

Rezone Narrative

23rd Avenue, Village of Lake Hallie

Chippewa County, WI

Carrie Nicolai is seeking to rezone approximately 5.4 acres of property from R-2 to R-3 and develop the property as a Planned Unit Development (PUD). This property is located some 350-feet southwest of the intersection of 23rd Avenue and 126th Street in the Village of Lake Hallie, Chippewa County. The existing site is undeveloped and is currently wooded. The site is bordered by Hwy 53/off-ramp in the north, R-2 zoning/residential in the east, commercial business in the west, and 23rd Avenue in the south.

The owner is asking for a rezone so that four (4) 8-plex multi-family buildings can be constructed with a density of 5.9 units per acre. The site would be developed as a PUD with the ability for each building to be divided into separate lots, each with its own drainfield/septic system. Access into the site would be 23rd Avenue. There would be a private road that will loop through the site and give access to each building. In addition, there will be proposed stormwater facilities located in the center of the site that will treat, detain, and infiltrate runoff from the site at or above the requirements of both Chippewa County and the WIDNR. It should be noted that two (2) soil pits were dug within the approximate footprint of the stormwater facilities. These pits were excavated to 12' to 13' in depth with hard pan/rock at 12'-6" in only one of the pits. The wet pond is expected to be at 8' below existing grade (lined) and the infiltration pond at 6' below existing grade. It should be noted that groundwater was not encountered during excavation.

The proposed buildings will be two (2) stories. There will be 16 attached garage stalls per building with the potential for an additional 16 surface stalls (in front of garage doors). There will be also be additional parking stalls scattered throughout the site for visitor parking. The total site will be 39% impervious and 61% pervious. This project will have a 50-foot setback from STH 53, 40' setback from 23rd Avenue, and 25' setbacks from the residential and commercial property in the east and west. We are proposing to place a buffer along the eastern property line. Drainfields have been designed to be 10,000 sq.-ft in which all State and County requirements will be met for the design and placement of these systems.

The owner of the property feels that the proposed rezone is compatible with the uses in and around the perimeter of the site. Since this site has commercial property abutting the western boundary and R-2 zoning along the eastern property, the proposed R-3 zoning gives a buffer between the two zoning classifications. In addition, with Highway 53 bordering the northern boundary it will be a better fit for a multi-family development. An abbreviated Traffic Impact Analysis has been completed and summarizes that the additional vehicles and Average Daily Trips (ADT's) will have a negligible effect on traffic in the area.

NO.	DATE	REVISIONS	DRAWN BY	DESIGN BY	CHECKED

PROJ. NO.
20087



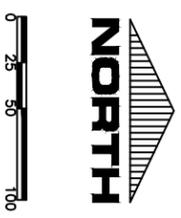
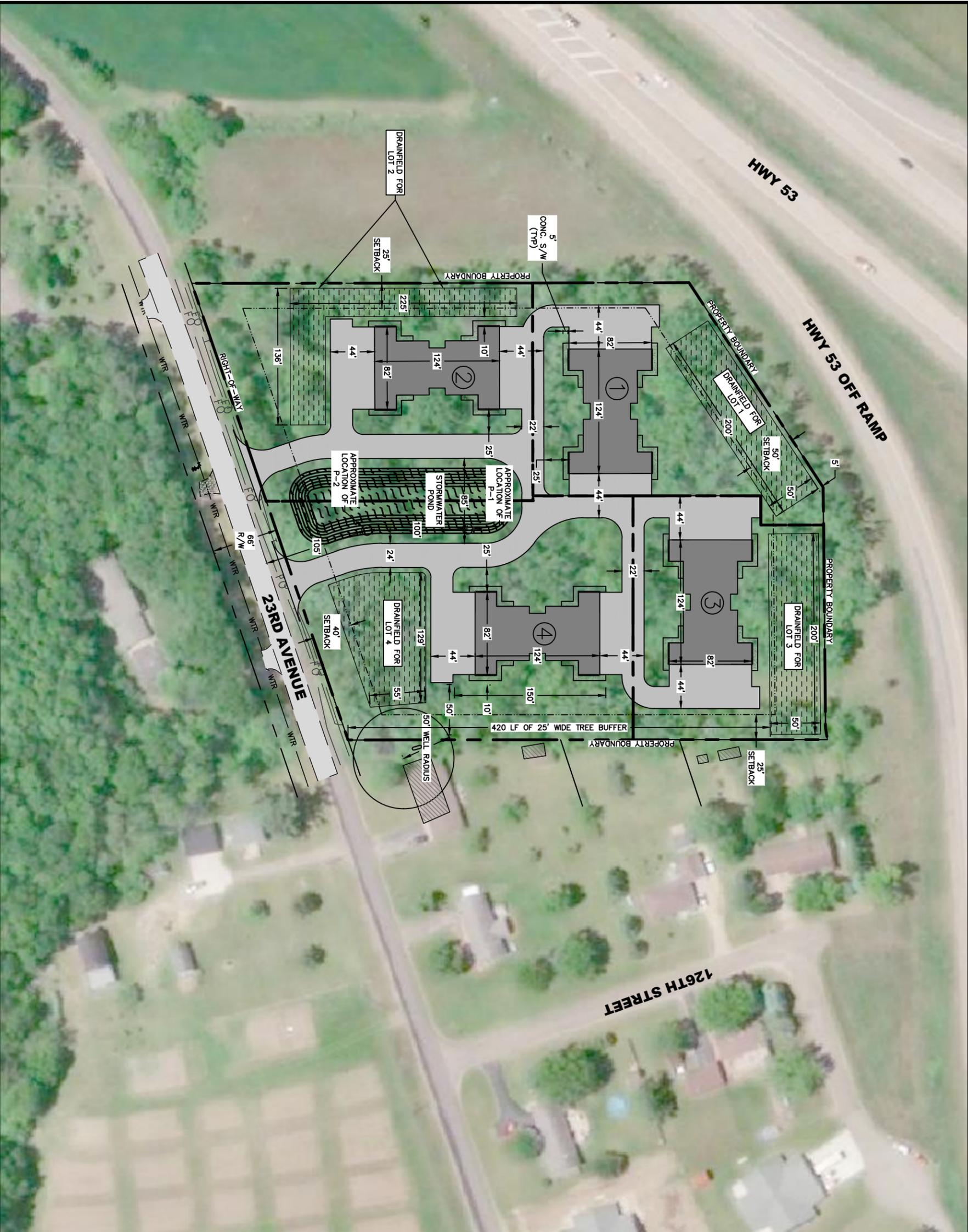
ADVANCED ENGINEERING CONCEPTS
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EAST WAUKESHA, WI 53470
PH: 715-550-0330
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PLANNED UNIT DEVELOPMENT

