

PETERSON ROAD

PETERSON ROAD

ECONO FOODS

WAL-MART
C-143-SGL-NO

OUTLOT

OUTLOT
19 AC

EGG HARBOR ROAD

ALABAMA STREET

INFILTRATION
POND 0.38 AC

RETENTION
POND 0.87 AC



ACCESSIBLE FEATURES

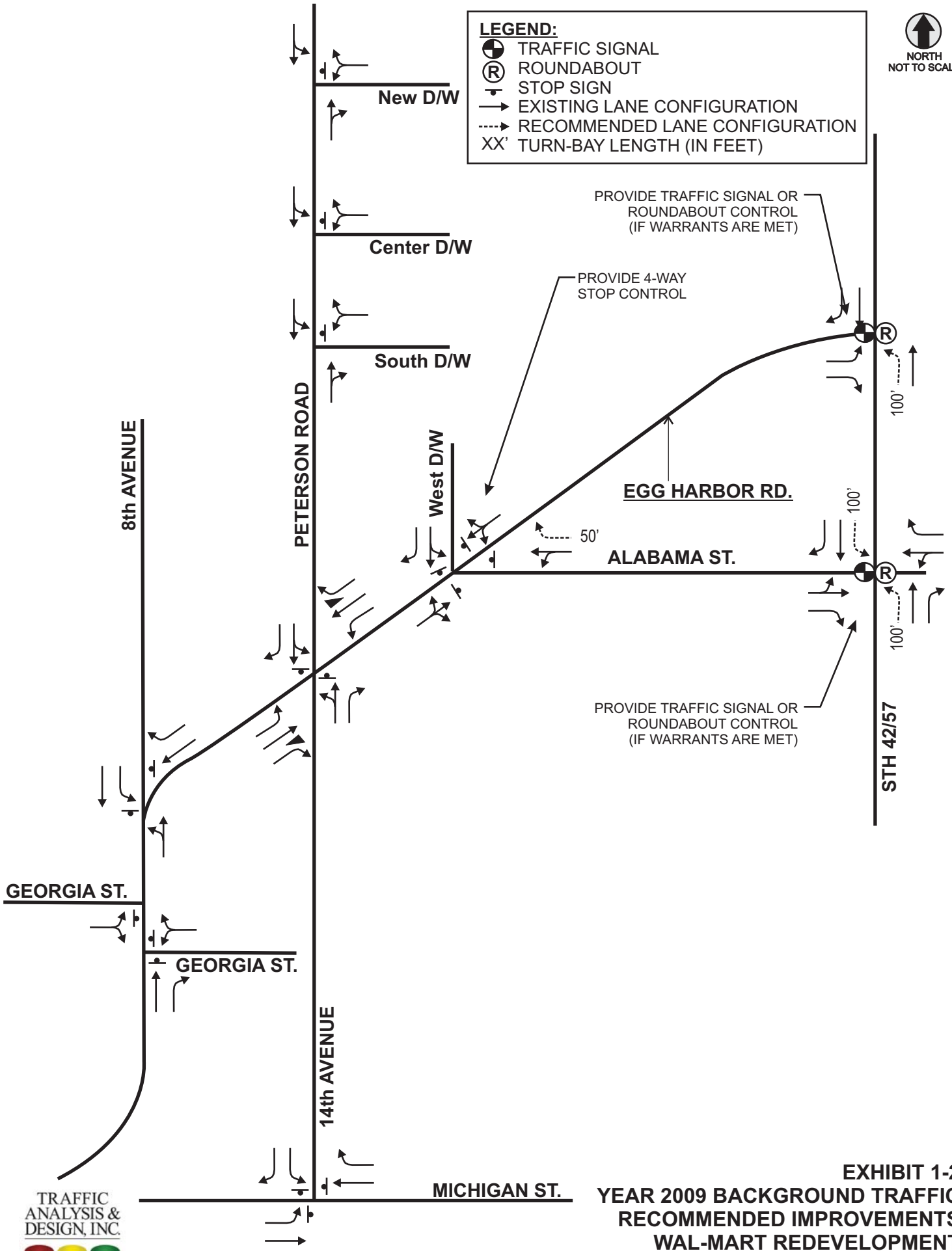
NO.	DESCRIPTION	DATE	BY
1	WAL-MART C-143-SGL-NO	10-02-08	TRAFFIC ANALYSIS & DESIGN, INC.
2	ECONO FOODS	10-02-08	TRAFFIC ANALYSIS & DESIGN, INC.

- GENERAL NOTES**
1. THE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND ALL APPLICABLE LOCAL ORDINANCES.
 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
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 20. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.



