

Middleton Westport Joint Zoning Committee Agenda

5/7/2018 6:00:00 PM

**To be Held at Town of Westport
5387 Mary Lake Rd., Waunakee, WI 53597**

Posted on the City's web site at meetings.cityofmiddleton.us/

Roll Call

Public Hearing

Approval of Minutes

- 1.) Minutes of 3/28/18

Agenda Items

- 1.) **Final Specific Implementation Plan (SIP) and Design Review, including Traffic Impact Analysis Report, Signage, Landscaping, and Outbuildings - Bob Davis/Inspire Early Childhood Learning Center, 5821 Oncken Rd. (Town of Westport) (PC 2532)**
- .) **Specific Implementation Plan (SIP) Modification - Masters Apartment Building, 3rd Building Moved to the South, 5251 Bishops Bay Pkwy., Parking moved adjacent to the Clubhouse (PC 2470)**

Adjournment

Posted: 5/3/18, 9:00 am

It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at this meeting to gather information; however, no action will be taken by any governmental body at this meeting other than the governmental body specifically referenced in this notice.

Any person who has a qualifying disability as defined by the American With Disabilities Act that requires the meeting or materials at the meeting to be in an accessible location or format must contact the City Administrator at (608) 821-8350, 7426 Hubbard Ave., Middleton, WI at least 24 hours prior to the commencement of the meeting so that any necessary arrangements can be made to accommodate each request.

MINUTES
MIDDLETON/WESTPORT JOINT ZONING COMMITTEE
WEDNESDAY MARCH 28, 2018 5:30 pm

PRESENT: Dean Grosskopf, Ken Sipsma and Cyndi Kennedy, Town of Westport; Dennis Dorn and Leif Hubbard, City of Middleton

ABSENT: Kurt Paulsen, City of Middleton

ALSO PRESENT: Eileen Kelley, Tom Wilson

1. Call to Order

Chair Dorn called the meeting to order at 5:30 p.m.

2. Approve Minutes of 2/22/18

Moved by Sipsma, seconded by Kennedy, to approve the minutes of 2/22/18. Motion carried 5-0.

3. Proposed General Implementation Plan (GIP) Amendment, The Community of Bishops Bay, The Back Nine Neighborhood, Increased Density (Amending Map #3)

After a presentation by staff, and discussion, the proposed GIP amendment was recommended for denial on a motion by Sipsma, seconded by Grosskopf, for the following reasons as previously stated: No compelling reason to change the GIP, an SIP for the area has been finalized, concerns over precedent setting by allowing a GIP revision at this stage, concerns over the circuitous main access to the proposed SIP area, and that if the GIP is amended it may create issues that may not be solved appropriately since the SIP for this Lot 4 had already been approved and only showed open space, including a tree easement, parking for the approved apartment project, and an emergency access to Callaway Ct. Grosskopf also noted that the Town will certainly give deference to the Common Council, as this is in the City, but it was previously referred to the JZC for a recommendation so one was provided. Motion carried 5-0.

4. Proposed Notre Dame Project (PC 2508)

For the reasons included in item 3 above, and since the GIP was recommended for denial, the specific proposal on Lot 4 was also recommended for denial as presented on a motion by Kennedy, seconded by Sipsma. Motion carried 5-0.

5. Adjourn

Moved by Grosskopf, seconded by Sipsma, to adjourn. Motion carried 5-0, and the meeting adjourned at 5:55 p.m.

EILEEN KELLEY

**Design Review Application
Inspire - Early Childhood Learning Center
Town of Westport, Wisconsin**



Iconica
901 Deming Way
Madison, Wisconsin 53571
March 28, 2018

Eileen Kelley
City of Middleton
7426 Hubbard Ave
Middleton, WI 53562

To Whom It May Concern:

As a representative of Inspire Early Childhood Learning Center, I am resubmitting additional information for the Specific Implementation Plan for the property located at 5821 Oncken Road in the Town of Westport, WI.

The Plan Commission and Town Board have previously reviewed and approved the general development plan and specific implementation plan for this project. During those reviews, additional information was requested. Included in this resubmittal are the following items:

- Traffic impact analysis report
- Site signage (gateway & monument)
- Completed landscape design
- Completed outbuilding design

Also included in the review materials are the full set of site and building plans for your reference. Minor alterations to the previously approved plans have been completed and we are requesting approval on the changes.

The primary alteration to the plans included moving the building north to reduce the amount of disturbed area on the site. This new location shortened the driveway and reduced the amount of site lighting needed. The main building and outbuilding are also located further away from the existing drainage swale, helping to maintain natural stormwater drainage patterns and reduce the number of new drainage culverts. The amount of parking was maintained, however the configuration of parking was changed to split parking into two smaller lots, providing improved fire department access to both wings of the building. All of these changes helped to reduce the project budget by reducing site utilities, grading, lighting and cost of materials.

The building was also slightly modified to improve project costs. The exterior materials, roof lines and overall design intent was maintained. Changes to simplify interior structure and modifications to the roof screens to conceal additional roof top mechanical units have been completed and are reflected on the resubmitted plans and building elevations.

I appreciate the input we have received from both the City of Middleton and Town of Westport and look forward to hearing your feedback on these resubmitted items.

Sincerely,

Jenny Dechant
Iconica

MEMORANDUM

To: Robert Davis, INSPIRE ECLC

From: John A Davis, P.E., PTOE, & Alexandria Motl, EIT, Ayres Associates

Date: March 27, 2018

Project No.: 49-0096.00

Re: Inspire Early Childhood Learning Center Traffic Study

INSPIRE ECLC (Inspire) is proposing an early childhood learning center in the Village of Waunakee, WI in the southwest quadrant of the CTH M and Oncken Road intersection. The Village has requested that Ayres Associates assess the impacts of this development on traffic in the project area. This study determines how many new trips are expected to be added to the roadway network as a result of the development, analyzes the expected peak hour traffic impacts in the 2028 horizon year, and provides recommendations for roadway improvements on CTH M and Oncken Road. Scenarios with and without the Bishop's Bay development were analyzed.

The proposed development is expected to include a 22,300 square foot learning center, a 1.2 acre play area, a 2,400 square foot animal shelter, and a 5.0 acre animal pasture, on approximately 40 acres total. Enrollment is expected to be approximately 250 students, with 50 faculty and staff members. The access point to the facility is expected to be located on Oncken Road, immediately west of the Oncken Road intersection with CTH M.

Methodology

A Traffic Impact Analysis (TIA) analyzing the Bishop's Bay Development was prepared for the City of Middleton and the Town of Westport in 2011. The proposed development is bounded by Oncken Road to the north, CTH A to the west, CTH M to the east and the Bishops Bay golf course to the south. The volumes used in the Bishop's Bay TIA (BB TIA) were also used for this study, to provide consistency. Background volumes were forecasted to 2028 based on the growth rates shown in the BB TIA, and both the new trips generated by the Bishop's Bay Development and by the Inspire development were added to the forecasted 2028 background volumes.

Trip Generation & Distribution

The ITE Trip Generation Manual 10th Edition was used to generate trips to the facility. Although there are various components to the development, none of the components are expected to generate independent trips. Therefore, the facility type used to determine daily and peak hour trips was the ITE Land Use "Day Care Center", Code 565, with the total number of students as the independent variable. Table 1 shows the number of daily and peak hour trips that are expected to be generated by the learning center development.

Table 1: Total and Peak Hour New Trips Generated by Development

Inspire Early Childhood Learning Center Trip Generation: ITE Trip Generation Manual - 10th Edition												
Land Use	ITE Land Use	Code	Size	Unit	Rate	Daily	AM			PM		
							In	Out	Total	In	Out	Total
Learning Center	Day Care Center	565	250	People		(Equation)	53%	47%	(Equation)	47%	53%	(Equation)
						935	95	80	175	80	85	165
Total New Trips						935	95	80	175	80	85	165

The Peak Hour new trips were distributed across the network based on existing travel patterns shown in the BB TIA. During the AM Peak Hour in the BB TIA, 39 vehicles turn onto CTH Q from Oncken Road and 25 vehicles turn onto CTH M from Oncken Road. During the same period, 38 vehicles turn onto Oncken Road from CTH Q and 35 vehicles turn onto Oncken Road from CTH M. In the PM Peak Hour, 46 vehicles turn onto CTH Q from Oncken Road and 39 vehicles turn onto CTH M from Oncken Road. During the same period, 41 vehicles turn onto Oncken Road from CTH Q and 38 vehicles turn onto Oncken Road from CTH M. Based on these turning movement volumes, new trips entering and exiting the development were distributed with 50% coming from and leaving to the west and CTH Q and 50% coming from and leaving to the east and CTH M. New trips at the CTH M and Oncken Road intersection were distributed based on existing turning movement percentages at the intersection.

The new trips were then added to the 2028 forecasted volumes to determine Total Traffic volumes. A separate set of volumes that includes the Bishop's Bay development was also developed.

Traffic Operations

The peak hour volumes were analyzed using Synchro HCM 2010 Methodology. Three different scenarios were analyzed:

- 2028 background volumes only
- 2028 Total Traffic (Background volumes plus Inspire Trips)
- 2028 Total plus Bishop's Bay (Background volumes, Inspire Trips, and Bishop's Bay Trips)

Table 2 summarizes the expected traffic operation conditions at CTH M and Oncken Road and at the new Inspire Entrance on Oncken Road, for each of the scenarios. As shown in the table, the eastbound leg at the CTH M and Oncken Road intersection is expected to operate at LOS 'F' during both peak hours under all three scenarios. The westbound approach is expected to operate at LOS 'E' during the PM Peak Hour with only 2028 Background traffic and with 2028 Total Traffic and is expected to operate at LOS 'F' during the PM Peak Hour when the Bishop's Bay traffic is included. The CTH M approaches are expected to operate at LOS 'A' or 'B' during both peaks under all three scenarios.

The driveway access point is expected to operate at LOS 'A' or LOS 'B' during both peak hours, with or without Bishop's Bay traffic. The configuration in the analysis included a two-lane cross section on Oncken Road and a single lane access point into the development. No turn lanes were included.

Table 2: 2028 Peak Hour Traffic Operations for Background and New Trip Scenarios

ONCKEN ROAD PEAK HOUR TRAFFIC OPERATIONS ANALYSIS - HCM 2010 METHODOLOGY																
SCENARIO	INTERSECTION	PEAK	MOE	MOVEMENT												
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	OVERALL
2028 Background Only	CTH M and Oncken Road	AM	LOS	F			C			B	A	A	A	A	A	A
			DELAY (sec)	53.6			22.5			10.2	0.0	0.0	8.2	0.0	0.0	1.9
			QUEUE (ft)	50			25			0	0	0	0	0	0	N/A
		PM	LOS	F			E			A	A	A	B	A	A	A
			DELAY (sec)	173.4			40.6			9.0	0.0	0.0	10.4	0.0	0.0	7.0
			QUEUE (ft)	125			25			0	0	0	0	0	0	N/A
2028 Total Traffic	CTH M and Oncken Road	AM	LOS	F			C			B	A	A	A	A	A	A
			DELAY (sec)	101.3			24			10.5	0.0	0.0	8.2	0.0	0.0	6.1
			QUEUE (ft)	125			25			0	0	0	0	0	0	N/A
		PM	LOS	F			E			A	A	A	B	A	A	C
			DELAY (sec)	395.5			43.2			9.2	0.0	0.0	10.4	0.0	0.0	25.1
			QUEUE (ft)	250			25			0	0	0	0	0	0	N/A
	Oncken Road and Inspire Driveway	AM	LOS	A			A		A						A	
			DELAY (sec)	0.0			7.5		9.9						4.2	
			QUEUE (ft)	0			25		25						N/A	
		PM	LOS	A			A		A						A	
			DELAY (sec)	0.0			7.5		9.9						3.9	
			QUEUE (ft)	0			25		25						N/A	
2028 Total Traffic plus Bishop's Bay	CTH M and Oncken Road	AM	LOS	F			D			B	A	A	A	A	A	F
			DELAY (sec)	964.7			32.4			11.2	0.0	0.0	8.6	0.0	0.0	120.2
			QUEUE (ft)	625			25			25	0	0	0	0	0	N/A
		PM	LOS	F			F			B	A	A	B	A	A	F
			DELAY (sec)	1690.5			63.7			10.5	0.0	0.0	10.8	0.0	0.0	168.6
			QUEUE (ft)	650			25			0	0	0	0	0	0	N/A
	Oncken Road and Inspire Driveway	AM	LOS	A			A		B						A	
			DELAY (sec)	0.0			7.9		11.8						2.6	
			QUEUE (ft)	0			25		25						N/A	
		PM	LOS	A			A		A						A	
			DELAY (sec)	0.0			7.8		11.4						2.6	
			QUEUE (ft)	0			25		25						N/A	

Detailed Synchro Performance Reports are included in Appendix A.

Improvements

The BB TIA also reported failing conditions for the eastbound approach at the CTH M and Oncken Road intersection. To avoid constructing two signalized intersections on CTH M, the BB TIA recommended redirecting all Oncken Road traffic to the new signalized Bishop's Bay Boulevard and CTH M intersection to the south by not making any improvements at the CTH M and Oncken Road intersection or to the Oncken Road cross-section. The poor conditions on Oncken Road would make it an unattractive route for Bishop's Bay traffic, encouraging traffic to divert to the Bishop's Bay Boulevard intersection. The BB TIA results indicated that the intersection was still expected to operate at LOS 'F' even with new trips diverted to the Bishop's Bay Boulevard intersection, but given that the volumes would remain low, the impacts were expected to be minor. From the data presented in the BB TIA, it is estimated that the daily volume of traffic on Oncken Road was between 800 and 640 vehicles per day in 2010 and may range from 2590 to 7000 vehicles per day depending on the future construction of Belle Fontaine Road to connect to Oncken Road at CTH Q in 2024.

Oncken Road will be the only available route for the new trips generated by the Inspire development. It is expected that an area-wide reconstruction and rehabilitation project will be completed for a large

segment of CTH M. It is recommended that a major redesign of the CTH M and Oncken Road intersection be completed at that time. It is possible that a traffic signal would be warranted. However, for the short term, minor improvements can be made to alleviate some of the congestion. Table 3 summarizes expected 2028 peak hour traffic operations at the CTH M and Oncken Road intersection under various improvements. It should be noted that only the forecasted 2028 background volumes and the Inspire new trips were included in the analysis shown in the table; the Bishop's Bay development trips were not included.

Table 3: Improvements for CTH M and Oncken Road with Inspire Traffic Only – Peak Hour Traffic Operations

ONCKEN ROAD & CTH M PEAK HOUR TRAFFIC OPERATIONS ANALYSIS WITH IMPROVEMENTS - HCM 2010 METHODOLOGY															
IMPROVEMENT	PEAK	MOE	MOVEMENT												
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	OVERALL
Install Eastbound Left Turn Lane	AM	LOS	F	C		C			B	A	A	A	A	A	A
		DELAY (sec)	101.0	16.6		24.0			10.5	0.0	0.0	8.2	0.0	0.0	5.5
		QUEUE (ft)	125	25		25			0	0	0	0	0	0	N/A
	PM	LOS	F	B		E			A	A	A	B	A	A	C
		DELAY (sec)	397.0	12.7		43.2			9.2	0.0	0.0	10.4	0.0	0.0	23.0
		QUEUE (ft)	250	25		25			0	0	0	0	0	0	N/A
Install Traffic Signal	AM	LOS	C			B			A	A	A	A	A	A	A
		DELAY (sec)	21.5			19.5			7.7	3.1	1.9	3.2	6.8	2.1	6.4
		QUEUE (ft)	50			25			25	100	25	25	450	25	N/A
	PM	LOS	B			B			A	A	A	B	A	A	A
		DELAY (sec)	17.5			15.6			5.3	8.2	2.3	11.3	3.7	2.4	7.0
		QUEUE (ft)	75			25			25	550	25	25	200	25	N/A
Widen CTH M to Two Through Lanes per Direction	AM	LOS	F			C			B	A	A	A	A	A	A
		DELAY (sec)	62.2			23.6			10.5	0.0	0.0	8.2	0.0	0.0	3.8
		QUEUE (ft)	100			25			25	0	0	0	0	0	N/A
	PM	LOS	F			D			A	A	A	B	A	A	A
		DELAY (sec)	84.1			27.9			9.2	0.0	0.0	10.4	0.0	0.0	5.5
		QUEUE (ft)	125			25			0	0	0	0	0	0	N/A

- Eastbound Left Turn Lane: Installing an eastbound left turn lane is expected to have minor impacts on traffic operation conditions. The primary benefit from this improvement would be to the eastbound right turn and through vehicles, which would have a separate lane instead of waiting behind eastbound left turn vehicles.
- Installing a Traffic Signal: A signal warrant analysis was not completed for this intersection because sufficient turning movement volumes were not available. However, a preliminary analysis suggests that traffic operations are expected to improve if a traffic signal is installed. Further analysis, including a signal warrant review, should be completed to determine if this is a feasible long-term alternative.
- Widening CTH M: Widening the CTH M cross-section to include two through lanes in each direction is expected to improve traffic operations at the intersection with Oncken Road during both peak hours. The eastbound approach is expected to continue operating at LOS 'F', but the delay per vehicle and queuing are expected to significantly decrease as a result of more gaps in cross-street traffic on CTH M. Caution should be taken with this scenario, as safety concerns could arise due to the increased crossing distance for Oncken Road traffic due to the wider CTH M cross-section.

Detailed Synchro Performance Reports are included in Appendix B.

Conclusions

The Inspire Early Childhood Learning Center is expected to generate 935 daily trips, with 175 occurring during the morning peak hour and 165 occurring during the evening peak hour, according to the ITE Trip Generation Manual. These trips were distributed across Oncken Road and CTH M based on the growth rates determined in a TIA for the Bishop's Bay Development. Background traffic volumes obtained from the previous TIA were forecasted to 2028 and combined with the new trips to analyze traffic operation conditions at the CTH M and Oncken Road intersection, as well as the Inspire development driveway on Oncken Road. A scenario including the Bishop's Bay development trips was also analyzed.

Analysis indicates that the eastbound approach at the CTH M and Oncken Road intersection is expected to operate at LOS 'F' during both peak hours under all scenarios, with or without any new trips. The westbound approach is expected to operate at LOS 'E' during the evening peak hour under background traffic only and with the Inspire trips and at LOS 'F' during the evening peak hour when the Bishop's Bay Development trips are included. A short-term alternative that is expected to provide minor improvements to traffic operations is to install a left-turn lane on the eastbound approach to alleviate congestion and queuing for eastbound right turn vehicles. A large-scale improvement project is expected to occur on CTH M in the mid- to long-range future, which is expected to include significant improvements at the Oncken Road intersection. Possible improvements could include installing a traffic signal at the intersection or widening the CTH M cross-section.

The Oncken Road driveway entrance to the Inspire development is expected to operate at LOS 'A' or 'B' during all peak hours, with only a single lane. With the relatively low volumes on Oncken Road, no turn bays are necessary from a traffic operations perspective but could be added to improve safety. The addition of left turn lanes may be needed with the extension of Oncken Road to the west of CTH Q with the proposed connection of Bell Fountaine Road. Adding a westbound left turn lane would separate the left turn and through movement vehicles, reducing the potential for rear-end crashes between through vehicles and stopped vehicles waiting to make a left turn into the development.

Recommendations

It is recommended for the Oncken Road driveway entrance to the Inspire development that initially that stabilized shoulder areas be provided. With the future Dane County project on CTH M, no improvements at Oncken Road at CTH M are recommended as a part of this development.

Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 AM Peak Hour - Background Traffic Only
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	40	0	5	0	5	5	5	400	5	5	860	50
Future Vol, veh/h	40	0	5	0	5	5	5	400	5	5	860	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	5	0	5	5	5	435	5	5	935	54

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1398	1395	935	1420	1444	435	989	0	0	440	0	0
Stage 1	945	945	-	445	445	-	-	-	-	-	-	-
Stage 2	453	450	-	975	999	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	118	141	322	114	132	621	699	-	-	1120	-	-
Stage 1	314	340	-	592	575	-	-	-	-	-	-	-
Stage 2	586	572	-	303	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	112	139	322	111	131	621	699	-	-	1120	-	-
Mov Cap-2 Maneuver	112	139	-	111	131	-	-	-	-	-	-	-
Stage 1	312	339	-	588	571	-	-	-	-	-	-	-
Stage 2	571	568	-	297	320	-	-	-	-	-	-	-




Approach	EB		WB		NB		SB	
HCM Control Delay, s	53.6		22.5		0.1		0	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	699	-	-	121	216	1120	-
HCM Lane V/C Ratio	0.008	-	-	0.404	0.05	0.005	-
HCM Control Delay (s)	10.2	-	-	53.6	22.5	8.2	-
HCM Lane LOS	B	-	-	F	C	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.2	0	-

Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA
6: Inspire Entrance & Oncken Rd









2028 AM Peak Hour - Background Traffic Only
HCM 2010 TWSC

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	60	0	0
Future Vol, veh/h	45	0	0	60	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	65	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	49	0	114	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1558	-	882	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	882	1020
Mov Cap-2 Maneuver	-	-	-	-	882	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	958	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1558	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 PM Peak Hour - Background Traffic Only
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	0	5	5	0	5	5	945	5	5	585	55
Future Vol, veh/h	60	0	5	5	0	5	5	945	5	5	585	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	0	5	5	0	5	5	1027	5	5	636	60

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	1688	1688	636	1716	1743	1027	696	0
Stage 1	646	646	-	1037	1037	-	-	-
Stage 2	1042	1042	-	679	706	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	74	94	478	71	87	285	900	-
Stage 1	460	467	-	279	308	-	-	-
Stage 2	277	307	-	441	439	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	72	93	478	70	86	285	900	-
Mov Cap-2 Maneuver	72	93	-	70	86	-	-	-
Stage 1	457	464	-	277	306	-	-	-
Stage 2	270	305	-	433	436	-	-	-




Approach	EB	WB	NB	SB
HCM Control Delay, s	173.4	40.6	0	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	77 112	673	-	-
HCM Lane V/C Ratio	0.006	-	-	0.918 0.097	0.008	-	-
HCM Control Delay (s)	9	-	-	173.4 40.6	10.4	-	-
HCM Lane LOS	A	-	-	F E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	4.8 0.3	0	-	-

Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA
6: Inspire Entrance & Oncken Rd









2028 PM Peak Hour - Background Traffic Only
HCM 2010 TWSC

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	0	0	60	0	0
Future Vol, veh/h	65	0	0	60	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	0	0	65	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	136	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1529	-	857	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	857	991
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	958	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1529	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 AM Peak Hour - with Inspire Only
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	0	10	0	5	5	10	400	5	5	860	95
Future Vol, veh/h	75	0	10	0	5	5	10	400	5	5	860	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	0	11	0	5	5	11	435	5	5	935	103

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1410	1407	935	1459	1505	435	1038	0	0	440	0	0
Stage 1	945	945	-	457	457	-	-	-	-	-	-	-
Stage 2	465	462	-	1002	1048	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	116	139	322	107	121	621	670	-	-	1120	-	-
Stage 1	314	340	-	583	568	-	-	-	-	-	-	-
Stage 2	578	565	-	292	305	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	136	322	102	119	621	670	-	-	1120	-	-
Mov Cap-2 Maneuver	109	136	-	102	119	-	-	-	-	-	-	-
Stage 1	309	339	-	574	559	-	-	-	-	-	-	-
Stage 2	558	556	-	281	304	-	-	-	-	-	-	-




Approach	EB	WB	NB	SB
HCM Control Delay, s	101.3	24	0.3	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	118 200	1120	-	-
HCM Lane V/C Ratio	0.016	-	-	0.783 0.054	0.005	-	-
HCM Control Delay (s)	10.5	-	-	101.3 24	8.2	-	-
HCM Lane LOS	B	-	-	F C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	4.5 0.2	0	-	-

Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA
6: Inspire Entrance & Oncken Rd









2028 AM Peak Hour - with Inspire Only
HCM 2010 TWSC

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	45	50	60	40	40
Future Vol, veh/h	45	45	50	60	40	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	49	54	65	43	43
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	98	0	247	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	741	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1495	-	714	988
Mov Cap-2 Maneuver	-	-	-	-	714	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	857	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.4		9.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	829	-	-	1495	-	
HCM Lane V/C Ratio	0.105	-	-	0.036	-	
HCM Control Delay (s)	9.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd




2028 PM Peak Hour - with Inspire Only
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	25.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	0	10	5	0	5	10	945	5	5	585	90
Future Vol, veh/h	100	0	10	5	0	5	10	945	5	5	585	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	0	11	5	0	5	11	1027	5	5	636	98
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1700	1700	636	1750	1793	1027	734	0	0	1032	0	0
Stage 1	646	646	-	1049	1049	-	-	-	-	-	-	-
Stage 2	1054	1054	-	701	744	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 73	92	478	67	81	285	871	-	-	673	-	-
Stage 1	460	467	-	275	304	-	-	-	-	-	-	-
Stage 2	273	303	-	429	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 71	90	478	64	79	285	871	-	-	673	-	-
Mov Cap-2 Maneuver	~ 71	90	-	64	79	-	-	-	-	-	-	-
Stage 1	454	464	-	271	300	-	-	-	-	-	-	-
Stage 2	264	299	-	416	418	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s\$	395.5		43.2		0.1		0.1					
HCM LOS	F		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	871	-	-	77	105	673	-	-				
HCM Lane V/C Ratio	0.012	-	-	1.553	0.104	0.008	-	-				
HCM Control Delay (s)	9.2	-	-	\$ 395.5	43.2	10.4	-	-				
HCM Lane LOS	A	-	-	F	E	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	9.9	0.3	0	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Appendix A: Background and New Trip Traffic Operations









Inspire Childhood Learning Center TIA
6: Inspire Entrance & Oncken Rd

2028 PM Peak Hour - with Inspire Only
HCM 2010 TWSC

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	40	40	60	40	45
Future Vol, veh/h	65	40	40	60	40	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	43	43	65	43	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	114	0	244	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	744	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1475	-	722	964
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	877	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3		9.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	833	-	-	1475	-	
HCM Lane V/C Ratio	0.111	-	-	0.029	-	
HCM Control Delay (s)	9.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	




Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA 2028 AM Peak Hour - Total Traffic with Bishop's Bay
3: CTH M & Oncken Rd
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	120.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	220	0	10	0	5	5	10	510	5	5	895	185
Future Vol, veh/h	220	0	10	0	5	5	10	510	5	5	895	185
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	239	0	11	0	5	5	11	554	5	5	973	201
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1567	1564	973	1665	1760	554	1174	0	0	559	0	0
Stage 1	983	983	-	576	576	-	-	-	-	-	-	-
Stage 2	584	581	-	1089	1184	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 90	112	306	77	84	532	595	-	-	1012	-	-
Stage 1	299	327	-	503	502	-	-	-	-	-	-	-
Stage 2	498	500	-	261	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 83	109	306	73	82	532	595	-	-	1012	-	-
Mov Cap-2 Maneuver	~ 83	109	-	73	82	-	-	-	-	-	-	-
Stage 1	294	325	-	494	493	-	-	-	-	-	-	-
Stage 2	478	491	-	250	262	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s\$	964.7		32.4		0.2		0					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	595	-	-	86	142	1012	-	-				
HCM Lane V/C Ratio	0.018	-	-	2.907	0.077	0.005	-	-				
HCM Control Delay (s)	11.2	-	-	\$ 964.7	32.4	8.6	-	-				
HCM Lane LOS	B	-	-	F	D	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	24.4	0.2	0	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				









Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA 2028 AM Peak Hour - Total Traffic with Bishop's Bay
6: Inspire Entrance & Oncken Rd
HCM 2010 TWSC

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	45	50	150	40	40
Future Vol, veh/h	190	45	50	150	40	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	49	54	163	43	43
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	256	0	503	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1309	-	528	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1309	-	504	807
Mov Cap-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	775	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		11.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	620	-	-	1309	-	
HCM Lane V/C Ratio	0.14	-	-	0.042	-	
HCM Control Delay (s)	11.8	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	




Appendix A: Background and New Trip Traffic Operations

Inspire Childhood Learning Center TIA 2028 PM Peak Hour - Total Traffic with Bishop's Bay
 3: CTH M & Oncken Rd HCM 2010 TWSC

Intersection												
Int Delay, s/veh	168.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	205	0	10	5	0	5	5	1015	5	5	705	200
Future Vol, veh/h	205	0	10	5	0	5	5	1015	5	5	705	200
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	223	0	11	5	0	5	5	1103	5	5	766	217
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1894	1894	766	2003	2106	1103	983	0	0	1108	0	0
Stage 1	776	776	-	1113	1113	-	-	-	-	-	-	-
Stage 2	1118	1118	-	890	993	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 53	70	403	44	51	257	703	-	-	630	-	-
Stage 1	390	407	-	253	284	-	-	-	-	-	-	-
Stage 2	251	282	-	337	323	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 51	69	403	42	50	257	703	-	-	630	-	-
Mov Cap-2 Maneuver	~ 51	69	-	42	50	-	-	-	-	-	-	-
Stage 1	387	404	-	251	282	-	-	-	-	-	-	-
Stage 2	244	280	-	325	320	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, \$	1690.5		63.7		0		0.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	703	-	-	53	72	630	-	-				
HCM Lane V/C Ratio	0.008	-	-	4.409	0.151	0.009	-	-				
HCM Control Delay (s)	10.2	-	-	\$ 1690.5	63.7	10.8	-	-				
HCM Lane LOS	B	-	-	F	F	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	26	0.5	0	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Appendix A: Background and New Trip Traffic Operations










Inspire Childhood Learning Center TIA 2028 PM Peak Hour - Total Traffic with Bishop's Bay
6: Inspire Entrance & Oncken Rd
HCM 2010 TWSC

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	40	40	165	40	45
Future Vol, veh/h	170	40	40	165	40	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	43	43	179	43	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	472	207
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1340	-	551	833
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1340	-	531	833
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	779	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.5		11.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	657	-	-	1340	-	
HCM Lane V/C Ratio	0.141	-	-	0.032	-	
HCM Control Delay (s)	11.4	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 AM Peak Hour - with Inspire Only, EBL
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	0	10	0	5	5	10	400	5	5	860	95
Future Vol, veh/h	75	0	10	0	5	5	10	400	5	5	860	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	0	11	0	5	5	11	435	5	5	935	103

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1410	1407	935	1459	1505	435	1038	0	0	440	0	0
Stage 1	945	945	-	457	457	-	-	-	-	-	-	-
Stage 2	465	462	-	1002	1048	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	116	139	322	107	121	621	670	-	-	1120	-	-
Stage 1	314	340	-	583	568	-	-	-	-	-	-	-
Stage 2	578	565	-	292	305	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	136	322	102	119	621	670	-	-	1120	-	-
Mov Cap-2 Maneuver	109	136	-	102	119	-	-	-	-	-	-	-
Stage 1	309	339	-	574	559	-	-	-	-	-	-	-
Stage 2	558	556	-	281	304	-	-	-	-	-	-	-










Approach	EB		WB		NB		SB	
HCM Control Delay, s	91.1		24		0.3		0	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	109	322	200	1120	-	-
HCM Lane V/C Ratio	0.016	-	-	0.748	0.034	0.054	0.005	-	-
HCM Control Delay (s)	10.5	-	-	101	16.6	24	8.2	-	-
HCM Lane LOS	B	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	4.1	0.1	0.2	0	-	-

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 PM Peak Hour - with Inspire Only, EBL
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	23											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	0	10	5	0	5	10	945	5	5	585	90
Future Vol, veh/h	100	0	10	5	0	5	10	945	5	5	585	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	0	11	5	0	5	11	1027	5	5	636	98

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1700	1700	636	1750	1793	1027	734	0	0	1032	0	0
Stage 1	646	646	-	1049	1049	-	-	-	-	-	-	-
Stage 2	1054	1054	-	701	744	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 73	92	478	67	81	285	871	-	-	673	-	-
Stage 1	460	467	-	275	304	-	-	-	-	-	-	-
Stage 2	273	303	-	429	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 71	90	478	64	79	285	871	-	-	673	-	-
Mov Cap-2 Maneuver	~ 71	90	-	64	79	-	-	-	-	-	-	-
Stage 1	454	464	-	271	300	-	-	-	-	-	-	-
Stage 2	264	299	-	416	418	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	362.1		43.2		0.1		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	871	-	-	71	478	105	673	-	-
HCM Lane V/C Ratio	0.012	-	-	1.531	0.023	0.104	0.008	-	-
HCM Control Delay (s)	9.2	-	-	\$ 397	12.7	43.2	10.4	-	-
HCM Lane LOS	A	-	-	F	B	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	9.2	0.1	0.3	0	-	-

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 AM Peak Hour - with Inspire Only, Signalized

Queues



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	10	11	435	5	5	935	103
v/c Ratio	0.42	0.04	0.04	0.31	0.00	0.01	0.67	0.08
Control Delay	21.7	14.7	4.0	4.4	0.2	3.6	9.6	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	14.7	4.0	4.4	0.2	3.6	9.6	1.3
Queue Length 50th (ft)	22	2	1	44	0	1	146	0
Queue Length 95th (ft)	50	11	6	98	1	3	#436	12
Internal Link Dist (ft)	1140	836		1642			1582	
Turn Bay Length (ft)			125		350	125		350
Base Capacity (vph)	454	558	309	1397	1194	701	1397	1213
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.02	0.04	0.31	0.00	0.01	0.67	0.08

Intersection Summary





















95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 AM Peak Hour - with Inspire Only, Signalized

HCM 2010 Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	10	0	5	5	10	400	5	5	860	95
Future Volume (veh/h)	75	0	10	0	5	5	10	400	5	5	860	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	0	11	0	5	5	11	435	5	5	935	103
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	0	14	0	75	75	390	1335	1135	753	1335	1135
Arrive On Green	0.09	0.00	0.09	0.00	0.09	0.09	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1174	0	158	0	856	856	541	1863	1583	945	1863	1583
Grp Volume(v), veh/h	93	0	0	0	0	10	11	435	5	5	935	103
Grp Sat Flow(s),veh/h/ln	1332	0	0	0	0	1712	541	1863	1583	945	1863	1583
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.2	0.5	4.0	0.0	0.1	13.1	0.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.0	0.0	0.2	13.7	4.0	0.0	4.1	13.1	0.9
Prop In Lane	0.88		0.12	0.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	0	0	0	0	150	390	1335	1135	753	1335	1135
V/C Ratio(X)	0.35	0.00	0.00	0.00	0.00	0.07	0.03	0.33	0.00	0.01	0.70	0.09
Avail Cap(c_a), veh/h	694	0	0	0	0	669	390	1335	1135	753	1335	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	0.0	0.0	19.3	7.6	2.4	1.9	3.2	3.7	2.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.2	0.1	0.6	0.0	0.0	3.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.1	0.1	2.2	0.0	0.0	7.6	0.4
LnGrp Delay(d),s/veh	21.5	0.0	0.0	0.0	0.0	19.5	7.7	3.1	1.9	3.2	6.8	2.1
LnGrp LOS	C					B	A	A	A	A	A	A
Approach Vol, veh/h		93			10			451			1043	
Approach Delay, s/veh		21.5			19.5			3.2			6.3	
Approach LOS		C			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		8.5		37.5		8.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		15.7		5.2		15.1		2.2				
Green Ext Time (p_c), s		2.7		0.3		7.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.4									
HCM 2010 LOS			A									

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 PM Peak Hour - with Inspire Only, Siganlized

Queues



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	10	11	1027	5	5	636	98
v/c Ratio	0.49	0.04	0.02	0.75	0.00	0.02	0.47	0.08
Control Delay	23.4	3.6	4.3	13.4	0.0	4.6	6.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	3.6	4.3	13.4	0.0	4.6	6.4	1.4
Queue Length 50th (ft)	30	0	1	196	0	0	83	0
Queue Length 95th (ft)	63	5	6	#536	1	4	187	13
Internal Link Dist (ft)	1140	836		1642			1582	
Turn Bay Length (ft)			125		350	125		350
Base Capacity (vph)	455	499	509	1365	1167	221	1365	1186
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.02	0.02	0.75	0.00	0.02	0.47	0.08

Intersection Summary



















95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 PM Peak Hour - with Inspire Only, Signalized









HCM 2010 Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	0	10	5	0	5	10	945	5	5	585	90
Future Volume (veh/h)	100	0	10	5	0	5	10	945	5	5	585	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	109	0	11	5	0	5	11	1027	5	5	636	98
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	0	14	197	34	92	534	1230	1045	317	1230	1045
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1306	0	132	535	313	848	720	1863	1583	544	1863	1583
Grp Volume(v), veh/h	120	0	0	10	0	0	11	1027	5	5	636	98
Grp Sat Flow(s),veh/h/ln	1438	0	0	1695	0	0	720	1863	1583	544	1863	1583
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	0.3	16.2	0.0	0.3	6.8	0.9
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.2	0.0	0.0	7.2	16.2	0.0	16.5	6.8	0.9
Prop In Lane	0.91		0.09	0.50		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	0	0	322	0	0	534	1230	1045	317	1230	1045
V/C Ratio(X)	0.36	0.00	0.00	0.03	0.00	0.00	0.02	0.84	0.00	0.02	0.52	0.09
Avail Cap(c_a), veh/h	837	0	0	850	0	0	670	1583	1346	421	1583	1346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	0.0	15.5	0.0	0.0	5.2	5.0	2.2	11.2	3.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.1	0.0	0.0	0.1	9.1	0.0	0.0	3.5	0.4
LnGrp Delay(d),s/veh	17.5	0.0	0.0	15.6	0.0	0.0	5.3	8.2	2.3	11.3	3.7	2.4
LnGrp LOS	B			B			A	A	A	B	A	A
Approach Vol, veh/h	120				10		1043				739	
Approach Delay, s/veh	17.5				15.6		8.1				3.6	
Approach LOS	B				B		A				A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	30.1		8.7		30.1		8.7					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	33.0		18.0		33.0		18.0					
Max Q Clear Time (g_c+I1), s	18.2		5.1		18.5		2.2					
Green Ext Time (p_c), s	7.4		0.4		4.1		0.0					
Intersection Summary												
HCM 2010 Ctrl Delay			7.0									
HCM 2010 LOS			A									

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 AM Peak Hour - with Inspire Only, Widened M
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	0	10	0	5	5	10	400	5	5	860	95
Future Vol, veh/h	75	0	10	0	5	5	10	400	5	5	860	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	0	11	0	5	5	11	435	5	5	935	103
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1187	1407	468	935	1505	218	1038	0	0	440	0	0
Stage 1	945	945	-	457	457	-	-	-	-	-	-	-
Stage 2	242	462	-	478	1048	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	144	138	542	220	120	786	665	-	-	1116	-	-
Stage 1	282	339	-	553	566	-	-	-	-	-	-	-
Stage 2	740	563	-	537	303	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	136	135	542	212	117	786	665	-	-	1116	-	-
Mov Cap-2 Maneuver	136	135	-	212	117	-	-	-	-	-	-	-
Stage 1	277	338	-	544	556	-	-	-	-	-	-	-
Stage 2	716	553	-	524	302	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	62.2		23.6		0.3		0					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	665	-	-	149	204	1116	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.62	0.053	0.005	-	-				
HCM Control Delay (s)	10.5	-	-	62.2	23.6	8.2	-	-				
HCM Lane LOS	B	-	-	F	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.2	0	-	-				

Appendix B: Improvement Traffic Operations

Inspire Childhood Learning Center TIA
3: CTH M & Oncken Rd

2028 PM Peak Hour - with Inspire Only, Widened M
HCM 2010 TWSC

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	100	0	10	5	0	5	10	945	5	5	585	90
Future Vol, veh/h	100	0	10	5	0	5	10	945	5	5	585	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	350	125	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	0	11	5	0	5	11	1027	5	5	636	98

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1182	1700	318	1377	1793	514	734	0	0	1032	0	0
Stage 1	646	646	-	1049	1049	-	-	-	-	-	-	-
Stage 2	536	1054	-	328	744	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	145	91	678	104	80	505	867	-	-	669	-	-
Stage 1	427	465	-	243	303	-	-	-	-	-	-	-
Stage 2	496	301	-	659	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	141	89	678	101	78	505	867	-	-	669	-	-
Mov Cap-2 Maneuver	141	89	-	101	78	-	-	-	-	-	-	-
Stage 1	421	462	-	240	299	-	-	-	-	-	-	-
Stage 2	484	297	-	644	417	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	84.1		27.9		0.1		0.1	
HCM LOS	F		D					