MULTI-FAMILY DEVELOPMENT
23RD AVENUE
VILLAGE OF LAKE HALLIE
CHIPPewa COUNTY, WI

DWG NAME
20087 PUD
DATE
MAY 2020

1 / 1



MULTI-FAMILY DEVELOPMENT

LOT SIZE: 5.4 ACRES
EXISTING IMPERVIOUS AREA: 0.00 SF (0.00 AC.)
PROPOSED USE: MULTI-FAMILY

PROPOSED BUILDINGS: 30,672 SF (0.70 AC.)
(DOES NOT INCLUDE ANY VISITOR STALLS)
TOTAL IMPERVIOUS LOT COVERAGE: 90,769 SF (2.08 AC.)

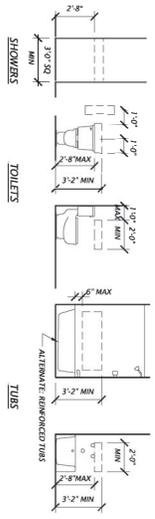
LOT COVERAGE = (39% OF TOTAL LOT)

STORM WATER FACILITY: WETPOND & INFILTRATION FACILITY

PARKING STALLS:
16 GARAGE STALL PER BUILDING
16 SURFACE STALLS IN FRONT OF GARAGE
32 STALLS/BLDG = 128 STALLS TOTAL
(TO BE ADDED) VISITOR STALLS

REQUIRED LOT SIZE
8-PLEX = 20,000+6*3,000=38,000 SQ-FT.

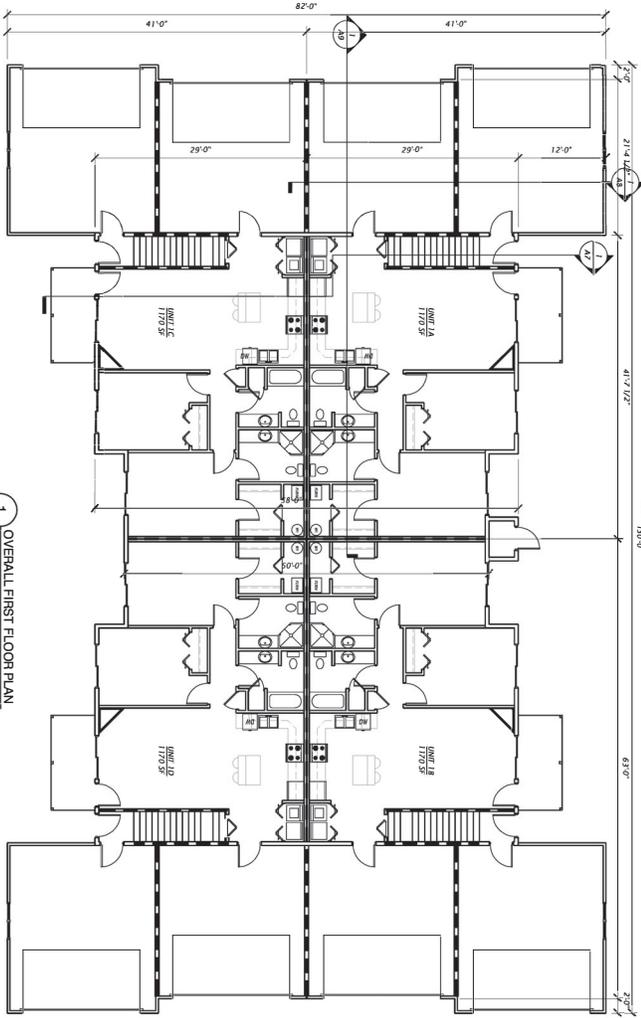
CONCEPT LOT SIZE
LOT 1=49,491 SQ-FT
LOT 2=65,324 SQ-FT
LOT 3=44,428 SQ-FT
LOT 4=77,627 SQ-FT