LEGEND:

- ⊕ TRAFFIC SIGNAL
- Ⓡ ROUNDABOUT
- ⊥ STOP SIGN
- EXISTING LANE CONFIGURATION
- ⋯ RECOMMENDED LANE CONFIGURATION
- XX' TURN-BAY LENGTH (IN FEET)



GEORGIA ST.

GEORGIA ST.

New D/W

Center D/W

South D/W

West D/W

PROVIDE TRAFFIC SIGNAL OR ROUNDABOUT CONTROL (IF WARRANTS ARE MET)

PROVIDE 4-WAY STOP CONTROL

EGG HARBOR RD.

ALABAMA ST.

PROVIDE TRAFFIC SIGNAL OR ROUNDABOUT CONTROL (IF WARRANTS ARE MET)

STH 42/57

14th AVENUE

MICHIGAN ST.

EXHIBIT 1-2
YEAR 2009 BACKGROUND TRAFFIC
RECOMMENDED IMPROVEMENTS
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

TRAFFIC ANALYSIS & DESIGN, INC.

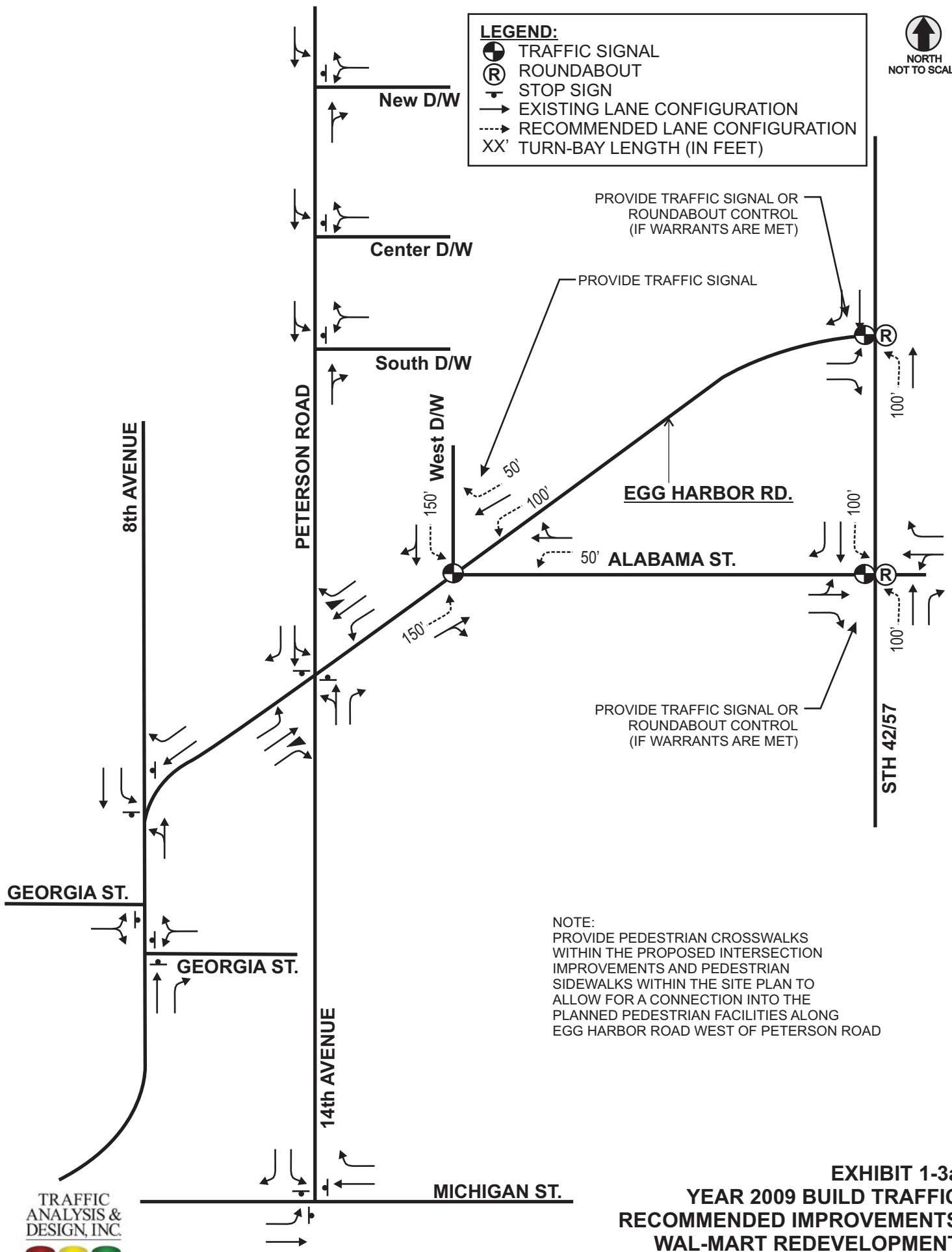


EXHIBIT DATE: 10-02-08



LEGEND:

- ⊙ TRAFFIC SIGNAL
- Ⓡ ROUNDABOUT
- ⊥ STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- XX' TURN-BAY LENGTH (IN FEET)



TRAFFIC ANALYSIS & DESIGN, INC.