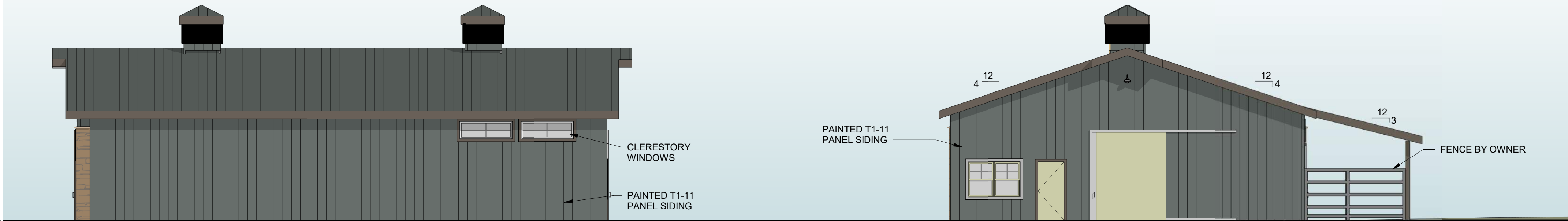
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	867	-	-	152 168	669	-	-
HCM Lane V/C Ratio	0.013	-	-	0.787 0.065	0.008	-	-
HCM Control Delay (s)	9.2	-	-	84.1 27.9	10.4	-	-
HCM Lane LOS	A	-	-	F D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5 0.2	0	-	-



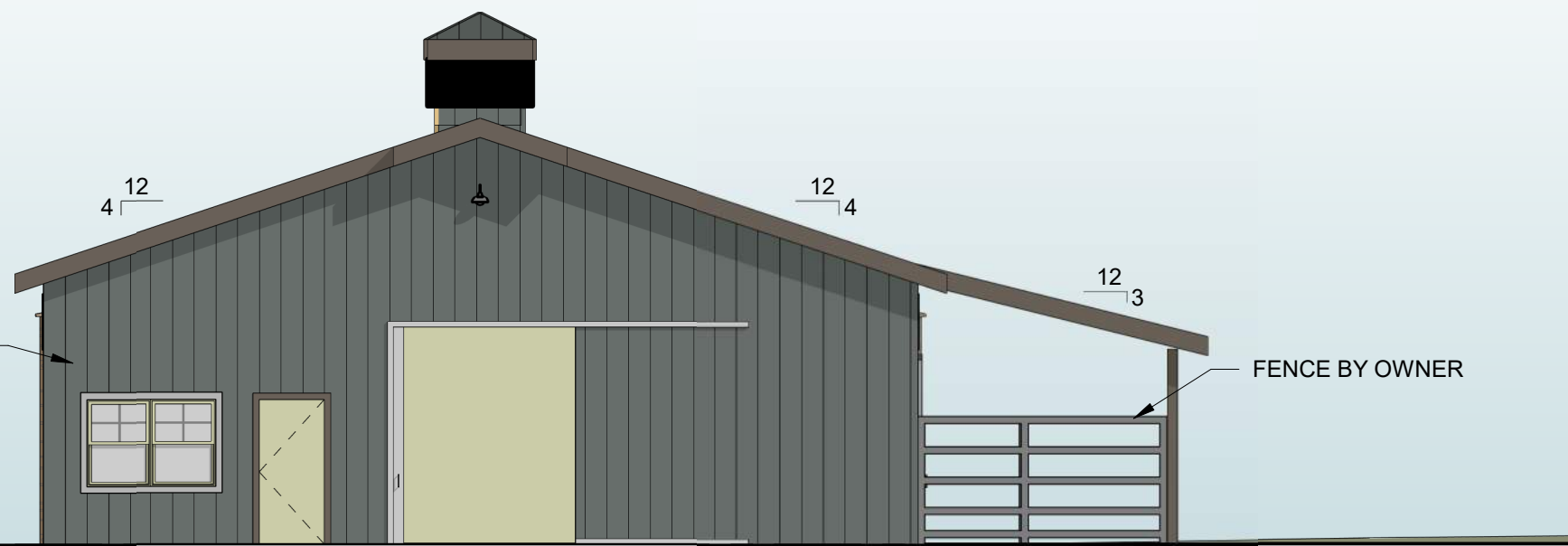
Barn - Perspective View



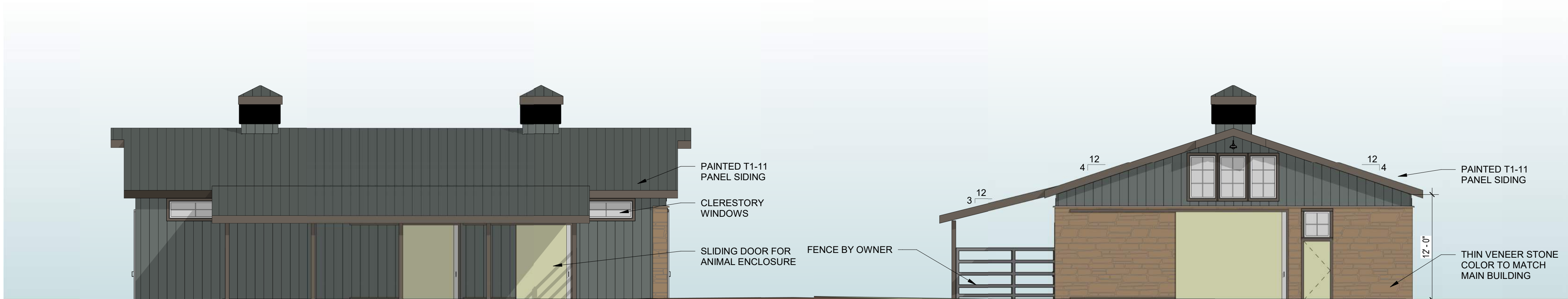
Barn - Perspective View from Site



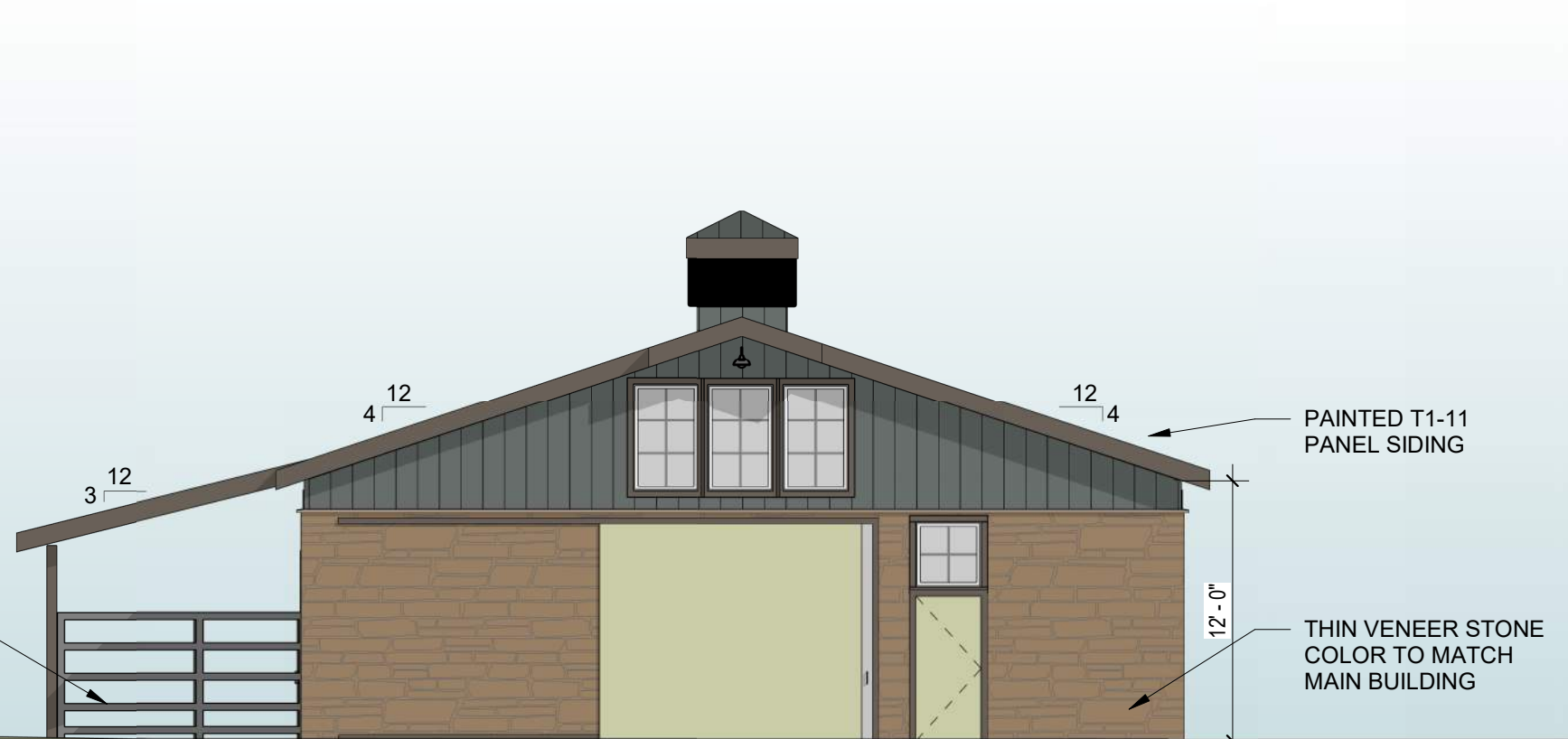
6 WEST ELEVATION - BARN
Z200 1/8" = 1'-0"



4 SOUTH ELEVATION - BARN
Z200 1/8" = 1'-0"

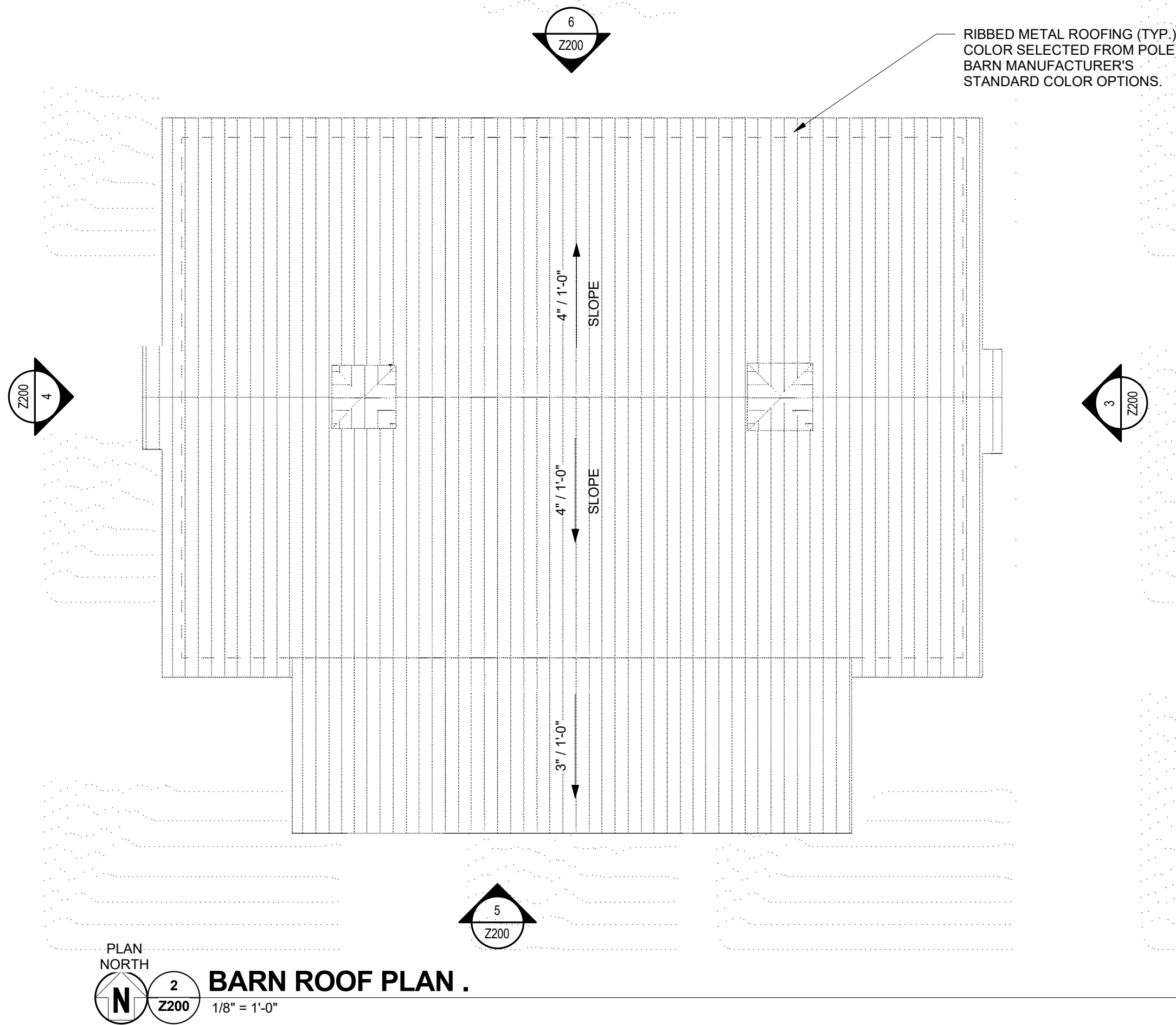


5 EAST ELEVATION - BARN
Z200 1/8" = 1'-0"

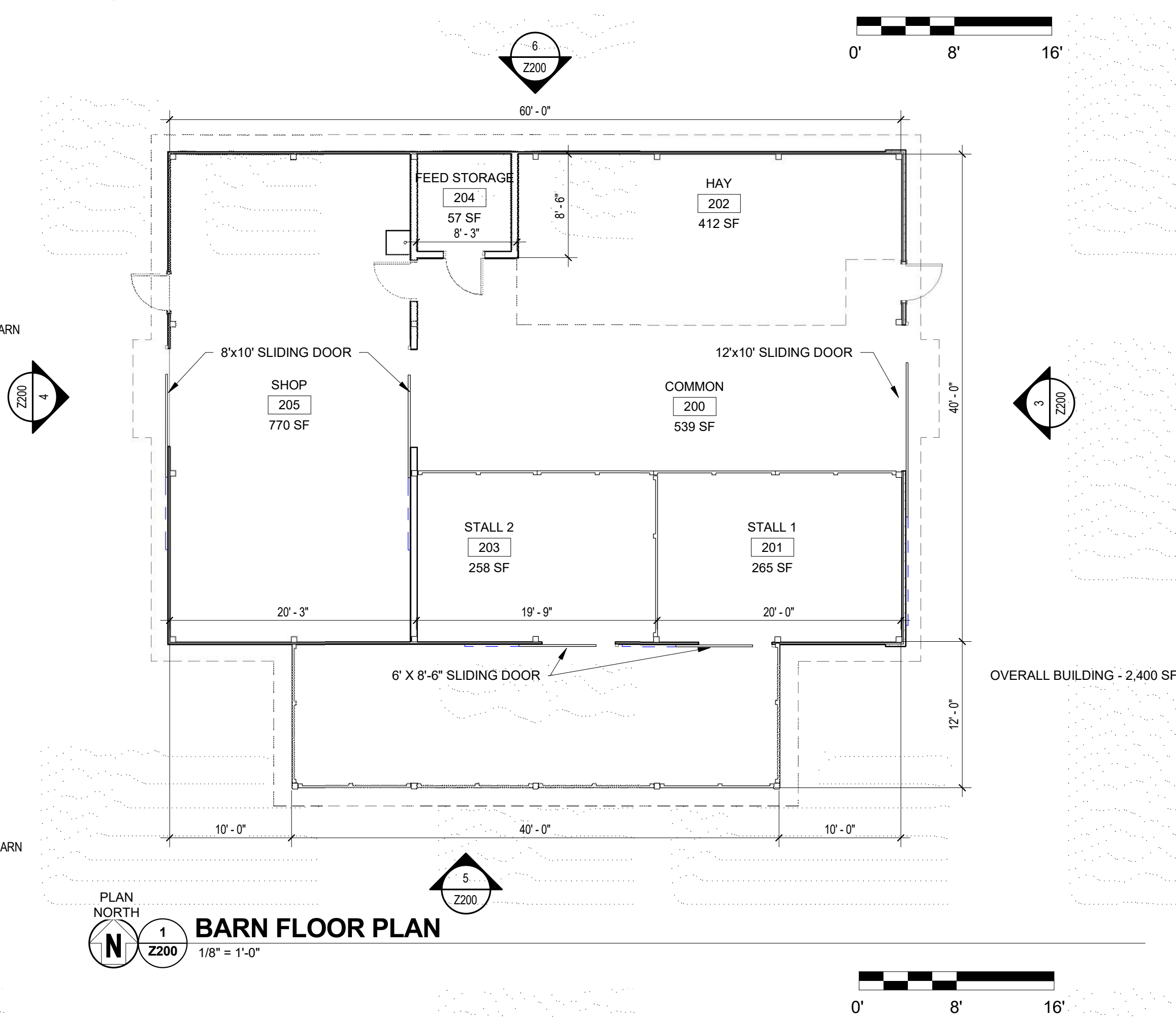


3 NORTH ELEVATION - BARN
Z200 1/8" = 1'-0"

EXTERIOR BARN MATERIAL LEGEND			
HATCH	SWATCH	MARK	DESCRIPTION
		STONE	NATURAL STONE VENEER: EDEN BCKINGHAM MCV MORTAR: STANDARD GREY - WEEPS GRAY COORDINATING SEALANT: TREMCO BEIGE
		CAST STONE SILL	CAST STONE SILL, ROCKRIDGE CAST STONE LLC OR EQUIV. COLOR: RCS COLOR #2273 COORDINATING SEALANT: TREMCO STONE
		PANEL SIDING	LP REVERSE BOARD AND BATTEN OR T1-11 VERTICAL SIDING COLOR: SW 7622 - HOMBURG GRAY, SATIN COORDINATING SEALANT: TREMCO HARTFORD GREEN
		TRIM	LP HORIZONTAL TRIM BANDS, FASCIA, AND WINDOW TRIM (U.N.O.) COLOR: SW 7020 - BLACK FOX COORDINATING SEALANT: TREMCO BRONZE



PLAN NORTH 2 BARN ROOF PLAN.
Z200 1/8" = 1'-0"



PLAN NORTH 1 BARN FLOOR PLAN
Z200 1/8" = 1'-0"

BARN PLAN



245 HORIZON DR. #105 VERONA, WI 53593 608.845.3766

Customer Name: Bob Davis
 Company: INSPIRE - Early Childhood Learning Center
 Phone: 608-234-8868
 E-mail address: Davis1043@SBCGlobal.net
 Current Date: 12/1/2017
 Current Time: 11:59 am

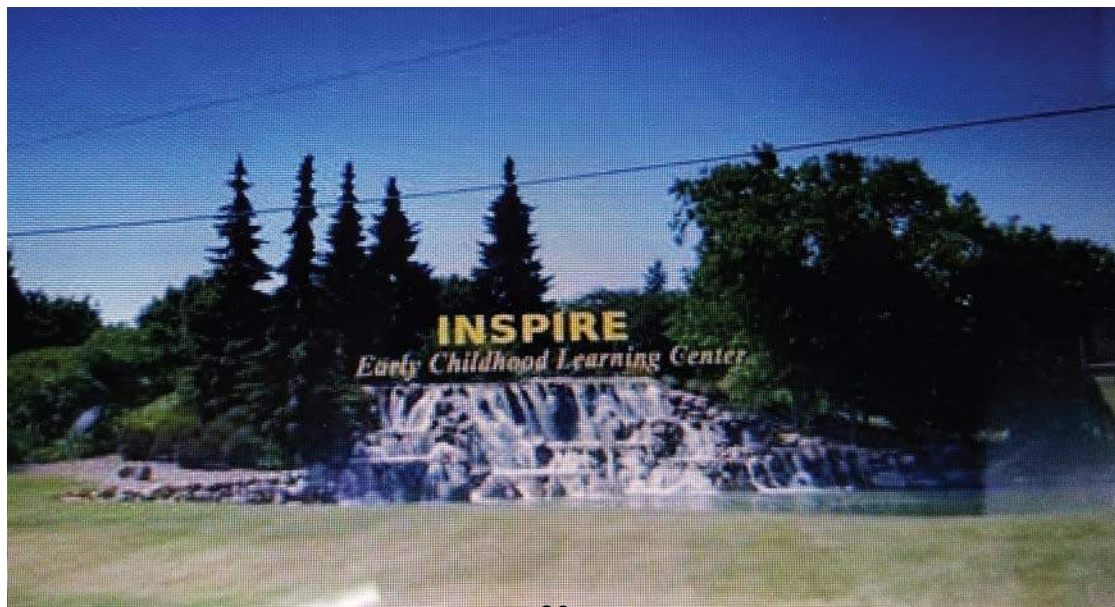
Description: Initial drawing and size of proposed INSPIRE sign. Material and illumination options attached on seperate page

143.6"

INSPIRE 24"

19" *Early Childhood Learning Center* 9.6"

293.6"





245 HORIZON DR. #105 VERONA, WI 53593 608.845.3766

Customer Name: Bob Davis
 Company: INSPIRE - Early Childhood Learning Center
 Phone: 608-234-8868
 E-mail address: Davis1043@SBCGlobal.net

Current Date: 1/29/2018
 Current Time: 12:31 pm

Description: INSPIRE signage showing landscape dimensions and letter color



31

Cast metal letters. Primed and painted to match pantone 130c (imitation gold)

Page 29 of 54



845-3766 245 Horizon Drive #105 Verona, WI 53593

QUOTATION

Client Bob Davis
INSPIRE
Address Town of Westport
Phone 608-234-8868
Date 12/5/2017

INSPIRE INDIVIDUAL METAL LETTERS - NON ILLUMINATED

INSPIRE - OPTION #2

- INSPIRE: 24" letter height
 - 3" deep fabricated aluminum letters
 - Painted 1 solid color
- Early Childhood Learning Center: 14" letter height (capital E)
 - 2" deep fabricated aluminum letters
 - Painted 1 solid color

INSTALLATION

- Stud mounted installation with paper mounting pattern
- Mounted with aluminum spacers

TERMS BALANCE WITHIN 30 DAYS OF COMPLETION

PRICE QUOTATION IS GOOD FOR 30 DAYS

SKETCH DEPOSIT: The sketch deposit covers minimal costs involved in developing a concept. It does not cover the actual purchase of a custom design, which would be figured at an hourly rate, with a quoted minimum price. The sketch remains the property of the designer.

PRICES as indicated above, are minimum estimates for art or sign work only. Photostats, typography, photographs, overtime, changes and/or additions, delays caused by the client, special consultations and all other work expense that cannot be estimated accurately in advance will be billed extra unless otherwise specified herein.

FINISHED art, mechanicals, and signs will be released for use by the client only. Mechanicals, original art, sketches and materials other than signs originated by the designer are the property of the designer and will be held for the client, unless otherwise shown.

THE CLIENT agrees to pay all costs of collection in the event of default of payment by the client, including a reasonable attorney's fee. In the event of delinquent payments, the client will be charged a rate of 1 1/2% interest for every month after the first 30 days.

SPECIAL conditions on the client's purchase orders in no way negate the above Conditions of Sale. In ordering the work described above, the client accepts all of these conditions whether noted on his purchase order or not.

THANK YOU FOR YOUR ORDER; This signed contract constitutes authorization to proceed.