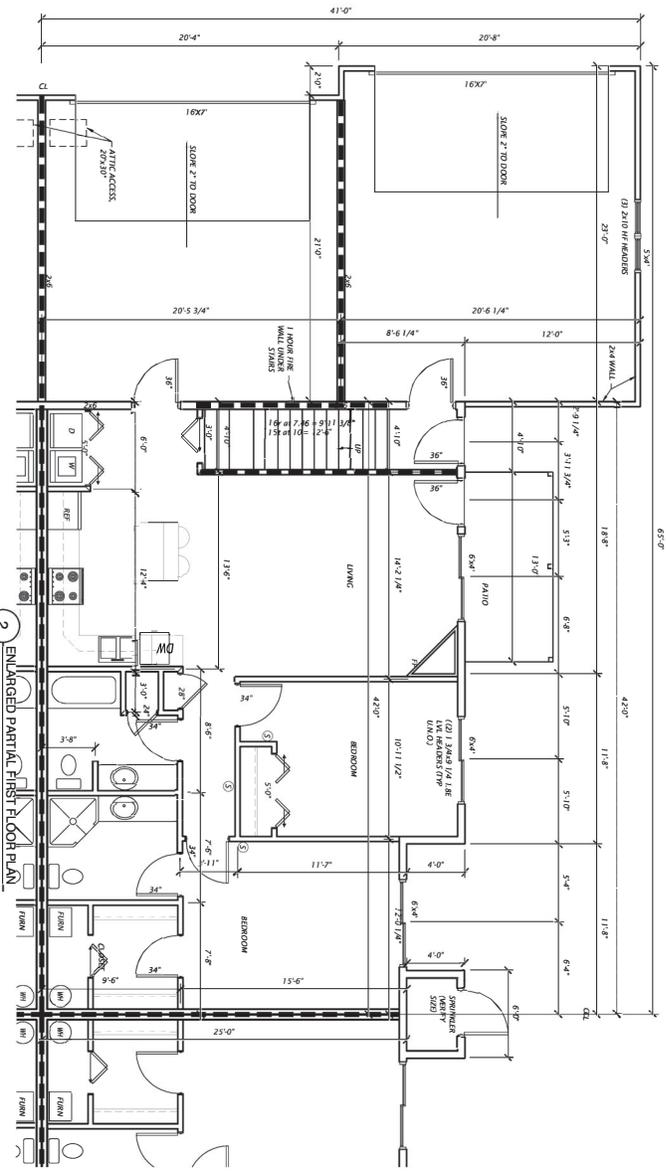
5 GRAB BAR BLOCKING DETAILS (ALL BATHROOMS)
2x8 BLOCKING (250 LB LOAD)
1/4" = 1'-0"

GENERAL NOTES:
1. COMPLIANT WITH ALL APPLICABLE CODES.
2. ALL LUMBARS ARE 3" W/ FINISHES UNLESS OTHERWISE NOTED.
3. FINISHES TO MATCH ADJACENT AREAS.
4. SEE SCHEDULE FOR MATERIALS.
5. SEE SPECIFICATIONS FOR FINISHES.
6. SEE MECHANICAL AND ELECTRICAL SCHEDULES FOR DETAILS.
7. SEE STRUCTURAL SCHEDULE FOR DETAILS.
8. SEE CIVIL SCHEDULE FOR DETAILS.
9. SEE LANDSCAPE SCHEDULE FOR DETAILS.
10. SEE EXTERIOR FINISHES SCHEDULE FOR DETAILS.
11. SEE INTERIOR FINISHES SCHEDULE FOR DETAILS.
12. SEE PAINT SCHEDULE FOR DETAILS.
13. SEE GLASS SCHEDULE FOR DETAILS.
14. SEE METALS SCHEDULE FOR DETAILS.
15. SEE WOOD SCHEDULE FOR DETAILS.
16. SEE CERAMIC SCHEDULE FOR DETAILS.
17. SEE STONE SCHEDULE FOR DETAILS.
18. SEE FABRIC SCHEDULE FOR DETAILS.
19. SEE LEATHER SCHEDULE FOR DETAILS.
20. SEE PAPER SCHEDULE FOR DETAILS.
21. SEE PLASTER SCHEDULE FOR DETAILS.
22. SEE CONCRETE SCHEDULE FOR DETAILS.
23. SEE GROUT SCHEDULE FOR DETAILS.
24. SEE ADHESIVE SCHEDULE FOR DETAILS.
25. SEE SEALANT SCHEDULE FOR DETAILS.
26. SEE PAINT SCHEDULE FOR DETAILS.
27. SEE FINISHES SCHEDULE FOR DETAILS.
28. SEE MATERIALS SCHEDULE FOR DETAILS.
29. SEE SPECIFICATIONS SCHEDULE FOR DETAILS.
30. SEE CODES SCHEDULE FOR DETAILS.

HANDICAPPED ACCESSIBLE TOILETS:
1. TOILETS SHALL BE ACCESSIBLE TO ALL HANDICAPPED INDIVIDUALS.
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29. TOILETS SHALL BE ACCESSIBLE TO ALL HANDICAPPED INDIVIDUALS.
30. TOILETS SHALL BE ACCESSIBLE TO ALL HANDICAPPED INDIVIDUALS.



