

Report for
City of Fitchburg, Wisconsin

McKee Road Corridor Study

Prepared by:

STRAND ASSOCIATES, INC.®
910 West Wingra Drive
Madison, WI 53715
www.strand.com

June 2015



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INTRODUCTION OF THE STUDY CORRIDOR

The County PD/McKee Road corridor from Commerce Park Drive to Seminole Highway is planned for reconstruction in 2019. The Wisconsin Department of Transportation (WisDOT) Verona Road Project, plans to reconstruct McKee Road in either 2018 or 2019 from Commerce Park Drive west to Fitchrona Road. The study corridor is a highly traveled 0.6-mile length along McKee Road. The study includes traffic analysis along the corridor and intersections and the development and evaluation of conceptual alternatives. The alternatives evaluated include 4-lane and 6-lane divided sections. Figure 1 shows the location of the study.

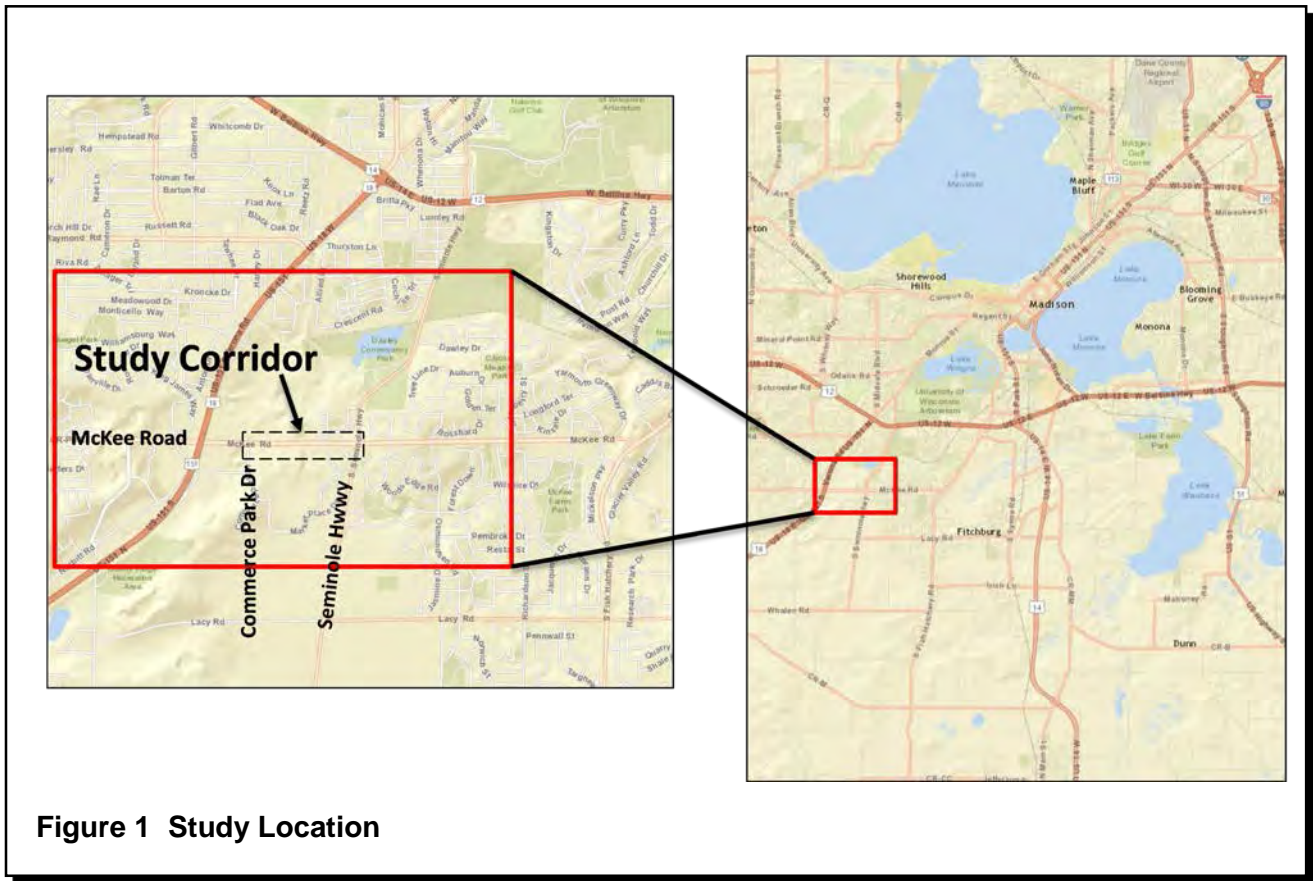


Figure 1 Study Location

Along the study corridor, McKee Road is a 4-lane divided urban arterial roadway that serves local and regional traffic. This section of McKee Road is a highly traveled corridor. The addition of a new single-point interchange at the Verona Road and McKee Road intersection will create a potential for higher levels of traffic on this corridor in the future. McKee Road is also included in the National Highway System (NHS) and is classified as a “MAP-21 NHS Principal Arterial.” The NHS is a roadway network that is important to the nation’s economy, defense, and mobility. The system comprises approximately 160,000 miles of roadway nationwide.

PURPOSE OF STUDY

The purpose of this study is to address the future of McKee road based on other projects and planned redevelopment in the area. The pavement along McKee is reaching its useful age. McKee Road from Seminole Highway to Fish Hatchery was reconstructed in summer 2014 because of its poor condition. Like that project, the Dane County Highway Department has agreed to pay for 50 percent of the pavement costs in 2019. While a simple pavement replacement would improve the rideability of the road, the traffic on this section of the McKee Road corridor has seen dramatic increases in the past few years. The corridor's intersections need to be addressed so that future traffic demands are accommodated along this important arterial. The WisDOT Verona Road reconstruction project is proposing a future interchange at McKee Road that will require the reconstruction of McKee Road from Commerce Park Drive to the west in anticipation of traffic increase along this corridor. The Arrowhead business park study has also indicated the need for additional capacity to support redevelopment growth. The City also has plans to separate the Badger State Bike Trail and McKee Road crossing, which would require McKee Road near the trail to be raised in order for the trail to maintain its current grade. These items are the reasons to study improvements along this important corridor.

TRAFFIC DATA AND FORECASTING

A. Data Collection

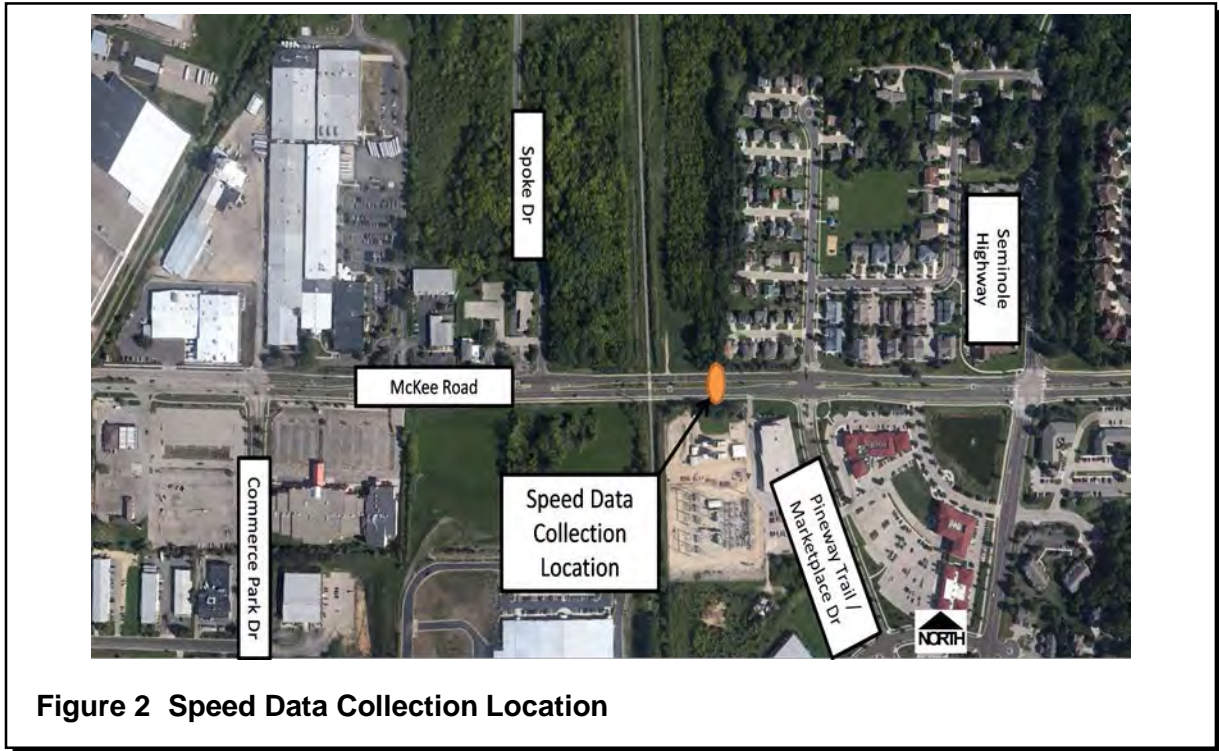
The study team performed turning-movement traffic counts in November 2014 along the study corridor. The turning movements were conducted while the adjacent Verona Road corridor was under construction. The study team was able to reference traffic counts that were conducted prior to the Verona Road construction to determine the diverted traffic using the study corridor. The diverted traffic was subtracted from the base count data for this corridor study.

B. Traffic Forecasting Using Time of Day (TOD) Demand Modeling

The Madison Area Metropolitan Planning Organization (MPO) advised the use of the new WisDOT Dane County TOD Travel Demand Model (demand model) because of its updated land use and household data and TOD function. To determine the future year traffic volumes, the demand model was run for the base (2010) and future year (2050). The growth shown in the demand model was then applied to the 2014 traffic counts to obtain 2050 turning-movement volumes. 2050 was chosen by the study team to be the horizon year because of the parallel with the planned land use being reflected in the updated demand model. Appendix A shows the base and future year traffic volumes as well as the growth applied from the demand model.

C. Speed Data

The study team used NuMetric traffic data collectors to collect 24-hour speed and volume data at the location shown in Figure 2.



Three of the four lanes of data were collected successfully. The NuMetric traffic data recorders rely on electromagnets to collect accurate data. Under the inside westbound lane lies large fiber lines that affected the NuMetric data recorder. As a result, the study team was unable to collect usable data from this lane.

The posted speed at this location on McKee Road is 40 miles per hour (mph). The average speed recorded from three of the four lanes at this location was 40 mph. The 85th percentile speed from the 24-hour data collection interval was approximately 46 mph. Appendix B contains the 24-hour volume and speed data that was collected. If concerns for operating speeds along this corridor exist, it may be prudent for the City to conduct a radar speed study.

TRAFFIC MODELING

The study team used Synchro/SimTraffic Version 8 software for the analysis of the intersections. Synchro is a macroscopic program that uses equations outlined in the Highway Capacity Manual (HCM) 2010 developed by the Federal Highway Administration (FHWA). SimTraffic is a microsimulation program which models individual vehicles on a simulated network that represents existing or proposed street conditions. The vehicles are assigned their routings based on turning-movement counts at each individual intersection.

Operations with both types of analysis are evaluated based on conditions at the intersections. An intersection's level of service (LOS) is based on average delay in seconds per vehicle for traffic entering the intersection. LOS A indicates travelers will experience minimal average delay at an intersection (less than 10 seconds). LOS F indicates the average delay is quite high (more than 50 seconds at an unsignalized intersection and 80 seconds at a signalized

intersection). Table 1 shows the delay thresholds for LOS at signalized and unsignalized intersections.

At unsignalized intersections, the maximum yielding movement delay is reported for the intersection delay. This is done because the high volume of traffic that will go through the intersection with little delay will skew the average intersection delay lower and may result in poor operations not being recognized at the intersection.

LOS	Signalized Intersections (average delay, seconds)	Unsignalized Intersections (average delay, seconds)
A	< 10	< 10
B	10 to 20	10 to 15
C	>20 to 35	>15 to 25
D	>35 to 55	>25 to 35
E	>55 to 80	>35 to 50
F	> 80	> 50

Table 1 LOS Thresholds

For this study, SimTraffic8 results were used to analyze the Base 2014 conditions, future no build (FNB), improved 4-lane section, and new 6-lane section. Seven simulation runs in SimTraffic8 were averaged to obtain operational results including LOS and queueing. Figure 3 shows the extents of the Synchro8 model used for this study.



Figure 3 Synchro8 Model Limits

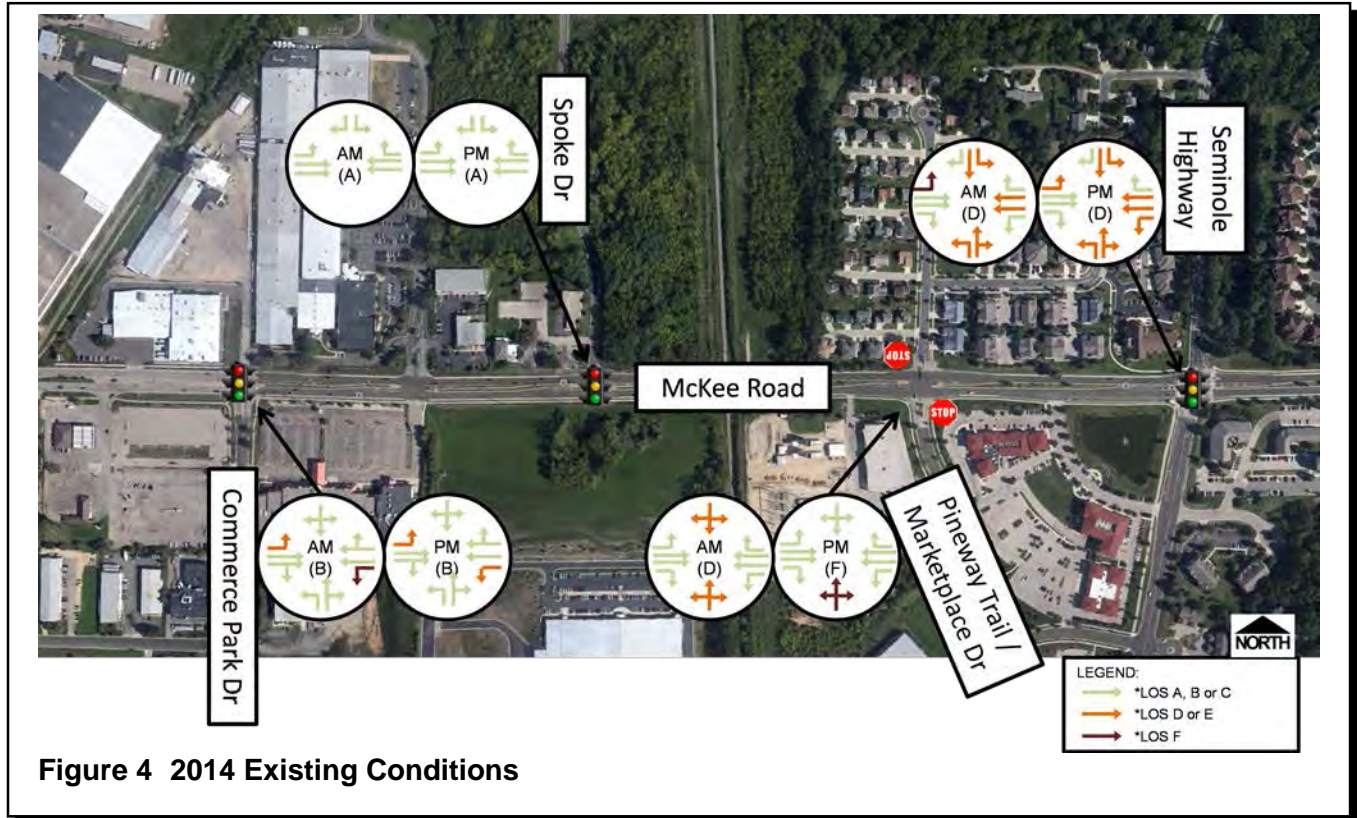
The intersections of McKee Road and Seminole Highway and the intersection of McKee Road and Commerce Park Drive are the two key intersections on the corridor, respectively. The intersections have

the highest traffic volumes intersecting with the study corridor and are the key intersections when comparing a 4- or 6-lane typical section for the study corridor.