SIGNATURE

COMPANY

DATE

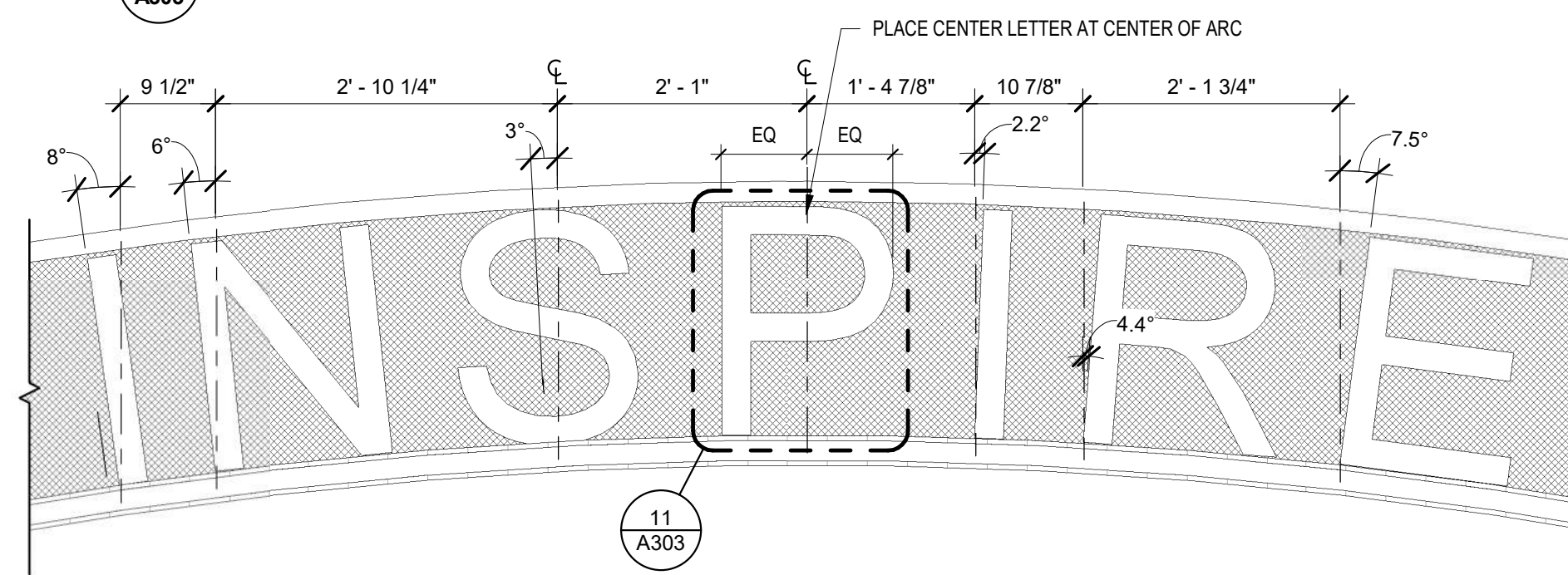
VitalSignsVerona.com



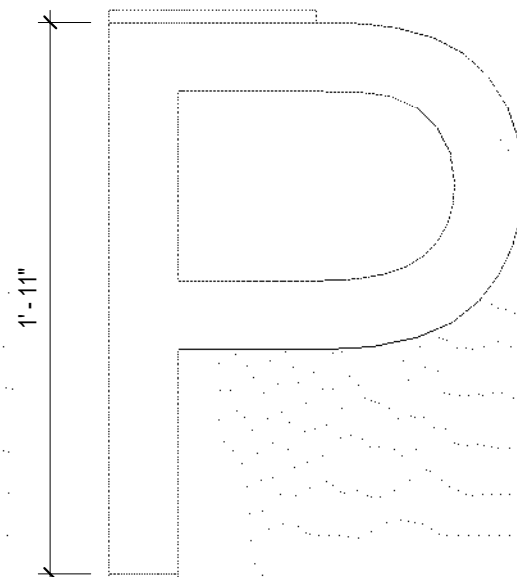
ENTRY SIGN PERSPECTIVE



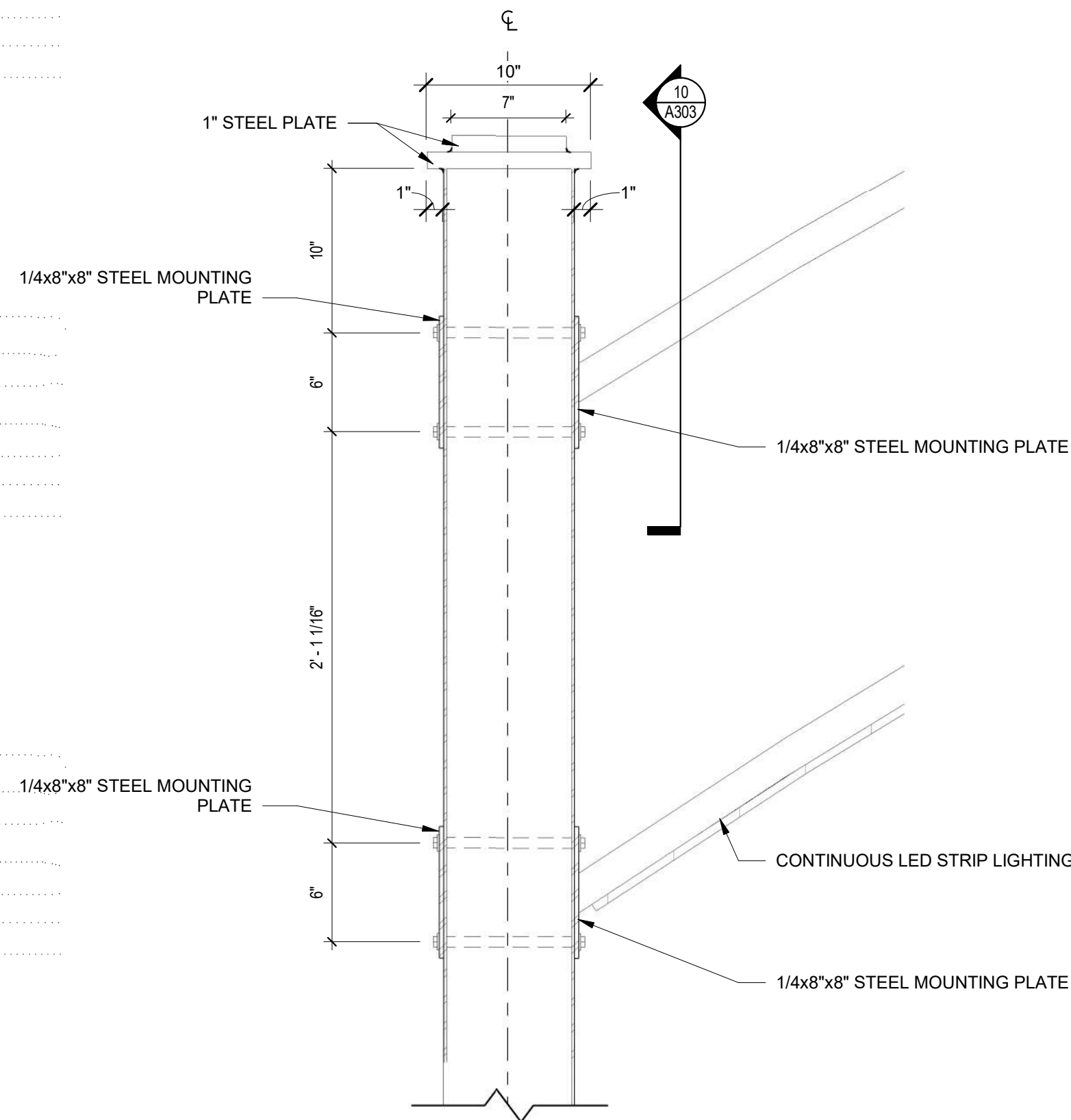
ENTRY SIGN ELEVATION



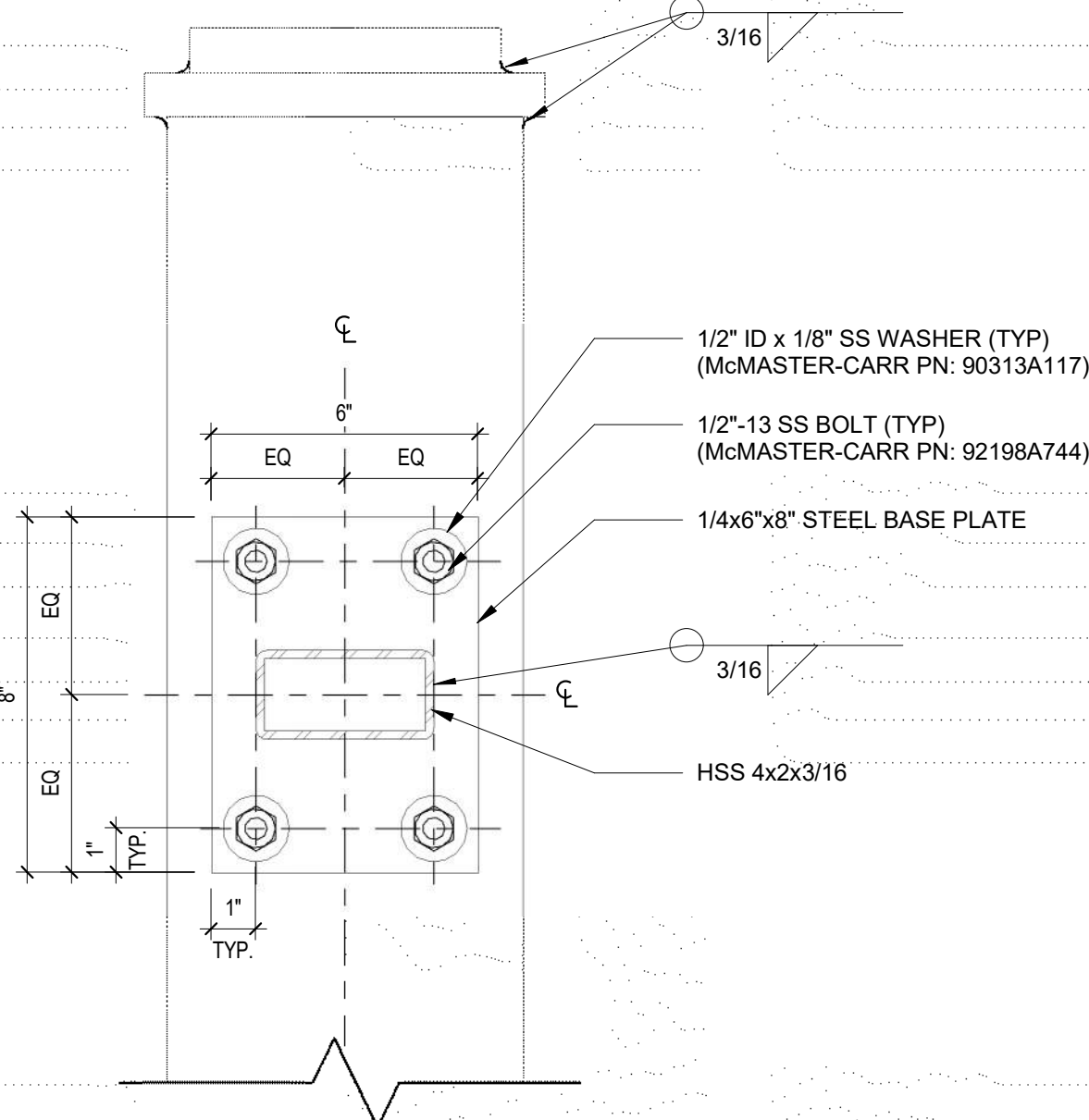
ELEVATION AT ENTRY SIGN LETTERING



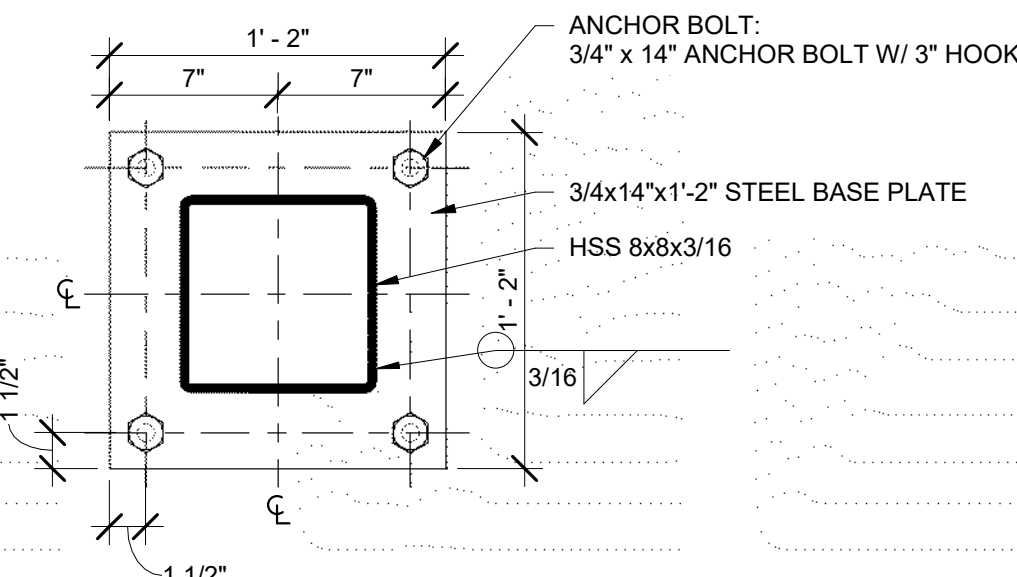
LETTER



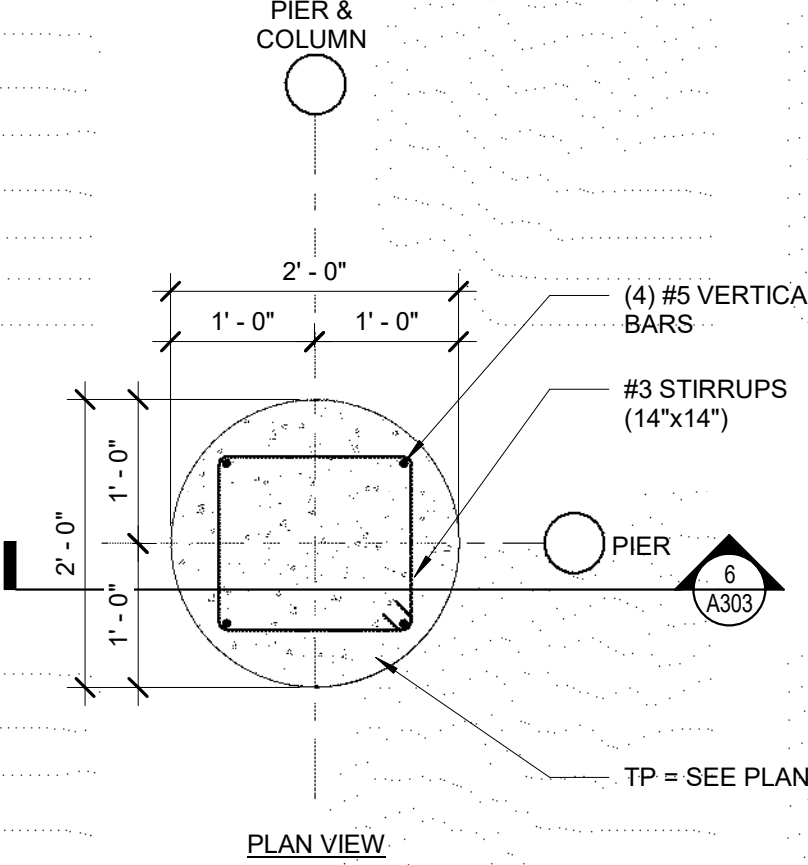
CALLOUT @ BASE PLATE ARCH CONNECTION & CAP



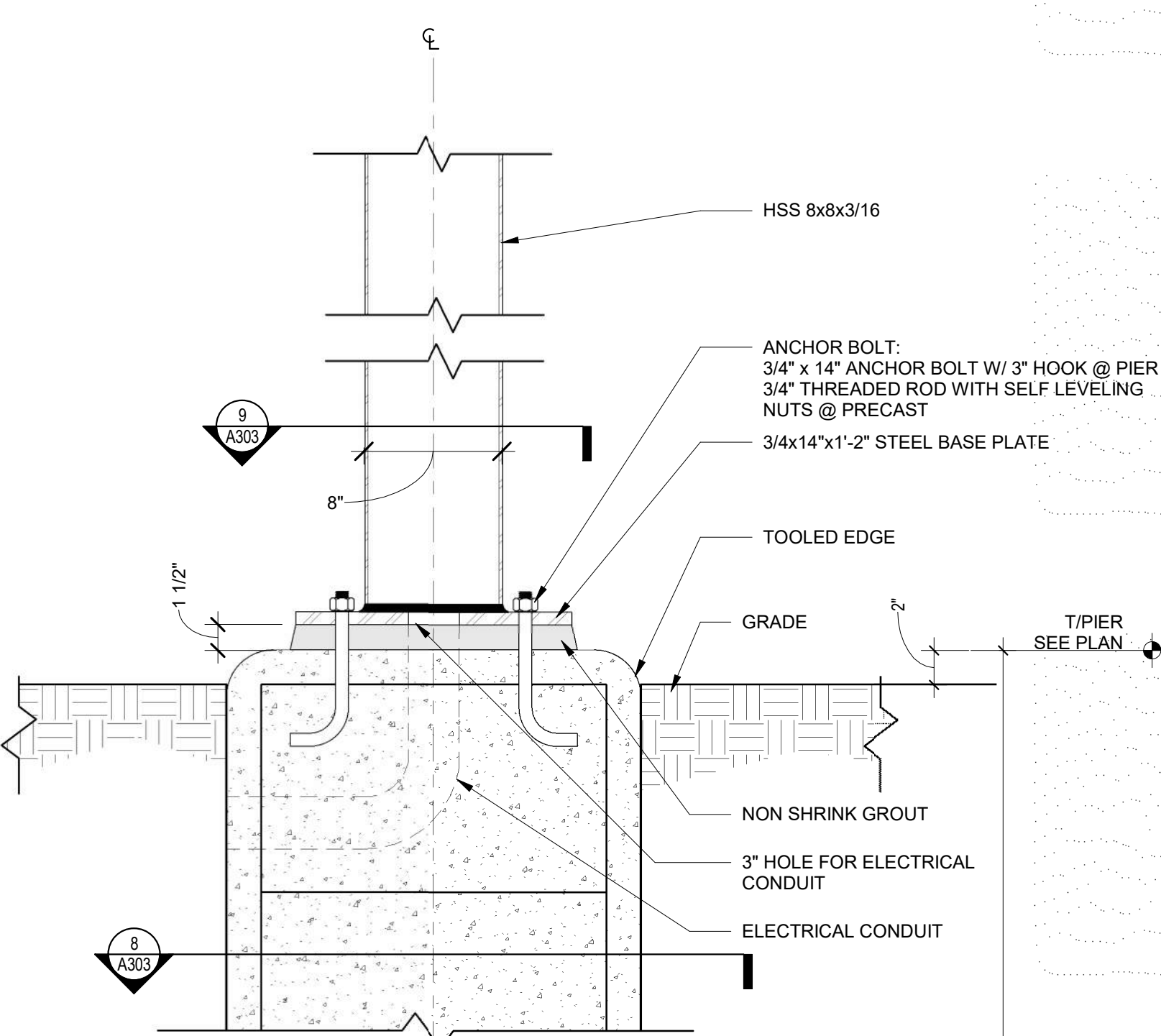
SECTION AT BASE PLATE CONNECTION



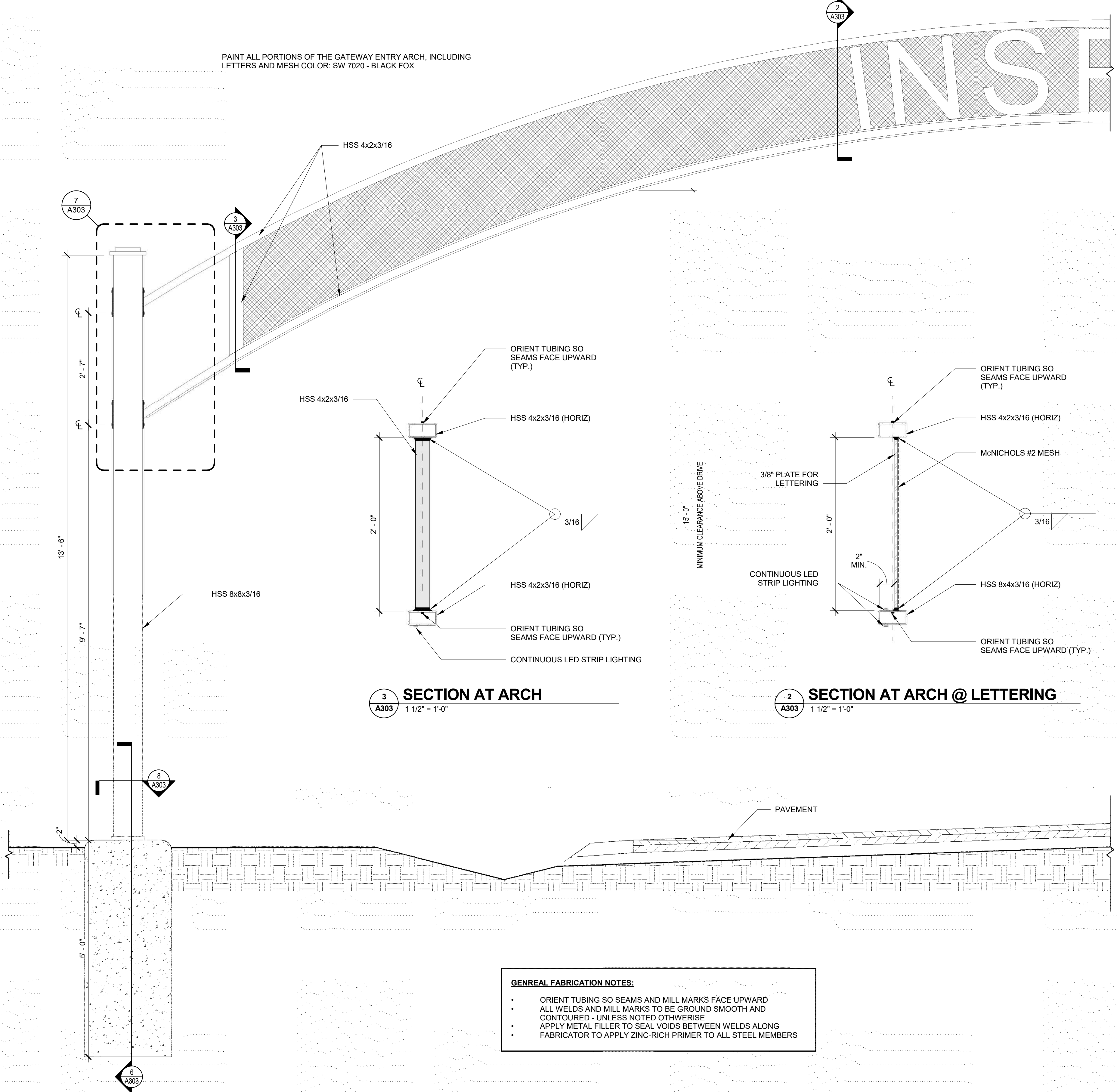
ENTRWAY BARRIER BASEPLATE



ENTRANCE STRUCTURE FOUNDATION



PIER DETAIL

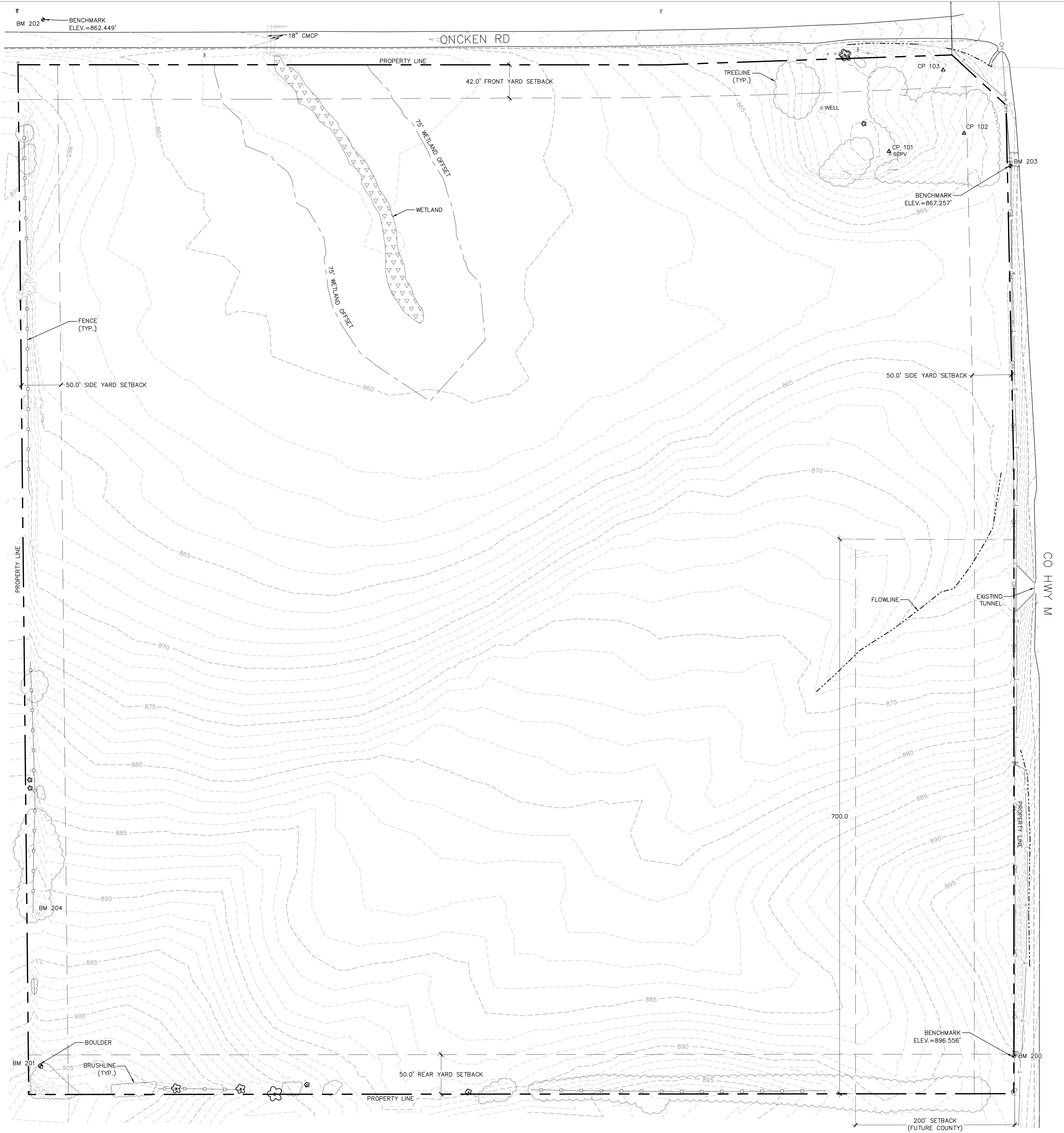


ELEVATION AT ENTRY SIGN

GENREAL FABRICATION NOTES:

- ORIENT TUBING SO SEAMS AND MILL MARKS FACE UPWARD
- ALL WELDS AND MILL MARKS TO BE GROUND SMOOTH AND CONTOURED - UNLESS NOTED OTHERWISE
- APPLY METAL FILLER TO SEAL VOIDS BETWEEN WELDS ALONG
- FABRICATOR TO APPLY ZINC-RICH PRIMER TO ALL STEEL MEMBERS

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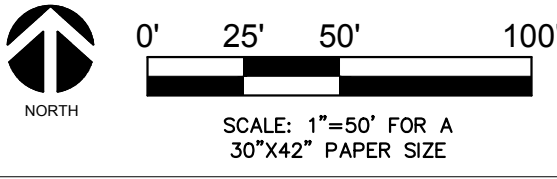
LEGEND	
	PROPERTY LINE
	SETBACK
	FENCE
	CONTOUR (5')
	CONTOUR (1')
	ELECTRIC (OVERHEAD)
	TELEPHONE (UNDERGROUND)
	FLOWLINE
	WETLAND
	TREELINE
	SHRUBLINE
	TREE

CONTROL / BENCHMARK POINT DATA					
POINT NO.	FEATURE	NORTHING	EASTING	ELEVATION	DESCRIPTION
101	CP	505520.90	805496.02		7" SPIKE
102	CP	505543.90	805590.93		7" SPIKE
103	CP	505623.82	805564.51		7" SPIKE
200	BM	504378	805653	896.66	RR SPIKE IN POWER POLE
201	BM	504364	804424	907.28	RR SPIKE IN POWER POLE
202	BM	505687	804427	862.50	RR SPIKE IN POWER POLE
203	BM	505502	805649	867.22	RR SPIKE IN POWER POLE
204	BM	504560	804417	896.62	7" SPIKE IN TREE

SITE LOCATION



- NOTES:
1. SHEETS ARE INTENDED AS 30"x42" FULL SIZE.
 2. ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS.
 3. SETBACKS PER WESTPORT ZONING ORDINANCE 10-9-1.071. SIDE AND REAR YARD SETBACKS 50' FROM PROPERTY LINE. FRONT YARD SETBACK 42' FROM R.O.W.
 4. TOPOGRAPHIC SURVEY COMPLETED BY AYRES ASSOCIATES IN OCTOBER 2017.



ICONICA
901 DEMING WAY / MADISON, WI 53717
PH: 608.664.3300 / F: 608.664.3335
iconicacreates.com

AYRES ASSOCIATES
5201 East Terrace Drive
Suite 200
Madison, WI 53718
608.255.0800
www.AyresAssociates.com

INSPIRE ECLC

5821 ONCKEN ROAD, TOWN OF WESTPORT, WI

BOB DAVIS

HANOVER TRAIL, WAUNAKEE, WI

ISSUE DATES:		
Issue	Description	Date
B1A1	Bid Package #1	1/11/2018
B1A2	BP#1 ADD#1:	1/17/2018
B1A3	BP#1 ADD#2:	1/19/2018
	BP#1 ADD#3:	3/13/2018
SIPIDES, REV. RESUBMITTAL		
		3/28/2018

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Sheet Title
EXISTING CONDITIONS

Project Number: 20170680

Sheet Number

C100

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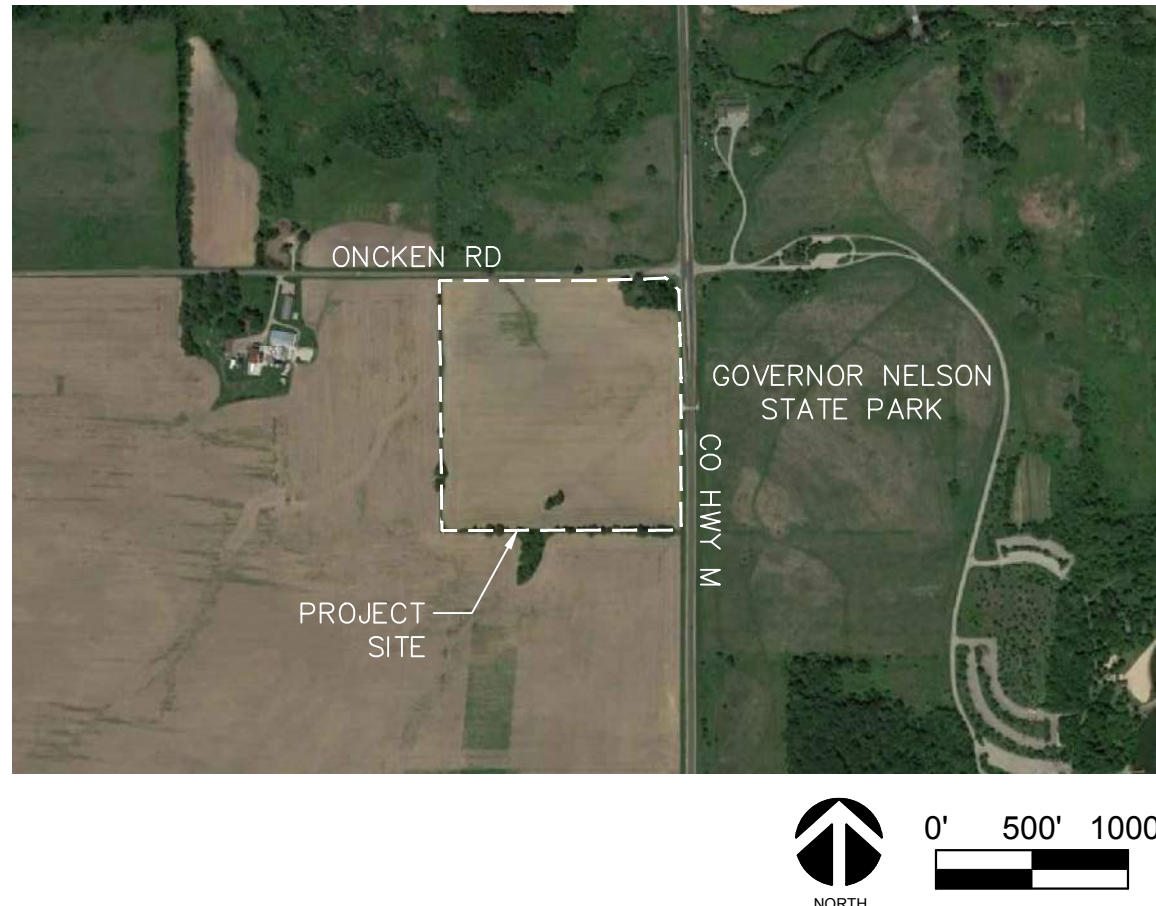
File: P:\27-1100\27-1117.00_Westport_Learning Center\CAD\P-EC.dwg Layout: C101 User: kofrks Plotted: Mar 13, 2018 - 3:44pm



LEGEND

- PROPERTY LINE
- SILT SOCK OR SILT FENCE
- FLOWLINE
- AREA OF LAND DISTURBANCE

SITE LOCATION



EROSION CONTROL GENERAL NOTES:

- CONTRACTOR MUST HAVE A COPY OF THE WDNR WPDES PERMIT, LOCAL PERMITS AND APPROVED PLANS AVAILABLE AT THE PROJECT SITE AT ALL TIMES UNTIL THE PROJECT IS COMPLETE.
- CONTRACTOR SHALL ALLOW ACCESS TO THE PROJECT SITE DURING REASONABLE HOURS TO ANY LOCAL, COUNTY, OR STATE EMPLOYEE WHO IS INVESTIGATING THE PROJECT'S CONSTRUCTION, OPERATION, MAINTENANCE OR PERMIT COMPLIANCE.
- ALL SITE EROSION CONTROL MEASURES SHALL BE MAINTAINED BY CONTRACTOR AND SHALL BE REPAIRED OR REPLACED AS NEEDED TO SERVE INTENDED FUNCTION. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUESTED BY OWNER, OR ENGINEER.
- CONTRACTOR SHALL EMPLOY EROSION CONTROL METHODS AS SHOWN AND SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES CONSTRUCTION SITE TECHNICAL STANDARDS AND THE WISDOT EROSION CONTROL PRODUCT ACCEPTABILITY LISTS (PAL).
- 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.
- ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE CHECKED FOR STABILITY AND OPERATION AFTER A RAINFALL OF 0.5 INCHES OR MORE BUT NOT LESS THAN ONCE EVERY WEEK. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY. WRITTEN REPORTS WILL BE KEPT OF ALL EROSION AND SEDIMENT CONTROL INSPECTIONS AS REQUIRED BY THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WDNR).
- SEDIMENT SOCK OR SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS PER THE INSTALLATION DETAILS. SEDIMENT DEPOSITS WILL BE REMOVED FROM BEHIND THE SILT SOCK OR SILT FENCE WHEN DEPOSITS REACH A DEPTH OF 6 INCHES. THE SILT SOCK OR SILT FENCE WILL BE REPAIRED OR REPLACED AS NECESSARY TO MAINTAIN A BARRIER.
- EROSION CONTROL MEASURES SHALL BE MAINTAINED ON A CONTINUING BASIS UNTIL THE SITE IS PERMANENTLY STABILIZED. SITE STABILIZATION INVOLVING SEEDING WHICH IS NOT COMPLETED PRIOR TO SEPTEMBER 15 SHALL BE COMPLETED WITH DORMANT SEEDING BY NOVEMBER 1.
- EROSION CONTROL MEASURES MUST BE IN PLACE AT THE END OF EACH WORK DAY.
- ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH DAY. FLUSHING SHALL NOT BE ALLOWED.
- WHERE CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED OR HAVE BEEN TEMPORARILY SUSPENDED FOR MORE THAN FOURTEEN DAYS, OR WHEN FINAL GRADES ARE REACHED IN ANY PORTION OF THE SITE, STABILIZATION SHALL BE IMPLEMENTED WITHIN SEVEN DAYS. TEMPORARY STABILIZATION PRACTICES SUCH AS MULCH/TACKIFIER, EROSION MAT, OR WISDOT TYPE B SOIL STABILIZER SHALL BE APPLIED TO THE SOIL SURFACE WHEN THE SITE IS NOT READY FOR PERMANENT RESTORATION. WHEN STABILIZATION IS NOT POSSIBLE DUE TO SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS POSSIBLE.
- ALL EXCESS MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER PRIOR TO PLACEMENT OF ANY MATERIAL. STOCKPILES SHALL BE ENCLOSED WITH SILT FENCE/SILT SOCK UNTIL TEMPORARY OR PERMANENT VEGETATIVE COVER IS ESTABLISHED.
- DUST CONTROL SHALL BE IMPLEMENTED THROUGHOUT CONSTRUCTION AND SHALL UTILIZE THE METHODS OUTLINED IN WDNR TECH STD. 1068
- THE REMOVAL OF VEGETATIVE COVER AND EXPOSURE OF THE BARE GROUND MUST BE RESTRICTED TO THE MINIMUM AMOUNT NECESSARY FOR CONSTRUCTION. AREAS WHERE SOIL IS EXPOSED MUST BE PROTECTED FROM EROSION BY SEEDING AND MULCHING, SODDING, DIVERSION OF SURFACE RUNOFF, INSTALLATION OF STRAW BALES OR SILT SCREENS, CONSTRUCTION OF SETTLING BASINS, OR SIMILAR METHODS AS SOON AS POSSIBLE AFTER REMOVAL OF THE ORIGINAL GROUND COVER AS DESCRIBED IN THE WISCONSIN DNR TECHNICAL STANDARDS. ANY STOCKPILE THAT REMAINS OVER 7 DAYS MUST BE STABILIZED WITH MIXTURE NO. 20 FROM THE WISDOT SECTION 630.
- STORM WATER AND GROUND WATER PUMPED FROM EXCAVATIONS AND/OR DEWATERING WELLS SHALL BE DISPOSED OF IN ACCORDANCE WITH THE WISCONSIN STATUTES. SEDIMENT BASINS, SEDIMENT TRAPS AND/OR THE USE OF POLYMERS TO CONTROL SEDIMENT SHALL BE UTILIZED AND MEET THE REQUIREMENTS OF THE WISCONSIN WDNR TECHNICAL STANDARDS.
- EROSION MAT SHALL CONSIST ENTIRELY OF BIODEGRADABLE COMPONENTS. NO PHOTOBIODEGRADABLE MATERIALS WILL BE ACCEPTED.
- AFTER THE SITE IS UNIFORMLY STABILIZED ACROSS 80% OF THE SITE AREA, OR PRIOR TO AT THE DIRECTION OF THE ENGINEER, ALL TEMPORARY EROSION CONTROL MEASURES MUST BE REMOVED AND DISPOSED OF PROPERLY. THE CONTRACTOR SHALL MAKE ALL REPAIRS OF LAWNS AND LANDSCAPED AREAS FOLLOWING THE REMOVAL OF SILT SOCKS AND STAKES.

TEMPORARY SEDIMENT TRAP RESTORATION NOTES (IF REQUIRED):

- THE TEMPORARY SEDIMENT BASINS SHALL BE RESTORED AT THE END OF CONSTRUCTION.
- SEDIMENT TRAPS SHALL HAVE ALL SEDIMENT ACCUMULATED DURING CONSTRUCTION REMOVED PRIOR TO RESTORATION.
- IF TEMPORARY SEDIMENT BASINS WILL BE RESTORED AS DRY DETENTION PONDS, THE BOTTOM SHALL BE BACKFILLED TO PROPOSED GRADES WITH COARSE TEXTURED SOILS. SOIL SHALL BE BACK-HOE OR HAND LAID TO AVOID COMPACTION. TWO-INCHES OF COMPOST SHALL BE INCORPORATED INTO THE TOPSOIL DURING RESTORATION.



INSPIRE ECLC

5821 ONCKEN ROAD, TOWN OF WESTPORT, WI

BOB DAVIS

HANOVER TRAIL, WAUNAKEE, WI

ISSUE DATES:

Issue	Description	Date
Bid Package #1		1/11/2018
B1A1	BP#1 ADD#1:	1/17/2018
B1A2	BP#1 ADD#2:	1/19/2018
B1A3	BP#1 ADD#3:	3/13/2018
SIP/DES. REV. RESUBMITTAL		3/28/2018

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Sheet Title
DEMOLITION & EROSION CONTROL PLAN

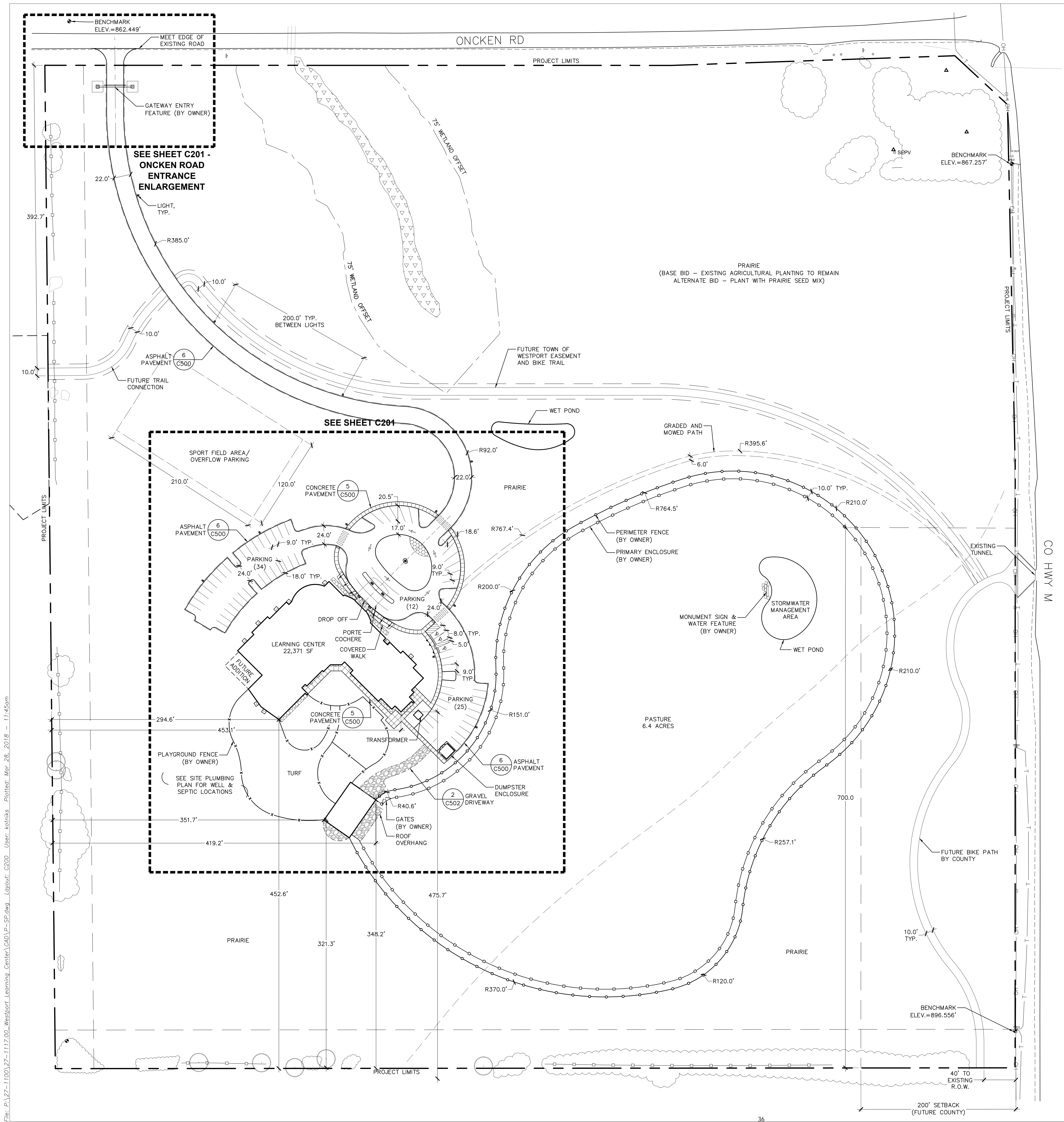
Project Number: 20170680

Sheet Number

C101

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LEGEND

- PROPERTY LINE
- PERIMETER FENCE (BY OWNER)
- PRIMARY ENCLOSURE (BY OWNER)
- PLAYGROUND FENCE (BY OWNER)
- FUTURE EASEMENT
- MOWED PATH
- EXISTING WETLAND
- EXISTING TREELINE
- EXISTING TREE TO REMAIN

SITE STATISTICS
ZONING DISTRICT: A1 EXCLUSIVE (CURRENT), PUD W/ GENERAL IMPLEMENTATION PLAN (PENDING APPROVAL AS OF 1/4/18)
ADDRESS: 5821 ONCKEN RD WAUNAKEE, WI

DEVELOPED LOT AREA: 1,062,833 SF (24.4 ACRES)
IMPERVIOUS SURFACE (EXISTING): 0 SF
IMPERVIOUS SURFACE (PROPOSED): 85,080 SF
BUILDINGS (EXISTING): 0 SF
BUILDINGS (PROPOSED): 22,371 SF
PARKING & PAVEMENT (EXISTING): 0 SF
PARKING & PAVEMENT (PROPOSED): 57,357 SF

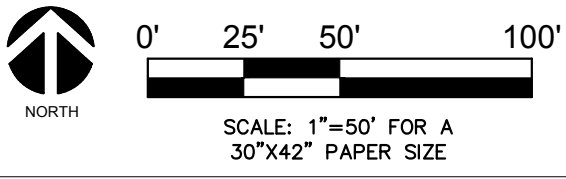
PARKING COUNT REQUIREMENT (DANE COUNTY)
REQUIRED: 1 STALL PER 6 CHILDREN (223 CHILDREN = 37 STALLS)
PROVIDED: 71 STALLS
MAX. EMPLOYEES AT ANY ONE TIME: 50

MINIMUM CANOPY TREE AND PARKING SPACE REQUIREMENT
REQUIRED: 1 CANOPY TREE PER 12 PARKING STALLS = 6 TREES
PROVIDED: 6 TREES

PARKING LOT LANDSCAPING REQUIREMENT (CITY OF MIDDLETON)
*IN ADDITION TO CANOPY TREE REQUIREMENT
REQUIRED: 15 POINTS PER PARKING STALL
71 STALLS = 1065 POINTS
PROVIDED: 1100 POINTS (50 POINTS x 22 SHADE TREES)

LANDSCAPE PLAN REQUIREMENT (TOWN OF WESTPORT)
REQUIRED: 1 SHADE TREE OR CONIFER PER 9,000 SF LOT AREA
(1,062,833 SF LOT AREA = 118 TREES)
PROVIDED: 118 TREES

- NOTES:
1. SHEETS ARE INTENDED AS 30"x42" FULL SIZE.
 2. ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS.
 3. ARCHITECTURAL DETAIL PROVIDED FOR INFORMATION PURPOSES ONLY.
 4. SEE ELECTRICAL PLANS FOR LIGHTING.
 5. CONTRACTOR SHALL INSTALL EXPANSION JOINTS BETWEEN CONCRETE PAVING, CURBS, AND EXISTING PAVING OR STRUCTURES.
 6. THE CONTRACTOR IS RESPONSIBLE FOR SITE STAKING. ALL PROPOSED SITE FEATURES SHALL BE STAKED IN THE FIELD PRIOR TO CONSTRUCTION.
 7. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN PROMAR LOW VOC ACRYLIC COPOLYMER TRAFFIC MARKING PAINT OR APPROVED EQUAL.
 8. PARKING STALL WIDTH 9'-0" UNLESS OTHERWISE NOTED
 9. MAXIMUM SLOPE AT ALL HANDICAP ACCESSIBLE WALKS SHALL BE 1:20; CROSS SLOPES SHALL BE 2% OR LESS IN ALL DIRECTIONS.
 10. 18" OF PLANTING SOIL SHALL BE PLACED IN ALL PLANTING & TURF AREAS UNLESS OTHERWISE NOTED. (SEE DETAIL 10/C501.)
 11. NO ACCESS TO THE PUBLIC RIGHT-OF-WAY ON CO HWY M WILL BE GRANTED FOR CONSTRUCTION PURPOSES.
 12. CONTRACTOR SHALL COORDINATE THE FINAL LOCATION AND SIZE OF TRANSFORMER PAD WITH MEP AND MANUFACTURER PRIOR TO INSTALLATION.
 13. SEE SHEETS C202 AND C203 FOR CONCRETE THICKNESS AND SCORING PATTERN.



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SIP/DES. REV. RESUBMITTAL		
3/28/2018		

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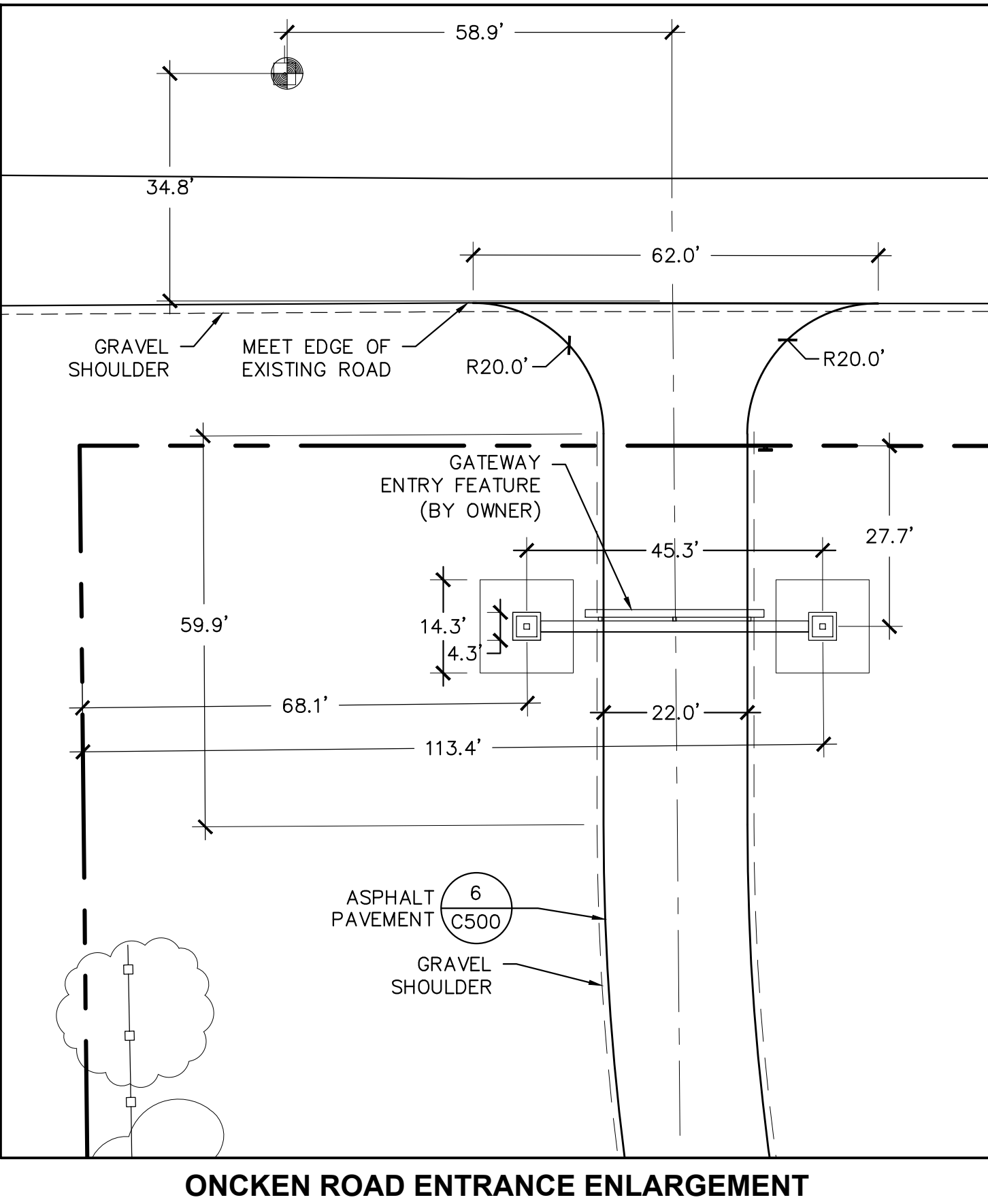
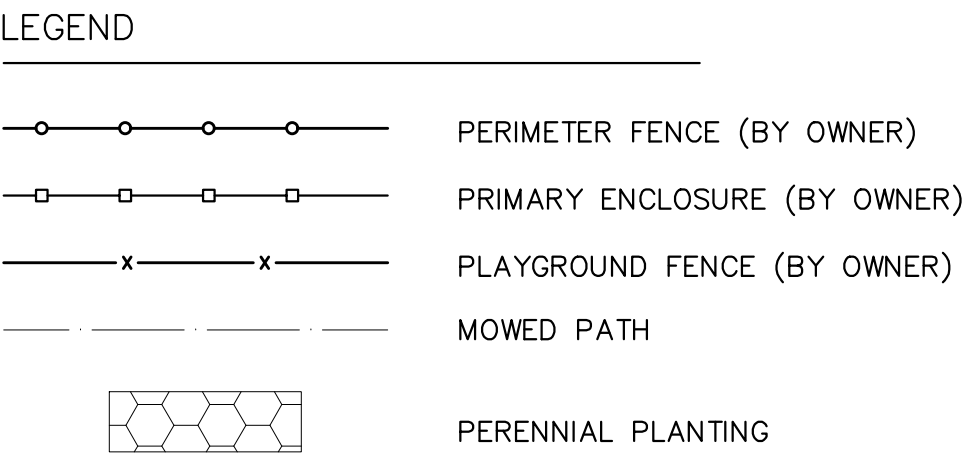
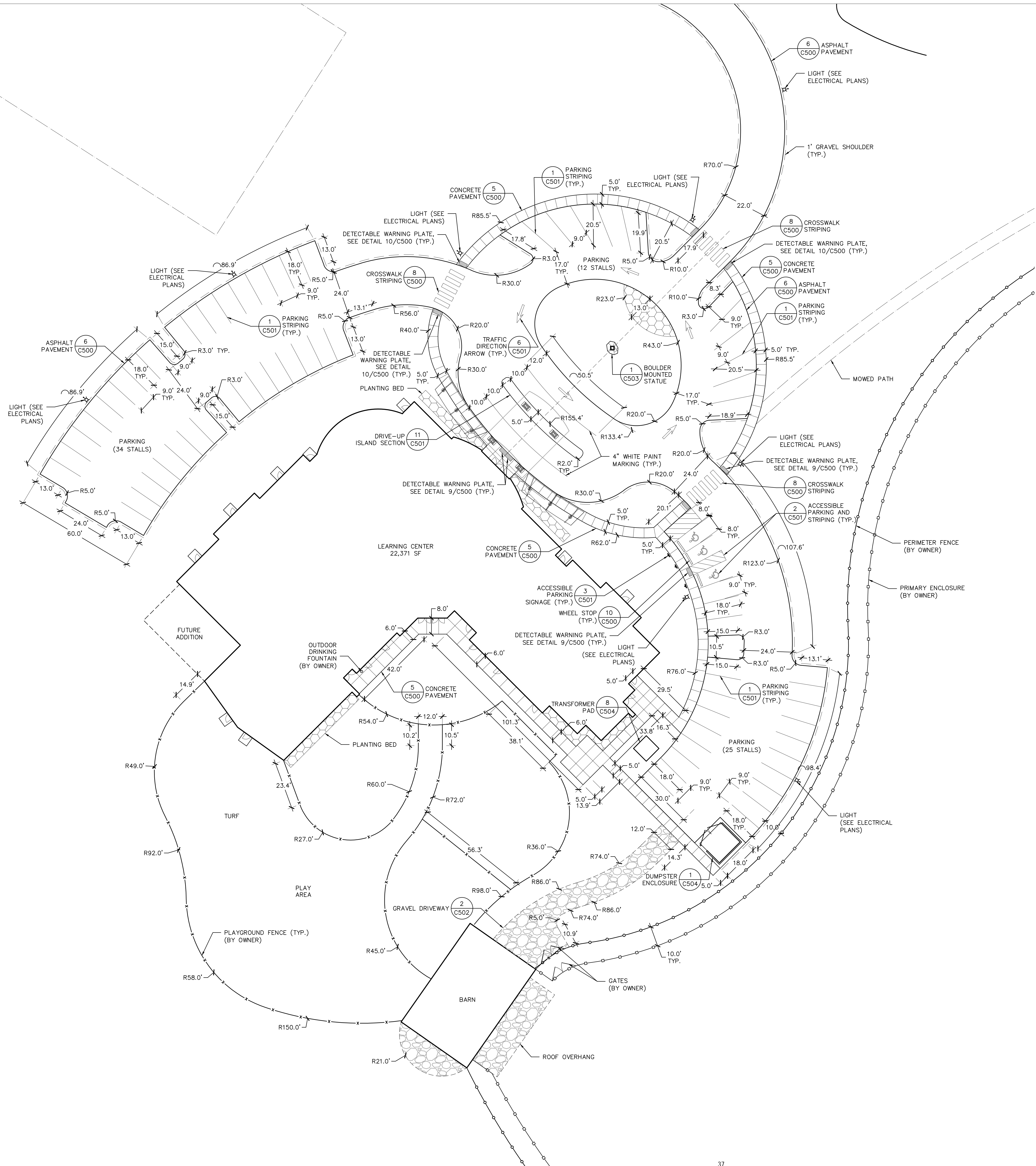
Sheet Title
SITE LAYOUT PLAN