1 OVERALL FIRST FLOOR PLAN
1/8" = 1'-0"



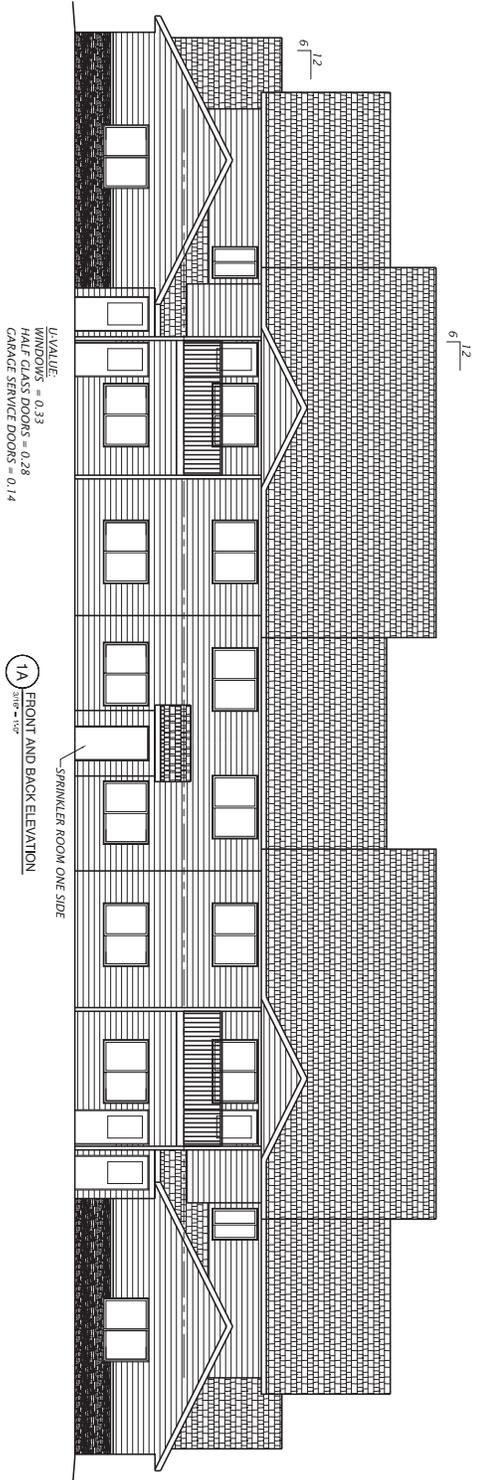
2 ENLARGED PARTIAL FIRST FLOOR PLAN
1/8" = 1'-0"

9-3-19
A3
SHT. 3 OF 9

FIRST FLOOR PLANS

8 PLEX
ADDRESS
CITY, ST

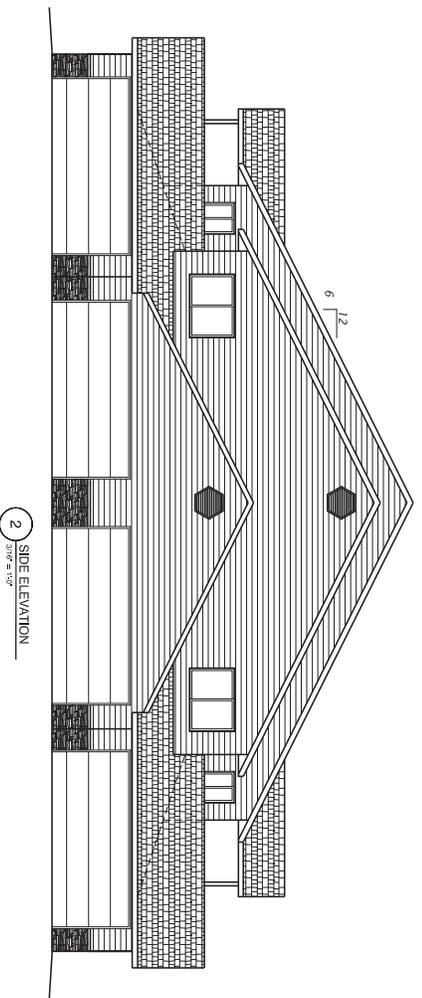
ROBERT D. JOHNSON ARCHITECT
5201 STONEWOOD DRIVE
EAU CLAIRE, WISCONSIN 54703
715.828.8330
RDJARCHITECT@GMAIL.COM



LIVABLE
 WINDOWS = 0.33
 HALF GLASS DOORS = 0.28
 GARAGE SERVICE DOORS = 0.14

1A FRONT AND BACK ELEVATION
 1/8" = 1'-0"

SPRINKLER ROOM ONE SIDE



2 SIDE ELEVATION
 3/16" = 1'-0"

SOIL EVALUATION - STORM

in accordance with SPS 382.365 and 385, Wis. Adm. Code

Attach complete site plan on paper not less than 8 1/2 x 11 inches in size. Plan must include, but not limited to: vertical and horizontal reference point (BM), direction and percent slope, scale or dimensions, north arrow, and BM referenced to nearest road.

Please print all information.

Personal information you provide may be used for secondary purposes (Privacy Law, s. 15.04 (1) (m)).

