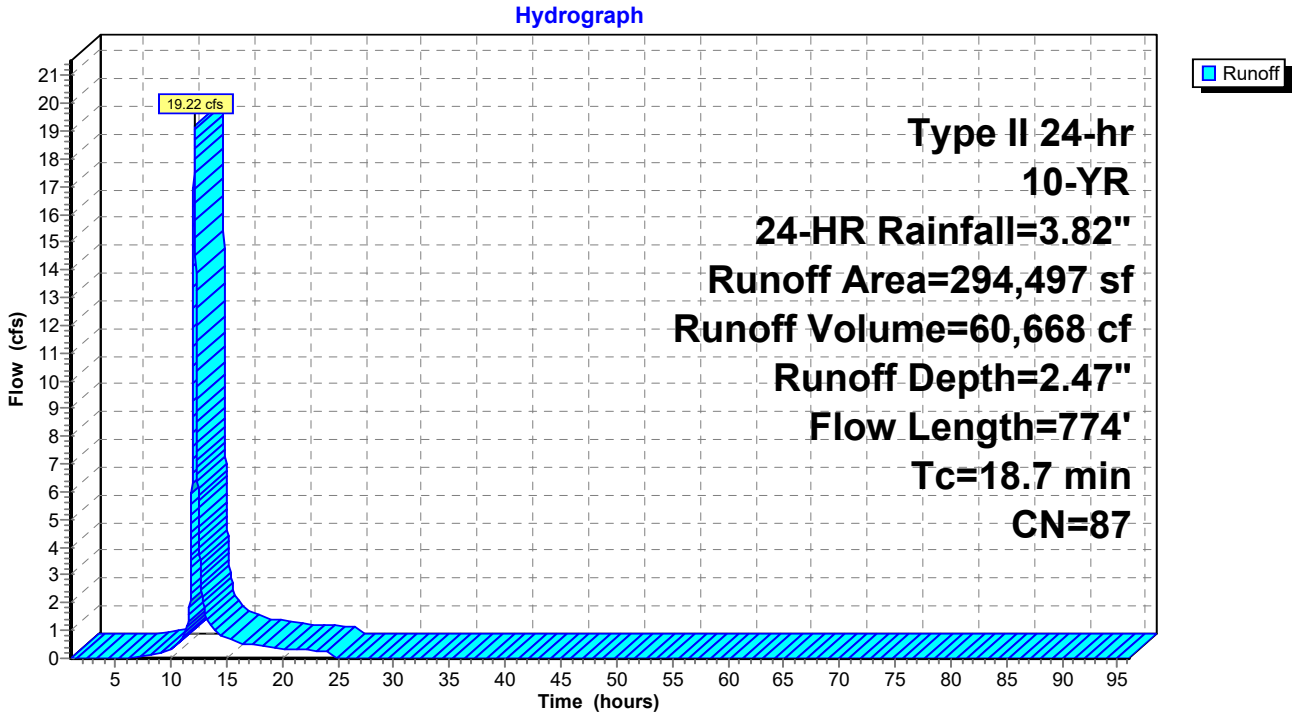
Runoff = 19.22 cfs @ 12.11 hrs, Volume= 60,668 cf, Depth= 2.47"
Routed to Pond 1P : Proposed Wet Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-YR, 24-HR Rainfall=3.82"

	Area (sf)	CN	Description
	81,129	98	Paved parking, HSG D
	31,738	98	Paved parking, HSG C
*	5,372	98	Sidewalk, HSG D
*	889	98	Sidewalk, HSG C
	18,706	98	Roofs, HSG D
	448	98	Roofs, HSG C
	49,525	80	>75% Grass cover, Good, HSG D
	20,622	74	>75% Grass cover, Good, HSG C
	53,846	77	Woods, Good, HSG D
	23,700	70	Woods, Good, HSG C
	8,522	98	Water Surface, HSG C
	294,497	87	Weighted Average
	147,693		50.15% Pervious Area
	146,804		49.85% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	51	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.4	36	0.0122	1.66		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	29	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-2** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.5	55	0.0151	1.84		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.4	171	0.0572	1.20		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.3	44	0.1591	2.79		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
18.7	774	Total			

Subcatchment P1: Proposed to Wet Pond



Summary for Subcatchment P2: Proposed to Infiltration Basin

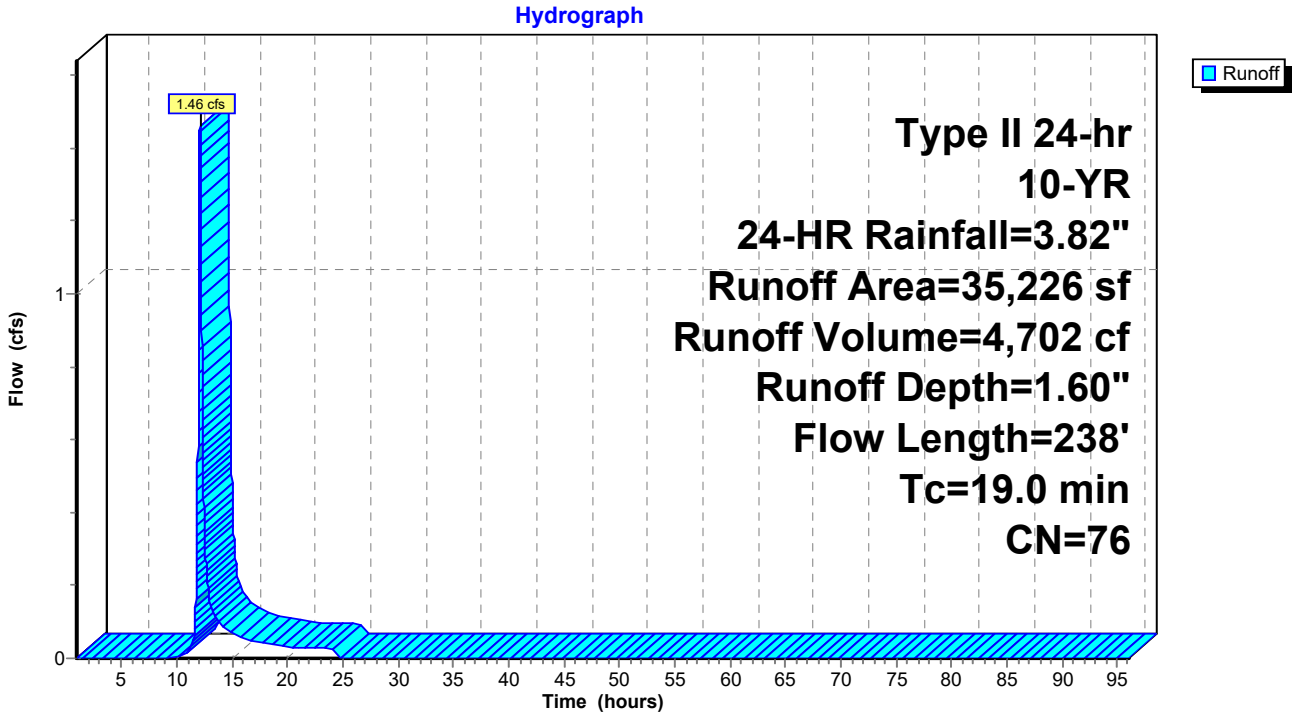
Runoff = 1.46 cfs @ 12.12 hrs, Volume= 4,702 cf, Depth= 1.60"
Routed to Pond 2P : Proposed Infiltration Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-YR, 24-HR Rainfall=3.82"

Area (sf)	CN	Description
5,497	98	Paved parking, HSG C
16,093	74	>75% Grass cover, Good, HSG C
13,636	70	Woods, Good, HSG C
35,226	76	Weighted Average
29,729		84.40% Pervious Area
5,497		15.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.6	62	0.0384	0.18		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
12.0	38	0.0611	0.05		**Sheet Flow, Pre-developed Sheet Flow-2** Woods: Dense underbrush n= 0.800 P2= 2.69"
1.2	104	0.0846	1.45		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	34	0.1618	2.82		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
19.0	238	Total			

Subcatchment P2: Proposed to Infiltration Basin



Summary for Subcatchment P3: Proposed Uncaptured Disturbed Area

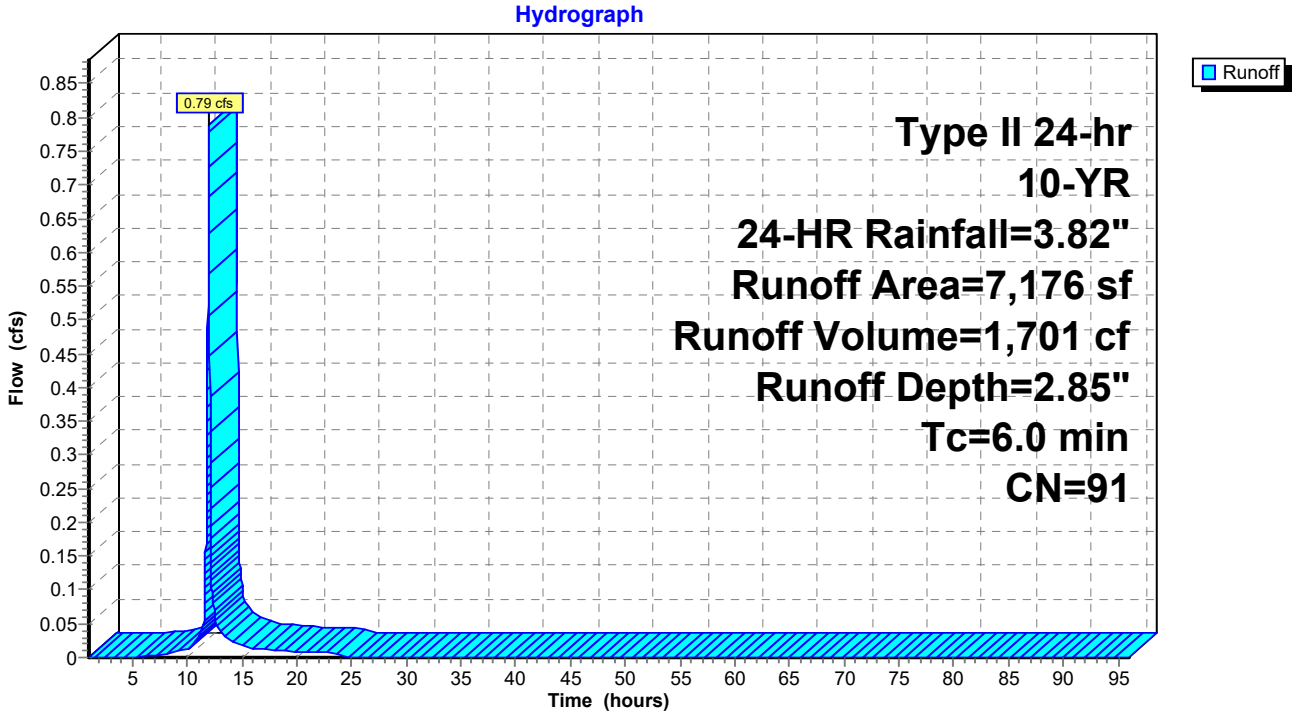
Runoff = 0.79 cfs @ 11.97 hrs, Volume= 1,701 cf, Depth= 2.85"
Routed to Link 4L : Total Proposed Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-YR, 24-HR Rainfall=3.82"

	Area (sf)	CN	Description
	4,055	98	Paved parking, HSG D
*	174	98	Sidewalk, HSG D
	453	98	Roofs, HSG C
	1,231	80	>75% Grass cover, Good, HSG D
	1,263	74	>75% Grass cover, Good, HSG C
	7,176	91	Weighted Average
	2,494		34.75% Pervious Area
	4,682		65.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment P3: Proposed Uncaptured Disturbed Area



Summary for Subcatchment P4: Proposed Property Undisturbed/Uncaptured

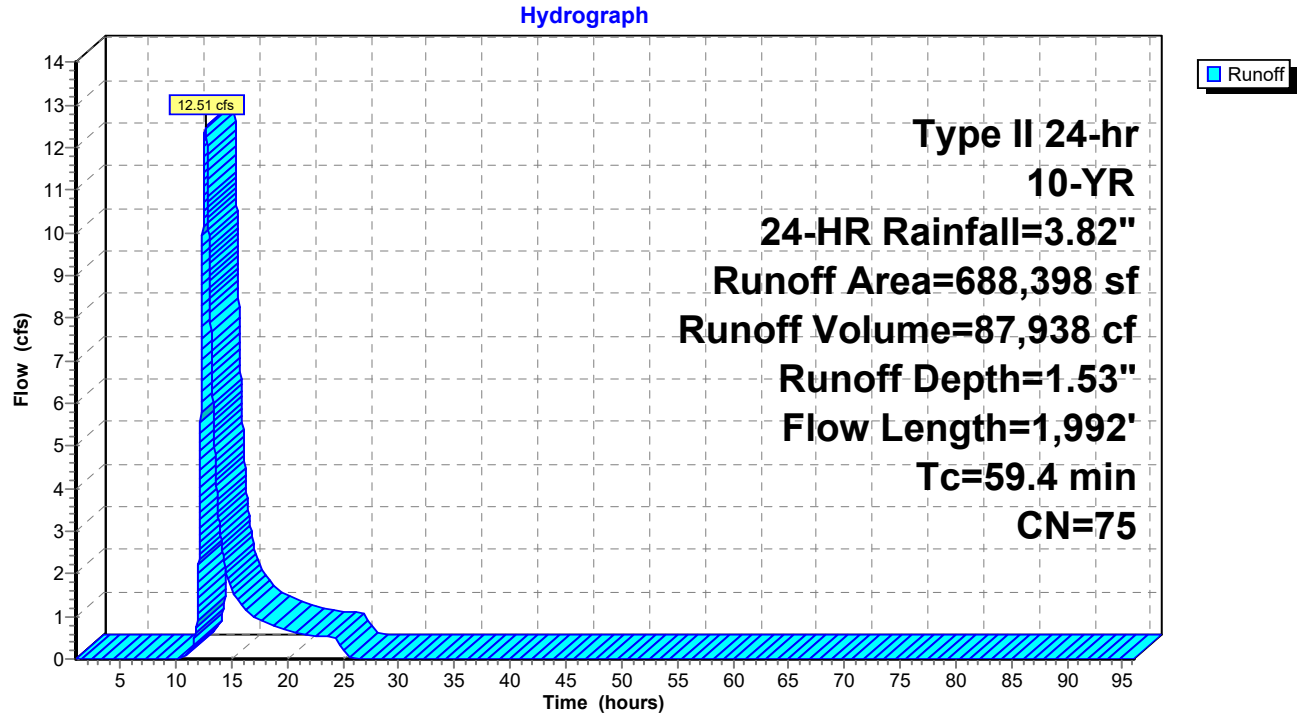
Runoff = 12.51 cfs @ 12.61 hrs, Volume= 87,938 cf, Depth= 1.53"
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-YR, 24-HR Rainfall=3.82"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment P4: Proposed Property Undisturbed/Uncaptured



Summary for Pond 1P: Proposed Wet Pond

Inflow Area = 294,497 sf, 49.85% Impervious, Inflow Depth = 2.47" for 10-YR, 24-HR event
Inflow = 19.22 cfs @ 12.11 hrs, Volume= 60,668 cf
Outflow = 6.60 cfs @ 12.39 hrs, Volume= 59,625 cf, Atten= 66%, Lag= 16.8 min
Primary = 6.60 cfs @ 12.39 hrs, Volume= 59,625 cf
Routed to Pond 2P : Proposed Infiltration Basin

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 867.66' @ 12.39 hrs Surf.Area= 11,645 sf Storage= 26,813 cf

Plug-Flow detention time= 314.5 min calculated for 59,625 cf (98% of inflow)
Center-of-Mass det. time= 303.9 min (1,124.2 - 820.3)

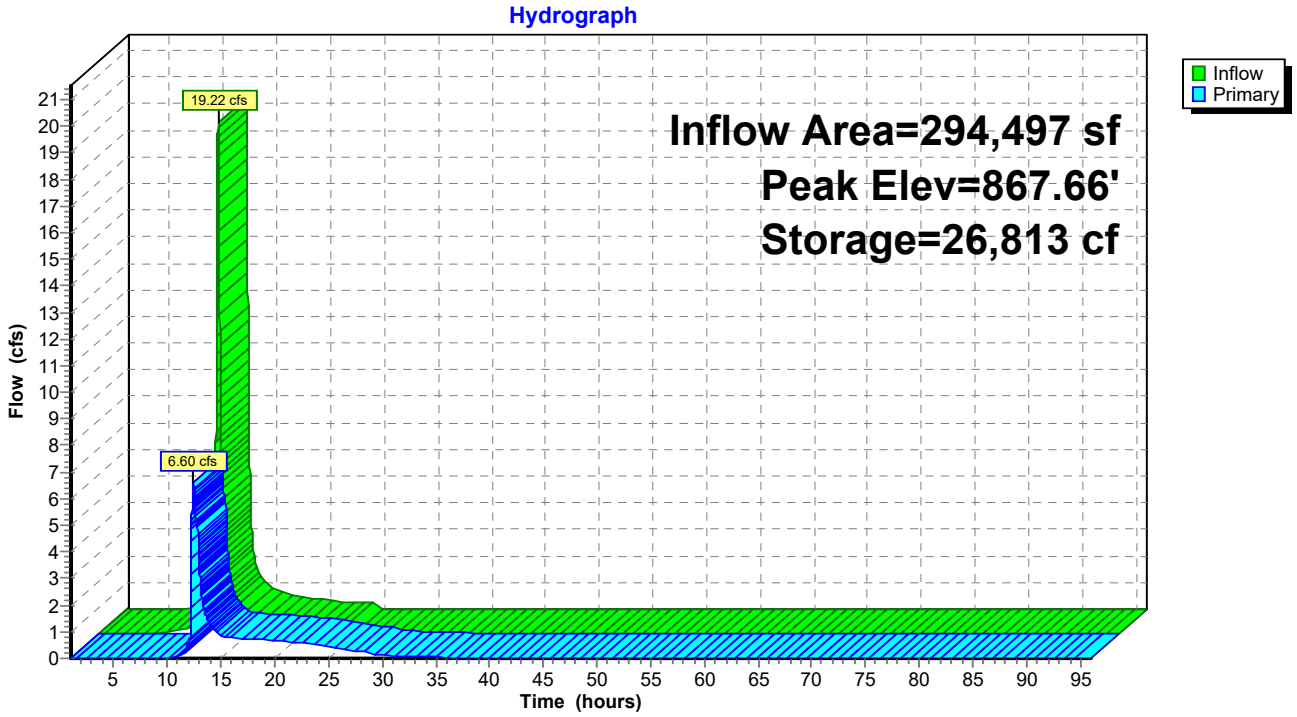
Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	57,441 cf	**Open Storage (Prismatic)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	8,523	0	0
868.50	12,633	37,023	37,023
869.00	13,276	6,477	43,500
870.00	14,606	13,941	57,441

Device	Routing	Invert	Outlet Devices
#1	Primary	865.00'	**24.0" Round 24" Culvert** L= 15.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 865.00' / 865.00' S= 0.0000 '/' Cc= 0.900 n= 0.120, Flow Area= 3.14 sf
#2	Device 1	865.00'	**5.0" Vert. 5" Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	867.00'	**6.0' long x 0.5' breadth Outlet Structure Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32
#4	Primary	867.50'	**10.0' long + 5.0 '/' SideZ x 5.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=6.60 cfs @ 12.39 hrs HW=867.66' TW=866.29' (Dynamic Tailwater)
- **1=24" Culvert** (Barrel Controls 5.03 cfs @ 1.60 fps)
  - **2=5" Orifice** (Passes < 0.77 cfs potential flow)
  - **3=Outlet Structure Weir** (Passes < 10.09 cfs potential flow)
- **4=Overflow Weir** (Weir Controls 1.58 cfs @ 0.92 fps)

Pond 1P: Proposed Wet Pond



Summary for Pond 2P: Proposed Infiltration Basin

Inflow Area = 329,723 sf, 46.19% Impervious, Inflow Depth > 2.34" for 10-YR, 24-HR event
Inflow = 7.19 cfs @ 12.36 hrs, Volume= 64,328 cf
Outflow = 5.79 cfs @ 12.61 hrs, Volume= 64,139 cf, Atten= 19%, Lag= 14.5 min
Discarded = 0.02 cfs @ 12.61 hrs, Volume= 3,927 cf
Primary = 5.78 cfs @ 12.61 hrs, Volume= 60,212 cf
Routed to Link 4L : Total Proposed Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 866.47' @ 12.61 hrs Surf.Area= 5,128 sf Storage= 6,666 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 83.6 min (1,188.1 - 1,104.5)

Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	29,912 cf	**Open Storage (Prismatic)**Listed below (Recalc)

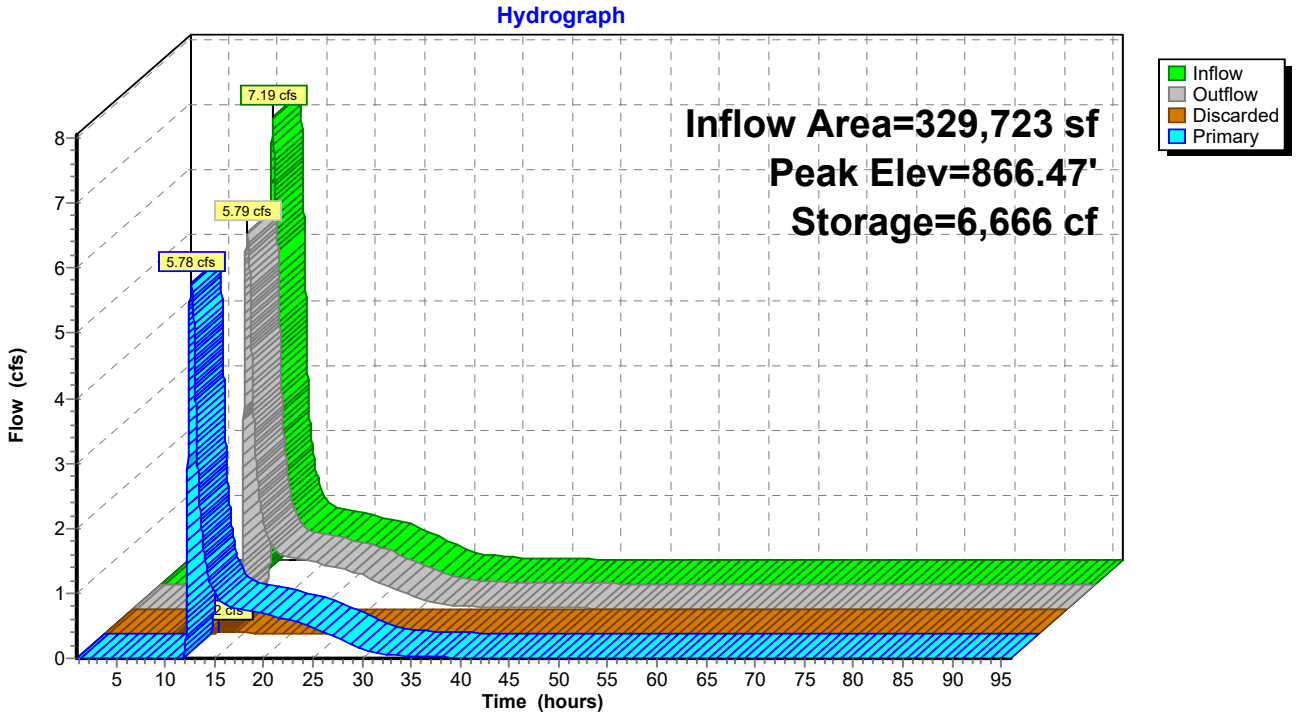
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	3,954	0	0
868.50	6,752	18,736	18,736
869.00	7,209	3,490	22,226
870.00	8,164	7,687	29,912

Device	Routing	Invert	Outlet Devices
#1	Discarded	865.00'	**0.130 in/hr Exfiltration over Surface area**
#2	Primary	864.00'	**30.0" Round 30" Culvert** L= 62.4' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 864.00' / 863.28' S= 0.0115 '/' Cc= 0.900 n= 0.013, Flow Area= 4.91 sf
#3	Device 2	865.25'	**18.0" Vert. 18" Orifice** C= 0.600 Limited to weir flow at low heads
#4	Device 2	867.50'	**60.0" Horiz. 60" Standpipe** C= 0.600 Limited to weir flow at low heads
#5	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.02 cfs @ 12.61 hrs HW=866.47' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.02 cfs)

Primary OutFlow Max=5.78 cfs @ 12.61 hrs HW=866.47' TW=0.00' (Dynamic Tailwater)
├**2=30" Culvert** (Passes 5.78 cfs of 25.89 cfs potential flow)
│ ├**3=18" Orifice** (Orifice Controls 5.78 cfs @ 3.76 fps)
│ └**4=60" Standpipe** (Controls 0.00 cfs)
└**5=Overflow Weir** (Controls 0.00 cfs)

Pond 2P: Proposed Infiltration Basin

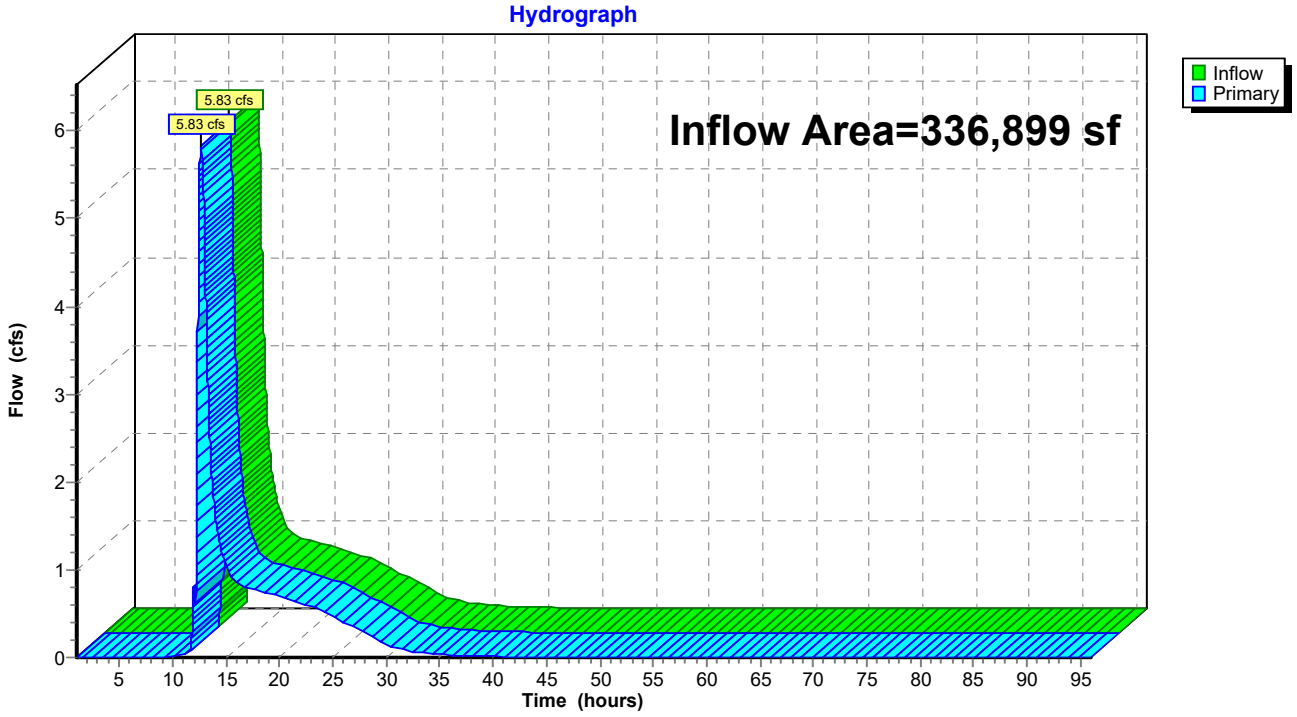


Summary for Link 4L: Total Proposed Outfall (SWMP)

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 2.21" for 10-YR, 24-HR event
Inflow = 5.83 cfs @ 12.60 hrs, Volume= 61,914 cf
Primary = 5.83 cfs @ 12.60 hrs, Volume= 61,914 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 5L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 4L: Total Proposed Outfall (SWMP)

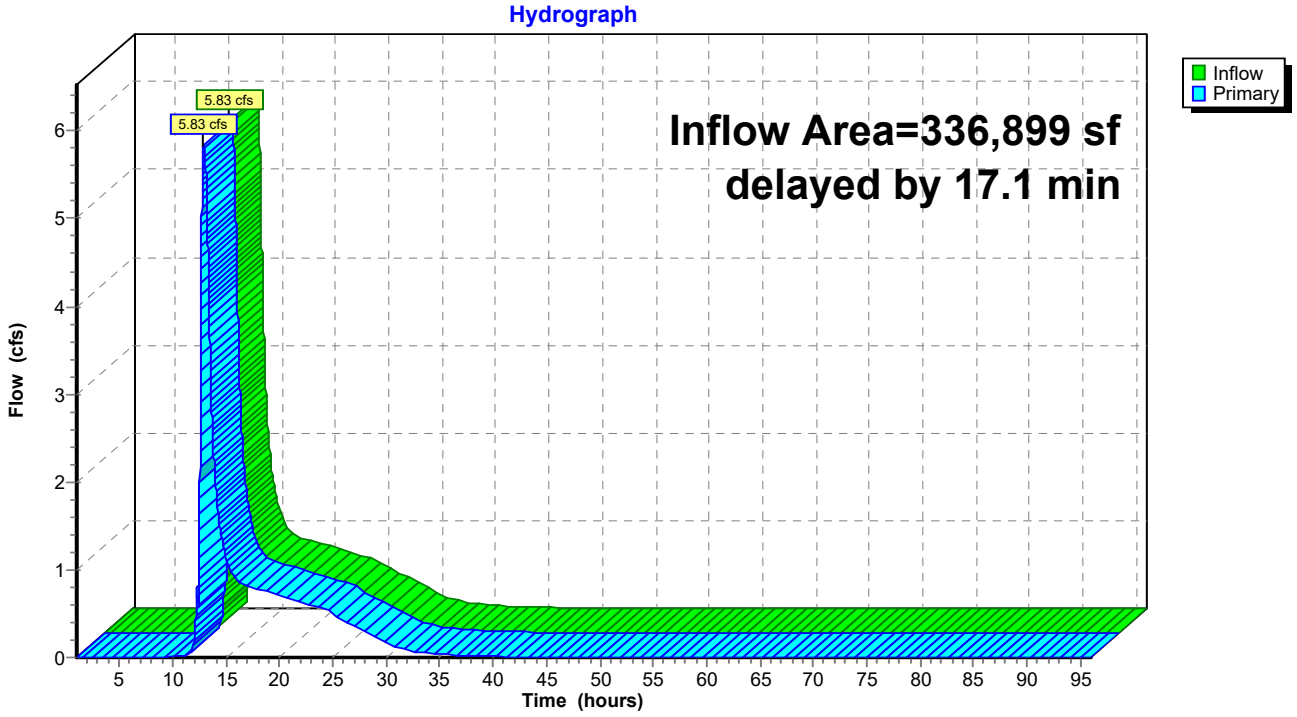


Summary for Link 5L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 2.21" for 10-YR, 24-HR event
Inflow = 5.83 cfs @ 12.60 hrs, Volume= 61,914 cf
Primary = 5.83 cfs @ 12.89 hrs, Volume= 61,914 cf, Atten= 0%, Lag= 17.1 min
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 5L: Tc. Lag to Whole Property Outfall

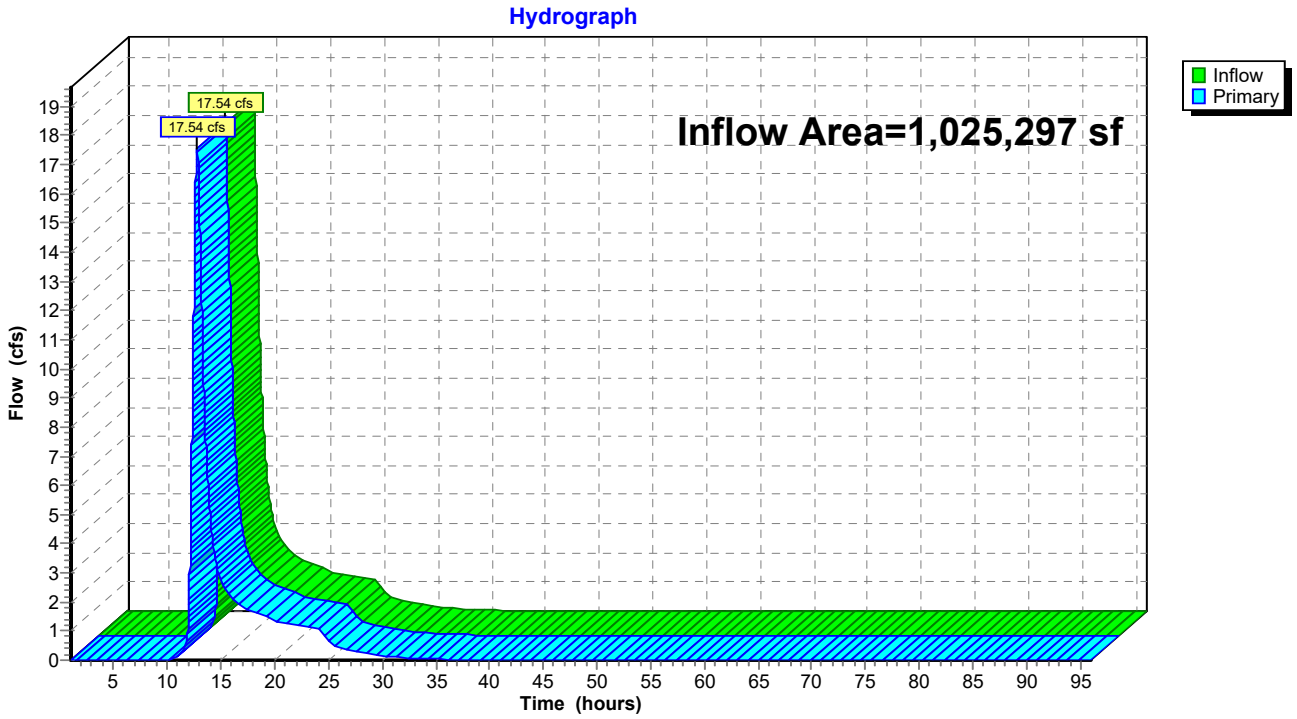


Summary for Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 15.84% Impervious, Inflow Depth = 1.75" for 10-YR, 24-HR event
Inflow = 17.54 cfs @ 12.74 hrs, Volume= 149,852 cf
Primary = 17.54 cfs @ 12.74 hrs, Volume= 149,852 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)



Time span=1.00-96.00 hrs, dt=0.01 hrs, 9501 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment P1: Proposed to Wet Pond Runoff Area=294,497 sf 49.85% Impervious Runoff Depth=4.77"
Flow Length=774' Tc=18.7 min CN=87 Runoff=36.17 cfs 116,974 cf

Subcatchment P2: Proposed to Infiltration Runoff Area=35,226 sf 15.60% Impervious Runoff Depth=3.61"
Flow Length=238' Tc=19.0 min CN=76 Runoff=3.34 cfs 10,584 cf

Subcatchment P3: Proposed Uncaptured Runoff Area=7,176 sf 65.25% Impervious Runoff Depth=5.21"
Tc=6.0 min CN=91 Runoff=1.39 cfs 3,117 cf

Subcatchment P4: Proposed Property Runoff Area=688,398 sf 0.79% Impervious Runoff Depth=3.50"
Flow Length=1,992' Tc=59.4 min CN=75 Runoff=29.84 cfs 201,053 cf

Pond 1P: Proposed Wet Pond Peak Elev=868.32' Storage=34,807 cf Inflow=36.17 cfs 116,974 cf
Outflow=29.61 cfs 115,894 cf

Pond 2P: Proposed Infiltration Basin Peak Elev=867.96' Storage=15,194 cf Inflow=32.78 cfs 126,478 cf
Discarded=0.02 cfs 4,071 cf Primary=27.84 cfs 122,156 cf Outflow=27.85 cfs 126,227 cf

Link 4L: Total Proposed Outfall (SWMP) Inflow=28.00 cfs 125,273 cf
Primary=28.00 cfs 125,273 cf

Link 5L: Tc. Lag to Whole Property Outfall delayed by 17.1 min Inflow=28.00 cfs 125,273 cf
Primary=27.99 cfs 125,273 cf

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond) Inflow=57.09 cfs 326,326 cf
Primary=57.09 cfs 326,326 cf

Total Runoff Area = 1,025,297 sf Runoff Volume = 331,727 cf Average Runoff Depth = 3.88"
84.16% Pervious = 862,866 sf 15.84% Impervious = 162,431 sf

Summary for Subcatchment P1: Proposed to Wet Pond

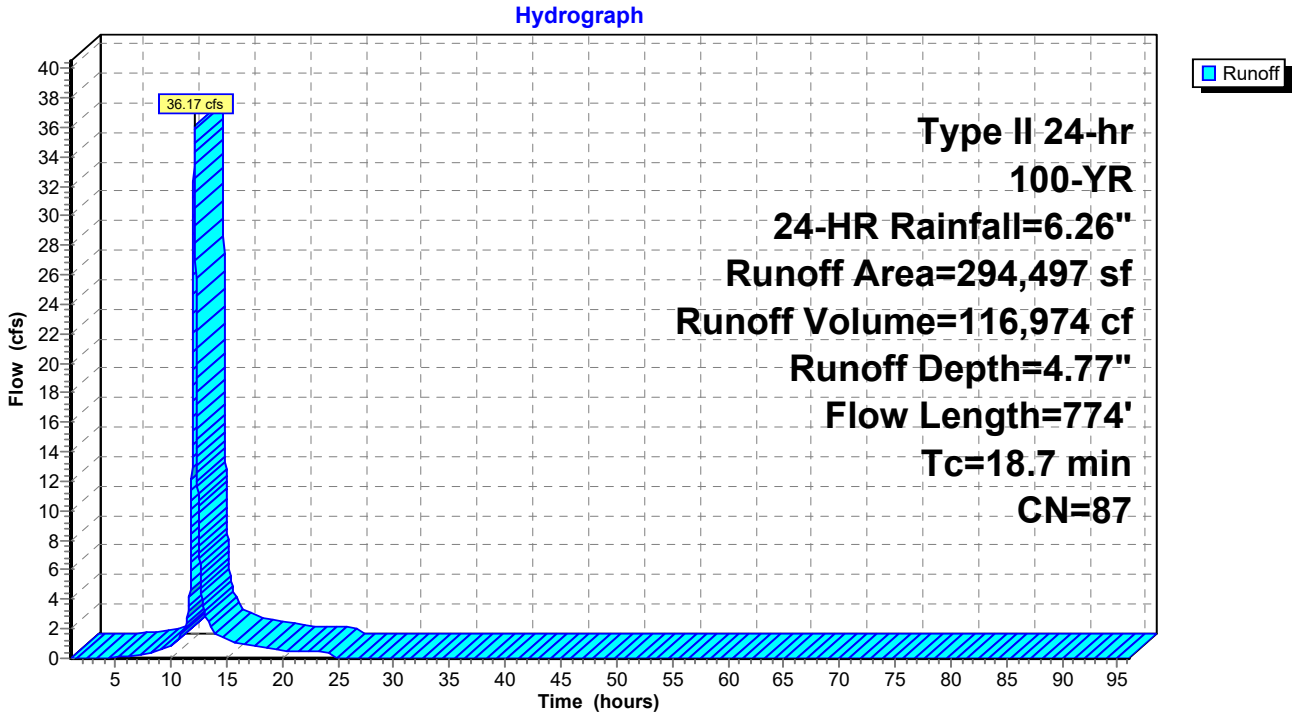
Runoff = 36.17 cfs @ 12.11 hrs, Volume= 116,974 cf, Depth= 4.77"
Routed to Pond 1P : Proposed Wet Pond

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-YR, 24-HR Rainfall=6.26"

	Area (sf)	CN	Description
	81,129	98	Paved parking, HSG D
	31,738	98	Paved parking, HSG C
*	5,372	98	Sidewalk, HSG D
*	889	98	Sidewalk, HSG C
	18,706	98	Roofs, HSG D
	448	98	Roofs, HSG C
	49,525	80	>75% Grass cover, Good, HSG D
	20,622	74	>75% Grass cover, Good, HSG C
	53,846	77	Woods, Good, HSG D
	23,700	70	Woods, Good, HSG C
	8,522	98	Water Surface, HSG C
	294,497	87	Weighted Average
	147,693		50.15% Pervious Area
	146,804		49.85% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.1	94	0.0160	0.14		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
3.7	294	0.0714	1.34		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	51	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-1** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.4	36	0.0122	1.66		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
0.1	29	0.0060	3.51	2.76	**Pipe Channel, Pre-developed Pipe Flow-2** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.5	55	0.0151	1.84		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Grassed Waterway Kv= 15.0 fps
2.4	171	0.0572	1.20		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.3	44	0.1591	2.79		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
18.7	774	Total			

Subcatchment P1: Proposed to Wet Pond



Summary for Subcatchment P2: Proposed to Infiltration Basin

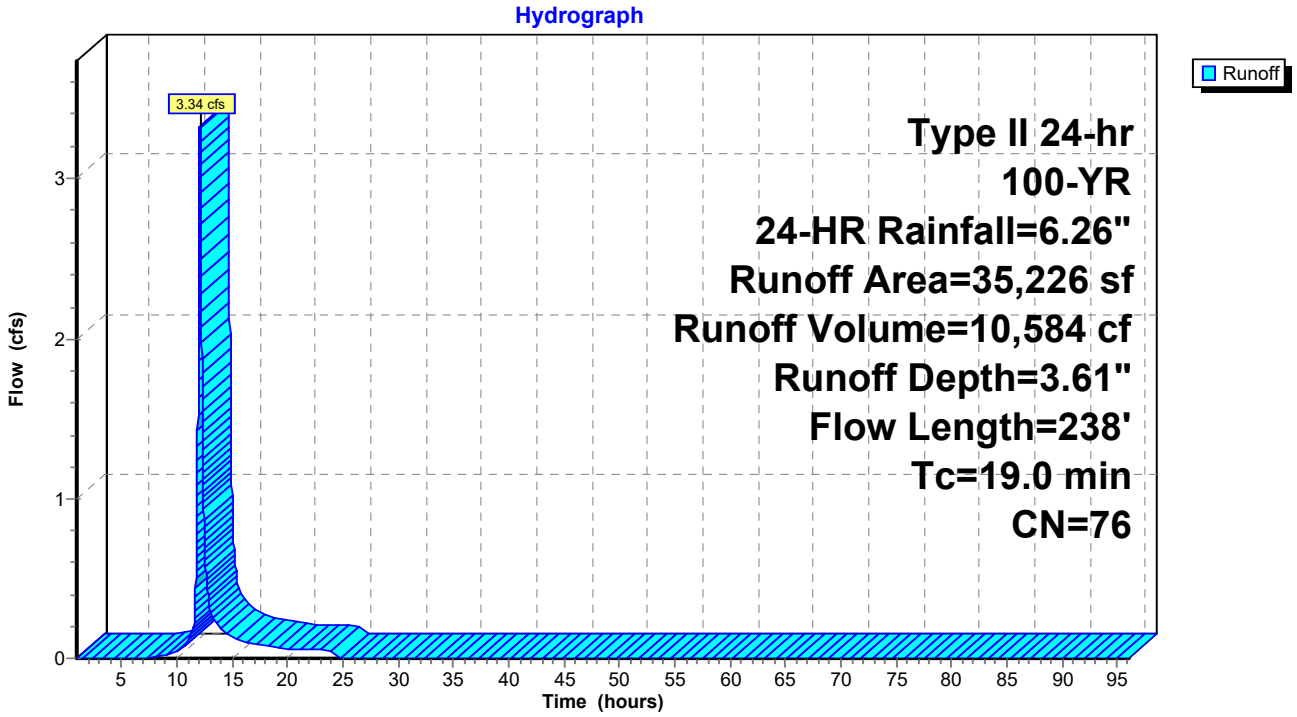
Runoff = 3.34 cfs @ 12.12 hrs, Volume= 10,584 cf, Depth= 3.61"
Routed to Pond 2P : Proposed Infiltration Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-YR, 24-HR Rainfall=6.26"