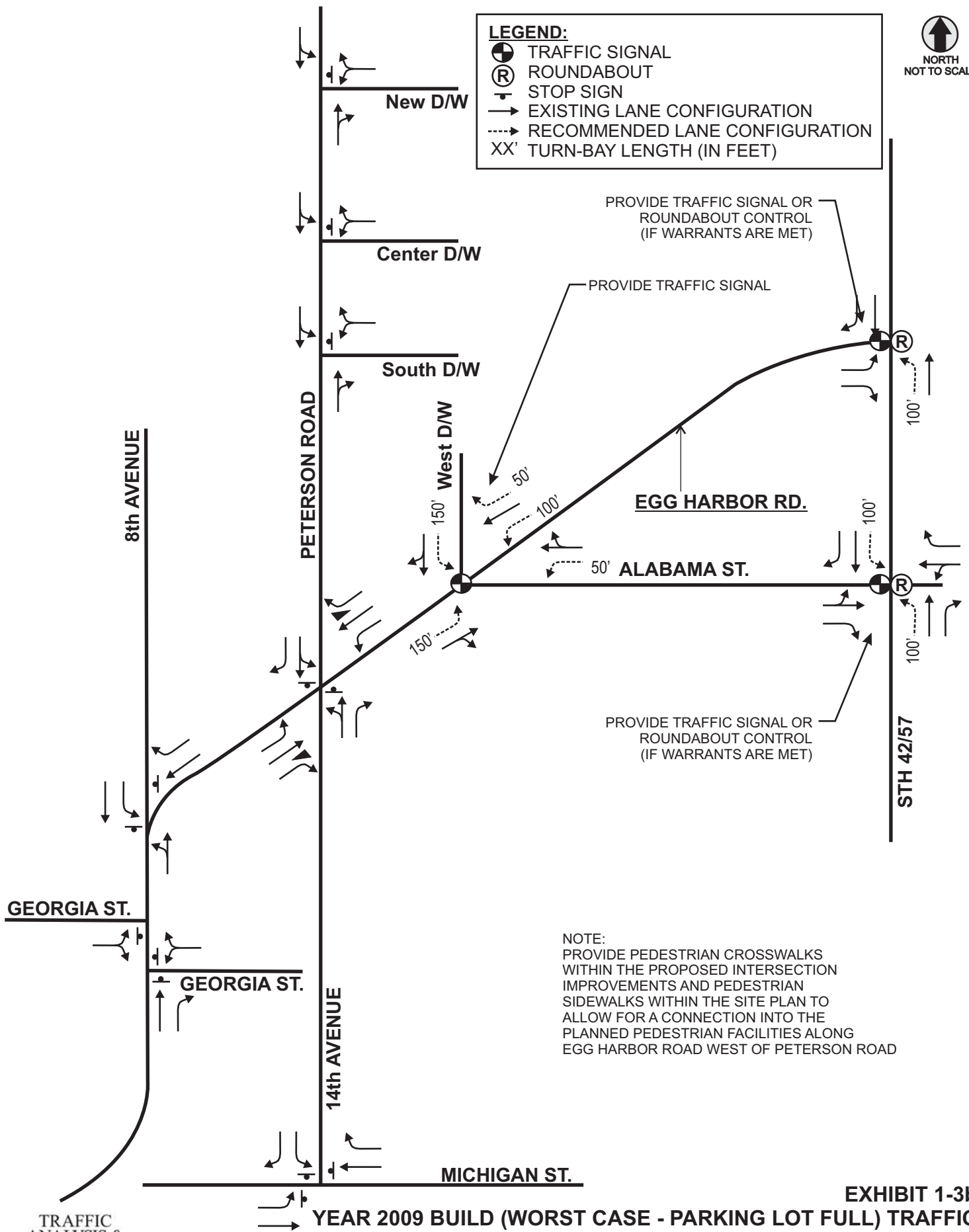
EXHIBIT DATE: 10-02-08

EXHIBIT 1-3a
YEAR 2009 BUILD TRAFFIC
RECOMMENDED IMPROVEMENTS
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN



LEGEND:

- TRAFFIC SIGNAL
- ROUNDABOUT
- STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- XX'** TURN-BAY LENGTH (IN FEET)