County	Chippewa
Parcel I.D.	22809-2542-74666002
Reviewed by	Date

Property Owner Carrie Nicolai	Property Location Govt. Lot NW 1/4 SE 1/4 S 25 T 28 N R 9 <input checked="" type="checkbox"/> (or) W		
Property Owner's Mailing Address E7151 140th Ave	Lot # 2	Block #	Subd. Name or CSM# CSM# 4666
City Mondovi	State WI	Zip Code 54755	Phone Number (715) 829-0029
<input type="checkbox"/> City		<input checked="" type="checkbox"/> Village	<input type="checkbox"/> Town
Nearest Road Lake Hallie		23rd Ave	

Drainage area _____ <input type="checkbox"/> sq. ft. <input type="checkbox"/> acres Optional: Test Site Suitable for (check all that apply) <input type="checkbox"/> Irrigation <input type="checkbox"/> Bioretention trench <input type="checkbox"/> Trench(es) <input type="checkbox"/> Rain garden <input type="checkbox"/> Grassed swale <input type="checkbox"/> Reuse <input type="checkbox"/> Infiltration trench <input type="checkbox"/> SDS (> 15' wide) <input type="checkbox"/> Other _____	Hydraulic Application Test Method: <input type="checkbox"/> Morphological Evaluation <input type="checkbox"/> Double-Ring Infiltrometer <input type="checkbox"/> Other (specify) _____
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P-1 Obs. # Boring Pit Ground surface elev. 902 +/- ft. Depth to limiting factor 152 in. Hydraulic App. Rate

Horizon	Depth in.	Dominant Color Munsell	Redox Description Qu. Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frag.	Inches/Hr
1	0-12	10YR 3/3		ls	1-f-gr	m (vfr)	gs	<15	1.63
2	12-24	7.5YR 4/4		FGR s	0m	m (lo)	gs	15-<35	3.60
3	24-152	10YR 5/6		MGR s	0m	m (lo)	as	15-<35	3.60
4*	152-								

P-2 Obs. # Boring Pit Ground surface elev. 902 +/- ft. Depth to limiting factor -- in. Hydraulic App. Rate

Horizon	Depth in.	Dominant Color Munsell	Redox Description Qu. Sz. Cont. Color	Texture	Structure Gr. Sz. Sh.	Consistence	Boundary	% Rock Frag.	Inches/Hr
1	0-17	7.5YR 4/3		FGR ls	1-f-gr	m (vfr)	gs	<15	1.63
1	17-32	5YR 4/4		VGR cos	0m	m (lo)	gs	35-<60	3.60
1	32-160	10YR 5/6		MGR cos	0m	m (lo)	as	<15	3.60

CST/PSS Name (Please Print) Robert J Seward	Signature 	CST/PSS Number SP-091900034
Address 1360 International Dr. Suite #1, Eau Claire WI 54701	Date Evaluation Conducted 05/13/2020	Telephone Number 715-895-8204

TRAFFIC IMPACT ANALYSIS

MULTI-FAMILY DEVELOPMENT VILLAGE OF LAKE HALLIE CHIPPEWA COUNTY

PREPARED FOR ADVANCED ENGINEERING CONCEPTS

Prepared by:
CORRE, Inc.
1802 Warden Street
Eau Claire, WI 54703

Introduction

CORRE, Inc was retained to evaluate traffic impacts that would result from the proposed multi-family development located on the west side of 23rd Avenue, between Melby Road and CTH OO on the north side. The proposed development is within the Village of Lake Hallie, Chippewa County. See Attachment 1 for the proposed development location.

This abbreviated report was conducted to determine the effects the trips generated may have on existing traffic at the proposed intersection on 123rd Avenue along with the added traffic at CTH OO.

Existing Conditions

The roadway 123rd Avenue is classified as a local road and is a two-lane rural roadway with two 11-foot asphaltic pavement driving lanes and 2-4-foot turf shoulders. The roadway terrain is level. The posted speed on 123rd Avenue is 35 mph. Existing land use adjacent to the development site is primarily wooded with residential homes. There are several existing residential driveways and roadway intersections located along 123rd Avenue.

There are approximately 50 residential homes in the immediate area that use 123rd Avenue to access CTH OO. For this report it is assumed that residential traffic within the portion of 123rd Avenue is generated exclusively from 125th Avenue north to CTH OO area.

There are no existing traffic counts on 123rd Avenue or on nearby adjacent roads. It will be assumed that the residents along the roadway make up the majority of the existing traffic and from 125th Avenue to the north will utilize access via CTH OO.

Proposed Development

The proposed multi-family development will be located on the north side of 123rd Avenue and covers approximately 5.4 acres. The proposed development will be a mid-rise (2-story) multi-family complex and will have four 10-unit buildings for a total of 40 units. See Attachment 2 for development layout. Currently there is no roadway or access into the proposed development site. Construction of the development is scheduled to start in 2020 and be finished in 2021.

Existing Traffic

As previously mentioned, there are approximately 50 residential homes in the immediate area that use 123rd Avenue to access CTH OO. From the [Trip Generation Manual, Institute of Transportation, 10th Edition](#), a rate of 9.44 trips per residence was assumed to estimate 472 vehicles per day (VPD) on 123rd Avenue (See Attachment 3). From Attachment 3 we can see that peak hour traffic occurs in the PM with 50 vehicles per hour VPR.

Trip Generation / Trip Distribution

At full occupancy, the proposed development would add 218 vehicle trips per day to the existing roadway 123rd Avenue (109 In/109 Out), and the Annual Daily Traffic (ADT) on 123rd Avenue would increase to 690 vehicles per day (VPD) near the CTH OO intersection.