Area (sf)	CN	Description
5,497	98	Paved parking, HSG C
16,093	74	>75% Grass cover, Good, HSG C
13,636	70	Woods, Good, HSG C
35,226	76	Weighted Average
29,729		84.40% Pervious Area
5,497		15.60% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.6	62	0.0384	0.18		**Sheet Flow, Pre-developed Sheet Flow-1** Grass: Short n= 0.150 P2= 2.69"
12.0	38	0.0611	0.05		**Sheet Flow, Pre-developed Sheet Flow-2** Woods: Dense underbrush n= 0.800 P2= 2.69"
1.2	104	0.0846	1.45		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Woodland Kv= 5.0 fps
0.2	34	0.1618	2.82		**Shallow Concentrated Flow, Pre-developed Shallow Conc. Flow-** Short Grass Pasture Kv= 7.0 fps
19.0	238	Total			

Subcatchment P2: Proposed to Infiltration Basin



Summary for Subcatchment P3: Proposed Uncaptured Disturbed Area

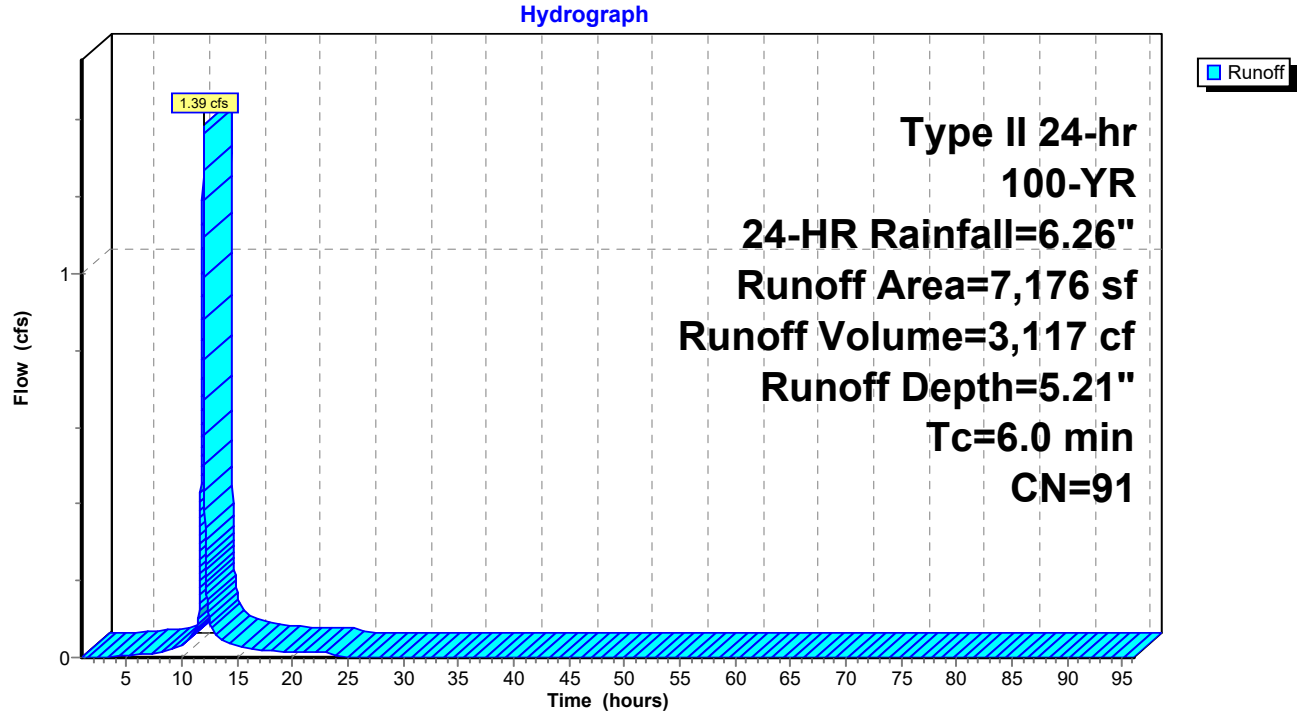
Runoff = 1.39 cfs @ 11.97 hrs, Volume= 3,117 cf, Depth= 5.21"
Routed to Link 4L : Total Proposed Outfall (SWMP)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-YR, 24-HR Rainfall=6.26"

	Area (sf)	CN	Description
	4,055	98	Paved parking, HSG D
*	174	98	Sidewalk, HSG D
	453	98	Roofs, HSG C
	1,231	80	>75% Grass cover, Good, HSG D
	1,263	74	>75% Grass cover, Good, HSG C
	7,176	91	Weighted Average
	2,494		34.75% Pervious Area
	4,682		65.25% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Minimum Tc.**

Subcatchment P3: Proposed Uncaptured Disturbed Area



Summary for Subcatchment P4: Proposed Property Undisturbed/Uncaptured

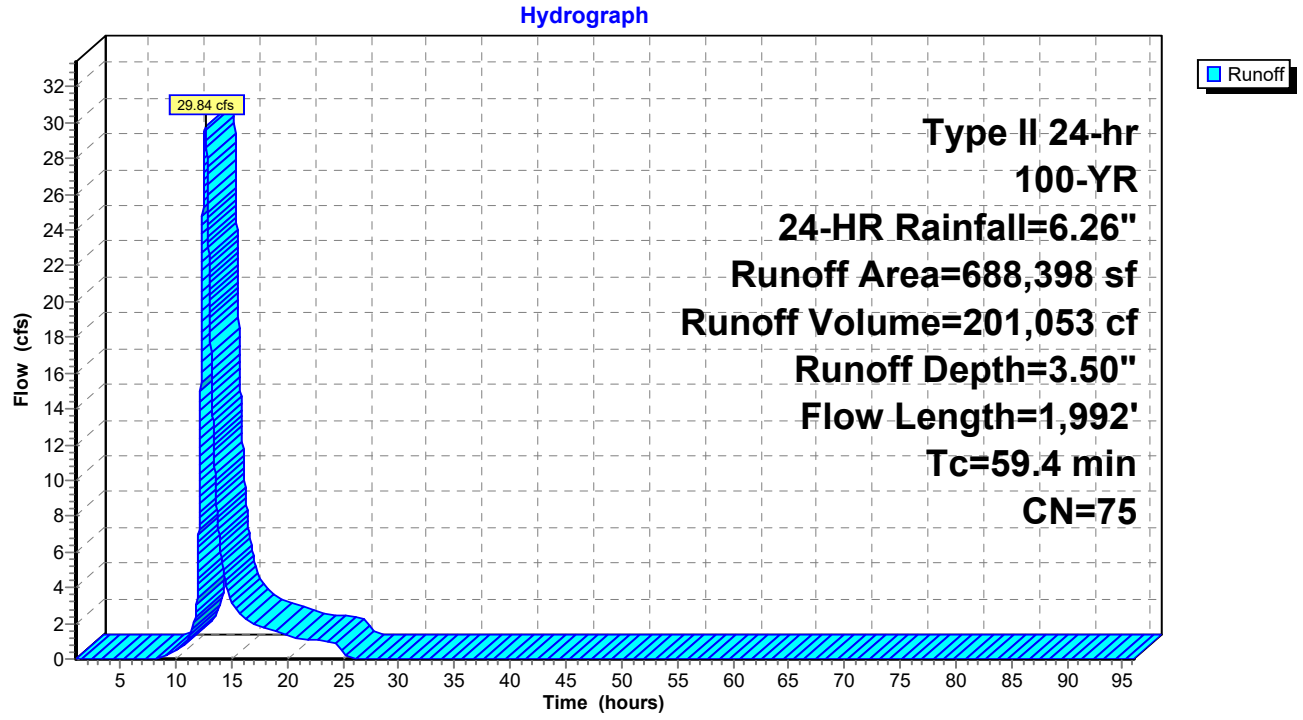
Runoff = 29.84 cfs @ 12.61 hrs, Volume= 201,053 cf, Depth= 3.50"
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-YR, 24-HR Rainfall=6.26"

	Area (sf)	CN	Description
	5,448	98	Roofs, HSG C
	157,528	77	Woods, Good, HSG D
	246,826	70	Woods, Good, HSG C
	33,478	80	>75% Grass cover, Good, HSG D
	20,756	74	>75% Grass cover, Good, HSG C
*	224,362	77	Emergent Herbaceous Wetlands, HSG C
	688,398	75	Weighted Average
	682,950		99.21% Pervious Area
	5,448		0.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
25.1	100	0.0675	0.07		**Sheet Flow, Sheet Flow-1** Woods: Dense underbrush n= 0.800 P2= 2.69"
34.3	1,892	0.0338	0.92		**Shallow Concentrated Flow, Shallow Conc. Flow-1** Woodland Kv= 5.0 fps
59.4	1,992	Total			

Subcatchment P4: Proposed Property Undisturbed/Uncaptured



Summary for Pond 1P: Proposed Wet Pond

Inflow Area = 294,497 sf, 49.85% Impervious, Inflow Depth = 4.77" for 100-YR, 24-HR event
Inflow = 36.17 cfs @ 12.11 hrs, Volume= 116,974 cf
Outflow = 29.61 cfs @ 12.16 hrs, Volume= 115,894 cf, Atten= 18%, Lag= 3.1 min
Primary = 29.61 cfs @ 12.16 hrs, Volume= 115,894 cf
Routed to Pond 2P : Proposed Infiltration Basin

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 868.32' @ 12.22 hrs Surf.Area= 12,425 sf Storage= 34,807 cf

Plug-Flow detention time= 204.3 min calculated for 115,894 cf (99% of inflow)
Center-of-Mass det. time= 198.4 min (1,000.2 - 801.8)

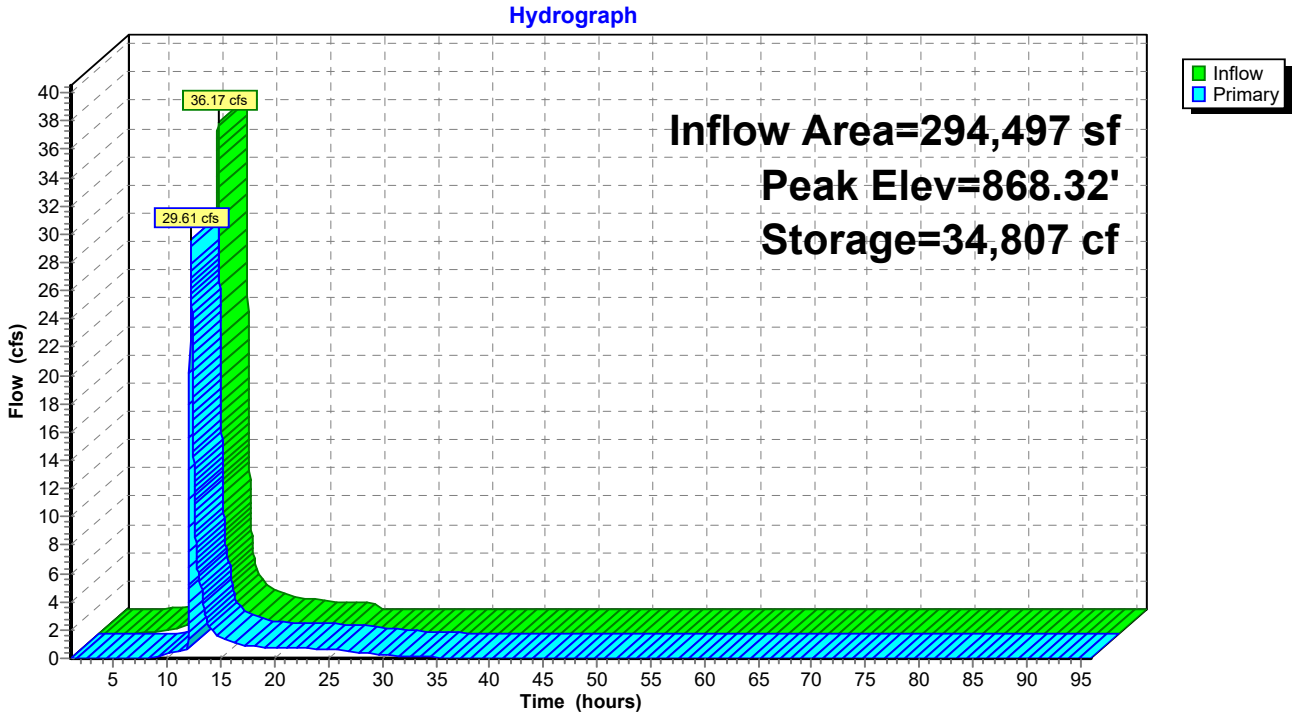
Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	57,441 cf	**Open Storage (Prismatic)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	8,523	0	0
868.50	12,633	37,023	37,023
869.00	13,276	6,477	43,500
870.00	14,606	13,941	57,441

Device	Routing	Invert	Outlet Devices
#1	Primary	865.00'	**24.0" Round 24" Culvert** L= 15.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 865.00' / 865.00' S= 0.0000 '/' Cc= 0.900 n= 0.120, Flow Area= 3.14 sf
#2	Device 1	865.00'	**5.0" Vert. 5" Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	867.00'	**6.0' long x 0.5' breadth Outlet Structure Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32
#4	Primary	867.50'	**10.0' long + 5.0 '/' SideZ x 5.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=28.67 cfs @ 12.16 hrs HW=868.28' TW=867.62' (Dynamic Tailwater)
- **1=24" Culvert** (Outlet Controls 4.89 cfs @ 1.56 fps)
  - **2=5" Orifice** (Passes < 0.53 cfs potential flow)
  - **3=Outlet Structure Weir** (Passes < 24.59 cfs potential flow)
- **4=Overflow Weir** (Weir Controls 23.77 cfs @ 2.19 fps)

Pond 1P: Proposed Wet Pond



Summary for Pond 2P: Proposed Infiltration Basin

Inflow Area = 329,723 sf, 46.19% Impervious, Inflow Depth > 4.60" for 100-YR, 24-HR event
Inflow = 32.78 cfs @ 12.16 hrs, Volume= 126,478 cf
Outflow = 27.85 cfs @ 12.25 hrs, Volume= 126,227 cf, Atten= 15%, Lag= 5.4 min
Discarded = 0.02 cfs @ 12.25 hrs, Volume= 4,071 cf
Primary = 27.84 cfs @ 12.25 hrs, Volume= 122,156 cf
Routed to Link 4L : Total Proposed Outfall (SWMP)

Routing by Dyn-Stor-Ind method, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs
Peak Elev= 867.96' @ 12.25 hrs Surf.Area= 6,319 sf Storage= 15,194 cf

Plug-Flow detention time= 58.6 min calculated for 126,227 cf (100% of inflow)
Center-of-Mass det. time= 49.9 min (1,035.9 - 986.0)

Volume	Invert	Avail.Storage	Storage Description
#1	865.00'	29,912 cf	**Open Storage (Prismatic)**Listed below (Recalc)

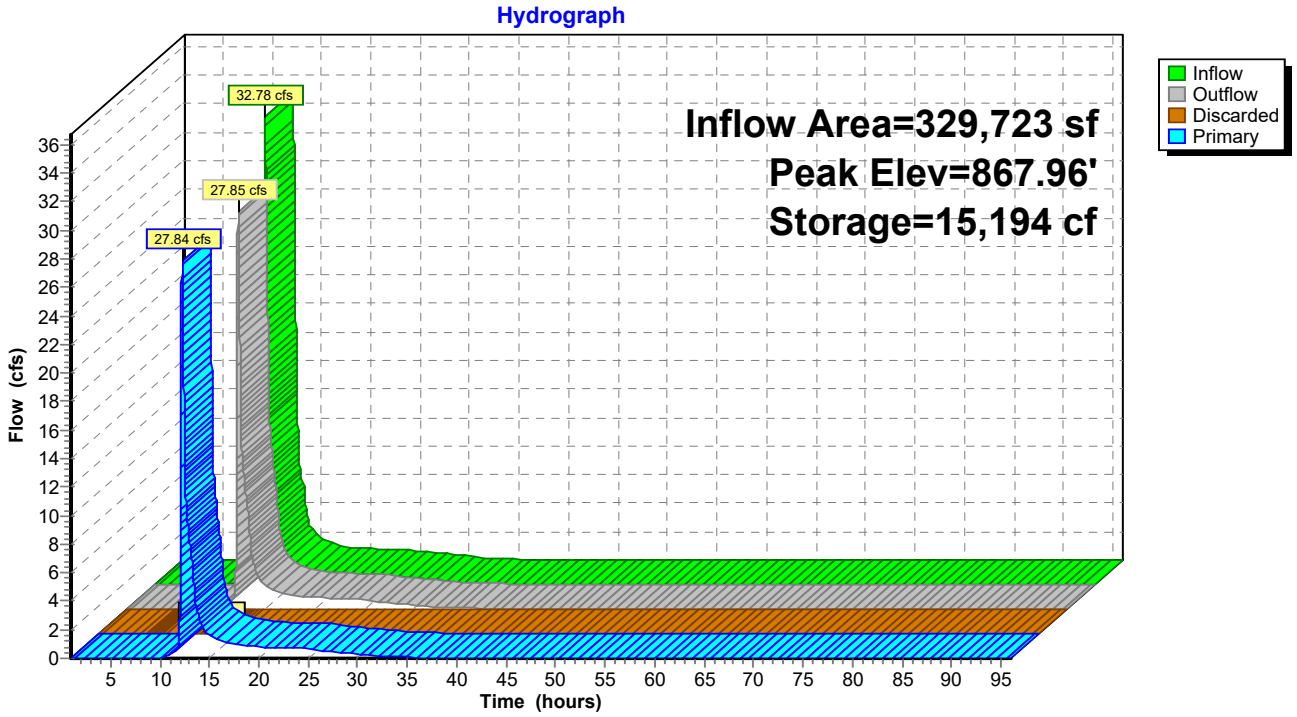
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
865.00	3,954	0	0
868.50	6,752	18,736	18,736
869.00	7,209	3,490	22,226
870.00	8,164	7,687	29,912

Device	Routing	Invert	Outlet Devices
#1	Discarded	865.00'	**0.130 in/hr Exfiltration over Surface area**
#2	Primary	864.00'	**30.0" Round 30" Culvert** L= 62.4' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 864.00' / 863.28' S= 0.0115 '/' Cc= 0.900 n= 0.013, Flow Area= 4.91 sf
#3	Device 2	865.25'	**18.0" Vert. 18" Orifice** C= 0.600 Limited to weir flow at low heads
#4	Device 2	867.50'	**60.0" Horiz. 60" Standpipe** C= 0.600 Limited to weir flow at low heads
#5	Primary	868.74'	**25.0' long + 10.0 '/' SideZ x 20.0' breadth Overflow Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.68 2.70 2.70 2.64 2.63 2.64 2.64 2.63

Discarded OutFlow Max=0.02 cfs @ 12.25 hrs HW=867.96' (Free Discharge)
└**1=Exfiltration** (Exfiltration Controls 0.02 cfs)

Primary OutFlow Max=27.82 cfs @ 12.25 hrs HW=867.96' TW=0.00' (Dynamic Tailwater)
├**2=30" Culvert** (Passes 27.82 cfs of 38.89 cfs potential flow)
│ ├**3=18" Orifice** (Orifice Controls 11.91 cfs @ 6.74 fps)
│ └**4=60" Standpipe** (Weir Controls 15.91 cfs @ 2.21 fps)
└**5=Overflow Weir** (Controls 0.00 cfs)

Pond 2P: Proposed Infiltration Basin

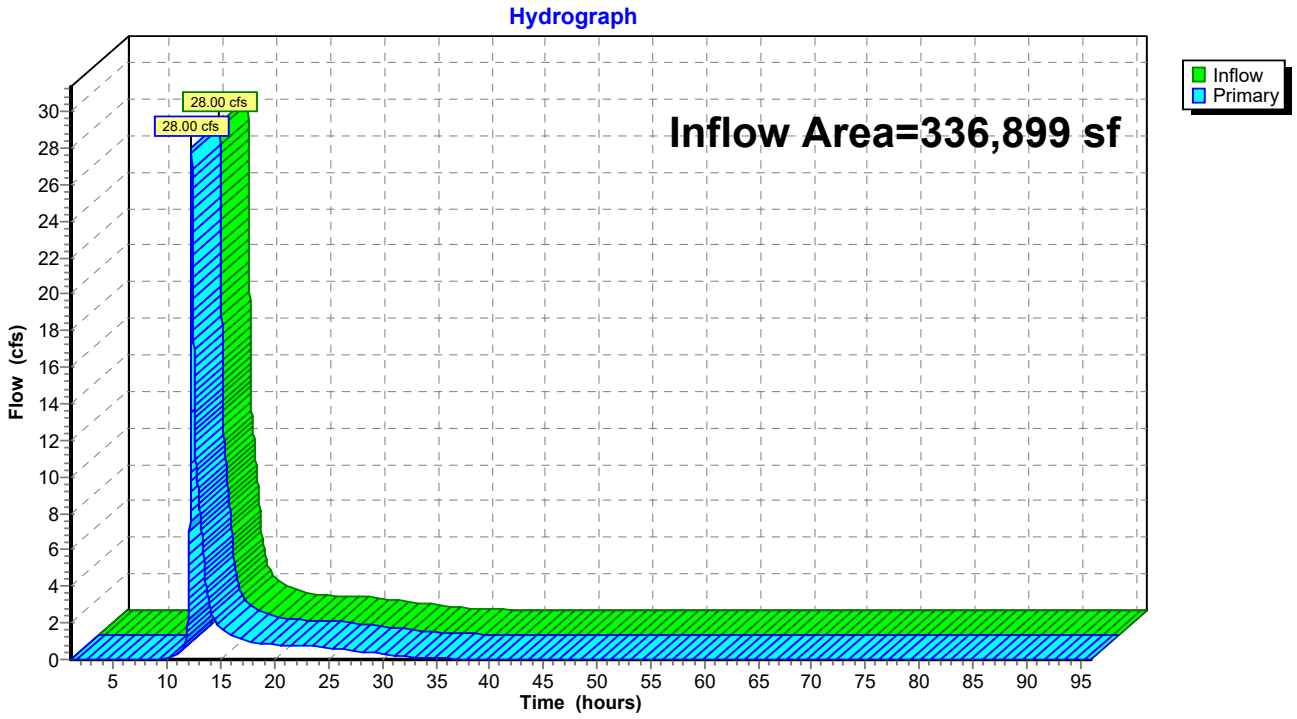


Summary for Link 4L: Total Proposed Outfall (SWMP)

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 4.46" for 100-YR, 24-HR event
Inflow = 28.00 cfs @ 12.25 hrs, Volume= 125,273 cf
Primary = 28.00 cfs @ 12.25 hrs, Volume= 125,273 cf, Atten= 0%, Lag= 0.0 min
Routed to Link 5L : Tc. Lag to Whole Property Outfall

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 4L: Total Proposed Outfall (SWMP)

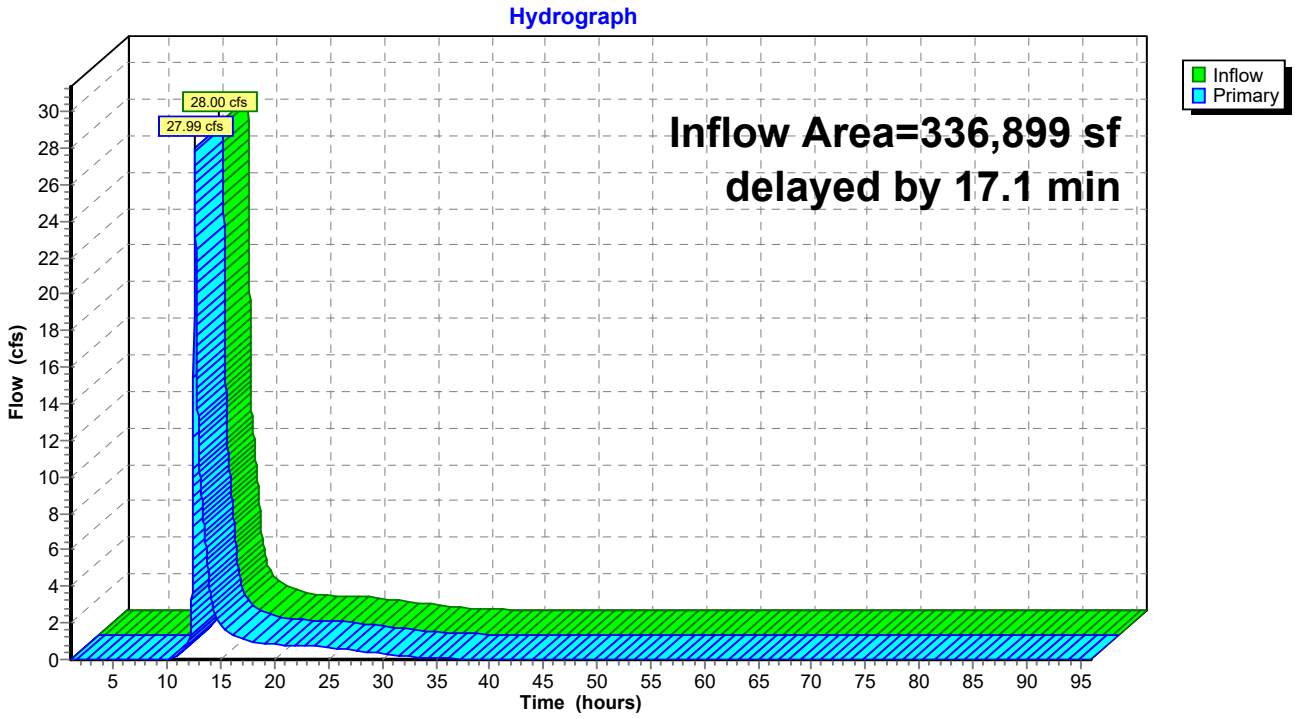


Summary for Link 5L: Tc. Lag to Whole Property Outfall

Inflow Area = 336,899 sf, 46.60% Impervious, Inflow Depth = 4.46" for 100-YR, 24-HR event
Inflow = 28.00 cfs @ 12.25 hrs, Volume= 125,273 cf
Primary = 27.99 cfs @ 12.53 hrs, Volume= 125,273 cf, Atten= 0%, Lag= 17.1 min
Routed to Link 6L : Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Primary outflow = Inflow delayed by 17.1 min, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 5L: Tc. Lag to Whole Property Outfall

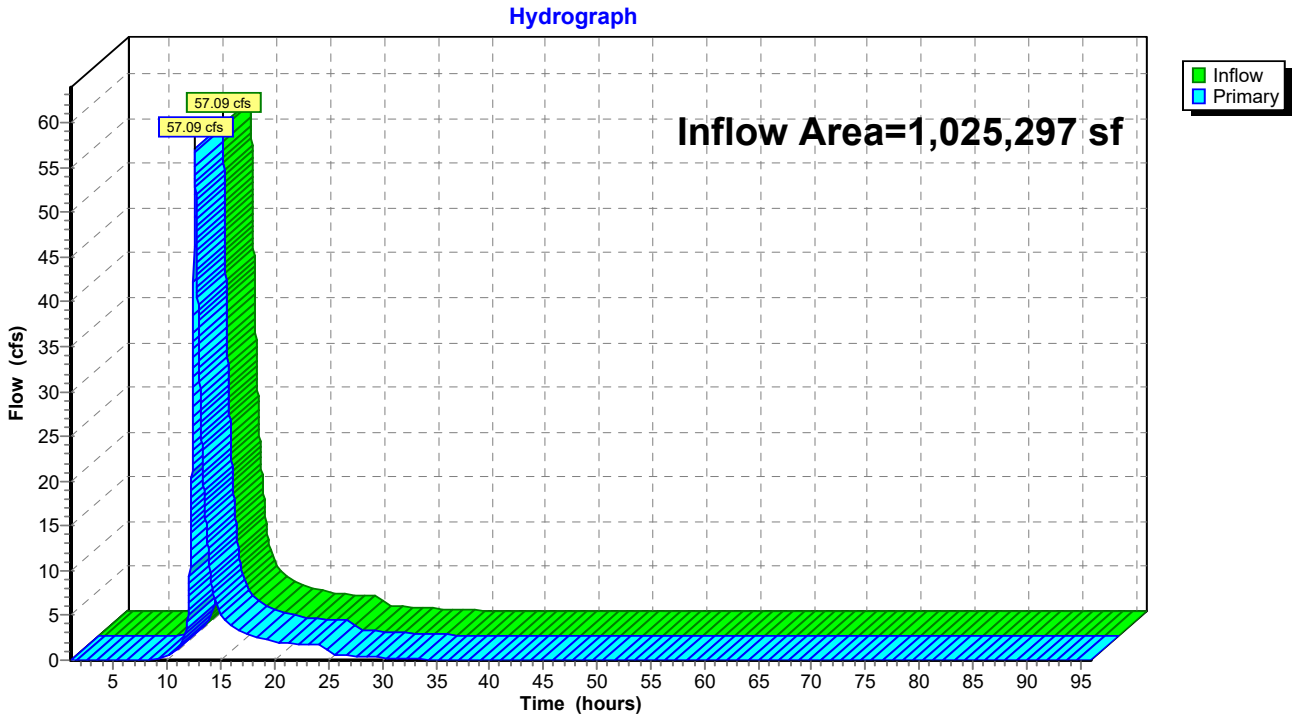


Summary for Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

Inflow Area = 1,025,297 sf, 15.84% Impervious, Inflow Depth = 3.82" for 100-YR, 24-HR event
Inflow = 57.09 cfs @ 12.54 hrs, Volume= 326,326 cf
Primary = 57.09 cfs @ 12.54 hrs, Volume= 326,326 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 1.00-96.00 hrs, dt= 0.01 hrs

Link 6L: Total Proposed Outfall (Total Parcel + Offsite to Wet Pond)

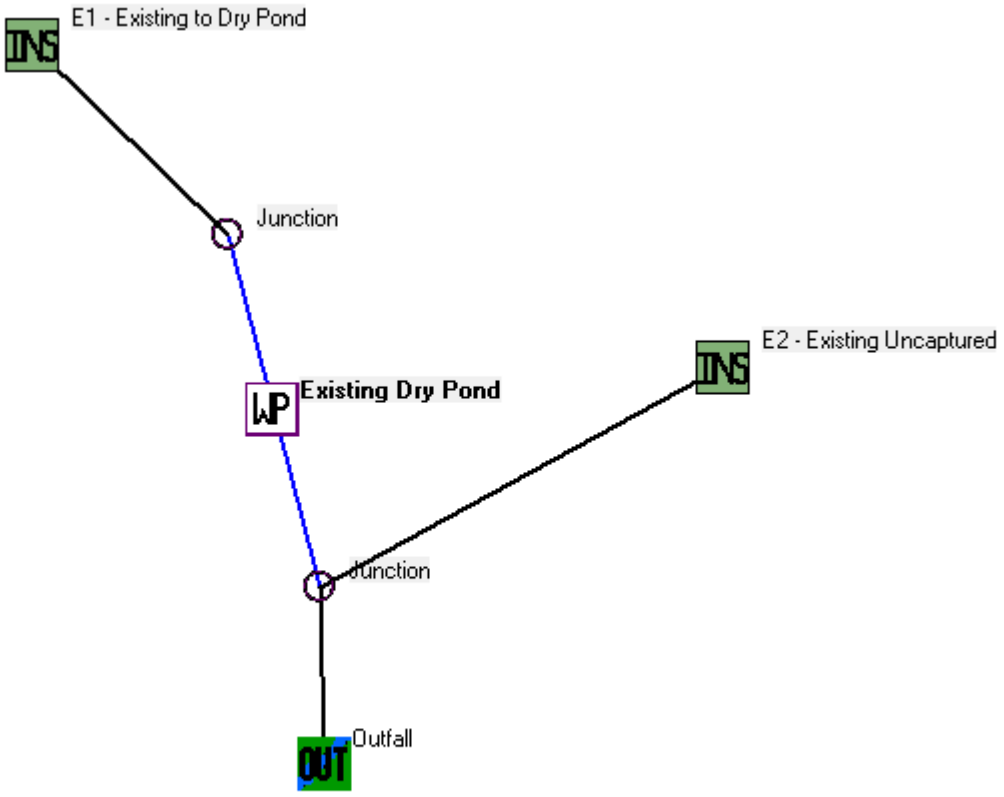


Appendix D

Existing Conditions – SLAMM Analysis

Proposed Conditions – SLAMM Analysis

Existing Conditions – SLAMM Analysis



Data file name: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\SWMP\WinSlamm\240696_WinSLAMM - Existing Conditions.mdb

WinSLAMM Version 10.5.0

Rain file name: C:\WinSLAMM Files\Rain Files\WI Milwaukee 69.RAN

Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx

Runoff Coefficient file name: C:\WinSLAMM Files\WI_SL06 Dec06.rsvx

Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std

Apply Street Delivery Files to Adjust the After Event Load Street Dirt Mass Balance: False

Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GEO03.ppdx

Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv

Cost Data file name:

If Other Device Pollutant Load Reduction Values = 1, Off-site Pollutant Loads are Removed from Pollutant Load % Reduction calculations

Seed for random number generator: -42

Study period starting date: 01/05/69 Study period ending date: 12/31/69

Start of Winter Season: 12/06 End of Winter Season: 03/28

Date: 11-03-2024 Time: 11:02:24

Site information:

LU# 1 - Institutional: E2 - Existing Uncaptured Total area (ac): 0.286

13 - Paved Parking 1: 0.054 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

31 - Sidewalks 1: 0.006 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

57 - Undeveloped Areas 1: 0.133 ac. Normal Clayey Low Density Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

58 - Undeveloped Areas 2: 0.093 ac. Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

LU# 2 - Institutional: E1 - Existing to Dry Pond Total area (ac): 7.447

1 - Roofs 1: 0.344 ac. Flat Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

13 - Paved Parking 1: 1.138 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

14 - Paved Parking 2: 0.686 ac. Connected Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

31 - Sidewalks 1: 0.094 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

32 - Sidewalks 2: 0.016 ac. Connected Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

57 - Undeveloped Areas 1: 2.801 ac. Normal Clayey Low Density Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

58 - Undeveloped Areas 2: 2.368 ac. Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

Control Practice 1: Wet Detention Pond CP# 1 (DS) - Existing Dry Pond

Particle Size Distribution file name: Not needed - calculated by program

Initial stage elevation (ft): 0

Peak to Average Flow Ratio: 3.8

Maximum flow allowed into pond (cfs): No maximum value entered

Outlet Characteristics:

Outlet type: Orifice 1

1. Orifice diameter (ft): 0.5
2. Number of orifices: 1
3. Invert elevation above datum (ft): 0

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 25
2. Weir crest width (ft): 20
3. Height from datum to bottom of weir opening: 4.8

Pond stage and surface area

Entry Number	Stage (ft)	Pond Area (acres)	Natural Seepage (in/hr)	Other Outflow (cfs)
0	0.00	0.0000	0.00	0.00
1	0.01	0.0001	0.07	0.00
2	0.06	0.0001	0.07	0.00

3	1.06	0.0040	0.07	0.00
4	2.06	0.0620	0.07	0.00
5	3.06	0.1080	0.07	0.00
6	4.06	0.1700	0.07	0.00
7	5.06	0.2570	0.07	0.00

SLAMM for Windows Version 10.5.0

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Data file name: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\SWMP\WinSlamm\240696_WinSLAMM - Existing Conditions.mdb

Data file description:

Rain file name: C:\WinSLAMM Files\Rain Files\WI Milwaukee 69.RAN

Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx

Runoff Coefficient file name: C:\WinSLAMM Files\WI_SL06 Dec06.rsvx

Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GEO03.ppdx

Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std

Apply Street Delivery Files to Adjust the After Event Load Street Dirt Mass Balance: False

Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv

Cost Data file name:

If Other Device Pollutant Load Reduction Values = 1, Off-site Pollutant Loads are Removed from Pollutant Load % Reduction calculations

Seed for random number generator: -42

Start of Winter Season: 12/06 End of Winter Season: 03/28

Model Run Start Date: 01/05/69 Model Run End Date: 12/31/69

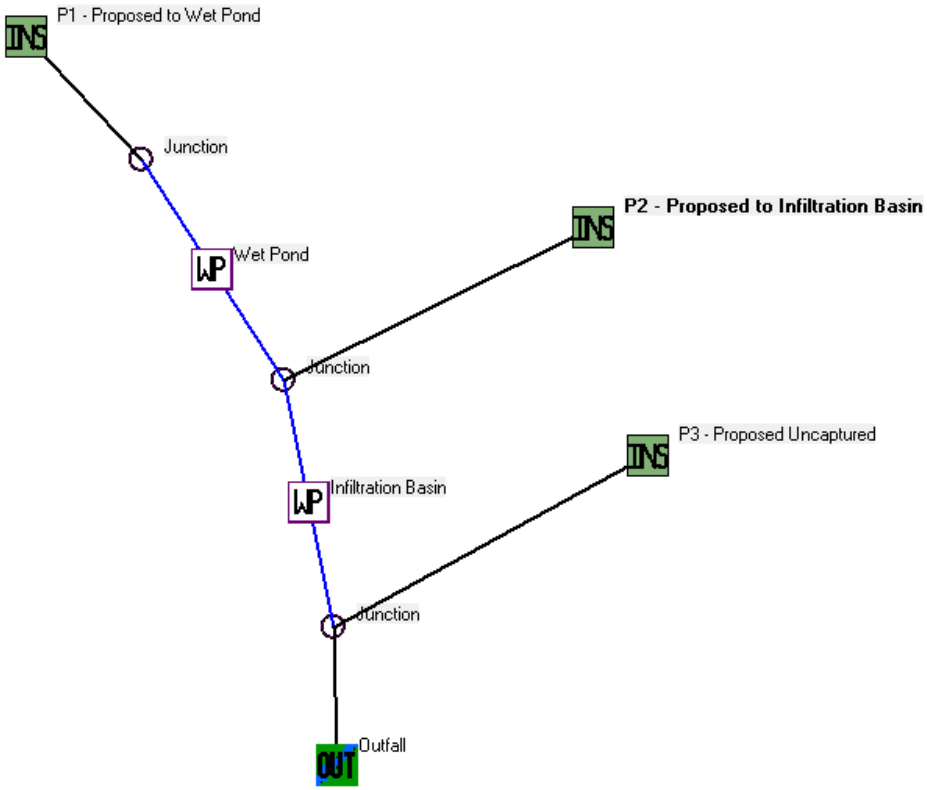
Date of run: 11-03-2024 Time of run: 11:02:05

Total Area Modeled (acres): 7.733

Years in Model Run: 0.99

	Runoff Volume	Percent Runoff Volume	Particulate Solids Conc	Particulate Solids Yield	Percent Particulate Solids Reduction
	(cu ft)		(mg/L)	(lbs)	
Total of all Land Uses without Controls:	97,499	-	86.31	525.3	-
Outfall Total with Controls:	94,374	3.21%	86.88	511.8	2.57%
Annualized Total After Outfall Controls:	95,685			519.0	

Proposed Conditions – SLAMM Analysis



Data file name: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\SWMP\WinSlamm\240696_WinSLAMM - Proposed Conditions.mdb

WinSLAMM Version 10.5.0

Rain file name: C:\WinSLAMM Files\Rain Files\WI Milwaukee 69.RAN

Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx

Runoff Coefficient file name: C:\WinSLAMM Files\WI_SL06 Dec06.rsvx

Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std

Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std

Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std

Apply Street Delivery Files to Adjust the After Event Load Street Dirt Mass Balance: False

Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GEO03.ppdx

Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv

Cost Data file name:

If Other Device Pollutant Load Reduction Values = 1, Off-site Pollutant Loads are Removed from Pollutant Load % Reduction calculations

Seed for random number generator: -42

Study period starting date: 01/05/69 Study period ending date: 12/31/69

Start of Winter Season: 12/06 End of Winter Season: 03/28

Date: 11-03-2024 Time: 11:32:44

Site information:

LU# 1 - Institutional: P3 - Proposed Uncaptured Total area (ac): 0.164

1 - Roofs 1: 0.010 ac. Flat Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

13 - Paved Parking 1: 0.093 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

31 - Sidewalks 1: 0.004 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

57 - Undeveloped Areas 1: 0.028 ac. Normal Clayey Low Density Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

58 - Undeveloped Areas 2: 0.029 ac. Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

LU# 2 - Institutional: P1 - Proposed to Wet Pond Total area (ac): 6.759

1 - Roofs 1: 0.429 ac. Flat Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

2 - Roofs 2: 0.010 ac. Pitched Connected Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

13 - Paved Parking 1: 1.862 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

14 - Paved Parking 2: 0.729 ac. Connected Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

31 - Sidewalks 1: 0.123 ac. Disconnected Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

32 - Sidewalks 2: 0.020 ac. Connected Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

57 - Undeveloped Areas 1: 2.373 ac. Normal Clayey Low Density Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

58 - Undeveloped Areas 2: 1.017 ac. Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

70 - Water Body Areas: 0.196 ac. Source Area PSD File:

LU# 3 - Institutional: P2 - Proposed to Infiltration Basin Total area (ac): 0.808

13 - Paved Parking 1: 0.126 ac. Connected Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

57 - Undeveloped Areas 1: 0.682 ac. Normal Silty Source Area PSD File: C:\WinSLAMM Files\NURP.cpz

Control Practice 1: Wet Detention Pond CP# 1 (DS) - Wet Pond

Particle Size Distribution file name: Not needed - calculated by program

Initial stage elevation (ft): 5

Peak to Average Flow Ratio: 3.8

Maximum flow allowed into pond (cfs): No maximum value entered

Outlet Characteristics:

Outlet type: Orifice 1

1. Orifice diameter (ft): 0.42
2. Number of orifices: 1
3. Invert elevation above datum (ft): 5

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 6
2. Weir crest width (ft): 5
3. Height from datum to bottom of weir opening: 7