NOTE:
 PROVIDE PEDESTRIAN CROSSWALKS
 WITHIN THE PROPOSED INTERSECTION
 IMPROVEMENTS AND PEDESTRIAN
 SIDEWALKS WITHIN THE SITE PLAN TO
 ALLOW FOR A CONNECTION INTO THE
 PLANNED PEDESTRIAN FACILITIES ALONG
 EGG HARBOR ROAD WEST OF PETERSON ROAD

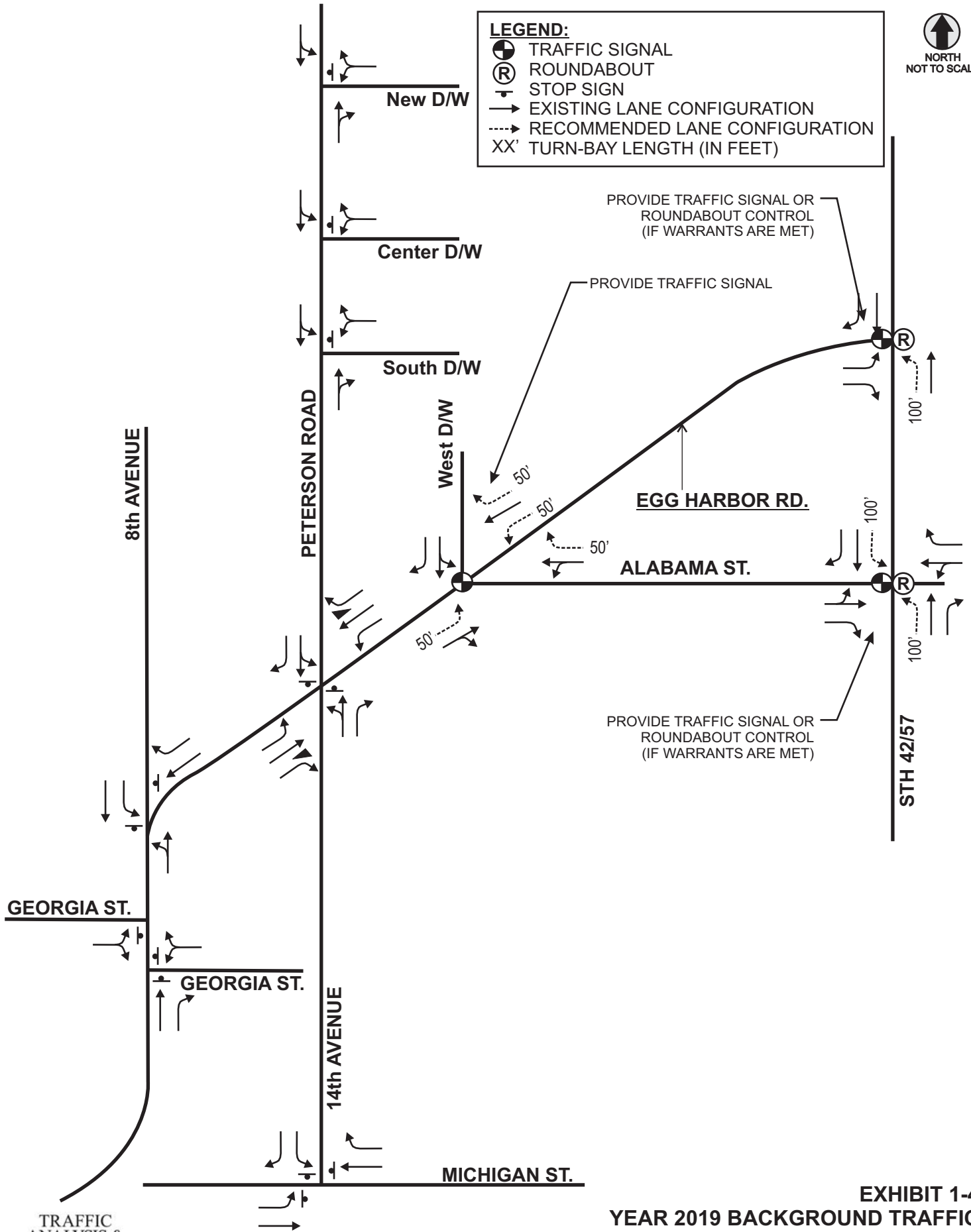
EXHIBIT 1-3b
YEAR 2009 BUILD (WORST CASE - PARKING LOT FULL) TRAFFIC
RECOMMENDED IMPROVEMENTS
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN





LEGEND:

- ⊙ TRAFFIC SIGNAL
- Ⓡ ROUNDABOUT
- ⊥ STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- XX' TURN-BAY LENGTH (IN FEET)



TRAFFIC ANALYSIS & DESIGN, INC.