For the highest peak hour traffic volume, traffic in the PM would be the highest. An evaluation of AM and Saturday traffic was also examined. See Attachment 4 for Trip Generations. The proposed development PM peak hour trips (16 trips) combined with existing traffic (50 PM peak hour trips) would total 66 vehicles in the peak hour.

Overall traffic generated from the development will have very low impact to 123rd Avenue. Traffic added during peak hour will also have a low impact on not only 123rd Avenue but also have a minimal impact to the capacity at the intersection of CTH OO. A Highway Capacity Software (HCS) analysis was not performed for this report.

Site Distance

The proposed development's access will intersect 123rd Avenue at two access points (driveways). Sight distance as referenced to in **WISDOT FDM 11-10, table 5.2** for each access point meets the desirable criteria for right turns out of the development (415 feet). Sight Distance for left turn out of the development meet the minimum criteria (390 feet). See Attachment 5 for sight distance requirements and photo

Conclusion

The capacity of a two-lane rural roadway similar to 123rd Avenue would be around 2600 passenger cars per hour or 1300 passenger cars per hour for each travel lane. For ideal roadway operations with lower congestion levels, traffic volumes ranging up to 400 vehicles per hour would still operate efficiently on 123rd Avenue.

Overall traffic generated from the development will have very low impact to 123rd Avenue. Traffic added during peak hour will also have a low impact on not only 123rd Avenue but also have a minimal impact to the capacity at the intersection of CTH OO. A Highway Capacity Software (HCS) analysis was not performed for this report.

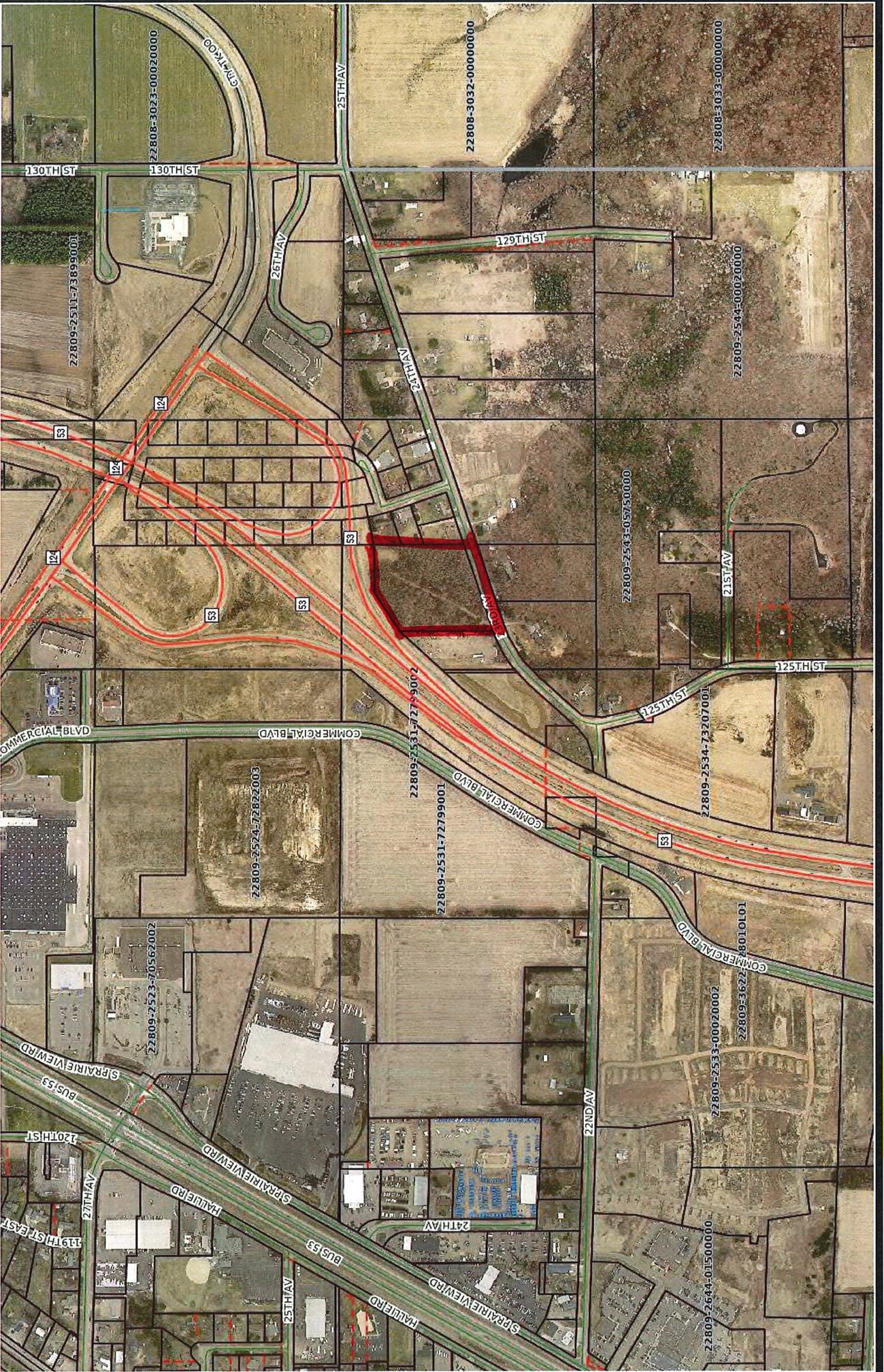
The overall operations of 123rd Avenue, and the surrounding roadway network will continue to operate efficiently after the addition of the proposed development. Sight distances for both left and right turns out of the proposed development on 123rd Avenue meet the minimum Wisconsin Department of Transportation standards. To ensure all sight distances and vision angles are met, all trees or any other vision obstructions that are within the site should be removed during construction. No roadway upgrades to 123rd Avenue are recommended.