Pond stage and surface area

Entry Number	Stage (ft)	Pond Area (acres)	Natural Seepage (in/hr)	Other Outflow (cfs)
0	0.00	0.0000	0.00	0.00
1	0.01	0.0709	0.00	0.00
2	4.00	0.1206	0.00	0.00
3	5.00	0.1960	0.00	0.00
4	8.50	0.2900	0.00	0.00
5	10.00	0.3350	0.00	0.00

Control Practice 2: Wet Detention Pond CP# 2 (DS) - Infiltration Basin

Particle Size Distribution file name: Not needed - calculated by program

Initial stage elevation (ft): 0

Peak to Average Flow Ratio: 3.8

Maximum flow allowed into pond (cfs): No maximum value entered

Outlet Characteristics:

Outlet type: Orifice 1

1. Orifice diameter (ft): 1.5
2. Number of orifices: 1
3. Invert elevation above datum (ft): 0.25

Outlet type: Broad Crested Weir

1. Weir crest length (ft): 25
2. Weir crest width (ft): 20
3. Height from datum to bottom of weir opening: 3.74

Outlet type: Vertical Stand Pipe

1. Stand pipe diameter (ft): 5
2. Stand pipe height above datum (ft): 2.5

Pond stage and surface area

Entry Number	Stage (ft)	Pond Area (acres)	Natural Seepage (in/hr)	Other Outflow (cfs)
0	0.00	0.0000	0.00	0.00
1	0.01	0.0907	0.07	0.00
2	1.00	0.1076	0.07	0.00
3	3.50	0.2900	0.07	0.00
4	4.00	0.3050	0.07	0.00
5	5.00	0.3350	0.07	0.00

SLAMM for Windows Version 10.5.0
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Data file name: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\SWMP\WinSlamm\240696_WinSLAMM - Proposed Conditions.mdb
Data file description:
Rain file name: C:\WinSLAMM Files\Rain Files\WI Milwaukee 69.RAN
Particulate Solids Concentration file name: C:\WinSLAMM Files\v10.1 WI_AVG01.pscx
Runoff Coefficient file name: C:\WinSLAMM Files\WI_SL06 Dec06.rsvx
Pollutant Relative Concentration file name: C:\WinSLAMM Files\WI_GEO03.ppdx
Residential Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std
Institutional Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Commercial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Industrial Street Delivery file name: C:\WinSLAMM Files\WI_Com Inst Indust Dec06.std
Other Urban Street Delivery file name: C:\WinSLAMM Files\WI_Res and Other Urban Dec06.std
Freeway Street Delivery file name: C:\WinSLAMM Files\Freeway Dec06.std
Apply Street Delivery Files to Adjust the After Event Load Street Dirt Mass Balance: False
Source Area PSD and Peak to Average Flow Ratio File: C:\WinSLAMM Files\NURP Source Area PSD Files.csv
Cost Data file name:
If Other Device Pollutant Load Reduction Values = 1, Off-site Pollutant Loads are Removed from Pollutant Load % Reduction calculations
Seed for random number generator: -42
Start of Winter Season: 12/06 End of Winter Season: 03/28
Model Run Start Date: 01/05/69 Model Run End Date: 12/31/69
Date of run: 11-03-2024 Time of run: 11:32:27
Total Area Modeled (acres): 7.731
Years in Model Run: 0.99

	Runoff Volume	Percent Runoff Volume	Particulate Solids Conc	Particulate Solids Yield	Percent Particulate Solids Reduction
	(cu ft)		(mg/L)	(lbs)	
Total of all Land Uses without Controls:	129,192	-	81.89	660.4	-
Outfall Total with Controls:	85,867	33.54	24.16	129.5	80.39%
Annualized Total After Outfall Controls:	87,060			131.3	

Appendix E

SWMP-1	**Aerial View of Existing Site Conditions**
SWMP-2	**Pre-Developed Site Conditions**
SWMP-3	**Post-Developed Site Conditions**
SWMP-4	**Pre-Developed Site Drainage Conditions**
SWMP-5	**Post-Developed Site Drainage Conditions**
SWMP-6	**Post-Developed Site Drainage Conditions–Full Property**



Scale: 0 20 40 80
Scale: 1" = 40'

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LEGEND

SWMP LIMITS

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

all in

SHEET:
AERIAL VIEW OF PRE-DEVELOPED SITE CONDITIONS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
SWMP-1

FILENAME: S:\Wauk_Co\Pewaukee\FIV\240696 Hindu Temple Paving\SWMP\Figures\SWMP-1 AERIAL VIEW OF PRE DEVELOPED SITE CONDITIONS.dwg



kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

all in

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LEGEND

SWMP LIMITS

EXISTING PERVIOUS VS. IMPERVIOUS AREAS

	SQUARE FEET	ACRES
AREA OF SUBJECT SITE (SWMP LIMITS)	336,899 SQUARE FEET	7.73 ACRES
IMPERVIOUS AREAS		
BUILDING / ALTERNATE BUILDING AREA	15,006 SQUARE FEET	0.34 ACRES
DRIVEWAY / ROADWAY AREA	81,846 SQUARE FEET	1.87 ACRES
SIDEWALK / PEDESTRIAN AREAS	5,041 SQUARE FEET	0.12 ACRES
TOTAL EXISTING IMPERVIOUS AREA	101,893 SQUARE FEET	2.33 ACRES
PERVIOUS AREAS		
TOTAL GRASS AREA	118,271 SQUARE FEET	2.72 ACRES
TOTAL WOODS AREA	116,735 SQUARE FEET	2.68 ACRES
TOTAL EXISTING PERVIOUS AREA	235,006 SQUARE FEET	5.40 ACRES

SHEET:
PRE-DEVELOPED SITE CONDITIONS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
SWMP-2

FILENAME: S:\Wauk_Co\Pewaukee\PTW\240696 Hindu Temple Paving\SWMP\Figures\SWMP-2 PRE-DEVELOPED SITE CONDITIONS.dwg



N

Scale: 0 20 40 80

Scale: 1" = 40'

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LEGEND

SWMP LIMITS

PROPOSED PERVIOUS VS. IMPERVIOUS AREAS

	SQUARE FEET	ACRES
AREA OF SUBJECT SITE (SWMP LIMITS)	336,899 SQUARE FEET	7.73 ACRES
IMPERVIOUS AREAS		
BUILDING / ALTERNATE BUILDING AREA	19,607 SQUARE FEET	0.45 ACRES
DRIVEWAY / ROADWAY AREA	122,419 SQUARE FEET	2.81 ACRES
SIDEWALK / PEDESTRIAN AREAS	6,435 SQUARE FEET	0.14 ACRES
WATER SURFACE AREA	8,522 SQUARE FEET	0.20 ACRES
TOTAL PROPOSED IMPERVIOUS AREA	156,983 SQUARE FEET	3.60 ACRES
PERVIOUS AREAS		
TOTAL GRASS AREA	88,734 SQUARE FEET	2.04 ACRES
TOTAL WOODS AREA	91,182 SQUARE FEET	2.09 ACRES
TOTAL PROPOSED PERVIOUS AREA	179,916 SQUARE FEET	4.13 ACRES

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788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

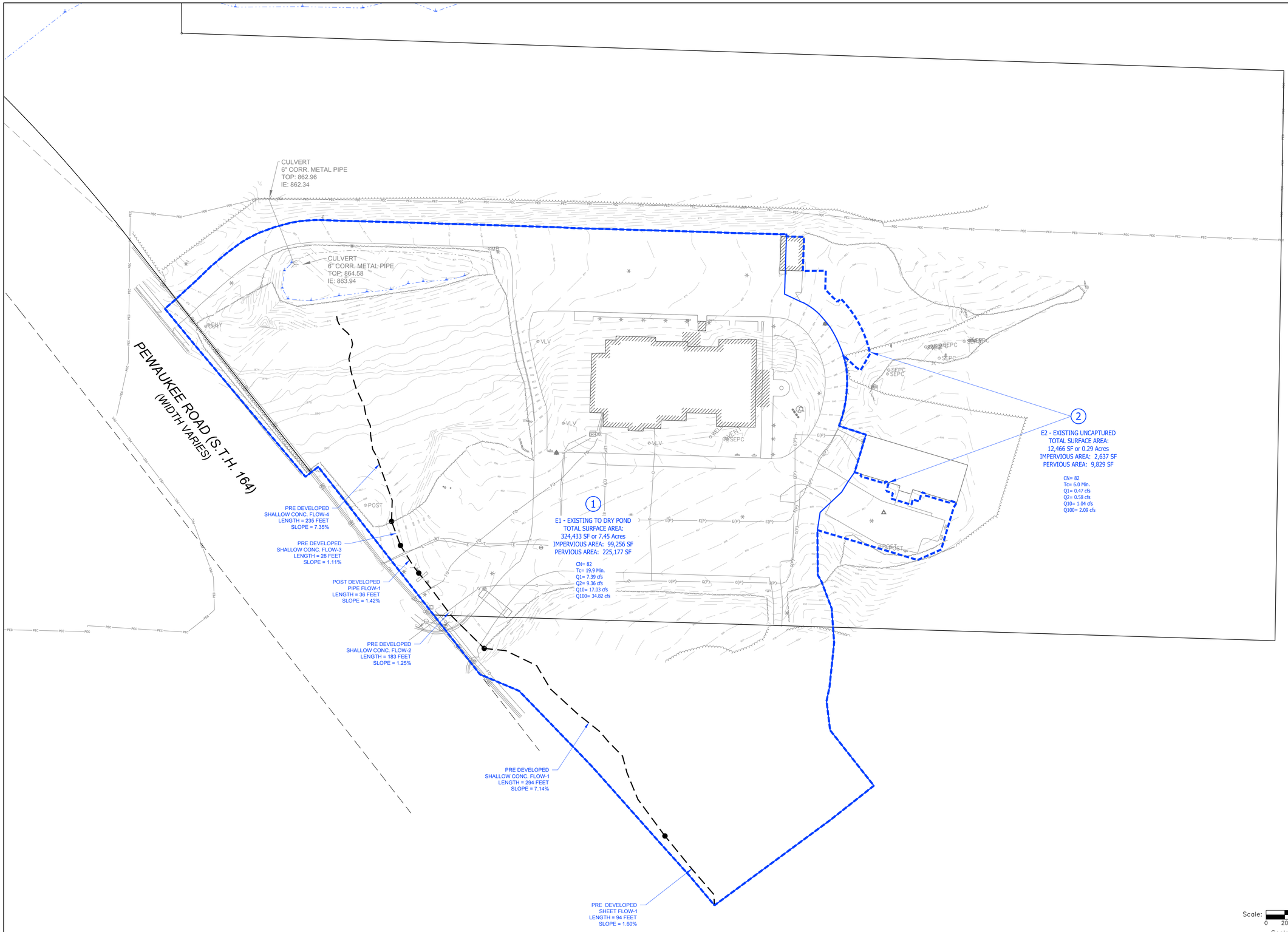
all in

SHEET:
POST-DEVELOPED SITE CONDITIONS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
SWMP-3

FILENAME: S:\Wauk_Co\Pewaukee\TTW\240696 Hindu Temple Paving\SWMP\Figures\SWMP-3 POST DEVELOPED SITE CONDITIONS.dwg



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788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
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PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

all in

Scale: 0 20 40 80
Scale: 1" = 40'

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LEGEND
SWMP LIMITS

SHEET:
PRE-DEVELOPED SITE DRAINAGE CONDITIONS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
SWMP-4

FILENAME: S:\Wauk_Co\Pewaukee\Fin\240696 Hindu Temple Paving\SWMP\Figures\SWMP-4 PRE-DEVELOPED SITE DRAINAG CONDITIONS.dwg

STORM WATER INFILTRATION BASIN
TOP OF BERM ELEVATION = VARIES
SPILLWAY ELEVATION = 868.74
BOTTOM OF BASIN ELEVATION = 865.00
SEE DETAIL 1/C203 & 1/C204 THRU 4/C204

STORM WATER WET POND
TOP OF BERM ELEVATION = VARIES
SPILLWAY ELEVATION = 867.50 WATER
SURFACE ELEVATION = 865.00
SAFETY SHELF ELEVATION = 864.00
BOTTOM OF POND ELEVATION = 860.00
SEE DETAILS 1/C203 THRU 4/C203

2
P2- PROPOSED TO INFILTRATION BASIN
TOTAL SURFACE AREA:
35,226 SF or 0.81 Acres
IMPERVIOUS AREA: 5,497 SF
PERVIOUS AREA: 29,729 SF

CN= 76
Tc= 19.0 Min.
Q1= 0.52 cfs
Q2= 0.70 cfs
Q10= 1.46 cfs
Q100= 3.34 cfs

PEWAUKEE ROAD (S.T.H. 164)
(WIDTH VARIES)

POST DEVELOPED
SHALLOW CONC. FLOW-2
LENGTH = 34 FEET
SLOPE = 16.18%

POST DEVELOPED
SHALLOW CONC. FLOW-1
LENGTH = 104 FEET
SLOPE = 8.46%

POST DEVELOPED
SHEET FLOW-2
LENGTH = 38 FEET
SLOPE = 6.11%

POST DEVELOPED
SHEET FLOW-1
LENGTH = 62 FEET
SLOPE = 3.84%

POST DEVELOPED
SHALLOW CONC. FLOW-3
LENGTH = 55 FEET
SLOPE = 1.51%

POST DEVELOPED
PIPE FLOW-2
LENGTH = 29 FEET
SLOPE = 0.60%

POST DEVELOPED
SHALLOW CONC. FLOW-2
LENGTH = 36 FEET
SLOPE = 1.22%

POST DEVELOPED
PIPE FLOW-1
LENGTH = 51 FEET
SLOPE = 0.60%

POST DEVELOPED
SHALLOW CONC. FLOW-5
LENGTH = 44 FEET
SLOPE = 15.91%

POST DEVELOPED
SHALLOW CONC. FLOW-4
LENGTH = 171 FEET
SLOPE = 5.72%

1
P1- PROPOSED TO WET POND TOTAL
SURFACE AREA:
294,423 SF or 6.76 Acres
IMPERVIOUS AREA: 146,754 SF
PERVIOUS AREA: 147,669 SF

CN= 87
Tc= 18.7 Min.
Q1= 9.46 cfs
Q2= 11.51 cfs
Q10= 19.22 cfs
Q100= 36.16 cfs

3
P3- PROPOSED UNCAPTURED
DISTURBED AREA TOTAL
SURFACE AREA:
7,176 SF or 0.16 Acres
IMPERVIOUS AREA: 4,682 SF
PERVIOUS AREA: 2,494 SF

CN= 91
Tc= 6.0 Min.
Q1= 0.43 cfs
Q2= 0.51 cfs
Q10= 0.79 cfs
Q100= 1.39 cfs

POST DEVELOPED
SHALLOW CONC. FLOW-1
LENGTH = 294 FEET
SLOPE = 7.14%

POST DEVELOPED
SHEET FLOW-1
LENGTH = 94 FEET
SLOPE = 1.60%

N

Scale: 0 20 40 80
Scale: 1" = 40'

DIGGERS HOTLINE
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www.DiggersHotline.com

LEGEND

SWMP LIMITS

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

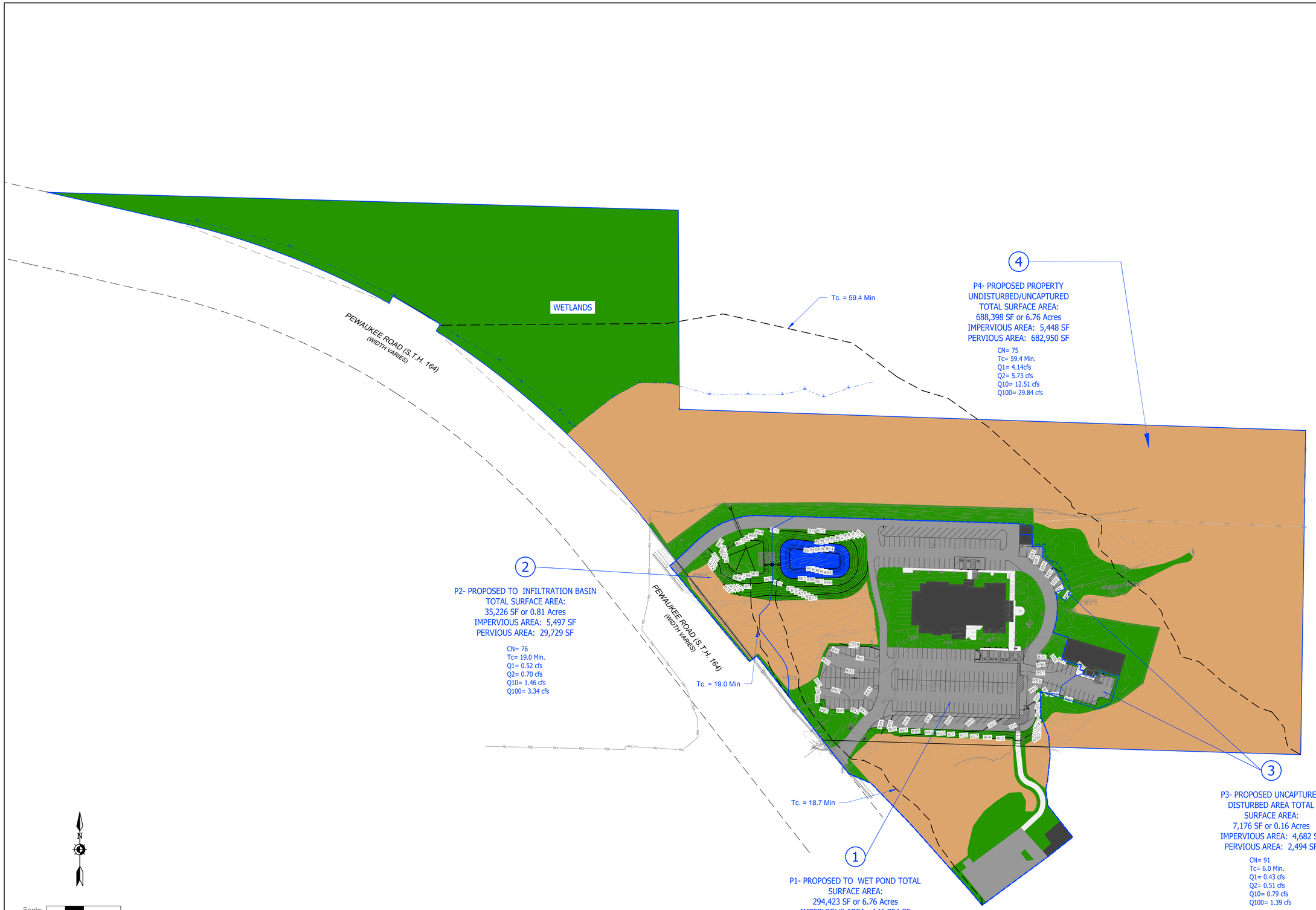
all in

SHEET:
POST-DEVELOPED SITE DRAINAGE CONDITIONS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
SWMP-5

FILENAME: S:\Wauk_Co\Pewaukee\PTW\240696 Hindu Temple Paving\SWMP\Figures\SWMP-5 POST DEVELOPED SITE DRAINAGE CONDITIONS.dwg



N

Scale: 0 35 70 140

Scale: 1" = 70'

DIGGERS HOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

LEGEND

SWMP LIMITS

kapur

788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202

kapurinc.com

PROJECT:

HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:

W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:

POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:

PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:

all in

SHEET:

POST-DEVELOPED SITE CONDITIONS - FULL PROPERTY

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:

SWMP-6

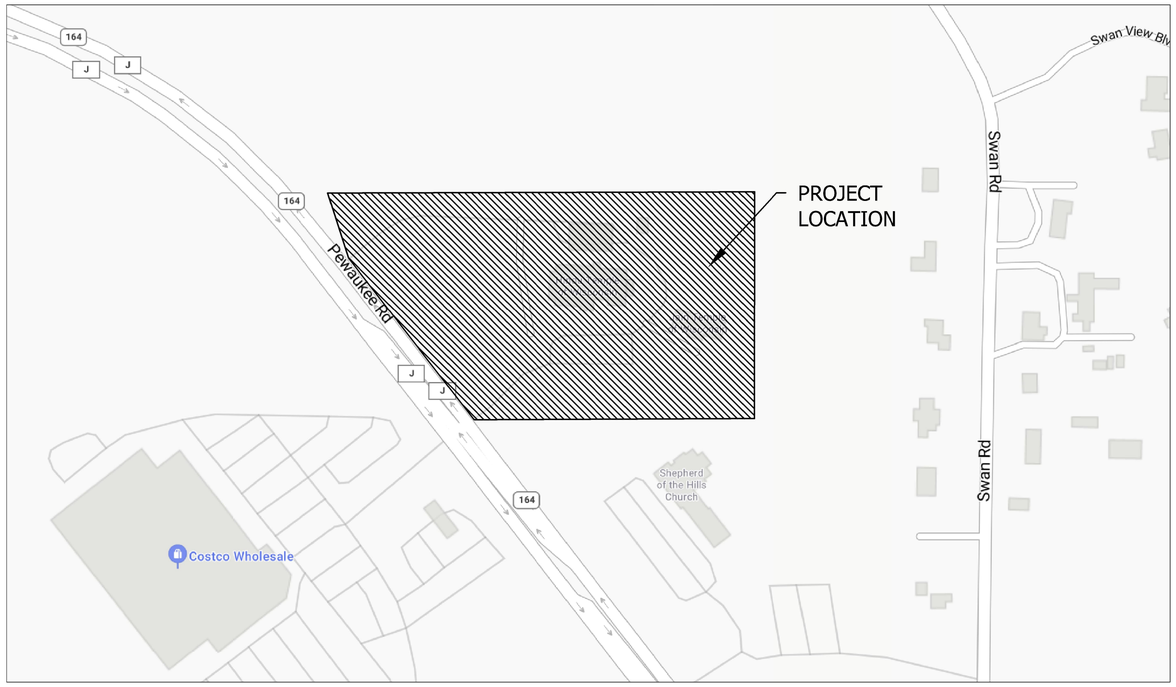
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Appendix F

Civil Engineering Plan Set

HINDU TEMPLE OF WISCONSIN
PARKING LOT RENOVATIONS

W243N4063 PEWAUKEE RD.,
PEWAUKEE, WI 53072



CIVIL & LANDSCAPE SHEET INDEX	
Sheet #	Sheet Title
T101	TITLE SHEET & LOCATION MAP
1	PLAT OF SURVEY WITH TOPOGRAPHY
C101	SITE DEMOLITION PLAN
C102	SITE LAYOUT PLAN
C103	OVERALL SITE SIGNAGE & TRAFFIC CONTROL PLAN
C104	SITE GRADING & UTILITY PLAN
C105	SITE EROSION CONTROL PLAN
C201	SITE EROSION CONTROL DETAILS
C202	SITE DETAILS
C203	SITE DETAILS
C204	SITE DETAILS
L101	OVERALL SITE LANDSCAPE PLAN
L201	SITE LANDSCAPE DETAILS
L202	SITE LANDSCAPE DETAILS
1 OF 2	SITE LIGHTING SCHEDULE
2 OF 2	SITE LIGHTING PLAN

BENCHMARKS - NAVD 88

DESCRIPTION	LOCATION	NORTHING	EASTING	ELEVATION
BENCHMARK #100	PK NAIL	190253.782	684332.100	884.733
BENCHMARK #101	PK NAIL	190115.102	684043.468	890.534
BENCHMARK #102	PK NAIL	190050.910	684394.900	897.545

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Milwaukee, Wisconsin 53202
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PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:
WISCONSIN
RYAN J. BIRSCHBACH
E-44406
HARTFORD, WI
PROFESSIONAL ENGINEER
10/17/24
all in

SHEET:
TITLE SHEET & LOCATION MAP

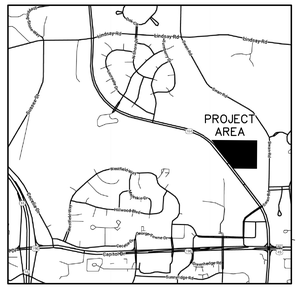
PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
T101

FILENAME: S:\Wauk_Co\Pewaukee\Prj\240696 Hindu Temple Paving\Design\T101 - TITLE SHEET & LOCATION MAP.dwg

PLAT OF SURVEY WITH TOPOGRAPHY

ALL THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3,
TOWN 7 NORTH, RANGE 19 EAST, TOWN OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.



VICINITY MAP
NOT TO SCALE

BEARINGS ARE REFERENCED TO WISCONSIN COUNTY SYSTEMS: WAUKESHA COUNTY VERTICAL DATUM IS NAVD 88

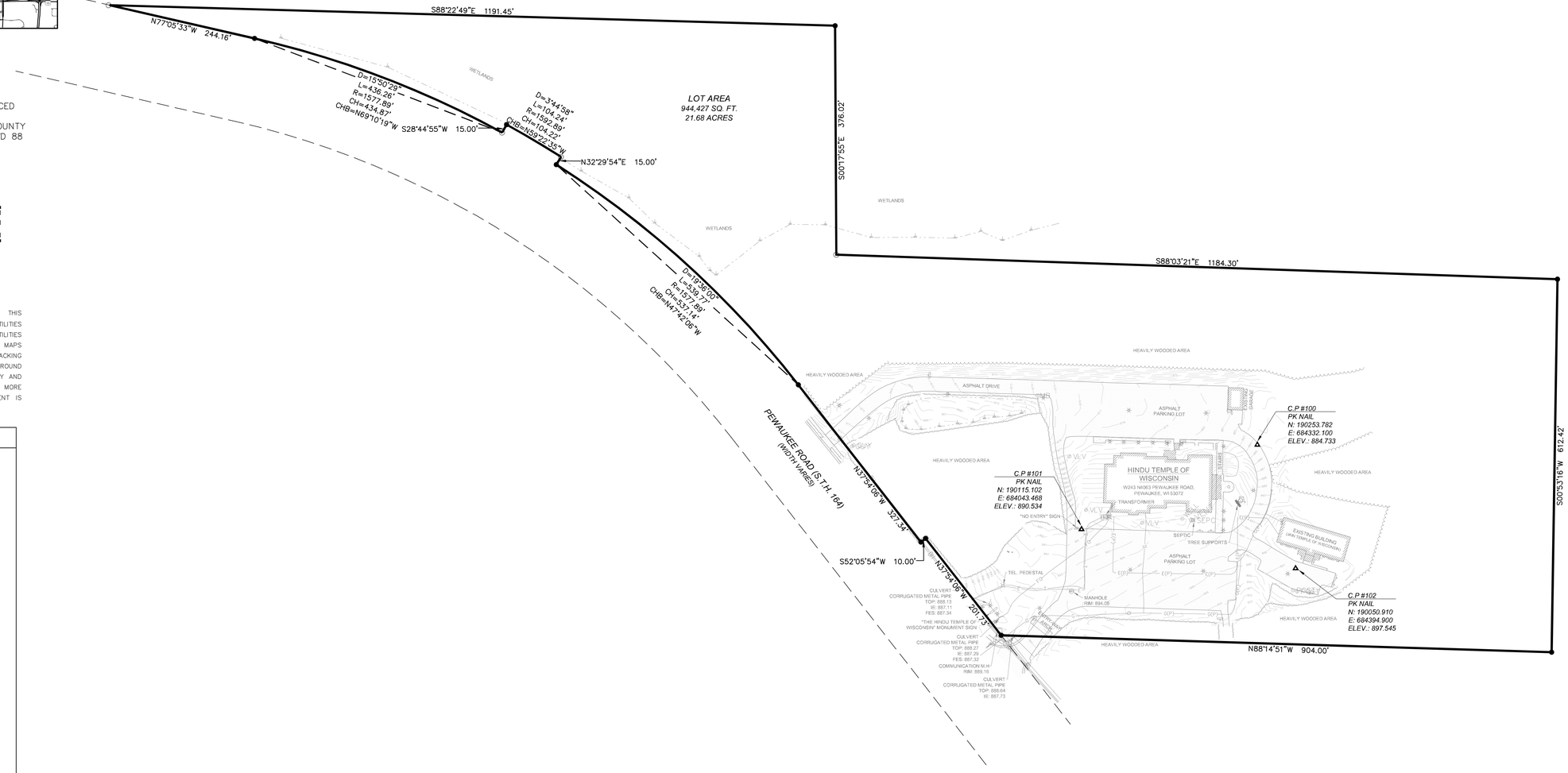
DIGGERS HOTLINE

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Milwaukee Area (414)259-1181
Hearing Impaired TDD (800)542-2289
www.DiggersHotline.com
REGISTER'S HOTLINE TICKETS:
20243317656, 20243318162.

ALTHOUGH DIGGERS' HOTLINE WAS NOTIFIED THIS SURVEY DOES NOT GUARANTEE THAT ALL UTILITIES HAVE BEEN LOCATED ON SITE. SOME OF THE UTILITIES MAY HAVE BEEN DRAWN IN PER PLAN BASED ON MAPS RECEIVED FROM MEMBERS NOTIFIED. LACKING EXCAVATION THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.

LEGEND

- = BENCH MARK
- = CONTROL POINT
- = 1 1/4" IRON PIPE O.D. FOUND OR AS NOTED
- = 1-1/4" O.D.X 18"LONG. IRON PIPE SET, WEIGHING 1.68 LBS./FT.
- = SECTION CORNER MON.
- (R.A.)= RECORDED AS
- O.D. = OUTSIDE DIAMETER
- = WATER VALVE
- = FIRE HYDRANT
- 970.90= SPOT ELEVATION
- = BUSH, SHRUB
- = POLE/POST/BOLLARD
- = BOULDER
- = PULLBOX
- (MH) = MANHOLE TYPE NOTED
- (SA) = SANITARY SEWER MANHOLE
- (ST) = STORM SEWER MANHOLE
- (E) = ELECTRIC MANHOLE
- (T) = TELEPHONE MANHOLE
- (W) = WATER MANHOLE
- = UTILITY METER
- = GUY WIRE POLE
- = LIGHT POLE
- = PEDESTAL
- = POWER POLE
- = INLET
- = CURB INLET
- = GAS VALVE
- = LIGHT POLE WITH MAST
- = TREE (CONIFEROUS) DRIP LINE SCALABLE
- = TREE (DECIDUOUS) DRIP LINE SCALABLE
- = CLEANOUT
- = FLAG POLE
- = UTILITY MARKER POST
- = SIGN ON POST
- = UTILITY CONTROL BOX
- = UNKNOWN UTILITY VALVE
- FL. EL. = FIRST FLOOR ELEVATION
- = BUILDING OUTLINE
- = MINOR CONTOUR
- = MAJOR CONTOUR
- = FENCE
- = BEAM GUARD
- = CHAINLINK FENCE
- = WOODED AREA/SHRUB EDGE
- = WATER MAIN
- = STORM SEWER
- = SANITARY SEWER
- = NATURAL GAS MAIN
- = UNDERGROUND TELEPHONE
- = UNDERGROUND ELECTRIC
- = OVERHEAD UTILITY LINES
- = UNDERGROUND FIBER OPTIC
- = UNDERGROUND CABLE TV
- = COMMUNICATION CONDUIT
- = UTILITIES PER PLAN
- = ASPHALT SURFACE
- = CONCRETE SURFACE



LEGAL DESCRIPTION:

ALL THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWN 7 NORTH, RANGE 19 EAST, TOWN OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID 1/4 SECTION; THENCE NORTH 89°28'26" WEST ALONG THE SOUTH LINE OF SAID 1/4 SECTION 280.024 FEET TO THE PLACE OF BEGINNING OF THE LANDS HERINAFTER DESCRIBED; THENCE CONTINUING NORTH 89°28'26" WEST ALONG THE SOUTH LIN EOF SAID 1/4 SECTION 904.002 FEET; THENCE NORTH 39°07'41" WEST ALONG THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY TRUNK HIGHWAY "J" 201.732 FEET; THENCE SOUTH 50°52'19" WEST ALONG SAID RIGHT-OF-WAY LINE 10.000 FEET; THENCE NORTH 39°07'41" WEST ALONG SAID RIGHT-OF-WAY LINE 327.340 FEET TO A POINT OF CURVE HAVING A RADIUS OF 1577.890 FEET AND WHOSE CENTER LIES TO THE SOUTHWEST; THENCE NORTHWESTERLY 539.772 FEET ALONG THE ARC OF SAID CURVE AND SAID RIGHT-OF-WAY LINE, CHORD BEARS NORTH 48°55'41" WEST 537.144 FEET; THENCE NORTH 31°16'19" EAST ALONG SAID RIGHT-OF-WAY LINE 15.000 FEET; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE 104.238 FEET ALONG THE ARC OF A CURVE HAVING A RADIUS OF 1592.890 FEET AND WHOSE CENTER LIES TO THE SOUTHWEST, CHORD BEARS NORTH 60°36'10.5" WEST 104.220 FEET; THENCE SOUTH 27°31'20" WEST ALONG SAID RIGHT OF WAY LINE 15.000 FEET; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE 436.254 FEET ALONG THE ARC OF A CURVE HAVING A RADIUS OF 1577.890 AND WHOSE CENTER LIES TO THE SOUTHWEST, CHORD BEARS NORTH 70°23'54" WEST 434.866 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 78°19'08" WEST ALONG SAID RIGHT-OF-WAY LINE 244.163 FEET OT A POINT ON THE SOUHT LINE OF CERTIFIED SURVEY MAP NO. 1602, SAID POINT BEING SOUTH 89°36'24" EAST 1.502 FEET FROM THE WEST LINE OF SAID 1/4 SECTION; THENCE SOUTH 89°36'24" EAST ALONG THE SOUTH LINE OF SAID CERTIFIED SURVEY MAP NO. 1602, 1191.448 FEET TO THE SOUTHEAST CORNER OF SAID CERTIFIED SURVEY MAP; THENCE SOUTH 01°31'30" EAST 376.022 FEET; THENCE SOUTH 89°16'56" EAST 1184.302 FEET TO THE NORTHWEST CORNER OF CERTIFIED SURVEY MAP NO. 847; THENCE SOUTH 00°20'19" EAST ALONG THE WEST LINE OF SAID CERTIFIED SURVEY MAP 612.424 FEET TO THE PLACE OF BEGINNING.

SURVEYOR'S CERTIFICATE:

I, Brian Sandberg do hereby certify that that under My direction and control the the above described property was surveyed on 08/26/2024 in accordance with AE-7 of the Wisconsin Administrative Code and is correct to the best of my knowledge and belief.

Brian Sandberg
Brian E. Sandberg S-2500
September 5th, 2024.

kapur
7711 N. Port Washington Road
Milwaukee, Wisconsin 53217
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
FINAL

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 80'
0 20' 40' 80'

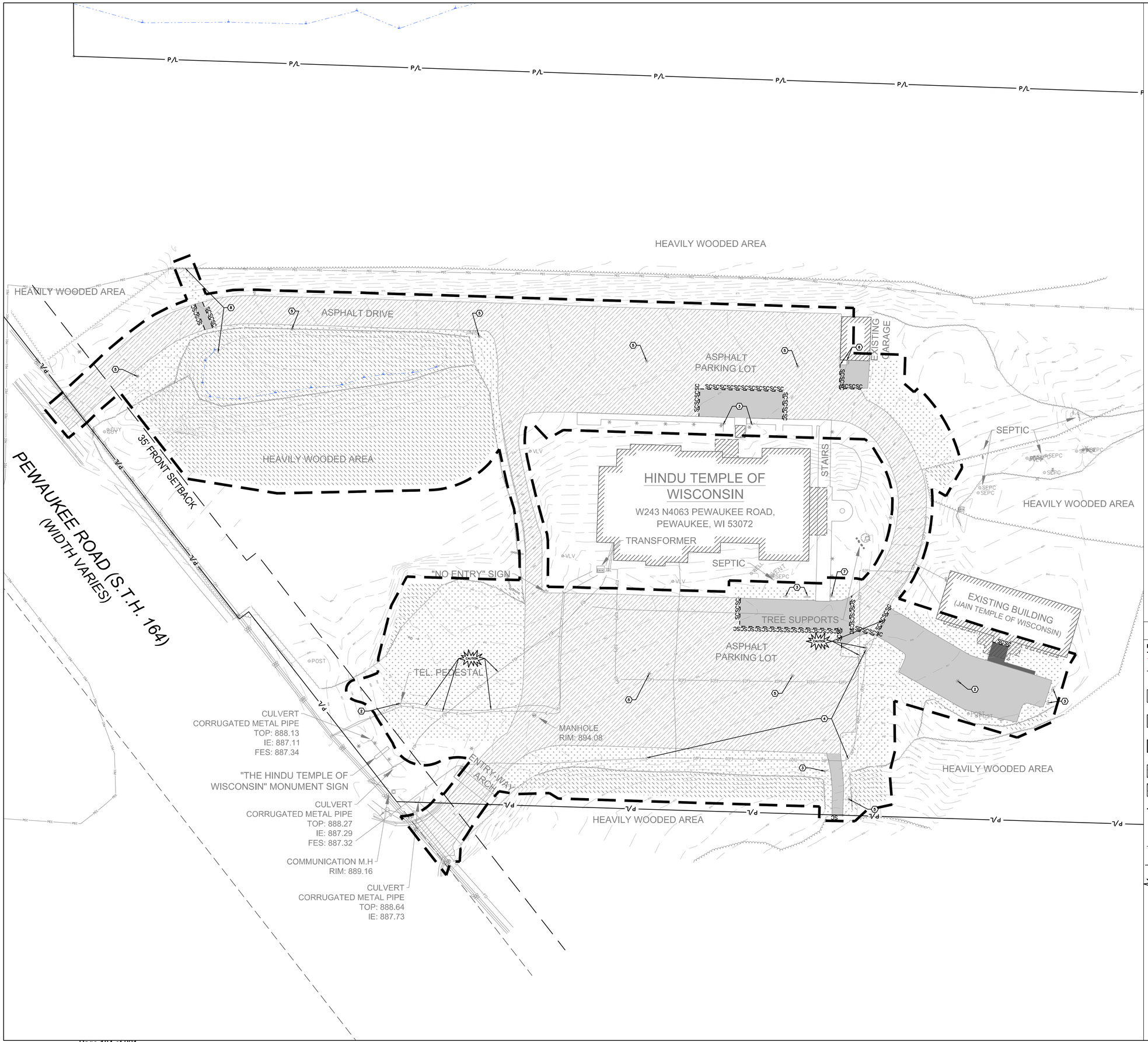
SEAL:
WISCONSIN
RYAN J. BIRSCHBACH
E-46406
HARTFORD WI
PROFESSIONAL ENGINEER
10/21/24
all in

SHEET:
PLAT OF SURVEY WITH TOPOGRAPHY

PROJECT MANAGER:	B.S
PROJECT NUMBER:	24.0696
DATE:	09/05/2024

SHEET NUMBER:
1

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Survey\DWG\240696_Plat.dwg



kapur

788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202

kapurinc.com

PROJECT:

HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:

W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:

POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:

PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- VEGETATION TO BE REMOVED & DISPOSED OF OFFSITE. IF SUITABLE FOR REUSE, TOPSOIL TO BE STOCKPILED. UNUSED & UNSUITABLE TOPSOIL TO BE REMOVED OFFSITE. TOPSOIL THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- ASPHALT PAVEMENT & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. PAVEMENT & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- CONCRETE & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. CONCRETE & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- MILL/PULVERIZE 3.5" DEPTH OF EXISTING ASPHALT. REMOVE MILLINGS.
- CLEAR & GRUB VEGETATION, REMOVE ROOTS & STUMPS. REMOVE & DISPOSE OF OFFSITE.
- SCSCSCSC — SAWCUT FULL DEPTH
- X — TREES & STUMPS TO BE REMOVED
- DENOTES UTILITIES TO BE ABANDONED & REMOVED.
- AB — DENOTES UTILITIES TO BE ABANDONED IN PLACE.
- CAUTION — KNOWN UTILITY AND POTENTIAL CONFLICT EXIST
- UTILITY STRUCTURE REMOVAL/ABANDONMENT
- 1 — RELOCATE EXISTING LIGHT POLE. REFER TO SITE ELECTRICAL PLANS.
- 2 — RELOCATE EXISTING TEL PEDESTAL. COORDINATE WITH UTILITY OWNER
- 3 — REMOVE & DISPOSE OF EXISTING SIGN INCLUDING POST & FOOTING
- 4 — CONTRACTOR TO VERIFY LOCATION, SIZE, & DEPTH OF EXISTING GAS LINE TO DETERMINE IF RELOCATION IS NECESSARY.
- 5 — EXISTING LIGHT POLE TO REMAIN.
- 6 — EXISTING BUILDING STOOP TO REMAIN.
- 7 — EXISTING LIGHTED BOLLARD TO REMAIN.
- 8 — REMOVE & DISPOSE OF EXISTING CULVERT

NORTH ARROW:

SCALE: 1" = 30'

0 15 30 60

SEAL:

WISCONSIN RYAN J. BIRSCHBACH E-46406 HARTFORD WI PROFESSIONAL ENGINEER 10/7/24

all in

SHEET:

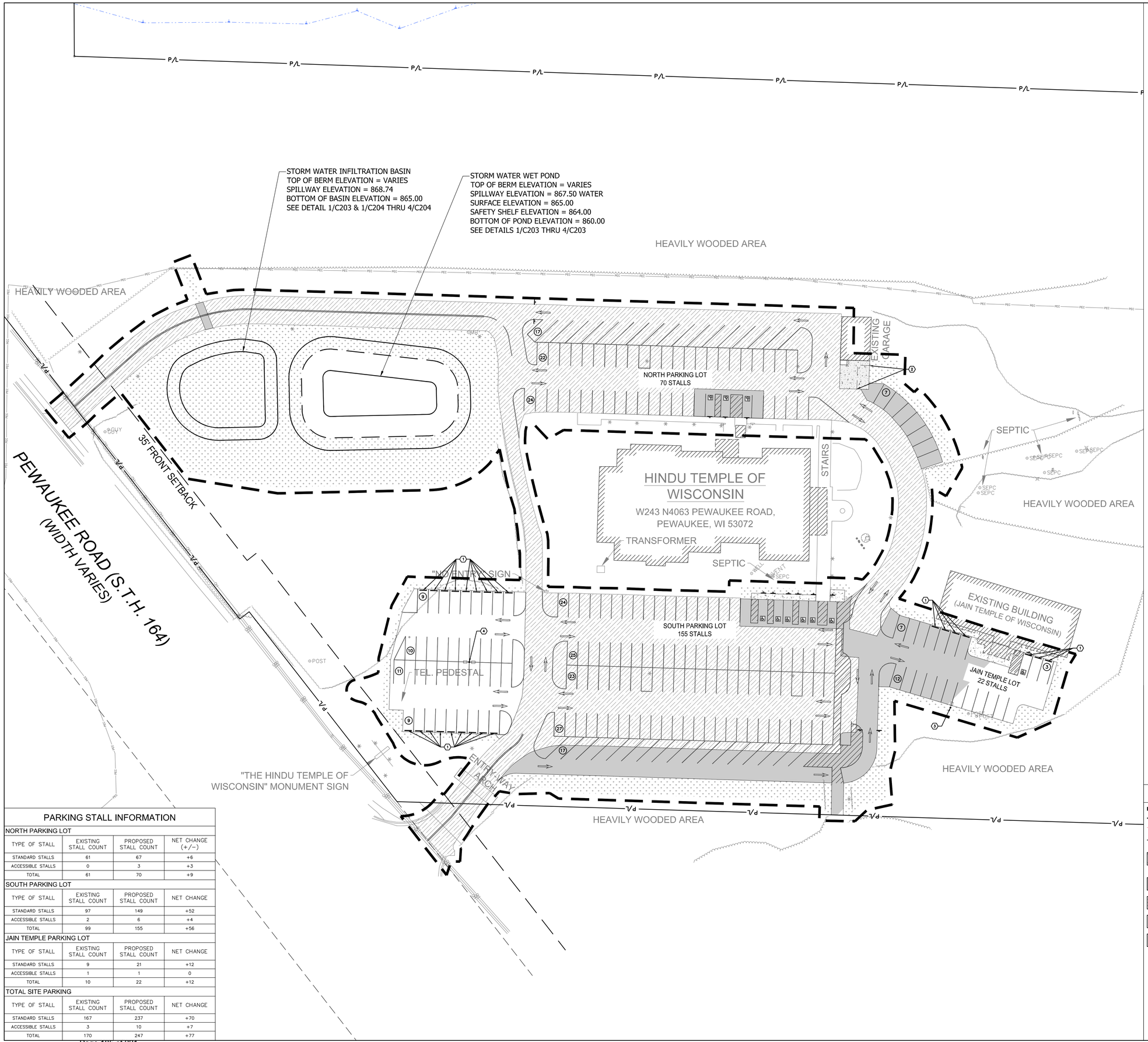
SITE DEMOLITION PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:

C101

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C101 – SITE DEMOLITION PLAN.dwg



PARKING STALL INFORMATION			
NORTH PARKING LOT			
TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE (+/-)
STANDARD STALLS	61	67	+6
ACCESSIBLE STALLS	0	3	+3
TOTAL	61	70	+9
SOUTH PARKING LOT			
TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE
STANDARD STALLS	97	149	+52
ACCESSIBLE STALLS	2	6	+4
TOTAL	99	155	+56
JAIN TEMPLE PARKING LOT			
TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE
STANDARD STALLS	9	21	+12
ACCESSIBLE STALLS	1	1	0
TOTAL	10	22	+12
TOTAL SITE PARKING			
TYPE OF STALL	EXISTING STALL COUNT	PROPOSED STALL COUNT	NET CHANGE
STANDARD STALLS	167	237	+70
ACCESSIBLE STALLS	3	10	+7
TOTAL	170	247	+77

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT PROPERTY LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- AREAS DISTURBED BY CONSTRUCTION (NOT SPECIFICALLY CALLED OUT ON THE LANDSCAPE PLANS) TO BE RESTORED WITH MINIMUM 4" TOPSOIL, SEED, FERTILIZER, & MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
- NEW ASPHALTIC CONCRETE — 1/C202
- 3.5" ASPHALT OVERLAY OF EXISTING PARKING LOT
- NEW CONCRETE SLAB (LIGHT DUTY) — 2/C202, 3/C202
- NEW CONCRETE SLAB (HEAVY DUTY) — 2/C202, 3/C202
- (1) LIGHTWEIGHT CONCRETE VEHICLE STOPS (TYP.) 6'L x 8-3/4"W x 3-5/8" H. VEHICLE STOPS SHALL BE INSTALLED WITH NEAR SIDE OF STOP A MINIMUM OF 1 FT FROM END OF PARKING STALL.
- (2) NEW DUMPSTER STORAGE AREA.
- (3) RELOCATED LIGHT POLE. REFER TO SITE LIGHTING PLAN FOR MORE INFORMATION.
- (4) NEW LIGHT POLE. REFER TO SITE LIGHTING PLAN FOR MORE INFORMATION.