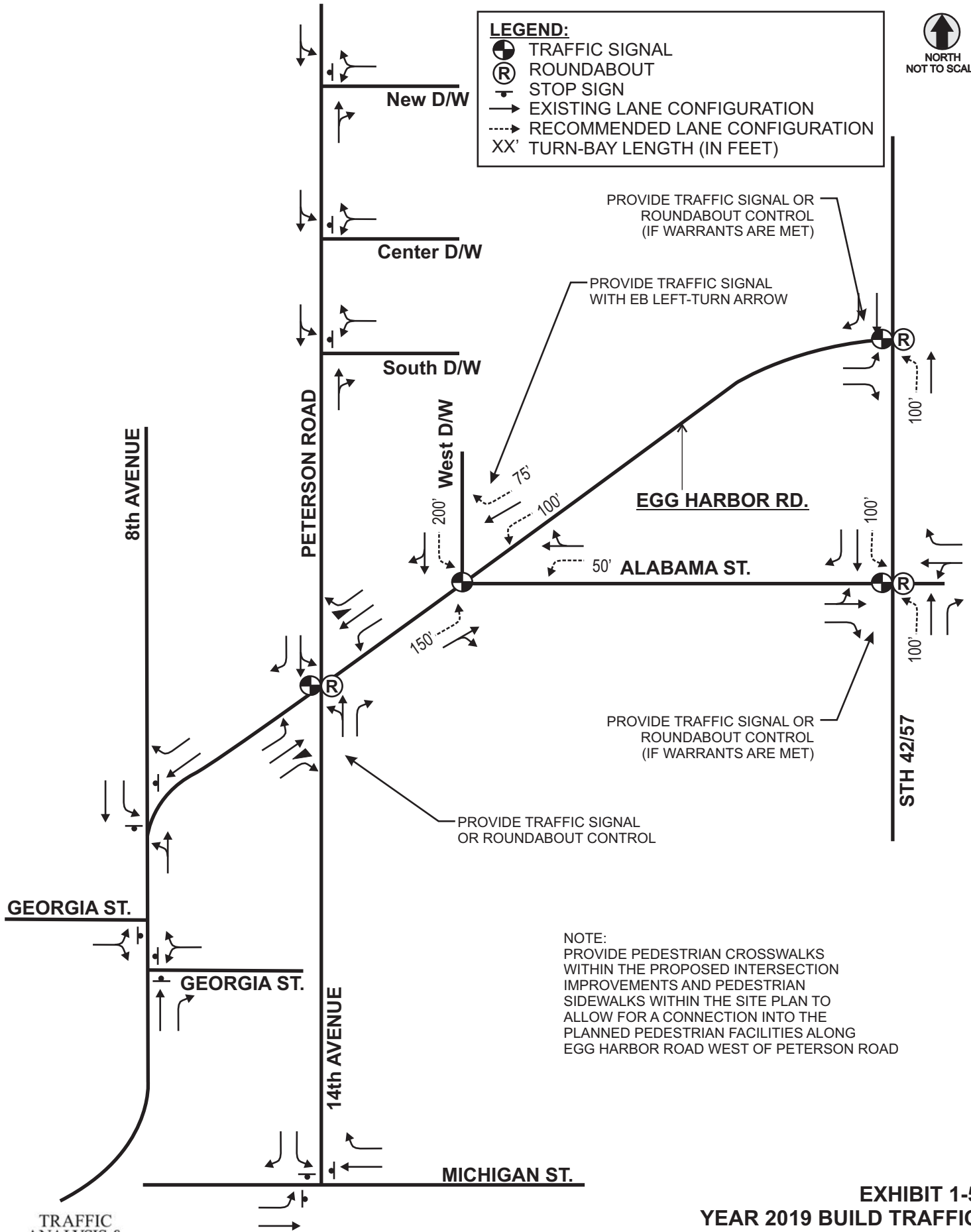
EXHIBIT DATE: 10-02-08

**EXHIBIT 1-4
YEAR 2019 BACKGROUND TRAFFIC
RECOMMENDED IMPROVEMENTS
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN**



LEGEND:

- ⊙ TRAFFIC SIGNAL
- Ⓡ ROUNDABOUT
- ⊥ STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- XX' TURN-BAY LENGTH (IN FEET)



NOTE:
 PROVIDE PEDESTRIAN CROSSWALKS WITHIN THE PROPOSED INTERSECTION IMPROVEMENTS AND PEDESTRIAN SIDEWALKS WITHIN THE SITE PLAN TO ALLOW FOR A CONNECTION INTO THE PLANNED PEDESTRIAN FACILITIES ALONG EGG HARBOR ROAD WEST OF PETERSON ROAD

**EXHIBIT 1-5
 YEAR 2019 BUILD TRAFFIC
 RECOMMENDED IMPROVEMENTS
 WAL-MART REDEVELOPMENT
 STURGEON BAY, WISCONSIN**

TRAFFIC ANALYSIS & DESIGN, INC.