The operations at the key intersections in the study corridor are discussed in the following text.

A. 2014 Existing Conditions

Figure 4 shows the 2014 existing lane configurations and the LOS for each movement.



2014 AM Commerce Pkwy & McKee Rd							2014 PM Commerce Pkwy & McKee Rd						
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay
Eastbound	EBL	4	38.8	D	35	16.5	Eastbound	EBL	8	35.8	D	40	17.0
	EBT	1418	14.9	B	300			EBT	1453	20.1	C	355	
	EBR	148	16.9	B				EBR	70	18.5	B		
Westbound	WBL	96	117.9	F	240	Intersection LOS	Westbound	WBL	54	53.4	D	145	Intersection LOS
	WBT	1128	9.3	A	240			WBT	1299	11.3	B	300	
	WBR	4	9.3	A				WBR	1	11.3	B		
Northbound	NBL	71	21.2	C	75	B	Northbound	NBL	175	23.3	C	70	B
	NBT	2	11.8	B	120			NBT	1	14.6	B	180	
	NBR	46	11.8	B				NBR	89	14.6	B		
Southbound	SBL	6	20.8	C	35	B	Southbound	SBL	19	21.2	C	55	B
	SBT	0	0.0	A				SBT	1	10.5	B		
	SBR	6	7.2	A				SBR	13	14.8	B		

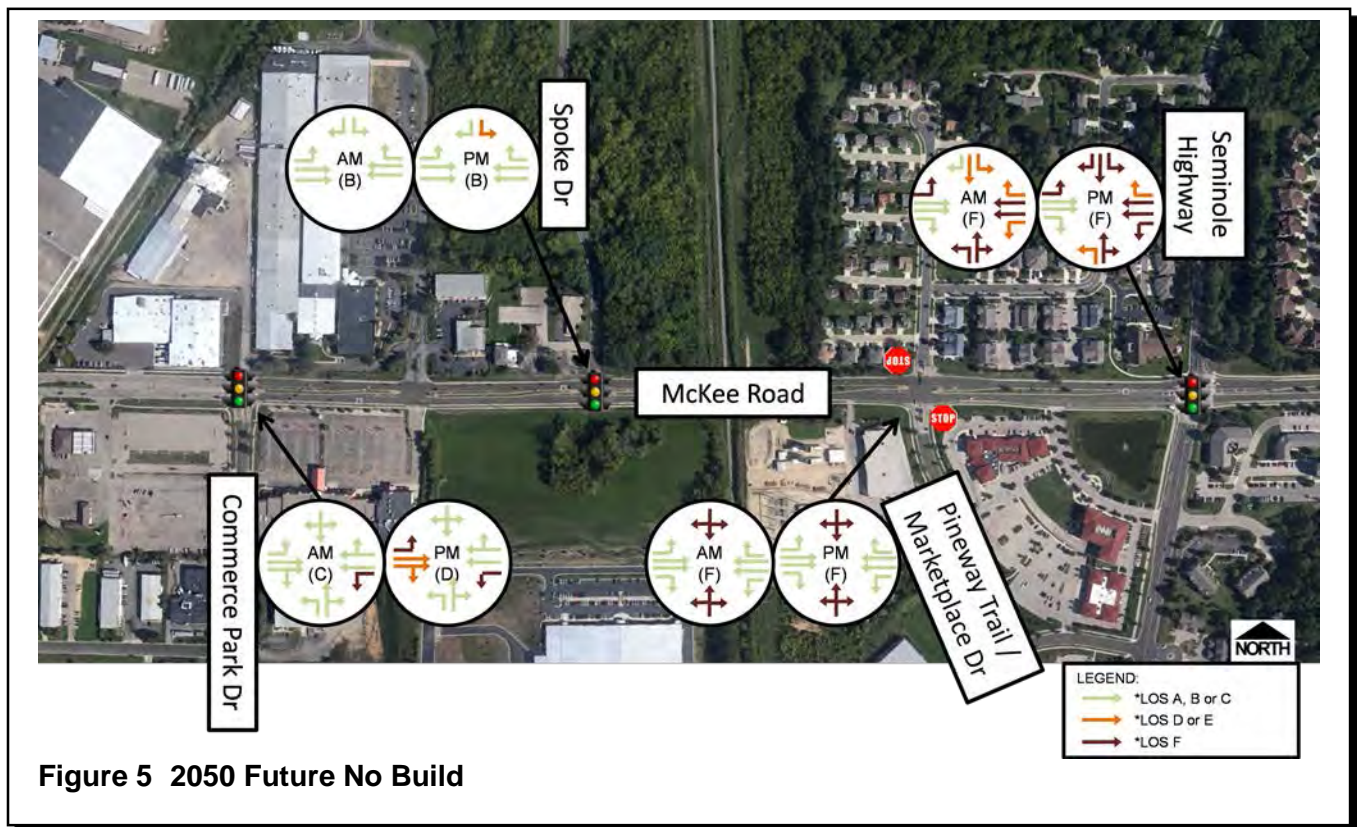
Table 2 2014 Existing Conditions LOS at Commerce Park Drive and McKee Road

2014 AM Seminole Hwy & McKee Rd							2014 PM Seminole Hwy & McKee Rd							
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	
Eastbound	EBL	403	84.8	F	540	39.4	Eastbound	EBL	301	50.9	D	340	42.4	
	EBT	776	20.5	C	270			EBT	1030	32.1	C	410		
	EBR	87	3.3	A	50			EBR	169	4.0	A	65		
Westbound	WBL	50	25.5	C	165		Westbound	WBL	60	53.5	D	285		Intersection LOS
	WBT	771	45.9	D	425			WBT	881	63.1	E	510		
	WBR	175	23.4	C	255			WBR	77	28.2	C	220		
Northbound	NBL	204	45.4	D	205	Intersection LOS	Northbound	NBL	175	51.1	D	200	Intersection LOS	
	NBT	243	51.6	D	300			NBT	149	51.0	D	255		
	NBR	40	39.2	D				NBR	49	37.4	D			
Southbound	SBL	48	38.9	D	85	D	Southbound	SBL	136	42.5	D	165	D	
	SBT	141	44.4	D	180			SBT	184	48.2	D	335		
	SBR	216	17.5	B	145			SBR	305	22.1	C	210		

Table 3 2014 Existing Conditions LOS at Seminole Highway and McKee Road

B. Future No Build

Figure 5 shows the existing lane configurations and the LOS for each movement under 2050 future conditions for the AM and PM peak hour.



2050 AM Commerce Pkwy & McKee Rd							2050 PM Commerce Pkwy & McKee Rd						
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay
Eastbound	EBL	5	27.6	C	0	31.2	Eastbound	EBL	10	86.7	F	25	43.2
	EBT	1850	27.6	C	525			EBT	1895	65.1	E	935	
	EBR	193	30.5	C				EBR	91	68.1	E		
Westbound	WBL	125	276.8	F	355	Intersection LOS	Westbound	WBL	70	152.2	F	185	Intersection LOS
	WBT	1471	17.2	B	585			WBT	1694	10.9	B	200	
	WBR	5	14.8	B				WBR	1	0.0	A		
Northbound	NBL	91	22.3	C	80	C	Northbound	NBL	223	26.8	C	70	D
	NBT	3	19.0	B	140			NBT	1	21.8	C	240	
	NBR	59	12.5	B				NBR	113				
Southbound	SBL	9	15.1	B	45	C	Southbound	SBL	29	21.1	C	70	D
	SBT	0	0.0	A				SBT	2	0.0	A		
	SBR	9	15.1	B				SBR	20	14.6	B		

Table 4 2050 Future No Build LOS at Commerce Park Drive and McKee Road

2050 AM Seminole Hwy & McKee Rd							2050 PM Seminole Hwy & McKee Rd						
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay
Eastbound	EBL	532	176.2	F	785	91.4	Eastbound	EBL	397	142.9	F	715	84.9
	EBT	1024	25.1	C	845			EBT	1359	54.8	D	680	
	EBR	115	4.7	A	55			EBR	223	7.1	A	315	
Westbound	WBL	64	67.9	E	315	Intersection LOS	Westbound	WBL	77	83.3	F	270	Intersection LOS
	WBT	987	106.5	F	475			WBT	1128	114.7	F	450	
	WBR	224	71.7	E	260			WBR	99	78.4	E	230	
Northbound	NBL	315	92.4	F	1185	F	Northbound	NBL	270	73.9	E	430	F
	NBT	375	245.0	F	1075			NBT	230	97.8	F	595	
	NBR	62	131.6	F				NBR	76	79.3	E		
Southbound	SBL	62	39.6	D	90	F	Southbound	SBL	175	98.1	F	200	F
	SBT	181	55.6	E	130			SBT	237	100.9	F	1245	
	SBR	278	22.4	C	185			SBR	392	83.2	F	225	

Table 5 2050 Future No Build LOS at Seminole Highway and McKee Road

C. 2050 with 4-Lane Typical Section

One alternative for the corridor is to maintain the existing 4-lane section while replacing the pavement and base course like the 2014 reconstruction on McKee Road east of Seminole Highway. This improvement would also include full reconstruction at the intersections to improve capacity. The future 4-lane LOS and modeling results can be found in Figure 6 and Tables 6 and 7.

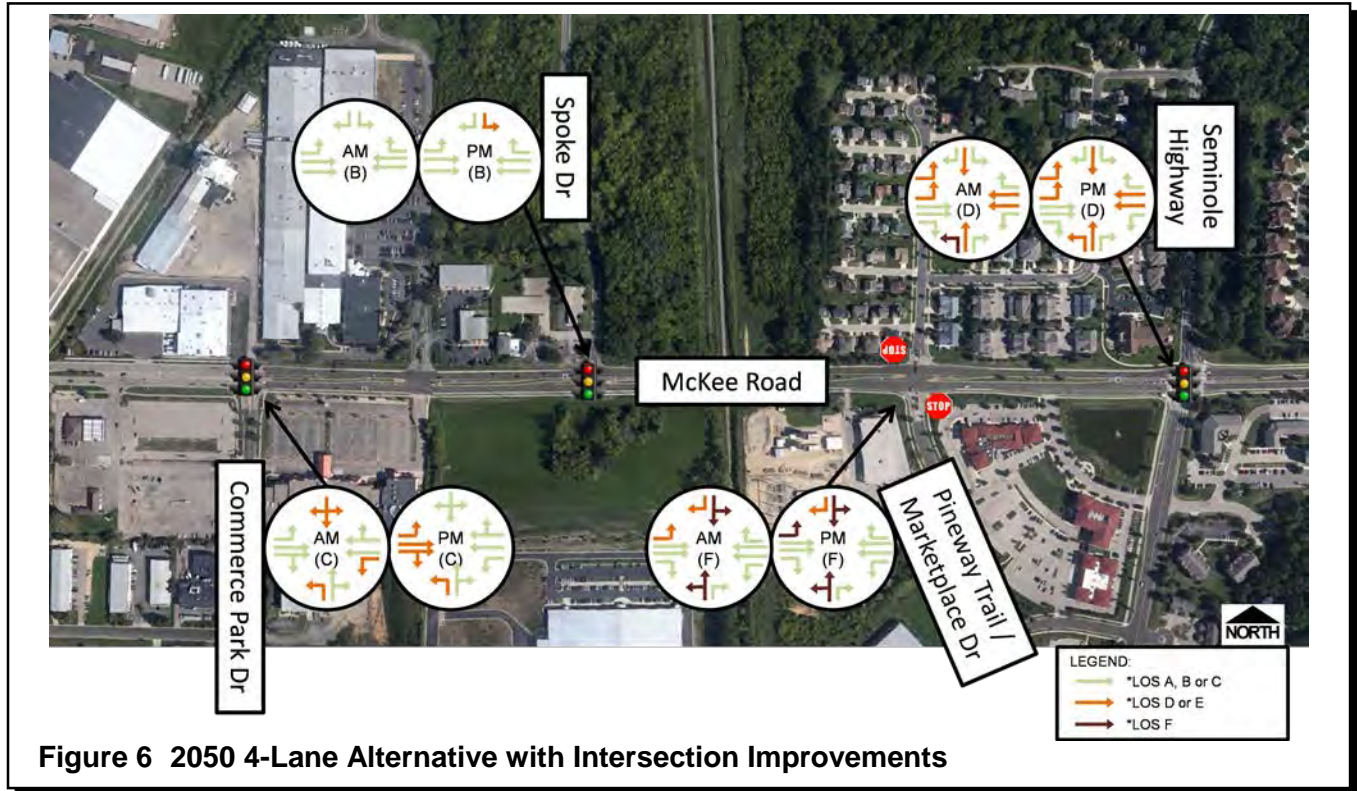


Figure 6 2050 4-Lane Alternative with Intersection Improvements

2050 AM 4-Lane - Commerce Pkwy & McKee Rd							2050 PM 4-Lane - Commerce Pkwy & McKee Rd						
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay
Eastbound	EBL	5	33.5	C	25	23.3	Eastbound	EBL	10	46.5	D	510	32.0
	EBT	1850	31.9	C	600			EBT	1895	49.1	D	885	
	EBR	193	32.2	C	600			EBR	91	46.9	D	870	
Westbound	WBL	125	46.2	D	145		Westbound	WBL	70	31.5	C	90	
	WBT	1471	8.4	A	230			WBT	1694	8.3	A	190	
	WBR	5	5.6	A	230			WBR	1	0.0	A	205	
Northbound	NBL	91	47.1	D	150	Northbound	NBL	223	53.1	D	280	Intersection LOS	
	NBT	3	18.4	B	95		NBT	1	0.0	A	110		
	NBR	59	21.8	C	95		NBR	113	24.7	C	75		
Southbound	SBL	9	39.0	D	45	C	Southbound	SBL	29	32.6	C	C	
	SBT	0	0	A				75					
	SBR	9	20.0	B				20	23.2	C			

Table 6 2050 4-Lane Alternative LOS Commerce Park Drive and McKee Road

2050 AM 4-Lane - Seminole Hwy & McKee Rd							2050 PM 4-Lane - Seminole Hwy & McKee Rd						
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay
Eastbound	EBL	532	44.7	D	215	37.7	Eastbound	EBL	397	73.6	E	240	45.2
	EBT	1024	14.1	B	285			EBT	1359	27.1	C	370	
	EBR	115	3.4	A	60			EBR	223	4.4	A	80	
Westbound	WBL	64	22.4	C	255		Westbound	WBL	77	31.9	C	425	
	WBT	987	48.0	D	470			WBT	1128	74.5	E	525	
	WBR	224	9.9	A	280			WBR	99	6.7	A	550	
Northbound	NBL	315	88.6	F	460	Northbound	NBL	270	47.5	D	265	Intersection LOS	
	NBT	375	58.2	E	485		NBT	230	43.2	D	220		
	NBR	62	6.8	A	30		NBR	76	12.3	B	55		
Southbound	SBL	62	32.7	C	70	D	Southbound	SBL	175	29.7	C	170	D
	SBT	181	62.5	E	255			SBT	237	59.7	E	305	
	SBR	278	16.3	B	155			SBR	392	23.6	C	245	

Table 7 2050 4-Lane Alternative LOS at Seminole Highway and McKee Road

D. 2050 with 6-Lane Typical Section

Another alternative for this section of McKee Road would be an expansion from the existing divided 4-lane section to a divided 6-lane typical section. McKee Road west of the Commerce Drive Park intersection will be converted to a 6-lane typical section when the Verona Road/McKee Road interchange is installed. WisDOT has requested the 6-lane typical section be carried farther east of Commerce Park Drive in the future to improve the signal operations at the Commerce Park Drive signalized intersections by reducing the eastbound queue at the intersection. The future 6-lane LOS and modeling results can be found in Figure 7 and Tables 8 and 9.