DIGGERS HOTLINE
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www.DiggersHotline.com

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'
0 15 30 60

SEAL:
WISCONSIN
RYAN J. BIRSCHBACH
E-46406
HARTFORD
WI
PROFESSIONAL ENGINEER
10/7/24
all in

SHEET:
SITE LAYOUT PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C102

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C102 – SITE LAYOUT PLAN.dwg

STORM WATER INFILTRATION BASIN
TOP OF BERM ELEVATION = VARIES
SPILLWAY ELEVATION = 868.74
BOTTOM OF BASIN ELEVATION = 865.00
SEE DETAIL 1/C203 & 1/C204 THRU 4/C204

STORM WATER WET POND
TOP OF BERM ELEVATION = VARIES
SPILLWAY ELEVATION = 867.50 WATER
SURFACE ELEVATION = 865.00
SAFETY SHELF ELEVATION = 864.00
BOTTOM OF POND ELEVATION = 860.00
SEE DETAILS 1/C203 THRU 4/C203

HEAVILY WOODED AREA

HEAVILY WOODED AREA

P/L

PEWAUKEE ROAD (S.T.H. 164)
(WIDTH VARIES)

35' FRONT SETBACK

VEHICULAR ENTRANCE

EXISTING GARAGE

HINDU TEMPLE OF WISCONSIN
W243 N4063 PEWAUKEE ROAD,
PEWAUKEE, WI 53072

STAIRS

TRANSFORMER

SEPTIC

HEAVILY WOODED AREA

"NO ENTRY" SIGN

TEL. PEDESTAL

POST

EXISTING BUILDING
(JAIN TEMPLE OF WISCONSIN)

"THE HINDU TEMPLE OF WISCONSIN" MONUMENT SIGN

ENTRANCE ONLY

HEAVILY WOODED AREA

HEAVILY WOODED AREA

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- 1 — PAVEMENT MARKING ARROWS, LATEX PAVEMENT MARKING PAINT, WHITE (SEE WDOT PAVEMENT MARKING S.D.D.)
- 2 — PAVEMENT MARKING MAINLINE, LATEX PAVEMENT MARKING PAINT, 4" YELLOW (DOUBLE) (SEE WDOT PAVEMENT MARKING S.D.D.)
- 3 — PAVEMENT MARKING MAINLINE, LATEX PAVEMENT MARKING PAINT, 4" YELLOW (DASHED) (SEE WDOT PAVEMENT MARKING S.D.D.)
- 4 — PAVEMENT MARKING CROSSWALK, LATEX PAVEMENT MARKING PAINT, WHITE, 4-INCH WIDE DIAGONAL STRIPING, 3' O.C. SPACING
- 5 — NEW ACCESSIBLE PARKING SYMBOL (4/C202)
- 6 — NEW ACCESSIBLE SIGNS (5/C202, 6/C202)
- 7 — NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS (7/C202)
- 8 — NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS (8/C202)
- 9 — NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS (9/C202)

SIGN INDEX

A — DO NOT ENTER
R5-1
30" X 30"

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'
0 15 30 60

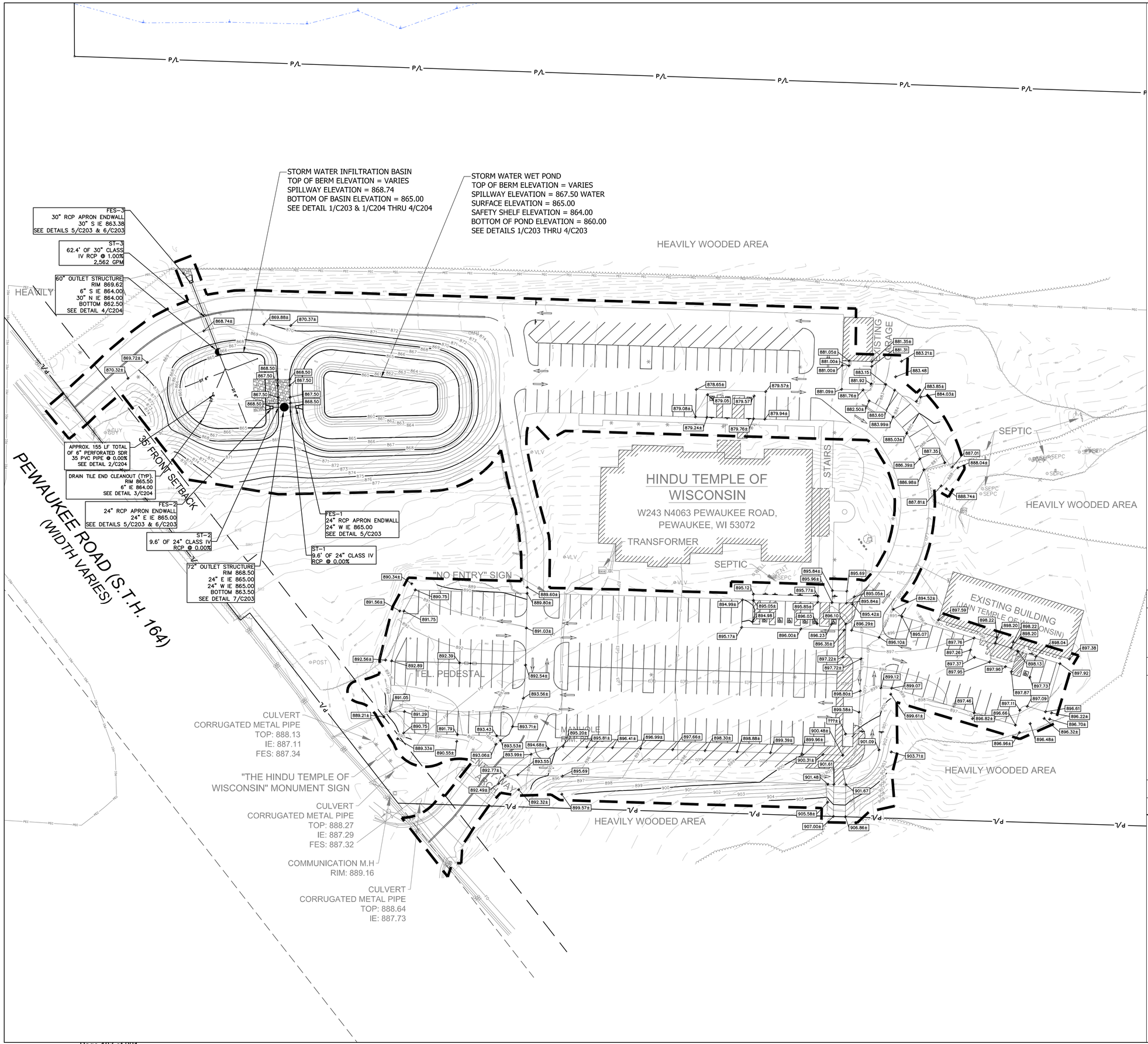
SEAL:
WISCONSIN
RYAN J. BIRSCHBACH
E-46406
HARTFORD
WI
PROFESSIONAL ENGINEER
10/7/24
all in

SHEET:
SITE SIGNAGE & TRAFFIC CONTROL PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C103

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C103 – SITE SIGNAGE & TRAFFIC CONTROL PLAN.dwg



kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 30'

0 15 30 60

SEAL:
WISCONSIN RYAN J. BIRSCHBACH E-44406 HARTFORD WI PROFESSIONAL ENGINEER
10/7/24
all in

SHEET:
SITE GRADING & UTILITY PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C104

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

GRADING NOTES

GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR VERIFYING OWNERSHIP OF AND COORDINATING THE DEMOLITION AND / OR RELOCATION / ELEVATION ADJUSTMENT OF ALL EXISTING PUBLIC OR PRIVATE UTILITIES WITHIN THE PROJECT LIMITS THAT MAY BE AFFECTED BY TOPOGRAPHICAL CHANGES, UTILITIES, OR OTHER PROPOSED CONSTRUCTION ON THE PROJECT, INCLUDING BUT NOT LIMITED TO ELECTRICAL / FIBER OPTIC / TELEPHONE / CABLE / GAS / WATER / SANITARY / STORM. DEMOLITION / RELOCATION OF THIS UTILITY WORK MUST BE IN ACCORDANCE WITH ALL STATE, FEDERAL, LOCAL, AND UTILITY OWNER REGULATIONS.

KEY INDEX

PROJECT LIMITS
P/L PROPERTY LINE
EASE EASEMENT LINE
PEC PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
876 EXISTING CONTOUR MINOR
875 EXISTING CONTOUR MAJOR
876 PROPOSED CONTOUR MINOR
875 PROPOSED CONTOUR MAJOR
875.00 PROPOSED SPOT GRADE
875.00± MATCH EXISTING GRADE

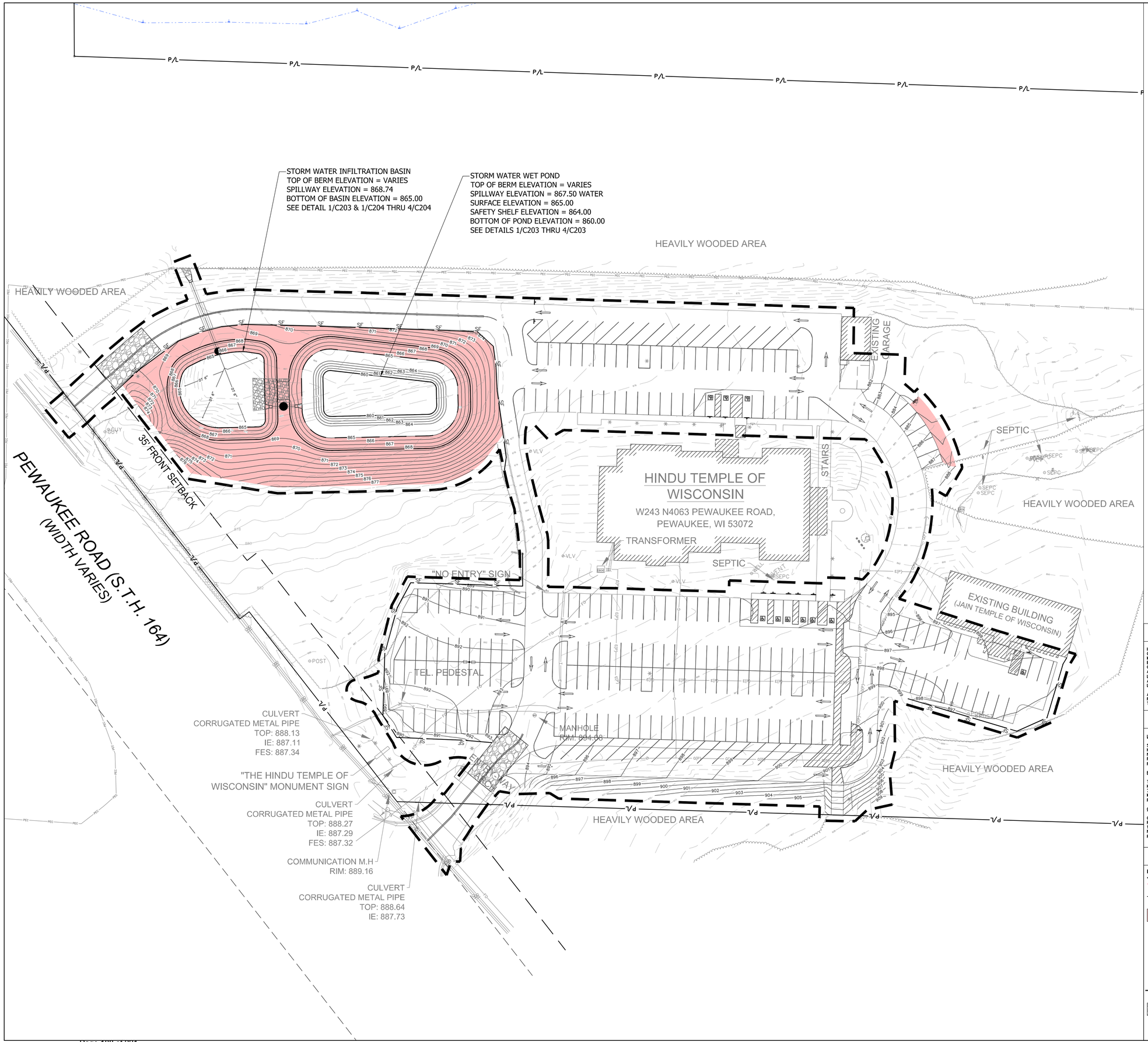
UTILITY NOTES

CAUTION

KNOWN UTILITY AND POTENTIAL CONFLICT EXIST WITH EXISTING UNDERGROUND UTILITIES. PRIOR TO UTILITY INSTALLATION, CONTRACTOR TO EXCAVATE AND EXPOSE EXISTING UTILITIES, VERIFY LOCATIONS AND ELEVATIONS, AND CONTACT ENGINEER IF CONFLICTS EXIST WITH PROPOSED CONSTRUCTION AND EXISTING UNDERGROUND UTILITIES..

1. PER PROJECT SPECIFICATIONS AND THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, THE POINT OF COMMENCEMENT FOR THE LAYING OF SEWER PIPE SHALL BE AT THE LOWEST POINT IN THE PROPOSED SEWER LINE. THE PIPE SHALL BE LAID WITH THE BELL END OF THE BELL AND SPIGOT PIPE, OR WITH THE RECEIVING GROOVE END OF THE TONGUE AND GROOVE PIPE, POINTING UPGRADE. WHEN A NEW SEWER IS TO BE CONNECTED TO AN EXISTING SEWER NOT TERMINATING IN A MANHOLE, THE CONTRACTOR SHALL UNCOVER THE EXISTING SEWER TO ALLOW ANY ADJUSTMENTS IN LINE AND GRADE TO BE MADE BEFORE PIPE IS LAID.
2. THE UNDERGROUND AND OVERHEAD UTILITY INFORMATION AS SHOWN HEREON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES, LOCAL MUNICIPALITY, PROPERTY OWNER, AND DIGGERS HOTLINE. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED TO.
3. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS SHALL APPLY FOR AND OBTAIN ALL THEIR REQUIRED PERMITS AND APPROVALS PRIOR TO THE START OF THEIR WORK. CONSULT WITH AND OBTAIN FROM ENGINEER COPIES OF ENGINEERING DESIGN APPROVAL PERMITS, INCLUDING BUT NOT LIMITED TO WDNR, STATE OR LOCAL PLUMBING, WDOT, COUNTY, AND STORM WATER MANAGEMENT.
4. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS SHALL CONTACT DIGGER'S HOTLINE TO ALLOW THEM SUFFICIENT TIME TO LOCATE EXISTING UTILITIES PRIOR TO COMMENCEMENT OF WORK.
5. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR COORDINATING THEIR WORK WITH ALL OTHER CONTRACTORS.
6. GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR VERIFYING OWNERSHIP OF AND COORDINATING THE DEMOLITION AND/OR RELOCATION OF ALL EXISTING UTILITIES FROM EXISTING BUILDINGS AND WITHIN THE PROJECT LIMITS, INCLUDING BUT NOT LIMITED TO ELECTRICAL/FIBER OPTIC/TELEPHONE/CABLE/GAS/WATER/SANITARY/STORM. DEMOLITION OF THIS UTILITY WORK MUST BE IN ACCORDANCE WITH ALL STATE, FEDERAL, & LOCAL REGULATIONS.
7. FOR ALL WORK, GENERAL CONTRACTOR OR THEIR SUB CONTRACTORS ARE RESPONSIBLE FOR REVIEWING BID DOCUMENTS, VERIFYING THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES WITHIN THE PROJECT LIMITS, AND INCLUDE IN THEIR CONTRACT THE RELOCATION OF SAID UTILITIES (NOTED OR NOT ON THE BID DOCUMENTS) AS NECESSARY TO PROVIDE PROPER DEPTH/CLEARANCE PER UTILITY OWNER'S REQUIREMENTS.

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C104 – SITE GRADING PLAN.dwg



kapur

788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202

kapurinc.com

PROJECT:

HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:

W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:

POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:

PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

EROSION NOTES

INSPECT ALL EROSION CONTROL MEASURES PRIOR TO COMMENCING GRADING, GRUBBING OR OTHER LAND DISTURBING ACTIVITIES. EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF EVERY PRECIPITATION EVENT OF 0.50 INCH OR GREATER. IN ADDITION THE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS AND DOCUMENT CONDITIONS AND REPAIRS MADE ALONG WITH DATE, TIME OF INSPECTION AND WEATHER CONDITIONS IN A DAILY LOG BOOK. THE DAILY LOG BOOK, WEEKLY / 0.50 INCH PRECIPITATION REPORTS, APPROVED PLANS AND WPDES PERMIT SHALL BE KEPT IN AN ACCESSIBLE LOCATION, LIKE A MAILBOX, WITHIN THE STAGING AREA.

AT ABSOLUTELY NO TIME MAY CONSTRUCTION EQUIPMENT, DEBRIS, FILL, ETC. BE PLACED WITHIN WETLANDS, WATERWAYS OR FLOOD PLAINS UNLESS IDENTIFIED IN THE PLANS.

POINTS OF CONTACT

LAND OWNER'S REPRESENTATIVE:

SHIREESHA VIJAYAPAL – PRESIDENT
HINDU TEMPLE OF WISCONSIN
N4063 W243 PEWAUKEE ROAD
PEWAUKEE, WI 53072
PHONE: (262) 695-1200

PROJECT ENGINEER:

THOMAS PEREZ, P.E.
KAPUR & ASSOCIATES, INC
7711 NORTH PORT WASHINGTON ROAD
MILWAUKEE, WI 53217
PHONE: (414) 351-6668

CONSTRUCTION MANAGER:

GREG KASTENHOLZ – PRESIDENT
POBLOCKI PAVING
16363 W. RYERSON ROAD
NEW BERLIN, WI 53151
PHONE: (414) 476-9230

KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- PEC — PRIMARY ENVIRONMENTAL CORRIDOR LOCATED PER WAUKESHA COUNTY GIS
- INSTALL EROSION MAT ON ALL SLOPES GREATER THAN 4:1 AND ALL DRAINAGE SWALES
  - USE CLASS I, TYPE A FROM WISDOT PRODUCT APPROVED LIST FOR ALL SIDE SLOPES
  - USE CLASS II, TYPE B FOR ALL DRAINAGE SWALES. INSTALL EROSION MAT ON THE BOTTOM OF AND A MINIMUM OF 2 FEET VERTICALLY UP THE SIDE SLOPES OF ALL DRAINAGE SWALES. CLASS I, TYPE A MAY BE USED FOR THE REMAINDER OF THE SIDE SLOPES IN DRAINAGE SWALES EXCEEDING 2 FEET VERTICALLY.
- SF — FILTER FABRIC FENCE (1/C201)
- STONE TRACKING PAD REQUIRED. LOCATION TO BE DETERMINED BY SELECTED CONTRACTOR'S APPROVED WORK PLAN. (2/C201)
- TRIANGULAR SILT DIKES (3/C201)

NORTH ARROW:

SCALE: 1" = 30'

0 15 30 60

SEAL:

WISCONSIN
RYAN J. BIRSCHBACH
E-46406
HARTFORD
WI
PROFESSIONAL ENGINEER
10/7/24

all in

SHEET:

SITE EROSION CONTROL PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:

C105

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C106 – SITE EROSION CONTROL PLAN.dwg

EROSION CONTROL MEASURES

1. CONTRACTOR TO INSTALL AND MAINTAIN EROSION CONTROL MEASURES AS INDICATED ON THIS PLAN AND PER THE LATEST WDNR TECHNICAL STANDARDS. TECHNICAL STANDARDS MAY BE VIEWED ONLINE AT: http://dnr.wi.gov/topic/stormwater/standards/const_standards.htm

2. INLETS AND CATCH BASINS SHALL BE PROTECTED WITH INLET FILTERS THAT ARE PHASED IN WITH CONSTRUCTION TO REDUCE SEDIMENT FROM ENTERING THESE AREAS PER WDNR TECHNICAL STANDARD 1060 AS FOLLOWS:

   ALL FABRIC BARRIERS SELECTED FOR INLET/CATCH BASIN PROTECTION DEVICES SHALL BE SELECTED FROM THE LIST OF APPROVED FABRICS CERTIFIED FOR INLET PROTECTION, GEOTEXTILE FABRIC, TYPE FF IN THE CURRENT EDITION OF THE WisDOT PRODUCT ACCEPTABILITY LIST. TO OBTAIN THE PAL, PLEASE REFER TO THIS WEBSITE: http://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrces/tools/pal/pal-7-14.pdf

   A. INLET PROTECTION SHALL BE AT A MINIMUM INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT OF ¾ INCH OR GREATER DURING A 24-HOUR PERIOD.

   B. PLACEMENT OF SPOIL MATERIAL, DEBRIS, SOILS, ETC. ON TOP OF INLETS/CATCH BASINS, EVEN IF TEMPORARY, IS STRICTLY DISCOURAGED AND PROHIBITED.

   C. SEDIMENT DEPOSITS SHALL BE REMOVED AND THE INLET PROTECTION DEVICE RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED BETWEEN 1/3 TO ½ THE DESIGN DEPTH OF THE DEVICE FOR TYPES A-C. WHEN SEDIMENT IS WITHIN 6" OF THE BOTTOM OF THE OVERFLOW HOLE FOR TYPE D, OR WHEN THE DEVICE IS NO LONGER FUNCTIONING PER MANUFACTURER'S SPECIFICATIONS. ALL SEDIMENT COLLECTED SHALL BE PROPERLY DISPOSED OF TO PREVENT DISCHARGE INTO AREA WATERWAYS AND WETLANDS.

   D. DUE CARE SHALL BE TAKEN TO ENSURE SEDIMENT DOES NOT FALL INTO THE INLETS/CATCH BASINS AND IMPEDE THE INTENDED FUNCTION OF THE DEVICE. ANY MATERIAL FALLING INTO THE INLET/CATCH BASIN SHALL BE REMOVED AND PROPERLY DISPOSED OF PER NOTE C ABOVE.

   E. INLET FILTERS MAY BE REMOVED AND PROPERLY DISPOSED OF UPON COMPLETION OF CONSTRUCTION, HAULING OR MOVEMENT OF CONSTRUCTION EQUIPMENT THROUGHOUT THE SITE, AND ONCE THE SITE IS ADEQUATELY STABILIZED, UNLESS AS OTHERWISE NOTIFIED BY THE WDNR.

3. A TRACKING PAD SHALL BE INSTALLED AS SHOWN ON THE PLAN SHEET PRIOR TO THE START OF CONSTRUCTION TO REDUCE OFF-SITE SEDIMENTATION BY ELIMINATING THE TRACKING OF SEDIMENT FROM THE SITE PER WDNR TECHNICAL STANDARD 1057 AS FOLLOWS:

   A. AGGREGATE USED FOR TRACKING PADS SHALL BE 3 TO 6 INCH CLEAR OR WASHED STONE. ALL MATERIAL TO BE RETAINED BY 3 INCH SIEVE.

   B. THE AGGREGATE SHALL BE PLACED IN A LAYER OF AT LEAST 12 INCHES THICK, ON SLOPES WITH A HIGH WATER TABLE, OR WHERE SATURATED CONDITIONS ARE EXPECTED, TRACKING PADS WILL BE UNDERLAIN WITH WisDOT TYPE R GEOTEXTILE FABRIC.

   C. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT (MIN. 15 FEET WIDE) AND BE AT LEAST 50 FEET LONG.

   D. VEHICLES TRAVELING ACROSS THE TRACKING PAD SHALL MAINTAIN A SLOW CONSTANT SPEED.

   E. ANY SEDIMENT OR ROCK ACCUMULATION ONTO LOCAL ROADWAYS SHALL BE REMOVED BY STREET CLEANING, NOT FLUSHING BEFORE THE END OF EACH WORKING DAY.

   F. THE TRACKING PAD SHALL, AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT OF ½ INCH OF RAIN OR MORE DURING A 24-HOUR PERIOD.

   G. THE TRACKING PAD PERFORMANCE SHALL BE MAINTAINED AT A MINIMUM OF 12" BY SCRAPING OR TOP-DRESSING WITH ADDITIONAL AGGREGATE.

4. THE CONSTRUCTION SITE PERIMETER AND TOPSOIL STOCKPILE AREA SHALL BE PROTECTED WITH SILT FENCE AS SHOWN ON THE PLAN SHEET PRIOR TO THE START OF CONSTRUCTION TO INTERCEPT AND REDUCE THE FLOW OF SEDIMENT-LADEN SHEET FLOW RUNOFF FROM THE CONSTRUCTION SITE PER WDNR TECHNICAL STANDARD 1056 AS FOLLOWS:

   A. SILT FENCE ENDS SHALL BE EXTENDED UPSLOPE TO PREVENT WATER FROM FLOWING AROUND THE ENDS OF THE FENCE AS SHOWN ON THE PLAN SHEET.

   B. INSTALLED SILT FENCE SHALL BE A MINIMUM 14 INCHES HIGH AND SHALL NOT EXCEED 28 INCHES IN HEIGHT MEASURED FROM THE INSTALLED GROUND ELEVATION.

   C. SILT FENCE SHALL BE SUPPORTED BY EITHER STEEL OR WOOD SUPPORT POSTS.

   D. THE MAXIMUM SPACING OF POSTS FOR NONWOVEN SILT FENCE SHALL BE 3 FEET OR FOR WOVEN FABRIC 8 FEET.

   E. SILT FENCE SHALL HAVE A SUPPORT CORD AT THE TOP OF THE FENCE.

   F. WHERE JOINTS ARE NEEDED, EACH END OF THE FABRIC SHALL BE SECURELY FASTENED TO A POST. THE POSTS SHALL BE WRAPPED AROUND EACH OTHER TO PRODUCE A STABLE AND SECURE JOINT OR SHALL BE OVERLAPPED THE DISTANCE BETWEEN TWO POSTS.

   G. A MINIMUM OF 20 INCHES OF THE POSTS SHALL EXTEND INTO THE GROUND AFTER INSTALLATION.

   H. SILT FENCE SHALL BE ANCHORED BY SPREADING AT LEAST 8 INCHES OF THE FABRIC IN A 4 INCH WIDE BY 6 INCH DEEP TRENCH, OR 6 INCH DEEP V-TRENCH ON THE UPSLOPE SIDE OF THE FENCE. THE TRENCH SHALL BE BACKFILLED AND COMPACTED. TRENCHES SHALL NOT BE EXCAVATED ANY WIDER OR DEEPER THAN NECESSARY FOR PROPER INSTALLATION.

   I. ON THE TERMINAL ENDS OF THE SILT FENCE THE FABRIC SHALL BE WRAPPED AROUND THE POST SUCH THAT THE STAPLES ARE NOT VISIBLE.

   J. GEOTEXTILE FABRIC SPECIFICATIONS SHALL MEET VALUES ESTABLISHED IN TECHNICAL STANDARD 1056.

   K. SILT FENCE SHALL BE REMOVED ONCE THE SITE IS ADEQUATELY STABILIZED.

   L. WHEN PLACING SILT FENCE NEAR TREES, CARE SHALL BE TAKEN TO MINIMIZE DAMAGE TO THE ROOT SYSTEM BY AVOIDING COMPACTION AND ROOT CUTTING WITHIN A RADIUS OF 1.5 FEET MULTIPLIED BY THE INCH DIAMETER OF THE TREE.

   M. THE CONTRACTOR MAY FURTHER STRENGTHEN THE SILT FENCE BY USING HAY BALES ON THE DOWN SLOPE SIDE AS NEEDED.

   N. SILT FENCE SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES ½ INCH OF RAIN OR MORE DURING A 24 HOUR PERIOD.

   O. DAMAGED OR DECOMPOSED SILT FENCE, UNDERCUTTING, OR FLOW CHANNELS AROUND THE END OF BARRIERS SHALL BE REPAIRED OR CORRECTED.

   P. SEDIMENT SHALL BE PROPERLY DISPOSED OF ONCE THE DEPOSITS REACH ½ THE HEIGHT OF THE FENCE TO PREVENT DISCHARGE INTO AREA WATERWAYS AND WETLANDS.

5. SEEDING AND MULCHING TECHNIQUES SHALL BE USED ON AREAS OF EXPOSED SOIL WHERE THE ESTABLISHMENT OF VEGETATION IS DESIRED. TEMPORARY SEEDING APPLIES TO DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND-DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 CALENDAR DAYS, REQUIRING VEGETATIVE COVER FOR LESS THAN ONE YEAR. SEED AND MULCH SHALL BE UTILIZED THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH TEMPORARY VEGETATION TO HELP REDUCE EROSION PER WDNR TECHNICAL STANDARDS 1059 AND 1058 RESPECTIVELY AS FOLLOWS:

   A. TEMPORARY SEEDING REQUIRES A SEEDBED OF LOOSE SOIL TO A MINIMUM DEPTH OF 2 INCHES.

   B. FERTILIZER APPLICATION IS NOT GENERALLY REQUIRED FOR TEMPORARY SEEDING. HOWEVER, ANY APPLICATION OF FERTILIZER OR LIME SHALL BE BASED ON SOIL TESTING.

   C. THE SOIL SHALL HAVE A PH RANGE OF 5.5 TO 8.0.

   D. ALL SEED SHALL CONFORM TO THE REQUIREMENTS OF THE WISCONSIN STATE STATUTES AND OF THE ADMINISTRATIVE CODE CHAPTER ATCP 20.01 REGARDING NOXIOUS WEED SEED CONTENT AND LABELING.

   E. SEED SHALL NOT BE USED LATER THAN ONE YEAR AFTER THE TEST DATE ON THE LABEL.

   F. IN THE SUMMER-SPRING, CONTRACTOR SHALL USE OATS APPLIED AT 131 LBS/ACRE FOR TEMPORARY SEEDING PURPOSES. IN THE FALL THE CONTRACTOR SHALL USE ANNUAL RYEGRASS APPLIED AT 80 LBS/ACRE OR WINTER WHEAT OR CEREAL RYE APPLIED AT 131 LBS/ACRE. THE CONTRACTOR SHALL USE STRAW MULCH APPLIED AT 1.5 TONS/ACRE. DORMANT SEED SHALL BE USED WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 53 DEGREES FAHRENHEIT (TYPICALLY NOV. 1 UNTIL SNOW COVER ANNUALLY). NEVER PLACE SEED ON TOP OF SNOW. IF COVER IS NEEDED AFTER SNOW FALL, CONTRACTOR MAY CHOOSE TO USE A DRY, NONTOXIC TYPE B SOIL STABILIZER PER MANUFACTURER'S SPECIFICATIONS AS REQUIRED BY THE WDNR.

   G. SEEDING SHALL NOT TAKE PLACE WHEN THE SOIL IS TOO WET.

   H. CONTRACTOR MAY CONSIDER WATERING TO HELP ESTABLISH THE SEED. WATER APPLICATION RATES SHALL BE CONTROLLED TO HELP PREVENT RUNOFF AND EROSION.

   I. DURING CONSTRUCTION, AREAS THAT HAVE BEEN SEEDED AND MULCHED SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES ½ INCH OF RAIN OR MORE DURING A 24 HOUR PERIOD. INSPECT WEEKLY DURING THE GROWING SEASON UNTIL VEGETATION IS DENSELY ESTABLISHED OR THE SOD IS LAID. REPAIR AND RESEED AREAS THAT HAVE EROSION DAMAGE AS NECESSARY.

   J. CONTRACTOR IS TO LIMIT VEHICLE TRAFFIC AND OTHER FORMS OF COMPACTION IN AREAS THAT ARE SEEDED AS MUCH AS POSSIBLE. RE-SEED DRIVEN OVER AREAS AS NEEDED.

   K. MULCH SHOULD BE PLACED WITHIN 24 HOURS OF SEEDING.

   L. MULCHING OPERATIONS SHALL NOT TAKE PLACE DURING PERIODS OF EXCESSIVELY HIGH WINDS THAT WOULD PRECLUDE THE PROPER PLACEMENT OF MULCH.

   M. MULCH THAT IS DISPLACED SHALL BE REAPPLIED AND PROPERLY ANCHORED. MAINTENANCE SHALL BE COMPLETED AS SOON AS POSSIBLE WITH CONSIDERATION TO SITE CONDITIONS.

   N. WHEN CHANNEL EROSION MAT IS USED WITHIN CONSTRUCTION SITE DIVERSION AREAS, TECHNICAL STANDARDS 1053 AND 1066 SHALL BE FOLLOWED.

   O. WHEN NON-CHANNEL EROSION MAT IS USED TECHNICAL STANDARD 1052 SHALL BE FOLLOWED.

   P. DEPENDING ON DURATION OF CONSTRUCTION, THE CONTRACTOR MAY NEED TO RE-SEED AND RE-STABILIZE THE TOPSOIL STOCKPILE AS NECESSARY TO DISCOURAGE SEDIMENT AND EROSION.

6. A COPY OF EROSION CONTROL INSPECTION REPORTS AND THE APPROVED EROSION CONTROL PLANS SHALL BE KEPT ON SITE.

7. CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL PRACTICES BY THE END OF EACH WORKDAY.

8. LOCAL ROADS SHALL BE CLEAN BY THE END OF EACH WORKDAY. CONTRACTOR SHALL HAVE LOCAL ROADS SWEPT WHERE SEDIMENT ACCUMULATES.

EROSION CONTROL OPERATION SEQUENCE + SCHEDULE

AFTER BIDS ARE RECEIVED AND A MASS GRADING CONTRACTOR IS SELECTED, A PRE-CONSTRUCTION MEETING SHALL TAKE PLACE WITH ALL RELEVANT PARTIES IN ATTENDANCE.

THE GENERAL CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL SILT FENCES, SEEDING, EROSION MATTING, AND OTHER EROSION CONTROL MEASURES. GENERAL CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PRIOR TO COMMENCING GRADING, GRUBBING, OR OTHER LAND DISTURBING ACTIVITIES. EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF EVERY PRECIPITATION EVENT OF ½ INCH OR GREATER. IN ADDITION, THE ACTIVE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS AND DOCUMENT CONDITIONS AND REPAIRS MADE, ALONG WITH DATE, TIME OF INSPECTION, AND WEATHER CONDITIONS IN A DAILY LOG BOOK.

ALL REGULATORY PERMITS, PROJECT PLANS, AND INSPECTION LOGS SHALL BE KEPT ON SITE IN AN ACCESSIBLE LOCATION, SUCH AS A MAILBOX, AVAILABLE TO REGULATORY AGENCIES UPON REQUEST.

CONTRACTORS ARE TO MAINTAIN THE CONSTRUCTION SITE IN A NEAT AND TIDY MANNER FOR THE DURATION OF THE PROJECT.

THE TIMING AND SEQUENCE OF CONSTRUCTION IS SCHEDULED AS FOLLOWS:

1. OBTAIN PLAN APPROVAL FROM THE CITY OF PEWAUKEE, AND ALL APPLICABLE PERMITS, INCLUDING EROSION CONTROL PERMIT.
2. CONSTRUCTION IS SCHEDULED TO BEGIN IN NOVEMBER 2024, DEPENDING ON WEATHER & GROUND CONDITIONS.
3. A GRAVEL TRACKING PAD UNDERLAIN WITH WISDOT TYPE R GEOTEXTILE FABRIC, ALONG WITH A TEMPORARY CULVERT IF NECESSARY, SHALL BE INSTALLED AS SHOWN ON THE PLANS. RE-GRADE EXISTING ROADWAY DITCH AS NECESSARY. IF INSTALLED, THE TEMPORARY CULVERT SHALL BE REMOVED AT END OF CONSTRUCTION ACTIVITIES. IF INDICATED ON PLANS, INSTALL CONSTRUCTION FENCE AND ANY TEMPORARY TRAFFIC CONTROLS.
4. SILT FENCE, INLET FILTER PROTECTION, AND TRIANGULAR SILT DIKES SHALL BE INSTALLED AS SHOWN ON THE PLANS, AND INSPECTED PRIOR TO COMMENCING OF ANY LAND DISTURBING ACTIVITIES PER PROJECT PLANS AND DETAILS. SEDIMENT DEPOSITS WILL BE REMOVED FROM BEHIND THE SILT FENCE WHEN THEY REACH A DEPTH OF 1/2 FENCE HEIGHT.
5. FOLLOWING INSTALLATION OF THE EROSION CONTROL MEASURES, CONSTRUCT THE STORM WATER POND TO FINISH GRADES WITH CLAY LINER PER PROJECT PLANS AND DETAILS. CONTRACTOR SHALL CONSTRUCT POND INLETS AND OUTLET STRUCTURE FOR USE DURING CONSTRUCTION (REFER TO DETAIL 1 ON SHEET C203 FOR ADDITIONAL INFORMATION). CONTRACTOR SHALL IMMEDIATELY STABILIZE THE POND BANKS, INLETS, AND OUTLET STRUCTURE.
6. STORM WATER POND SHALL, AT A MINIMUM, BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES ½ INCH OF RAIN OR MORE DURING A 24-HOUR PERIOD. SEDIMENT SHALL BE REMOVED TO MAINTAIN THE 3 FOOT DEPTH OF THE TREATMENT SURFACE AREA AS MEASURED FROM THE INVERT OF THE PRINCIPAL OUTLET. IF THE OUTLET BECOMES CLOGGED IT SHALL BE CLEANED TO RESTORE FLOW CAPACITY. SEDIMENT TO BE REMOVED AFTER CONSTRUCTION & SITE STABILIZATION IS COMPLETE.
7. SITE DEMOLITION OF PAVEMENT, ETC. WILL OCCUR AFTER ALL EROSION CONTROL MEASURES ARE IN PLACE.
8. TOPSOIL STRIPPING AND ROUGH GRADING WILL FOLLOW. TOPSOIL STOCKPILES WILL BE LOCATED AS SHOWN ON THE PLANS AND BE STABILIZED WITHIN 7 DAYS OF LAY UP. STOCKPILES WILL BE USED FOR FINAL LANDSCAPING. REMAINING STOCKPILES WILL BE REMOVED FROM THE SITE.
9. UTILITY INSTALLATION WILL OCCUR NEXT AND CONTINUE UNTIL ALL THE UTILITIES ARE INSTALLED.
12. AFTER ROUGH GRADING IS COMPLETE IN HARD SURFACE AREAS SUCH AS ROADWAYS, PARKING LOTS, AND BUILDINGS, THE REQUIRED THICKNESS OF DENSE GRADED BASE COURSE, PER THE PROJECT PLANS AND DETAILS WILL BE APPLIED FOR STABILIZATION. AFTER ROUGH GRADING IS COMPLETE OUTSIDE OF HARD SURFACE AREAS, THE TOPSOIL WILL BE REAPPLIED AND THE LANDSCAPE CONTRACTOR WILL COMPLETE SEEDING/SODDING/FERTILIZING/MULCHING AND INSTALL EROSION MATTING AS PER APPROVED PLANS AND SPECIFICATIONS.
13. FINAL SITE STABILIZATION IS ANTICIPATED FOLLOWING THE COMPLETION OF GRADING ACTIVITIES PER WDNR TECHNICAL STANDARD 1059. IF SITE STABILIZATION CANNOT BE COMPLETED BY OCTOBER 15, THEN THE USE OF ANIONIC POLYACRYLAMIDE CONFORMING TO WDNR TECHNICAL STANDARD 1050 SHALL BE USED. IN ADDITION, ALL SLOPES OF GREATER THAN 20% MUST ADHERE TO THE SCHEDULE IN TABLE 1 BELOW.
14. AFTER ALL TOPSOIL HAS BEEN REAPPLIED AND STABILIZATION IS UNDERWAY, ROADWAY, PARKING LOT, AND SIDEWALK BASE MATERIAL WILL BE APPLIED PER PROJECT SPECIFICATIONS.
15. THE GENERAL CONTRACTOR WILL REQUEST A FINAL INSPECTION BY THE CITY. UPON APPROVAL, ALL SILT FENCES, INLET FILTER PROTECTION, AND TRIANGULAR SILT DIKES SHALL BE REMOVED, AND ACCUMULATED SEDIMENT IN THE SEDIMENT BASIN/STORM WATER POND SHALL BE DREDGED AND PROPERLY DISPOSED OF. IN ADDITION, THE CONTRACTOR MUST ENSURE THAT THE STORM WATER POND IS RETURNED TO THE SLOPES AND GRADES SHOWN ON THE PROJECT PLANS AND DETAILS.
16. IF REQUIRED, FINAL 'AS-BUILT' SURVEYS ARE TO BE CONDUCTED BY THE OWNER AND FINAL DOCUMENTS FORWARDED TO THE CITY.
17. BARE SOIL LEFT UNDISTURBED FOR 14 CALENDAR DAYS MUST BE TEMPORARILY STABILIZED PER WDNR TECHNICAL STANDARD 1059. BY OCTOBER 15, THE SITE SHALL BE STABILIZED PER NOTE 12 ABOVE.
18. WE DO NOT ANTICIPATE THE NEED FOR WATERING WITH THIS CONSTRUCTION SCHEDULE, HOWEVER, IF ADEQUATE RAIN IS NOT EXPERIENCED WITHIN ONE WEEK AFTER INITIAL SEED GERMINATION AT ANY POINT DURING THE CONSTRUCTION PROCESS, WATER SHALL BE TRUCKED IN AND APPLIED ONCE PER WEEK.