Project Number: 20170680
Sheet Number

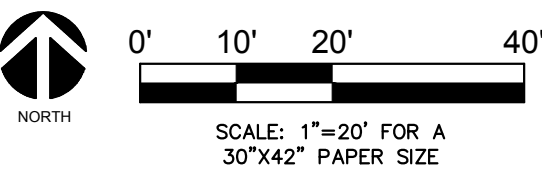
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Page 34 of 54

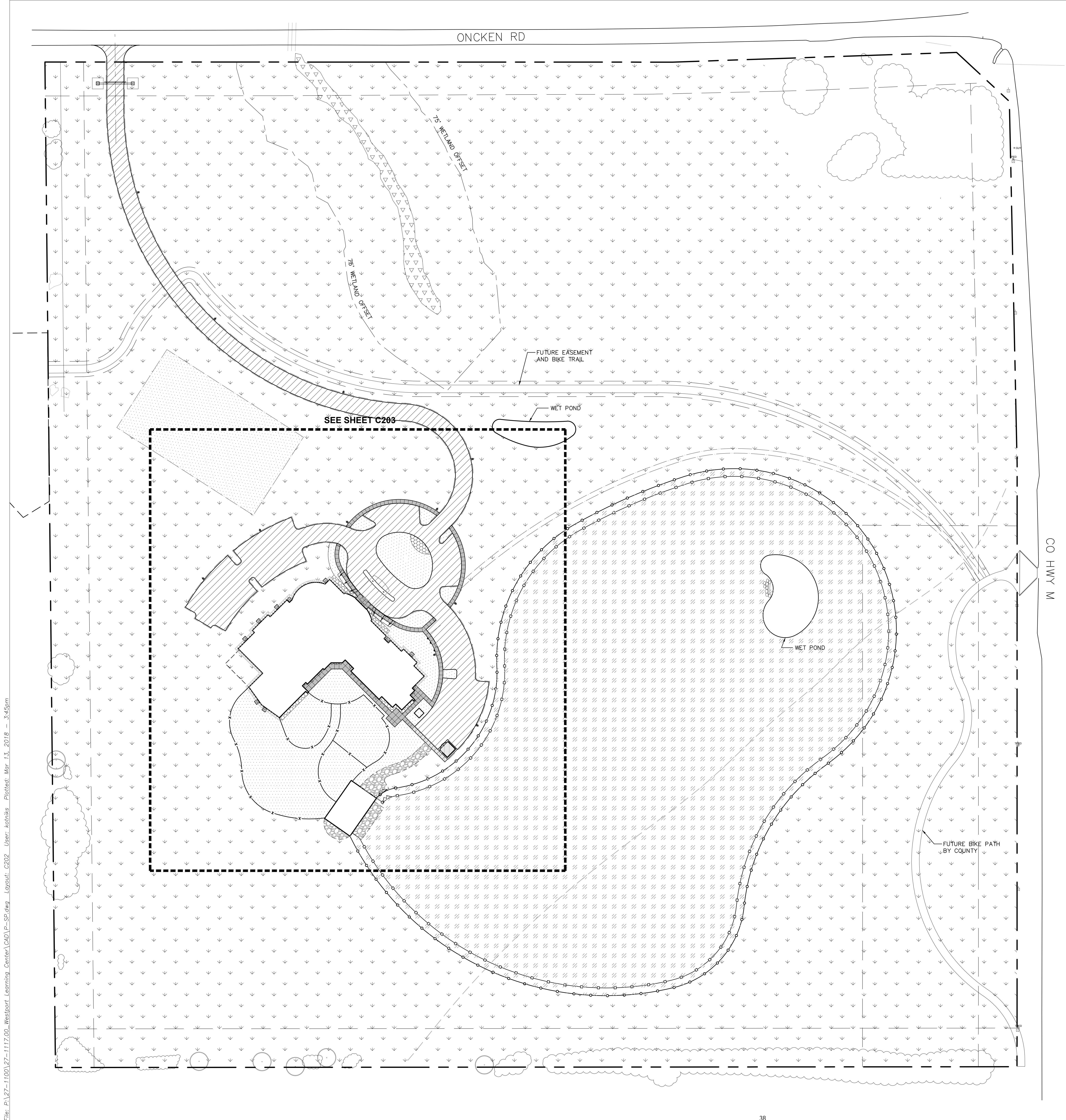
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 - ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN PROMAR LOW VOC ACRYLIC COPOLYMER TRAFFIC MARKING PAINT OR APPROVED EQUAL.
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 - MAXIMUM SLOPE AT ALL HANDICAP ACCESSIBLE WALKS SHALL BE 1:20; CROSS SLOPES SHALL BE 2% OR LESS IN ALL DIRECTIONS.
 - 18" OF PLANTING SOIL SHALL BE PLACED IN ALL PLANTING & TURF AREAS UNLESS OTHERWISE NOTED. (SEE DETAIL 10/C501.)
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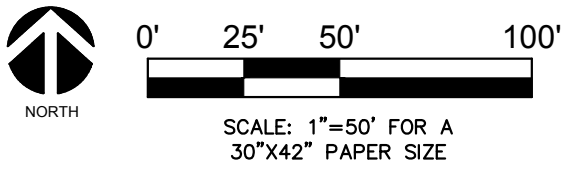
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LEGEND

- PROPERTY LINE
- PERIMETER FENCE (BY OWNER)
- PRIMARY ENCLOSURE (BY OWNER)
- PLAYGROUND FENCE (BY OWNER)
- FUTURE EASEMENT
- MOWED PATH
- EXISTING WETLAND
- EXISTING TREELINE
- PERENNIAL PLANTING
- SEEDING TYPE A
- SEEDING TYPE B
- SEEDING TYPE C
- 6 C500 ASPHALT PAVEMENT
- 5 C500 CONCRETE PAVEMENT 4-INCH
- 5 C500 CONCRETE PAVEMENT 6-INCH
- 2 C502 GRAVEL
- 9 C502 3" ROCK MULCH

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		3/28/2018

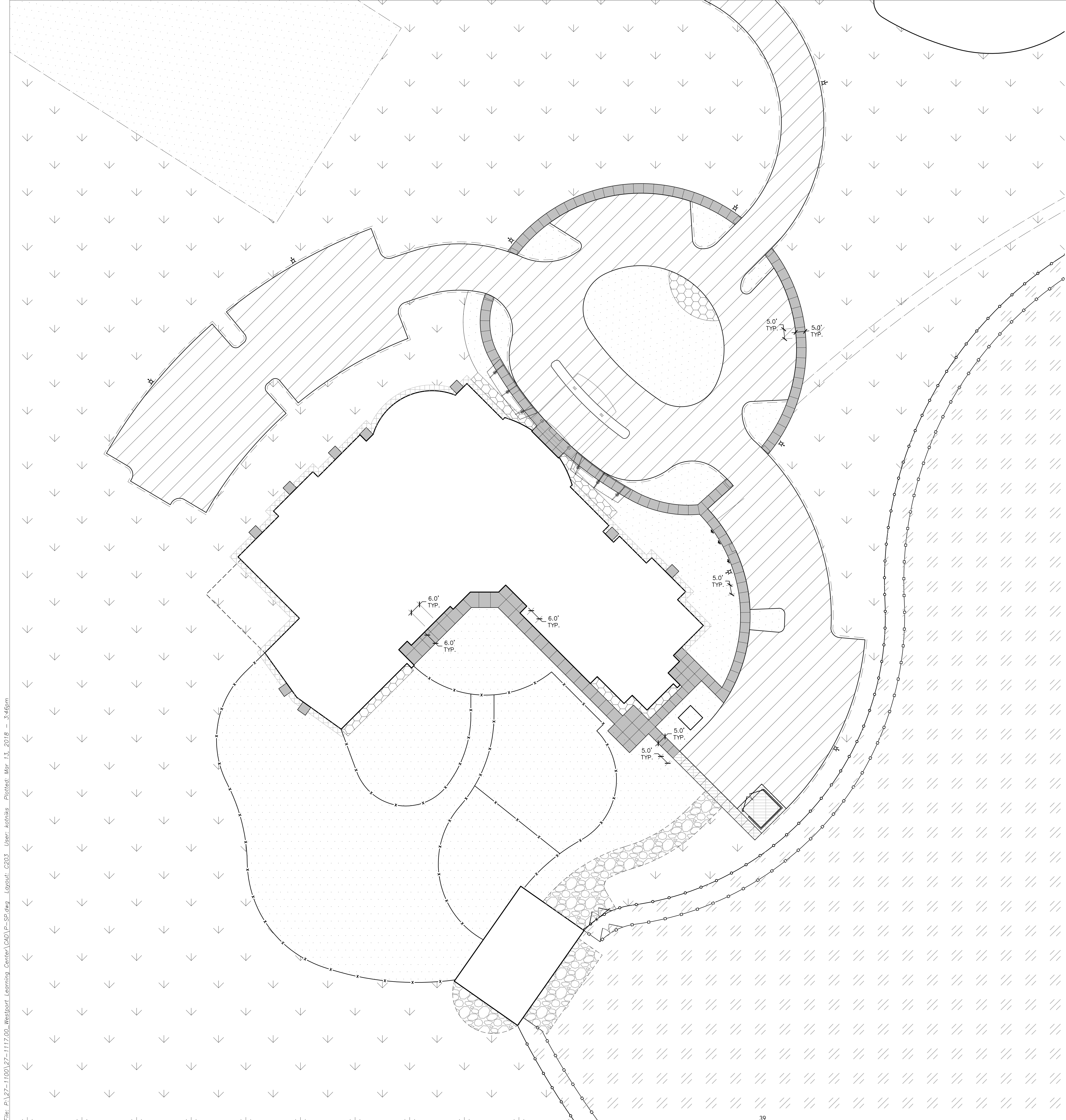
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Sheet Title
SURFACING PLAN

Project Number: 20170680
Sheet Number

C202

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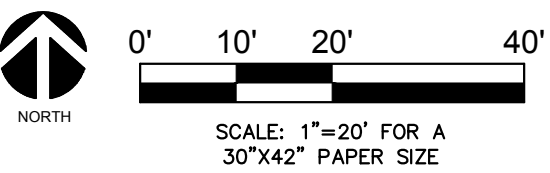
LEGEND

PERIMETER FENCE (BY OWNER)
PRIMARY ENCLOSURE (BY OWNER)
PLAYGROUND FENCE (BY OWNER)
MOWED PATH

PERENNIAL PLANTING
SEEDING TYPE A
SEEDING TYPE B
SEEDING TYPE C

6 C500 ASPHALT PAVEMENT
5 C500 CONCRETE PAVEMENT 4-INCH
5 C500 CONCRETE PAVEMENT 6-INCH
2 C502 GRAVEL
9 C502 3" ROCK MULCH

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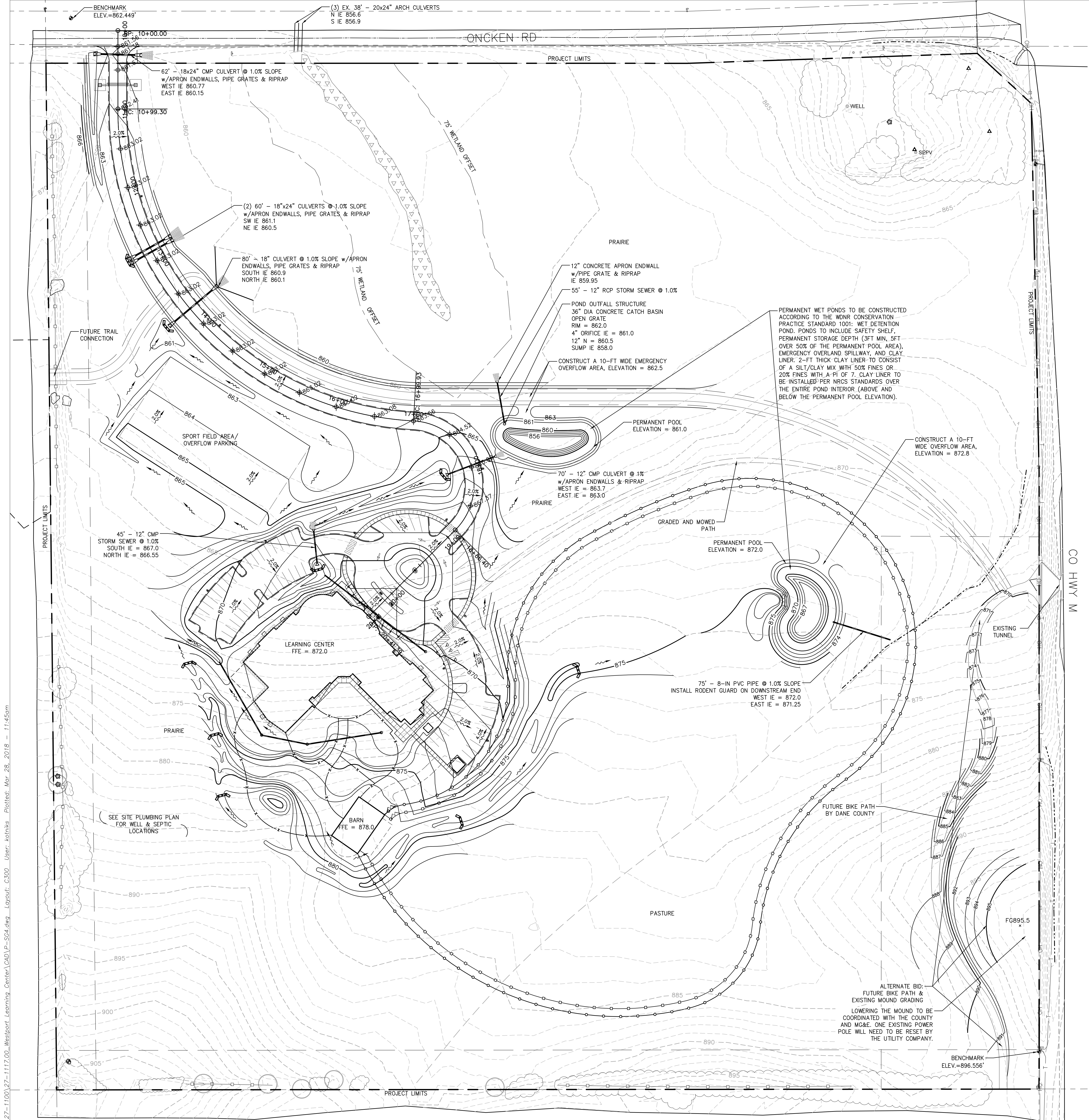
Sheet Title
SURFACING PLAN

Project Number: 20170680
Sheet Number

C203

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LEGEND

SPOT ELEVATION ABBREVIATIONS:

- P = PROPOSED ASPHALT
- EG = EXISTING GRADE
- C = PROPOSED CONCRETE
- G = PROPOSED GRAVEL
- FS = FINISHED SURFACE
- FG = FINISHED GRADE
- TC = TOP OF CURB
- IE = INVERT ELEVATION
- R = RIM

PROPERTY LINE

PERIMETER FENCE

PRIMARY ENCLOSURE

FUTURE EASEMENT

PLAYGROUND FENCE

MOWED PATH

EXISTING INDEX CONTOUR (5')

EXISTING INTERMEDIATE CONTOUR (1')

PROPOSED INDEX CONTOUR (5')

PROPOSED INTERMEDIATE CONTOUR (1')

FUTURE EASEMENT

EXISTING WETLAND

EXISTING TREELINE

DITCH CHECK (12" SEDIMENT SOCK)

- GRADING NOTES:**
- CONTRACTOR SHALL FINE GRADE FOR GRADES AND SWALES AS SHOWN AND SHALL OBTAIN 2% MINIMUM DRAINAGE, UNLESS OTHERWISE DIRECTED.
 - MAINTAIN MAXIMUM 5% LONGITUDINAL AND 2% CROSS SLOPES ON ALL CONCRETE AND ADA ACCESSIBLE AREAS. MAINTAIN 1.5% MINIMUM SLOPES ON ALL ASPHALTIC PAVEMENT SURFACES.
 - CONTRACTOR SHALL MEET EXISTING GRADE AT PROJECT LIMITS WITH A SMOOTH AND CONTINUOUS TRANSITION.
 - CONTOURS SHOWN ON FINISH SURFACE INDICATE FINAL GRADE.
 - CONTOUR INTERVAL IS ONE (1) FOOT.
 - CONTOURS AND SPOT ELEVATIONS REPRESENT THE DESIGN INTENT OF FINISH GRADES AND FINISH SURFACES. SUBGRADES SHALL BE PER DETAIL DRAWINGS. THERE SHALL BE A MINIMUM OF 6" OF TOPSOIL IN ALL LAWN AND LANDSCAPE AREAS.
 - ALL EXCESS MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT OF ANY MATERIAL. STOCKPILES SHALL BE ENCLOSED WITH SILT FENCE UNTIL TEMPORARY OR PERMANENT VEGETATIVE COVER IS ESTABLISHED.
 - THE REMOVAL OF VEGETATIVE COVER AND EXPOSURE OF THE BARE GROUND MUST BE RESTRICTED TO THE MINIMUM AMOUNT NECESSARY FOR CONSTRUCTION. AREAS WHERE SOIL IS EXPOSED MUST BE PROTECTED FROM EROSION BY SEEDING AND MULCHING, SODDING, DIVERSION OF SURFACE RUNOFF, INSTALLATION OF STRAW BALES OR SILT SCREENS, CONSTRUCTION OF SETTLING BASINS, OR SIMILAR METHODS AS SOON AS POSSIBLE AFTER REMOVAL OF THE ORIGINAL GROUND COVER AS DESCRIBED IN THE WISCONSIN DNR TECHNICAL STANDARDS. ANY STOCKPILE THAT REMAINS OVER 7 DAYS MUST BE STABILIZED WITH MIXTURE NO. 20 FROM THE WISDOT SECTION 630.
- UTILITY NOTES:**
- THE CONTRACTOR SHALL CONTACT DIGGERS HOTLINE A MINIMUM OF 3 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
 - STANDARD SPECIFICATIONS: PERFORM ALL WORK IN ACCORDANCE WITH THE PROVISIONS OF: "STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN" (WSWS) LATEST EDITION
 - STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (WSDOT) LATEST EDITION
 - CONTRACTOR SHALL OBTAIN A CURRENT COPY OF THE CITY OF MIDDLETON STANDARD SPECIFICATIONS INCLUDING ALL SUPPLEMENTAL SPECIFICATIONS AND OTHER REVISIONS TO DATE, UNLESS OTHERWISE SPECIFIED IN THE SPECIFICATIONS, PRIOR TO THE START OF CONSTRUCTION.
 - BUILDING SERVICE WATER AND SEWER LATERALS SHALL BE INSTALLED WITH A MINIMUM 5'-FT HORIZONTAL SEPARATION, UNLESS THE BOTTOM OF THE WATER LINE IS INSTALLED A MINIMUM OF 12" INCHES VERTICALLY ABOVE THE SEWER LINE.
- WATER DISTRIBUTION SYSTEM:**
- PERFORM ALL WORK IN ACCORDANCE WITH THE CITY OF MIDDLETON, STANDARD SPECIFICATIONS, LATEST EDITION.
 - 3" & SMALLER - HIGH DENSITY POLYETHYLENE (HDPE) AWWA C-901, SDR-11 OR COPPER TYPE K.
- STORM SEWER:**
- STORM SEWER OR CULVERTS WITHOUT DESIGNATED PIPE TYPES MAY BE SELECTED FROM THE MATERIALS LISTED IN THE SPECIFICATIONS.
 - STORM SEWER SPECIFIED AS RCP SHALL BE REINFORCED CONCRETE PIPE CONFORMING TO THE FOLLOWING SPECIFICATIONS:
 - 12" DIA - CLASS V RCP
 - 15" DIA - CLASS IV RCP
 - 18+" DIA - CLASS III RCP
 - STORM SEWER SPECIFIED AS HDPE SHALL BE CORRUGATED HDPE, SMOOTH INTERIOR.
 - STORM SEWER SPECIFIED AS PVC SHALL BE SDR 26 PVC.
 - STORM SEWER SPECIFIED AS CMP SHALL BE GALVANIZED CORRUGATED METAL PIPE CONFORMING TO AASHTO M36.
 - POLYETHYLENE MATERIAL SHALL CONFORM TO ASTM D3350. AN APPROVED RUBBER GASKET JOINT SHALL BE USED FOR EITHER OPTION. JOINTS FOR RCP SHALL CONFORM TO ASTM D-471. JOINTS FOR HDPE SHALL CONFORM TO ASTM F-477.
 - ALL PERFORATED UNDERDRAIN SHALL BE PERFORATED SDR26 PVC WITHOUT A FILTER SOCK.
 - ALL APRON ENDWALLS SHALL BE PROVIDED WITH PIPE GRATES (TRASH GUARDS).
 - YARD INLETS SHALL BE NDS PRO 12"x12" CATCH BASINS w/ATRIUM GRATES OR EQUAL.
- EROSION MAT NOTES:**
- CLASS I TYPE B EROSION MAT IS REQUIRED ON ALL SLOPES GREATER THAN 3:1 OR AS REQUIRED BY THE ENGINEER. NO PHOTOBIODEGRADABLE MATERIALS WILL BE ACCEPTED.
 - CLASS II TYPE C EROSION MAT IS REQUIRED ALONG ALL CHANNEL BOTTOMS, MINIMUM 5'-FT WIDTH.
- ANTICIPATED CONSTRUCTION SCHEDULE:**
- INSTALL TRACKING PAD, SILT FENCE OR SILT SOCKS, AND OTHER EROSION CONTROL AS DETAILED ON THE PLANS.
 - STRIP AND STOCKPILE TOPSOIL FROM ENTRY ROAD, PONDS AND BUILDING AREA.
 - ROUGH GRADE ENTRY ROAD, BUILDING AREA, AND PARKING LOTS. INSTALL CULVERTS UNDER ENTRY ROAD AND GRAVEL ENTRY ROAD.
 - CONSTRUCT BUILDING FOUNDATION AND START BUILDING CONSTRUCTION.
 - CONSTRUCT POND, WELL, AND INSTALL BUILDING UTILITIES. INSTALL STORM SEWER.
 - GRAVEL PARKING LOTS AND FINE GRADE REMAINDER OF SITE.
 - CONSTRUCT CONCRETE SIDEWALKS AND CURB & GUTTER.
 - TOPSOIL AND RESTORE ALL DISTURBED AREAS WITH SEED AND MULCH AS THEY ARE COMPLETED.
 - INSTALL ASPHALT PAVEMENT.
 - REMOVE EROSION CONTROL DEVICES ONCE THE SITE REACHES 80% VEGETATIVE COVER.

DIGGERS HOTLINE

For more information, call 1-800-4-A-DIGGERS
Midwest Area (414) 236-1181
Northeast Area (603) 642-2289
www.diggershotline.com

SCALE: 1"=50' FOR A 30"x42" PAPER SIZE

0' 25' 50' 100'

NORTH

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INSPIRE ECLC

5821 ONCKEN ROAD, TOWN OF WESTPORT, WI

BOB DAVIS

HANOVER TRAIL, WAUNAKEE, WI

ISSUE DATES:

Issue	Description	Date
B1A1	Bid Package #1	1/11/2018
B1A2	BP#1 ADD#1:	1/19/2018
B1A3	BP#1 ADD#2:	1/19/2018
B1A3	BP#1 ADD#3:	3/13/2018
SIPIDES	REV. RESUBMITTAL	3/28/2018

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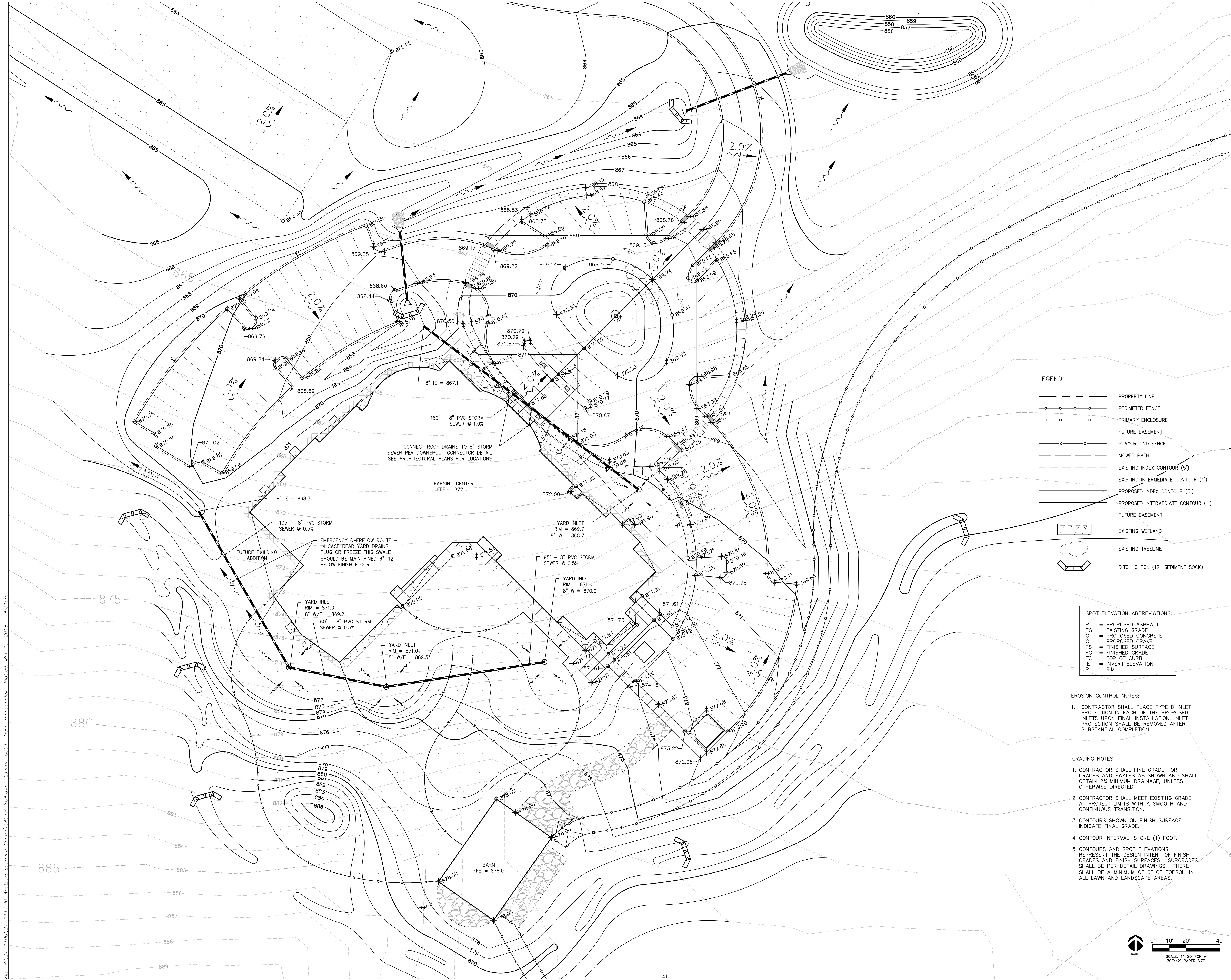
Sheet Title:
SITE GRADING PLAN

Project Number: 20170680
Sheet Number

C300

Scale: 1"=50' FOR A 30"x42" PAPER SIZE

Page 38 of 54





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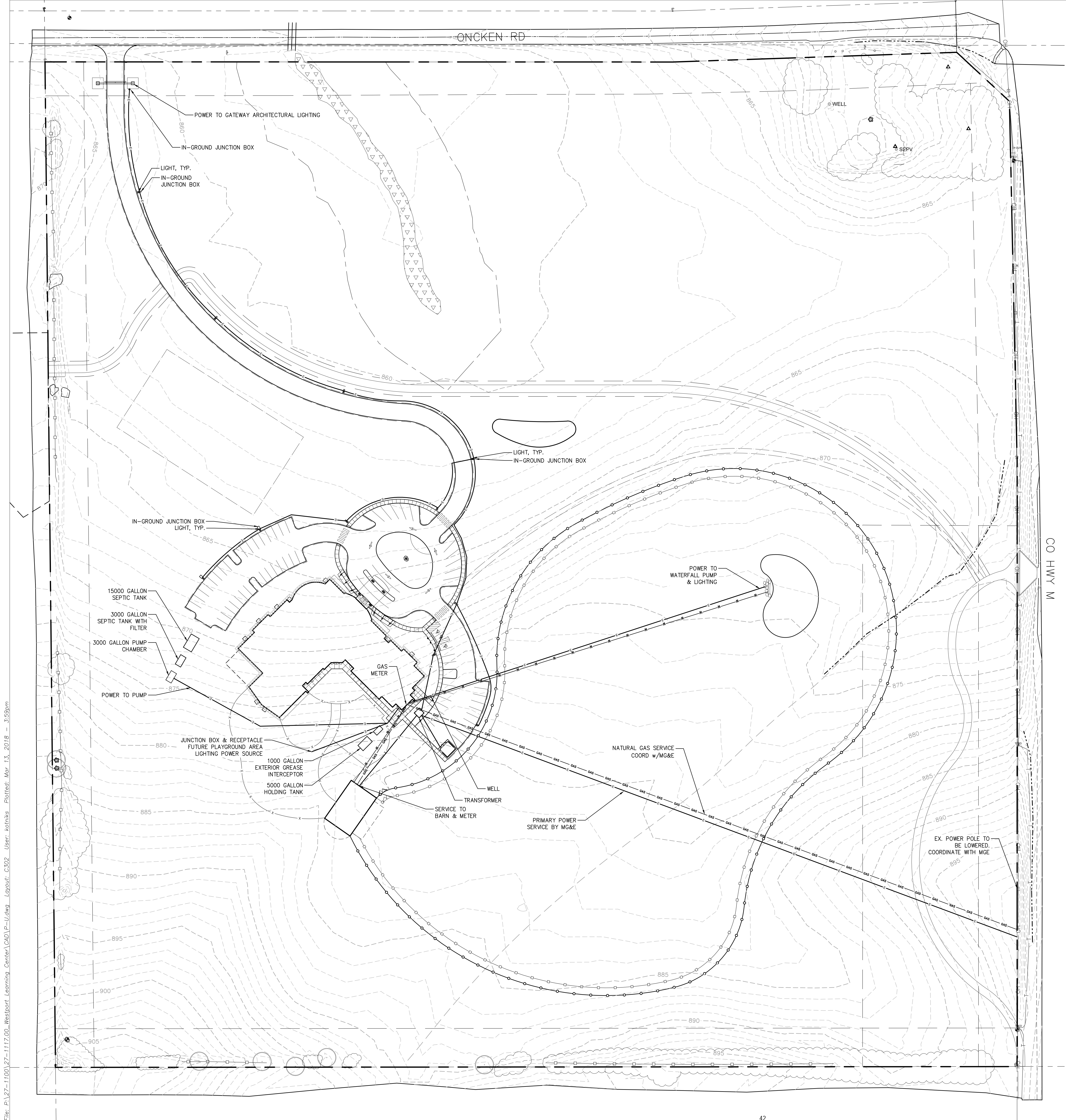
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SIPIDES, REV. RESUBMITTAL		3/28/2018

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Sheet Title
GRADING PLAN ENLARGEMENT

Project Number: 20170680
Sheet Number
C301

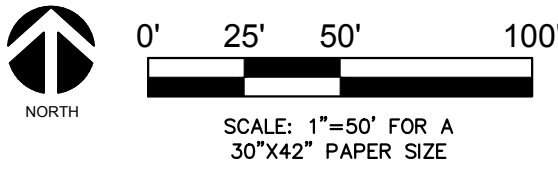
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- LEGEND
- PROPERTY LINE
 - PERIMETER FENCE
 - PRIMARY ENCLOSURE
 - FUTURE EASEMENT
 - PLAYGROUND FENCE
 - MOWED PATH
 - EXISTING INDEX CONTOUR (5')
 - EXISTING INTERMEDIATE CONTOUR (1')
 - PROPOSED ELECTRICAL SERVICE
 - PROPOSED SANITARY SERVICE
 - PROPOSED WATER SERVICE
 - PROPOSED NATURAL GAS SERVICE
 - FUTURE EASEMENT
 - EXISTING WETLAND
 - EXISTING TREELINE

- UTILITY NOTES:
- THE CONTRACTOR SHALL CONTACT DIGGERS HOTLINE A MINIMUM OF 3 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
 - STANDARD SPECIFICATIONS: PERFORM ALL WORK IN ACCORDANCE WITH THE PROVISIONS OF:
 - "STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN" (WSWS) LATEST EDITION
 - STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (WISDOT) LATEST EDITION
 - CONTRACTOR SHALL OBTAIN A CURRENT COPY OF THE CITY OF MIDDLETON STANDARD SPECIFICATIONS INCLUDING ALL SUPPLEMENTAL SPECIFICATIONS AND OTHER REVISIONS TO DATE, UNLESS OTHERWISE SPECIFIED IN THE SPECIFICATIONS, PRIOR TO THE START OF CONSTRUCTION.
 - BUILDING SERVICE WATER AND SEWER LATERALS SHALL BE INSTALLED WITH A MINIMUM 5-FT HORIZONTAL SEPARATION, UNLESS THE BOTTOM OF THE WATER LINE IS INSTALLED A MINIMUM OF 12 INCHES VERTICALLY ABOVE THE SEWER LINE.
- WATER DISTRIBUTION SYSTEM:
- PERFORM ALL WORK IN ACCORDANCE WITH THE CITY OF MIDDLETON, STANDARD SPECIFICATIONS, LATEST EDITION.
 - 3" & SMALLER - HIGH DENSITY POLYETHYLENE (HDPE) AWWA C-901, SDR-11 OR COPPER TYPE K.
- STORM SEWER:
- STORM SEWER OR CULVERTS WITHOUT DESIGNATED PIPE TYPES MAY BE SELECTED FROM THE MATERIALS LISTED IN THE SPECIFICATIONS.
 - STORM SEWER SPECIFIED AS RCP SHALL BE REINFORCED CONCRETE PIPE CONFORMING TO THE FOLLOWING SPECIFICATIONS:
 - 12" DIA - CLASS V RCP
 - 15" DIA - CLASS IV RCP
 - 18+" DIA - CLASS III RCP
 - STORM SEWER SPECIFIED AS HDPE SHALL BE CORRUGATED HDPE, SMOOTH INTERIOR.
 - STORM SEWER SPECIFIED AS PVC SHALL BE SDR 26 PVC.
 - STORM SEWER SPECIFIED AS CMP SHALL BE GALVANIZED CORRUGATED METAL PIPE CONFORMING TO AASHTO M36.
 - POLYETHYLENE MATERIAL SHALL CONFORM TO ASTM D3350. AN APPROVED RUBBER GASKET JOINT SHALL BE USED FOR EITHER OPTION. JOINTS FOR RCP SHALL CONFORM TO ASTM D-471. JOINTS FOR HDPE SHALL CONFORM TO ASTM F-477.
 - ALL PERFORATED UNDERDRAIN SHALL BE PERFORATED SDR26 PVC WITHOUT A FILTER SOCK.
 - ALL APRON ENDWALLS SHALL BE PROVIDED WITH PIPE GRATES (TRASH GUARDS).

- PROPOSED BUILDING UTILITY NOTES:
1. CONNECTIONS TO EXISTING UTILITIES SHALL BE MADE PER LOCAL AND STATE CODES.
 2. SEE PLUMBING, ELECTRICAL, AND ARCHITECTURAL SHEETS FOR ADDITIONAL DETAILS REGARDING THE UTILITY CONNECTIONS TO THE BUILDING.
 3. CONTRACTOR TO COORDINATE NEW ELECTRIC AND GAS SERVICES WITH LOCAL PROVIDER.



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SIPIDES, REV. RESUBMITTAL		3/28/2018

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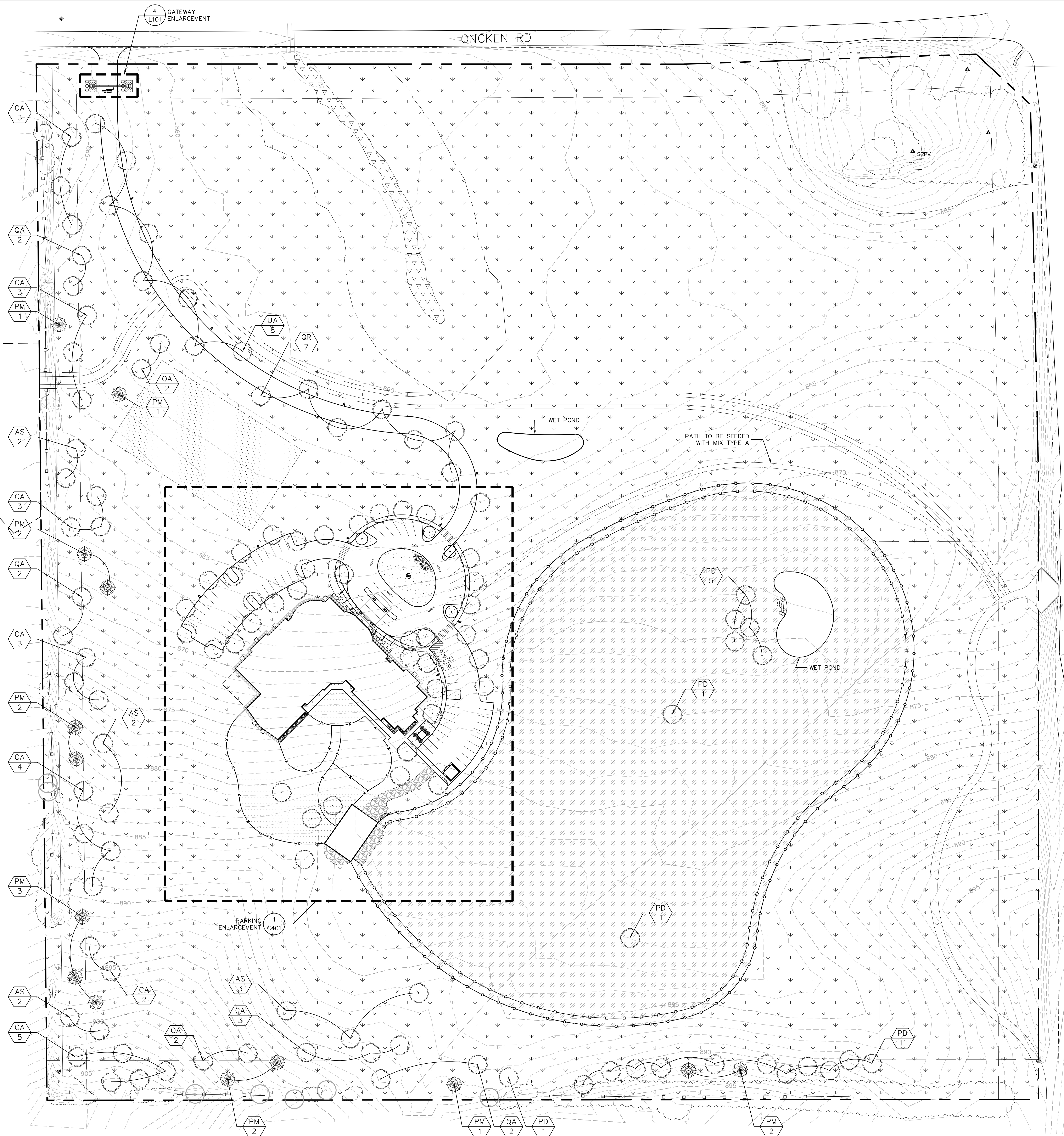
Sheet Title
SITE UTILITY PLAN

Project Number: 20170680
Sheet Number

C302

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SPECIES LIST							
Symbol	Botanical Name	Common Name	Size	Root	Qty	Spacing	Notes
DECIDUOUS TREES							
AS	Acer saccharum	sugar maple	3"	B&B	12	na	
AG	Amelanchier x grandiflora	apple serviceberry	1.5"	B&B	4	na	
CA	Carya ovata	shagbark hickory	1.5"	B&B	26	na	
CE	Celtis occidentalis	hackberry	3"	B&B	8	na	
GT	Gleditsia triacanthos f. inermis	thornless honeylocust	3"	B&B	10	na	
GD	Gymnocladus dioica	Kentucky coffeetree	3"	B&B	11	na	male
PD	Populus deltoides 'Siouxland'	Siouxland poplar	1.5"	B&B	19	na	
QA	Quercus alba	white oak	1.5"	B&B	14	na	
QR	Quercus rubra	red oak	1.5"	B&B	8	na	
UA	Ulmus americana 'Princeton'	Princeton elm	3"	B&B	11	na	
EVERGREEN TREES							
PM	Picea mariana	black spruce	4'	B&B	14	na	
PS	Pinus sylvestris 'Glauca Nana'	dwarf scotch pine	4'	B&B	6	5'	
GRASSES/PERENNIALS							
pn	Pennisetum alopecuroides	fountain grass	Qrt.	Cont.	32	5'	
pv	Perovskia atriplicifolia	Russian sage	Qrt.	Cont.	27	4'	
rh	Rudbeckia hirta	blackeyed susan	Qrt.	Cont.	34	2'	
sh	Sporobolus heterolepis	prairie dropseed	Qrt.	Cont.	30	2.5'	

- NOTES:
- SHEETS ARE INTENDED AS 30"x42" FULL SIZE.
 - PROJECT LIMIT LINE OFFSET FOR GRAPHIC CLARITY
 - ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS. DIMENSIONS ARE REFERENCED PARALLEL OR PERPENDICULAR TO THE PROPOSED ENTITIES. FIELD ADJUST AS NECESSARY.
 - SEE LANDSCAPE DETAILS SHEET C501 FOR PLANT INSTALLATION INFORMATION.
 - ALL PLANTING AREAS TO BE MULCHED WITH 3" OF STONE MULCH.
 - SEE SHEETS C202 & C203 FOR SURFACING PLAN

TEMPORARY RESTORATION NOTES

- DISTURBED AREAS SHOULD BE STABILIZED PRIOR TO WINTER WITH TEMPORARY SEEDING OR OTHER APPROVED METHODS. TEMPORARY SEED MIXES SHALL BE AS SHOWN. CONTRACTOR MAY NEED TO WATER RESTORED AREAS TO ENSURE GROWTH. WATERING SHALL BE INCIDENTAL.