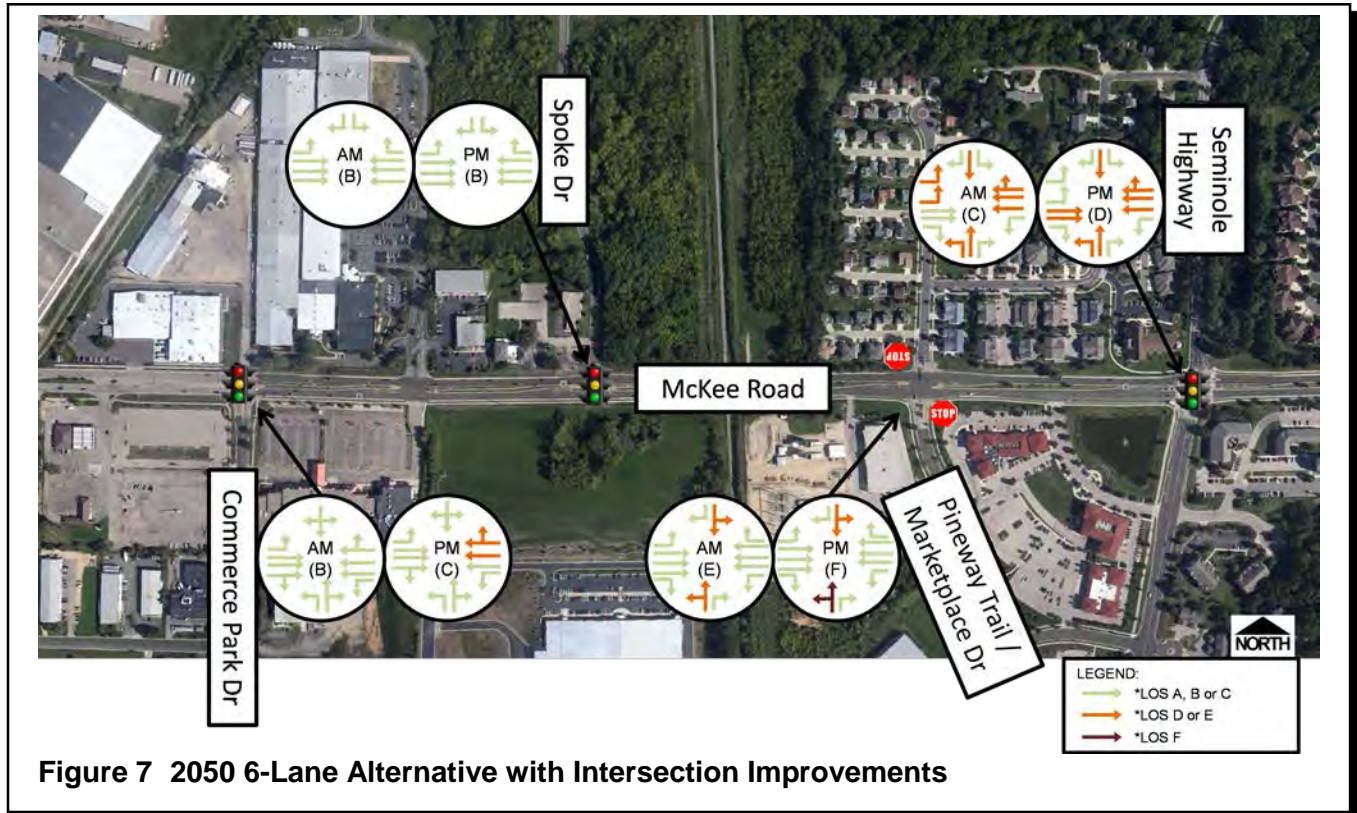


Figure 7 2050 6-Lane Alternative with Intersection Improvements

2050 AM 6-Lane - Commerce Pkwy & McKee Rd							2050 PM 6-Lane - Commerce Pkwy & McKee Rd								
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay		
Eastbound	EBL	5		A	25		17.7	Eastbound	EBL	10	25.6	C		25	41.7
	EBT	1850	20.7	C	350	EBT			1895	23.7	C	370			
	EBR	193	21.5	C	350	EBR			91	22.7	C	370			
Westbound	WBL	125	34.2	C	145	B		Westbound	WBL	70	25.1	C	275	D	
	WBT	1471	11.6	B	235				WBT	1694	67.7	E	545		
	WBR	5	4.3	A	235				WBR	1	0.0	A			
Northbound	NBL	91	31.5	C	135		Intersection LOS	Northbound	NBL	223	31.3	C	210		D
	NBT	3	25.3	C	100				NBT	1	25.1	C	115		
	NBR	59	12.5	B					NBR	113	13.6	B			
Southbound	SBL	9	32.3	C	55	B		Southbound	SBL	29	28.6	C	65	D	
	SBT	0	0.0	A					SBT	2	28.6	C			
	SBR	9	13.6	B					SBR	20	27.2	C			

Table 8 2050 6-Lane Alternative LOS at Commerce Park Drive and McKee Road

2050 AM 6-Lane - Seminole Hwy & McKee Rd							2050 PM 6-Lane - Seminole Hwy & McKee Rd							
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	
Eastbound	EBL	532	67.4	E	305	33.2	Eastbound	EBL	397	25.3	C	225	41.1	
	EBT	1024	14.6	B	225			EBT	1359	40.3	D	545		
	EBR	115	3.1	A	60			EBR	223	6.1	A	105		
Westbound	WBL	64	24.8	C	75		Westbound	WBL	77	29.4	C	185		Intersection LOS
	WBT	987	42.5	D	400			WBT	1128	56.9	E	485		
	WBR	224	25.0	C	285			WBR	99	32.0	C	355		
Northbound	NBL	315	44.0	D	300	Intersection LOS	Northbound	NBL	270	65.2	E	390	Intersection LOS	
	NBT	375	46.2	D	430			NBT	230	51.6	D	240		
	NBR	62	7.1	A	40			NBR	76	10.8	B	45		
Southbound	SBL	62	24.9	C	80	C	Southbound	SBL	175	28.5	C	155	D	
	SBT	181	43.6	D	205			SBT	237	58.9	E	295		
	SBR	278	8.6	A	115			SBR	392	13.4	B	180		

Table 9 2050 6-Lane Alternative LOS at Seminole Highway and McKee Road

E. McKee Road and Spoke Drive

The signalized intersection of McKee Road and Spoke Drive will likely have minor delays at the horizon year of 2050. This signalized intersection was recently added as part of the Arrowhead Business Park Redevelopment project. This project included a direct connect of Spoke Drive to the East Verona Road Frontage Road. The future traffic projections and lower peak-hour movements will have minimal impact on the McKee Road corridor. The intersection will likely operate similar to the key intersections in the corridor. The 4- and 6-lane corridor modeling results can be found in Tables 10 and 11.

2050 AM 4-Lane - Spoke Drive & McKee Road							2050 PM 4-Lane - Spoke Drive & McKee Road							
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	
Eastbound	EBL	191	27.8	C	155	14.0	Eastbound	EBL	80	28.8	C	95	10.5	
	EBT	1751	9.1	A	280			EBT	1847	4.5	A	140		
	EBR	--	--	--	--			EBR	--	--	--	--		
Westbound	WBL	--	--	--	--		Westbound	WBL	--	--	--	--		Intersection LOS
	WBT	1524	17.7	B	315			WBT	1781	12.3	B	265		
	WBR	140	8.7	A	150			WBR	64	7.3	A	145		
Northbound	NBL	--	--	--	--	Intersection LOS	Northbound	NBL	--	--	--	--	Intersection LOS	
	NBT	--	--	--	--			NBT	--	--	--	--		
	NBR	--	--	--	--			NBR	--	--	--	--		
Southbound	SBL	33	28.9	C	60	B	Southbound	SBL	152	36.2	D	165	B	
	SBT	--	--	--	--			SBT	--	--	--	--		
	SBR	46	17.1	B	65			SBR	179	21.1	C	135		

Table 10 2050 4-Lane Alternative McKee Road and Spoke Drive LOS

2050 AM 6-Lane - Spoke Drive & McKee Road							2050 PM 6-Lane - Spoke Drive & McKee Road							
Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	Approach	Movement	Volume	Delay	LOS	95th Percentile Queue (ft)	Intersection Delay	
Eastbound	EBL	191	22.1	C	140	11.2	Eastbound	EBL	40	20.7	C	90	10.8	
	EBT	1751	1.5	A	50			EBT	1912	3.0	A	210		
	EBR	--	--	--	--			EBR	--	--	--	--		
Westbound	WBL	--	--	--	--		Westbound	WBL	--	--	--	--		Intersection LOS
	WBT	1524	19.7	B	280			WBT	1926	15.8	B	195		
	WBR	140	7.9	A	175			WBR	35	6.0	A	55		
Northbound	NBL	--	--	--	--	Intersection LOS	Northbound	NBL	--	--	--	--	Intersection LOS	
	NBT	--	--	--	--			NBT	--	--	--	--		
	NBR	--	--	--	--			NBR	--	--	--	--		
Southbound	SBL	33	30.9	C	50	B	Southbound	SBL	50	32.0	C	60	B	
	SBT	--	--	--	--			SBT	--	--	--	--		
	SBR	46	10.6	B	55			SBR	5	15.9	B	65		

Table 11 2050 6-Lane Alternative McKee Road and Spoke Drive LOS

F. McKee Road and Pineway Trail/Marketplace Drive

The unsignalized intersection of McKee Road and Marketplace Drive has failing movements today. The modeling indicates additional movements will fail as the intersection approaches the horizon year of 2050. The northbound left-outs fail during both AM and PM peak periods during the existing peak condition. The City should continue to monitor the delay at this intersection and consider potential solutions for this intersection to discourage left-turning movements.

In addition, the City of Fitchburg is planning to locate a fire station directly south of the intersection along Marketplace Drive. If this occurs, the City could either add a signal at this location or consider the installation of an Emergency-Vehicle Hybrid Beacon in accordance with the Manual on Uniform Traffic Control Devices. Neither should have negative effect on the 4- or 6-lane McKee alternatives.

ALTERNATIVE TYPICAL SECTIONS

Two alternative typical sections were developed and evaluated as part of this planning study. The typical sections that were investigated include a 4-lane divided (similar to existing conditions) and a 6-lane divided system. In addition, a hybrid of the two alternatives along the corridor will also be briefly discussed. Appendix C contains several typical sections along with their desirable dimensions.

A. 4-Lane Section

The first alternative evaluated was the 4-lane typical section. This option uses the existing conditions. The existing section includes two 11.15-foot lanes in each direction; these lanes would be replaced. The existing 5.4-foot bike lane in each direction would remain, as well as most of the existing median and curb and gutter along both sides, in both directions. This reconstruction would be very similar to the 2014 McKee Road Reconstruction project from Seminole Highway to Fish Hatchery Road.

The existing median has several breaks for left-turn bays. In some locations, portions of the median would be removed to adjust for longer left-turn bays. Figure 8 shows the proposed cross section with desirable lane widths and bicycle and pedestrian accommodations. Appendix C also contains this typical section.

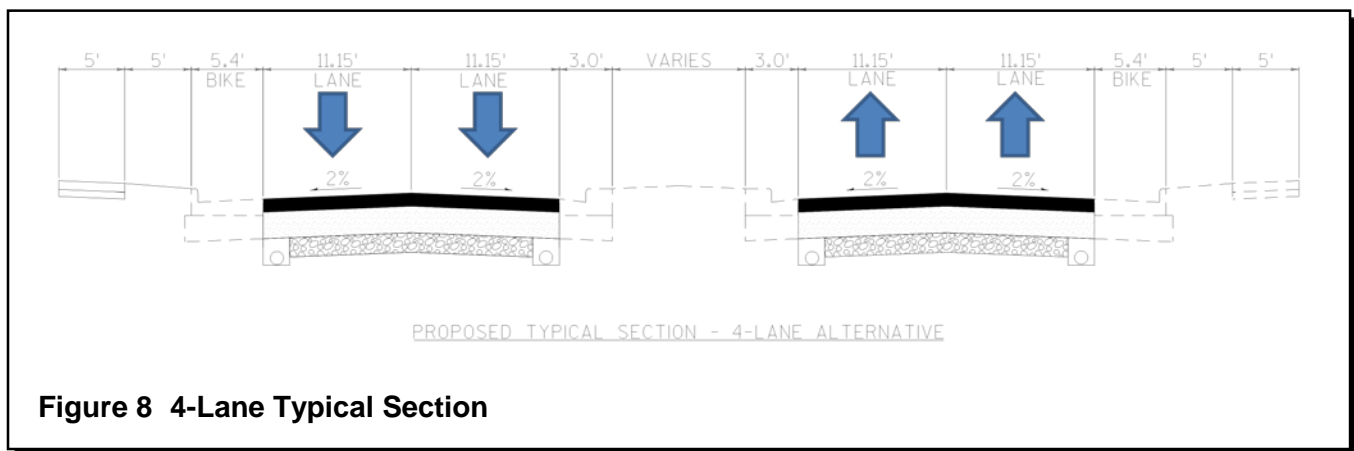


Figure 8 4-Lane Typical Section

B. 6-Lane Section

A 6-lane alternative was also evaluated as a conceptual alternative. The desirable typical section for this alternative can be seen in Figure 9. This section consists of three 11-foot lanes in each direction, a 5-foot terrace, and a 5-foot sidewalk in both directions. The eastbound and westbound lanes would be separated by a median. The existing median will primarily have to be relocated and replaced. The width of the median varies along the stretch of the corridor. The sidewalk on the south side of the corridor could be a 10-foot path from Commerce Park Drive to the Badger State Trail to accommodate multimodal traffic to the trail. This section was located along the corridor to minimize right of way impacts on the north side, which shifted the original centerline south along the corridor. Appendix C also contains this typical section.

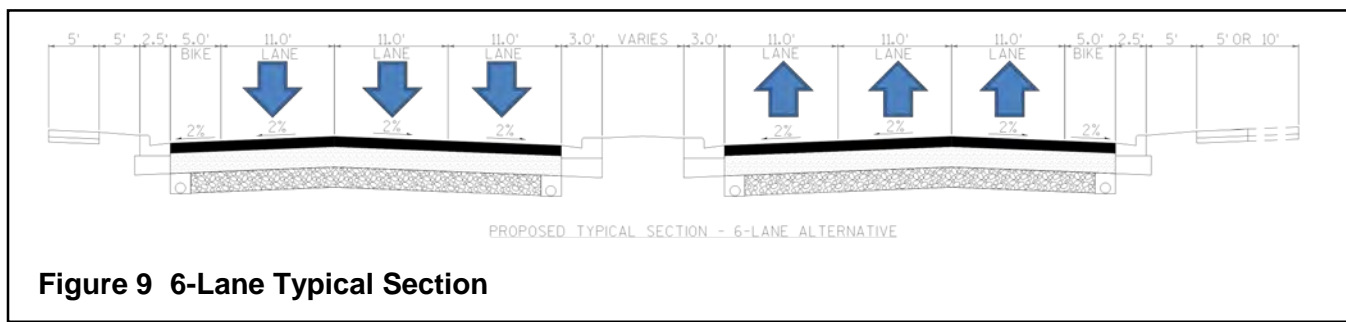


Figure 9 6-Lane Typical Section

CONCEPTUAL LAND IMPACTS

Each of the typical sections considered will have some impacts along the corridor if constructed. There are several access points to commercial buildings along the corridor; some of these buildings have signage close to the existing roadway. The impacts of each typical section alternative are discussed in the following sections.