IF CONSTRUCTION SCHEDULES SHOULD CHANGE SIGNIFICANTLY, THIS PLAN NARRATIVE WILL BE UPDATED AND RESUBMITTED BY THE GENERAL CONTRACTOR TO THE CITY AND WDNR.

TABLE 1 – MAXIMUM PERIOD OF BARE SOIL FOR SLOPES GREATER THAN 20%

SLOPE AREA DRAINS TO SEDIMENT BASIN?	LAND DISTURBANCE BETWEEN SEPT. 16 AND MAY 1	LAND DISTURBANCE BETWEEN MAY 2 AND SEPT. 15
YES	90 DAYS	90 DAYS
NO	60 DAYS	30 DAYS

TABLE FROM WI DNR GUIDANCE DOC # 3800-2015-06

DEWATERING PLAN

TO FACILITATE CONSTRUCTION AT THE PROJECT SITE, DEWATERING MAY TAKE PLACE BY THE SELECTED CONTRACTOR. CONTRACTOR TO FOLLOW THESE INSTRUCTIONS WHILE PERFORMING DEWATERING ACTIVITIES ON-SITE. IF DEWATERING IS TO TAKE PLACE AT THE SITE, IT WILL OCCUR BETWEEN STEPS 3 AND 14 OF THE EROSION CONTROL OPERATION SEQUENCE.

NOTE: THESE INSTRUCTIONS DO NOT APPLY TO WATER BEING DISCHARGED DIRECTLY TO GROUNDWATER OR KARST FEATURES OR WELL DEWATERING SYSTEMS. CONTRACTOR SHALL COORDINATE ACCORDINGLY FOR OTHER DEWATERING ACTIVITIES AS DEEMED NECESSARY WITH THE CITY.

1. THE CONTRACTOR SHALL ENSURE THAT THE DEWATERING PRACTICES CARRIED OUT MEET OR EXCEED WNDR TECHNICAL STANDARD NUMBER 1061.
2. A PAN OR OTHER CONTAINMENT DEVICE SHALL BE PLACED UNDERNEATH THE PUMP TO CAPTURE ANY SPILLS. OILS, GASOLINE, ETC. SHALL NOT BE STORED WITHIN WETLANDS, NEAR THE STORMWATER POND, OR OTHER ON-SITE WATER AREAS.
3. A TYPE 2 GEOTEXTILE BAG THAT IS NO SMALLER THAN 300 SQUARE FEET; HAS A MAXIMUM APPARENT OPENING SIZE OF 0.212 mm; HAS A GRAB TENSILE STRENGTH OF 300 LBS; MULLEN BURST OF 580 PSI; PERMEABILITY OF 0.2 CM/SEC; FABRIC WEIGHT OF 12 OZ SHALL BE USED. THE GEOTEXTILE BAG AREA AND DOWNGRADE FLOW AREA SHALL CONSIST OF VEGETATED AND UNDISTURBED SOILS.
4. POLYMER APPROVED BY THE WDNR MEETING WDNR TECHNICAL STANDARD 1051 MAY BE USED IN COMBINATION WITH THE DEWATERING BAG IF THE DEWATERING BAG IS NOT DOING AN ADEQUATE JOB ALONE OF FILTERING SEDIMENTS. THE CONTRACTOR SHALL SUPPLY TOXICITY TESTING DATA TO THE WDNR BEFORE USE ON-SITE FOR WDNR APPROVAL. POLYMER SHALL NOT BE DIRECTLY APPLIED TO SURFACE WATER. CONTRACTOR SHALL OBTAIN THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR THE SELECTED POLYMER, MANUFACTURER'S INFORMATION AND WDNR USE RESTRICTIONS (SEE TECHNICAL STANDARD 1051) AND KEEP ALL THIS INFORMATION ON-SITE. CONTRACTOR SHALL ADHERE TO MANUFACTURER AND WDNR'S APPLICATION RATES FOR THE POLYMER, WITH THE WDNR'S RATE TAKING PRECEDENCE. THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT THE POLYMER IS NOT SPILLED. SPILL KITS SHALL BE KEPT ON SITE; THE MANUFACTURER'S RECOMMENDED CLEANUP PROCEDURES SHALL BE FOLLOWED IN THE EVENT OF A SPILL.
5. A TARP MAY BE UTILIZED UNDERNEATH THE TYPE 2 GEOTEXTILE BAG AND JUST DOWN SLOPE OF THE BAG TO DISCOURAGE EROSION AND SCOUR.
6. A FLOATING SUCTION HOSE OR OTHER FLOTATION METHOD SHALL BE UTILIZED WHEN PUMPING FROM AN AREA WITH STANDING WATER TO AVOID SUCKING SEDIMENT FROM GRADE.
7. IF TURBID WATER IS LEAVING THE GEOTEXTILE BAG, THE CONTRACTOR SHALL SHUT OFF THE PUMP TO ALLOW SEDIMENTS TO SETTLE INTO THE BAG. CONTRACTOR SHALL FOLLOW THE MANUFACTURER'S SPECIFICATIONS FOR DETERMINING THE SEDIMENT CAPACITY OF THE GEOTEXTILE BAG USING GOOD COMMON SENSE. SEDIMENT LEVELS CONTAINED IN THE BAG SHALL BE MONITORED TO MEASURE THE LOSS OF STORAGE CAPACITY OVER TIME. THE CONTRACTOR SHALL PROPERLY DISPOSE OF THE GEOTEXTILE BAG IN A WASTE RECEPTACLE ONCE IT IS NO LONGER USED.
8. DURING DEWATERING ACTIVITIES THE CONTRACTOR SHALL MONITOR DEWATERING PRACTICES AND KEEP A LOG OF THE FOLLOWING:
   A. DISCHARGE DURATION AND SPECIFIED PUMPING RATE.
   B. OBSERVED WATER TABLE AT TIME OF DEWATERING.
   C. MAINTENANCE ACTIVITIES
   D. NAME AND QUANTITY OF POLYMER USED. PRODUCT TYPE. APPLICATION RATE OF POLYMER IN POUNDS/ACRE FEET OF WATER. DATE AND TIME APPLIED. WEATHER CONDITIONS DURING APPLICATION. METHOD OF APPLICATION.

THIS LOG NEEDS TO BE KEPT ON SITE FOR WDNR REGULATORY REVIEW. COPIES OF THIS DOCUMENTATION SHOULD BE KEPT IN THE CONTRACTOR'S MONITORING LOG AND MADE AVAILABLE UPON REQUEST.

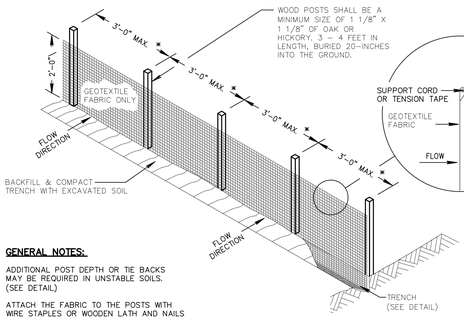
REVIEW THE FOLLOWING FOR MORE INFORMATION:

WDNR TECHNICAL STANDARD 1061 FOR DEWATERING – http://dnr.wi.gov/topic/stormWater/documents/Dewatering_1061.pdf

WDNR TECHNICAL STANDARD 1051 FOR POLYMER – http://dnr.wi.gov/topic/stormWater/documents/dnr1051.pdf

INSPECT ALL EROSION CONTROL MEASURES PRIOR TO COMMENCING GRADING, GRUBBING OR OTHER LAND DISTURBING ACTIVITIES. EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF EVERY PRECIPITATION EVENT OF 0.50 INCH OR GREATER. IN ADDITION THE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS AND DOCUMENT CONDITIONS AND REPAIRS MADE, ALONG WITH DATE, TIME OF INSPECTION AND WEATHER CONDITIONS IN A DAILY LOG BOOK. THE DAILY LOG BOOK, WEEKLY / 0.50 INCH PRECIPITATION REPORTS, APPROVED PLANS WPDES PERMIT & CHAPTER 30 PERMIT SHALL BE KEPT IN AN ACCESSIBLE LOCATION, LIKE A MAILBOX, WITHIN THE STAGING AREA.

AT ABSOLUTELY NO TIME MAY CONSTRUCTION EQUIPMENT, DEBRIS, FILL, ETC. BE PLACED WITHIN WETLANDS, WATERWAYS OR FLOODPLAINS UNLESS IDENTIFIED IN THE PLANS & APPROVED BY DNR/USACOE.



GENERAL NOTES:

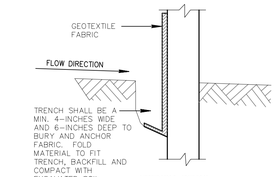
ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS. (SEE DETAIL)

ATTACH THE FABRIC TO THE POSTS WITH WIRE STAPLES OR WOODEN LATH AND NAILS

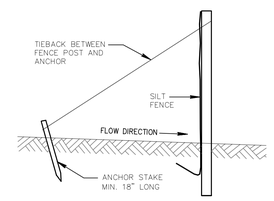
•8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

IF POSSIBLE, CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL TO AVOID JOINTS. IF A JOINT IS NECESSARY, USE ONE OF THE FOLLOWING METHODS: (1)TWIST METHOD: OVERLAP END POSTS & TWIST AT LEAST 180 DEGREES. (2)HOOK METHOD: HOOK THE END OF EACH SILT FENCE LENGTH.

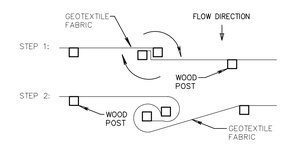
AXONIMETRIC VIEW



TRENCH DETAIL

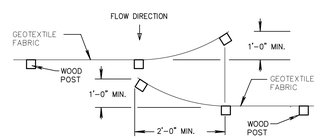


SILT FENCE TIE BACK (WHEN ADDITIONAL SUPPORT REQUIRED)



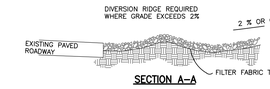
TWIST METHOD

JOINING TWO LENGTHS OF SILT FENCE

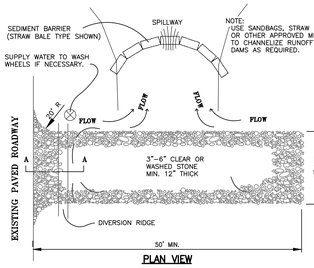


HOOK METHOD

1 / C201 FILTER FABRIC SILT FENCE DETAIL
N.T.S.



SECTION A–A



PLAN VIEW

2 / C201 STONE TRACKING CONSTRUCTION ENTRANCE
N.T.S.

GENERAL NOTES:

THE AGGREGATE SIZE FOR CONSTRUCTION OF THE PAD SHALL BE 3– TO 6–INCH STONE. PLACE THE GRAVEL TO THE SPECIFIC GRADE & DIMENSIONS SHOWN ON THE PLANS & GRADE TO CREATE A SMOOTH SURFACE.

THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 12 INCHES. USE GEOTEXTILE FABRICS, IF NECESSARY, TO IMPROVE STABILITY OF THE FOUNDATION IN LOCATIONS SUBJECT TO SEEPAGE OR HIGH WATER TABLE.

THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS & IN ANY CASE SHALL NOT BE LESS THAN 15 FEET WIDE.

THE LENGTH OF THE PAD SHALL BE AS REQUIRED, BUT NOT LESS THAN 50 FEET.

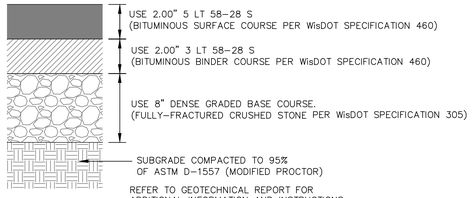
LOCATE CONSTRUCTION ENTRANCES & EXITS TO LIMIT SEDIMENT LEAVING THE SITE & TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES. AVOID ENTRANCES WHICH HAVE STEEP GRADES & ENTRANCES AT CURVES IN PUBLIC ROADS.

THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE & REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

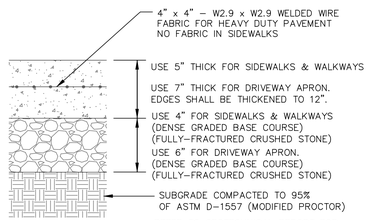
ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS–OF–WAY SHALL BE REMOVED BY THE END OF THE WORK DAY.

PROVIDE DRAINAGE FOR A 2 YEAR – 24 HOUR EVENT TO CARRY WATER TO A SEDIMENT TRAP OR OTHER SUITABLE OUTLET.

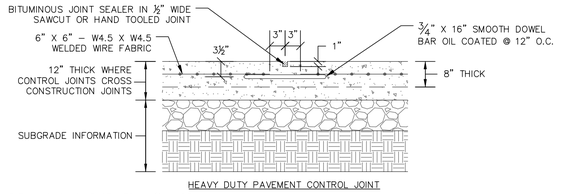
WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS–OF–WAY. WHEN WASHING IS REQUI



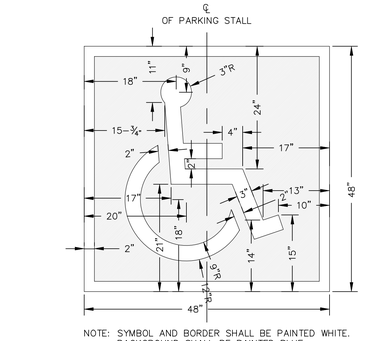
1 C202 ASPHALTIC CONCRETE PAVEMENT
N.T.S.



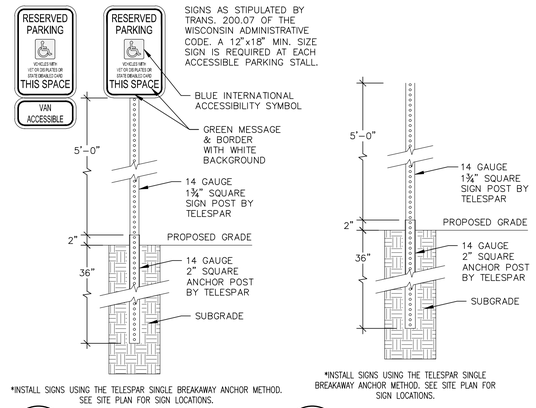
2 C202 CONCRETE SIDEWALK/SLAB
N.T.S.



3 C202 CONTROL & CONSTRUCTION JOINT DETAILS (TYP.)
N.T.S.

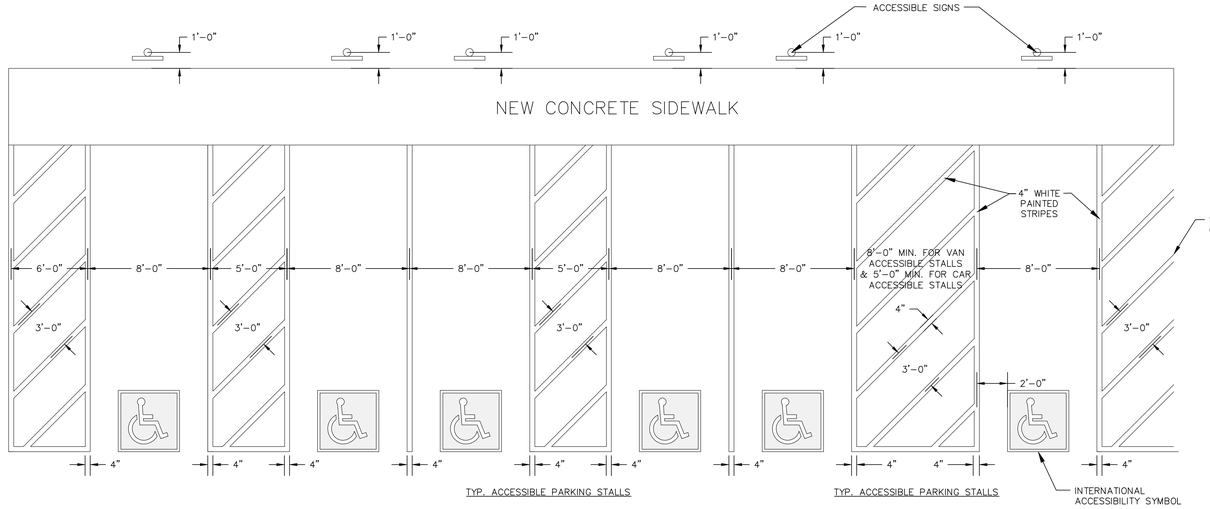


4 C202 INTERNATIONAL ACCESSIBILITY SYMBOL FOR PARKING STALLS
N.T.S.

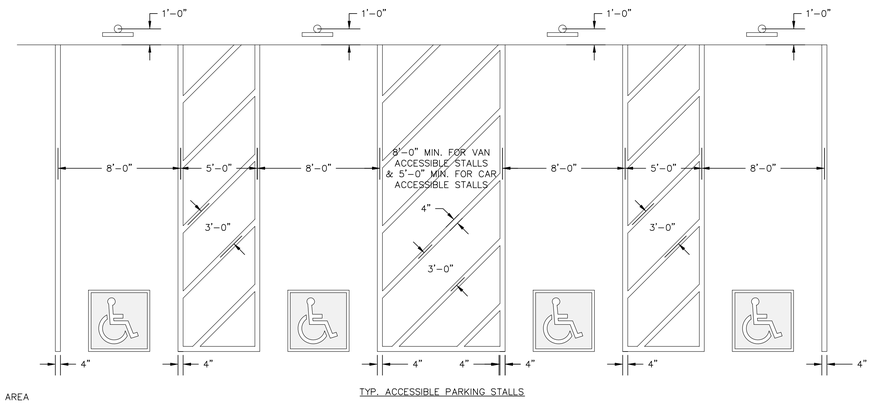


5 C202 ACCESSIBLE PARKING STALL SIGN
N.T.S.

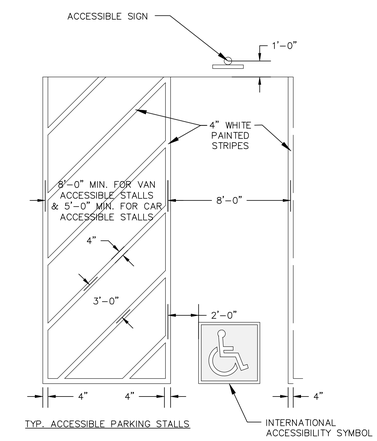
6 C202 SIGN POST DETAIL
N.T.S.



6 C202 ACCESSIBLE PARKING STALL MARKING
7



7 C202 ACCESSIBLE PARKING STALL MARKING
N.T.S.



8 C202 ACCESSIBLE PARKING STALL MARKING
N.T.S.

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

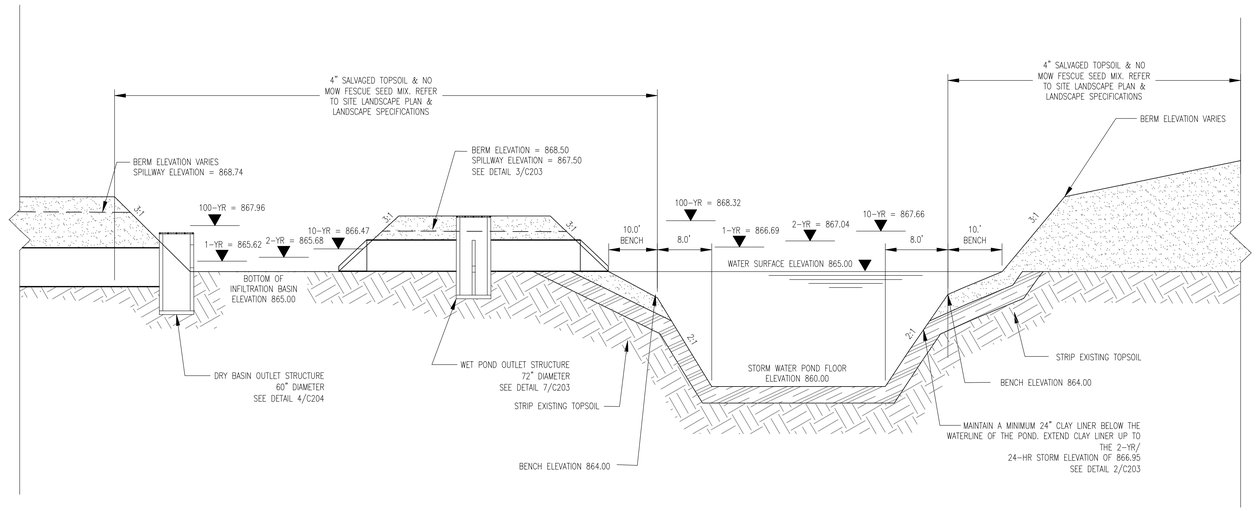
SEAL:
WISCONSIN RYAN J. BIRSCHBACH E-46406 HARTFORD WI PROFESSIONAL ENGINEER
10/7/24
all in

SHEET:
SITE DETAILS

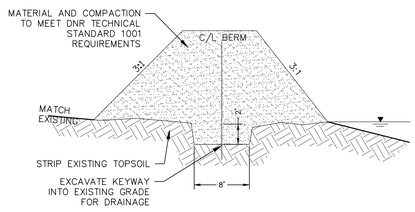
PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C202

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\C201 - SITE DETAILS.dwg



1 C203 STORM WATER POND AND INFILTRATION BASIN
N.T.S.



4 C203 BERM KEYWAY DETAIL
N.T.S.

Imported Clay Liner (For Detention Ponds - If Onsite Materials Are Not Suitable - Test Soils To Confirm)

A. Description

This work shall consist of the construction of a clay liner for the ponds as shown on the Plans and in accordance with these specifications and the contract documents.

B. Materials

Material used in this work shall conform to the requirements of the standard specifications and as follows:

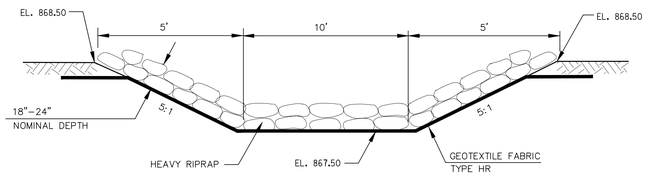
Permeability:	1 x 10-7 cm/sec or less
Grain Size:	P200 content 50% by weight or greater. Larger than 50 mm shall be removed.
Clay Content:	25% by weight or greater
Liquid Limit:	25% or greater
Plasticity Index:	10% or greater
Unified Soil Classification:	CL or CH (non-organic)

Materials shall be free of stone and inclusions of other soil types.

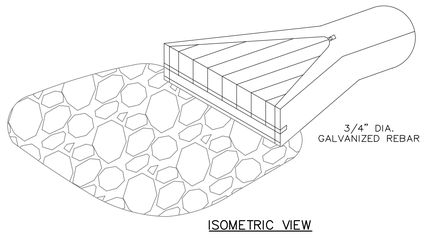
Material shall be compacted to 90% Modified Proctor.

Install clay liner in maximum 8-inch lifts.

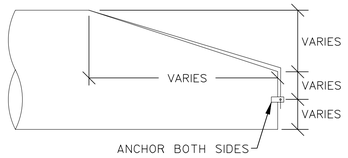
2 C203 CLAY LINER FOR POND
4



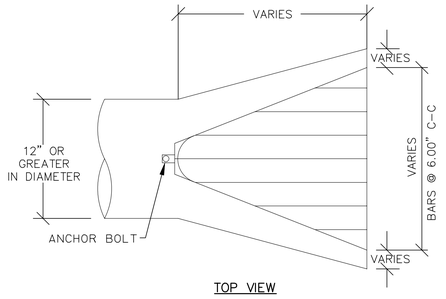
3 C203 STORM WATER POND EMERGENCY SPILLWAY CROSS SECTION
N.T.S.



ISOMETRIC VIEW

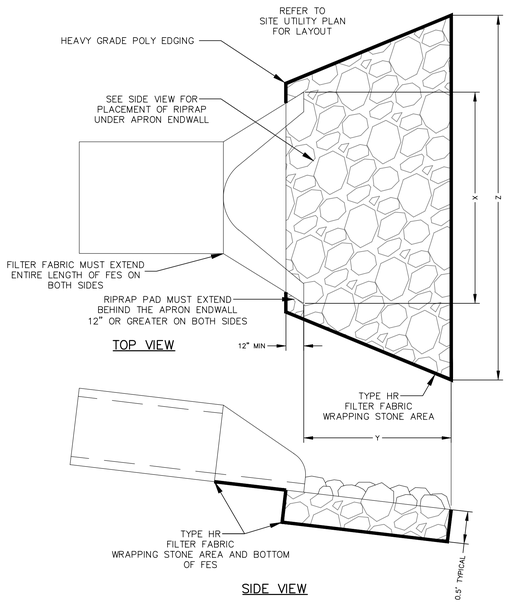


SIDE VIEW



TOP VIEW

5 C203 TRASH GUARD AT RCP APRON ENDWALLS
N.T.S.



SIDE VIEW

DIA (INCH)	X (INCH)	Y (INCH)	Z (INCH)
12	24	120	48
15	30	120	60
18	36	120	60
21	42	120	72
24	48	120	72
27	54	120	81
30	60	120	90
36	72	120	108
42	78	120	120
48	84	120	120
54	90	120	150
60	96	120	162
66	102	120	174
72	108	120	186

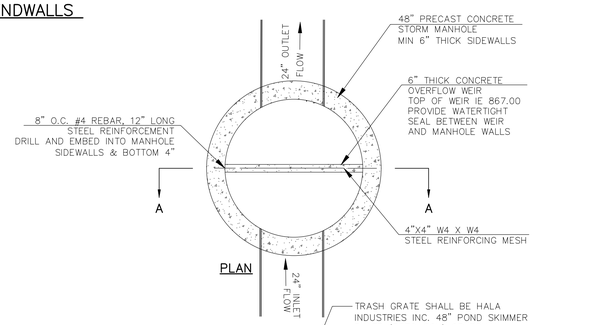
NOTES:
1.) STANDARD SPECIFICATION SHALL APPLY TO ALL INSTALLATIONS.

2.) PIPES 36" AND GREATER SHALL HAVE JOINT TIES.

3.) PIPES 36" OR GREATER SHALL HAVE 50% OF THE RIPRAP PAD PLACED WITH A SLURRY GROUT MIX ON AN UNEVEN RIPRAP SURFACE.

4.) TWIN APRON INSTALLATIONS SHALL BE GOVERNED BY THE OUTSIDE DIMENSIONS OF A SINGLE PIPE.

6 C203 TYPICAL PLACEMENT OF RIPRAP AT APRON ENDWALLS
N.T.S.



PLAN

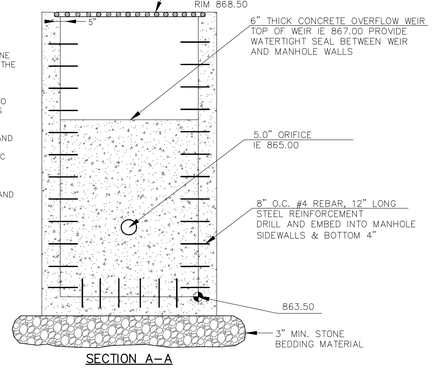
STORM MANHOLE NOTES:

1. PRECAST CONCRETE ADJUSTING RINGS TO BE REINFORCED WITH ONE HOOP OF STEEL CENTERED WITHIN THE RING.

2. CONCRETE AND STEEL REINFORCEMENT SHALL CONFORM TO DESIGNATION C-478 REQUIREMENTS OF ASTM SPECIFICATIONS.

3. JOINTS SHALL BE WATERTIGHT AND SHALL BE MADE USING RUBBER GASKETS OR BUTYL RUBBER MASTIC MATERIAL.

4. 3" MIN. BEDDING MATERIAL REQUIRED UNDER MANHOLE BASE AND BACKFILLED STRUCTURE WITH GRANULAR BACKFILL MATERIAL.



SECTION A-A

7 C203 72-INCH STORM OUTFALL STRUCTURE FOR WET POND
N.T.S.

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

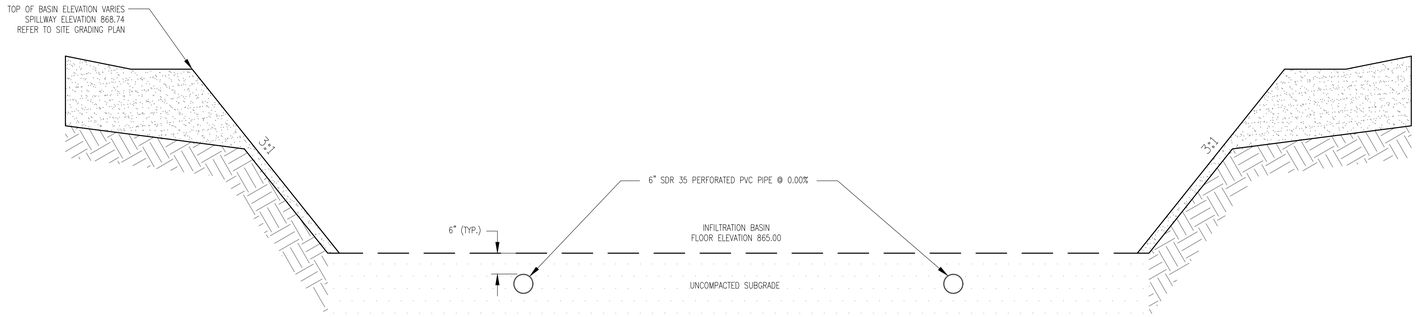
SEAL:
WISCONSIN RYAN J. BIRSCHBACH E-44406 HARTFORD WI PROFESSIONAL ENGINEER
10/17/24
all in

SHEET:
SITE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C203

FILENAME: S:\Wauk_CO\Pewaukee\Prj\240696 Hindu Temple Paving\Design\C201 - SITE DETAILS.dwg



CARE SHALL BE TAKEN TO AVOID COMPACTION OF THE SOIL WITHIN THE LIMITS OF THE DRY DETENTION BASIN AREA. THESE AREAS SHALL BE FENCED OFF PRIOR TO ANY LAND DISTURBING ACTIVITIES.

NOTE 1: DURING CONSTRUCTION THE INFILTRATION AREA SHALL BE FENCED OFF TO PREVENT HEAVY EQUIPMENT ACCESS DURING DEVELOPMENT. NO CONSTRUCTION TRAFFIC IS ALLOWED WITHIN THE LIMITS OF THE INFILTRATION AREA.

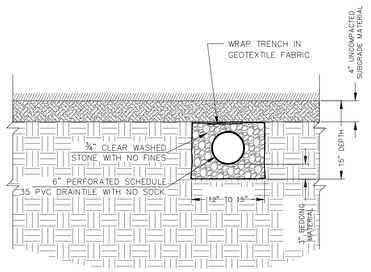
NOTE 2: DEPTH TO INFILTRATIVE SOIL VARIES. GEOTECHNICAL ENGINEER SHALL BE ON-SITE DURING INFILTRATION BASIN EXCAVATION. EXCAVATE TO DEPTH AS DIRECTED BY GEOTECHNICAL ENGINEER. GEOTECHNICAL ENGINEER SHALL VERIFY INFILTRATIVE SOILS HAVE BEEN EXPOSED PRIOR TO BACKFILLING WITH STONE OR ENGINEERED SOIL.

NOTE 3: THE BED OF THE INFILTRATION BASIN SHALL BE PLOWED OR DEEP TILLED. TO MINIMIZE COMPACTION, ALL EXCAVATION FOR THE INFILTRATION BASIN SHALL BE FROM THE SIDES WITH A BACKHOE.

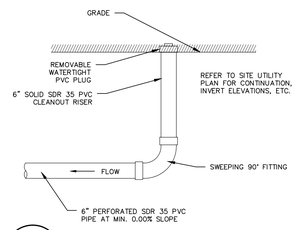
NOTE 4: CONSTRUCTION SHALL BE SUSPENDED DURING PERIODS OF RAINFALL OR SNOWMELT. CONSTRUCTION SHALL REMAIN SUSPENDED IF PONDED WATER IS PRESENT OR IF RESIDUAL SOIL MOISTURE CONTRIBUTES SIGNIFICANTLY TO THE POTENTIAL FOR SOIL SMEARING, CLUMPING, OR OTHER FORMS OF COMPACTION.

NOTE 5: THE INFILTRATION BASIN SHALL BE BROUGHT ON-LINE AFTER THE SITE HAS BEEN FULLY DEVELOPED AND STABILIZED FROM EROSION.

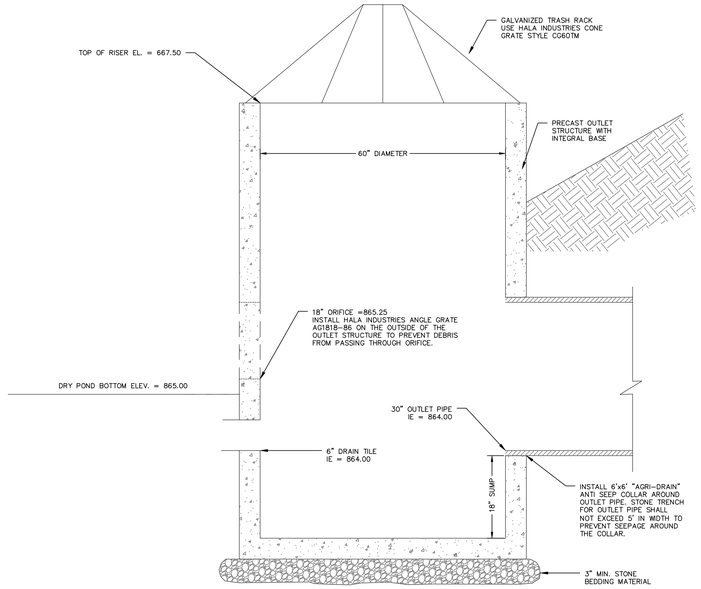
1 / C204 INFILTRATION BASIN
N.T.S.



2 / C204 INFILTRATION BASIN DRAIN TILE DETAIL
N.T.S.



3 / C204 STORM SEWER END RUN 6" CLEANOUT
N.T.S.



4 / C204 60-INCH INFILTRATION BASIN OUTLET STRUCTURE
N.T.S.

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

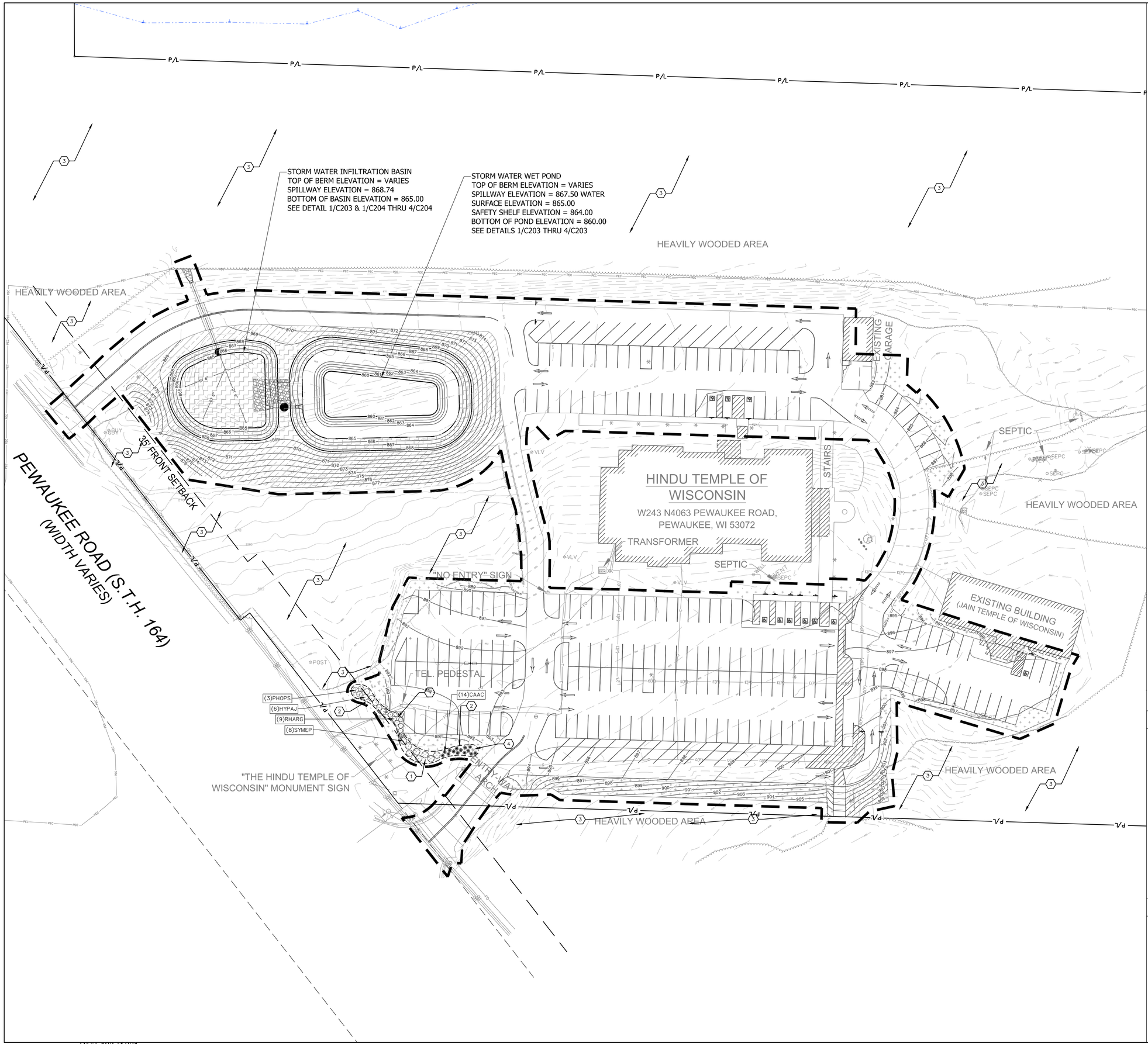
SEAL:
WISCONSIN
RYAN J. BIRSCHBACH
E-46406
HARTFORD
WI
PROFESSIONAL ENGINEER
10/7/24
all in

SHEET:
SITE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
C204

FILENAME: S:\Wauk_Co\Pewaukee\Proj\240696 Hindu Temple Paving\Design\C201 - SITE DETAILS.dwg



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Milwaukee, Wisconsin 53202

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HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

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DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

HATCH LEGEND

- PROJECT LIMITS
- P/L PROPERTY LINE
- EASE EASEMENT LINE
- ALUMINUM EDGING (7/L201)
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, LAWN GRASS SEED, FERTILIZER, AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, NO MOW FESCUE WITH ANNUAL RYE GRASS SEED, FERTILIZER, AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, NATIVE SEED MIX WITH ANNUAL RYE NURSE CROP AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED. (1/L202) (2/L202)
- (10)HEPM — PLANT "CODE" REFERENCES TO THE PLANT SCHEDULE
- 7 — QUANTITY OF PLANTS IN THE PLANT GROUPING
- LEADER LINE
- PLANT SYMBOL (SYMBOL VARIES)

KEY INDEX

1. SHREDDED HARDWOOD MULCH (6/L201)
2. ALUMINUM EDGING AT PLANTING BED (7/L201)
3. EXISTING WOODED AREA TO REMAIN
4. EXISTING LIGHT POLE TO REMAIN

SEAL:

WISCONSIN
RYAN J. BIRSCHBACH
E-46406
HARTFORD
WI
PROFESSIONAL ENGINEER
10/7/24

all in

SHEET:

SITE LANDSCAPE PLAN

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:

L101

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\L101 – SITE LANDSCAPE PLAN.dwg

Plant Schedule

Code	Scientific Name	Common Name	Quantity	Spacing	Install Size	Mature Size (Height/Spread)
Deciduous Shrubs: (Install in accordance with detail 4/L201)						
HYPAJ	Hydrangea paniculata 'Jane'	Little Lime Hydrangea	6	Per Plan	18" tall pot	3'-5'/3'-5'
PHOPS	Physocarpus opulifolius 'Seward'	Summer Wine Ninebark	3	Per Plan	24" tall pot	5'-6'/4'-5'
RHARG	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	9	Per Plan	18" spread pot	2'-3'/6'-8'
SYMEP	Syringa meyeri 'Palibin'	Meyer Lilac (Dwarf Korean Lilac)	8	Per Plan	24" tall pot	4'-5'/5'-7'
Perennials: (Install in accordance with detail 5/L201)						
CAAC	Calamagrostis x acutiflora Karl Foerster	Karl Foerster Reed Grass	14	Per Plan	#1 cont.	5'-6'/18"-24"

NOTE: Plant quantities indicated in the plant schedule are for convenience only. Installation contractor is responsible for verifying plant count on the landscape plan. When discrepancies between the plant schedule, labels and the landscape plan occur, the quantity drawn on the landscape plan shall be the official quantity.