*SEEDING RATES ARE AS FOLLOWS:
-CONTRACTOR TO USE WINTER WHEAT OR CEREAL RYE AT A RATE OF 131 LBS/ACRE.
-CONTRACTOR TO USE ANNUAL RYE AT A RATE OF 80 LBS/ACRE.

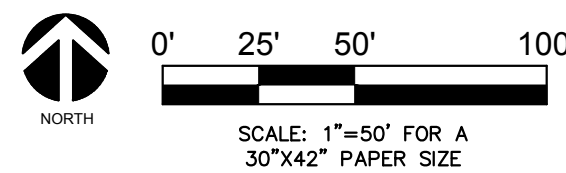
AFTER SEPTEMBER 15TH, A COOL WEATHER SEEDING COVER CROP MUST BE APPLIED (I.E. OATS)
AFTER OCTOBER 15TH, A DORMANT SEEDING COVER CROP MUST BE APPLIED (I.E. WINTER WHEAT)
AFTER NOVEMBER 15TH, A DORMANT SEEDING MUST BE APPLIED WITH AN ACCEPTABLE SOIL STABILIZER. (POLYACRYLIMIDE).

PERMANENT RESTORATION NOTES

- CONTRACTOR SHALL MEET EXISTING GRADE AT PROJECT LIMITS WITH A SMOOTH AND CONTINUOUS TRANSITION.
- SEED/SOD PLACEMENT SHALL EXTEND TO THE LIMITS OF CONSTRUCTION DISTURBANCE.
- ALL DISTURBED AREAS WITHIN THE PROJECT LIMIT LINE SHALL BE RESTORED WITH A MINIMUM OF 6" TOPSOIL. SEED MIXES SHALL BE AS SHOWN. CONTRACTOR MAY NEED TO WATER RESTORED AREAS TO ENSURE A SUBSTANTIAL CATCH OF TURF GRASS, PRAIRIE SEED, SOD, PLANTS, AND TREES. WATERING SHALL BE INCIDENTAL.

*SEEDING AND STABILIZATION INFORMATION & DEADLINES ARE AS FOLLOWS:
-CONTRACTOR TO APPLY FERTILIZER AT A RATE OF 2 LBS/1000 SF.
(SEE SPECIFICATIONS FOR PERMANENT SEEDING RATES).

AFTER SEPTEMBER 15TH, A COOL WEATHER SEEDING COVER CROP MUST BE APPLIED (I.E. OATS)
AFTER OCTOBER 15TH, A DORMANT SEEDING COVER CROP MUST BE APPLIED (I.E. WINTER WHEAT)
AFTER NOVEMBER 15TH, A DORMANT SEEDING MUST BE APPLIED WITH AN ACCEPTABLE SOIL STABILIZER. (POLYACRYLIMIDE)



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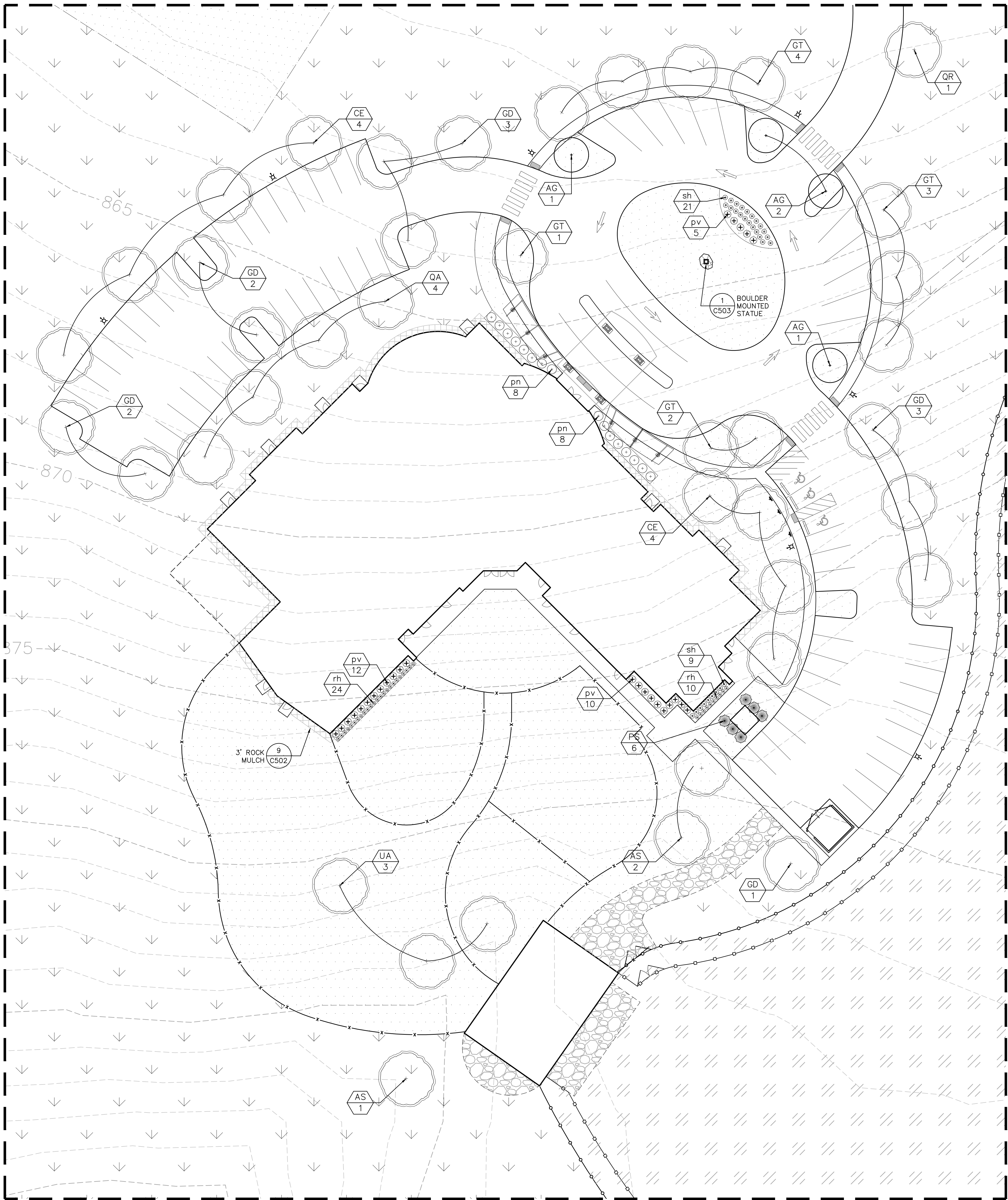
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Sheet Title
LANDSCAPE PLAN

Project Number: 20170680
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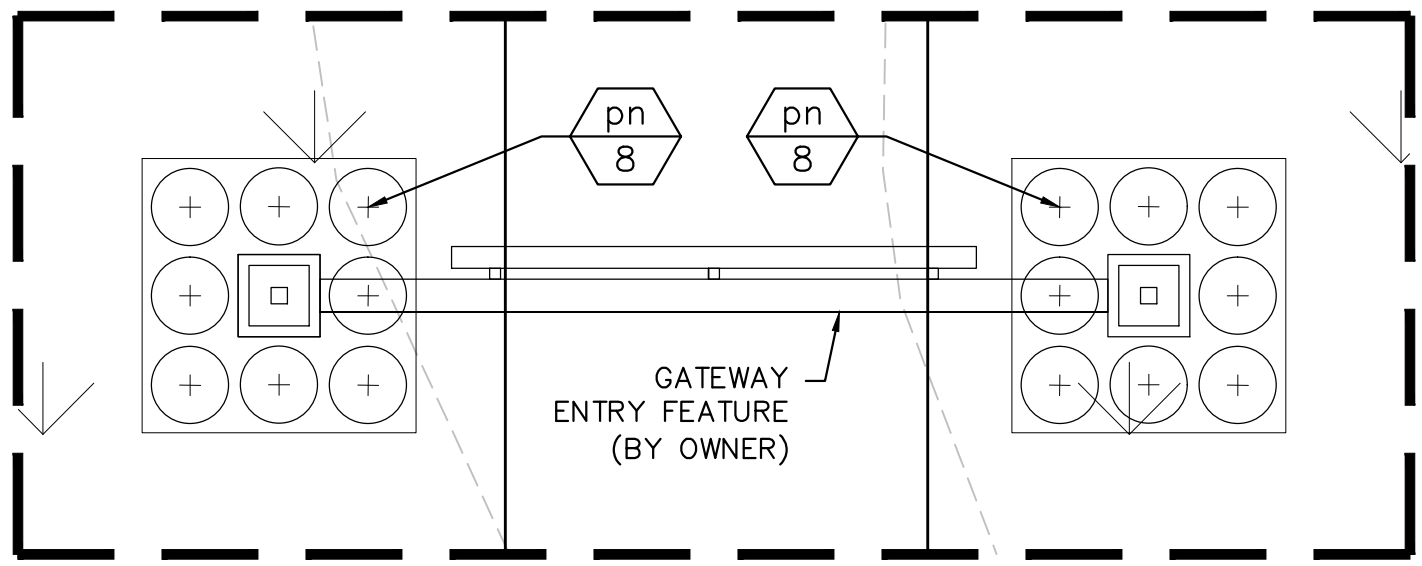
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LEGEND	
	SEEDING TYPE A
	LANDSCAPE BOULDER
	SHADE TREE
	EVERGREEN TREE
	ORNAMENTAL TREE
	SHRUBS/PERENNIALS
	OUTDOOR LIGHT, SEE LIGHTING PLAN FOR LIGHT TYPE, TYP.
	PLAYGROUND FENCE
	MOWED PATH
	3' ROCK MULCH (9/C502)

SPECIES LIST							
Symbol	Botanical Name	Common Name	Size	Root	Qty	Spacing	Notes
DECIDUOUS TREES							
AS	Acer saccharum	sugar maple	3"	B&B	12	na	
AG	Amelanchier x grandiflora	apple serviceberry	1.5"	B&B	4	na	
CA	Carya ovata	shagbark hickory	1.5"	B&B	26	na	
CE	Celtis occidentalis	hackberry	3"	B&B	8	na	
GT	Gleditsia triacanthos f. inermis	thornless honeylocust	3"	B&B	10	na	
GD	Gymnocladus dioica	Kentucky coffeetree	3"	B&B	11	na	male
PD	Populus deltoides 'Siouxland'	Siouxland poplar	1.5"	B&B	19	na	
QA	Quercus alba	white oak	1.5"	B&B	14	na	
QR	Quercus rubra	red oak	1.5"	B&B	8	na	
UA	Ulmus americana 'Princeton'	Princeton elm	3"	B&B	11	na	
EVERGREEN TREES							
PM	Picea mariana	black spruce	4'	B&B	14	na	
PS	Pinus sylvestris 'Glauca Nana'	dwarf scotch pine	4'	B&B	6	5'	
GRASSES/PERENNIALS							
pn	Pennisetum alopecuroides	fountain grass	Qrt.	Cont.	32	5'	
pv	Perovskia atriplicifolia	Russian sage	Qrt.	Cont.	27	4'	
rh	Rudbeckia hirta	blackeyed susan	Qrt.	Cont.	34	2'	
sh	Sporobolus heterolepis	prairie dropseed	Qrt.	Cont.	30	2.5'	



NOTE: GATEWAY PLANTINGS ARE SCHEMATIC. FINAL DESIGN BY OWNER.

- NOTES:
1. SHEETS ARE INTENDED AS 30"x42" FULL SIZE.
 2. PROJECT LIMIT LINE OFFSET FOR GRAPHIC CLARITY
 3. ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS. DIMENSIONS ARE REFERENCED PARALLEL OR PERPENDICULAR TO THE PROPOSED ENTITIES. FIELD ADJUST AS NECESSARY.
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C401

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8
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CROSSWALK STRIPING

NTS

9
C500

ADA ACCESSIBLE RAMP

NTS

10
C500

WHEEL STOP

NTS

11
C500

THICKENED EDGE PAVEMENT

NTS

4
C500

EROSION CONTROL MAT

NTS

5
C500

CONCRETE PAVEMENT

NTS

6
C500

ASPHALT PAVEMENT

NTS

7
C500

EXPANSION/CONTROL JOINTS

NTS

1
C500

SILT FENCE AND SEDIMENT SOCK

NTS

3
C500

TREE PROTECTION

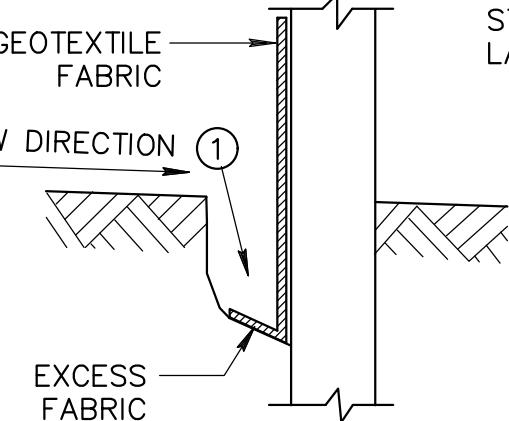
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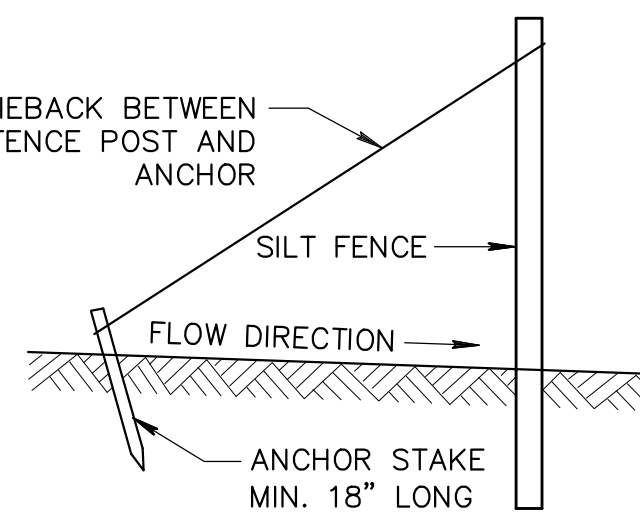
TRACKING PAD

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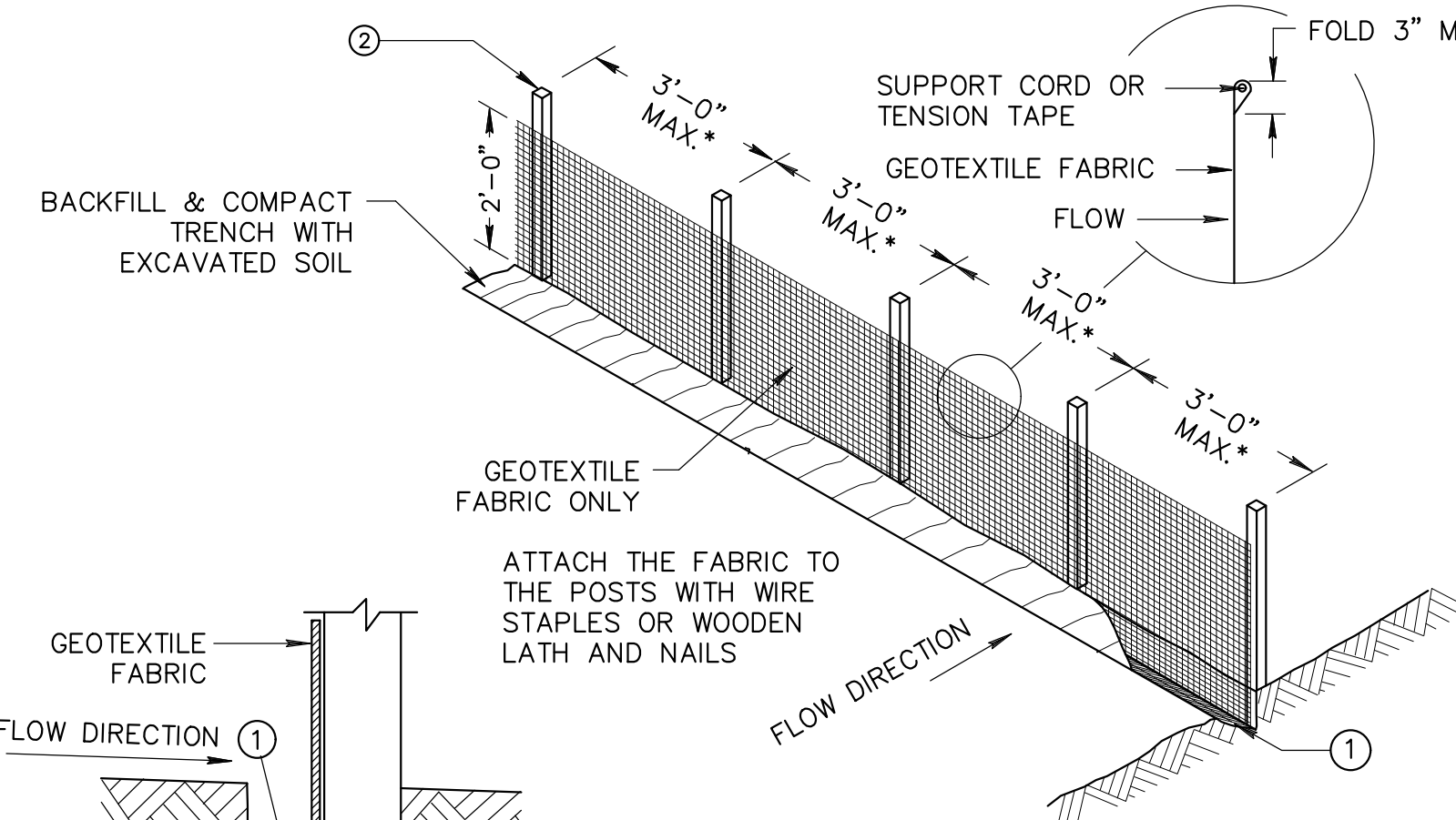
TRENCH DETAIL



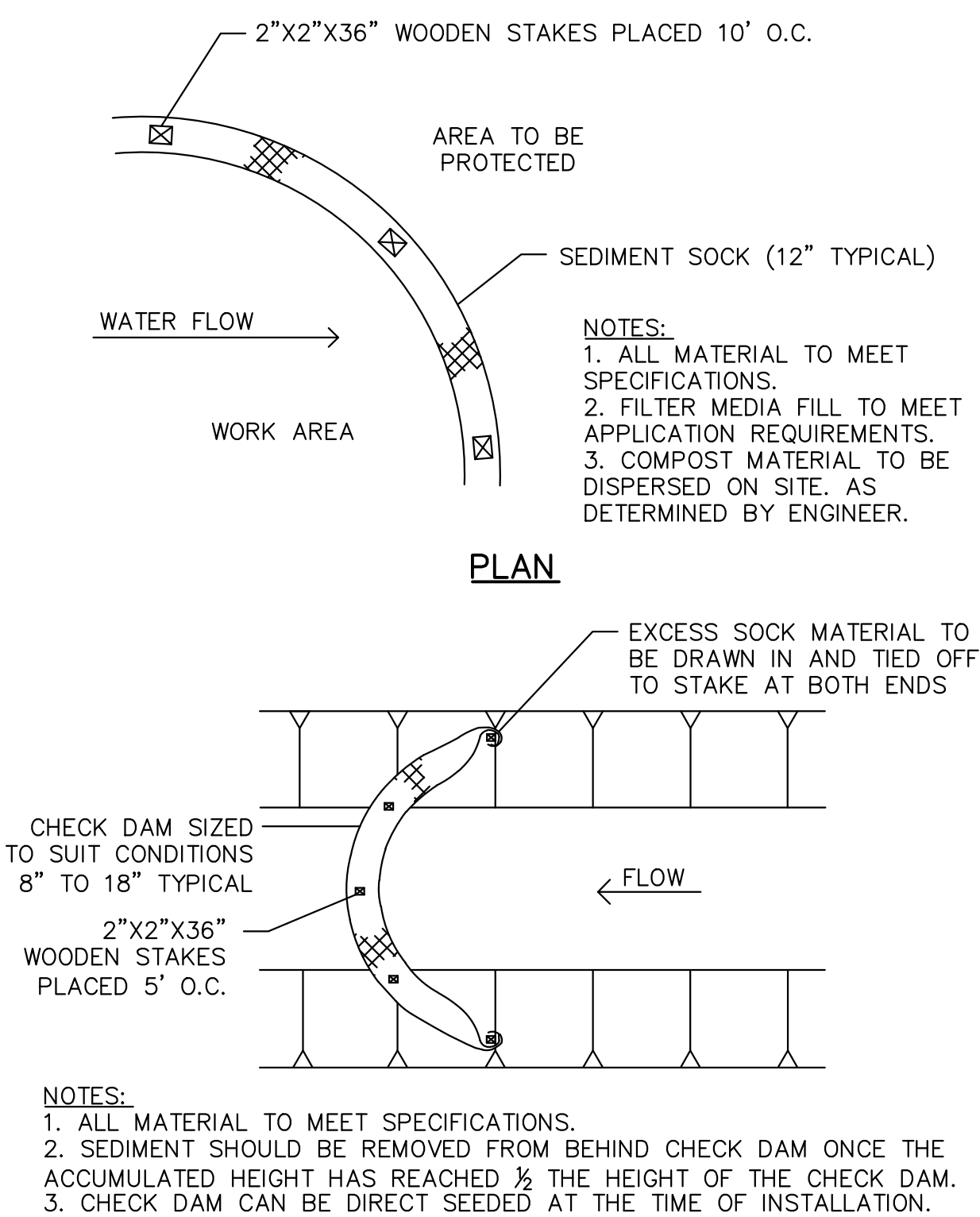
SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)



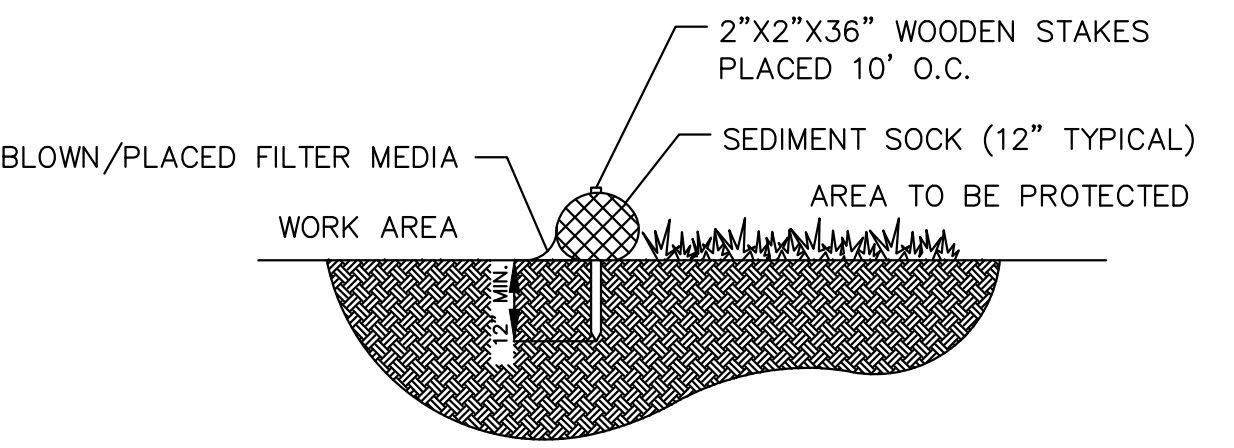
JOINING TWO LENGTHS OF
SILT FENCE (TWIST METHOD)



PLAN



SECTION

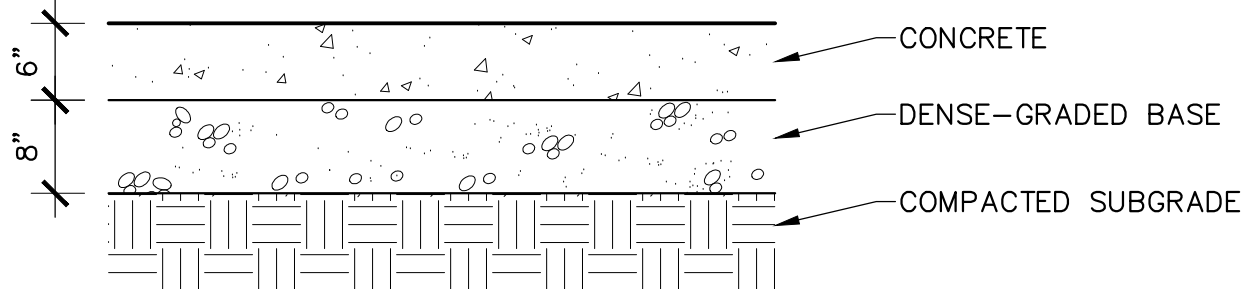
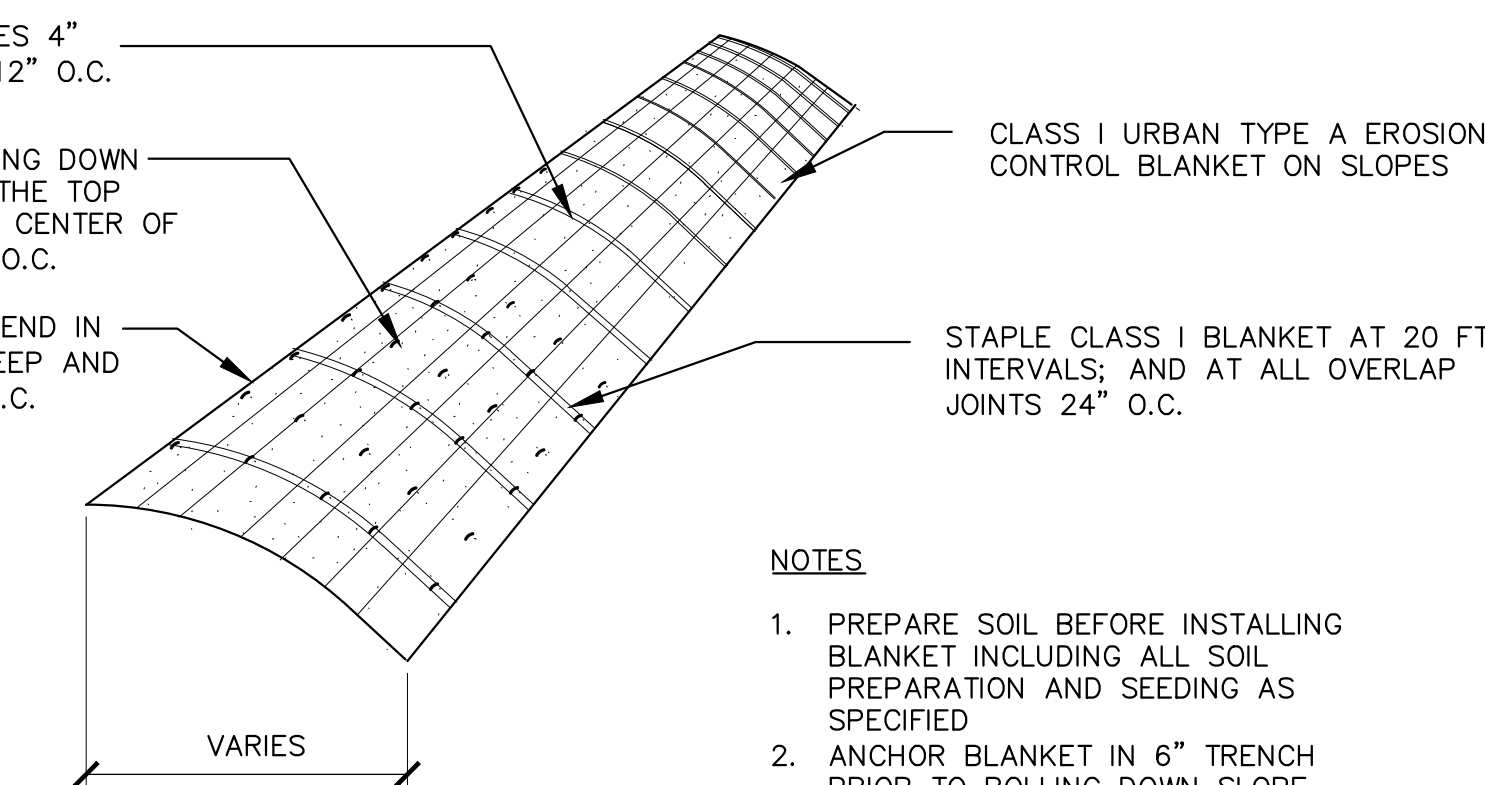


GENERAL NOTES:

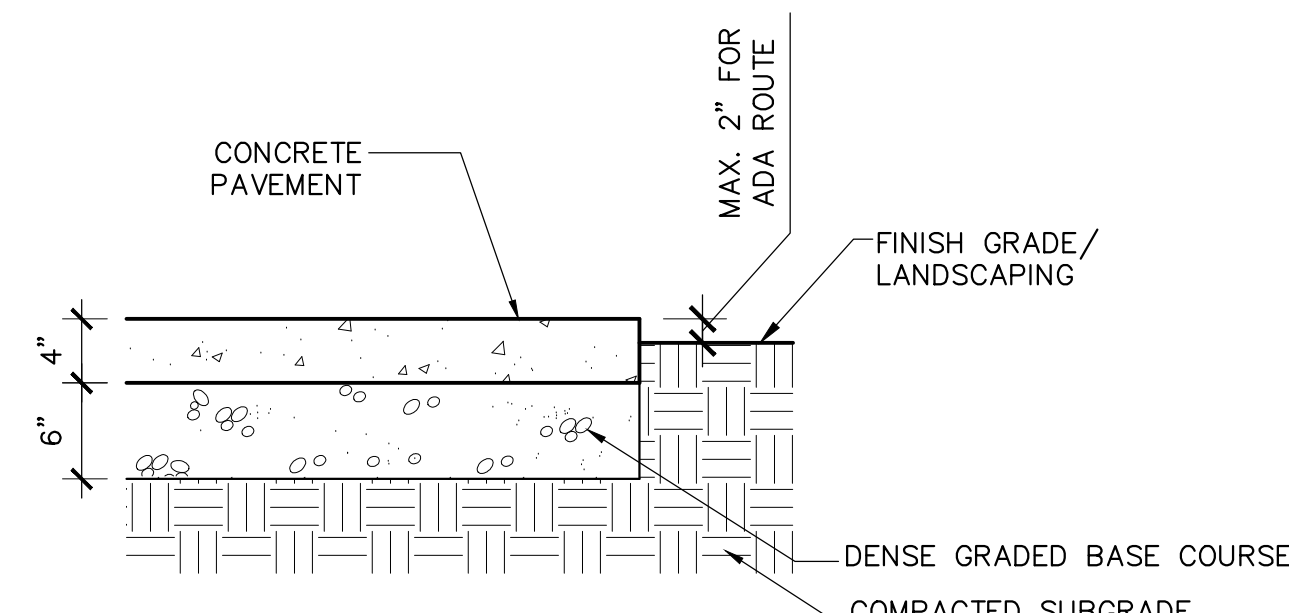
- FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- WOOD POSTS SHALL BE A MINIMUM SIZE OF 3' LENGTH OF OAK OR HICKORY
- ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS
- DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.
- THE MAXIMUM SPACING OF POSTS FOR WOVEN FABRIC SILT FENCE SHALL BE 8 FEET AND FOR NON-WOVEN FABRIC, 3 FEET.
- 8" OF FENCE FABRIC REQUIRED BELOW GRADE IN TRENCH PER DNR TECH STD. 1056
- MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE WDOT PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.
- FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10' AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2"x4".
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH WDNR TECHNICAL STANDARD.
- CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
- MINIMUM 14 GAUGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C.C.
- WIRE SUPPORT FENCE SHALL BE 14 GAUGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C.C. (TYPE B)
- GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF 3/4" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED. (TYPE A)
- STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS./LIN. FT. (WITHOUT ANCHOR) FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL, IF POSSIBLE, BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY, USE ONE OF THE FOLLOWING TWO METHODS: A.) TWIST METHOD -- OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B.) HOOK METHOD -- HOOK THE END OF EACH SILT FENCE LENGTH.

NOTES:

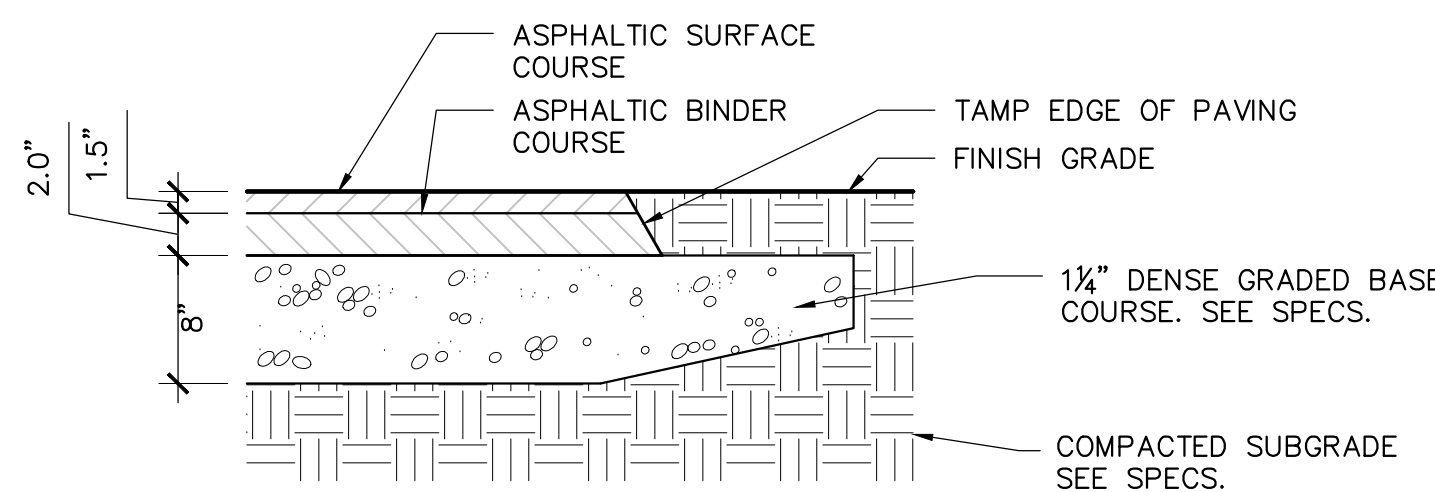
- PREPARE SOIL BEFORE INSTALLING BLANKET INCLUDING ALL SOIL PREPARATION AND SEEDING AS SPECIFIED
- ANCHOR BLANKET IN 6" TRENCH PRIOR TO ROLLING DOWN SLOPE
- THE BOTTOM SECTION OF BLANKET SHOULD BE ON THE DOWNSTREAM SIDE OF ALL OVERLAPS



4-INCH



- NOTES:
- MEDIUM BROOM FINISH, PERPENDICULAR TO DIRECTION OF TRAVEL, UNLESS NOTED OTHERWISE
 - PROVIDE TOOLED JOINTS AT $\pm 5'-0"$ O.C. UNLESS NOTED OTHERWISE
 - PROVIDE EXPANSION JOINTS 30' ALL WAYS, MINIMUM
 - SEE PLANS FOR SCORING
 - STANDARD COLOR CONCRETE

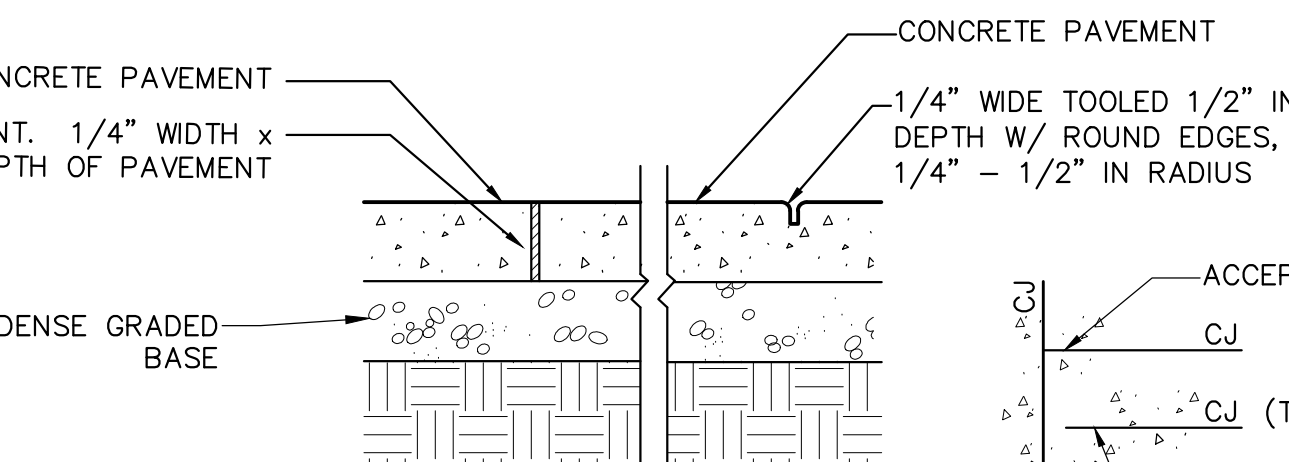
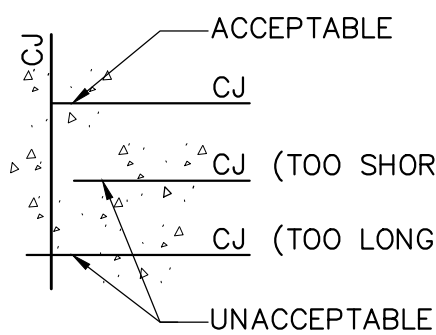


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EXPANSION/CONTROL JOINTS

NTS

PLAN VIEW



EXPANSION JOINT CONTROL JOINT

- NOTES:
- PROVIDE EXPANSION JOINTS 30' OC MAX. ALL WAYS
 - ALL JOINTS SHALL BE CONTINUOUS, STRAIGHT AND COMPLETE, DO NOT LEAVE JOINTS SHORT OR CONTINUE JOINTS TOO LONG.