ATTACHMENT 1

Map

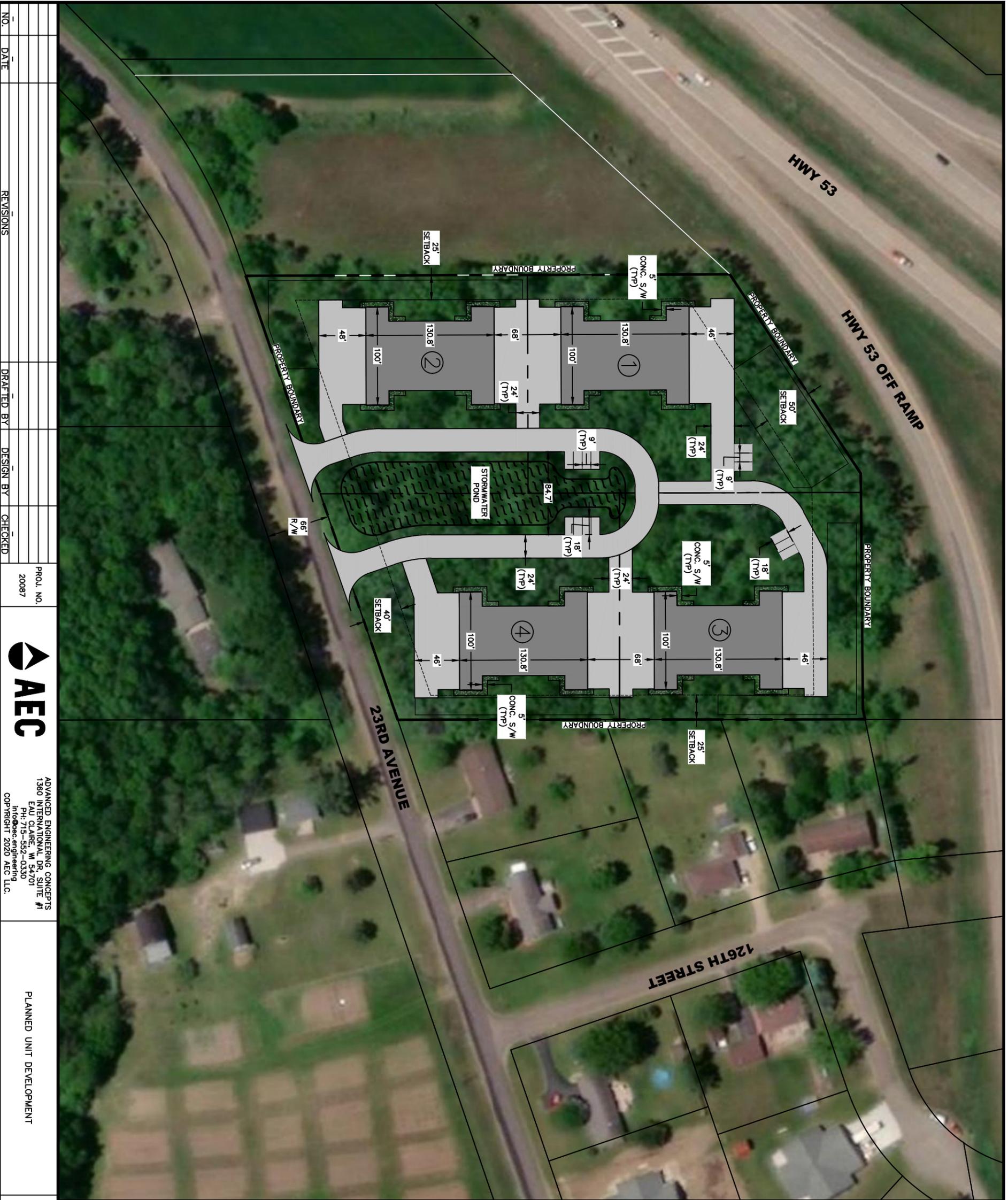
Printed 05/12/2020

Scale = 1:681'



Disclaimer: This map is a compilation of records as they appear in the Chippewa County Offices affecting the area shown and is to be used only for reference purposes.