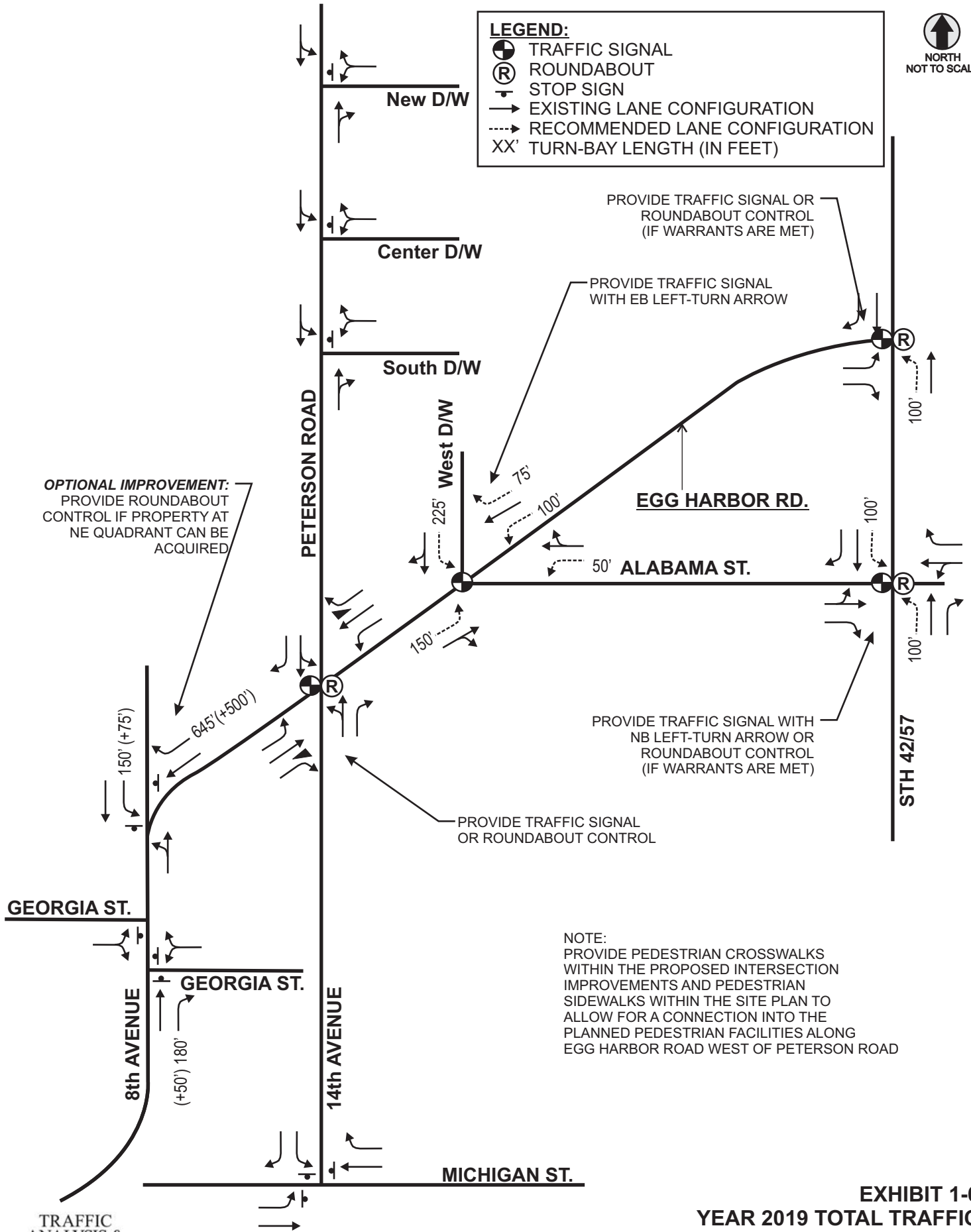


EXHIBIT DATE: 10-02-08



LEGEND:

- ⊙ TRAFFIC SIGNAL
- Ⓡ ROUNDABOUT
- ⊥ STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- XX' TURN-BAY LENGTH (IN FEET)



TRAFFIC ANALYSIS & DESIGN, INC.