1 / L201 PLANT SCHEDULE
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

LANDSCAPE CALCULATIONS

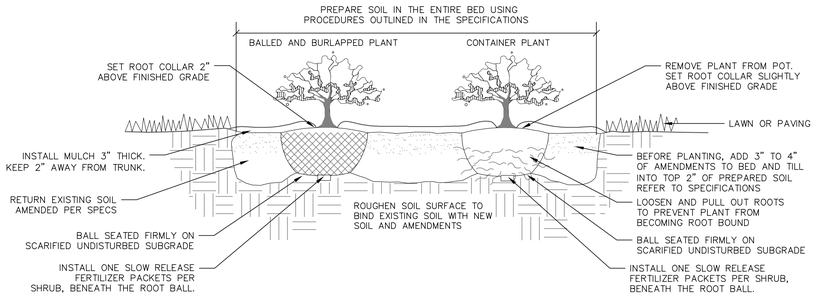
City of Pewaukee Landscaping Requirements

Site Zoning = I-2 (Rural Institutional District)

Landscape requirements

	Required	Provided
Building Design Standards		
Standard No. BD-5		
Building appurtenances such as loading docks, solid waste storage areas, and mechanical or utility equipment shall not be located on the street side of any building and shall be permanently screened from general view on all other sides (or roofs) of the building by use of compatible building materials, dense landscaping or both.	Utilitarian items shall no be lcoated on the street side of any building and screened by the building or landscaping.	Solid waste storage areas, mechanical or utility equipment are not located on the street side of any buildings and permanently screened by the building or dense existing landscaping.
Building landscaping, lighting and signage shall be presented as an integral part of the building design and shall not be so large or distinct as to detract form the architecture of the building.	Landscaping shall be presented as an integral part of the building design and shall not be so large or distinct as to detract form the architecture of the building.	Existing landscaping is presented as an integral part of the building design and is not so large or distinct as to detract form the architecture of the building.
Overriding Considerations		
The landscaping of a site and even the fencing and building structures on the site should be so arranged as to attractively screen from the general view of the traveling public those areas on the site not enclosed within a building which are not inherently attractive, such as auto parking areas, truck and construction equipment parking areas, large paved areas, trash receptacles, building related mechanical equipment, above-ground utility facilities, and raw material storage.	The landscaping of a site should be so arranged as to attractively screen from the general view of the traveling public those areas on the site not enclosed within a building which are not inherently attractive, such as auto parking areas, large paved areas, trash receptacles, building related mechanical equipment, and above-ground utility facilities.	The landscaping and existing dense vegetation on the site is arranged as to attractively screen from the general view of the traveling public those areas on the site not enclosed within a building which are not inherently attractive, such as auto parking areas, large paved areas, trash receptacles, building related mechanical equipment, and above-ground utility facilities.
Parking Requirements		
All off-street parking lots which are created or redesigned and rebuilt subsequent to the adoption of this section shall be provided with accessory landscape or decorative fence screening that will block from the view of motorists or pedestrians on adjacent streets of at least the lower one-half of vehicles parked within the off-street parking area.	Off-street parking lots shall be provided with accessory landscape or decorative fence screening that will block from the view of motorists or pedestrians on adjacent streets of at least the lower one-half of vehicles parked within the off-street parking area.	Off-street parking lots are provided with accessory landscape screening that will block from the view of motorists or pedestrians on adjacent streets of at least the lower one-half of vehicles parked within the off-street parking area.
Each such parking area shall be bounded by a grassed or landscaped greenbelt of at least ten (10) feet in width between the parking area and all property boundaries.	Each parking area shall be bounded by a grassed or landscaped greenbelt of at least ten (10) feet in width between the parking area and all property boundaries.	Each parking area is bounded by a grassed or landscaped greenbelt greater than ten (10) feet in width (minimum 39' provided) between the parking area and all property boundaries.

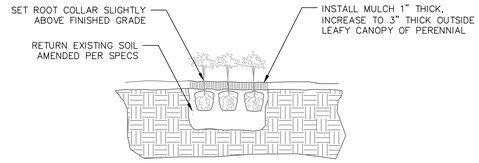
2 / L201 LANDSCAPE CALCULATIONS



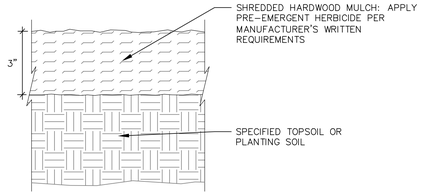
4 / L201 DECIDUOUS & EVERGREEN SHRUB PLANTING
N.T.S.

1. ALL PLANT MATERIAL SHALL BE OBTAINED FROM A NURSERY LOCATED IN ZONE 5, CONFORM TO APPLICABLE REQUIREMENTS OF THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AND BOTANICAL NAMES SHALL BE ACCORDING TO THE CURRENT EDITION OF "STANDARDIZED PLANT NAMES" PREPARED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURE NOMENCLATURE.
2. CONTRACTOR TO PROVIDE TO THE LANDSCAPE ARCHITECT SAMPLES OF ALL BARK AND MINERAL/STONE MULCHES, DECORATIVE GRAVELS, MAINTENANCE STRIP STONE, OR OTHER GROUND COVER MATERIALS FOR APPROVAL PRIOR TO INSTALLATION.
3. BARK MULCH TO BE FRESHLY ACQUIRED HARDWOOD SHREDDED BARK MULCH. DOUBLE MILLED, EXCESSIVE DIRT AND DUST LIKE MATERIAL OR OLD MATERIAL IS NOT ACCEPTABLE.
4. LANDSCAPE EDGING TO BE ALUMINUM EDGING. REFER TO SPECIFICATION 32 93 00 PLANTS FOR ADDITIONAL INFORMATION.
5. ALL PLANTING AREAS TO RECEIVE A 3-INCH THICK LAYER OF HARDWOOD SHREDDED BARK MULCH WITH EDGING. EDGING TO BE INSTALLED BETWEEN DIFFERENT TYPES OF MULCHES, BETWEEN MULCHES AND TURF, AND/OR WHERE SPECIFICALLY NOTED ON THE PLAN. REFER TO SPECIFICATION 32 93 00 PLANTS FOR ADDITIONAL INFORMATION.
6. CONTRACTOR RESPONSIBLE FOR MAINTENANCE OF PLANT MATERIAL FOR 90 DAYS FROM INSTALLATION, INCLUDING WATERING, WEEDING, ETC. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF SEEDED AREAS FOR 60 DAYS FROM INSTALLATION, INCLUDING WATERING, WEEDING, ETC. CONTRACTOR TO PROVIDE AND REVIEW MAINTENANCE INSTRUCTIONS WITH THE OWNER PRIOR TO THE COMPLETION OF THESE MAINTENANCE PERIODS. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
7. CLEANLY PRUNE AND REMOVE DAMAGED BRANCHES, DEAD WOOD, AND ROOTS IMMEDIATELY PRIOR TO PLANTING. DO NOT CUT LEADERS OR LEAVE "V" CROTCHES OR DOUBLE LEADERS UNLESS A MULTI-STEM TREE IS SPECIFIED.
8. REMOVE BURLAP, WIRE BASKET, ROPE, TWINE, AND ALL SYNTHETIC MATERIAL FROM THE ROOTS, TRUNK, OR CROWN OF PLANT.
9. REMOVE EXCESS SOIL ABOVE ROOT COLLAR.
10. PLANT SHRUBS SO THAT THE ROOT COLLAR IS 2" ABOVE FINISHED GRADE OR SEVERAL INCHES ABOVE GRADE IF PLANT IS INSTALLED IN POOR SOILS.
11. PLANT SHRUBS WITH SAME ORIENTATION AS WHEN HARVESTED FROM THE NURSERY OR TO SHOWCASE THE MOST AESTHETIC VIEW.
12. PLANT ALL SHRUBS WITH ONE SLOW RELEASE FERTILIZER PACKET, PLACED BELOW THE ROOTING SYSTEM.
13. WATER AND TAMP BACKFILL AND ROOTS OF ALL NEWLY SET PLANT MATERIAL SO THE SOIL AND ROOTS ARE THOROUGHLY SOAKED AND AIR POCKETS ARE REMOVED.
14. NO MOW TO BE NO MOW FESCUE SEED MIX WITH ANNUAL RYE NURSE CROP FROM PRAIRIE NURSERY, INC. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION. PRAIRIE NURSERY ADDRESS: PO BOX 306 WESTFIELD, WI 53964. TELEPHONE: 1-800-476-9453 FAX: 608-296-2741.
15. NATIVE SEED MIX TO BE "RAINWATER RENEWAL SEED MIX" WITH ANNUAL RYE NURSE CROP FROM AGRECOL, LLC. REFER TO DETAILS 1/L202, 2/L202 AND SPECIFICATIONS FOR ADDITIONAL INFORMATION. AGRECOL, LLC ADDRESS: 10101 NORTH CASEY ROAD EVANSVILLE, WI 53536. TELEPHONE: 608-223-3571 FAX: 608-884-4640 EMAIL: ECOSOLUTIONS@AGRECOL.COM.
16. REFER TO SPECIFICATIONS 32 93 00 PLANTS AND 32 92 00 TURF AND GRASSES FOR ADDITIONAL INFORMATION.

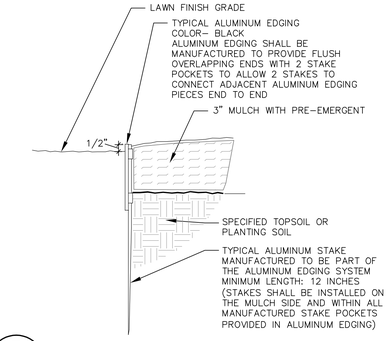
3 / L201 LANDSCAPE NOTES
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION



5 / L201 PERENNIAL PLANTING
N.T.S.



6 / L201 SHREDDED HARDWOOD MULCH SECTION
N.T.S.



7 / L201 ALUMINUM EDGING AT PLANTING BED SECTION
N.T.S.

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Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING CORP. 100% EMPLOYEE-OWNED

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:
WISCONSIN RYAN J. BIRSCHBACH E-46406 HARTFORD WI PROFESSIONAL ENGINEER 10/7/24
all in

SHEET:
SITE LANDSCAPE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
L201

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\L101 - SITE LANDSCAPE PLAN.dwg

Storm Basin Side Slope Seed Mix

Wet Mesic to Dry Mesic
Full Sun
Seeding rate= 8.00 PLS LBS/Acre
94.00 Seeds/Square Foot

Seed Mix to be "Rainwater Renewal" Seed Mix produced by Agrecol (phone 1-608-223-3571) - or approved equal

The seed mix shall contain the following wildflowers, grasses, sedges & rushes:

Scientific Name	Common Name	Oz/Acre
Wildflowers		
Asclepias incarnata	Marsh (Red) Milkweed	3.00
Aster ericoides	Heath Aster	0.10
Aster novae-angliae	New England Aster	1.50
Baptisia leucantha (alba)	White Wild Indigo	4.00
Eupatorium maculatum	Spotted Joe Pye Weed	0.80
Eupatorium perfoliatum	Boneset	0.50
Liatris pycnostachya	Prairie Blazing Star	2.50
Liatris spicata	Marsh Blazing Star	5.00
Lobelia cardinalis	Cardinal Flower	0.25
Lobelia siphilitica	Great Blue Lobelia	0.50
Monarda fistulosa	Wild Bergamot	1.50
Physostegia virginiana	Obedient Plant	1.50
Pycnanthemum virginianum	Mountain Mint	0.30
Ratibida pinnata	Yellow Coneflower	2.25
Rudbeckia hirta	Black-Eyed Susan	2.00
Rudbeckia subtomentosa	Sweet Black-Eyed Susan	2.00
Solidago ohioensis	Ohio Goldenrod	0.50
Tradescantia ohioensis	Ohio Spiderwort	1.25
Verbena hastata	Blue Vervain	1.00
Vernonia fasciculata	Ironweed	1.00
Grasses, Sedges & Rushes		
Bromus ciliatus	Fringed Brome	20.00
Calamagrostis canadensis	Blue Joint Grass	1.00
Carex bebbii	Bebb's Oval Sedge	2.00
Carex crawfordii	Crawford's Sedge	1.00
Carex crinita	Fringed Sedge	0.75
Carex stipata	Common Fox Sedge	1.50
Carex vulpinoidea	Brown Fox Sedge	1.00
Elymus canadensis	Canada Wild Rye	24.00
Elymus virginicus	Virginia Wild Rye	32.00
Glyceria grandis	Reed Manna Grass	1.00
Panicum virgatum	Switchgrass	3.50
Scirpus atrovirens	Dark-Green Bulrush	0.50
Scirpus cyperinus	Wool Grass	0.30
Sorghastrum nutans	Indian Grass	5.00
Spartina pectinata	Prairie Cordgrass	3.00
Nurse Crop		
Annual Rye		
Spring Seeding: 1/8 lb per 1000 square feet		
Fall Seeding: 1/3 lb per 1000 square feet		
-or-		
Seed Oats		
Spring Seeding: 1-1/2 lb per 1000 square feet		
Fall Seeding: 3 lb per 1000 square feet		

Mulch the seeding with blown straw after native seed and nurse crop installation. Cover seeded areas with slopes equal to or greater than 4:1 with straw erosion mat that has a fabric with minimum 1/2-inch x 1/2-inch webbed openings. (See Erosion Control Plan). Install 4' tall temporary wood stakes 6' on center with signage reading "Native Seeding - Please do not enter" around the perimeter of the native seeded area along with plastic yellow tape between the top of the stakes to delineate it from the lawn area so that it is not accidentally mowed along with the lawn during the establishment period.

1 L202 NATIVE PRAIRIE SEED MIX
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

NATIVE PRAIRIE PLANTING BED PREPARATION

I. SITE PREPARATION METHODS

TO PREPARE YOUR SITE FOR PLANTING, FIRST REMOVE THE EXISTING VEGETATION. THIS MAY CONSIST OF PERENNIAL WEEDS, ANNUAL WEEDS, OR BOTH. EXISTING WEEDS WILL COMPETE WITH PRAIRIE SEEDS FOR NUTRIENTS, MOISTURE, AND SUNLIGHT. ALTHOUGH IT IS NEARLY IMPOSSIBLE TO REMOVE ALL ANNUAL WEED SEEDS FROM THE SEEDBANK STORED IN THE SOIL, IT IS CRUCIAL TO KILL AND/OR REMOVE PERENNIAL WEEDS AND RHIZOMES BEFORE PLANTING. PERENNIAL WEEDS SUCH AS QUACKGRASS, BROMEGRASS, CANADA THISTLE, CANADA GOLDENROD AND RED CLOVER CAN INHIBIT THE GROWTH AND DEVELOPMENT OF YOUR PRAIRIE. ELIMINATING ALL PERENNIAL WEEDS PRIOR TO SEEDING IS ESSENTIAL TO SUCCESS WITH THE PRAIRIE.

SITE PREPARATION OPTIONS VARY ACCORDING TO THE VEGETATION TYPE THAT WILL BE CONVERTED TO A PRAIRIE PLANTING:

A. OLD FIELDS– FIELDS THAT HAVE BEEN ABANDONED AND ALLOWED TO GROW UP INTO GRASSES AND WEEDS REQUIRE AT LEAST ONE FULL YEAR FOR PROPER SITE PREPARATION. TWO YEARS OF WEED CONTROL IS EVEN BETTER, DUE TO THE PRESENCE OF ESTABLISHED PERENNIAL WEEDS AND WEED SEEDS IN THE SOIL. DO NOT RUSH SITE PREPARATION IN OLD FIELDS. KILL ALL THE WEEDS FIRST!

1. HERBICIDING
   A) MOW AND RAKE OR BURN THE EXISTING VEGETATION TO THE GROUND IN LATE FALL OR EARLY SPRING.
   B) APPLY A GLYPHOSPHATE HERBICIDE (SUCH AS "ROUNDUP") THREE TIMES THROUGHOUT THE GROWING SEASON AT 6–8 WEEK INTERVALS WHEN PLANTS ARE GREEN AND ACTIVELY GROWING. (MID–SPRING, MID–SUMMER, EARLY FALL). DO NOT SPRAY WHEN WINDS EXCEED 10 MILES PER HOUR TO PREVENT OVERSPRAY INTO AREAS TO BE PROTECTED.
   C) IF PERENNIAL WEEDS ARE STILL PRESENT ON THE SITE AFTER A FULL YEAR OF HERBICIDING, DO NOT SEED. LEAVE THE SOIL UNDISTURBED OVER WINTER, AND APPLY ONE MORE HERBICIDE TREATMENT IN LATE SPRING OF THE FOLLOWING YEAR TO KILL ANY REMAINING WEEDS. IF IN DOUBT, WAIT, SPRAY FOR A SECOND YEAR, AND SEED IN THE FALL.
   D) WHEN ALL THE VEGETATION IS DEAD, WORK THE GROUND TO CREATE A PREPARED SEED BED. PLANT SEED ACCORDING TO DIRECTIONS IN SECTION IV.
   E) IF PLANTING IN FALL, THE SEED CAN BE SCATTERED INTO THE DEAD VEGETATION WITHOUT TILLING SO LONG AS EXPOSED SOIL IS VISIBLE BELOW THE VEGETATION. THE SEED WILL WORK ITS WAY DOWN INTO THE SOIL OVER WINTER, AND GERMINATE THE FOLLOWING SPRING. THIS IS A "DORMANT" SEEDING. FALL DORMANT SEEDINGS TYPICALLY RESULTS IN HIGHER GERMINATION OF WILDFLOWER SEEDS, BUT LOWER GERMINATION OF WARM SEASON PRAIRIE GRASSES. SPRING SEEDINGS RESULT IN HIGHER GERMINATION OF WARM SEASON PRAIRIE GRASSES, AND SOMEWHAT LOWER GERMINATION OF CERTAIN WILDFLOWER SEEDS.

2. CULTIVATING
   A) MOW AND RAKE, OR BURN OFF THE EXISTING VEGETATION TO THE GROUND IN LATE FALL OR EARLY SPRING.
   B) CULTIVATE TO A DEPTH OF FOUR TO FIVE INCHES EVERY TWO TO THREE WEEKS FROM SPRING THROUGH FALL.
   C) BEFORE PLANTING, MAKE SURE ALL THE EXISTING WEEDS HAVE BEEN KILLED. THIS PROCEDURE MAY REQUIRE TWO CONSECUTIVE YEARS OF CULTIVATING TO KILL PERNICIOUS, NOXIOUS WEEDS.
   D) PLANT IN FALL OR THE FOLLOWING SPRING INTO A PREPARED BED.

II. FINAL SEED AND PLANT BED PREPARATION

JUST PRIOR TO PLANTING, PREPARE THE SOIL ACCORDING TO THE TYPE OF PLANTING METHOD USED.

A. SEEDING BY HAND BROADCASTING, OR MECHANICALLY USING A BRILLION DROP SEEDER OR SIMILAR IMPLEMENT REQUIRES A WELL–TILLED, FINELY GRADED SURFACE. A BRILLION SEEDER IS EXCELLENT FOR SEEDING ONTO TILLED UP SOILS ON AREAS OF ONE HALF ACRE OR LARGER. ITS HEAVY CAST IRON PACKING WHEELS ENSURE FIRM SEED TO SOIL CONTACT.

B. NO–TILL DRILLS OR SLIT SEEDERS (TYE, TRUAX, ETC) REQUIRES A SMOOTH, LEVEL SOIL SURFACE, BUT LITTLE OR NO TILLING. TILLING WILL ONLY EXPOSE MORE WEEDS FROM THE SOIL BELOW, AND IS NOT RECOMMENDED WHEN USING NO–TILL DRILLS AND SLIT–SEEDERS.

A FINAL PRE–PLANTING TIP
IF PLANTING IN LATE SPRING OR EARLY SUMMER, APPLY ROUND–UP TO THE SITE WHEN NEWLY–SPROUTED WEEDS ARE TWO TO THREE INCHES TALL TO REDUCE WEED DENSITIES. WAIT 7 DAYS AFTER SPRAYING, TILL THE SOIL VERY LIGHTLY, LESS THAN ONE INCH IN DEPTH IF POSSIBLE (TILLING DEEPER WILL ONLY BRING UP MORE WEED SEEDS). PLANT IMMEDIATELY. IF YOU PREFER TO AVOID USING HERBICIDES, WAIT FOR A GOOD SPRING RAIN AFTER THE SITE IS FINE–GRADED. THIS WILL STIMULATE WEED SEEDS TO GERMINATE. FIVE TO SEVEN DAYS AFTER THE RAIN, TILL THE SOIL VERY LIGHTLY, NO MORE THAN ONE INCH IN DEPTH. A FIELD DRAG WORKS ADMIRABLY FOR THIS JOB. THIS WILL KILL THE NEWLY GERMINATED WEEDS BEFORE THEY EMERGE FROM THE GROUND. DO THE DRAGGING OR TILLING IN MID–MORNING OF A WARM SUNNY DAY, SO THAT THE WEED SEEDLINGS WILL BE KILLED BY HEAT. PLANT IMMEDIATELY.

PLANTING THE NATIVE PRAIRIE

III. SEED PRE–TREATMENT OPTIONS

SEED SHALL BE "DRY STRATIFIED" PRIOR TO SHIPPING TO HELP BREAK SEED DORMANCY. SOME WILDFLOWER SEEDS GERMINATE BEST WHEN SEEDED IN FALL IN A DORMANT SEEDING. THE EXPOSURE TO COLD, DAMP CONDITIONS SIGNALS TO THE SEED THAT WINTER HAS OCCURRED, AND THAT IT WILL BE SAFE TO GERMINATE WHEN THE SOIL WARMS UP IN SPRING. SOME WILDFLOWERS BENEFIT GREATLY FROM A PROCESS CALLED "DAMP STRATIFICATION," WHICH MIMICS THE EFFECTS OF WINTER ON THE SEED. THESE PROCEDURES ARE OUTLINED BELOW.

A. BREAKING SEED DORMANCY
   1. DRY STRATIFICATION SEED IS EXPOSED TO COLD TEMPERATURES FOR ONE MONTH OR LONGER. ALL PRAIRIE NURSERY SEED IS DRY STRATIFIED, UNLESS PURCHASED PRIOR TO MID–JANUARY.
   2. DAMP STRATIFICATION SEED IS MIXED WITH MOISTENED INERT MATERIAL AND STORED COLD FOR TEN DAYS TO THREE MONTHS. MANY PRAIRIE WILDFLOWER SEEDS SHOW IMPROVED GERMINATION WITH DAMP STRATIFICATION, WHILE PRAIRIE GRASSES GENERALLY EXHIBIT LITTLE OR NO INCREASE IN GERMINATION.

   TO DAMP STRATIFY YOUR SEEDS–
   IN A PLASTIC BAG OR RE–SEALABLE CONTAINER, MIX SEED WITH AN EQUAL VOLUME OF MOIST (NOT WET) SAWDUST OR CLEAN BUILDER'S SAND (IF MOISTURE CAN BE SQUEEZED OUT OF THE SAWDUST OR SAND, IT IS TOO WET). REFRIGERATE AT 34–38 DEGREES F (DO NOT FREEZE!). MOST FLOWER SEEDS REQUIRE THREE TO FOUR WEEKS OF TREATMENT. LEGUME SEEDS GENERALLY ONLY REQUIRE TEN TO FIFTEEN DAYS. SOME FLOWERS REQUIRE TWO TO THREE MONTHS.

   NOTE– WHEN PLANTING MOIST STRATIFIED SEED, IT IS IMPORTANT NOT TO LET IT DRY OUT AFTER PLANTING. THE GERMINATION PROCESS IS INITIATED BY DAMP STRATIFICATION. FOR BEST RESULTS, THE SOIL SHOULD BE KEPT MOIST FOR THE FIRST FEW WEEKS AFTER PLANTING.

IV. PLANTING YOUR SEED

A. WHEN TO PLANT
   1. FALL– (SEPT. 1 UP TO SOIL FREEZE–UP)
      ADVANTAGES–
      1) SEED OVER WINTERS AS IT WOULD IN NATURE AND COMES UP IN SPRING ON ITS OWN SCHEDULE WHEN CONDITIONS ARE RIGHT. THIS BREAKS MOST SEED DORMANCIES NATURALLY OVER WINTER.
      2) IN GENERAL, FLOWER SPECIES EXHIBIT INCREASED SPRING GERMINATION WITH FALL SEEDING.
      3) RECOMMENDED FOR DROUGHTY, SANDY SOILS BECAUSE SEED GERMINATES EARLIER IN THE SEASON, WHEN MOISTURE LEVELS ARE OPTIMAL, AND BEFORE SUMMER HEAT.
      4) RECOMMENDED FOR CLAY SOILS, AS CLAY IS EASIER TO WORK IN THE FALL THAN IN SPRING, AND SEEDS WILL GERMINATE EARLIER IN THE SEASON. CLAY SOILS OFTEN REMAIN WET WELL INTO THE SPRING, AND BY THE TIME THEY CAN BE SAFELY WORKED, THE HEAT AND DROUGHT OF SUMMER ARE OFTEN RIGHT AROUND THE CORNER. FALL SEEDING ON CLAY SOILS ENCOURAGES EARLIER GERMINATION AND BETTER ROOT DEVELOPMENT PRIOR TO THE ONSET OF SUMMER.

      DISADVANTAGES–
      1) WARM SEASON GRASS SEED TYPICALLY EXHIBITS REDUCED GERMINATION.
      2) THERE IS NO OPPORTUNITY FOR EARLY SPRING WEED CONTROL BY CULTIVATION OR HERBICIDING.
      3) BE CAREFUL ON EROSION–PRONE SITES. PLANT FALL SEEDINGS NO LATER THAN SEPTEMBER, WITH AN ANNUAL RYE OR OATS NURSE CROP TO HELP HOLD THE SOIL OVER THE FALL AND WINTER.

   2. EARLY SPRING– (MARCH–APRIL)
      ADVANTAGES–
      1) IN GENERAL, RESULTS IN BETTER FLOWER GERMINATION THAN PLANTING IN LATE SPRING.
      2) WATERING IS GENERALLY NOT AS CRITICAL, AS SPRING RAINS FULFILL THIS NEED.
      3) WARM SEASON GRASS SEED GENERALLY HAS BETTER GERMINATION THAN IN FALL
      4) BEST OPTION FOR SANDY SOILS IF UNABLE TO PLANT IN FALL.

      DISADVANTAGES–
      1) LIMITED OPPORTUNITY FOR EARLY, COOL SEASON WEED CONTROL.
      2) NOT RECOMMENDED FOR HEAVY SOILS, AS IT IS DIFFICULT TO WORK THESE SOILS IF WET IN SPRING.

   3. LATE SPRING– (MAY TO JUNE)
      ADVANTAGES–
      1) MORE TIME FOR GOOD SOIL PREPARATION – PARTICULARLY IMPORTANT ON HEAVY SOILS.
      2) MORE TIME FOR SPRING WEED CONTROL PRIOR TO SEEDING.
      3) OPTIMAL PLANTING TIME FOR WARM SEASON GRASSES.

      DISADVANTAGES–
      1) INCREASED CHANCE FOR LOW MOISTURE CONDITIONS LATER IN THE SEASON.
      2) REDUCED GERMINATION OF SOME FLOWER SPECIES.

   4. DORMANT OVERSEEDING FOR AREAS OF ALREADY ESTABLISHED PRAIRIE TO ADD SPECIES OR FILL VOIDS– SOIL TEMPERATURE BELOW 55 DEGREES FAHRENHEIT PREFERABLY BEFORE SNOW COVER (TYPICALLY LATE NOVEMBER TO DECEMBER)

B. PLANTING METHODS
   1. HAND BROADCASTING SEED
      A) START WITH A FRESHLY–TILLED SEED BED FREE OF ROCKS OR SOIL CLUMPS GREATER THAN TWO INCHES IN DIAMETER.
      B) MIX ALL SEED (INCLUDING THE NURSE CROP) WITH SLIGHTLY DAMPENED SAWDUST OR VERMICULITE (APPROXIMATELY TWO BUSHEL BASKETS OF SAWDUST PER 1000 SQUARE FEET, OR ONE PICKUP TRUCK PER ACRE).
      C) DIVIDE THE SEED MIXTURE INTO TWO EQUAL GROUPS.
      D) HAND BROADCAST ONE HALF OF THE SEED EVENLY OVER THE ENTIRE SITE.
      E) HAND BROADCAST THE SECOND HALF OF THE SEED OVER THE SITE, WALKING PERPENDICULAR TO THE DIRECTION WALKED WHEN SEEDING THE FIRST HALF. THIS ENSURES EVEN SEED DISTRIBUTION.
      F) COVER THE SEED LIGHTLY, WITH ONE–EIGHTH TO ONE–FOURTH INCH OF SOIL WITH A RAKE OR DRAG.
      G) FIRM SEED IN THE SOIL BY ROLLING THE SITE WITH A CULTIPACKER, ROLLER, TRUCK OR TRACTOR TIRES
      H) MULCH THE DESIGNATED PLANTING AREA WITH APPROXIMATELY 1 INCH OF WEED FREE STRAW SUCH AS WINTER WHEAT OR MARSH HAY. THE MULCH WILL HELP TO CONTROL EROSION ON STEEP SLOPES AND KEEP SAND OR CLAY SOILS MOIST DURING THE GERMINATION PERIOD. IF WORKING ON STEEP SLOPES, COVER THE MULCHED AREA WITH THE SPECIFIED STRAW EROSION MAT WITH TWO INCH OPENINGS TO ALLOW FOR UN–IMPEDED WILDFLOWER SEEDLING DEVELOPMENT. INSTALL STRAW EROSION MAT AS SPECIFIED.

   2. MECHANICAL PLANTING OF PRAIRIE SEED ON AREAS GREATER THAN ONE ACRE, IT IS MORE EFFICIENT TO PLANT USING A BROADCAST OR A NO–TILL SEEDER. THE BROADCAST PLANTER SPREADS THE SEED OVER THE SOIL WHEREAS THE NO–TILL SEEDERS PLANT THE SEED IN ROWS BY OPENING SLITS IN THE SOIL. THE BROADCAST SEEDER RECOMMENDED BY PRAIRIE NURSERY IS THE "BRILLION" DOUBLE BOX AGRICULTURAL MODEL, TYPICALLY USED TO SEED ALFALFA AND GRASS MIXTURES BUT EQUIPPED WITH NATIVE GRASS BRISTLE BRUSHES IN THE LARGER FRONT BOX RATHER THAN THE STANDARD STEEL WIRE AGITATORS. NO–TILL SEEDERS COMMONLY USED FOR PRAIRIE PLANTINGS INCLUDE THE TRUAX DRILL, THE TYE WILDFLOWER AND NATIVE GRASS SEEDER, AND JOHN DEERE SEEDERS. ON STEEP SLOPES, MULCHING AND/OR EROSION FABRIC SHALL BE INSTALLED TO PREVENT THE SEED FROM WASHING PRIOR TO ITS ESTABLISHMENT. FOR HYDRO–MULCHING, ONLY USE A CELLULOSE–BASED MULCH AND DO NOT USE A TACKIFIER. ALTHOUGH GRASSES ARE ABLE TO PENETRATE THROUGH A TACKIFIER, THE WILDFLOWER SEEDLINGS TYPICALLY CANNOT.

   3. OVER SEEDING TO ADD SPECIES OR FILL VOIDS IN AN EXISTING NATIVE PRAIRIE
      A) CONDUCT SEEDING AT TIME INDICATED ABOVE.
      B) DO NOT TILL OR DISTURB THE SOIL OF THE EXISTING NATIVE PRAIRIE.
      B) MIX ALL SEED (DO NOT USE A NURSE CROP) WITH SLIGHTLY DAMPENED SAWDUST OR VERMICULITE (APPROXIMATELY TWO BUSHEL BASKETS OF SAWDUST PER 1000 SQUARE FEET, OR ONE PICKUP TRUCK PER ACRE).
      C) DIVIDE THE SEED MIXTURE INTO TWO EQUAL GROUPS.
      D) HAND BROADCAST ONE HALF OF THE SEED EVENLY OVER THE ENTIRE SITE. FOCUS ON AREAS THAT ARE THIN OR AREAS OF BARE SOIL.
      E) HAND BROADCAST THE SECOND HALF OF THE SEED OVER THE SITE, WALKING PERPENDICULAR TO THE DIRECTION WALKED WHEN SEEDING THE FIRST HALF. THIS ENSURES EVEN SEED DISTRIBUTION.
      F) DO NOT TILL THE SOIL OR APPLY MULCH TO THE OVER SEEDING. FREEZE THAW CYCLES THROUGH THE WINTER WILL WORK THE SEED INTO THE SOIL SO THAT IT CAN GERMINATE IN THE SPRING OF THE FOLLOWING 1 OR 2 YEARS.

NATIVE PRAIRIE MAINTENANCE

V. POST PLANTING MAINTENANCE

A. YEAR ONE – (BY CONTRACTOR) WEED CONTROL DURING THE FIRST GROWING SEASON IS ESSENTIAL. THE PERENNIAL PRAIRIE SEEDLINGS GROW SLOWLY, AND ARE EASILY OUT–COMPETED BY THE FASTER–GROWING WEEDS THAT WILL INEVITABLY GERMINATE. SEEDED AREAS SHALL BE MOWED TO A HEIGHT OF 6 INCHES APPROXIMATELY THREE TIMES DURING THE FIRST GROWING SEASON. WHEN WEEDS REACH A HEIGHT OF 12–16 INCHES, THE ENTIRE PLANTING SHALL BE MOWED BACK TO 6 INCHES. AS A GENERAL RULE OF THUMB, ANYTHING THAT GROWS TALLER THAN 8 INCHES IN THE FIRST YEAR IS PROBABLY A WEED. MOWING AT 6 INCHES WILL CUT BACK TALLER WEEDS, WHILE LEAVING THE SHORTER PRAIRIE SEEDLINGS UNHARMED. USE A STRING TRIMMER OR WEED EATER ON SMALL AREAS. ON LARGER AREAS, A FLAIL MOWER IS THE BEST CHOICE. FLAIL MOWERS CHOP UP THE WEEDS AS THEY ARE CUT, INSTEAD OF LAYING THE CUT WEEDS ON TOP OF THE PRAIRIE SEEDLINGS. IF A FLAIL MOWER IN NOT AVAILABLE, A ROTARY MOWER OR SICKLE BAR MOWER MAY BE USED. BE SURE TO MOW BEFORE ANY WEEDS SET SEED, TO PREVENT FUTURE WEED INFESTATION. DO NOT PULL WEEDS IN THE FIRST YEAR, AS THIS WILL DISTURB OR DESTROY THE DEVELOPING PRAIRIE SEEDLINGS. AT THE END OF THE FALL OF THE FIRST GROWING SEASON, LEAVE THE DEAD VEGETATION AND STUBBLE STANDING, TO HELP INSULATE THE SEEDLINGS AND REDUCE WINTER FROST HEAVING.

B. YEAR TWO (BY OWNER) DURING THE SPRING OF THE SECOND YEAR, MOW THE STANDING RESIDUAL VEGETATION TO THE GROUND IN EARLY SPRING, AND RAKE OFF THE CUTTINGS. IF BIENNIAL WEEDS SUCH AS SWEET CLOVER, BURDOCK, WILD PARSNIP, ETC. ARE A PROBLEM, MOW AGAIN AT APPROXIMATELY 12 INCHES WHEN THE MAJORITY OF BIENNIAL WEEDS ARE IN FULL FLOWER. MAKE SURE TO MOW THEM BEFORE THEY MAKE SEED! EXPECT THIS SECOND MOWING FOR CONTROLLING BIENNIAL WEEDS TO OCCUR AROUND MID–JUNE.

C. YEAR THREE AND BEYOND (BY OWNER)
BEGINNING IN THE SPRING OF THE THIRD YEAR, THE PRAIRIE CAN BE BURNED FOR THE FIRST TIME TO MAINTAIN ITS DIVERSITY AND VIGOR. BURNING IN MID–SPRING HELPS SET BACK NON–NATIVE COOL SEASON WEEDS AND GRASSES SUCH AS QUACKGRASS, BLUEGRASS, BROMEGRASS, ETC. BURNING ALSO ENCOURAGES EARLIER SOIL WARMING IN SPRING, WHICH FAVORS GROWTH OF THE HEAT–LOVING WARM SEASON PRAIRIE PLANTS. IF BURNING IS NOT POSSIBLE, THE PRAIRIE CAN BE MOWED AS CLOSELY TO THE GROUND AS POSSIBLE, AND THEN THE MOWED MATERIAL RAKED OFF TO EXPOSE THE SOIL AND ENCOURAGE WARMING.

TIMING IS VERY IMPORTANT WHEN BURNING OR MOWING YOUR PRAIRIE. THE GOAL IS TO ALLOW UNDESIRABLE COOL SEASON PLANTS TO BEGIN ACTIVE GROWTH PRIOR TO BURNING OR MOWING, SO THAT THEY WILL BE HARMED IN THE PROCESS. THE OPTIMAL DATE FOR BURNING OR MOWING CAN VARY BY AS MUCH AS A MONTH IN ANY GIVEN YEAR, DUE TO DIFFERENCES IN WEATHER. HOWEVER, WE CAN USE PLANTS AS OUR CALENDAR TO ENSURE OPTIMAL TIMING. THE BEST TIME TO BURN OR MOW MOST PRAIRIES IS WHEN THE BUDS OF THE SUGAR MAPLE TREE (ACER SACCHARUM) BEGIN TO BREAK OPEN IN SPRING. THIS USUALLY WILL OCCUR SOMETIME BETWEEN APRIL 1 AND MAY 15, DEPENDING UPON THE LOCATION AND THE WEATHER IN ANY GIVEN YEAR.

IT IS RECOMMENDED THAT YOU DIVIDE YOUR PRAIRIE INTO TWO "MANAGEMENT UNITS." BURN OR MOW ONE HALF EVERY OTHER YEAR, ALTERNATING FROM YEAR TO YEAR SO THAT EACH HALF IS BURNED ONCE EVERY TWO YEARS. THIS HELPS PREVENT INVASION BY WOODY PLANTS, AS WELL AS COOL SEASON WEEDS. BURNING OR MOWING LESS FREQUENTLY THAN EVERY OTHER YEAR CAN RESULT IN TREES AND SHRUBS GAINING A FOOTHOLD IN YOUR PRAIRIE. LEAVING ONE HALF UNBURNED OR UNMOWED ALSO LEAVES BUTTERFLY AND MOTH PUPAE AND EGGS INTACT, SO THAT THEY CAN RE–POPULATE THE ECOSYSTEM THAT YEAR. BURNING EVERY YEAR IS GENERALLY NOT RECOMMENDED, AS IT TENDS TO INCREASE THE DOMINANCE OF THE WARM SEASON PRAIRIE GRASSES AND CERTAIN PRAIRIE FLOWERS. BURNING OR MOWING EVERY OTHER YEAR HELPS CREATE VARYING CONDITIONS FROM YEAR TO YEAR, MAINTAINING MAXIMUM PLANT AND ANIMAL DIVERSITY.

2 L202 NATIVE PRAIRIE SEEDING NOTES
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

kapur
788 N. Jefferson Street, Ste 900
Milwaukee, Wisconsin 53202
kapurinc.com

PROJECT:
HINDU TEMPLE OF WISCONSIN PARKING LOT RENOVATIONS

LOCATION:
W243N4063 PEWAUKEE RD., PEWAUKEE, WI 53072

CLIENT:
POBLOCKI PAVING 100% EMPLOYEE-OWNED CORP.

RELEASE:
PERMIT SET

REVISIONS:

#	DATE	DESCRIPTION

SEAL:
WISCONSIN RYAN J. BIRSCHBACH E-46406 HARTFORD WI PROFESSIONAL ENGINEER
10/7/24
all in

SHEET:
SITE LANDSCAPE DETAILS

PROJECT MANAGER:	RB
PROJECT NUMBER:	240696.01
DATE:	11/04/2024

SHEET NUMBER:
L202

FILENAME: S:\Wauk_Co\Pewaukee\Priv\240696 Hindu Temple Paving\Design\L101 – SITE LANDSCAPE PLAN.dwg

Schedule

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	A	3	Industrial Lighting Products Inc	SAS-18L-U-40-T5S	Skyline Small, 18,000 Lumens, 4000K, Type 5 Square Optic	1	20236	0.9	530.4
	B	1	Industrial Lighting Products Inc	SAS-18L-U-40-T4	Skyline Small, 18,000 Lumens, 4000K, Type 4 Optic	1	19422	0.9	132.6
	C	3	Industrial Lighting Products Inc	SAS-18L-U-40-T2	Skyline Small, 18,000 Lumens, 4000K, Type 2 Optic	1	20410	0.9	132.6
	D	2	Industrial Lighting Products Inc	SAS-18L-U-40-T3	Skyline Small, 18,000 Lumens, 4000K, Type 3 Optic	1	20379	0.9	265.2

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Layout	+	2.7 fc	6.9 fc	0.0 fc	N/A	N/A

Note

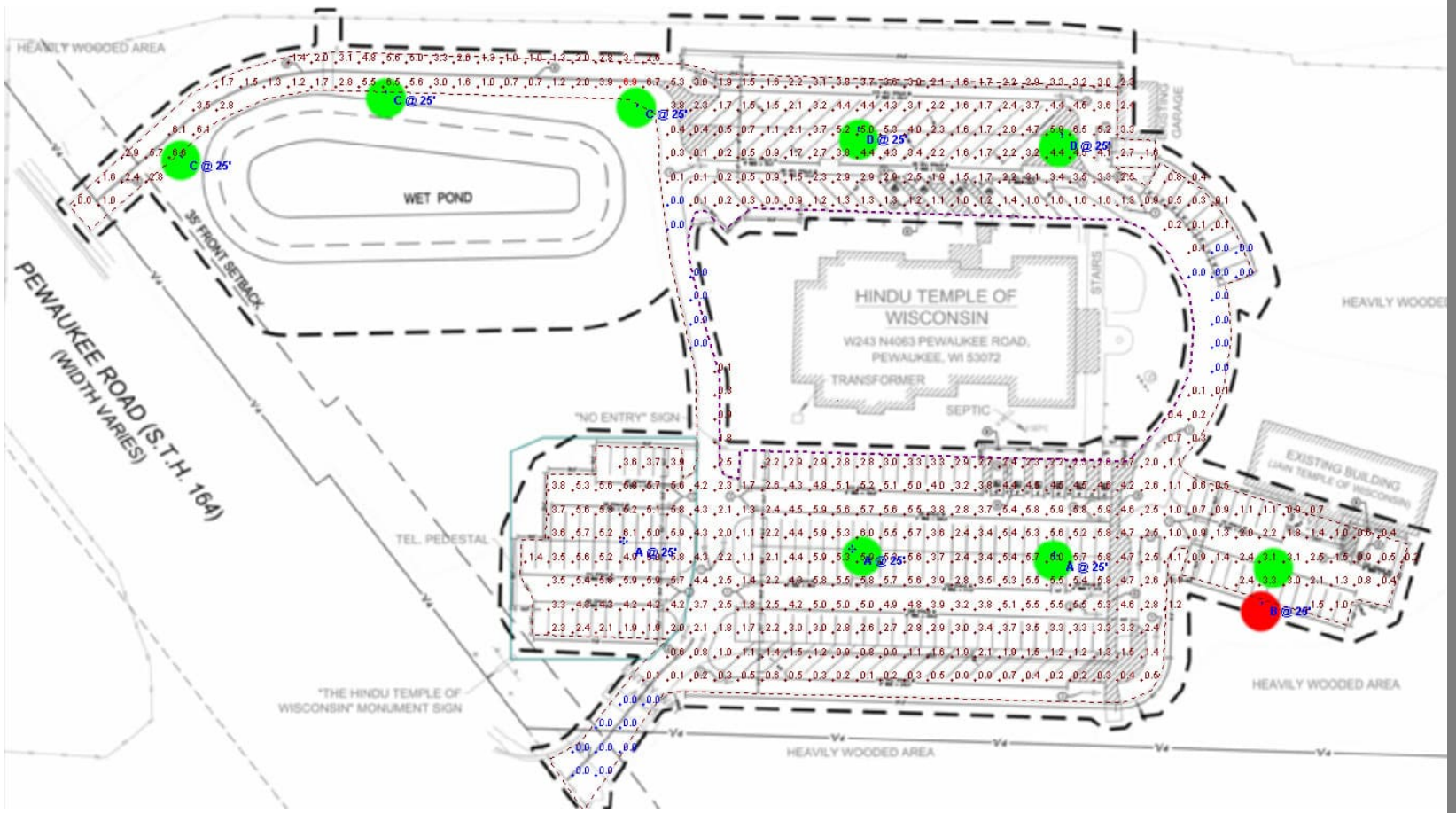
1. Dimensions:
2. Mounting Height: 25
3. Calc Zone: 0
4. Reflectances:

Calculations provided are estimates only.