ATTACHMENT 2



MULTI-FAMILY DEVELOPMENT

LOT SIZE:	5.4 ACRES
EXISTING IMPERVIOUS AREA:	0.00 SF (0.00 AC.)
PROPOSED USE:	MULTI-FAMILY
PROPOSED BUILDINGS:	42,560 SF (0.98 AC.)
PROPOSED PAVEMENTS:	64,700 SF (1.49 AC.)
TOTAL IMPERVIOUS LOT COVERAGE:	107,260 SF (2.47 AC.)
LOT COVERAGE = (46% OF TOTAL LOT)	
STORM WATER FACILITY:	WETPOND & INFILTRATION FACILITY
PARKING STALLS:	
16 GARAGE STALL PER BUILDING	
16 SURFACE STALLS IN FRONT OF GARAGE	
32 STALLS/BLDG = 128 STALLS TOTAL	
14 VISITOR STALLS	
REQUIRED LOT SIZE	
10-PLEX = 20,000+8*3,000=44,000 SQ-FT.	
CONCEPT LOT SIZE	
LOT 1=62,260 SQ-FT	
LOT 2=55,700 SQ-FT	
LOT 3=57,350 SQ-FT	
LOT 4=61,540 SQ-FT	

NO.	DATE	REVISIONS	DRAFTED BY	DESIGN BY	CHECKED

PROJ. NO.
20087



ADVANCED ENGINEERING CONCEPTS
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EAST WAUWATOSA, WI 53001
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Info@aec-engineering.com
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PLANNED UNIT DEVELOPMENT

MULTI-FAMILY DEVELOPMENT 23RD AVENUE VILLAGE OF LAKE HALLIE CHIPPewa COUNTY, WI	DWG NAME 190XX_PGX XXXXX	1
	DATE	APRIL 2020

ATTACHMENT 3

Multi-Family Development - Village of Lake Hallie
Estimated Existing Traffic
Chippewa County Wisconsin

Land Use	ITE Code	Development Units	Rate	Weekday Daily		Rate	AM Peak		Rate	PM Peak		Rate	SAT Peak			
				Total	Enter		Total	Enter		Total	Enter		Total	Enter		
Single Family Detached Housing	210	50	9.44	472	0.76	38	10	28	1.00	50	32	18	0.93	47	23	24
							26%	74%			64%	36%		49%	51%	
Total				472		38	10	29		50	33	18		47	23	25

Notes:

All trip generation rates and enter/exit splits based on Trip Generation, Institute of Transportation Engineers, 10th Edition.

ATTACHMENT 4

Multi-Family Development - Village of Lake Hallie
Trip Generation Table
Chippewa County Wisconsin

Land Use	ITE Code	Development Units	Rate	Weekday Daily		AM Peak		PM Peak		SAT Peak					
				Rate	Total	Enter	Exit	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
Multi Family Housing (Mid Rise)	221	40	5.44	0.32	13	4	9	0.41	16	10	6	0.44	18	9	9
						27%	73%			60%	40%			49%	51%
Total				13	4	9	16	10	6	18	9	9	9	9	9

Notes:

All trip generation rates and enter/exit splits based on Trip Generation, Institute of Transportation Engineers, 10th Edition.

ATTACHMENT 5

Table 5.2 Intersection Sight Distance ^A Criteria for Intersection Control Cases B1, B2, and B3 - Stop on Minor Road²²

	Case B1 - Left turn from the minor road ^B			Case B2 - Right turn from the minor road ^C			Case B3 - Crossing maneuver from the minor road ^D		
Design vehicle	P	SU	WB	P	SU	WB	P	SU	WB
Eye height (feet)	3.5	7.6	7.6	3.5	7.6	7.6	3.5	7.6	7.6
Time gap (sec)									
UPPER MINIMUM (MINIMUM)	10.0 (7.5)	12.0 (9.5)	13.0 (11.5)	8.0 (6.5)	10.0 (8.5)	12.0 (10.5)	7.0 (6.5)	10.0 (8.5)	13.0 (10.5)
Mainline Design Speed (mph)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)	ISD (feet) UPPER MIN (MIN)
25	370 (280)	445 (350)	480 (425)	295 (240)	370 (315)	445 (390)	260 (240)	370 (315)	480 (390)
30	445 (335)	530 (420)	575 (510)	355 (290)	445 (375)	530 (465)	310 (290)	445 (375)	575 (465)
35	515 (390)	620 (490)	670 (595)	415 (335)	515 (440)	620 (545)	365 (335)	515 (440)	670 (545)
40	590 (445)	710 (560)	765 (680)	475 (385)	590 (500)	710 (620)	415 (385)	590 (500)	765 (620)
45	665 (500)	795 (630)	860 (765)	530 (430)	665 (565)	795 (695)	465 (430)	665 (565)	860 (695)
50	735 (555)	885 (700)	960 (850)	590 (480)	735 (625)	885 (775)	515 (480)	735 (625)	960 (775)
55	810 (610)	975 (770)	1055 (930)	650 (530)	810 (690)	975 (850)	570 (530)	810 (690)	1055 (850)
60	885 (665)	1060 (840)	1150 (1015)	710 (575)	885 (750)	1060 (930)	620 (575)	885 (750)	1150 (930)
65	960 (720)	1150 (910)	1245 (1100)	765 (625)	960 (815)	1150 (1005)	670 (625)	960 (815)	1245 (1005)
70	1030 (775)	1235 (980)	1340 (1185)	825 (670)	1030 (875)	1235 (1085)	725 (670)	1030 (875)	1340 (1085)

²² (15) NCHRP Report 383: Intersection Sight Distance. TRB, National Research Council, 1996.

(16) Intersections at Grade. In FHWA-RD-01-051: Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians Federal Highway Administration Turner-Fairbank Research Center, 2001, Section I. <https://www.federallabs.org/labs/federal-highway-administration-fhwa-turner-fairbank-highway-research-center-tfhrc> (17) ISD and vision triangle recomm vs 1990 GDHS.xls. Wisconsin DOT, 2004.

Sight Photos



From the Site looking North



Looking at the site from the South