3
C500

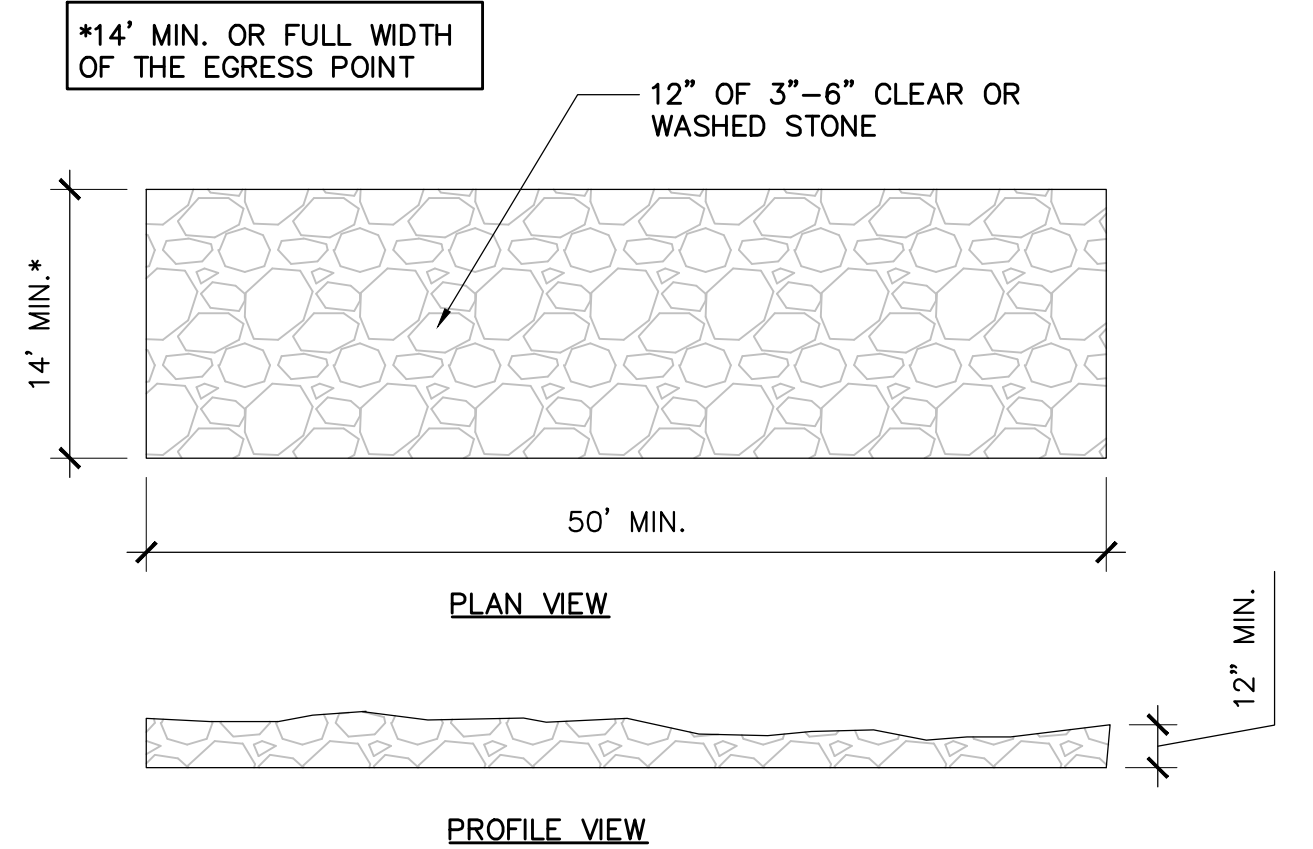
TREE PROTECTION

NTS

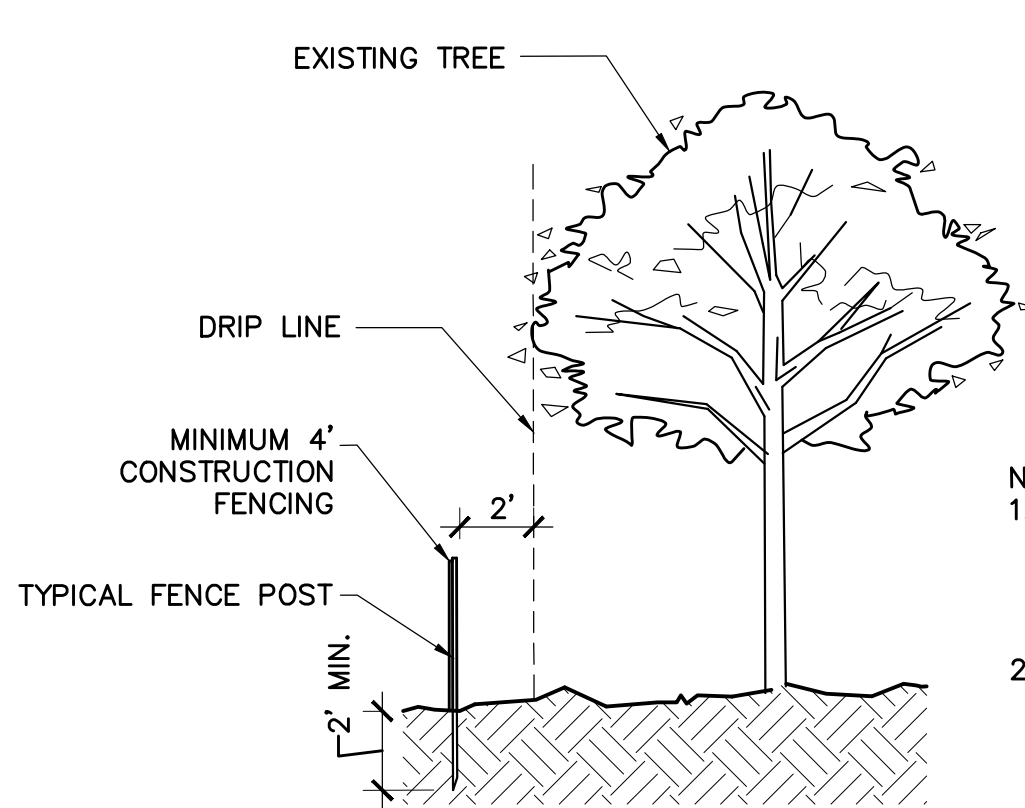
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TRACKING PAD

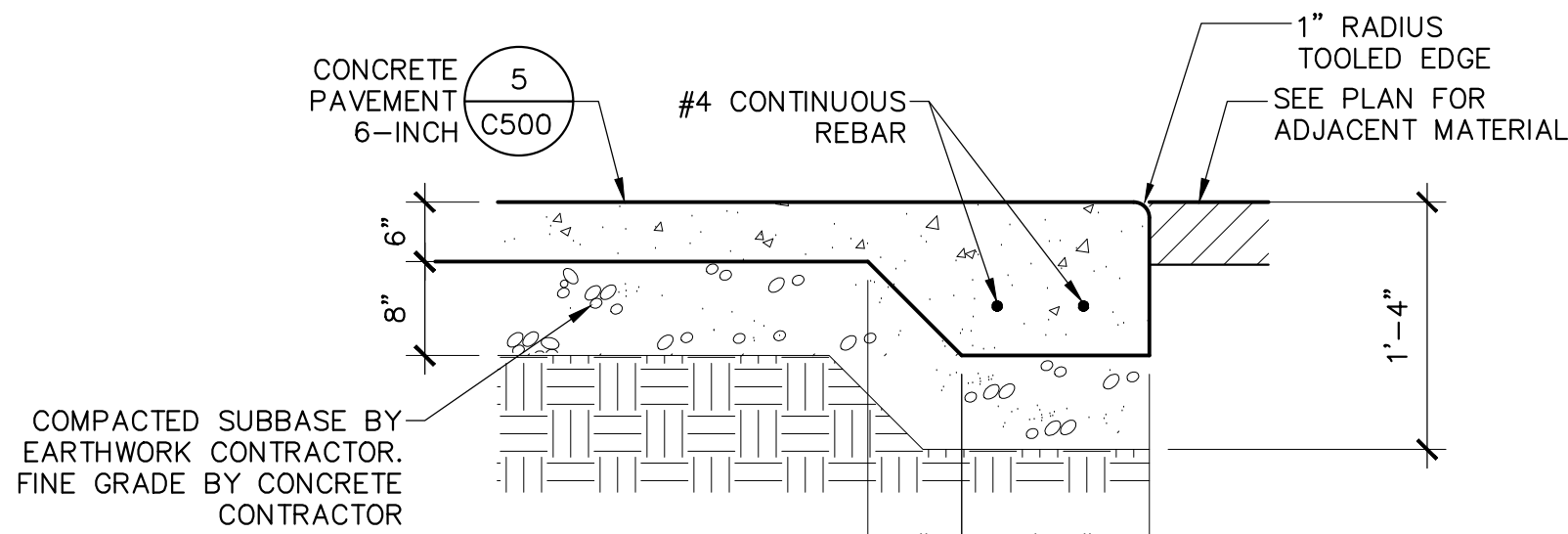
NTS



- NOTES:
- NO ENTRY, NO STORAGE & NO TRENCHING IN TREE PROTECTION ZONE DURING ENTIRE SITE CONSTRUCTION.
 - FENCING TO BE LOCATED 2' BEYOND THE TREE'S DRIP LINE WHERE POSSIBLE.



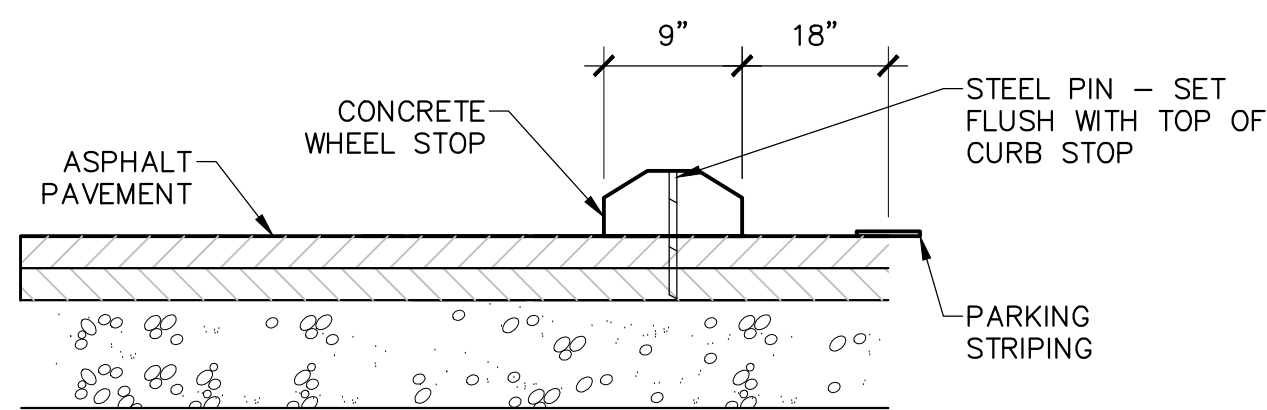
- NOTES:
- PROVIDE 1/4" PER FOOT CROSS SLOPE ACROSS WALK.
 - NO MESH REQUIRED.
 - PROVIDE TOOLED JOINTS AT $\pm 5'-0"$ O.C. UNLESS NOTED OTHERWISE.
 - PROVIDE EXPANSION JOINTS 30' ALL WAYS MINIMUM.



11
C500

THICKENED EDGE PAVEMENT

NTS

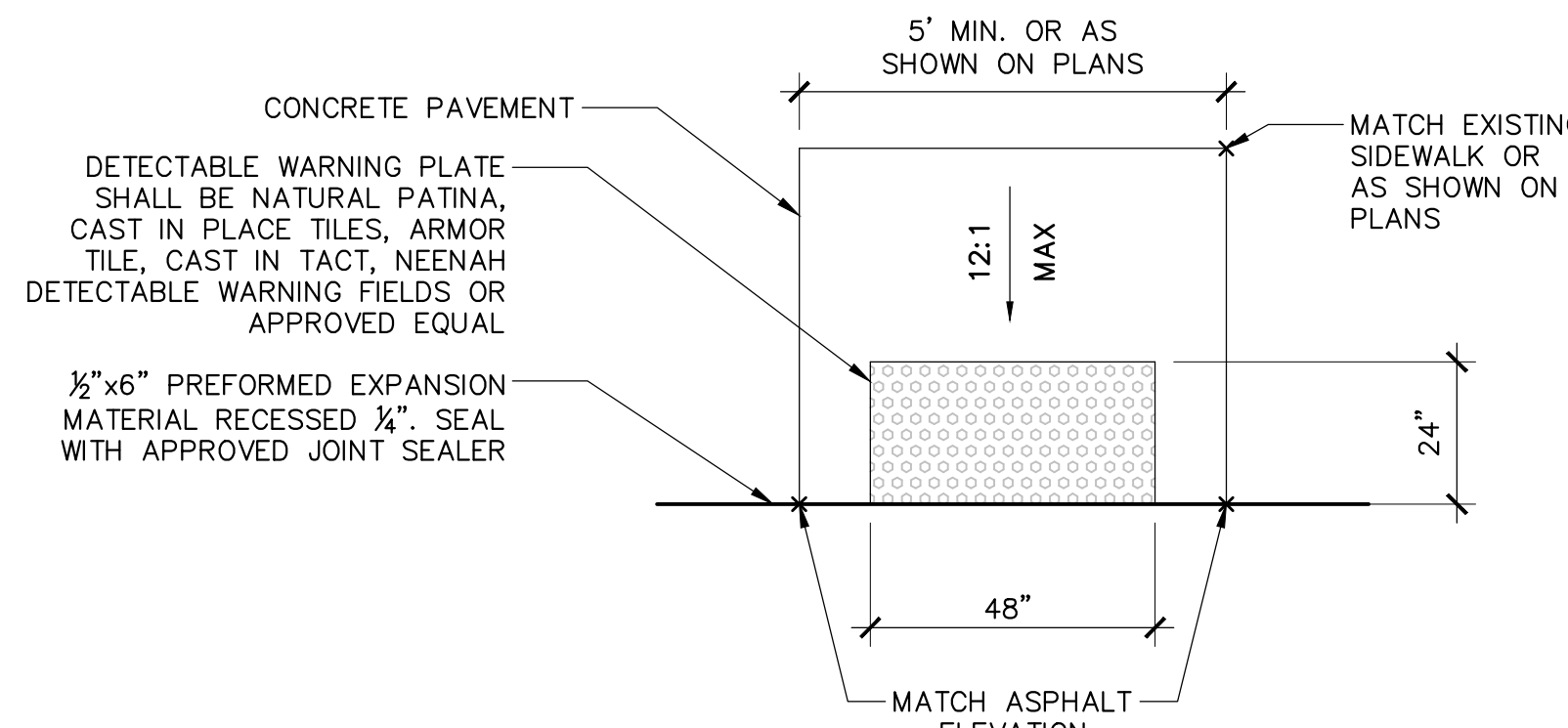


NOTE: CENTER WHEEL STOP IN PARKING SPACE WIDTH

10
C500

WHEEL STOP

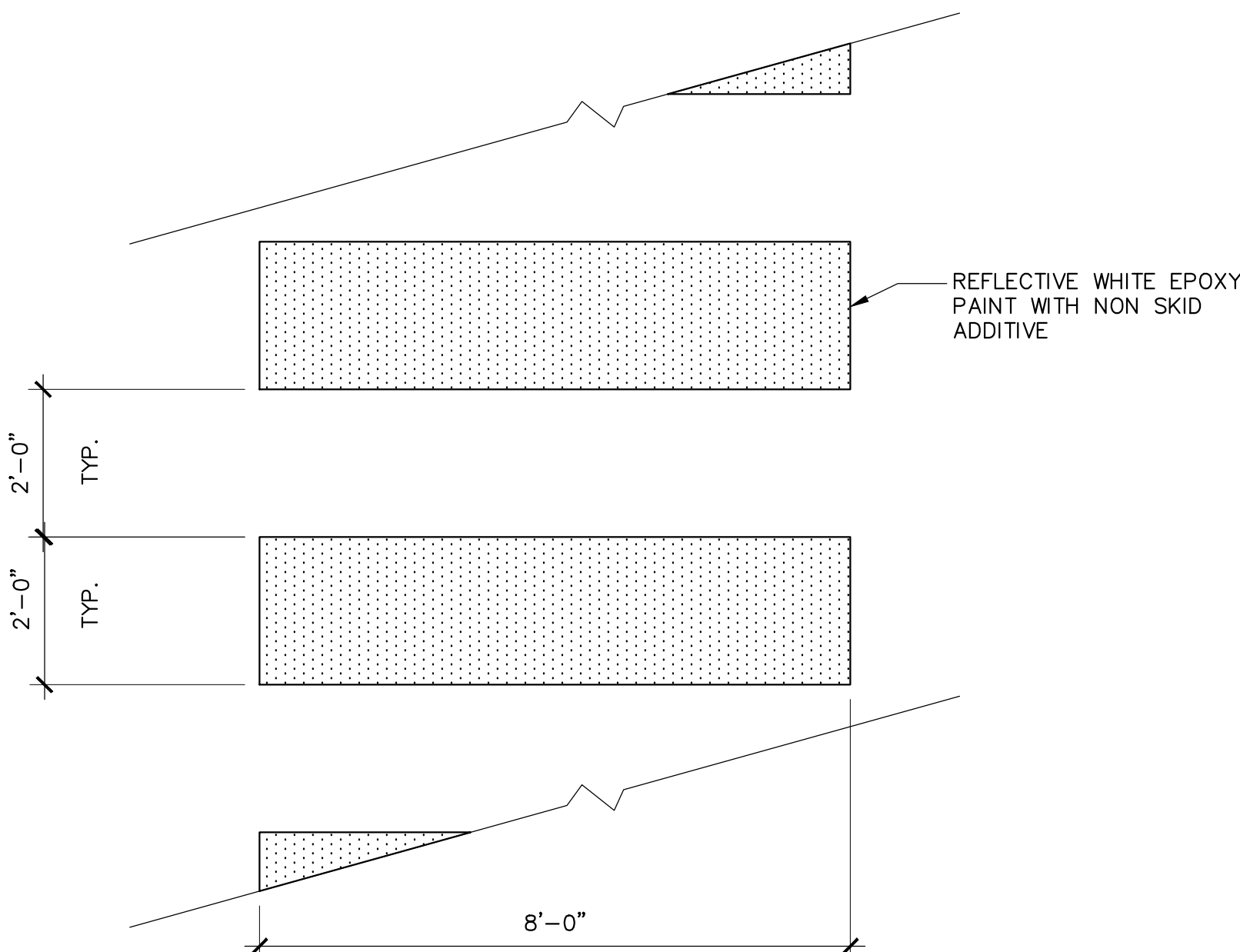
NTS



9
C500

ADA ACCESSIBLE RAMP

NTS



8
C500

CROSSWALK STRIPING

NTS

ISSUE DATES:		
Issue	Description	Date
B1A1	Bid Package #1	1/17/2018
B1A2	BP#1 ADD#1:	1/17/2018
B1A3	BP#1 ADD#2:	1/19/2018
SIPIDES	REV. RESUBMITTAL	3/13/2018

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Sheet Title
DETAILS

Project Number: 20170680

Sheet Number

C500

CONCRETE PAVEMENT POURED
LEVEL NO MESH

1" RADIUS EDGE

SEE SITE PLAN

ASPHALT
PAVEMENT

VARIES
(PER PLAN)

10"

1/2" EXPANSION JOINT MATERIAL

#4 REBAR CONTINUOUS, TYP.

6" COMPACTED SUBBASE BY
EARTHWORK CONTRACTOR

DECIDUOUS TREE

MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE

PLANT TREE SO THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED, DO NOT COVER THE TOP OF ROOT BALL WITH BARE SOIL

3" STONE MULCH, DO NOT PLACE AGAINST TRUNK

PRE-EMERGENT HERBICIDE UNDER MULCH

CREATE A 4" HIGH EARTH SAUCER BEYOND EDGE OF ROOT BALL WHEN TREE IS IN LAWN AREA

BACK FILL WITH PLANTING SOIL

PLACE ROOT BALL ON MIN. 6" OF UNDISTURBED SOIL

3 X ROOTBALL DIAMETER

MULCH RING, 6' DIA. MIN.

FERTILIZER PACKETS PER SPECIFICATION

EVERGREEN TREE

PLANT EACH TREE SO THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED, DO NOT COVER THE TOP OF ROOT BALL WITH BARE SOIL.

3" STONE MULCH, DO NOT PLACE AGAINST TRUNK

PRE-EMERGENT HERBICIDE UNDER MULCH

CREATE A 4" HIGH EARTH SAUCER BEYOND EDGE OF ROOT BALL WHEN TREE IS IN LAWN AREA

BACK FILL WITH PLANTING SOIL MIX PER SPECIFICATIONS

FERTILIZER PACKETS PER SPECIFICATIONS

PLACE ROOT BALL ON MIN. 6" OF UNDISTURBED SOIL

3 X ROOTBALL DIAMETER

MULCH RING, 6' DIA. MIN.

1. DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN
2. STAKE TREES ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT
3. WRAP TREE TRUNKS ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT
4. REMOVE ALL TWINE, ROPE, WIRE AND BURLAP FROM TOP AND SIDES OF ROOT BALL.

Diagram illustrating the correct installation of a tree pit for a shrub in a lawn area. The diagram shows a cross-section of the ground with the following components and instructions:

- DO NOT PLANT DEEPER THAN PLANTED AT NURSERY
- SLOW RELEASE FERTILIZER PACKET
- PRE-EMERGENT HERBICIDE UNDER MULCH
- 3" MULCH RING, DO NOT PLACE AGAINST TRUNK
- FINISH GRADE
- CREATE A 4" HIGH EARTH SAUCER BEYOND EDGE OF ROOT BALL WHEN SHRUB IS IN LAWN AREA
- BACK FILL WITH PLANTING SOIL MIX PER SPECIFICATIONS

The diagram also indicates a 2 X ROOTBALL DIAMETER for the pit width.

REMOVE TOP AND SIDES OF BURLAP AND WIRE BASKET

3" MULCH, DO NOT PLACE AGAINST TRUNK

BUILD UP EDGE OF MULCH BED TO CREATE A SAUCER IF SHRUB IS NOT IN PLANTING BED

SLOW RELEASE FERTILIZER PACKET

3X BALL WIDTH

INSTALL SHRUB SO THAT ROOT FLARE IS ABOVE FINISHED GRADE

BACKFILL WITH PLANTING SOIL

PRE-EMERGENT HERBICIDE UNDER MULCH

FINISH GRADE

3" UNDISTURBED BED TO SUPPORT ROOT BALL

The diagram shows a composite figure. It consists of a rectangle on the left and a triangle on the right. The rectangle has a width of 4'-6" and a height of 12". The triangle has a base of 5'-0" and a height of 9'-6". The total width of the figure is 9'-6".

Technical drawing of a sign post assembly. The drawing includes a front view on the left and a side view on the right. The front view shows a rectangular sign with a wheelchair symbol and the text "PARKING VEHICLES WITH STATE LICENSES FOR THE DISABLED OR RESIDENTS ONLY NO TIME LIMIT". Below the sign is a smaller rectangular sign with a left-pointing arrow. Dimensions for the front view include a total width of 1'-0", a sign width of 1'-1", a sign height of 6'-11", and a post height of 6'-0". The side view shows the sign post assembly with callouts: "STEEL POST", "(2) BRACKETS PER SIGN", "(3) 1/2\" GALVANIZED BOLTS PER BRACKET", and "SIGN".

- 2 3/8" O.D. ROUND STEEL
POST, 13 GAUGE, 8'-6"
LONG, HOT DIPPED
GALVANIZED ZINC WITH
TOP CAP

- SIGN PROVIDED BY HARDWARE SUPPLIER
- POST AND BRACKETS PROVIDED BY DESIGN-BUILD CONTRACTOR
- SIGN AND POST INSTALLED BY CARPENTER
- ARROW NOT REQUIRED IF SIGN IS LOCATED AT EVERY STALL

3" BARK MULCH OVER PLANTING SOIL

4"

SPADE CUT EDGE

FINISH GRADE/LAWN

NOTE:
MULCH TO BE LOCAL
HARDWOOD MULCH

WHITE REFLECTIVE PAINT.

Dimensions and Radii:

- Top vertical segment: 24"
- Left vertical segment: 12"
- Bottom left vertical segment: 8"
- Top right horizontal segment: 12"
- Right vertical segment: 23"
- Bottom right horizontal segment: 18"
- Bottom left horizontal segment: 3"
- Rightmost vertical segment: 12"
- Top right corner radius: $R 6^\circ$
- Bottom left corner radius: $R 20^\circ$
- Inner corner radius: $R 24^\circ$

The diagram illustrates a 16'-0" wide accessible parking stall layout. It shows two adjacent stalls, each 8'-0" wide. Key features include:

- Dimensions:** The total width is 16'-0". Each stall is 8'-0" wide. The depth of the stalls is 18'-0".
- Stall Markings:** The stalls are marked with diagonal hatching. The width of the hatched area is 4'-5".
- Wheel Stop:** A wheel stop is located at the rear of each stall, with a width of 10" (labeled C500).
- Accessible Parking Signage:** A sign (labeled 3 C501) is placed at the front of the parking stall, centered in front of the parking stall.
- Wheelchair Symbol:** A wheelchair symbol is placed in the center of each stall.
- Accessible Pavement Marking:** A marking (labeled 3 C501) is placed at the front of the parking stall.
- Clearance:** A 2% MAX. clearance is indicated for the front of the stall.
- 4" Wide White and Reflective Marking:** A marking is placed at the front of the parking stall.

Diagram illustrating the dimensions and specifications for a single parking stall:

- Stall Width: 18'-0"
- Stall Length: 9'-0"
- Back of Stall / Edge of Pavement: Indicated by a line and arrow.
- 4" Wide Paint, Color: White: Indicated by a line and arrow.
- PAVEMENT: Labeled in the center of the stall.

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ISSUE DATES:		
Issue	Description	Date
	Bid Package #1	1/11/2018
B1A1	BP#1 ADD#1:	1/17/2018
B1A2	BP#1 ADD#2:	1/19/2018
B1A3	BP#1 ADD#3:	3/13/2018
SIP/DES. REV. RESUBMITTAL		3/28/2018

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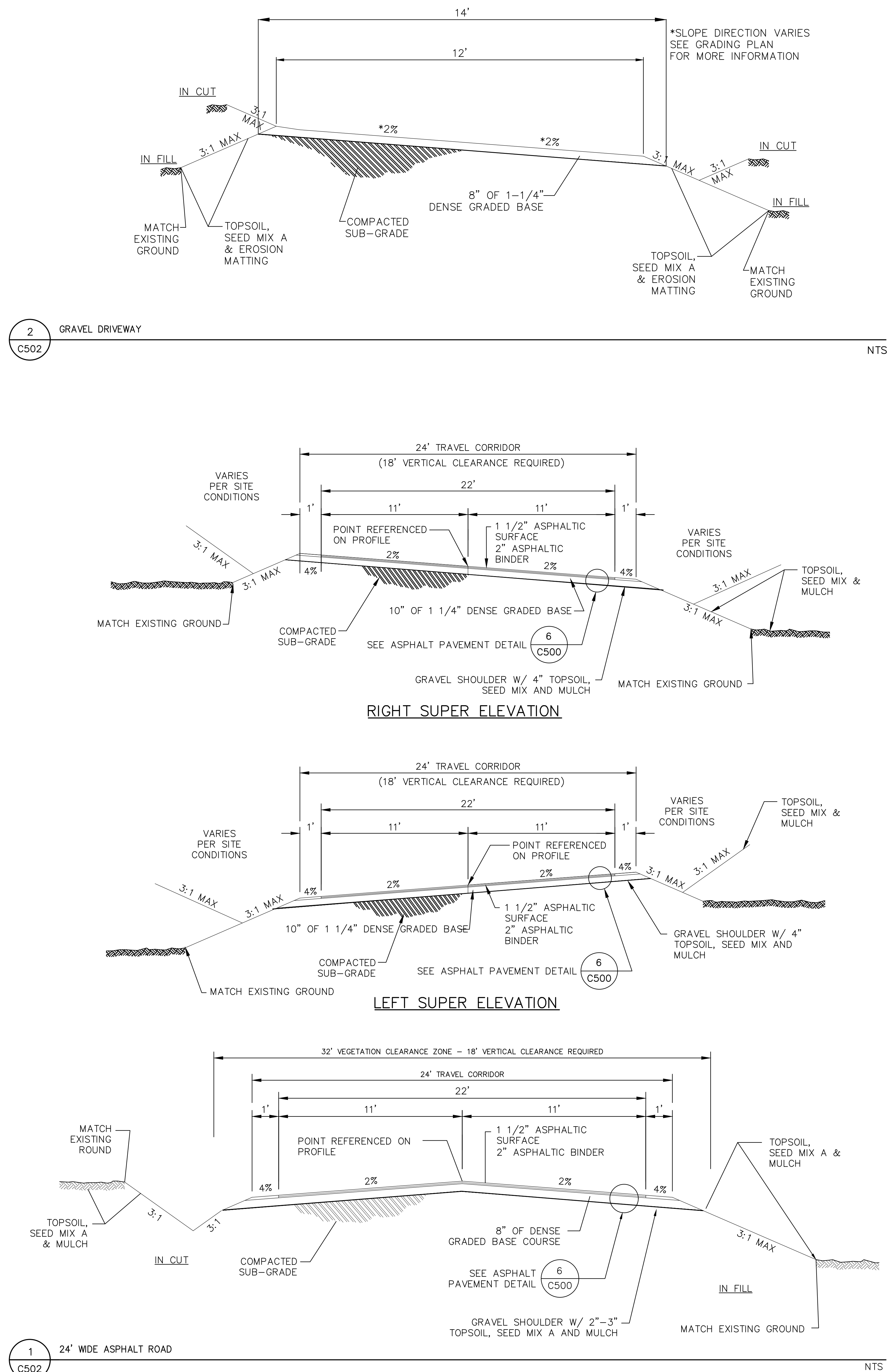
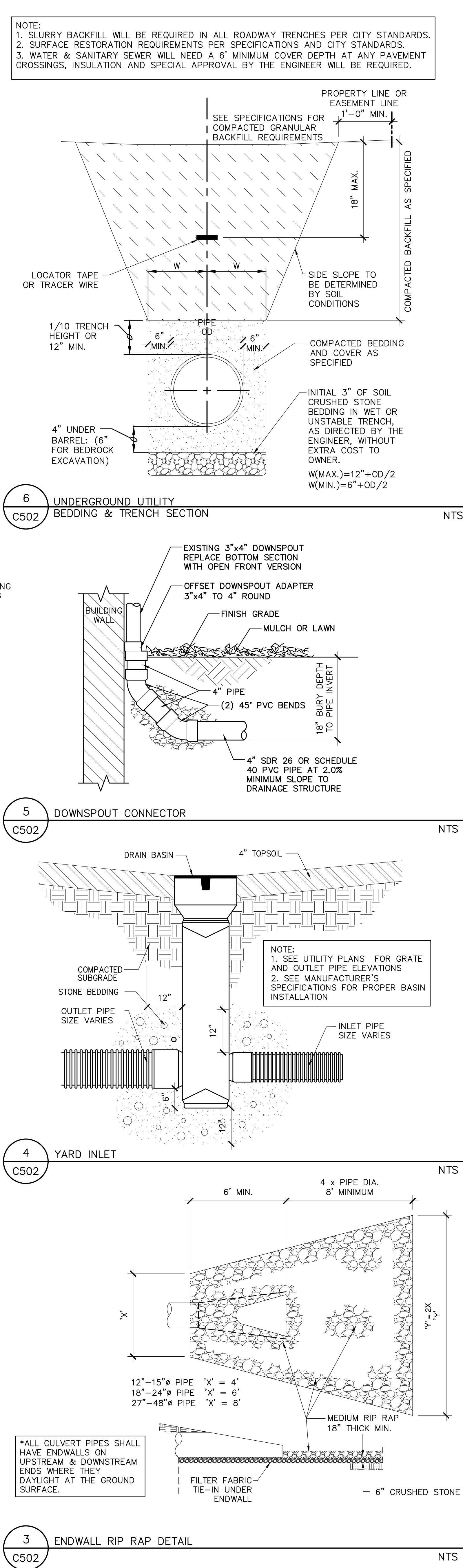
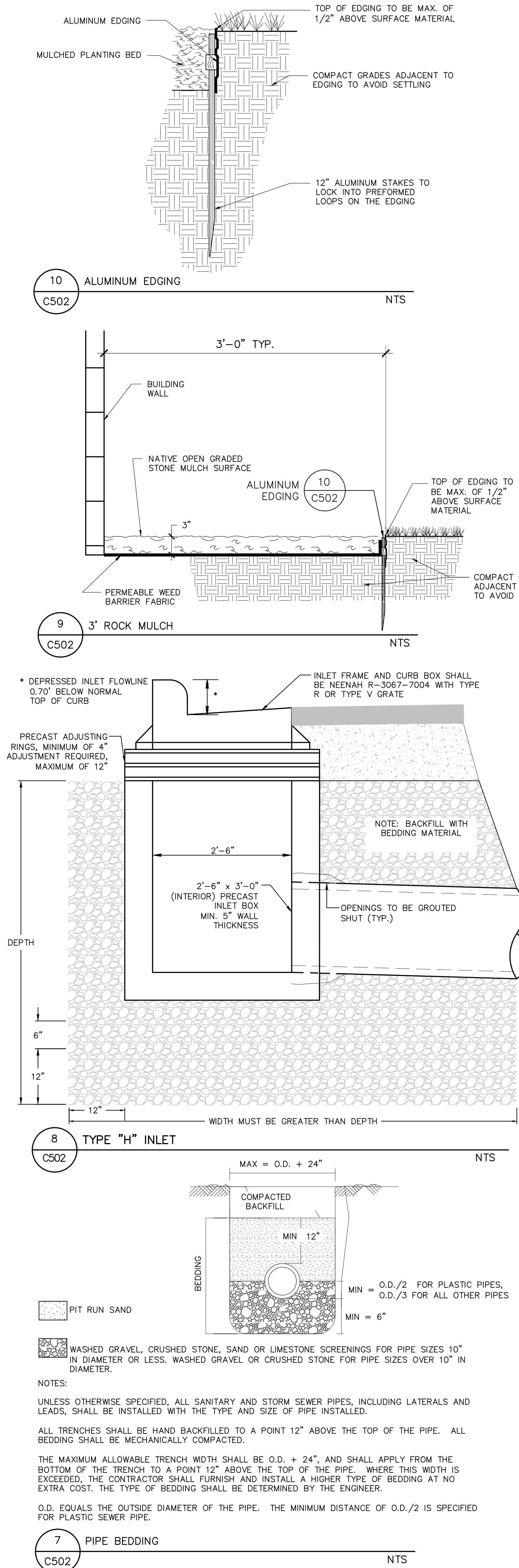
Project Number: 20170680

Sheet Number

C501

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ISSUE DATES:

Issue	Description	Date
B1A1	Bid Package #1	1/17/2018
B1A2	BP#1 ADD#1:	1/17/2018
B1A3	BP#1 ADD#2:	1/19/2018
B1A3	BP#1 ADD#3:	3/13/2018
SIPIDES, REV. RESUBMITTAL		3/28/2018

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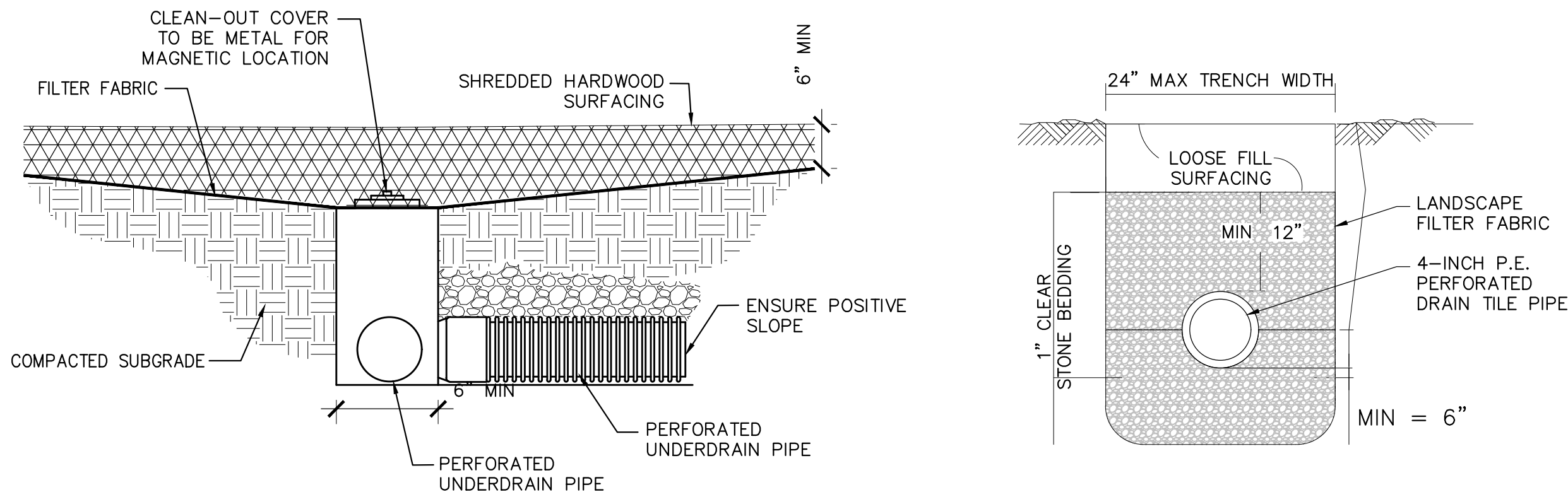
Sheet Title
DETAILS

Project Number: 20170680
Sheet Number
C502

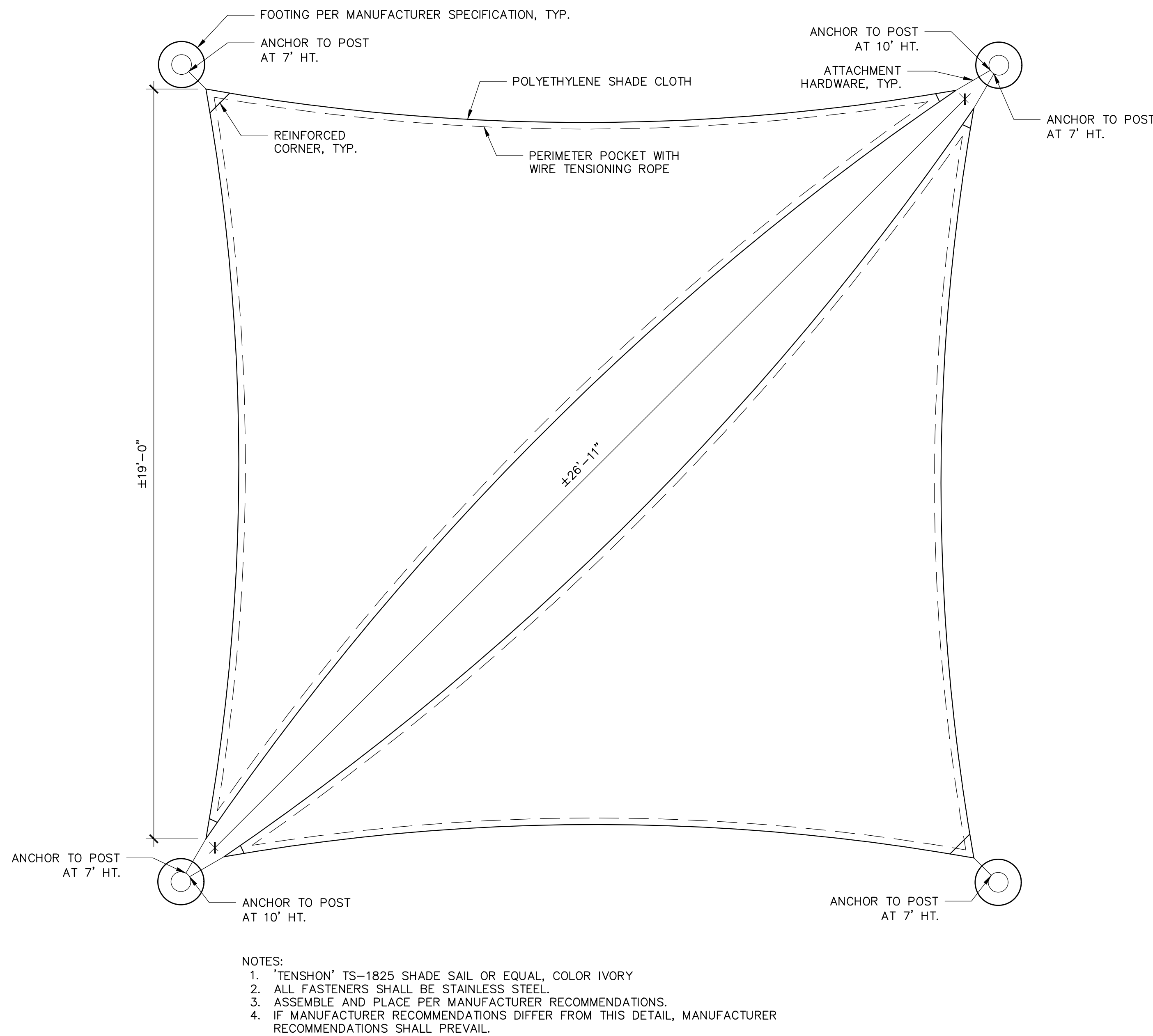
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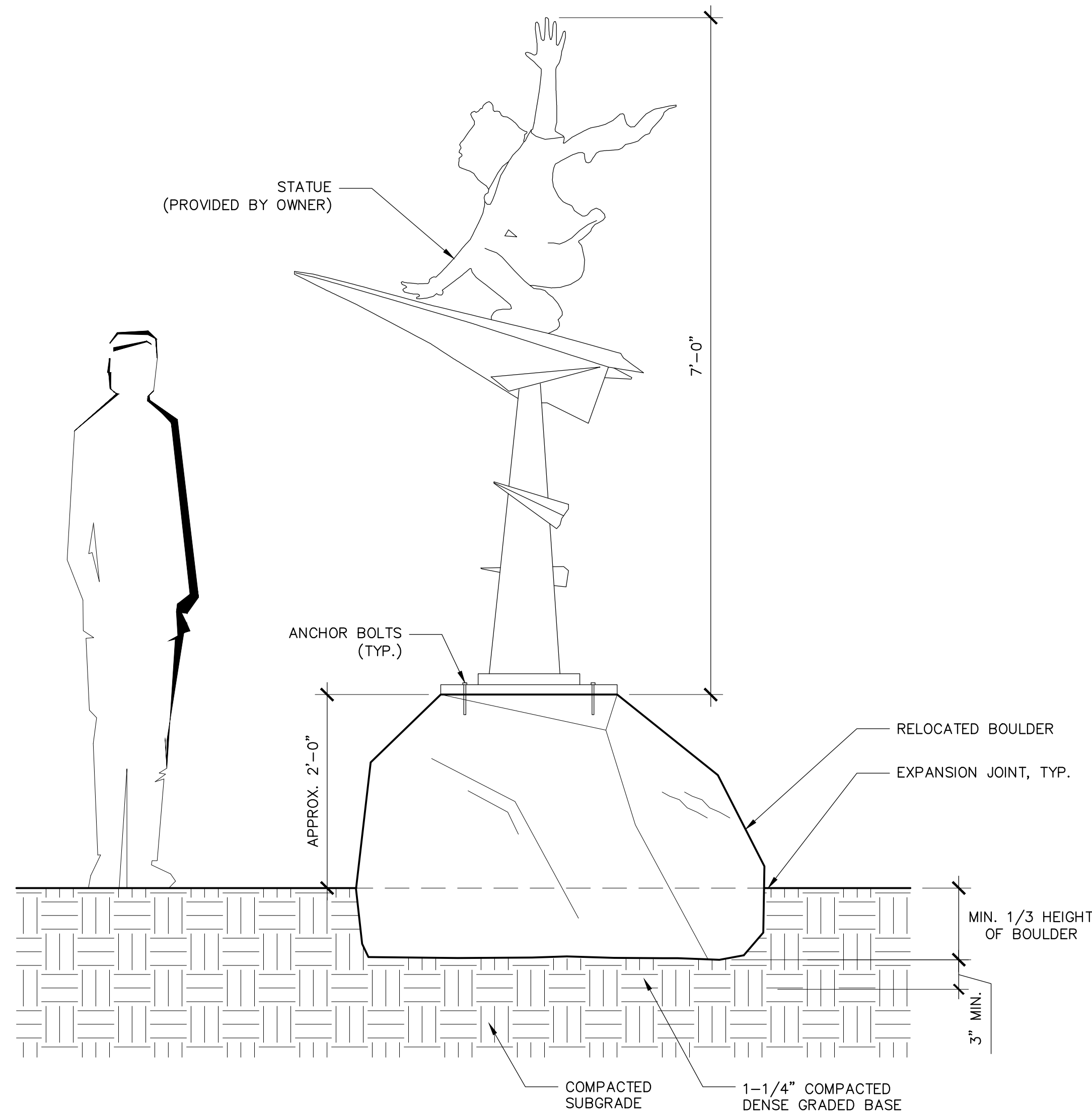
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3 UNDERDRAIN & SHREDDED HARDWOOD SURFACING (FOR FUTURE REFERENCE ONLY) NTS



2 SHADE SAILS (FUTURE BY OWNER) NTS



NOTE:
1. STATUE BASE SHALL BE LEVEL AND CENTERED ON BOULDER PRIOR TO ANCHORING. TOP OF BOULDER SHALL BE LEVELED AT POINT OF CONTACT WITH STATUE BASE SUCH THAT THERE ARE NO GAPS BETWEEN STATUE AND BOULDER.
2. STATUE SHALL BE ORIENTED AT A 60 DEGREE ANGLE AWAY FROM THE LEARNING CENTER.