A. 4-Lane Divided

Reconstructing the 4-lane section would have minor impacts along the length of the corridor. The majority of the impacts would occur at the intersection of McKee Road and Seminole Highway. The changes to this intersection would include the addition of an eastbound double left turn and additional length to the southbound Seminole Highway left- and right-turn lanes. These changes would have both right of way and utility relocation impacts.

B. 6-Lane Divided

The 6-lane divided section would impact the length of the study corridor. The 6-lane section is 102 feet from face-of-curb to face-of-curb compared to approximately 80 feet for the existing section. The 6-lane option also has land acquisitions along the length of the study corridor. Most of the land acquisition will be on the south side of McKee Road, where most of the commercial buildings and business are set back from the existing right of way. The City requested the centerline of the roadway be shifted south to avoid residential properties along the north side of the corridor.

Figure 11 shows a portion of the study corridor where right of way acquisition would be necessary. On the north side of McKee Road, residential areas are close to the existing right of way, in comparison to

the south side, where business are located farther from the existing right of way. There are other locations where right of way acquisition would be needed.

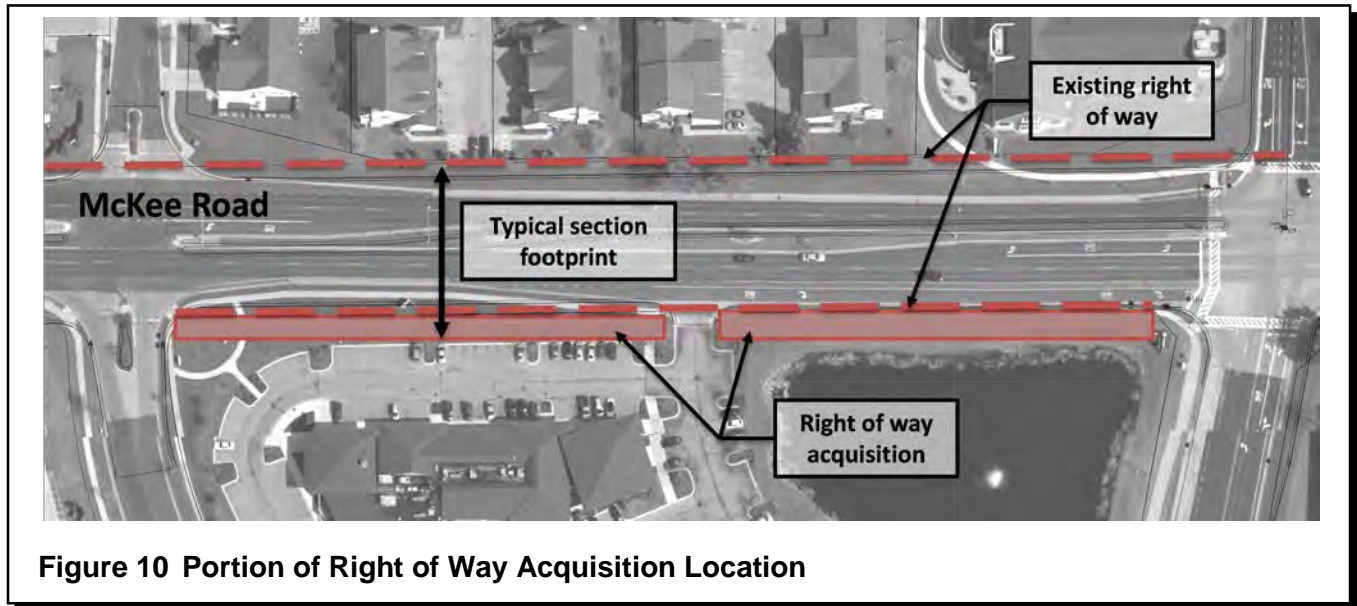


Figure 10 Portion of Right of Way Acquisition Location

PLANNING LEVEL OPINION OF PROBABLE COSTS

For the 4-lane and 6-lane alternatives, a planning level opinion of probable cost was prepared. Each opinion of probable cost consists of three components: land acquisition, utility relocation and construction costs. Appendix D contains the complete planning level opinion of probable construction cost analysis. Table 12 shows a summary of the planning level opinion of probable cost for each conceptual typical section. It should be noted that the design costs in Table 12 do not include costs for the vertical changes along McKee Road for the future Badger State Trail separation project. The costs also assume that the current stormwater trunk line under McKee Road has sufficient capacity to convey stormwater for the 4- and 6-Lane Alternatives.

Typical Section Alt	Land Acquisition	Utility Relocation	Construction	Total Estimate
4-lane Divided	\$52,000	N/A	\$3,830,450	\$3,882,450
6-lane Divided	\$325,000	\$995,000*	\$5,816,700	\$7,136,700*

*The utility relocation cost may be reduced if the overhead is within the existing right-of-way without an easement.

Table 12 Planning Level Opinion of Probable Cost

A. Land Acquisition

Land acquisition was one of the first components reviewed. The total area, to be acquired was estimated by offsetting the line for the back of sidewalk for each cross section by 1 foot and then measuring the area of the overlapping cross section and parcel. After the areas were compiled, an opinion of cost for

land acquisition was prepared for each section based on their classification. It was found that on average, residential parcels were approximately \$8/square foot and commercial parcels were \$12/square foot. This cost was based on the current prices being quoted to acquire right of way for the Verona Road interchange. In both alternatives, very little, if any, residential right of way needed to be purchased. Most of the land acquisition was of the commercial classification.

B. Utility Relocations

The next component evaluated was the opinion of probable private utility relocations along the project corridor. A majority of the relocation cost would be the power lines on both the north and south side of the corridor from the bike trail to the west. The 4-lane option would avoid the relocations but the 6-lane option would affect both the north and south side power lines. The City has mentioned burying the power lines along this corridor, but for comparison in this study, we assumed the lines would remain overhead and just relocated.

There are 13 wooden utility poles west of the Badger State Trail and three to the east before Pineway Trail that would need to be relocated as part of the 6-lane alternative. The approximate cost of these relocations is \$15,000/pole if they are replaced with wooden poles. If replaced with steel, the cost is \$75,000/pole. There is one large ATC tower on the south side of McKee Road near the Badger State Trail that would need to be replaced with the 6-lane alternative. The cost to replace this tower is estimated to be \$500,000. For this comparison, we assumed the cost replacement of steel poles on the south side of McKee Road and wood poles on the north. The total cost for overhead power relocation is \$995,000. It appears the utility poles are within the public right-of-way. If the poles are not within an easement, the City may require relocation without compensation.

C. Stormwater Management

The City will also require stormwater management for additional impervious area added to the study corridor. If the existing storm sewer is adequately sized, it will not need to be replaced for the 4-lane option. The 6-lane option will be adding additional impervious area along the length of the study corridor and might require a larger storm sewer. Retention basins may also be required because of the additional volume of runoff created by the additional impervious area. Rather than creating a new stormwater retention basin, it could be possible to divert some of the runoff volume to existing basins that are not at capacity. Additional costs for the 6-lane option will need to be determined at the time of design. For this study we assumed the existing storm sewer trunk line under McKee Road would meet the City's storm water conveyance standards.

D. Profile Adjustments

The City plans to submit a grant for the separation of the Badger State Trail and McKee Road. The separation project would require the existing profile of McKee Road to be raised to allow for the trail to maintain its current location. The roadway profile change will result in a full reconstruction of McKee Road both east and west of the Badger State Trail. The improvements would likely also include right-of-way acquisition and utility relocation. These additional cost for the trail/road separation project were not included in the planning level opinion of probable cost for this study as the 4- and 6-Lane Alternatives will be effected equally.

E. Construction

The third component of the planning level opinion of probable cost was the construction cost. The cost for construction was determined based on quantities estimated from each alternative and an average cost for materials from projects in urban corridors with similar cross sections. Appendix D contains a complete planning level opinion of probable construction cost.

CONCLUSIONS AND RECOMMENDATIONS

There is a clear need for improvements along McKee Road between Commerce Park Drive and Seminole Highway. The improvements evaluated in this corridor study include the following:

1. No-Build Alternative.
2. 4-Lane Alternative with intersection improvements.
3. 6-Lane Alternative with intersection improvements.

There are advantages and disadvantages of each of the evaluated improvement alternatives.

Based on the modeling results the following recommendations are suggested:

1. Consider Commerce and Seminole intersection improvements that include:
 - a. Eastbound right-turn lane at Commerce.
 - b. Eastbound dual left-turn lanes at Seminole.
 - c. Northbound right-turn lane at Seminole.
 - d. Westbound right-turn lane at Seminole.
 - e. Eliminating the split phasing at Seminole.
2. Consider restricting through/left movements from Pineway/Marketplace during peak hours.
3. The 4-Lane Alternative with intersection improvements provides acceptable overall intersection LOS at the 2050 horizon year.
4. Require TIAs for development north and south of the Spoke Drive intersection that exceed the traffic generation stated in the Arrowhead Redeployment Plan.
5. Control future building setbacks along McKee Road to maintain the ability for a future right of way expansion.

Another thing to consider along this corridor is the need for bike/pedestrian accommodations. Although the existing conditions 4- and 6-lane options provide bike lanes on McKee Road, the high traffic volumes suggest a need for an off-street facility for improved bike use along this corridor. The Verona Road project will be extending a multiuse path from the McKee/Verona Road interchange to Commerce Drive. The City should consider carrying a multiuse path along the south side of McKee to Seminole Highway providing a nice link between the Military Ridge Trail, Badger State Trail, and Seminole Highway biking network.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Fitchburg
Street: County PD**

A study of vehicle traffic was conducted with HI-STAR unit number 8470. The study was done in the EB Inside Lane lane at County PD in Fitchburg, Wi in NC97 Bin county. The study began on Nov/11/2014 at 04:00:00 PM and concluded on Nov/12/2014 at 04:00:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8418 vehicles passed through the location with a peak volume of 215 on Nov/11/2014 at [16:45-17:00] and a minimum volume of 1 on Nov/12/2014 at [01:45-02:00]. The AADT count for this study was 8,418.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 36 - 41 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 14.57% vehicles exceeding the posted speed of 40 MPH. The HI-STAR found 0.67 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 36MPH and the 85th percentile was 45.92 MPH.

< to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to >					
0	90	96	146	438	1354	2682	2216	818	252	73	30	12	10	3					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7817 which represents 95 percent of the total classified vehicles. The number of Vans & Pickups in the study was 269 which represents 3 percent of the total classified vehicles. The number of Busses & Trucks in the study was 81 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 53 which represents 1 percent of the total classified vehicles.

< to 16	17 to 23	24 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to >												
5451	2366	269	81	23	18	9	3												

CHART 2

HEADWAY

During the peak traffic period, on Nov/11/2014 at [16:45-17:00] the average headway between vehicles was 4.167 seconds. During the slowest traffic period, on Nov/12/2014 at [01:45-02:00] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 29.00 and 42.00 degrees F. The HI-STAR determined that the roadway surface was Dry 100.00% of the time.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Fitchburg
Street: County PD**

A study of vehicle traffic was conducted with HI-STAR unit number 8443. The study was done in the EB Outside Lane lane at County PD in Fitchburg, Wi in NC97 Bin county. The study began on Nov/11/2014 at 04:00:00 PM and concluded on Nov/12/2014 at 04:00:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7785 vehicles passed through the location with a peak volume of 225 on Nov/11/2014 at [17:15-17:30] and a minimum volume of 0 on Nov/12/2014 at [01:45-02:00]. The AADT count for this study was 7,785.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 36 - 41 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 15.93% vehicles exceeding the posted speed of 40 MPH. The HI-STAR found 0.48 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 36MPH and the 85th percentile was 46.41 MPH.

< to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to >					
0	29	184	164	351	1153	2273	2164	835	261	65	19	9	6	2					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6789 which represents 90 percent of the total classified vehicles. The number of Vans & Pickups in the study was 415 which represents 6 percent of the total classified vehicles. The number of Busses & Trucks in the study was 177 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 134 which represents 2 percent of the total classified vehicles.

< to 16	17 to 23	24 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to >												
4500	2289	415	177	61	50	14	9												

CHART 2

HEADWAY

During the peak traffic period, on Nov/11/2014 at [17:15-17:30] the average headway between vehicles was 3.982 seconds. During the slowest traffic period, on Nov/12/2014 at [01:45-02:00] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 29.00 and 41.00 degrees F. The HI-STAR determined that the roadway surface was Dry 100.00% of the time.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Fitchburg
Street: County PD**

A study of vehicle traffic was conducted with HI-STAR unit number 8443. The study was done in the WB Outside Lane lane at County PD in Fitchburg, WI in Dane county. The study began on Nov/12/2014 at 09:00:00 PM and concluded on Nov/13/2014 at 09:00:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6338 vehicles passed through the location with a peak volume of 190 on Nov/13/2014 at [17:15-17:30] and a minimum volume of 1 on Nov/13/2014 at [02:00-02:15]. The AADT count for this study was 6,338.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 36 - 41 MPH range or lower. The average speed for all classified vehicles was 38 MPH with 12.79% vehicles exceeding the posted speed of 40 MPH. The HI-STAR found 0.92 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 36MPH and the 85th percentile was 45.49 MPH.

< to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to >					
0	41	307	296	558	975	1747	1294	504	147	59	28	15	5	7					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5413 which represents 90 percent of the total classified vehicles. The number of Vans & Pickups in the study was 396 which represents 7 percent of the total classified vehicles. The number of Busses & Trucks in the study was 94 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 80 which represents 1 percent of the total classified vehicles.

< to 16	17 to 23	24 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to >												
3688	1725	396	94	37	21	10	12												

CHART 2

HEADWAY

During the peak traffic period, on Nov/13/2014 at [17:15-17:30] the average headway between vehicles was 4.712 seconds. During the slowest traffic period, on Nov/13/2014 at [02:00-02:15] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 29.00 and 39.00 degrees F. The HI-STAR determined that the roadway surface was Dry 100.00% of the time.