Hindu Temple of WI Pewaukee

Designer
Bryan Schneider
Date
10/31/2024
Scale
Not to Scale
Drawing No.

Summary



ILP

Hindu Temple of WI Pewaukee

Designer
Bryan Schneider
Date
10/31/2024
Scale
Not to Scale
Drawing No.

Summary

2 of 2

Appendix G

Operations & Maintenance Agreement

STORM WATER MANAGEMENT PRACTICES
MAINTENANCE AGREEMENT

THIS AGREEMENT, made and entered into this_____ day of _____, 20___, by and between Hindu Temple of Wisconsin, Inc. hereinafter called the "Owner", and the City of Pewaukee, hereinafter called the "City".

WITNESSETH:

WHEREAS, the Owner is the owner of the following described lands situated in the City of Pewaukee, County of Waukesha County, State of Wisconsin, to-wit:

ALL THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWN 7 NORTH, RANGE 19 EAST, TOWN OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID 1/4 SECTION; THENCE NORTH 89°28'26" WEST ALONG THE SOUTH LINE OF SAID 1/4 SECTION 280.024 FEET TO THE PLACE OF BEGINNING OF THE LANDS HERINAFTER DESCRIBED; THENCE CONTINUING NORTH 89°28'26" WEST ALONG THE SOUTH LIN EOF SAID 1/4 SECTION 904.002 FEET; THENCE NORTH 39°07'41" WEST ALONG THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY TRUNK HIGHWAY "J" 201.732 FEET; THENCE SOUTH 50°52'19" WEST ALONG SAID RIGHT-OF-WAY LINE 10.000 FEET; THENCE NORTH 39°07'41" WEST ALONG SAID RIGHT-OF-WAY LINE 327.340 FEET TO A POINT OF CURVE HAVING A RADIUS OF 1577.890 FEET AND WHOSE CENTER LIES TO THE SOUTHWEST; THENCE NORTHWESTERLY 539.772 FEET ALONG THE ARC OF SAID CURVE AND SAID RIGHT-OF-WAY LINE, CHORD BEARS NORTH 48°55'41" WEST 537.144 FEET; THENCE NORTH 31°16'19" EAST ALONG SAID RIGHT-OF-WAY LINE 15.000 FEET; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE 104.238 FEET ALONG THE ARC OF A CURVE HAVING A RADIUS OF 1592.890 FEET AND WHOSE CENTER LIES TO THE SOUTHWEST, CHORD BEARS NORTH 60°36'10.5" WEST 104.220 FEET; THENCE SOUTH 27°31'20" WEST ALONG SAID RIGHT OF WAY LINE 15.000 FEET; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE 436.254 FEET ALONG THE ARC OF A CURVE HAVING A RADIUS OF 1577.890 AND WHOSE CENTER LIES TO THE SOUTHWEST, CHORD BEARS NORTH 70°23'54" WEST 434.866 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 78°19'08" WEST ALONG SAID RIGHT-OF-WAY LINE 244.163 FEET OT A POINT ON THE SOUHT LINE OF CERTIFIED SURVEY MAP NO. 1602, SAID POINT BEING SOUTH 89°36'24" EAST 1.502 FEET FROM THE WEST LINE OF SAID 1/4 SECTION; THENCE SOUTH 89°36'24" EAST ALONG THE SOUTH LINE OF SAID CERTIFIED SURVEY MAP NO. 1602, 1191.448 FEET TO THE SOUTHEAST CORNER OF SAID CERTIFIED SURVEY MAP; THENCE SOUTH 01°31'30" EAST 376.022 FEET; THENCE SOUTH 89°16'56" EAST 1184.302 FEET TO THE NORTHWEST CORNER OF CERTIFIED SURVEY MAP NO. 847; THENCE SOUTH 00°20'19" EAST ALONG THE WEST LINE OF SAID CERTIFIED SURVEY MAP 612.424 FEET TO THE PLACE OF BEGINNING.

hereinafter called the "Property".

WHEREAS, the Owner is developing the property; and

WHEREAS, the Site Plan/Subdivision Plan known as The Hindu Temple of Wisconsin Parking Lot Renovations hereinafter called the "Plan", which is expressly made a part hereof, as approved or to be approved by the City, provides for on-site storm water management practices within the confines of the Property; and

WHEREAS, the City and the Owner, its successors and assigns, including any homeowners association, agree that the health, safety and welfare of the residents of the City of

Pewaukee, require that on-site storm water management practices as defined in Chapter 19 of the Pewaukee Municipal Code be constructed and maintained on the Property; and

WHEREAS, the City requires that on-site storm water management practices as shown on the Plan be constructed and adequately maintained by the Owner, its successors and assigns, including any homeowners association.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants contained herein, and the following terms and conditions, the parties hereto agree as follows:

1. The on-site storm water management practices shall be constructed by the Owner, its successors and assigns, including any homeowners association, in accordance with the plans and specifications indicated in the Plan and applicable statutes, ordinances and rules. The storm water management practices shall serve the drainage area designated in the Plan.

2. The Owner, its successors and assigns including but not limited to any homeowners association, shall regularly inspect the storm water management practices and specifically the function of the approved storm water management system as often as conditions require, but in any event at least once each year. The standard Operation and Maintenance Report attached to this agreement as Exhibit D and by this reference made a part hereof shall be used for the purpose of the regular inspections of the storm water management practices. The Owner, its successors and assigns shall keep the Operation and Maintenance Reports from past inspections as well as a log of maintenance activity indicating the date and type of maintenance completed. The Reports and maintenance log shall be made available to the City for review. The purpose of the inspections is to ensure the safe and proper functioning of the facilities. The inspections shall cover all facilities including but not limited to berms, outlet structures, pond areas and access roads. Deficiencies shall be noted in the Operation and Maintenance Report.

3. The Owner, its successors and assigns, including any homeowners association, shall adequately maintain the storm water management practices, including but not limited to all pipes and channels built to convey storm water to the facility, as well as all structures, improvements, and vegetation provided to control the quantity and quality of the storm water. Adequate maintenance is herein defined as keeping the storm water management facilities in good working condition so that these facilities are performing to their design functions and are in accordance with the Operations and Maintenance Standards attached to this agreement as Exhibit D and by this reference made a part hereof.

4. The Owner, its successors and assigns, including any homeowners association, hereby grant permission to the City, its authorized agents and employees, to enter upon the Property and to inspect the storm water management practices whenever the City deems necessary. The purpose of inspection is to investigate reported deficiencies and/or to respond to citizen complaints. The City shall provide the Owner, its successors and assigns, including any homeowners association, copies of the inspection findings and a directive to commence with the repairs if necessary. Corrective actions shall be taken within a reasonable time frame as established by the City Engineer.

5. If the Owner, its successors and assigns, including any homeowners association, fails to maintain the storm water management practices in good working condition, consistent with the terms of the approved plans and specifications approved by the City and does not perform the required corrective actions and inspections in the specified time, the City may:

   a. Issue a citation to the Owner, its successors and assigns. Each day that the violation exists shall constitute a separate offense, and shall be considered a continuing violation.

   b. Perform the corrective actions identified in the inspection report and assess the Owner, its successors and assigns for the cost of such work. The cost of such work may be specially assessed against the property pursuant to Wisconsin Statutes Section 66.0703. If the facilities are located on an outlot owned collectively by a homeowners association, the City may assess each member of the homeowners association according to the ownership interest in the facilities located on the property. This provision shall not be construed to allow the City to erect any structure of permanent nature on the land of the Owner outside of the easement for the storm water management practices, and in no event shall this Agreement be construed to impose any such obligation on the City.

6. The Owner, its successors and assigns, including any homeowners association, will perform the work necessary to keep these facilities in good working order as appropriate. In the event a maintenance schedule for the storm water management practices (including sediment removal) is outlined on the approved plans, the schedule will be followed. The minimum amount of maintenance on the storm water management practices shall be in accordance with the Maintenance Standards (Exhibit D).

7. In the event the City pursuant to this Agreement, performs work of any nature, or expends any funds in performance of said work for labor, use of equipment, supplies, materials, and the like, the Owner, its successors and assigns, including any homeowners association, shall reimburse the City upon demand,

within thirty (30) days of receipt for all actual costs incurred by the City hereunder.

8. This Agreement imposes no liability of any kind whatsoever on the City, its officers, agents and employees, and the owner agrees to indemnify and hold the City harmless as and against any and all claims, actions, causes of action, demands, including attorney fees which the City may incur as a result of the failure of the storm water management system and/or actions taken or not taken by the City to enforce the terms of this agreement including, but not limited to, the performance of maintenance activities.

9. This Agreement shall be attached as an exhibit to any document which creates a homeowners association that is responsible for maintenance of the storm water management practices and be recorded at the Waukesha County Register of Deeds, and shall constitute a covenant running with the land, and shall be binding on the Owner, its administrators, executors, assigns, heirs and any other successors in interests, including any homeowners association. The Owner shall provide the City with a copy of any document which creates a homeowners association that is responsible for the storm water management practices.

10. Notwithstanding anything in this Agreement to the contrary, in the event the Owner, or the Owner's successors and assigns, sell or otherwise transfer ownership in the Property, the Owner and the Owners successors and assigns, are hereby released from any and all liabilities and obligations under the terms of this Agreement.

WITNESS the following signatures and seals:

_____
Company/Corporation/Partnership Name (Seal)

_____
(Type Name), (Type Title)

STATE OF WISCONSIN)
) ss.
COUNTY OF WAUKESHA)

Personally came before me this ___ day of _____, _____, the above named _____, to me known to be the person who executed the foregoing instrument and acknowledged the same.

_____
Notary Public, State of Wisconsin
My Commission Expires: _____

City of Pewaukee,
Waukesha County, Wisconsin

_____
Steve Bierce, Mayor

_____
Kelly Tarczewski, Clerk/Treasurer

STATE OF WISCONSIN)
) ss.
COUNTY OF WAUKESHA)

Personally came before me this ____day of _____, _____, the above named Steve Bierce, Mayor and Kelly Tarczewski, Clerk/Treasurer, to me known to be the Mayor and Clerk/Treasurer, respectively, of the City of Pewaukee and to me known to be the persons who executed the foregoing instrument and acknowledged the same.

_____
Notary Public, State of Wisconsin
My Commission expires: _____

Exhibit A – Legal Description

The following description and reduced copy map identifies the land parcel(s) affected by this Agreement. For a larger scale view of the referenced document, contact the Waukesha County Register of Deeds office.

Project Identifier: Hindu Temple of Wisconsin Parking Lot Renovation

Date of Recording: _____

Map Produced By: Kapur

Legal Description: ALL THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 3, TOWN 7 NORTH, RANGE 19 EAST, TOWN OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN. See PLAT of Survey for complete legal description.

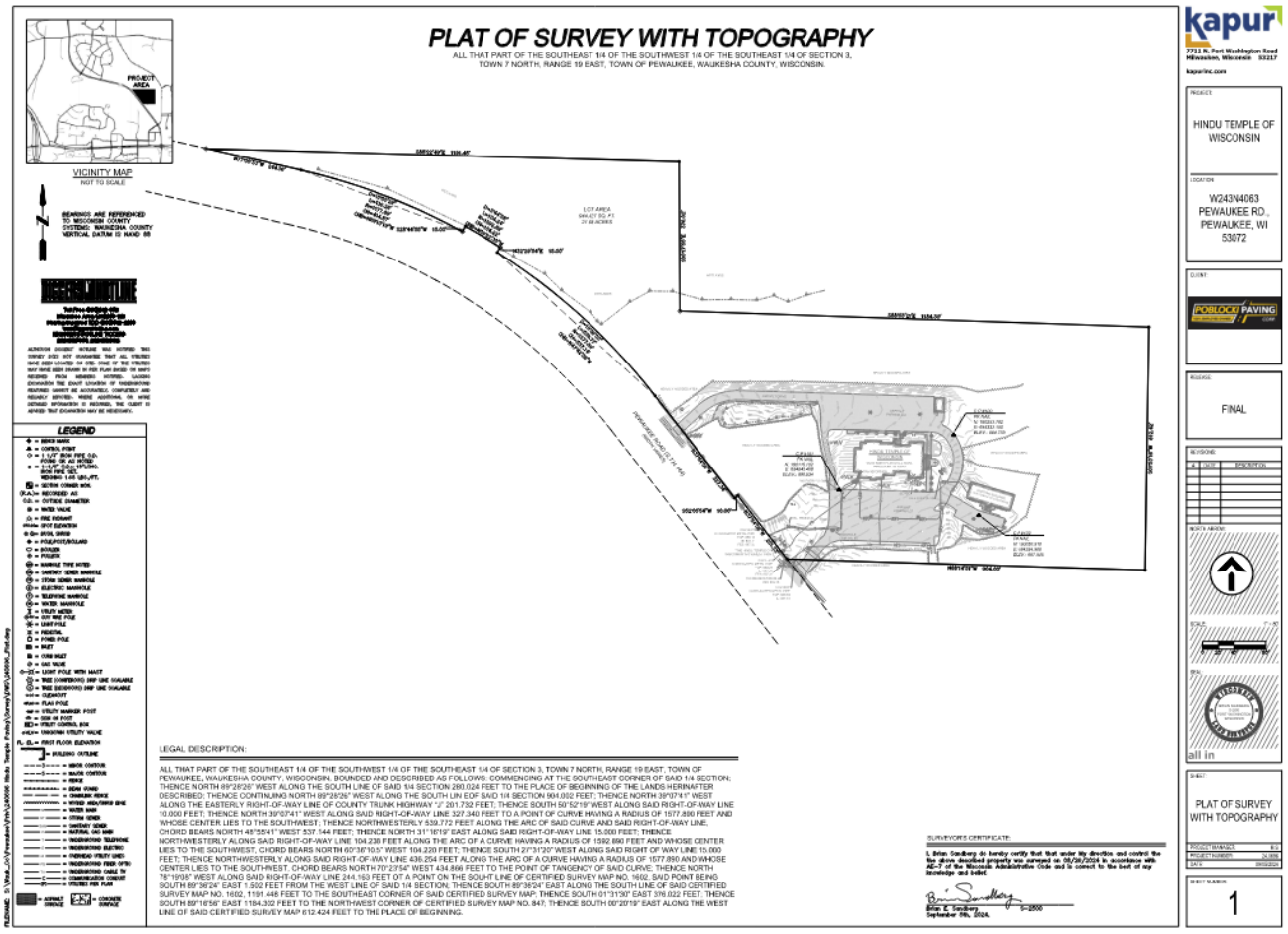


Exhibit B - Location Map
Storm Water Management Practices Covered by this Agreement

The storm water management practices covered by this Agreement are depicted in the reduced copy of the construction plans, as shown below. The practices include Wet Pond, Infiltration Basin, Grassed Swales, Storm Sewer System, and Culverts. All of the noted storm water management practices are located near the north driveway entrance, as noted in Exhibit A.

Subdivision/Project Name**:** Hindu Temple of Wisconsin Parking Lot Renovations

Storm Water Practices**:** Wet Pond and Infiltration Basin

Location of Practices**:** Near the north driveway entrance

Owners: Hindu Temple of Wisconsin, Inc.

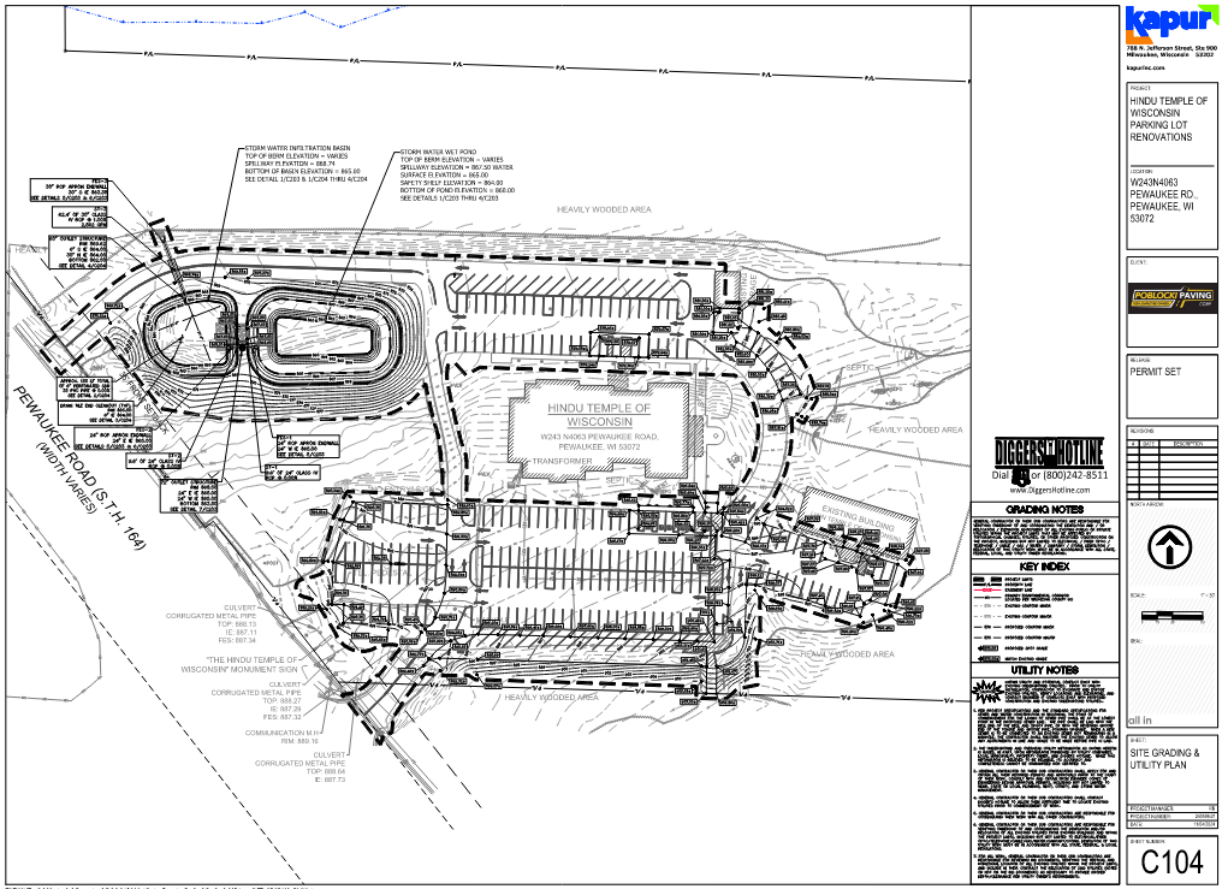


Exhibit C
Minimum Storm Water Practice Maintenance Requirements

This exhibit explains the basic function of each of the storm water practices listed in Exhibit B and prescribes the maintenance requirements beyond the minimum requirements in Exhibit D to remain compliant with this Agreement. The maintenance activities listed below are aimed to ensure these practices continue serving their intended functions in perpetuity. The list of activities is not all inclusive, but rather indicates the minimum type of maintenance that can be expected for this particular site. Access to the storm water practices for maintenance vehicles is shown in Exhibit B. Any failure of a storm water practice that is caused by a lack of maintenance will subject the Responsible Party to enforcement of the provisions of this Agreement by the City of Pewaukee.

To best manage storm water runoff, an adjoined wet pond and an infiltration basin are proposed. Site runoff including the main temple building and parking areas will flow overland to the wet pond where it will be treated to meet water quality standards before being released to the infiltration basin. In larger storm events, an overflow will allow water to pass from the wet pond to the infiltration basin for additional storage volume to attenuate peak flows.

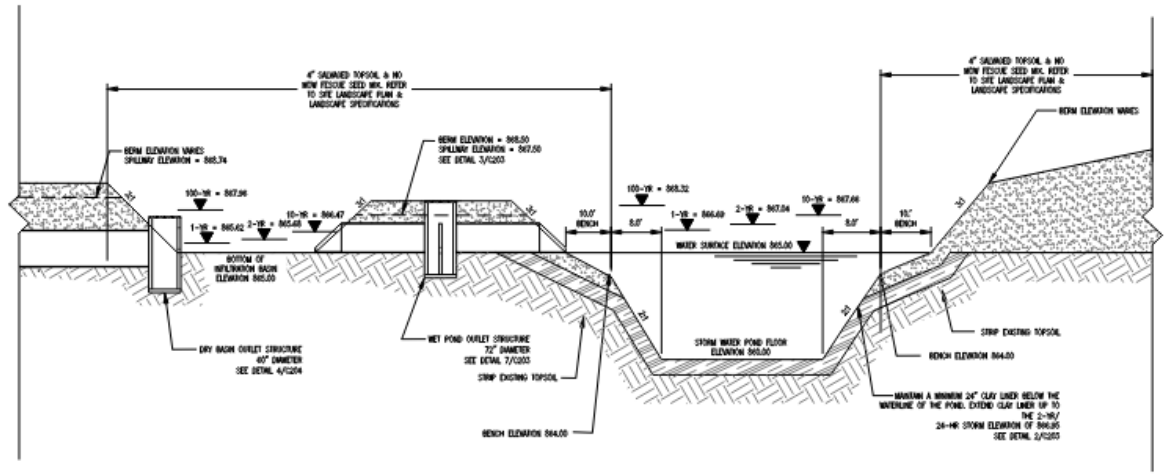


Exhibit D
Minimum Operation and Maintenance Requirements

WET DETENTION POND
OPERATION AND MAINTENANCE

I. ROUTINE MAINTENANCE

A. Mowing

1. Side slopes, embankments, and emergency spillways that are not rock lined which have been planted with turf grasses should be mowed at least twice a year to prevent woody growth and control noxious weeds.

2. Adjacent to the residential areas, more frequent mowing, typically once a week during a normal growing season, is recommended for aesthetic and allergy control purposes.

3. Native grasses should be mowed to a height of 6" in mid to late summer or after they have achieved a height of 1-1/2 feet during the first growing season. Further mowing in subsequent growing seasons will not be required.

4. If possible, the native grass area should be burned off every three to four years in the spring of the year. Check local burning regulations as permits may be required.

5. If burning of the native grass areas is not possible, a 5 to 8" mowing every 3 to 4 years may suffice as a substitute management technique. The mowed area should be raked and performed in the spring.

B. Inspections

1. Inspections of the ponds shall be completed on a quarterly basis or after significant rainfall events.

2. The inspections should be completed during wet weather conditions to determine if the ponds are functioning properly.

3. Inspection priorities shall be as follows:

a. Inspect the embankments for subsidence, erosion, cracking and tree growth.

b. Inspect the condition of the emergency spillway and overland flow path.

c. Inspect the pond for accumulation of sediment.

d. Inspect the outlet control structure for clogs, debris, and material failures.

e. Inspect upstream and downstream channels from an erosion perspective.

f. Inspect any modifications that may have been made to the ponds following their initial construction.

g. Inspect the side slopes of the pond for erosion, slumping, cracking or woody plant materials.

4. As-built plans shall accompany the person responsible for the pond inspections.

5. Documentation of the inspections should be completed and filed. Documentation should include at a minimum:

a. Inspectors name, affiliation, and professional credentials if applicable.

b. Date, time, and weather conditions.

c. Approximate rainfall total over a 24-hour period if applicable.

d. Existing embankment, outlet and inlet conveyance systems and vegetation condition.

e. Sediment depth at the outlet control structure and at a minimum one other location.

f. Identification of potential structural failures and repair needs

g. Other pond conditions such as vegetation growth, algae growth, and emergency spillway conditions.

h. Repair recommendations.

C. Debris and Litter Removal.

1. Debris and litter removal from the pond surface shall be completed at least once a month.
2. Particular attention should be paid to debris accumulating around the riser pipe to prevent potential clogging.

D. Erosion Control.

1. The pond side slopes, embankments and emergency spillways may suffer from periodic slumpage and erosion.

2. Corrective measures shall include re-grading, filling and re-vegetation of the eroded or slumping areas.

3. Rip rap at the pond outlet and emergency spillways should be inspected for displacement or undermining. Repairs shall be made upon discovery.

E. Nuisance Control.

1. Biological control of algae and mosquitoes is preferred over chemical control. Consultation with local WDNR officials is recommended prior to the introduction of any biological control.

2. Maintaining the native grass perimeter will aid in the control of geese.

3. Mechanical controls should be used when feasible.

II. NON-ROUTINE MAINTENANCE

A. Structural Repairs and Replacement.
1. The outlets of the pond have been constructed utilizing concrete pipe. The estimated life of these structures is 75 to 100 years. Annual inspection of the structures will disclose any potential structural problems. If structural problems appear, repair or replace the outlet.

2. Excessive or chronic drawdown of the ponds may cause leaks or seepage through the embankments. Excessive drawdown should be avoided and thus corrective measures for leakage and seepage can be avoided.

B. Sediment Removal

1. A sediment clean-out cycle of 10 to 15 years is recommended. Sediment removal may be necessary prior to 10 years if there is a substantial amount of land disturbance occurring within the contributory watershed. Annual inspections shall be made to insure that the design depth of the permanent water pool is maintained.

2. Sediment removed from the ponds shall be hauled to an upland area, spread and stabilized with vegetative material or disposed of in accordance with Chapter NR 528 of the Wisconsin Administrative Code.

3. It is recommended that the sediment be tested to determine if land filling is necessary. Contact the local DNR prior to sediment sampling and testing to insure compliance with State standards and regulations.

4. Surveyed depths of the sediment storage area and permanent pool elevations shall be made immediately following the construction of the ponds and recorded on the as-built plans. Annual inspections shall include measure downs to determine sediment elevations in relation to the permanent pool elevation.

III. RESPONSIBLE PARTY & FINANCIAL FUNDING

A. The responsible party for the operation, inspection and maintenance of the wet ponds shall be the _____.

B. It is recommended that the _____ establish a perpetual maintenance fund to insure that the ponds are properly inspected, maintained and repaired.

IV. ADDITIONAL CONSIDERATIONS TO IMPROVE POND WATER QUALITY AND REDUCE MAINTENANCE COSTS.

A. General.

1. Improper disposal of yard waste will affect the water quality of the wet ponds and may cause clogging of the outlet structure.

2. Improper fertilizer and pesticide application will affect the water quality of the wet ponds and add to algae growth.

3. Excess lawn watering will affect the water quality of the ponds due to increased water runoff that may contain fertilizers and pesticides.

B. Yard Care

1. It is recommended to consider routine yard care maintenance that is practical and environmentally sound.

2. Refer to the U.W. Extension's "Rethinking Yard Care" for additional information.

C. Leaves and Yard Trimmings.

1. It is recommended that leaves and yard trimmings be properly disposed of.

2. Refer to the U.W. Extension's "Managing Leaves and Yard Trimmings" for further information.

D. Lawn and Garden Fertilizers.

1. It is recommended to control fertilizer applications on lawn and gardens so as not to be detrimental to the water quality of the ponds. Recall the City of Pewaukee has a phosphorus ban on all lawns unless it is utilized for starting a new lawn or a soils test shows a deficiency.

2. Refer to the U.W. Extension's "Lawn and Garden Fertilizers" for further information.

E. Lawn and Garden Pesticides.

1. Lawn and garden pesticides may pollute surface and ground water.

2. Refer to the U.W. Extension's "Lawn and Garden Pesticides" for further information.

F. Lawn Watering.

1. Excess lawn watering will wash pollutants into the wet ponds. Recall the City of Pewaukee has lawn water regulations that must be followed if you opt to water your lawn.

2. Refer to the U.W. Extension's "Lawn Watering" for further information.

G. Lawn Weed Control.

1. Proper turf management will lower the amount of chemicals that may runoff into the wet ponds during rain events.

2. Invasive plant and animal species shall be managed in compliance with Wisconsin Administrative Code Chapter NR 40. This may require eradication of invasive species in some cases.

3. Refer to the U.W. Extension's "Lawn Weed Control" for further information.

INFILTRATION BASIN
OPERATION AND MAINTENANCE

I. ROUTINE MAINTENANCE

A. Inspection

1. Performance of the infiltration basin should be inspected monthly and after every major storm event, following the initial construction to evaluate if the basin is draining within the design time limits.

2. If performance does not meet the design goals, complete repairs to the facility to meet the design requirements.

3. Following the initial year of monthly inspections, quarterly inspections of the facility should be made. Inspect the facility for:

a. Differential settlement

b. Cracking

c. Erosion

d. Leakage

e. Tree and woody plant growth on the embankments

f. Condition of the inlets and outlets and level spreaders

g. Sediment accumulation

h. Vigor and density of vegetation on the floor of the basin and buffer strips

i. Standing water in over 50% of the basin for more 3 days

B. Mowing – Native Vegetation

1. During establishment of vegetation, the first mowing shall occur once it reaches a height of 10 to 12 inches.

2. Control woody plant invasion by mowing or routine burning once a year. The vegetation height shall be 5 to 6 inches after mowing.

3. If burning cannot be accommodated, mow once per year in the fall after November 1st.

4. Remove trash and debris at the time of mowing.

C. Burning

1. Shall begin the second year, if it can be accommodated.

2. Shall occur in the early Spring prior to May 1st or in the late fall after November 1st.

3. Shall be done two consecutive years and then up to 3 years can pass before the next burning.

4. Under no circumstances shall burning occur every other year.

C. Erosion Control

1. Inspect quarterly for erosion. Inspection after major storm events for erosion problems is also recommended if practical.

2. Repair all eroded areas immediately. Temporary erosion controls may be necessary to facilitate repairs.

D. Tilling

1. If the basin is located on marginally permeable soils, annual or semi-annual tilling may be needed to maintain infiltration capacity.

2. Tilled areas should be immediately re-vegetated to prevent erosion.

E. Pre-Treatment Systems

1. Maintenance of the pre-treatment system should include sediment removal, oil and grease skimming, and grass filter strip maintenance.

2. Inspect the structural elements of the pre-treatment system and repair if needed.

II. NON-ROUTINE MAINTENANCE

A. Structural Maintenance

1. Inspect pipe systems quarterly.

2. Remove and replace pipe systems that have eroded or rusted.

3. Earthen structures should be inspected annually. Erosion should be repaired immediately upon discovery.

B. Restoration of Infiltration Capacity

1. Over time the original infiltration capacity of the basin will be diminished.

2. Deep tilling can be done to restore the infiltration capacity of the basin. The basin will be drained, and the soils dried to a depth of 8 inches.

3. The top 2 to 3 inches of topsoil, chisel plowing, and adding topsoil and compost can be done.

4. The basin must be restored with native plantings.

GRASSED SWALES
OPERATION AND MAINTENANCE

I. INSPECTION

A. Inspection should occur seasonally and after major rainfall events.

B. Inspect for sediment deposition, check dam bypassing, erosion, and litter.

C. Nuisance conditions such as woody plant growth and mosquito breeding areas should also be identified and removed.

D. Grass swales must be check after heavy rains (2.5-inches within a 24-hour period, minimum of annually for signs of erosion. Any eroding areas must be repaired immediately. Erosion matting is recommended for repairing grassed areas.

II. MAINTENANCE

A. Mow only to maintain the vegetation at a height greater than the design flow depth.

B. Maintain the vegetated liner in a vigorous condition.

C. Depending on the vegetative material, mowing may be infrequent or unnecessary.

D. Remove woody plants that may invade the swale.

E. If the swale is damaged by road salts, remove the damaged area and replant with salt tolerant grasses.

F. Discourage deposition of leaf litter and grass clippings by informing, typically by signage, local residents of the swales purpose.

G. Grass swales shall be preserved to allow free flowing of surface runoff in accordance with approved grading plans. No buildings or other structures are allowed in these areas. No grading or filling is allow that may interrupt flows in any way.

STORM SEWER SYSTEM
OPERATIONS AND MAINTENANCE

I. INSPECTION

A. Frequency

a. Inspect catch basins, inlets, and manholes at least once per year.

b. Inspect storm sewer end sections at least twice per year and after major rainfall events.

B. Inspection

a. Catch Basins, Inlets and Manholes

i. Inspect for sediment deposition in the bottom of structures.

ii. Check frames and lids for cracks and wear such as rocking lids or lids moved by traffic and for shifted frames.

iii. Check chimneys for cracked mortar, cracked lift rings and spalling.

iv. Check for leaks at joints.

v. Check surrounding areas for pollutants such as leaks from dumpsters, minor spills, and oil dumping.

b. Storm Sewer End sections

i. Observe for obstructions, accumulation of sediment and trash, undermining and joint separation.

ii. Inspect end treatment for settlement, scour and displaced armoring.

c. Outlet Structures

i. All outlet structures and pipes must be checked monthly to ensure there is no blockage from debris or erosion. Any blockage must be removed immediately. Any Erosion shall be promptly reparired.

II. STANDARD MAINTENANCE

A. Catch Basins, Inlets and Manholes

a. Repair any deterioration threatening structural integrity immediately.

b. Replace worn or cracked frames and lids. Frames that have shifted should be re-centered and re-set on the structure.

c. Repair any spalled or cracked mortar. Cracked rings should be repaired or replaced.

d. Repair leaking joints.

e. Clean manhole and storm inlet inverts of deposited material. Catch basins should be cleaned before the sump is 40 percent full.

f. Remove potential sources of contamination away from catch basins, inlets, and manholes.

B. Storm Sewer End sections

a. End sections should be free flowing; trash, debris and obstructions should be removed to prevent backups.

b. End sections which have separated from the storm sewer pipe shall be reset on firm bedding and reconnected to the existing storm sewer pipe. Restrain joints if necessary.

c. Scour areas shall be repaired immediately. Replace missing soil with clean fill and replace/install end treatment. Missing armoring will require additional stone, typically one class larger.

d. Excessive material deposited at the storm sewer outfall is indicative of: a disturbed area upstream draining to the system or a potential failure of a system component. Disturbed areas draining to the system should be stabilized immediately or diverted to drain to a BMP. Potential system failures require non-standard maintenance.

III. NON-STANDARD MAINTENANCE

A. Non-standard maintenance includes inspection, repair, or replacement of buried structures.

a. Televising of buried structures (pipes) should occur when excessive material is found within the system or at an outfall with no apparent source area visible at the surface, or the system experiences frequent backups.

b. Follow the recommendations for the repair and/or replacement of system components televised by a firm specializing in this work.

CULVERTS
OPERATION AND MAINTENANCE

I. INSPECTION

A. Culverts should be inspected twice a year and after heavy rainfall.

B. Inspect for sediment deposition, scour at the ends of pipe, accumulations of trash and obstructions.

II. MAINTENANCE

A. Scour areas should be repaired with clean fill and replacement of end treatment (rip rap, TRM, etc.). Scour areas with no end treatment should be stabilized with topsoil, seed, and erosion control mat at a minimum.

B. Sediment deposits, trash and obstructions should be removed from the pipe ends.

C. Material deposited within the pipe should be promptly removed to maintain the conveyance capacity of the pipe.

DATE: November 21, 2024

DEPARTMENT: Planning

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding a Recommendation to the Common Council for a Conditional Use Permit for Autumn Hill Academy for Property Located at N25 W23050 Paul Road for the Purpose of a Proposed Public Charter School (PWC 0917995006)

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Autumn Hill Academy staff report 10.17.24
Autumn Hill Academy traffic plan
Autumn Hill Academy narrative
Autumn Hill Academy occupancy letter
Autumn Hill Academy exterior entry paint
Autumn Hill Academy traffic control plan
B-4 District
B-5 District
B-6 District
Autumn Hill Academy Cecilia Coons email 10.17.24
Autumn Hill Academy draft Conditional Use Permit 12.2.24

Office of the Planner & Community Development Director
W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770 Fax (262) 691-1798
fuchs@pewaukee.wi.us

REPORT TO THE PLAN COMMISSION

Meeting of October 17, 2024

Date: October 10, 2024

Project Name: Autumn Hill Academy Conditional Use

Project Address/Tax Key No.: N25W23050 Paul Road / PWC 0917995006

Applicant: Autumn Hill Academy

Property Owner: Daily Bread LLC

Current Zoning: B-6 Mixed Use Business District

2050 Land Use Map Designation: Manufacturing/Fabrication/Warehousing

Use of Surrounding Properties: M-4 zoned properties to the north, south, and west and B-1, B-6, and M-1 zoned properties to the east

Project Description

The applicant, Autumn Hill Academy, filed a Conditional Use Permit requesting approval to locate within an existing building at N25W23050 Paul Road.

Autumn Hill Academy is a public charter school sponsored through the University of Wisconsin-Milwaukee. The school will initially include grades sixth through tenth with plans to add grades eleventh and twelfth. The school will initially be available to 216 students with plans to have a maximum enrollment of 360 students in subsequent years. Note the maximum enrollment was revised following a previous letter referenced by the applicant as Attachment 1 that states an enrollment of up to 432 students.

Hours of operation are primarily between 7:30 a.m. to 4:45 p.m., Monday through Friday, with occasional events being held outside of those days and times.

The applicant is proposing to paint the existing blue accents on the building, but otherwise, no exterior site or building modifications are proposed.

Zoning/Use

The property is zoned B-6 Mixed Use Business District and is designated as Manufacturing/Fabrication/Warehousing on the City's 2050 Future Land Use Map. The proposed use is not specifically listed within the B-6 District; however, the B-6 District does allow, as a Conditional Use, "Any retail, service or office use that is compatible with those uses listed above as determined by the Plan Commission."

The uses allowed within the B-6 District include those Permitted and Conditional Uses allowed within the B-4 and B-5 zoning districts. These zoning districts are attached for Plan Commission review of uses. Generally, the B-4 District allows office type uses as well as studios for fine arts. The B-5

District allows uses that are generally compatible with and dependent upon highway traffic or serving the needs of highway traffic.

In staff's opinion, the most similar use is below, which is Permitted in the B-4 District. A school, however, is at a much larger scale than a studio type use. As such, if considered for approval, the Plan Commission should consider how this site and location accommodates such a use to ensure there are no conflicts or adverse impacts to the surrounding area.

> Studios for photography, painting, music, sculpture, dance, or other recognized fine art.

The applicant's narrative includes surrounding uses that they find to be similar with the proposed use, such as CESA #1 Learning Center West and Pewaukee Insight, which both offer student learning opportunities. These schools are both located across the street from the subject property at N25W23131 Paul Road. Note this property is zoned M-4 Industrial Park.

It should be noted that rezoning the property to the I-1 District to accommodate the school use is an option, opposed to the Conditional Use process; however, staff would not support a rezoning of the subject property considering its potential long-term use and the comprehensive master plan future land use designation.

<u>If allowed, staff suggests that the Plan Commission limit enrollment to a certain capacity and require the applicant to return to the Plan Commission and Common Council to amend the Conditional Use to allow for greater enrollment</u>. This will help ensure that the use is compatible with the zoning district and the site is adequate to accommodate the proposed enrollment.

<u>Traffic and Parking</u>
The subject parcel is located on the northwest corner of Paul Road and Redford Boulevard (CTH F). The parking lot to the east of the building contains 77 parking spaces and 17 parking spaces are located in front of the building for a total of 94 parking spaces. According to the applicant there are 26 staff members at full enrollment, and they anticipate 22 student drivers.

Considering the Zoning Code suggested parking minimum below, staff calculates that 85 parking spaces are recommended for this use, based upon 26 staff members and 216 students 16 years of age or older.

> Colleges, secondary schools, and elementary schools.
>
> One (1) space for each two (2) employees plus One (1) space for each three (3) students of 16 years of age or more.

Staff has met with the applicant and expressed significant concerns related to traffic and parking. Staff indicated concerns regarding queueing and the potential for cars to back up onto Paul Road and Highway F. The school use will also potentially create a significant amount of traffic heading north and turning left from Highway F onto Paul Road.

Staff also mentioned concerns about the use of the parking lot while cars are queuing onsite. A substantial number of cars queueing will make it difficult for the faculty and students to utilize parking spaces.

To address these concerns, the applicant has provided a Traffic Control Plan (Attachment 3). This plan generally states that cars will enter the westernmost drive of the site to allow for cars to queue through the entire front and east side of the property.

The applicant also indicated that the school will initially issue only 50 "car passes" that will allow for family drop-off and pick-up at the school. If it appears more can be accommodated, the school will then propose to issue more. *Staff recommends that the school shall issue no more than fifty car passes allowing students to be dropped-off and picked-up at the school property. Plan Commission and Common Council review and approval of an amendment to the Conditional Use Permit shall be required to allow for the issuance of any additional car passes for drop-off and pick-up at the school*.

The school plans to hire school busses to transport students from designated "cluster stops." It is anticipated that three to four buses will be utilized and potentially increase to five or six at full enrollment. Moreover, the school intends to stagger bus arrival times, so not all buses will arrive at the school at the same time. Staff is concerned with bus turning movements onsite. *Staff recommends that the applicant provide a plan, for Plan Commission review and approval, which illustrates bus turning movements throughout the site and demonstrates there is no interference with other vehicles, particularly the two-way traffic along the front or south side of the building*.

According to the applicant, car arrivals will also be staggered as the school offers an optional soft start from 8:00 a.m. to 8:40 a.m. Departures are also anticipated to be staggered as some students will have after-school activities. The start time of middle school and high school grade levels will only be staggered if determined necessary to ease and control traffic volumes.

The applicant also stated that student departures will not be allowed until the pick-up line has dissipated to help with congestion within the parking lot.