1 BOULDER MOUNTED STATUE NTS

ISSUE DATES:		
Issue	Bid Package #1 Description	Date
B1A1	BP#1 ADD#1:	1/17/2018
B1A2	BP#1 ADD#2:	1/19/2018
B1A3	BP#1 ADD#3:	3/13/2018
SIP/DES. REV. RESUBMITTAL		3/28/2018

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Sheet Title
DETAILS

Project Number: 20170680
Sheet Number

C503



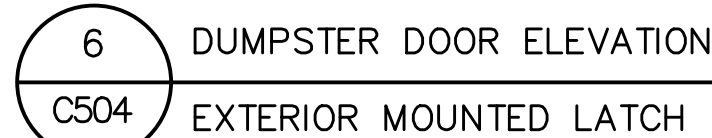
1. LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
2. SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
3. PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
4. PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
5. KEEP CONCRETE WASHOUT STRUCTURE UNDER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G. PILED OR PUNCTURED), EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET-VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS AND COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHICH ARE BROKEN OR CRACKED, TO PREVENT DISPOSAL. MAINTAIN RUNOFF DIRECTION ALONG EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.



SCALE: $\frac{1}{4}" = 1'$



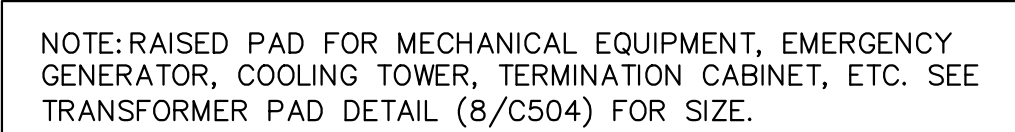
SCALE: $\frac{1}{2}" = 1'-0"$



SCALE: $\frac{1}{2}" = 1'-0"$



SCALE: $\frac{1}{2}" = 1'-0"$



9
C504

SCALE: 1" = 1'-0"



C504

SCALE: $\frac{1}{2}" = 1'-0"$

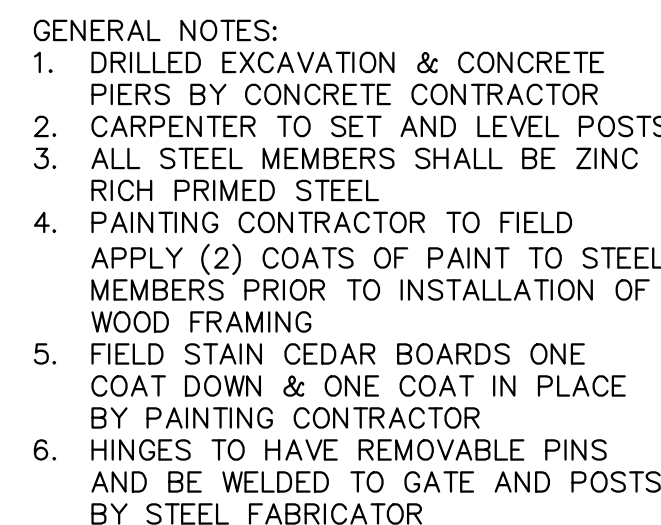


SCALE: $\frac{1}{4}" = 1'$



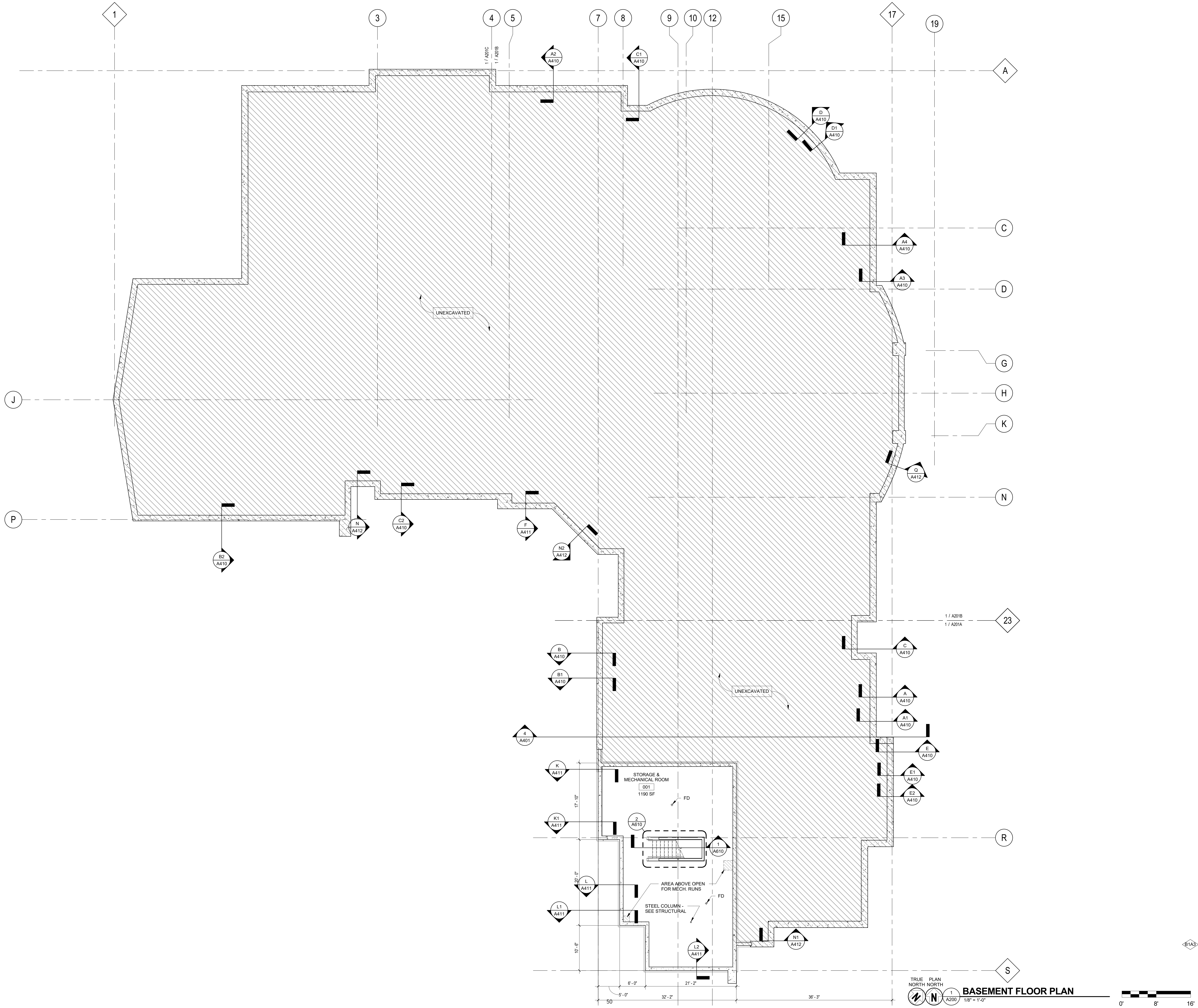
C504

SCALE: $\frac{1}{2}" = 1'-0"$



C50

SCALE: $\frac{1}{2}" = 1'-0"$



ISSUE DATES:	
Description	Date
BID PACKAGE #1:	01-08-18
STATE SUB #1:	01-16-18
BP#1 ADD#3:	03-13-18
STATE SUB #2:	03-21-18
SIPDES, REV. RESUBMITTAL	03-28-18

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Sheet Title
BASEMENT PLAN

Project Number: 20170680
Sheet Number

A200

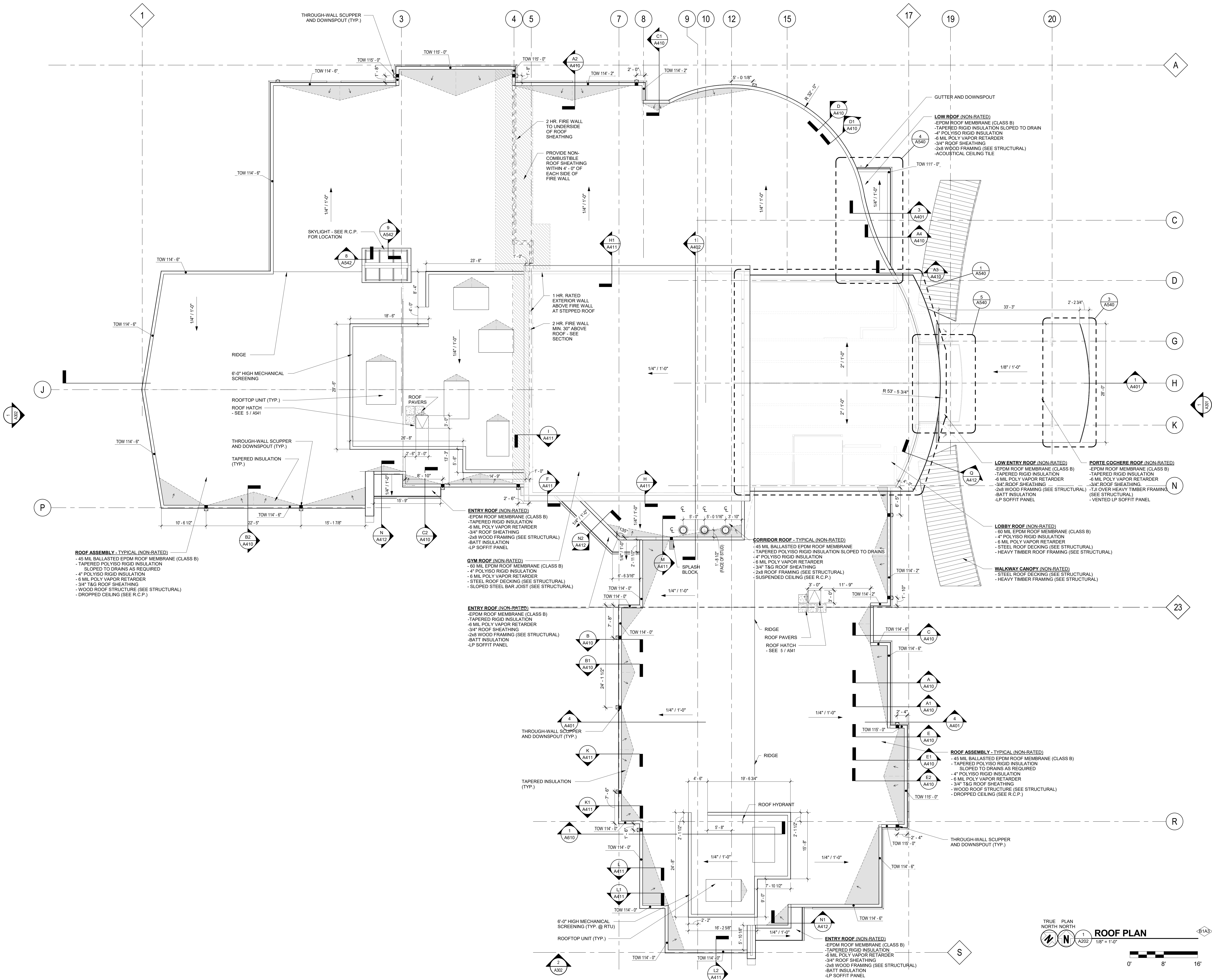
ISSUE DATES:	
Description	Date
SUPP DES. REV:	11-28-17
BID PACKAGE #1:	01-08-18
STATE SUB #1:	01-16-18
BP#1 ADD#3:	03-13-18
STATE SUB #2:	03-21-18
SIPDES. REV. RESUBMITTAL	03-28-18

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Sheet Title
ROOF PLAN

Project Number: 20170680
Sheet Number


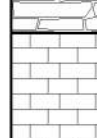
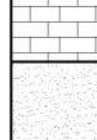
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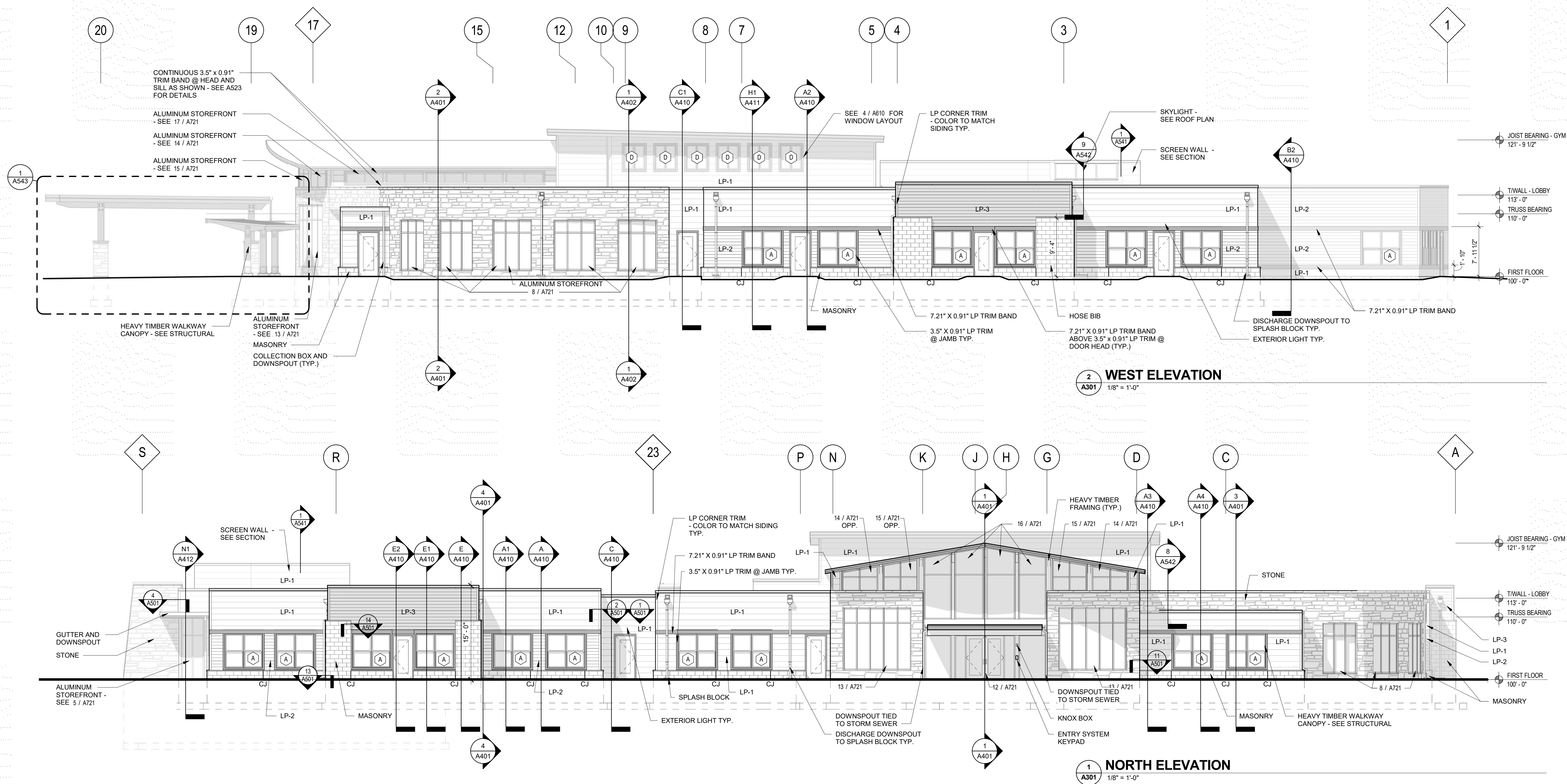




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HATCH	MARK	DESCRIPTION	DESCRIPTION
	STONE	NATURAL STONE VENEER: EDEN BCKINGHAM MCV MORTAR: STANDARD GREY / WEEPS: GRAY COORDINATING SEALANT: TREMCO BEIGE	ALUMINUM STOREFRONT: DARK BRONZE COORDINATING SEALANT: TREMCO BRONZE
	MASONRY	4"x8"x16" SPLIT FACE BLOCK, COLOR GROUP A MORTAR: STANDARD GREY / WEEPS: GRAY COORDINATING SEALANT: TREMCO BEIGE	VINYL WINDOW FRAMES: WEATHERSHIELD VISIONS 3500 - TAN COORDINATING SEALANT: TREMCO STONE
	CAST STONE SILL	CAST STONE SILL, ROCKRIDGE CAST STONE LLC OR EQUIVALENT COLOR: RCS COLOR #2273 COORDINATING SEALANT: TREMCO STONE	METAL CLAD WOOD FRAMES: THERMA TRU / ALMOND COORDINATING SEALANT: TREMCO STONE
			ALUMINUM PARAPET COPING, GUTTERS, AND DOWNSPOUTS: DARK BRONZE
			GLULAM BEAM: STAIN TBD SOFFIT PANEL: LP - 38 SERIES CEDAR TEXTURE SOFFIT PANEL COLOR: TBD (MATCH STAIN @ HEAVY TIMBER)
	LP TRIM	LP HORIZONTAL TRIM BANDS, FASCIA, AND WINDOW TRIM (U.N.O.) COLOR: SW 7020 - BLACK FOX COORDINATING SEALANT: TREMCO BRONZE	GENERAL MATERIAL NOTES: - SEALANT COLOR TO MATCH DARKER OF TWO ADJACENT MATERIALS (U.N.O.) - SIDING COLOR REFERS TO SHERWIN WILLIAMS COLOR NUMBER - TYPICAL VERTICAL TRIM AT CORNERS OF SIDING TO MATCH SIDING COLOR - PROVIDE BLOCKING AS NEEDED FOR ALL SIDING TRANSITIONS AND TRIM LOCATIONS - MISCELLANEOUS EXTERIOR METALS AND BRACKETS TO BE PAINTED BLACK (SW 6922 OR EQUIVALENT)
	LP - 1	LAP SIDING 1: LP SMARTSIDE - 5" EXPOSURE, CEDAR TEXTURE COLOR: SW 7622 - HOMBURG GRAY, SATIN COORDINATING SEALANT: TREMCO HARTFORD GREEN	
	LP - 2	LAP SIDING 2: LP SMARTSIDE - 5" EXPOSURE, CEDAR TEXTURE COLOR: SW 6586 - BAKELITE GOLD SATIN COORDINATING SEALANT: TREMCO BUFF	
	LP - 3	LAP SIDING 3: LP SMARTSIDE - 5" EXPOSURE, CEDAR TEXTURE COLOR: SW 9180 - AGED WHITE, SATIN COORDINATING SEALANT: TREMCO OFF WHITE	



ISSUE DATES:	
Description	Date
BID PACKAGE #1:	01-08-18
STATE SUB #1:	01-16-18
BP#1 ADD#3:	03-13-18
STATE SUB #2:	03-21-18
SIP/DES. REV. RESUBMITTAL	03-28-18

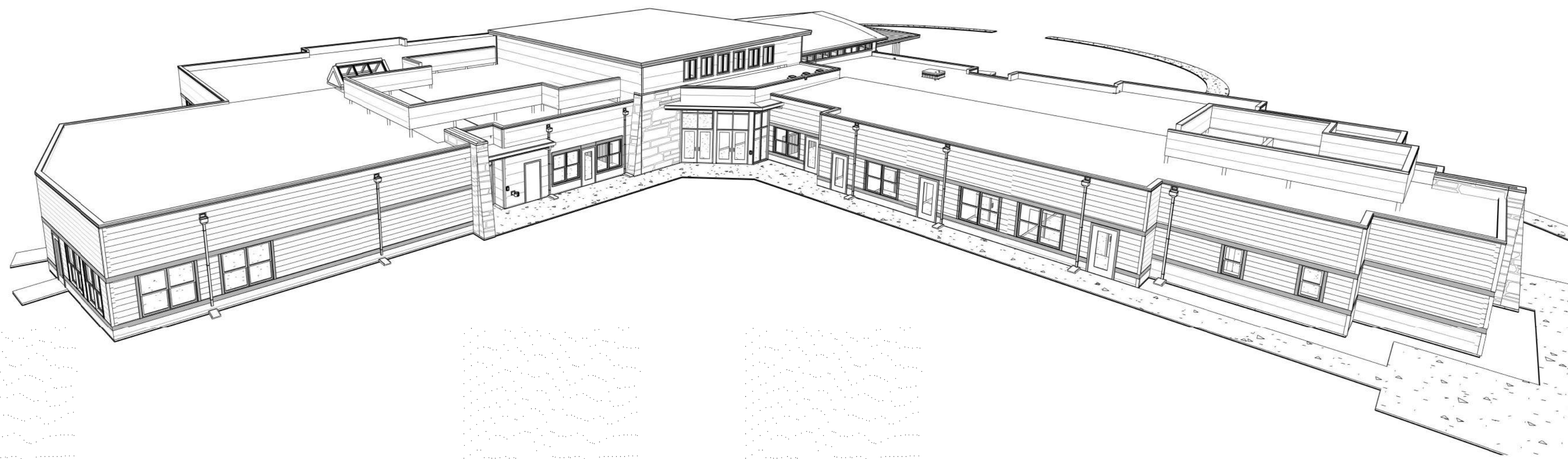
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Sheet Title
**BUILDING
ELEVATIONS**

Project Number: 20170680
Sheet Number

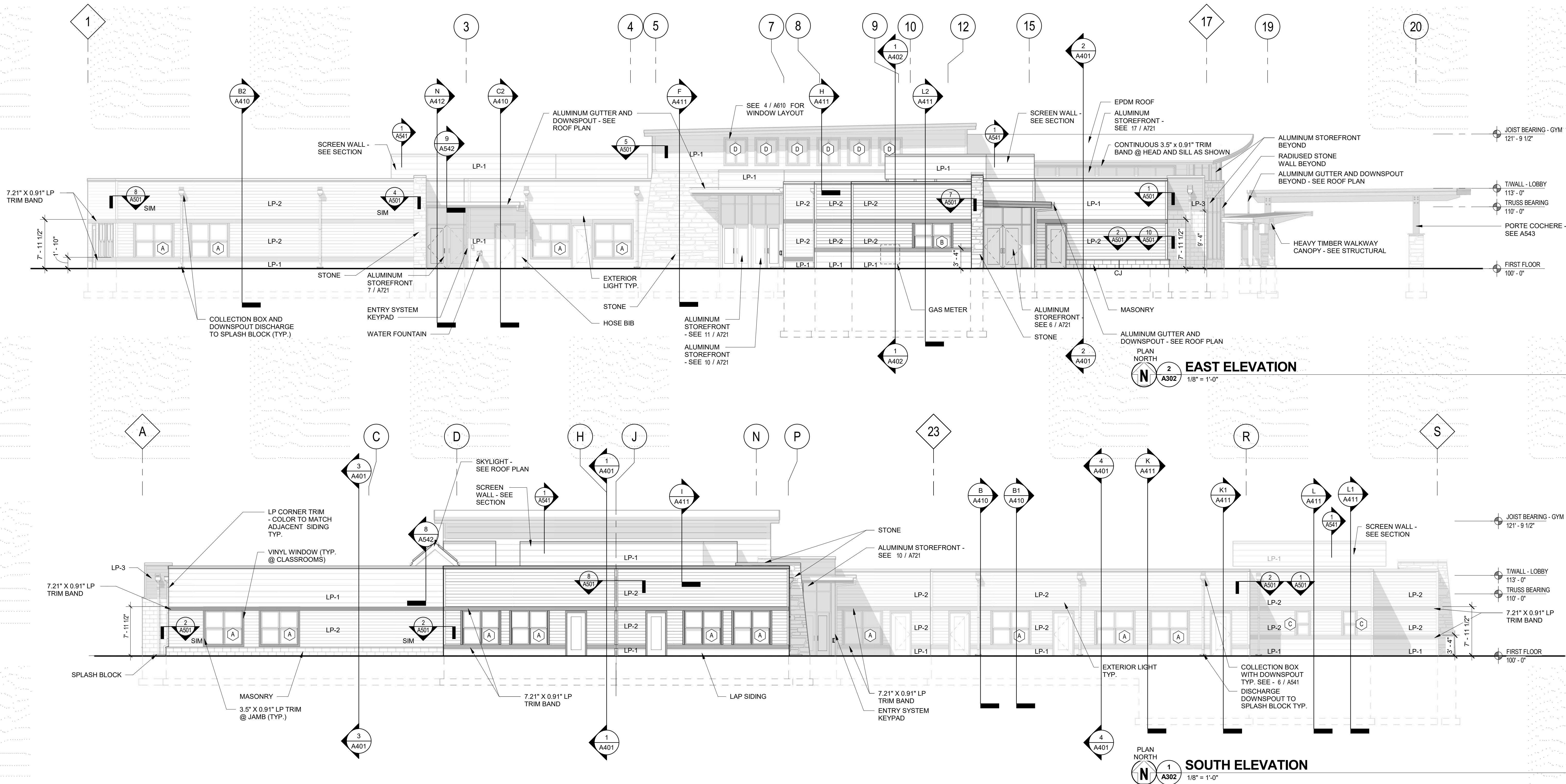
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3/28/2018 10:22:56 AM Page 51 of 54



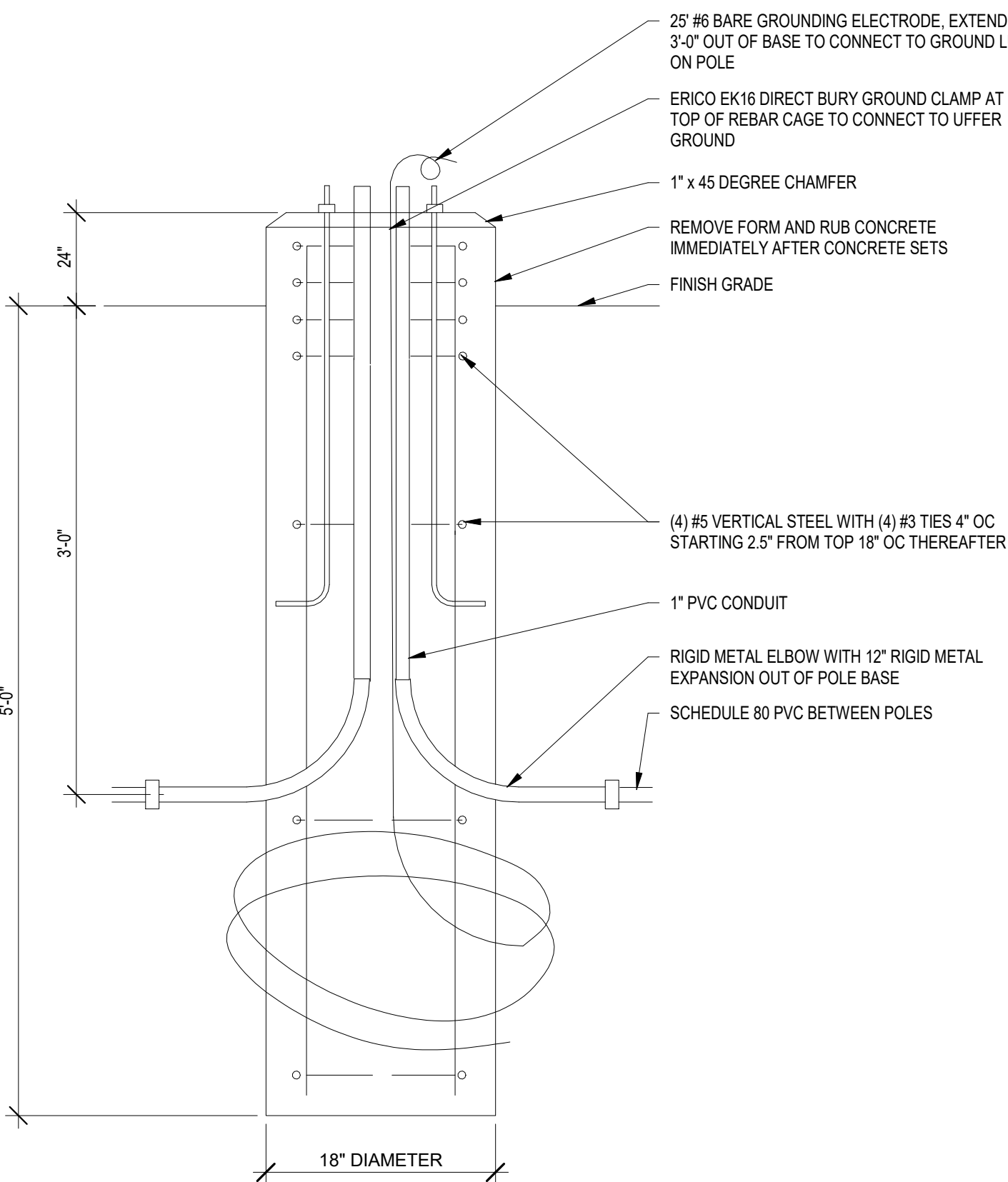
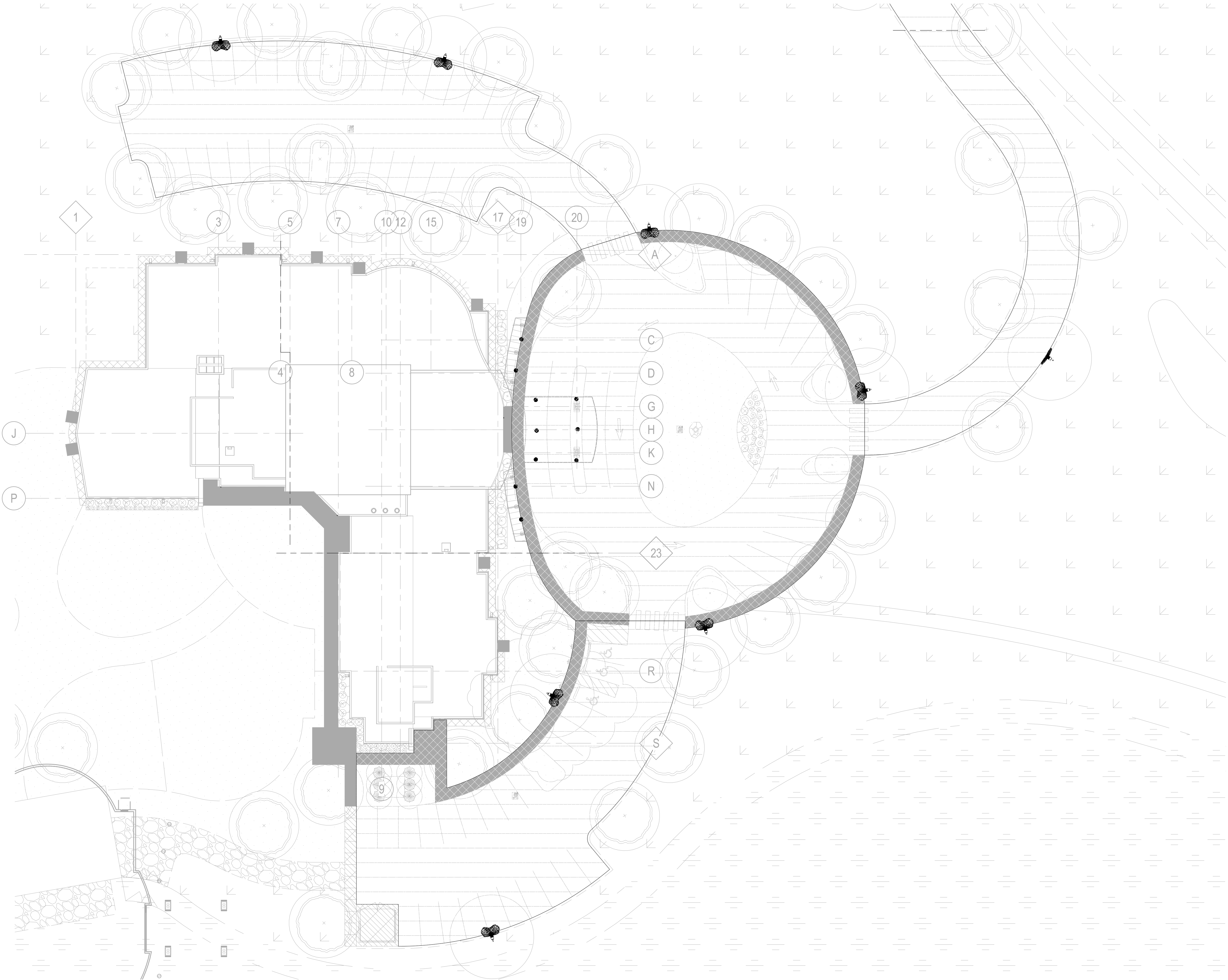
REAR 3/4 - BIRD'S EYE

EXTERIOR MATERIAL LEGEND			
HATCH	MARK	DESCRIPTION	DESCRIPTION
	STONE	NATURAL STONE VENEER: EDEN BCKINGHAM MCV MORTAR: STANDARD GREY WEEPS: GRAY COORDINATING SEALANT: TREMCO BEIGE	ALUMINUM STOREFRONT: DARK BRONZE COORDINATING SEALANT: TREMCO BRONZE VINYL WINDOW FRAMES: WEATHERSHIELD VISIONS 3500 - TAN COORDINATING SEALANT: TREMCO STONE
	MASONRY	4"x8"x16" SPLIT FACE BLOCK, COLOR GROUP A MORTAR: STANDARD GREY WEEPS: GRAY COORDINATING SEALANT: TREMCO BEIGE	METAL CLAD WOOD FRAMES: THERMA TRU - ALMOND COORDINATING SEALANT: TREMCO STONE ALUMINUM PARAPET COPING, GUTTERS, AND DOWNSPOUTS: DARK BRONZE
	CAST STONE SILL	CAST STONE SILL, ROCKRIDGE CAST STONE LLC OR EQUIVALENT COLOR: RCS COLOR #2273 COORDINATING SEALANT: TREMCO STONE	GLULAM BEAM: STAIN TBD SOFFIT PANEL: LP - 38 SERIES CEDAR TEXTURE SOFFIT PANEL COLOR: TBD (MATCH STAIN @ HEAVY TIMBER)
	LP TRIM	LP HORIZONTAL TRIM BANDS, FASCIA, AND WINDOW TRIM (U.N.O.) COLOR: SW 7020 - BLACK FOX COORDINATING SEALANT: TREMCO BRONZE	GENERAL MATERIAL NOTES: - SEALANT COLOR TO MATCH DARKER OF TWO ADJACENT MATERIALS (U.N.O.) - SIDING COLOR REFERS TO SHERWIN WILLIAMS COLOR NUMBER - TYPICAL VERTICAL TRIM AT CORNERS OF SIDING TO MATCH SIDING COLOR - PROVIDE BLOCKING AS NEEDED FOR ALL SIDING TRANSITIONS AND TRIM LOCATIONS - MISCELLANEOUS EXTERIOR METALS AND BRACKETS TO BE PAINTED BLACK (SW 6922 OR EQUIVALENT)
	LP - 1	LAP SIDING 1: LP SMARTSIDE - 5" EXPOSURE, CEDAR TEXTURE COLOR: SW 9180 - AGED WHITE SATIN COORDINATING SEALANT: TREMCO HARTFORD GREEN	
	LP - 2	LAP SIDING 2: LP SMARTSIDE - 5" EXPOSURE, CEDAR TEXTURE COLOR: SW 6368 - BAKELITE GOLD SATIN COORDINATING SEALANT: TREMCO BUFF	
	LP - 3	LAP SIDING 3: LP SMARTSIDE - 5" EXPOSURE, CEDAR TEXTURE COLOR: SW 9180 - AGED WHITE SATIN COORDINATING SEALANT: TREMCO OFF WHITE	