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: Dane		Begin: Nov/12/2014 09:00:00 PM Lane: WB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1		End: Nov/13/2014 09:00:00 PM Hours: 24.00 Period: 15 Raw Count: 6338 AADT Count: 6,338	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	

Wed, Nov/12/2014

[21:00-21:15]	52	37 MPH	33 F	Dry
[21:15-21:30]	41	40 MPH	33 F	Dry
[21:30-21:45]	45	39 MPH	31 F	Dry
[21:45-22:00]	34	40 MPH	31 F	Dry
[22:00-22:15]	25	35 MPH	31 F	Dry
[22:15-22:30]	31	40 MPH	31 F	Dry
[22:30-22:45]	27	37 MPH	31 F	Dry
[22:45-23:00]	18	41 MPH	31 F	Dry
[23:00-23:15]	23	44 MPH	31 F	Dry
[23:15-23:30]	30	37 MPH	31 F	Dry
[23:30-23:45]	21	34 MPH	31 F	Dry
[23:45-00:00]	9	37 MPH	31 F	Dry

Wed, Nov/12/2014

356 38 MPH 31 F

Thu, Nov/13/2014

[00:00-00:15]	5	32 MPH	31 F	Dry
[00:15-00:30]	7	37 MPH	31 F	Dry
[00:30-00:45]	6	38 MPH	31 F	Dry
[00:45-01:00]	7	45 MPH	31 F	Dry
[01:00-01:15]	2	31 MPH	31 F	Dry
[01:15-01:30]	4	39 MPH	31 F	Dry
[01:30-01:45]	3	42 MPH	31 F	Dry
[01:45-02:00]	3	43 MPH	31 F	Dry
[02:00-02:15]	1	54 MPH	31 F	Dry
[02:15-02:30]	4	37 MPH	31 F	Dry
[02:30-02:45]	2	39 MPH	31 F	Dry
[02:45-03:00]	4	35 MPH	31 F	Dry
[03:00-03:15]	3	41 MPH	31 F	Dry
[03:15-03:30]	2	36 MPH	31 F	Dry
[03:30-03:45]	4	39 MPH	31 F	Dry
[03:45-04:00]	4	37 MPH	31 F	Dry
[04:00-04:15]	9	35 MPH	31 F	Dry
[04:15-04:30]	6	41 MPH	29 F	Dry
[04:30-04:45]	10	43 MPH	31 F	Dry
[04:45-05:00]	16	46 MPH	29 F	Dry
[05:00-05:15]	18	40 MPH	31 F	Dry
[05:15-05:30]	20	44 MPH	31 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: Dane	Begin: Nov/12/2014 09:00:00 PM Lane: WB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/13/2014 09:00:00 PM Hours: 24.00 Period: 15 Raw Count: 6338 AADT Count: 6,338
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Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Thu, Nov/13/2014				
[05:30-05:45]	36	41 MPH	31 F	Dry
[05:45-06:00]	43	40 MPH	31 F	Dry
[06:00-06:15]	29	40 MPH	29 F	Dry
[06:15-06:30]	60	37 MPH	29 F	Dry
[06:30-06:45]	58	41 MPH	29 F	Dry
[06:45-07:00]	93	40 MPH	29 F	Dry
[07:00-07:15]	91	41 MPH	29 F	Dry
[07:15-07:30]	143	37 MPH	29 F	Dry
[07:30-07:45]	155	37 MPH	31 F	Dry
[07:45-08:00]	155	38 MPH	31 F	Dry
[08:00-08:15]	129	37 MPH	31 F	Dry
[08:15-08:30]	121	37 MPH	31 F	Dry
[08:30-08:45]	117	36 MPH	31 F	Dry
[08:45-09:00]	102	37 MPH	31 F	Dry
[09:00-09:15]	89	38 MPH	31 F	Dry
[09:15-09:30]	72	41 MPH	31 F	Dry
[09:30-09:45]	20	37 MPH	33 F	Dry
[09:45-10:00]	73	39 MPH	33 F	Dry
[10:00-10:15]	94	40 MPH	35 F	Dry
[10:15-10:30]	86	40 MPH	35 F	Dry
[10:30-10:45]	67	42 MPH	35 F	Dry
[10:45-11:00]	76	38 MPH	35 F	Dry
[11:00-11:15]	76	38 MPH	37 F	Dry
[11:15-11:30]	32	37 MPH	39 F	Dry
[11:30-11:45]	35	34 MPH	39 F	Dry
[11:45-12:00]	45	34 MPH	39 F	Dry
[12:00-12:15]	83	37 MPH	39 F	Dry
[12:15-12:30]	84	40 MPH	37 F	Dry
[12:30-12:45]	109	40 MPH	37 F	Dry
[12:45-13:00]	94	38 MPH	39 F	Dry
[13:00-13:15]	90	39 MPH	39 F	Dry
[13:15-13:30]	91	37 MPH	39 F	Dry
[13:30-13:45]	109	37 MPH	37 F	Dry
[13:45-14:00]	84	39 MPH	37 F	Dry
[14:00-14:15]	86	35 MPH	37 F	Dry
[14:15-14:30]	78	38 MPH	35 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: Dane	Begin: Nov/12/2014 09:00:00 PM Lane: WB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/13/2014 09:00:00 PM Hours: 24.00 Period: 15 Raw Count: 6338 AADT Count: 6,338
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Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry										
Thu, Nov/13/2014														
[14:30-14:45]	104	37 MPH	35 F	Dry										
[14:45-15:00]	106	39 MPH	35 F	Dry										
[15:00-15:15]	88	36 MPH	35 F	Dry										
[15:15-15:30]	113	39 MPH	35 F	Dry										
[15:30-15:45]	121	36 MPH	35 F	Dry										
[15:45-16:00]	114	39 MPH	35 F	Dry										
[16:00-16:15]	111	38 MPH	35 F	Dry										
[16:15-16:30]	158	38 MPH	33 F	Dry										
[16:30-16:45]	150	37 MPH	33 F	Dry										
[16:45-17:00]	150	34 MPH	33 F	Dry										
[17:00-17:15]	178	34 MPH	33 F	Dry										
[17:15-17:30]	190	35 MPH	33 F	Dry										
[17:30-17:45]	157	35 MPH	33 F	Dry										
[17:45-18:00]	142	36 MPH	33 F	Dry										
[18:00-18:15]	120	36 MPH	33 F	Dry										
[18:15-18:30]	133	37 MPH	33 F	Dry										
[18:30-18:45]	100	38 MPH	31 F	Dry										
[18:45-19:00]	92	41 MPH	31 F	Dry										
[19:00-19:15]	75	39 MPH	31 F	Dry										
[19:15-19:30]	76	35 MPH	31 F	Dry										
[19:30-19:45]	81	35 MPH	31 F	Dry										
[19:45-20:00]	71	33 MPH	31 F	Dry										
[20:00-20:15]	64	36 MPH	31 F	Dry										
[20:15-20:30]	44	37 MPH	31 F	Dry										
[20:30-20:45]	54	37 MPH	31 F	Dry										
[20:45-21:00]	45	39 MPH	31 F	Dry										
Thu, Nov/13/2014	5982	38 MPH	33 F											
<table border="1"> <tr> <td>Nov/12/2014 09:00:00 PM</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Nov/13/2014 09:00:00 PM</td> <td>6338</td> <td>38 MPH</td> <td>33 F</td> <td></td> </tr> </table>					Nov/12/2014 09:00:00 PM					Nov/13/2014 09:00:00 PM	6338	38 MPH	33 F	
Nov/12/2014 09:00:00 PM														
Nov/13/2014 09:00:00 PM	6338	38 MPH	33 F											

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8470 Street: County PD State: WI City: Fitchburg County: NC97 Bin	Begin: Nov/11/2014 04:00:00 PM Lane: EB Inside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 8418 AADT Count: 8,418
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Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Tue, Nov/11/2014				
[16:00-16:15]	172	38 MPH	42 F	Dry
[16:15-16:30]	145	40 MPH	42 F	Dry
[16:30-16:45]	176	37 MPH	41 F	Dry
[16:45-17:00]	215	37 MPH	41 F	Dry
[17:00-17:15]	193	38 MPH	41 F	Dry
[17:15-17:30]	199	38 MPH	39 F	Dry
[17:30-17:45]	197	38 MPH	39 F	Dry
[17:45-18:00]	181	36 MPH	39 F	Dry
[18:00-18:15]	169	37 MPH	39 F	Dry
[18:15-18:30]	126	39 MPH	39 F	Dry
[18:30-18:45]	109	38 MPH	39 F	Dry
[18:45-19:00]	107	38 MPH	39 F	Dry
[19:00-19:15]	91	39 MPH	39 F	Dry
[19:15-19:30]	87	39 MPH	39 F	Dry
[19:30-19:45]	86	38 MPH	39 F	Dry
[19:45-20:00]	64	42 MPH	39 F	Dry
[20:00-20:15]	62	40 MPH	39 F	Dry
[20:15-20:30]	65	39 MPH	37 F	Dry
[20:30-20:45]	70	41 MPH	37 F	Dry
[20:45-21:00]	63	39 MPH	37 F	Dry
[21:00-21:15]	62	40 MPH	37 F	Dry
[21:15-21:30]	55	39 MPH	37 F	Dry
[21:30-21:45]	71	37 MPH	37 F	Dry
[21:45-22:00]	22	40 MPH	37 F	Dry
[22:00-22:15]	43	40 MPH	37 F	Dry
[22:15-22:30]	23	38 MPH	35 F	Dry
[22:30-22:45]	26	35 MPH	35 F	Dry
[22:45-23:00]	16	38 MPH	35 F	Dry
[23:00-23:15]	14	35 MPH	35 F	Dry
[23:15-23:30]	14	37 MPH	35 F	Dry
[23:30-23:45]	10	37 MPH	35 F	Dry
[23:45-00:00]	9	31 MPH	35 F	Dry
Tue, Nov/11/2014	2942	38 MPH	38 F	
Wed, Nov/12/2014				
[00:00-00:15]	44	38 MPH	35 F	Dry
[00:15-00:30]	9	41 MPH	33 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8470 Street: County PD State: WI City: Fitchburg County: NC97 Bin		Begin: Nov/11/2014 04:00:00 PM Lane: EB Inside Lane Oper: OOS Posted: 40 AADT Factor: 1		End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 8418 AADT Count: 8,418	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	

Wed, Nov/12/2014

[00:30-00:45]	5	38 MPH	33 F	Dry	
[00:45-01:00]	4	41 MPH	33 F	Dry	
[01:00-01:15]	4	52 MPH	33 F	Dry	
[01:15-01:30]	5	36 MPH	33 F	Dry	
[01:30-01:45]	3	39 MPH	33 F	Dry	
[01:45-02:00]	1	44 MPH	31 F	Dry	
[02:00-02:15]	2	48 MPH	31 F	Dry	
[02:15-02:30]	3	42 MPH	31 F	Dry	
[02:30-02:45]	4	39 MPH	29 F	Dry	
[02:45-03:00]	1	38 MPH	29 F	Dry	
[03:00-03:15]	2	38 MPH	29 F	Dry	
[03:15-03:30]	2	38 MPH	29 F	Dry	
[03:30-03:45]	4	39 MPH	29 F	Dry	
[03:45-04:00]	1	34 MPH	29 F	Dry	
[04:00-04:15]	7	43 MPH	29 F	Dry	
[04:15-04:30]	12	40 MPH	29 F	Dry	
[04:30-04:45]	9	38 MPH	29 F	Dry	
[04:45-05:00]	15	41 MPH	29 F	Dry	
[05:00-05:15]	16	40 MPH	29 F	Dry	
[05:15-05:30]	18	43 MPH	29 F	Dry	
[05:30-05:45]	42	40 MPH	29 F	Dry	
[05:45-06:00]	54	43 MPH	29 F	Dry	
[06:00-06:15]	110	41 MPH	29 F	Dry	
[06:15-06:30]	104	42 MPH	29 F	Dry	
[06:30-06:45]	165	40 MPH	29 F	Dry	
[06:45-07:00]	190	40 MPH	29 F	Dry	
[07:00-07:15]	186	40 MPH	29 F	Dry	
[07:15-07:30]	195	40 MPH	29 F	Dry	
[07:30-07:45]	208	41 MPH	29 F	Dry	
[07:45-08:00]	187	41 MPH	29 F	Dry	
[08:00-08:15]	191	41 MPH	29 F	Dry	
[08:15-08:30]	200	40 MPH	31 F	Dry	
[08:30-08:45]	172	39 MPH	31 F	Dry	
[08:45-09:00]	131	41 MPH	33 F	Dry	
[09:00-09:15]	112	41 MPH	35 F	Dry	
[09:15-09:30]	114	40 MPH	33 F	Dry	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8470 Street: County PD State: WI City: Fitchburg County: NC97 Bin	Begin: Nov/11/2014 04:00:00 PM Lane: EB Inside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 8418 AADT Count: 8,418
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Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed, Nov/12/2014				
[09:30-09:45]	110	38 MPH	31 F	Dry
[09:45-10:00]	95	40 MPH	31 F	Dry
[10:00-10:15]	93	41 MPH	31 F	Dry
[10:15-10:30]	83	40 MPH	33 F	Dry
[10:30-10:45]	107	40 MPH	35 F	Dry
[10:45-11:00]	106	39 MPH	35 F	Dry
[11:00-11:15]	88	41 MPH	35 F	Dry
[11:15-11:30]	112	38 MPH	35 F	Dry
[11:30-11:45]	133	41 MPH	35 F	Dry
[11:45-12:00]	114	42 MPH	35 F	Dry
[12:00-12:15]	85	41 MPH	35 F	Dry
[12:15-12:30]	104	41 MPH	35 F	Dry
[12:30-12:45]	128	40 MPH	37 F	Dry
[12:45-13:00]	110	41 MPH	37 F	Dry
[13:00-13:15]	115	40 MPH	37 F	Dry
[13:15-13:30]	101	41 MPH	39 F	Dry
[13:30-13:45]	97	38 MPH	37 F	Dry
[13:45-14:00]	99	41 MPH	37 F	Dry
[14:00-14:15]	106	41 MPH	37 F	Dry
[14:15-14:30]	112	40 MPH	37 F	Dry
[14:30-14:45]	110	41 MPH	35 F	Dry
[14:45-15:00]	128	41 MPH	35 F	Dry
[15:00-15:15]	133	41 MPH	35 F	Dry
[15:15-15:30]	135	41 MPH	35 F	Dry
[15:30-15:45]	164	40 MPH	35 F	Dry
[15:45-16:00]	176	38 MPH	35 F	Dry
Wed, Nov/12/2014	5476	40 MPH	32 F	
Nov/11/2014 04:00:00 PM				
Nov/12/2014 04:00:00 PM	8418	40 MPH	34 F	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: NC97 Bin	Begin: Nov/11/2014 04:00:00 PM Lane: EB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 7785 AADT Count: 7,785		
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry

Tue, Nov/11/2014

[16:00-16:15]	159	39 MPH	41 F	Dry
[16:15-16:30]	162	38 MPH	39 F	Dry
[16:30-16:45]	176	38 MPH	39 F	Dry
[16:45-17:00]	201	39 MPH	39 F	Dry
[17:00-17:15]	201	38 MPH	39 F	Dry
[17:15-17:30]	225	37 MPH	39 F	Dry
[17:30-17:45]	189	38 MPH	39 F	Dry
[17:45-18:00]	170	38 MPH	39 F	Dry
[18:00-18:15]	162	38 MPH	39 F	Dry
[18:15-18:30]	129	38 MPH	39 F	Dry
[18:30-18:45]	127	40 MPH	39 F	Dry
[18:45-19:00]	113	39 MPH	37 F	Dry
[19:00-19:15]	100	37 MPH	37 F	Dry
[19:15-19:30]	98	40 MPH	37 F	Dry
[19:30-19:45]	80	38 MPH	37 F	Dry
[19:45-20:00]	69	42 MPH	37 F	Dry
[20:00-20:15]	74	41 MPH	37 F	Dry
[20:15-20:30]	65	42 MPH	37 F	Dry
[20:30-20:45]	67	41 MPH	37 F	Dry
[20:45-21:00]	44	41 MPH	35 F	Dry
[21:00-21:15]	66	42 MPH	35 F	Dry
[21:15-21:30]	52	42 MPH	35 F	Dry
[21:30-21:45]	44	40 MPH	35 F	Dry
[21:45-22:00]	32	41 MPH	35 F	Dry
[22:00-22:15]	34	40 MPH	35 F	Dry
[22:15-22:30]	33	40 MPH	35 F	Dry
[22:30-22:45]	32	39 MPH	35 F	Dry
[22:45-23:00]	18	38 MPH	35 F	Dry
[23:00-23:15]	27	40 MPH	35 F	Dry
[23:15-23:30]	17	42 MPH	35 F	Dry
[23:30-23:45]	8	34 MPH	35 F	Dry
[23:45-00:00]	8	37 MPH	33 F	Dry