If approved, *staff recommends that the applicant shall follow the Traffic Control Plan, dated October 7, 2024, and provided as Attachment 3. Failure to adhere to the Traffic Control Plan shall result in Plan Commission and Common Council review of the Conditional Use Permit and possible revocation*.

Recommendation

Staff recommends denial of the proposed school use based upon the compatibility of the use with other uses listed within the B-6 District as well as the concerns expressed in this staff report related to traffic and parking.

If the Plan Commission wishes to allow this use, staff recommends requiring the conditions of approval that are underlined and italicized in this report.

AUTUMN HILL ACADEMY

Traffic Plan Amendment

November 11, 2024

Bus Turning Radius:

- Attached is an assessment from a professional engineer showing satisfactory bus turning radius.
- To ensure buses can make the turns, staff will be posted at both the entry and exit merge points and keep turning radius areas clear.

Fire Truck Turning Radius:

- Attached is an assessment from a professional engineer showing satisfactory bus turning radius.
- When a car line is present, fire trucks will be directed to the West building entry, where they are not impacted by the car route.
- As soon as a fire alarm sounds, school personnel will immediately clear any car traffic in front of the building so that by the time the emergency vehicle arrives, a second entry option is available.

Student Drivers:

Autumn Hill Academy will not issue more than 22 student parking passes. This is achievable because:

- In year one, Autumn Hill will only offer grades 6-10 and there will be no student drivers.
- In year two, there will be a maximum of 24 students in the 11th grade. 22 student parking passes will exceed demand.
- In year three, there will be a maximum of 48 students in the 11th grade and 24 students in the 12th grade. We will prioritize issuing parking passes to seniors.
- **By year four, Autumn Hill Academy will need to either make significant changes to the property or move to a different site.**

Occupancy Limit:

- The conditional use permit needs to specifically limit occupancy to 386 people to satisfy building code requirements.

raSmith
CREATIVITY BEYOND ENGINEERING

R.A. Smith, Inc.
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000 | rasmith.com

TRANSMITTAL

To: Mr. Glen Luther
Project Name: Autumn Hill Charter School Circulation Assessment
Project Number:
Date: November 8, 2024

The Items Below are Transmitted:		**Via:**	
For Your Information		U.S. Mail	
For Your Use	X	UPS Ground Delivery	
For Your Approval		UPS Next Day Air - Early AM (by 8:00am)	
As Requested		UPS Next Day Air - (by 10:30am)	
For Your Review and Comment		UPS Next Day Air - Saver (by 3:00pm)	
		Messenger Service - Priority	
		Messenger Service - Regular	
		Pick-Up	
		Personal Delivery	

Copies/Date/Description:

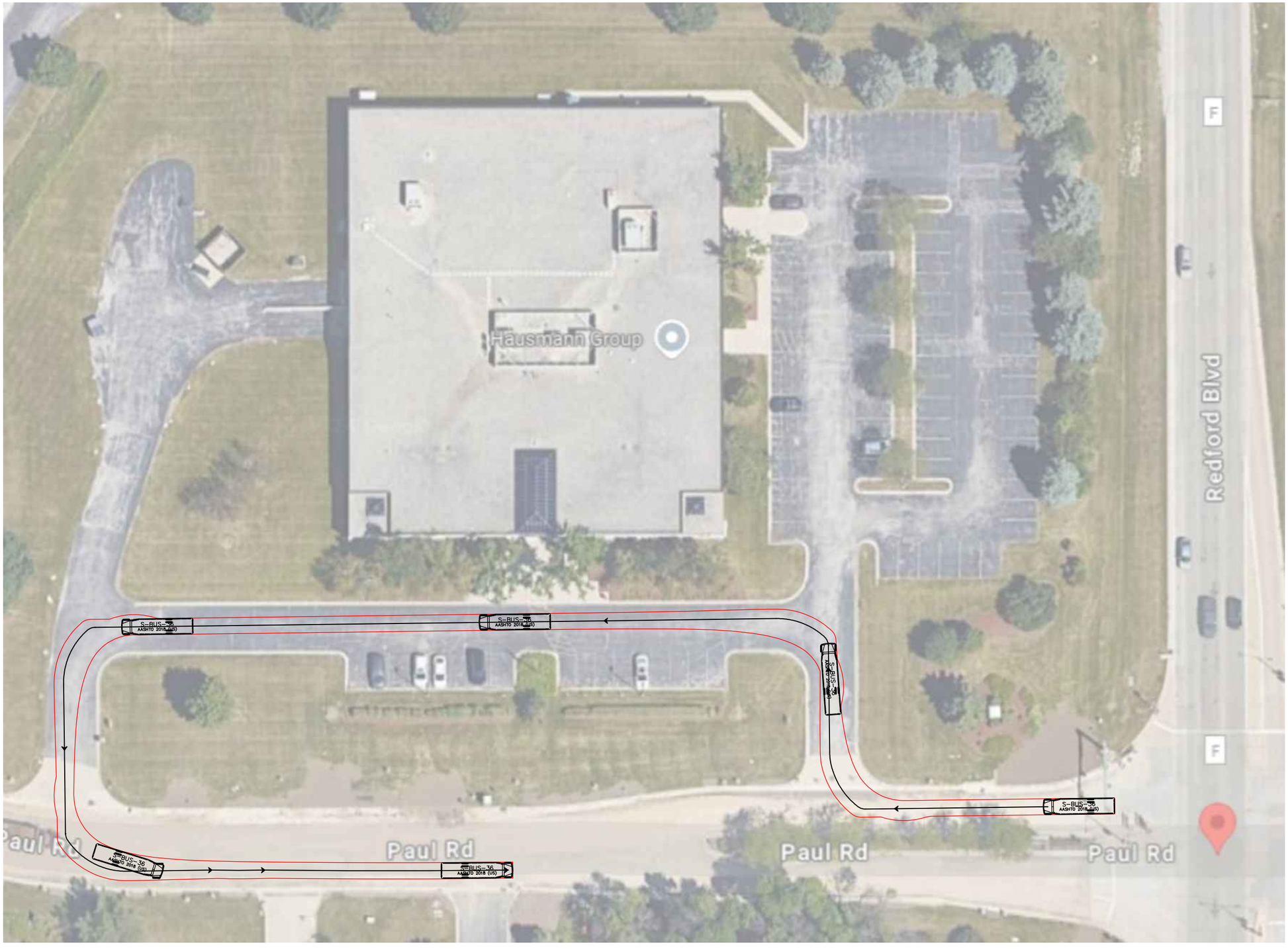
1	11/6/24	School Bus Movement Exhibit
1	11/6/24	Fire Truck Movement Exhibit

Remarks: Hello Glen, attached please find two truck turning exhibits for the Autumn Hill school site, one for a standard school bus and one for a standard fire truck. The bus routing shown is based on the proposed bus drop-off and pick-up routes. The fire truck routing was selected to show access to all paved areas around the building. Both exhibits show the site will accommodate the anticipated maneuvers for buses and fire trucks, and the exhibits should satisfy the City's questions/comments regarding internal circulation.

Copies to:

Signed:

Patrick E Hawley, P.E., PTOE, RSP1
Assistant Director of Transportation Services
Senior Traffic Project Manager



N

GRAPHIC SCALE

12.5 0 12.5 25 50

(IN FEET)

35.80

2.50 21.30

S-BUS-36

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

Know what's below.
Call before you dig.

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DATE	DESCRIPTION
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Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
Cedarburg, WI | Naperville, IL | Irvine, CA

AUTUMN HILL CHARTER SCHOOL
PEWAUKEE, WI

SCHOOL BUS MOVEMENT EXHIBIT

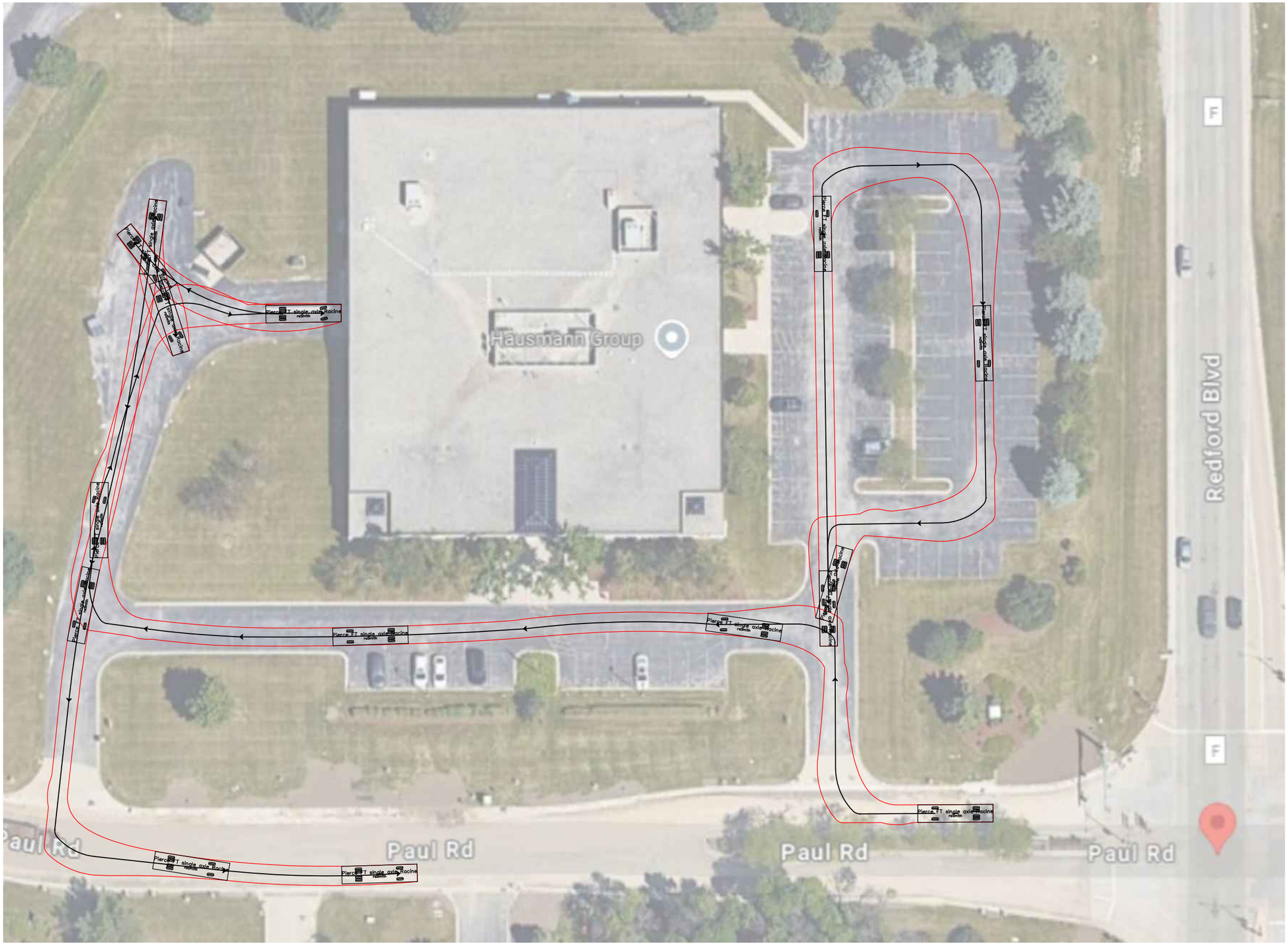
© COPYRIGHT 2024
R.A. Smith, Inc.

DATE: 11/06/2024
SCALE: 1" = 50'
JOB NO. ----
PROJECT MANAGER: ---
DESIGNED BY: ---
CHECKED BY: ---

SHEET NUMBER
EX-01

P:\0000000\NMS\AUTUMN HILL AT EXHIBIT.dwg, Bus Movement Exhibit, Wed Nov 6 09:43:33 2024, nms

P:\0000000\NMS\AUTUMN HILL AT EXHIBIT.dwg, FT Movement Exhibit, Wed Nov 6 09:44:45 2024, nms

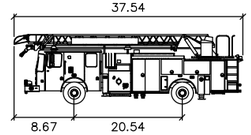


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GRAPHIC SCALE

12.5 0 12.5 25 50

(IN FEET)



Pierce FT Single Axle

feet

Width	: 8.75
Track	: 6.83
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

811 Know what's below. Call before you dig.

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raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
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Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
Cedarburg, WI | Naperville, IL | Irvine, CA

AUTUMN HILL CHARTER SCHOOL
PEWAUKEE, WI

FIRE TRUCK MOVEMENT EXHIBIT

© COPYRIGHT 2024
R.A. Smith, Inc.

DATE: 11/06/2024
SCALE: 1" = 50'
JOB NO. ----
PROJECT MANAGER: ---
DESIGNED BY: ---
CHECKED BY: ---

SHEET NUMBER
EX-02

AUTUMN HILL ACADEMY

Autumn Hill Academy Project Narrative

October 7, 2024

Introduction

Autumn Hill Academy is a new public charter school that has applied for charter authorization through the University of Wisconsin at Milwaukee (UWM). On September 30, 2024, UWM's Office of Charter School's review committee approved the school to begin charter contract negotiations.

There is overwhelming community support for Autumn Hill Academy. We recently surveyed 462 people and found 86.5% of respondents supported the establishment of the school.

We plan to open in the fall of 2025 serving grades 6-10, and gradually add grades 11 and 12 as students promote. In our inaugural year, we will have seats available for 216 students, rising to 360 students in year 3. More detailed information about our enrollment plan is described in Attachment 1: Letter to Nick Fuchs dated 9/23/24.

Proposed Location - Hausmann Building

Our survey found that the greatest enrollment interest is coming from families in Waukesha, Sussex and Oconomowoc. Our proposed location in Pewaukee is within commuting distance of these locations and is accessible to most residents of Waukesha County.

We seek to occupy a building located at N25W23050 Paul Road, which is currently owned by Daily Bread, LLC and leased to the Hausmann Group (the "Hausmann Building"). The building will not support enrollment of more than 360 students without significant remodeling. (See Attachment 1). We have negotiated a short-term lease to keep our options open.

At this time, we are seeking a conditional use permit allowing maximum occupancy of 386 people, which is sufficient to accommodate our student and staff population for three years (possibly longer if enrollment growth is slower than expected). There are buildings within the Riverwood Corporate Center that might better accommodate our long-term growth plan, but are too large and expensive for us at this time.

Building Improvements

We intend to avoid interior remodeling projects in our first few years of operation. During the 2025-26 school year, teaching will occur in spaces large enough to serve as classrooms and other square footage

will be left unused. We will install lock mechanisms and exit bars on exterior doors and complete other upgrades as needed to ensure safety and building code compliance.

We plan to update the accent paint surrounding the main exterior entry, which is currently faded and water-stained. A rendering of this exterior change is included as Attachment 2. No other changes to the exterior of the building are planned except for the replacement of existing signage panels, for which we will request approval at a later date.

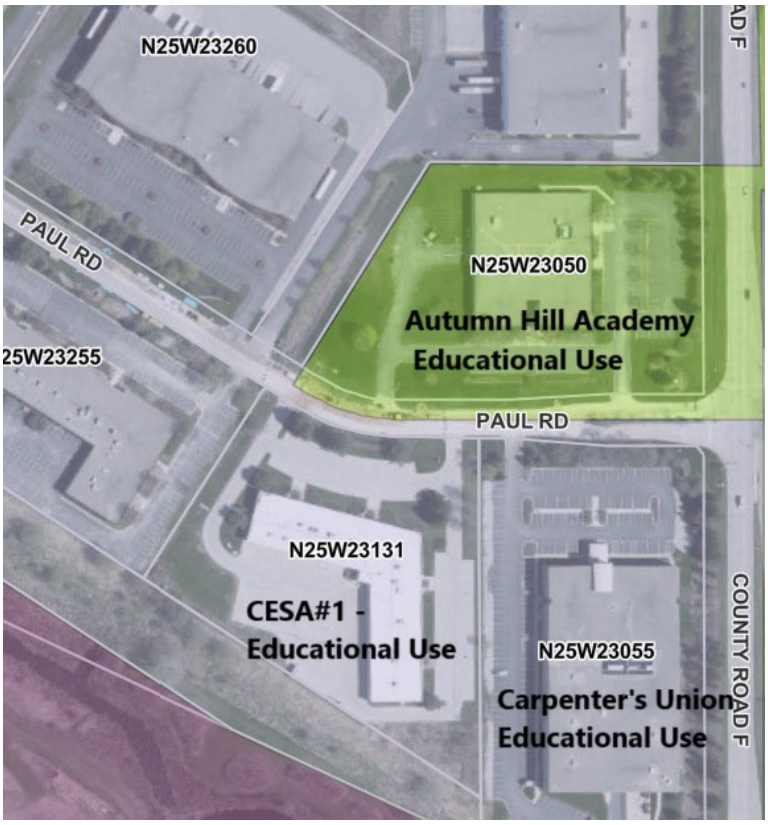
Zoning

The Hausmann Building is currently zoned B-6 and we are requesting a conditional use permit to use it as a school. We are not seeking zoning reclassification to "Institutional" use because our lease is short-term. If we exit the building, flexibility is needed for the next tenant to continue using the property as commercial office space.

The building is located within the Pewaukee Business Park. Our school will constitute a service use compatible with the following other conditional uses:

- Our school is compatible with "Research and Development", as our use involves learning and discovery;
- Our school is compatible with "Day Care Facilities", as our use involves the supervision and education of minors;
- Our school is compatible with "Studios for photography, painting, music, sculpture, dance or other recognized fine art", as our use involves arts education and arts skill development;
- Our school is compatible with "State certified adult day care facilities," as our use involves oversight of individuals who are not legally competent adults;
- Our school is compatible with "Clinics", in that Autumn Hill Academy's school design is built around well-being and includes curriculum on mental health, including techniques for regulating emotions and anxiety. We plan to allow independent therapists to use our facilities in providing mental health services to students.

Two other properties neighboring the building are already used for educational purposes. Across the street, CESA #1 uses building space for a high school credit recovery school, with up to 50 high school students coming to the program for morning and afternoon sessions. The Pewaukee School District also leases space within the CESA building, educating teens in a program referred to as the "Insight School." The Carpenters Union, also across the street, provides education and apprenticeship programs. Autumn Hill Academy would complement these 3 existing schools and create a compact triangle of buildings used for educational purposes.



Hours of Operation

Our normal hours of operation will be Monday through Friday, 7:30am to 4:45pm. We will occasionally hold special events on evenings and weekends. Because the building does not contain a gym or other space suitable for large gatherings, we intend to partner with the Sharon Lynn Wilson Center or other local facilities and hold large-attendance events offsite.

Parking & Traffic

We recognize the importance of avoiding any back-up of traffic on Paul Road or Highway F and have included a comprehensive Traffic Control Plan as Attachment 3.

AUTUMN HILL ACADEMY

Nick Fuchs
Planner & Community Development Director
City of Pewaukee
W240N3065 Pewaukee Road
Pewaukee, WI 53072

September 23, 2024

John Cunningham
Director of Operations, E-Plan Exam
12605 W. North Avenue #189
Brookfield, WI 53005

Dear Nick and John,

During the preparation of our Conditional Use Evaluation, we learned that the intended Autumn Hill Academy school building currently meets code requirements for plumbing fixtures so long as the building educational occupancy does not exceed 392 people. We would like to clarify that due to the building's configuration, it is not possible to exceed this occupancy. Much of the space in the building is built out as small offices, which can't be used for classrooms.

Attached is a floor plan showing there are only 16 spaces in the building that are suitable for classrooms. We plan to have a maximum of 24 students in most classes (a "section"). This number is not only driven by educational preferences, but also building design. Many of the classroom spaces are only large enough for 24 students. Two spaces can only hold 18-20 students (Specials Classroom # 13 and Phys Ed Space #16), requiring that one section be split during the day and consume two rooms. Below is a chart showing our school growth plan:

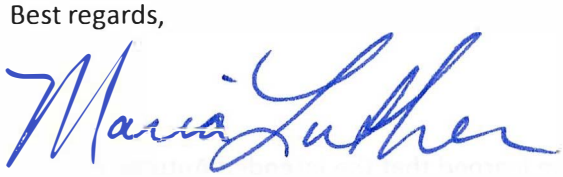
Grade	**Y1 (25-26)**	**Y2 (26-27)**	**Y3 (27-28)**	**Y4 (28-29)**	**Y5 (29-30**
Grade 6	48	48	48	48	48
Grade 7	48	48	48	48	48
Grade 8	48	48	48	48	48
Grade 9	48	72	72	72	72
Grade 10	24	48	72	72	72
Grade 11		24	48	72	72
Grade 12			24	48	72
TOTAL STUDENTS	**216**	**288**	**360**	**408**	**432**
TOTAL SECTIONS	**9**	**12**	**15**	**17**	**18**

One teacher is needed for each of the 16 sections, plus we will have 5 administrators and 5 special education teachers/paraprofessionals. In summary, Autumn Hill Academy is expected to reach a maximum capacity of 386 people by year 3, and will be capped at that number due to the current building configuration.

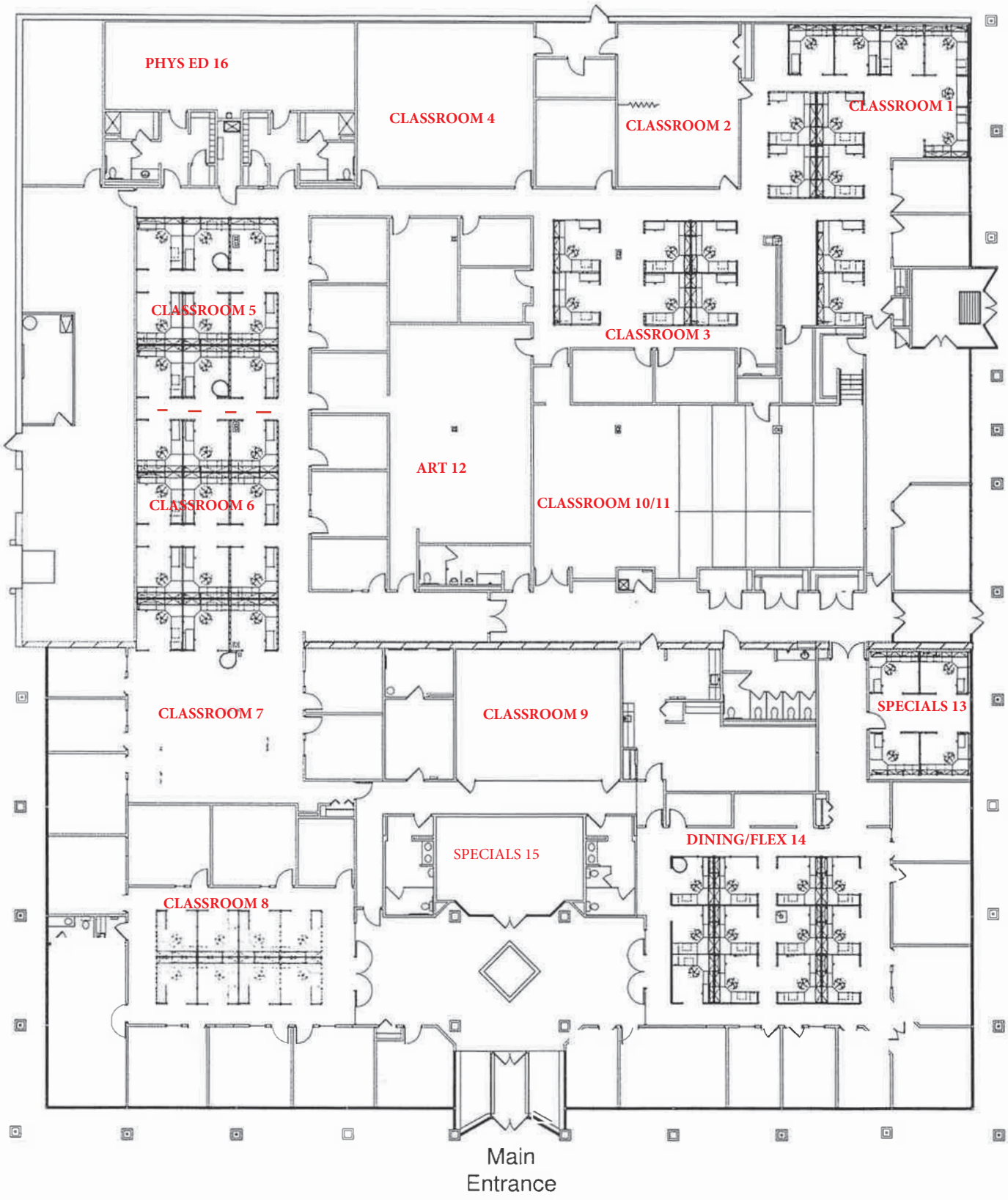
Our enrollment plan presumes a large-scale building remodel (or exit from the building) after our third year of operation. During a building remodel, we would be required to obtain building permits, allowing the City of Pewaukee to enforce code requirements applicable to a larger building occupancy. At such time, we would expect to re-evaluate the plumbing fixtures and comply with the required number of fixtures.

In conclusion, we are asking that Pewaukee consider the physical reality that our school occupancy cannot and will not exceed 386 people, and apply code requirements applicable to that number.

Best regards,



Maria Luther
Board Chair, Autumn Hill Academy
2420 Milwaukee Street
Delafield, WI 53018
(414) 312-0259


PHYS ED 16
CLASSROOM 4
CLASSROOM 2
CLASSROOM 1
CLASSROOM 5
CLASSROOM 3
ART 12
CLASSROOM 6
CLASSROOM 10/11
CLASSROOM 7
CLASSROOM 9
SPECIALS 13
SPECIALS 15
DINING/FLEX 14
CLASSROOM 8
Main
Entrance

Attachment 2: Exterior Entry Accent Paint

Current:



Proposed by Autumn Hill Academy:



AUTUMN HILL ACADEMY

Attachment 3: Traffic Control Plan

Autumn Hill Academy will implement an innovative new plan to limit the number of cars coming onto the property and create a strict traffic control system that is unprecedented in other school environments.



Vehicle Route

- The vehicle route is designed to utilize the entire driving path in front of the building, around the side parking lot, and back around the front.
- The vehicle route measures approximately 820 feet, which allows for 2 school busses (30 feet long plus 10 feet separation) and 35 family vehicles (16 feet long plus 5 feet separation)
- Staff members will place pylons to temporarily block the first driveway entrance and force traffic to flow through the second driveway farthest away from Hwy F.

Car Passes

- The school issue a limited number “car passes” that permit a family to drop-off and pick up students at the school building. We will initially issue only 50 passes and hold a lottery if family interest exceeds availability. A fee will be charged for each pass. If traffic experience indicates that more cars can be accommodated, we will carefully and incrementally offer additional passes to families on the waiting list.

- Families will hang car passes on their rearview mirrors and staff attendants will watch to ensure each car dropping off or picking up students has one displayed. Families without annual passes will be issued 3 “drop cards” and 3 “pick up” cards that can be used to drive a student to school if they miss the bus, are bringing a large object to school, or otherwise are in need of an exception.
- If a vehicle arrives without an annual pass and fails to produce a drop card/pick-up card, the student’s name will be noted and a monetary fine will be added to their school account. Fines will increase with repeat violations and disciplinary action may be pursued in cases of egregious policy disregard.

Bus Cluster Stops

- We will hire school busses to transport students from designated “cluster stops” within Waukesha County to the school building.
- We anticipate 3-4 busses in our first year, rising to 5-6 when enrollment reaches 360 students. Bus arrivals and departures will be staggered to avoid having all of the busses on school property at the same time.

Staggered Arrival/Departure Times

- There will be natural staggering of car arrivals in the morning because of the schools’ optional “soft start” activity period, which runs from 8:00am to 8:40am. Breakfast will be served during this time and optional activities will be offered such as study hall, independent reading, weight training and yoga. The regular school day will begin at 8:40am.
- There will be a natural staggering of car departures in the afternoon because of the school’s after-school activities and programs. The ending times for extra-curricular activities will be intentionally varied so that students depart at different times.
- If we encounter traffic difficulties, we will stagger school hours for middle school and high school students. We do not anticipate this will be needed.

Parking

- The building has 94 parking spaces.
- We plan to have 26 staff members in our third year and anticipate 22 student drivers. Our student numbers are based on the assumption that 20% of juniors will drive and 50% of seniors will drive (class sizes of 48 and 24, respectively).
- According to our projections, only half of the parking spots will be occupied by year 3.
- The movement of the car line will not be significantly disrupted by student drivers arriving at the school because turning into a parking spot is a momentary process and there will be many spots to choose from.
- Congestion and safety concerns are more apt to arise when students are leaving because they need to back up out of parking spots. To alleviate this issue, student drivers will not be permitted to leave the building until the car line has dissipated and staff issue a student release announcement (we estimate a 10-minute delay). Violations may result in the revocation of the student’s parking privileges.
- Student drivers will be required to use designated crossing areas, monitored by a staff member.

Staff Monitoring

- Staff members will monitor the designated loading/unloading area in front of the building, and the parking lot on the East side of the building. We expect to assign at least 4 staff members to traffic duty.
- At the beginning of the year, we will post additional staff members at both of our Paul Road driveway entrances to help traffic flow and ensure no cars are stopping on Paul Road. Once families adapt to proper procedures and efficient traffic flow is established, the school will evaluate the continued need for these additional monitors.

Student and Parent Communication

- We will include a Traffic Procedures document in our enrollment materials and require parents to sign an acknowledgement form stating they understand the procedures and agree to abide by them.
- The form will ask for the make, model and license plate numbers of each family vehicle, so that we can identify and communicate with violators.
- We will train parents on Traffic Procedures at our live family orientation events.

School Traffic Compared to Office Traffic

- The building is approximately 37,700 square feet and has a parking lot with 94 spaces. Any use of the building can be expected to generate traffic of up to 84 cars at the beginning and end of each work day. Given Autumn Hill's car pass system, regular school traffic will be generally comparable to that from an office occupancy. However, this traffic will only occur during the 180 days school is in session, meaning Autumn Hill's use of the building will generate less overall traffic than an office use.

17.0420 B-4, OFFICE DISTRICT

The B-4, Office District is intended to provide for Individual or limited office, professional, and special service uses where the office activity would be compatible with neighborhood residential uses and not necessarily exhibit the intense activity of other business districts.

a. Permitted Principal Uses
   (1) Administrative and public service offices.
   (2) Banks and financial or tax consultants.
   (3) Interior decorators.
   (4) Professional offices of an architect, landscape architect, lawyer, doctor, dentist, clergy, engineer, or other similarly recognized profession.
   (5) Real estate and insurance offices.
   (6) Studios for photography, painting, music, sculpture, dance, or other recognized fine art.

b. Permitted Accessory Uses
   (1) Accessory garages for storage of licensed vehicles used in conjunction with the operation of the business or for occupants of the premises.
   (2) Off-street parking areas.

c. Conditional Uses (See Section 17.0500)
   (1) Office uses similar in character to the above permitted residential compatible uses and conducted as a business on the premises and catering to the general public.
   (2) Residences when in conjunction with a principal use and not more than 50 percent of the floor area of the principal building.

d. Lot Area and Width
   (1) Lots shall have a minimum area of two (2) acres.
   (2) Lots shall have a minimum width of 140 feet at the building setback line.

e. Building Height and Size (See Section 17.0210)
   (1) No principal building or parts of a principal building shall exceed four (4) stories or 55 feet in height.
   (2) No accessory building shall exceed 18 feet in height.
   (3) The sum total of the floor area of the principal building and all accessory buildings shall not exceed 35 percent of the lot area.

f. Setback and Yards
   (1) There shall be a minimum building (or street) setback equal to the average of the required setback of the adjacent district on each side of the proposed use, but not less than 25 feet.
   (2) There shall be a minimum side yard equal to the required side yard in the adjacent district, but not less than 20 feet.
   (3) There shall be a rear yard of not less than 25 feet.
   (4) All structures shall be set back a minimum of 75 feet from the designated 100 year recurrence interval (base flood) floodplain of all navigable streams and bodies of water and 25 feet from any designated wetland. (Also see sub-section 17.0435)

g. Parking and Loading Space
   (1) There shall be adequate paved off-street parking and loading space provided for every structure/use approved by the City Plan Commission after August 1982 and such parking and loading areas shall be adequately screened as determined by the Plan Commission.
   (2) There shall be no parking or loading area within 30 feet of a street right-of-way. (See sections 17.0600 and 17.0700).

h. Minimum Utility Service
   Electricity and public sanitary sewerage and water supply facilities.

i. Special Regulations
   To encourage a business use environment that is compatible with the residential character of the City, Building and/or Zoning permits for permitted uses in the B-4 Office District shall not be issued without prior review by and approval of the City Plan Commission. Said review and approval shall be concerned with adjacent existing and planned uses, general site layout, building and operation plans, ingress, egress, parking, loading and unloading, drainage, lighting, signage, screening and landscape plans.

17 .0421 B-5, HIGHWAY BUSINESS DISTRICT

The B-5, Highway Business District is intended to provide for the orderly and attractive grouping at appropriate locations along principal highway routes of those businesses and customer service establishments which are logically related to and dependent upon highway traffic or which are specifically designed to serve the needs of such traffic.

a. Permitted Principal Uses
   (1) Auto sales/service (indoor).
   (2) Auto and truck accessory sales.
   (3) Building supply stores (enclosed storage).
   (4) Motels and hotels.
   (5) Restaurants. (no drive-thru)
   (6) Transit station.
   (7) Commercial Kennels. (Cr. 13-09)

b. Permitted Accessory Uses
   (1) Accessory garages for storage of licensed vehicles used in conjunction with the operation of the business or for occupants of the premises.
   (2) Off-street parking and loading areas.
   (3) (see Section 17.0700).

c. Conditional Uses
   Uses similar in character to the above permitted uses and conducted as a business on the premises and catering to the general public. Also the following uses:
   (1) "Drive-in" and "fast food" establishments.
   (2) Fuel service stations with or without convenience stores and with no alcoholic beverage sales.
   (3) Motor vehicle sales and/or service.
   (4) Temporary or seasonal uses on vacant or principal use parcels.
   (5) Truck stop not for the purpose of transferring goods between trucks.
   (6) Trailer and tractor sales, rental and service.

d. Lot Area and Width
   (1) Lots shall have a minimum area of two (2) acres.
   (2) Lots shall be not less than 160 feet in width at the building setback line.

e. Building Height and Size (See Section 17.0210)
   (1) No principal building or parts of a principal building shall exceed one (1) story or 18 feet in height.
   (2) No accessory building shall exceed 18 feet in height.

f. Setback and Yards
   (1) There shall be a minimum building (or street) setback of 40 feet from the right-of-way of all streets.
   (2) There shall be a minimum side yard equal to the required side yard in the adjacent district, but not less than 15 feet.
   (3) There shall be a rear yard of not less than 25 feet.
   (4) All structures shall be set back a minimum of 75 feet from the designated 100 year recurrence interval (base flood) floodplain of all navigable streams and bodies of water and 25 feet from a designated wetland. (Also see subsection 17.0435)

g. Parking and Loading Space
   (1) There shall be adequate paved off-street parking and loading space provided for every building/use approved by the City Plan Commission after August 1982 and such parking and loading areas shall be adequately screened as determined by the Plan Commission.
   (2) There shall be no parking or loading area within 30 feet of a street right-of-way.
   (3) (See Section 17.0600).

h. Minimum Utility Service
   Electricity and public sanitary sewerage and water supply facilities.

i. Special Regulations
   To encourage a business use environment that is compatible with the residential character of the City, Building and/or Zoning permits for permitted uses in the B-5 Highway Business District shall not be issued without prior review by and approval of the City Plan Commission. Said review and approval shall be concerned with adjacent existing and planned uses, need for public or private water supply and sanitary sewage disposal facilities, general site layout, building site and operation plans, ingress, egress, parking, loading and unloading, drainage, lighting, signage, screening and landscape plans.

17.0422 B-6, MIXED USE BUSINESS DISTRICT

The B-6, Mixed Use Business District is intended to provide for the orderly and attractive grouping of buildings which encompass more than one type of non-industrial business use which are compatible from a traffic, density and general use standpoint.

a. Permitted Principal Uses
All B-4 and B-5 uses having no outside storage of equipment, materials or vehicles.

b. Permitted Accessory Uses
None

c. Conditional Uses
(1) All principal and accessory uses permitted in the B-4 and B-5 districts with outside storage.
(2) Any retail, service or office use that is compatible with those uses listed above as determined by the Plan Commission.

d. Lot Area and Width
(1) Lots in a Mixed Use development shall be not less than two (2) acres in net area.
(2) The lot or parcel width along any abutting street shall be no less than 160 feet.

e. Building Height and Size (See Section 17.0210)
(1) No part of a principal structure shall exceed three stories or 45 feet in height and no accessory structure shall exceed 18 feet in height.
(2) The sum total of the first floor area of all principal and accessory buildings shall not exceed 35 percent of the total parcel area.
(3) The sum total of the first floor area of all principal and accessory buildings and all paved or gravel surfaces not within a principal building shall not exceed 60 percent of the total parcel area.

f. Setback and Yards
(1) There shall be a minimum building (or street) setback of 55 feet from any street or highway right-of-way or not less than 30 feet from any other parcel boundary.
(2) Except for ingress/egress points, all paved area shall be not less than ten (10) feet from any property boundary.
(3) Signs and fences may be located as set forth in Section 17.1700.
(4) All structures shall be set back a minimum of 75 feet from the designated 100 year recurrence interval (base flood) floodplain of all navigable streams and bodies of water and 25 feet from a designated wetland. (Also see subsection 17.0435)

g. Parking and Loading Space
(1) Off-street parking and loading space adequate to meet the initial and projected needs of the principal use(s) shall be provided for individual lot development within the "park" or development (see section 17.0600).
(2) No parking**,** loading or unloading will be allowed on streets or access ways within the development or on adjacent public streets, roads, or highways.

(3) All parking and loading areas shall be adequately screened as determined by the Plan Commission.
(4) There shall be no parking or loading area within 30 feet of a street right-of-way**.**

h. Minimum Utility Service
Public sanitary sewerage and water supply facilities, electricity.

i. Special Regulations
(1) The owner or developer of the Mixed Use Business, who shall also be the applicant for a conditional use permit, shall submit with such application, for review and approval, large scale, detail site plan showing building location, landscaping, paved areas, drainage facilities, lighting, signage and other visible on-site appurtenances and as set forth in sub-sections 17.0207 and 17.0210, prior to approval of a conditional use permit and issuance of a building permit.
(2) If the development is proposed to be completed in phases or divided into saleable parcels, the owner/developer of each phase or separate parcel will be required to submit, and receive approval of a detailed site and operations plan, as set forth herein and in sub-sections 17.0207 and 17.0210, prior to issuance of a building permit.
(3) Parking and loading areas and any permitted outside storage areas shall be appropriately screened from view of the general motoring public.
(4) Any division of the overall development parcel shall be accomplished in accordance with Chapter 18 of the City Codes and Ordinances.

From: Cecilia Coons
To: Fuchs, Nick; Mayor
Subject: Autumn Hill Academy
Date: Wednesday, October 16, 2024 4:37:51 PM

Hello!

I am writing to express my strong support for Autumn Hill Academy's establishment in Pewaukee. While I reside in Hartland, I am deeply interested in enrolling my daughter in Autumn Hill Academy when they are able to expand to her grade. As a charter school, Autumn Hill Academy offers an educational model that appeals to many families in the surrounding areas, including mine.

I believe that bringing Autumn Hill Academy to Pewaukee would not only benefit local families but also attract families from neighboring communities. The school's commitment to providing a high-quality, alternative education option makes it a valuable addition to the educational landscape of the region. Its presence would increase opportunities for children, foster academic excellence, and contribute positively to the community as a whole.

I hope that you will consider supporting Autumn Hill Academy's proposal to occupy the space in Pewaukee. Their growth will have a lasting positive impact on both the city and the surrounding areas, including Hartland, where many families like mine are eager for such opportunities.

Thank you for your consideration, and I look forward to seeing the continued development of our communities through your leadership.

Sincerely,
Cecilia Coons
912 E Capitol Drive
Hartland, WI 53029

A COVENANT
REGARDING THE ISSUANCE OF A
CONDITIONAL USE PERMIT
BY THE
CITY OF PEWAUKEE

TAX KEY NUMBER(S) OR PARCEL(S) INVOLVED:

CONDITIONAL USE PERMIT: NO. CUP-24-11-1

PWC 0917995006

Recording area

_____

Name & Return Address

City of Pewaukee
W240N3065 Pewaukee Rd
Pewaukee, WI 53072

LEGAL DESCRIPTION:

LOT 1 CSM #5835 VOL 47/274 REC AS DOC #1536344 REDIV PT LOT 2 CSM #4788 PT NE1/4 OF SE1/4 SEC 14 T7N R19E

PERSON(S), AGENT(S) OR CORPORATION(S) PETITIONING FOR PERMIT:

Autumn Hill Academy, Inc.

WHEREAS, It is understood by all parties to this covenant that Section 62.23 of WIS. Statutes prescribes the legal basis for the granting of a conditional use permit by a City and Chapter 17 of the City Codes and Ordinances provides for the issuance of such permits as well as the standards by which all such uses will be measured; and,

WHEREAS, The City Plan Commission has held a meeting on November 21, 2024; has reviewed the various elements of the petitioner's proposal; and has recommended that a Conditional Use Permit be granted to the above-named petitioner for the property/parcel identified above; and,

WHEREAS, The City Common Council held a public hearing meeting on December 2, 2024.

NOW, THEREFORE, let it be known that the City Common Council by its action on December 2, 2024 has, hereby, granted a Conditional Use Permit for the following use(s):

Operating a new public charter school.

FURTHER, such approved use of the above designated parcel(s) are hereby allowed based on the following conditions being continually met:

1. The school shall issue no more than fifty car passes allowing students to be dropped-off and picked-up at the school property. Plan Commission and Common Council review and approval of an amendment to the Conditional Use Permit shall be required to allow for the issuance of any additional car passes for drop-off and pick-up at the school.
2. The applicant shall provide a plan, for Plan Commission review and approval, which illustrates bus turning movements throughout the site and demonstrates there is no interference with other vehicles, particularly the two-way traffic along the front or south side of the building.
3. The applicant shall follow the Traffic Control Plan, dated October 7, 2024, and provided as Attachment 3. Failure to adhere to the Traffic Control Plan shall result in Plan Commission and Common Council review of the Conditional Use Permit and possible revocation.

The parties hereto, namely the City of Pewaukee and the Equitable Owner of the property for which this conditional use has been sought, set their signatures or the signatures of their representatives below, thereby agreeing to the provisions and conditions set forth in this covenant.

_____ _____

Attest: Signature of equitable owner

_____

Date

_____ _____

Kelly Tarczewski
City Clerk

Steve Bierce
Mayor, City of Pewaukee

_____

Date

State of Wisconsin
County of Waukesha

Signed or attested before me on _____, 2024 by Steve Bierce, Mayor and Kelly Tarczewski, Clerk.

_____

(Seal) Ami Hurd
My Commission expires _____

This instrument was drafted by Ami Hurd, Deputy Clerk

DRAFT