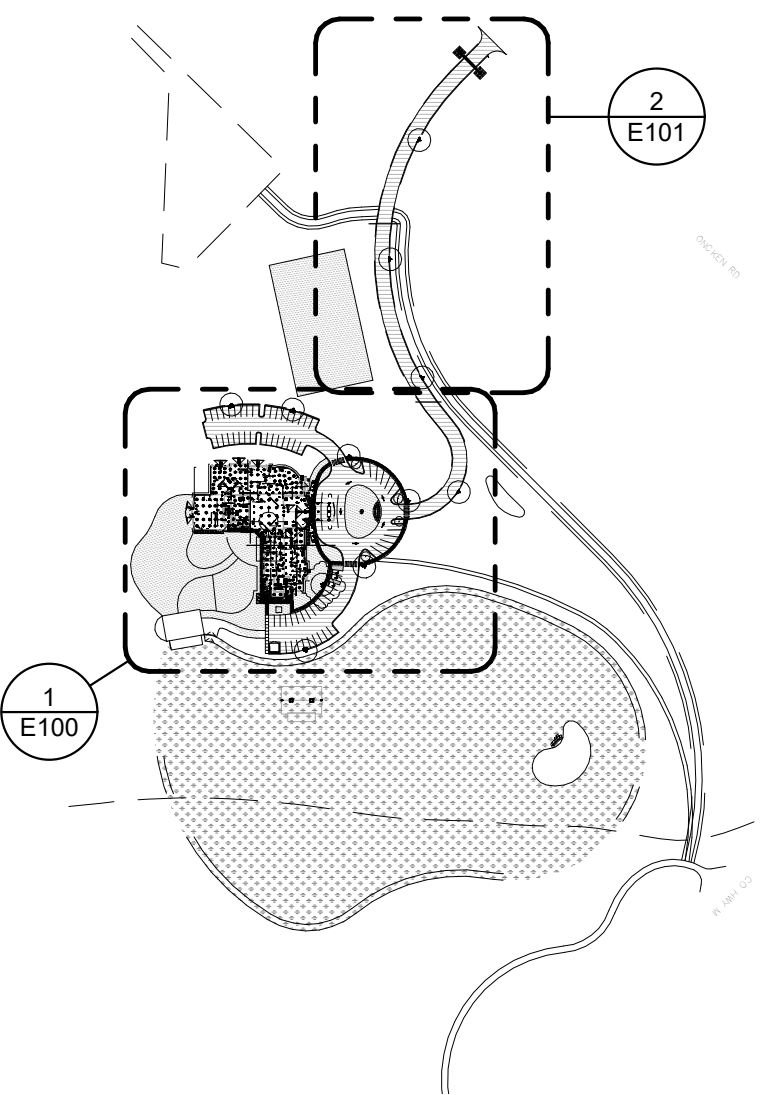


ElumTools General Use Illuminance Results				
Calculation Points Name		Average	Maximum	Minimum
NORTH PARKING		3 fc	8 fc	0 fc
MAIN_BLDG_ENTRY PARKING		3 fc	23 fc	0 fc
MAIN_DRIVEWAY		3 fc	19 fc	0 fc
SOUTH PARKING		3 fc	10 fc	0 fc
BARN		0 fc	6 fc	0 fc

Type	Unit Size	Description	Manufacturer	Model	Voltage	Wattage	Lamp	Mounting	Comments
A	2' X 2'	Grid Mount Volumetric LED	Lithonia	2BLT2 40LHE ADP EZ1 LP835	120 V	32 W	LED	Grid-Layn	
B	13' x 26'	Surface Mount Hi Bay LED	Lithonia	IBG 8000L SEF AFL GND MVOLT 0210 35K 80CRI WGX DWH	120 V	55 W	LED	CEILING	
C1	4'	Wall Mount LED	Lithonia	FWMTFL 48W MVOLT 35K 90CRI 8N	120 V	34 W	LED	WALL	
D	6" Diameter	Recessed LED Downlight	Philips Lightolier	DSX2 LED 100C 700 40K T3M MVOLT SPA DOBXD	120 V	20 W	LED	RECESSED	
D1	6" Diameter	Recessed LED Downlight	Philips Lightolier	L6RAE1VA-L6R15835VA-L6RDD	120 V	17 W	LED	RECESSED	
D2	6" Diameter	Recessed LED Downlight	Philips Lightolier	L6R20AE1VA-L6R2035VA-L6RDD	120 V	20 W	LED	RECESSED	
EM		QUANTUM LED EMERGENCY TWIN-HEAD UNIT (ONE HEAD ONLY)	Acuty Brands Lighting				LED		
F	4'	Striplight with Diffuse lens	Lithonia	ZL2N L48 3000LM MOD MVOLT 35K 80CRI WH	120 V	42 W	LED	CEILING	
H	4' LINEAR	Light Fixture	Focal Point	FSM2LS FL 625LF 35K 1C UNV LD1 C24 WH 4'	120 V	26 W	LED	CABLE	
S1	40"x15"x7.25"	DSX2 LED WITH 80 LEDs @530mA 4000K TYPE 1S OPTICS	Lithonia	DSX2 LED P1 40K T1S MVOLT SPA DNAXD	208 V	140 W	LED, 18933L, 70 CRI, 4000K	15' SQ POLE	
S2	40"x15"x7.25"	DSX2 LED WITH 80 LEDs @700mA 4000K TYPE 4M OPTICS	Lithonia	DSX2 LED P2 40K T4M MVOLT SPA DNAXD	208 V	185 W	LED, 23545L, 70 CRI, 4000K	20' SQ POLE	
S3	9.1"x6.3"x2.5"	WALL MOUNT LED, FULL CUTOFF	Hubbell	CUSO4DB-HND	120 V	16 W	LED, 1800L 52 CRI, 4000K	WALL	
X	12" x 6"	Ext with Auxiliary Emergency Lights	Lithonia	LQM S W 3' R 120277 EL N SD	120 V	11 W	LED	SURFACE	
XEM	20" x 8"	Ext with Auxiliary Emergency Lights	Lithonia	LHOM LED R HQ SD	120 V	5 W	LED	SURFACE	

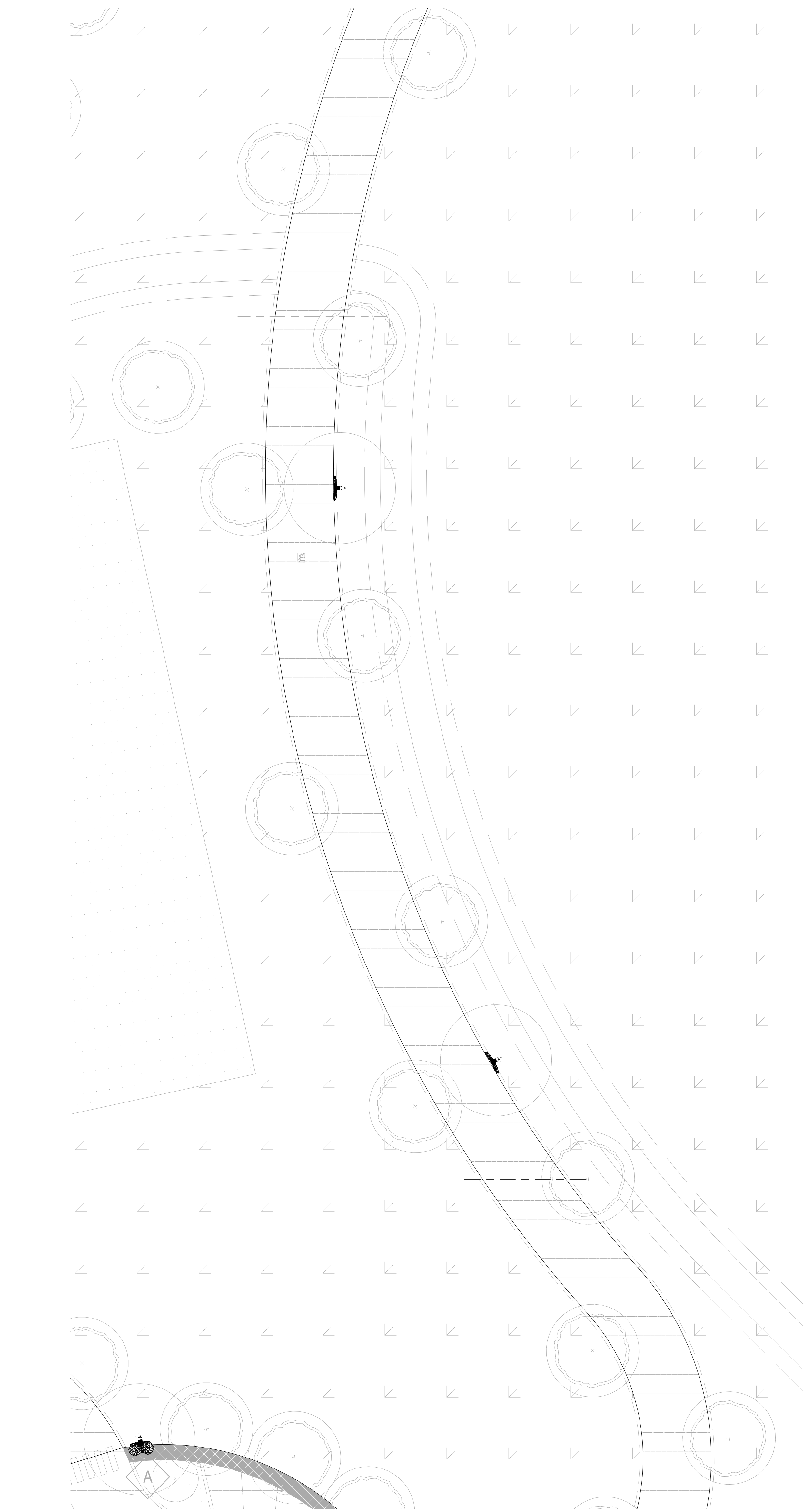


3 POLE BASE DETAIL

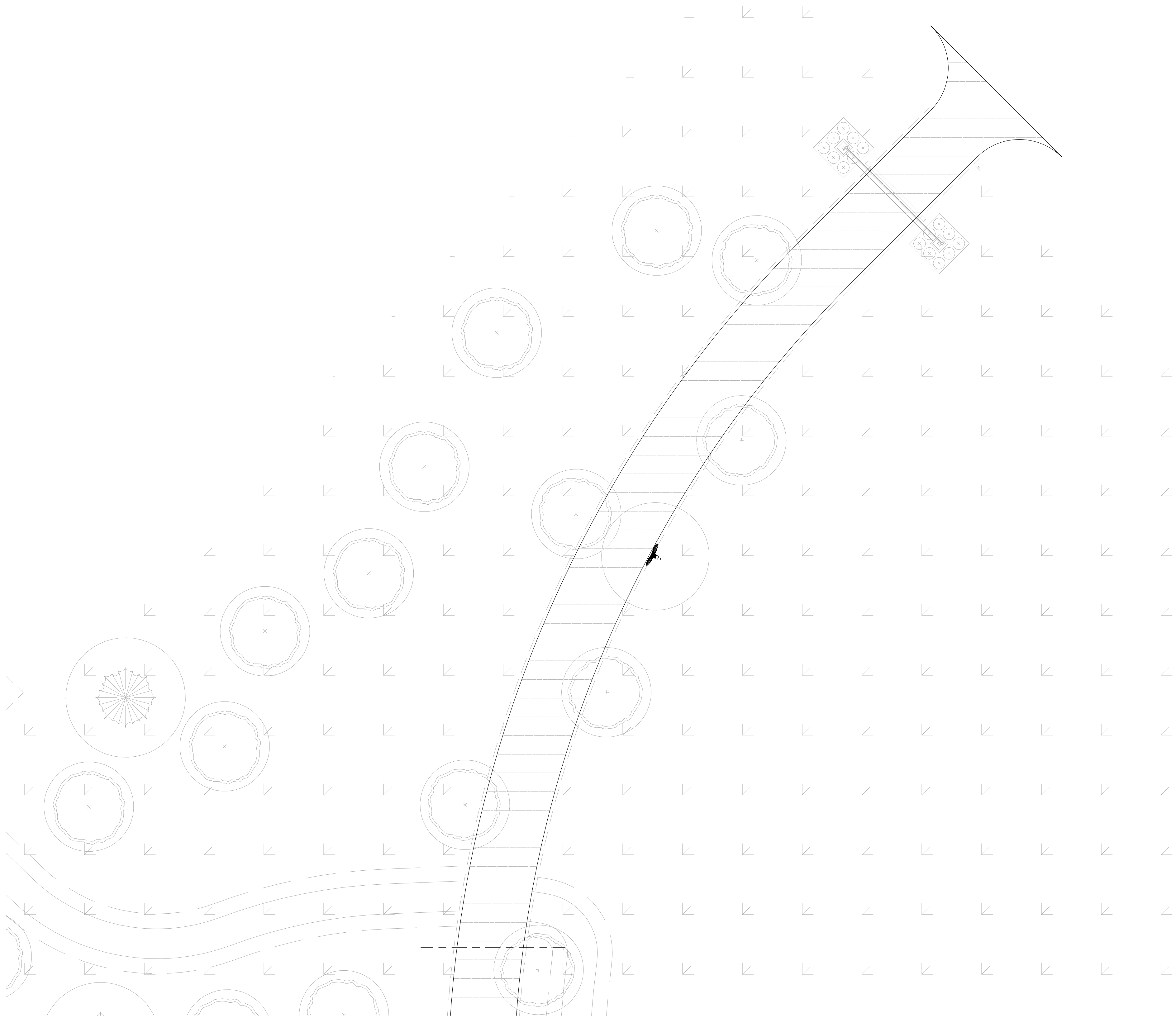


2 OVERALL SITE PLAN

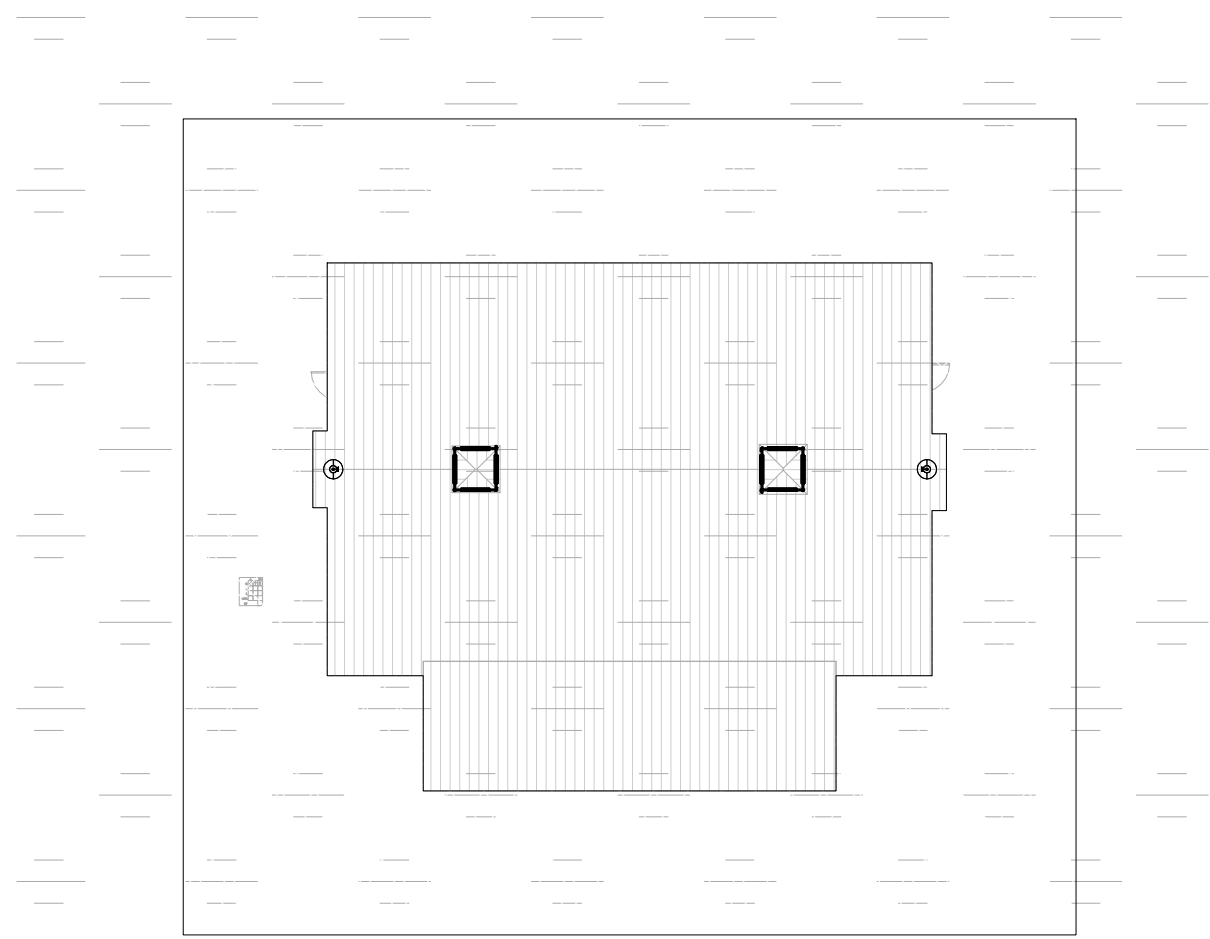
PLAN NORTH
1 SITE LIGHTING - BLDG
1\"/>



PLAN NORTH
1" = 20'-0"



PLAN NORTH
1" = 20'-0"



PLAN NORTH
1" = 20'-0"

INSPIRE
5821 ONCKEN ROAD
WESTPORT, WI 53518

BOB DAVIS
HANOVER TRAIL
WAUNAKEE, WI

ISSUE DATES:		
Issue	Description	Date
SIP/DES. REV.	RESUBMITTAL	03-28-18

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Sheet Title
ELECTRICAL SITE

Project Number: 20170680
Sheet Number

E101

The Community of

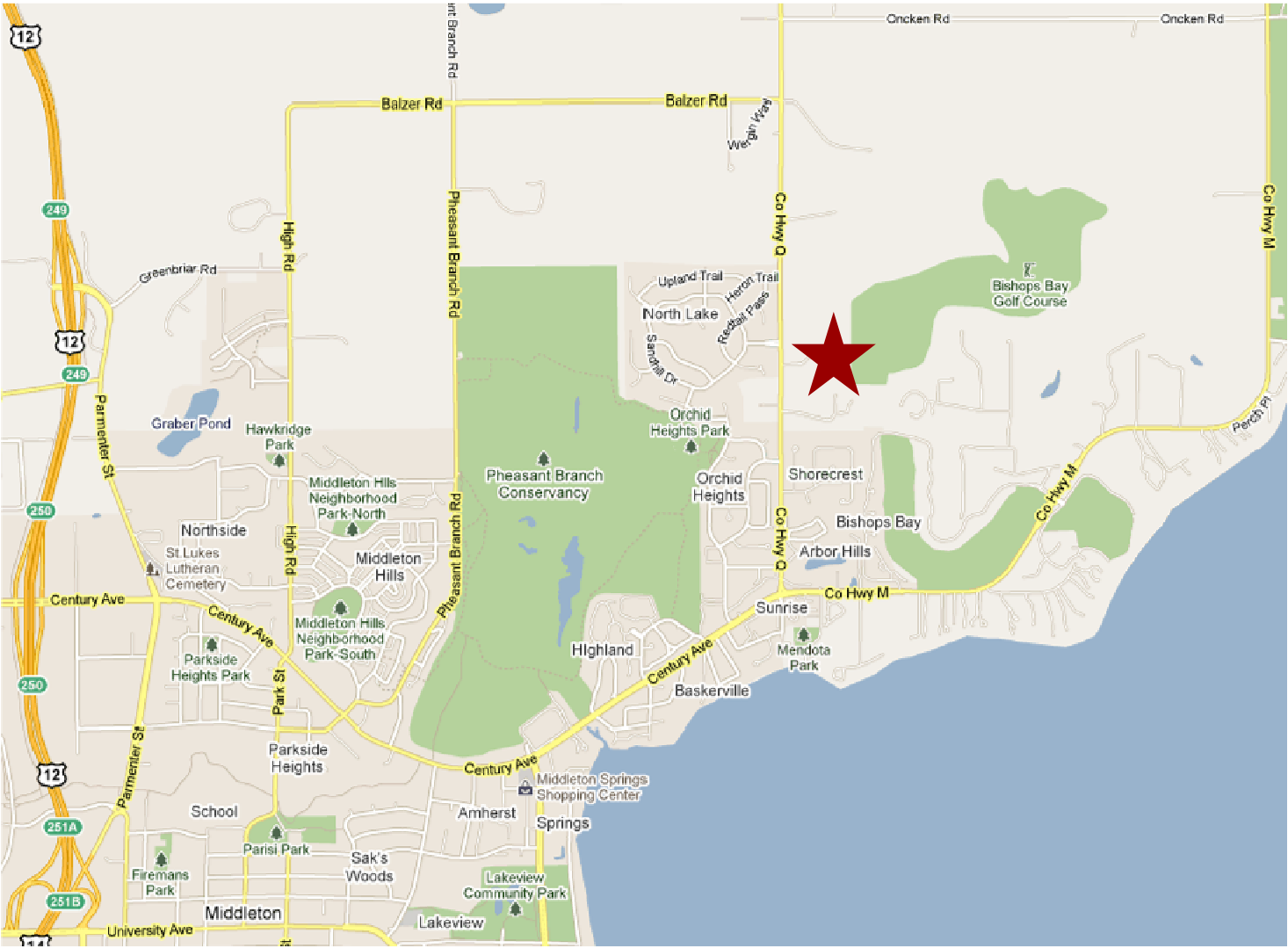
BISHOPS BAY



The Masters, Phase 2
Lots 3 and 4 of CSM
14030
SIP Modification
May 2, 2018

Contents:

- SIP Summary Text
- Location Exhibit
- Phase 2 Existing Site Plan
- Phase 2 Proposed Site Plan
- Phase 2 Cross Section
- Building Elevations



Developer: T.Wall Enterprises, LLC



P.O. Box 620037
Middleton, WI 53562
(608) 831-5500

Overview

This Specific Implementation Plan (SIP) Modification of The Masters, Phase 2 within The Community of Bishops Bay is for design changes. Specific design changes include shifting the building south onto a portion of Lot 4 of CSM 14030 and shifting all surface parking to the north and west side of the building which allowed for the addition of 18 parking stalls.

No additional units are being proposed as part of this modification.

At this time we are only seeking approval of this SIP Modification. A submittal for design review will be made after the City has acted on this SIP Modification request.

Land Use & Density

The proposed building design and residential units will remain unchanged at 58. Therefore, the density is unchanged and consistent with the Master Development Plan.

Building Design Review

The building design will not change. The original design elevations are included for reference. The main themes of this phase are classic Midwest brick and stone building similar to what is seen in Phase 1 of the project. Key delineation elements include arched headers above windows, stone / brick window casings, and classically fenestrated windows.

A cross section has been included to show the building height compared to the canopy trees and single family homes on Briggs Road. Shifting the building south will push it further into the hill and decrease the visibility of the building from residents on Briggs Road.

Building Square Footages

The building footprint has remained unchanged and includes a three level residential building with a gross square floor area of 90,302 S.F. This building has 58 residential units include a residence lobby and recreational area.

Parking and Circulation

The main entrance to Phase 2 of the development for both surface and underground parking is off Bishops Bay Parkway located in the same area of the current curb cut and access to the existing property. The previous SIP included 40 above grade parking stalls. The current parking layout contains 56 above grade stalls including 2 handicap accessible stalls which is an increase of 18 parking stalls. An additional 49 parking stalls are in the heated garage below grade including 2 handicap accessible stalls.

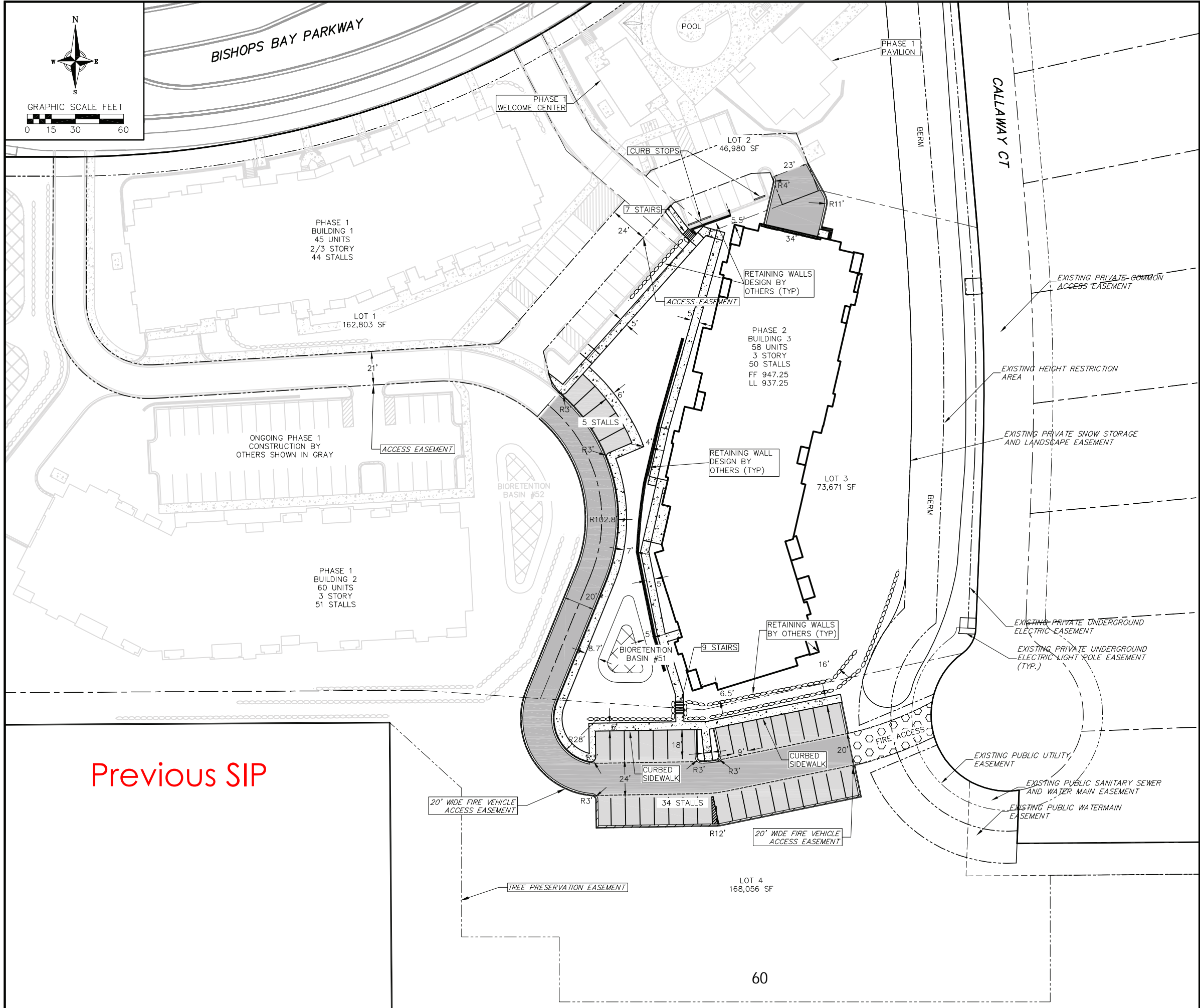
Landscaping

Phase 2 includes the continuation of Phase 1 walkways and terraces between the building and the main residential block. Phase 2 will include landscaping and trees appropriate to the scale of the development. As with other T. Wall Enterprises LLC properties, generous landscaping will be provided. A detailed landscape plan will be submitted with the design review application at a later date.

Parks & Open Space

Although no park or open space is planned for this area in the MDP, the proposed layout includes approximately 1.9 acres of tree preservation area that will remain open (i.e. cannot be constructed within).





Previous SIP

- PHASE 2 SITE PLAN LEGEND**
- EXISTING PROPERTY BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - PROPOSED BOULDER RETAINING WALL
 - PROPOSED BLOCK RETAINING WALL
 - PROPOSED BUILDING OUTLINE
 - PROPOSED ACCESSIBLE ROUTE
 - CURB AND GUTTER (REVERSE CURB HATCHED)
 - PROPOSED CONCRETE
 - PROPOSED LITE-DUTY ASPHALT
 - PROPOSED HEAVY-DUTY ASPHALT
 - PROPOSED PAVERS
 - PROPOSED STORMWATER FACILITY

- PHASE 1 SITE PLAN LEGEND
(CURRENTLY UNDER CONSTRUCTION)**
- EXISTING BUILDING OUTLINE
 - EXISTING BOULDER RETAINING WALL
 - EXISTING BLOCK OR CONCRETE RETAINING WALL
 - CURB AND GUTTER (REVERSE CURB HATCHED)
 - EXISTING TRANSFORMER
 - EXISTING CONCRETE
 - EXISTING STORMWATER FACILITY

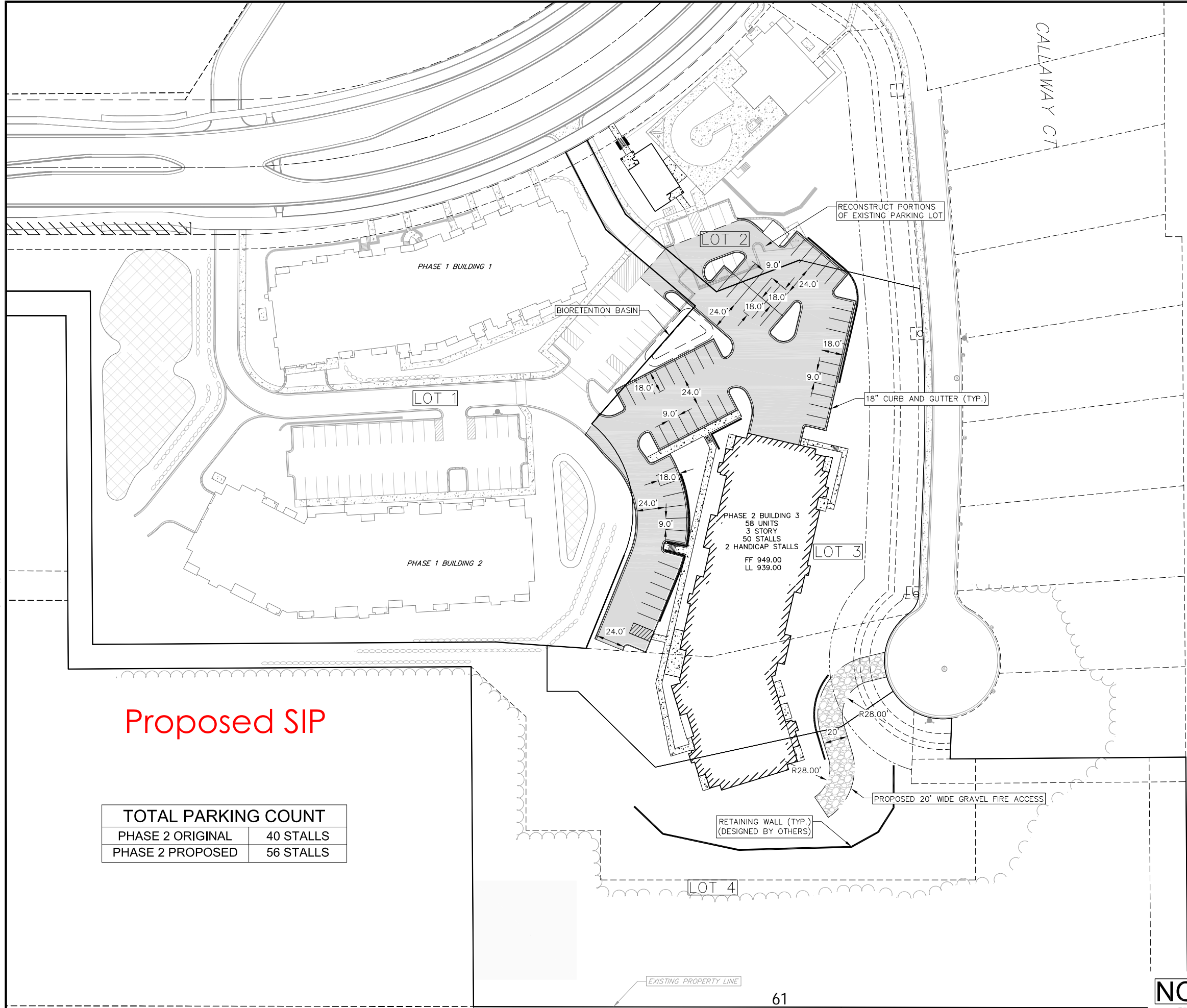
PROPOSED TOTAL IMPERVIOUS
AREA = 38,337 SF

PROPOSED TOTAL BUILDING =
22,323 SF

PROPOSED TOTAL PARKING
AND PAVEMENT = 16,014 SF

Site Plan - Phase 2
The Masters
City of Middleton
Dane County, Wisconsin

REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE
1	12/21/15		
REMARKS		REMARKS	
SIP			
SCALE		SCALE	
AS SHOWN		AS SHOWN	
DATE		DATE	
7/30/15		7/30/15	
DRAFTER		DRAFTER	
JFEL		JFEL	
CHECKED		CHECKED	
PROJECT NO.		PROJECT NO.	
140224		140224	
SHEET		SHEET	
3 OF 10		3 OF 10	
DWG. NO.		DWG. NO.	
C - 2.0		C - 2.0	



Proposed SIP

TOTAL PARKING COUNT	
PHASE 2 ORIGINAL	40 STALLS
PHASE 2 PROPOSED	56 STALLS

- SITE PLAN LEGEND**

 - EXISTING PROPERTY BOUNDARY
 - EXISTING PROPERTY BOUNDARY
 - PROPOSED BOULDER RETAINING WALL
 - PROPOSED BLOCK RETAINING WALL
 - PROPOSED BUILDING OUTLINE
 - PROPOSED ACCESSIBLE ROUTE
 - CURB AND GUTTER (REVERSE CURB HATCHED)
 - PROPOSED CONCRETE
 - PROPOSED LIGHT-DUTY ASPHALT
 - PROPOSED HEAVY-DUTY ASPHALT
 - PROPOSED PAVERS (FUTURE)
 - PROPOSED STORMWATER FACILITY
- EXISTING LEGEND**

 - EXISTING BUILDING OUTLINE
 - EXISTING BOULDER RETAINING WALL
 - EXISTING BLOCK OR CONCRETE RETAINING WALL
 - CURB AND GUTTER (REVERSE CURB HATCHED)
 - EXISTING CONCRETE
 - EXISTING STORMWATER FACILITY

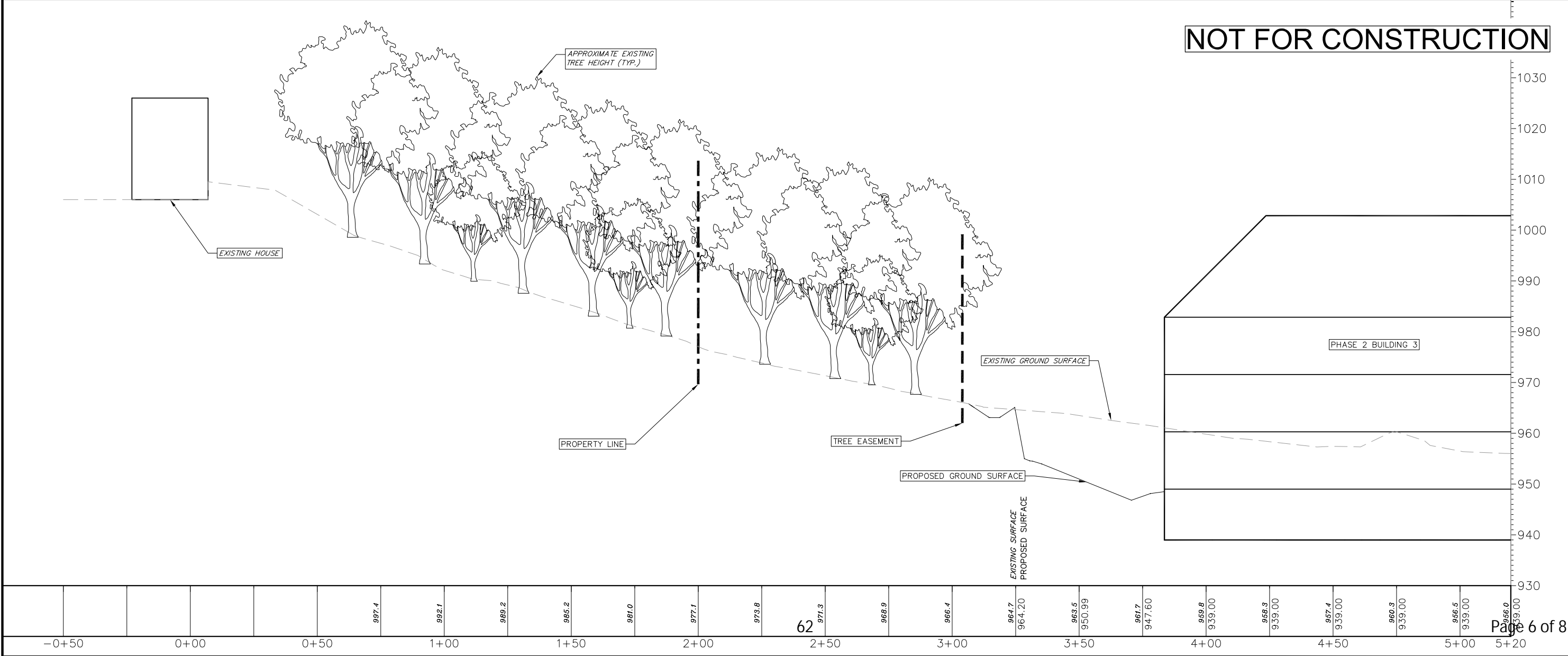
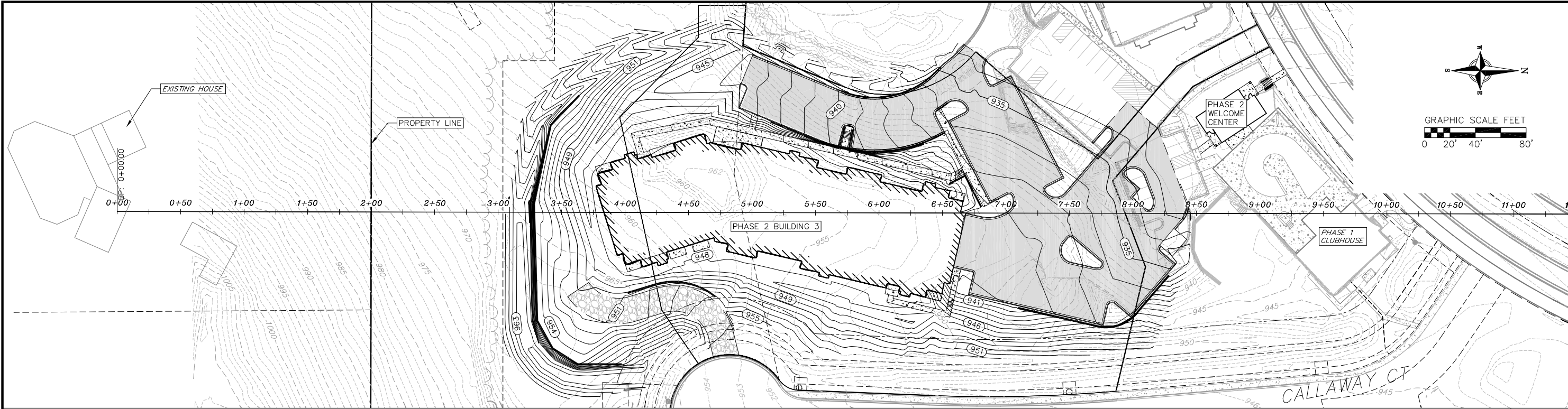
Site Plan - Phase 2 Revised

The Masters
City of Middleton
Dane County, Wisconsin

REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

SCALE AS SHOWN
DATE 05/02/2018
DRAFTER BBAR
CHECKED
PROJECT NO. 140224
SHEET 1 OF 1
DWG. NO.

NOT FOR CONSTRUCTION





vierbicher
planners | engineers | advisors
Phone: (800) 261-3898

Cross Section Through Phase 2 Building 3

The Masters
City of Middleton
Dane County, Wisconsin

REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

SCALE
AS SHOWN

DATE
05/02/2018

DRAFTER
BBAR

CHECKED

PROJECT NO.
140224

SHEET
1 OF 1

DWG. NO.

SCALE: 1/8"=1'-0"
PLOTTED BY: JMD

ORIGINAL SIZE = 24" x 36"
x:\57930\dwg\57930a-A401.dwg



Due to electronic distribution, this drawing may not be printed to the scale indicated on the drawings. Do NOT use scale to determine dimensions or sizes.

PROJECT NUMBER
57930

APPROVED BY
XXX

REVIEWED BY
XXX

DRAWN BY
JMD

12/19/2015 2:22:10 PM

BISHOPS BAY - BACK NINE RESIDENCES
BUILDING 3
BACK NINE II, LLC
MIDDLETON, WI

Angus
Young

Architecture | Engineering
Interiors | Landscape

Balance in Creativity

Janesville: 55 South River Street - Janesville, WI 53148 | Ph. 608.766.2326
Madison: 16 North Carroll Street - Madison, WI 53703 | Ph. 608.284.8225
www.angusyoung.com

ISSUANCES

REVISIONS

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T. Wall Enterprises
Creating Places Where People Interact

Angus
Young
Architecture | Engineering
Interiors | Landscape
Balance in Creativity

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Madison: 16 North Carroll Street - Madison, WI 53703 | Ph. 608.284.8225
www.angusyoung.com



South Elevation



North Elevation



East Elevation



West Elevation