Tue, Nov/11/2014

2982 39 MPH 37 F

Wed, Nov/12/2014

[00:00-00:15]	15	43 MPH	33 F	Dry
[00:15-00:30]	4	44 MPH	31 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: NC97 Bin		Begin: Nov/11/2014 04:00:00 PM Lane: EB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1		End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 7785 AADT Count: 7,785	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
Wed, Nov/12/2014					
[00:30-00:45]	5	42 MPH	31 F	Dry	
[00:45-01:00]	4	43 MPH	31 F	Dry	
[01:00-01:15]	1	44 MPH	31 F	Dry	
[01:15-01:30]	4	35 MPH	31 F	Dry	
[01:30-01:45]	8	41 MPH	31 F	Dry	
[01:45-02:00]	0	0 MPH	31 F	Dry	
[02:00-02:15]	5	36 MPH	29 F	Dry	
[02:15-02:30]	4	41 MPH	29 F	Dry	
[02:30-02:45]	3	40 MPH	29 F	Dry	
[02:45-03:00]	3	32 MPH	29 F	Dry	
[03:00-03:15]	2	38 MPH	29 F	Dry	
[03:15-03:30]	3	42 MPH	29 F	Dry	
[03:30-03:45]	4	43 MPH	29 F	Dry	
[03:45-04:00]	5	42 MPH	29 F	Dry	
[04:00-04:15]	2	44 MPH	29 F	Dry	
[04:15-04:30]	3	44 MPH	29 F	Dry	
[04:30-04:45]	8	39 MPH	29 F	Dry	
[04:45-05:00]	11	41 MPH	29 F	Dry	
[05:00-05:15]	12	43 MPH	29 F	Dry	
[05:15-05:30]	29	38 MPH	29 F	Dry	
[05:30-05:45]	29	39 MPH	29 F	Dry	
[05:45-06:00]	38	39 MPH	29 F	Dry	
[06:00-06:15]	61	40 MPH	29 F	Dry	
[06:15-06:30]	70	42 MPH	29 F	Dry	
[06:30-06:45]	110	42 MPH	29 F	Dry	
[06:45-07:00]	131	41 MPH	29 F	Dry	
[07:00-07:15]	133	41 MPH	29 F	Dry	
[07:15-07:30]	170	40 MPH	29 F	Dry	
[07:30-07:45]	176	41 MPH	29 F	Dry	
[07:45-08:00]	184	40 MPH	29 F	Dry	
[08:00-08:15]	170	40 MPH	29 F	Dry	
[08:15-08:30]	140	41 MPH	29 F	Dry	
[08:30-08:45]	156	40 MPH	31 F	Dry	
[08:45-09:00]	102	39 MPH	29 F	Dry	
[09:00-09:15]	103	41 MPH	29 F	Dry	
[09:15-09:30]	72	40 MPH	29 F	Dry	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: NC97 Bin	Begin: Nov/11/2014 04:00:00 PM Lane: EB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 7785 AADT Count: 7,785												
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry										
Wed, Nov/12/2014														
[09:30-09:45]	87	42 MPH	29 F	Dry										
[09:45-10:00]	87	40 MPH	29 F	Dry										
[10:00-10:15]	78	40 MPH	29 F	Dry										
[10:15-10:30]	77	41 MPH	29 F	Dry										
[10:30-10:45]	89	41 MPH	33 F	Dry										
[10:45-11:00]	83	42 MPH	33 F	Dry										
[11:00-11:15]	84	39 MPH	33 F	Dry										
[11:15-11:30]	115	39 MPH	33 F	Dry										
[11:30-11:45]	115	41 MPH	33 F	Dry										
[11:45-12:00]	114	40 MPH	33 F	Dry										
[12:00-12:15]	120	40 MPH	33 F	Dry										
[12:15-12:30]	114	42 MPH	33 F	Dry										
[12:30-12:45]	134	40 MPH	35 F	Dry										
[12:45-13:00]	131	39 MPH	35 F	Dry										
[13:00-13:15]	105	40 MPH	35 F	Dry										
[13:15-13:30]	98	40 MPH	35 F	Dry										
[13:30-13:45]	113	39 MPH	35 F	Dry										
[13:45-14:00]	110	40 MPH	35 F	Dry										
[14:00-14:15]	118	39 MPH	35 F	Dry										
[14:15-14:30]	104	41 MPH	35 F	Dry										
[14:30-14:45]	106	39 MPH	35 F	Dry										
[14:45-15:00]	128	41 MPH	35 F	Dry										
[15:00-15:15]	102	40 MPH	35 F	Dry										
[15:15-15:30]	127	40 MPH	33 F	Dry										
[15:30-15:45]	135	40 MPH	33 F	Dry										
[15:45-16:00]	149	39 MPH	33 F	Dry										
Wed, Nov/12/2014	4803	40 MPH	31 F											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Nov/11/2014 04:00:00 PM</td> <td style="width: 33%;"></td> <td style="width: 33%;"></td> <td style="width: 33%;"></td> <td style="width: 33%;"></td> </tr> <tr> <td>Nov/12/2014 04:00:00 PM</td> <td style="text-align: center;">7785</td> <td style="text-align: center;">40 MPH</td> <td style="text-align: center;">33 F</td> <td></td> </tr> </table>					Nov/11/2014 04:00:00 PM					Nov/12/2014 04:00:00 PM	7785	40 MPH	33 F	
Nov/11/2014 04:00:00 PM														
Nov/12/2014 04:00:00 PM	7785	40 MPH	33 F											

Date/Time/Volume/Average Speed/Temperature Report

Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
<div style="display: flex; justify-content: space-between; font-size: small;"> <div> HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: NC97 Bin </div> <div> Begin: Nov/11/2014 04:00:00 PM Lane: EB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1 </div> <div> End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 7785 AADT Count: 7,785 </div> </div>				
Tue, Nov/11/2014				
[16:00-16:15]	159	39 MPH	41 F	Dry
[16:15-16:30]	162	38 MPH	39 F	Dry
[16:30-16:45]	176	38 MPH	39 F	Dry
[16:45-17:00]	201	39 MPH	39 F	Dry
[17:00-17:15]	201	38 MPH	39 F	Dry
[17:15-17:30]	225	37 MPH	39 F	Dry
[17:30-17:45]	189	38 MPH	39 F	Dry
[17:45-18:00]	170	38 MPH	39 F	Dry
[18:00-18:15]	162	38 MPH	39 F	Dry
[18:15-18:30]	129	38 MPH	39 F	Dry
[18:30-18:45]	127	40 MPH	39 F	Dry
[18:45-19:00]	113	39 MPH	37 F	Dry
[19:00-19:15]	100	37 MPH	37 F	Dry
[19:15-19:30]	98	40 MPH	37 F	Dry
[19:30-19:45]	80	38 MPH	37 F	Dry
[19:45-20:00]	69	42 MPH	37 F	Dry
[20:00-20:15]	74	41 MPH	37 F	Dry
[20:15-20:30]	65	42 MPH	37 F	Dry
[20:30-20:45]	67	41 MPH	37 F	Dry
[20:45-21:00]	44	41 MPH	35 F	Dry
[21:00-21:15]	66	42 MPH	35 F	Dry
[21:15-21:30]	52	42 MPH	35 F	Dry
[21:30-21:45]	44	40 MPH	35 F	Dry
[21:45-22:00]	32	41 MPH	35 F	Dry
[22:00-22:15]	34	40 MPH	35 F	Dry
[22:15-22:30]	33	40 MPH	35 F	Dry
[22:30-22:45]	32	39 MPH	35 F	Dry
[22:45-23:00]	18	38 MPH	35 F	Dry
[23:00-23:15]	27	40 MPH	35 F	Dry
[23:15-23:30]	17	42 MPH	35 F	Dry
[23:30-23:45]	8	34 MPH	35 F	Dry
[23:45-00:00]	8	37 MPH	33 F	Dry
Tue, Nov/11/2014	2982	39 MPH	37 F	
Wed, Nov/12/2014				
[00:00-00:15]	15	43 MPH	33 F	Dry
[00:15-00:30]	4	44 MPH	31 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

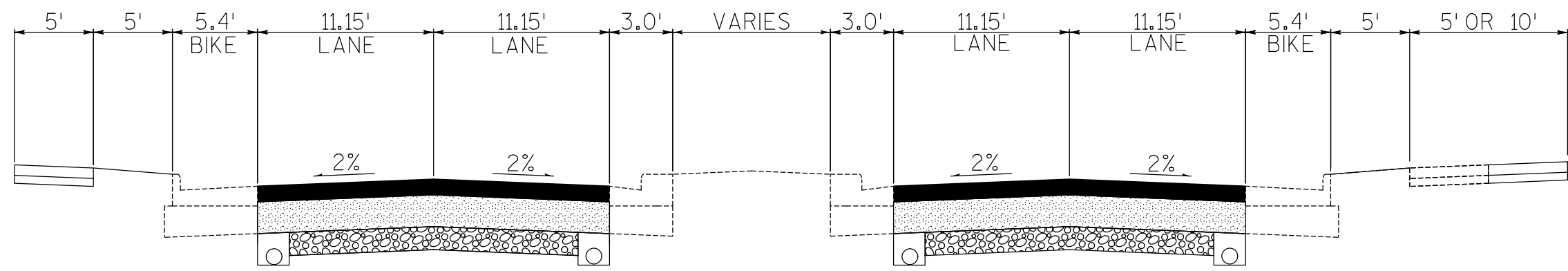
HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: NC97 Bin	Begin: Nov/11/2014 04:00:00 PM Lane: EB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 7785 AADT Count: 7,785
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Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry
Wed, Nov/12/2014				
[00:30-00:45]	5	42 MPH	31 F	Dry
[00:45-01:00]	4	43 MPH	31 F	Dry
[01:00-01:15]	1	44 MPH	31 F	Dry
[01:15-01:30]	4	35 MPH	31 F	Dry
[01:30-01:45]	8	41 MPH	31 F	Dry
[01:45-02:00]	0	0 MPH	31 F	Dry
[02:00-02:15]	5	36 MPH	29 F	Dry
[02:15-02:30]	4	41 MPH	29 F	Dry
[02:30-02:45]	3	40 MPH	29 F	Dry
[02:45-03:00]	3	32 MPH	29 F	Dry
[03:00-03:15]	2	38 MPH	29 F	Dry
[03:15-03:30]	3	42 MPH	29 F	Dry
[03:30-03:45]	4	43 MPH	29 F	Dry
[03:45-04:00]	5	42 MPH	29 F	Dry
[04:00-04:15]	2	44 MPH	29 F	Dry
[04:15-04:30]	3	44 MPH	29 F	Dry
[04:30-04:45]	8	39 MPH	29 F	Dry
[04:45-05:00]	11	41 MPH	29 F	Dry
[05:00-05:15]	12	43 MPH	29 F	Dry
[05:15-05:30]	29	38 MPH	29 F	Dry
[05:30-05:45]	29	39 MPH	29 F	Dry
[05:45-06:00]	38	39 MPH	29 F	Dry
[06:00-06:15]	61	40 MPH	29 F	Dry
[06:15-06:30]	70	42 MPH	29 F	Dry
[06:30-06:45]	110	42 MPH	29 F	Dry
[06:45-07:00]	131	41 MPH	29 F	Dry
[07:00-07:15]	133	41 MPH	29 F	Dry
[07:15-07:30]	170	40 MPH	29 F	Dry
[07:30-07:45]	176	41 MPH	29 F	Dry
[07:45-08:00]	184	40 MPH	29 F	Dry
[08:00-08:15]	170	40 MPH	29 F	Dry
[08:15-08:30]	140	41 MPH	29 F	Dry
[08:30-08:45]	156	40 MPH	31 F	Dry
[08:45-09:00]	102	39 MPH	29 F	Dry
[09:00-09:15]	103	41 MPH	29 F	Dry
[09:15-09:30]	72	40 MPH	29 F	Dry

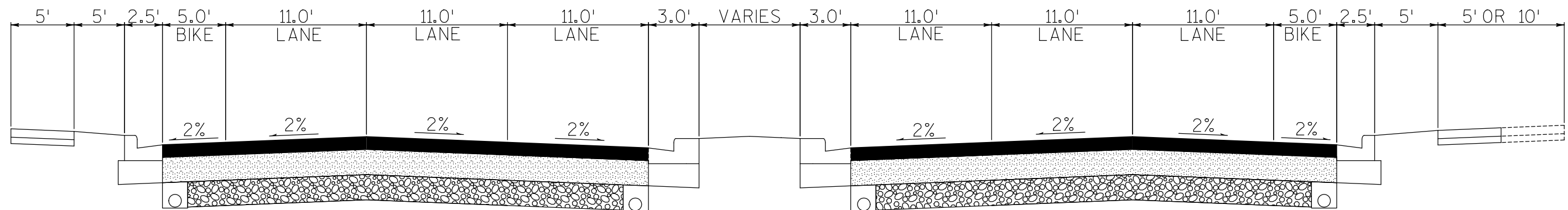
Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 8443 Street: County PD State: WI City: Fitchburg County: NC97 Bin	Begin: Nov/11/2014 04:00:00 PM Lane: EB Outside Lane Oper: OOS Posted: 40 AADT Factor: 1	End: Nov/12/2014 04:00:00 PM Hours: 24.00 Period: 15 Raw Count: 7785 AADT Count: 7,785
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Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry										
Wed, Nov/12/2014														
[09:30-09:45]	87	42 MPH	29 F	Dry										
[09:45-10:00]	87	40 MPH	29 F	Dry										
[10:00-10:15]	78	40 MPH	29 F	Dry										
[10:15-10:30]	77	41 MPH	29 F	Dry										
[10:30-10:45]	89	41 MPH	33 F	Dry										
[10:45-11:00]	83	42 MPH	33 F	Dry										
[11:00-11:15]	84	39 MPH	33 F	Dry										
[11:15-11:30]	115	39 MPH	33 F	Dry										
[11:30-11:45]	115	41 MPH	33 F	Dry										
[11:45-12:00]	114	40 MPH	33 F	Dry										
[12:00-12:15]	120	40 MPH	33 F	Dry										
[12:15-12:30]	114	42 MPH	33 F	Dry										
[12:30-12:45]	134	40 MPH	35 F	Dry										
[12:45-13:00]	131	39 MPH	35 F	Dry										
[13:00-13:15]	105	40 MPH	35 F	Dry										
[13:15-13:30]	98	40 MPH	35 F	Dry										
[13:30-13:45]	113	39 MPH	35 F	Dry										
[13:45-14:00]	110	40 MPH	35 F	Dry										
[14:00-14:15]	118	39 MPH	35 F	Dry										
[14:15-14:30]	104	41 MPH	35 F	Dry										
[14:30-14:45]	106	39 MPH	35 F	Dry										
[14:45-15:00]	128	41 MPH	35 F	Dry										
[15:00-15:15]	102	40 MPH	35 F	Dry										
[15:15-15:30]	127	40 MPH	33 F	Dry										
[15:30-15:45]	135	40 MPH	33 F	Dry										
[15:45-16:00]	149	39 MPH	33 F	Dry										
Wed, Nov/12/2014	4803	40 MPH	31 F											
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Nov/11/2014 04:00:00 PM														
Nov/12/2014 04:00:00 PM	7785	40 MPH	33 F											



PROPOSED TYPICAL SECTION - 4-LANE ALTERNATIVE



PROPOSED TYPICAL SECTION - 6-LANE ALTERNATIVE

DATE:	REVISIONS	NO.

McKEE ROAD
PROPOSED TYPICAL SECTIONS
 McKEE ROAD CORRIDOR STUDY
 CITY OF FITCHBURG
 DANE COUNTY, WISCONSIN

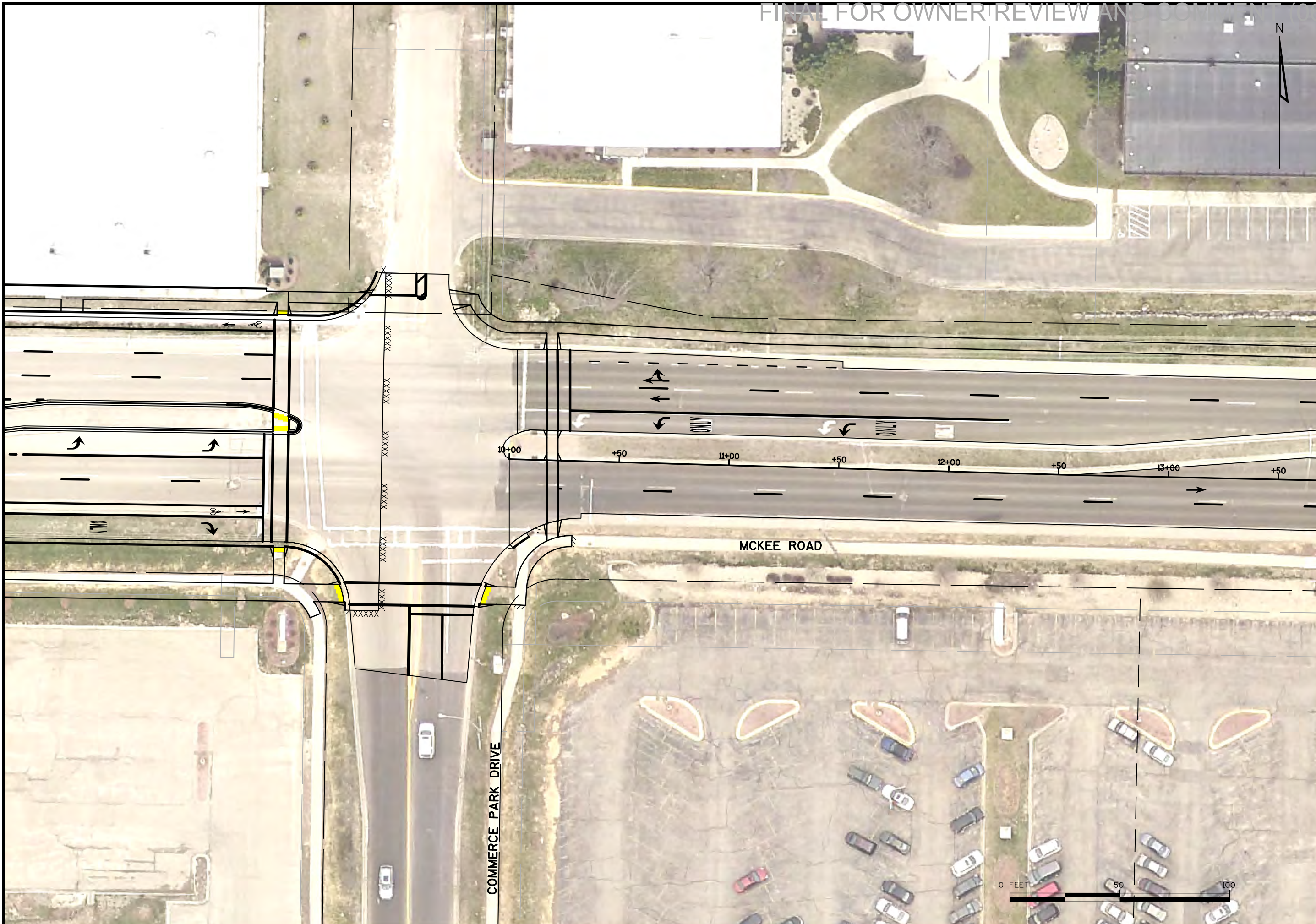
JOB NO.
1275.018
 PROJECT MGR.
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21



NO.	REVISIONS	DATE:



**McKEE ROAD
4-LANE ALTERNATIVE**

McKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

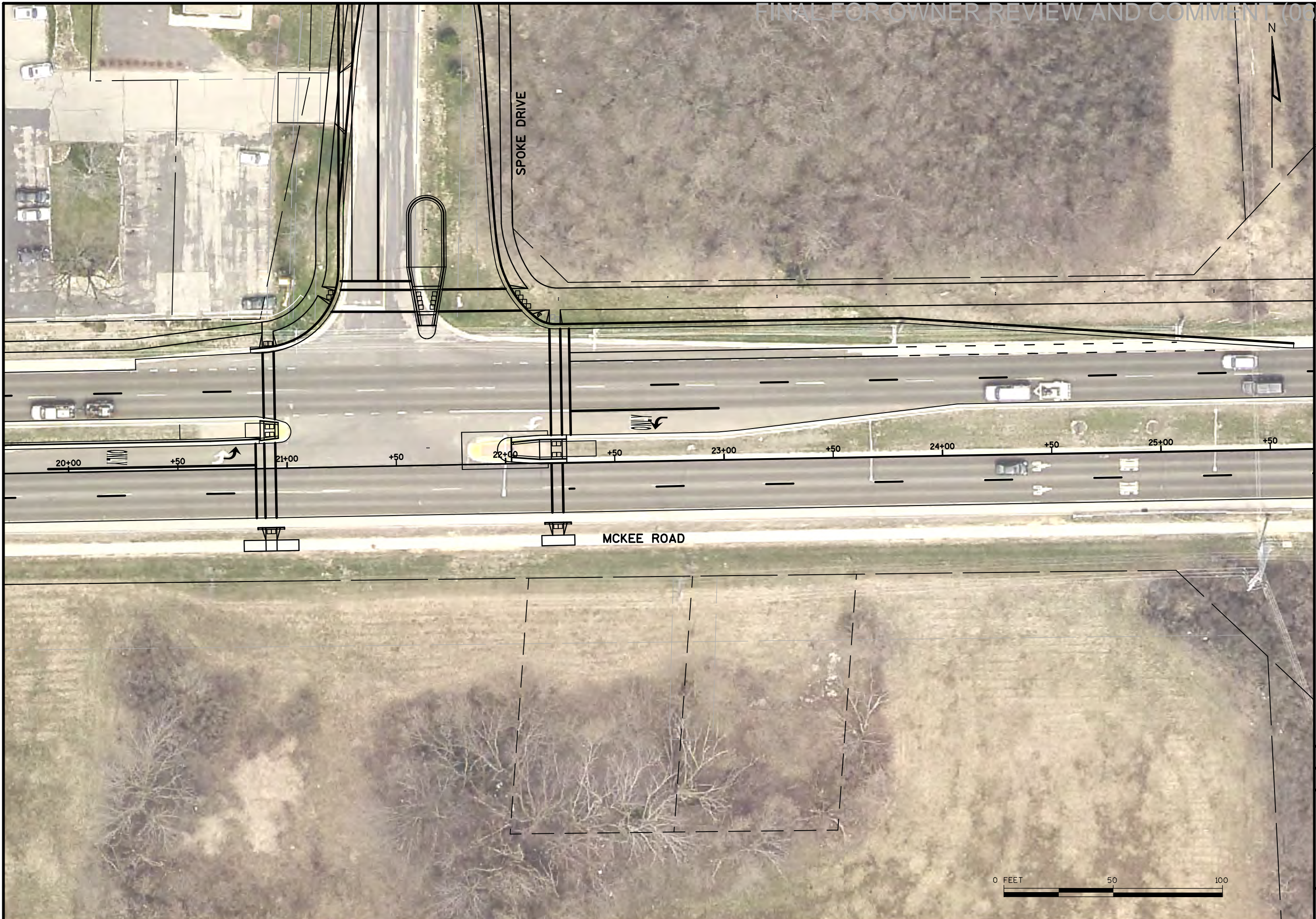
JOB NO.
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PROJECT MGR.
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NO.	REVISIONS	DATE:



**McKEE ROAD
4-LANE ALTERNATIVE**

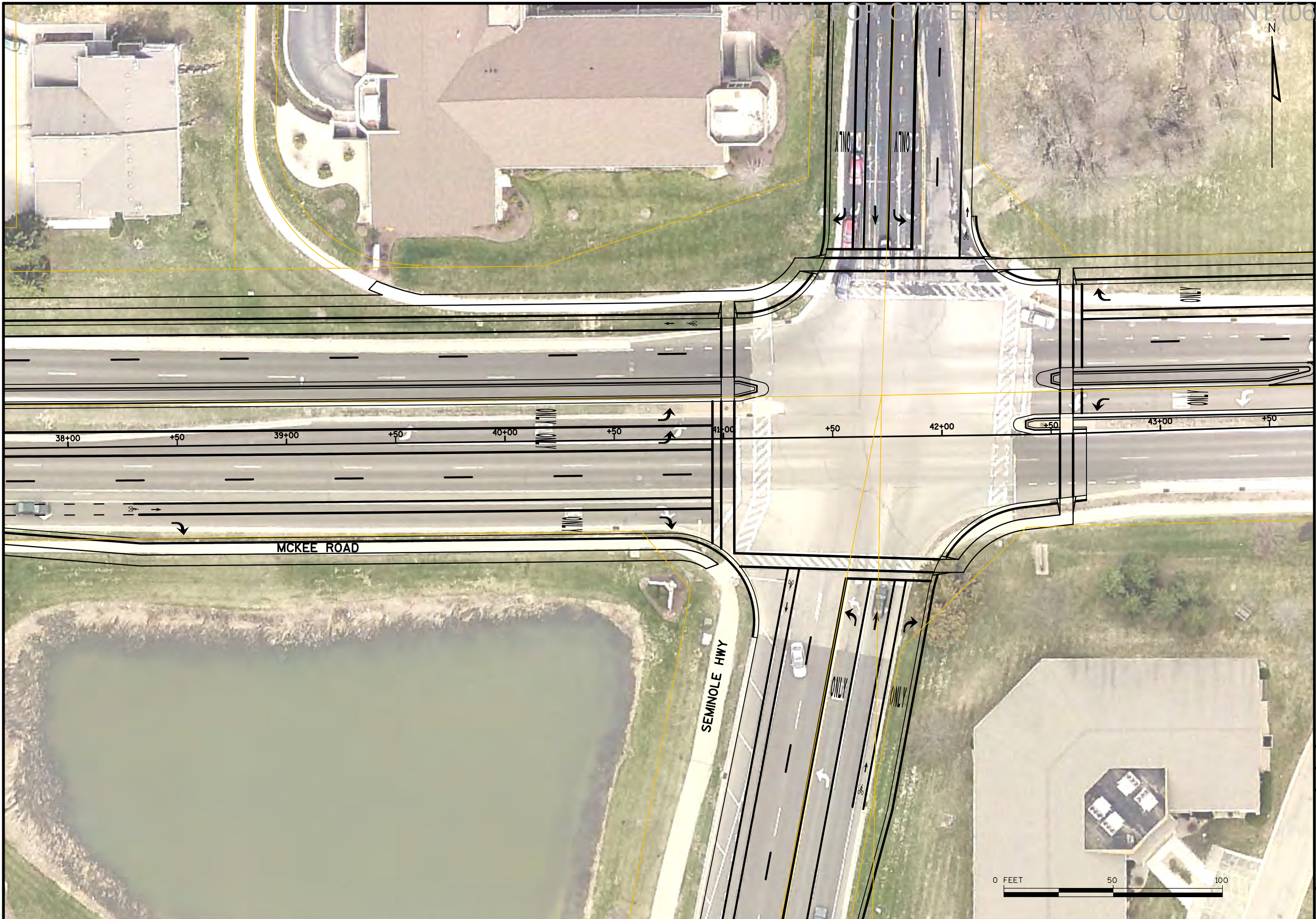
McKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

JOB NO.
1275.018

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NO.	REVISIONS	DATE:

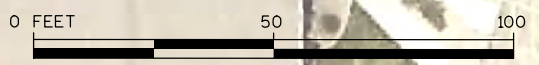
**McKEE ROAD
4-LANE ALTERNATIVE**

McKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

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NO.	REVISIONS	DATE:

**MCKEE ROAD
4-LANE ALTERNATIVE**

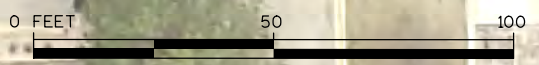
MCKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

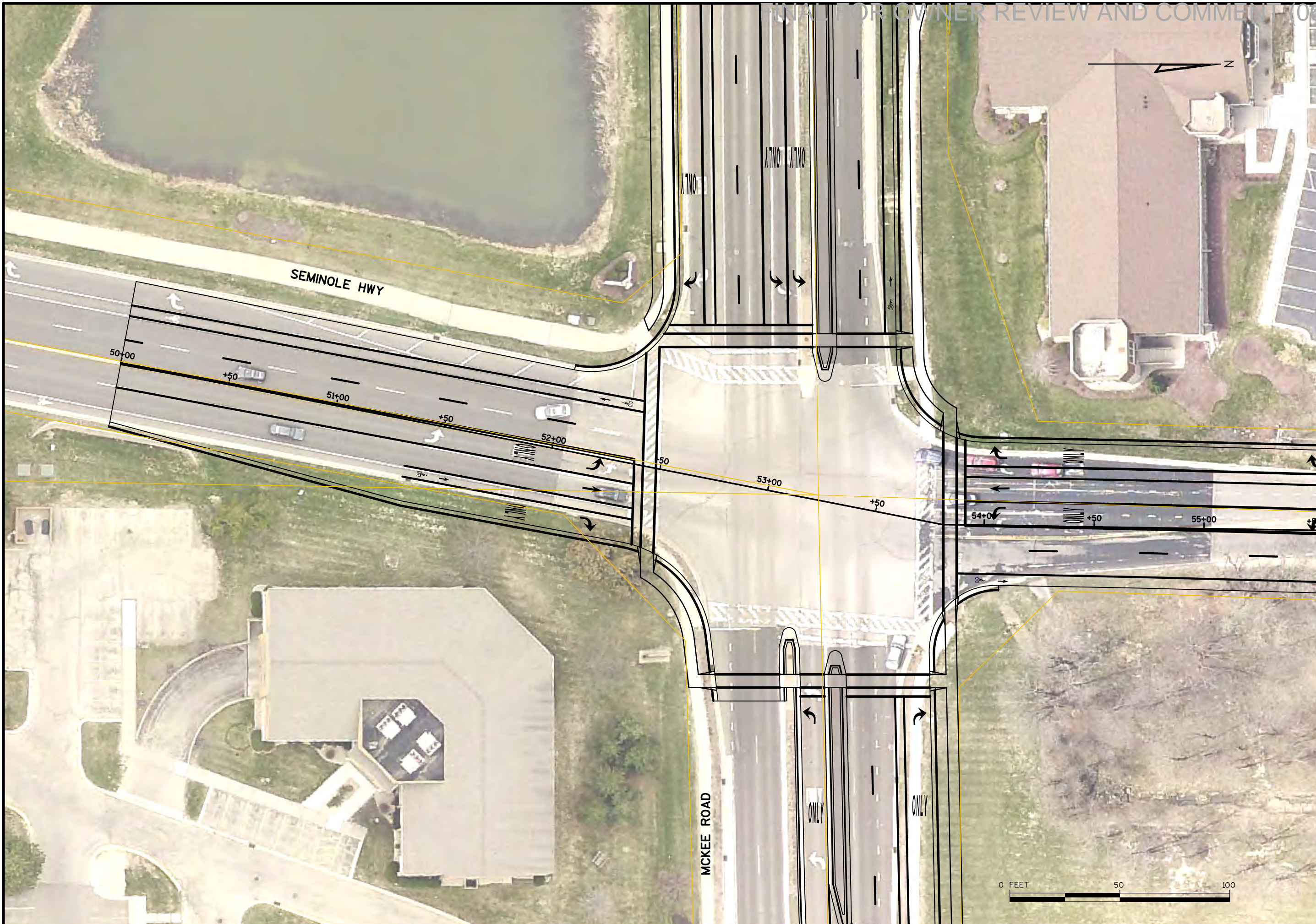
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NO.	REVISIONS	DATE:

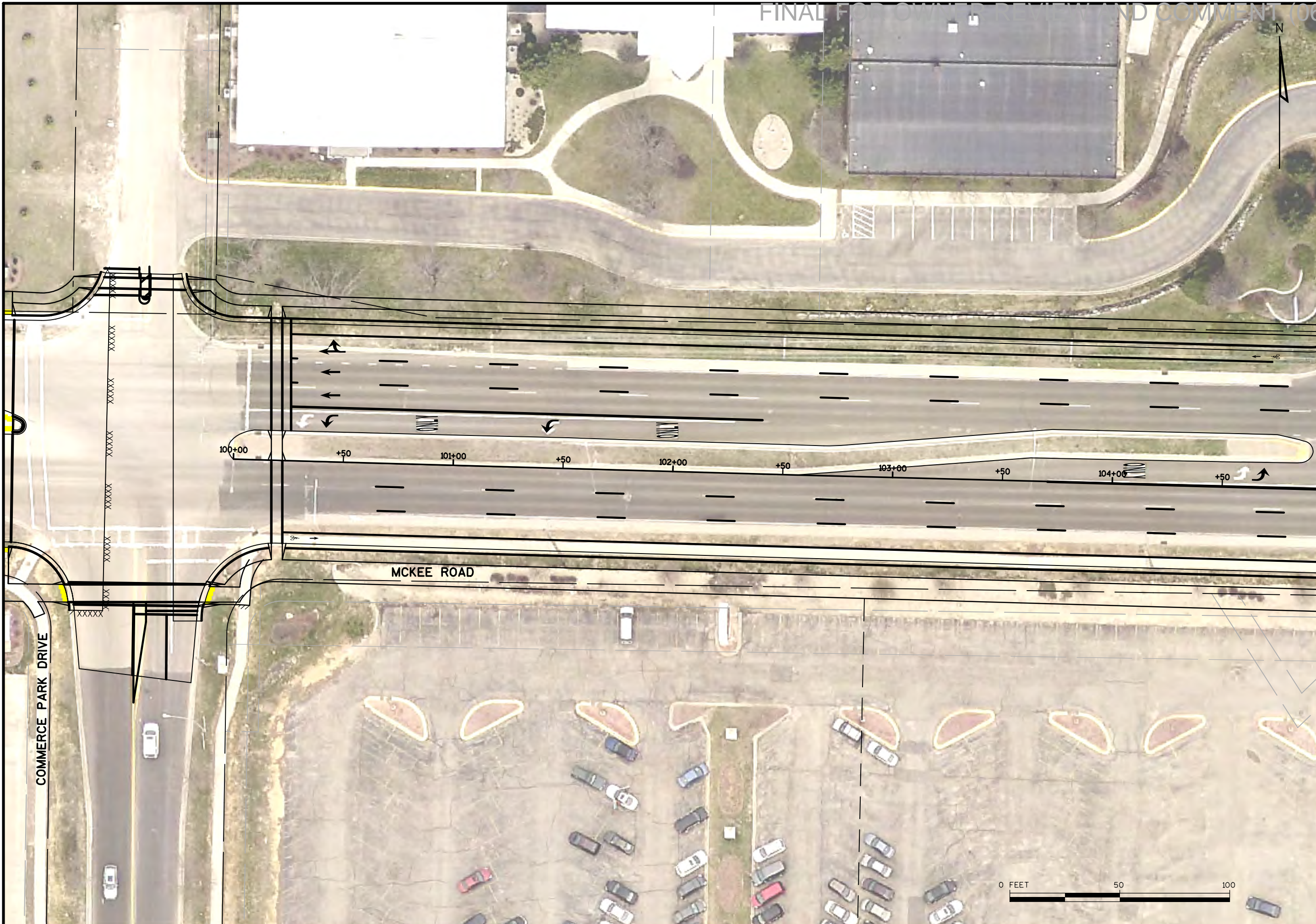
**McKee Road
4-Lane Alternative**
 McKee Road Corridor Study
 City of Fitchburg
 Dane County, Wisconsin

JOB NO.
1275.018
 PROJECT MGR.
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NO.	REVISIONS	DATE



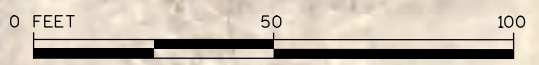
**McKEE ROAD
6-LANE ALTERNATIVE**

McKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

JOB NO.
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MCKEE ROAD

105+00 +50 106+00 +50 107+00 +50 108+00 +50 109+00 +50 110+00 +50

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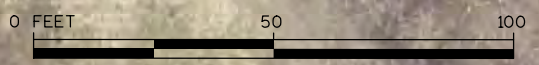
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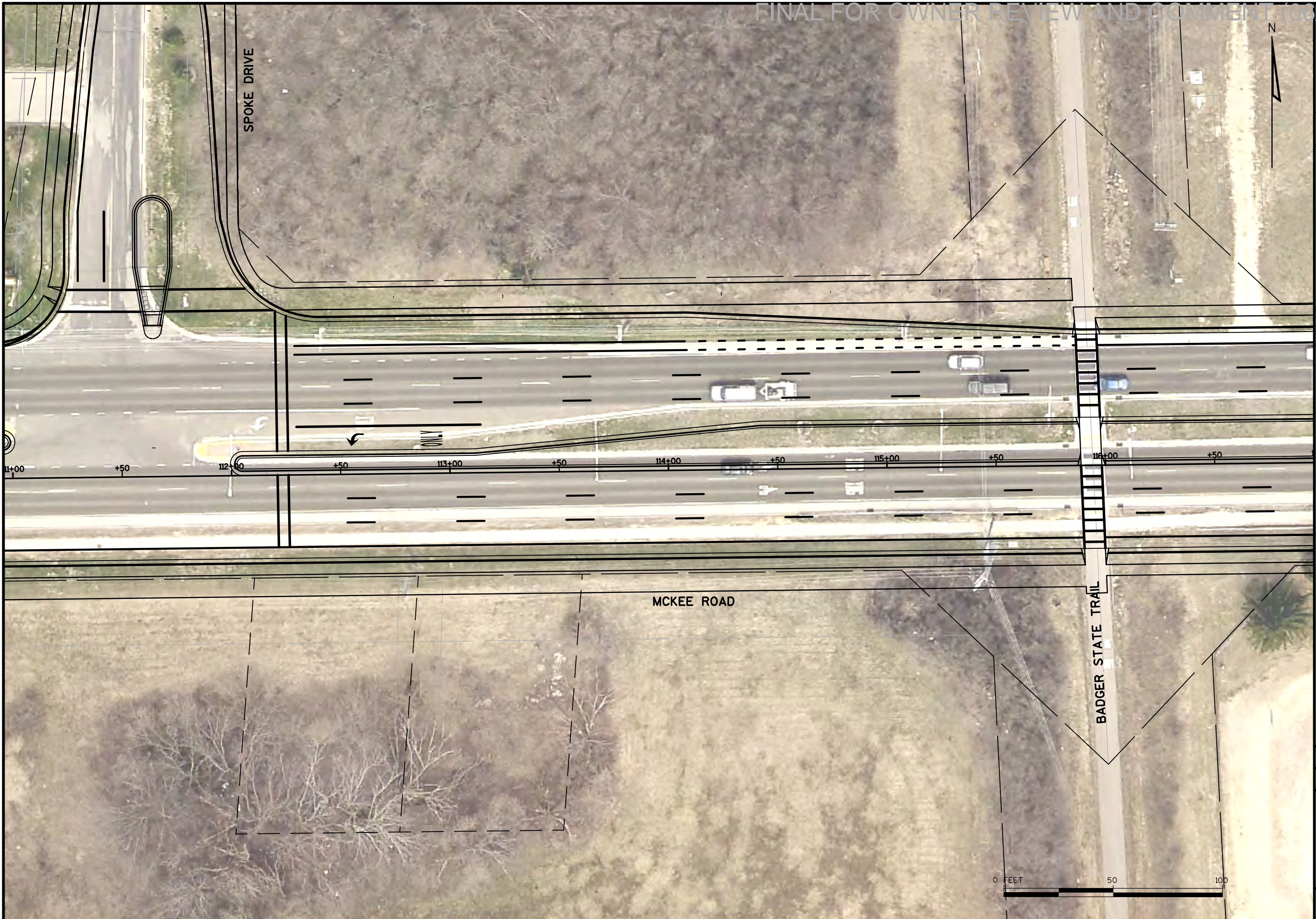
**MCKEE ROAD
6-LANE ALTERNATIVE**
MCKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

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NO.	REVISIONS	DATE:

**MCKEE ROAD
6-LANE ALTERNATIVE**

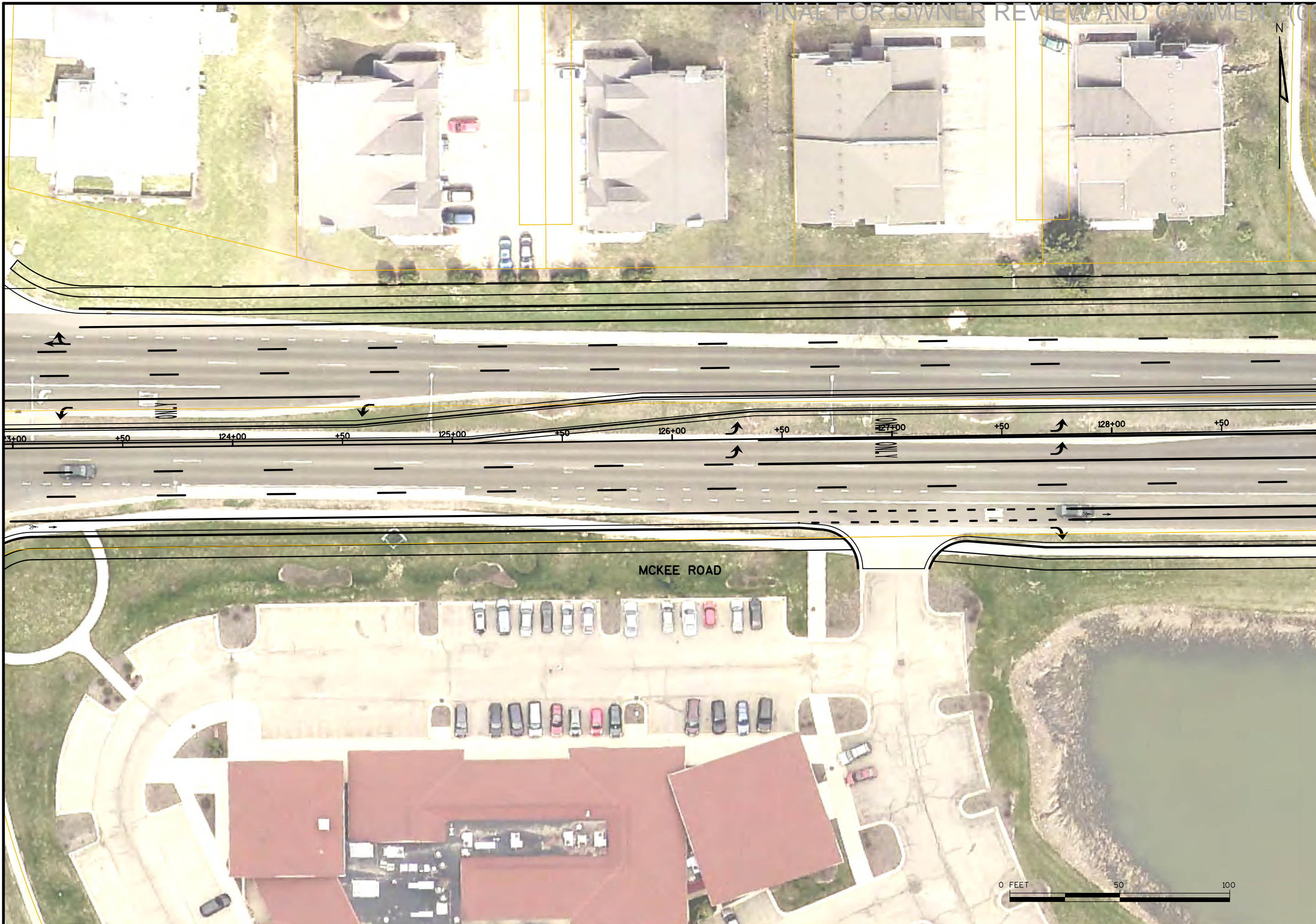
MCKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

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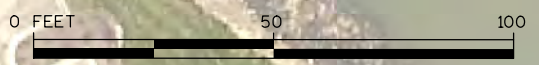
NO.	REVISIONS	DATE:

**McKEE ROAD
6-LANE ALTERNATIVE**
McKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

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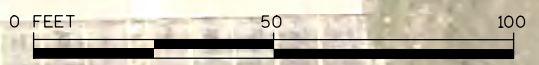
**MCKEE ROAD
6-LANE ALTERNATIVE**

McKee Road Corridor Study
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

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**McKEE ROAD
6-LANE ALTERNATIVE**

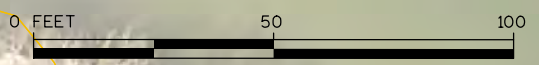
McKEE ROAD CORRIDOR STUDY
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

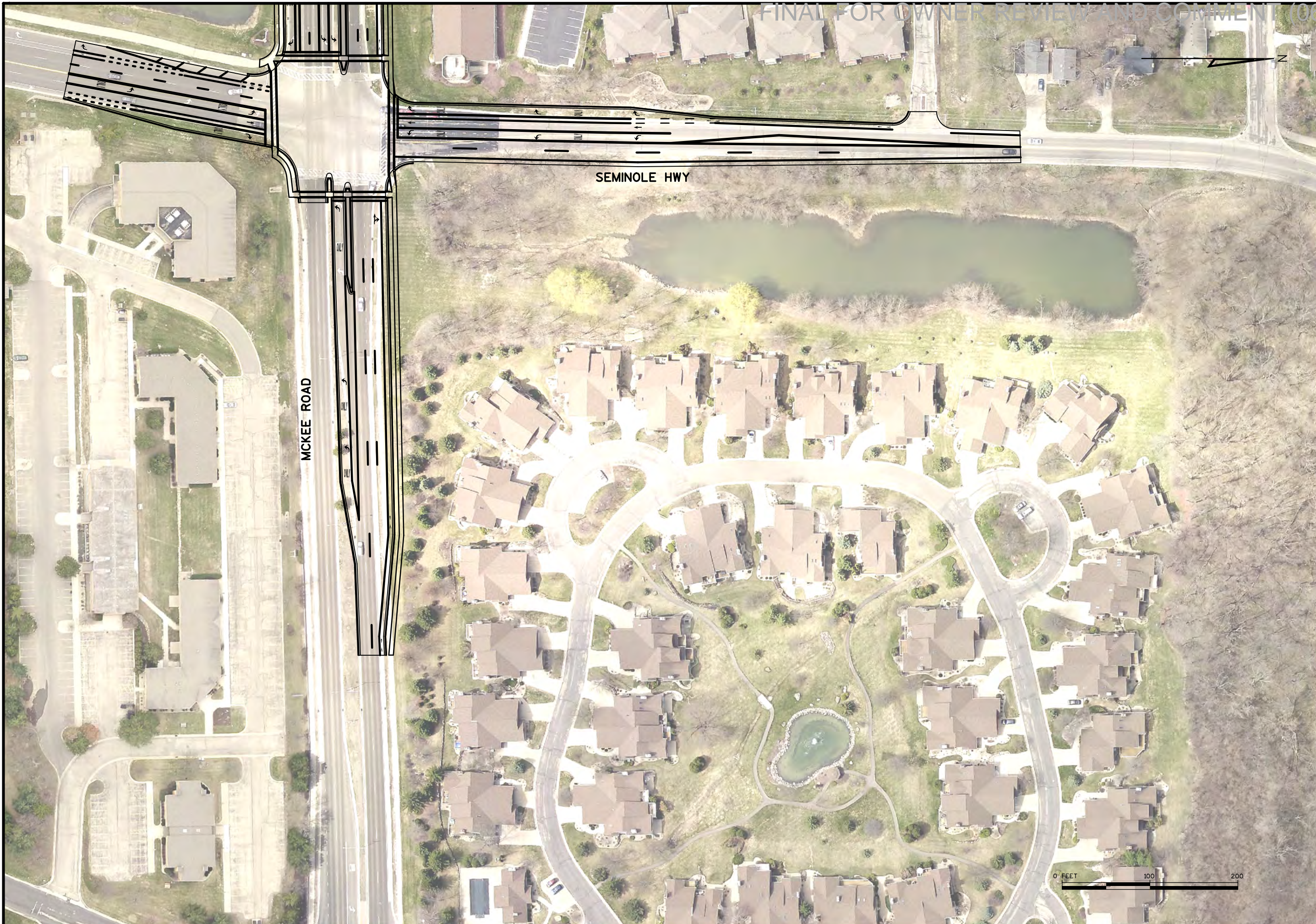
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MCKEE ROAD

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**MCKEE ROAD
6-LANE ALTERNATIVE**

McKee Road Corridor Study
City of Fitchburg
Dane County, Wisconsin

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