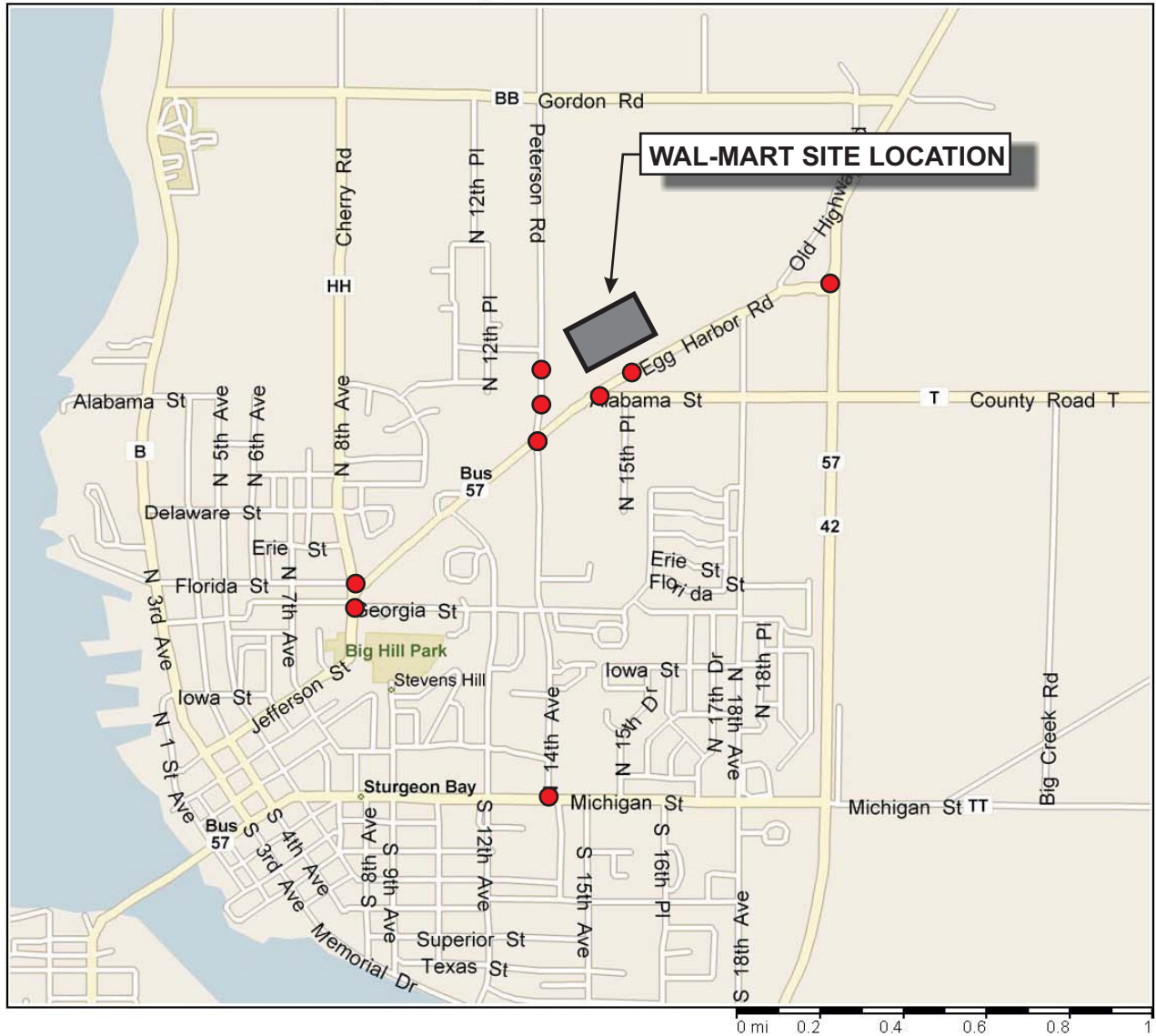


EXHIBIT DATE: 10-02-08

EXHIBIT 1-6
YEAR 2019 TOTAL TRAFFIC
RECOMMENDED IMPROVEMENTS
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN



Sturgeon Bay, Wisconsin, United States



● = STUDY INTERSECTION



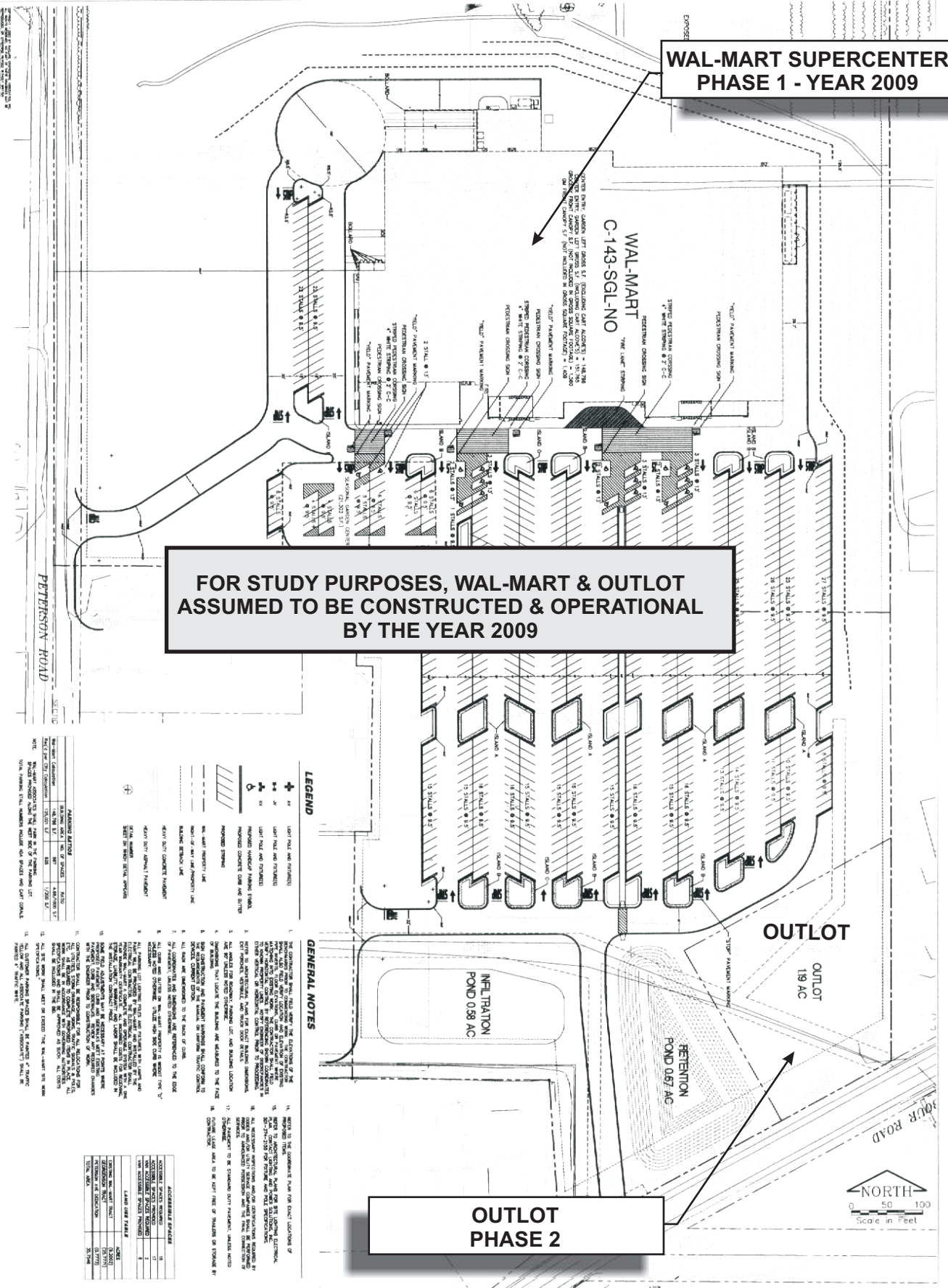
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**WAL-MART SUPERCENTER
PHASE 1 - YEAR 2009**

**FOR STUDY PURPOSES, WAL-MART & OUTLOT
ASSUMED TO BE CONSTRUCTED & OPERATIONAL
BY THE YEAR 2009**

**OUTLOT
PHASE 2**



ADJUSTING METERS

DATE	BY	REVISION
10/02/08

- LEGEND**
- WAL-MART SUPERCENTER
 - OUTLOT
 - RETENTION POND
 - ...

- GENERAL NOTES**
1. THE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE...
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ADJUSTING METERS

DATE	BY	REVISION
10/02/08



Farm Field

Proposed Bldg

Wal-Mart

Proposed Site

Econo Foods

Bluebird St.

Residential

Center D/W

South D/W

EGG HARBOR RD.

PETERSON ROAD

WEST D/W

ALABAMA ST.

Restaurant

Commercial

Residential

Residential

Commercial

Commercial

8th AVENUE

FLORIDA ST.

Residential

Commercial

Commercial

Farm Field

N 18th AVENUE

STH 42/57

Residential

GEORGIA ST.

GEORGIA ST.

14th AVENUE

Industrial

Residential

N 15th DRIVE

High School

Church

Residential

MICHIGAN ST.

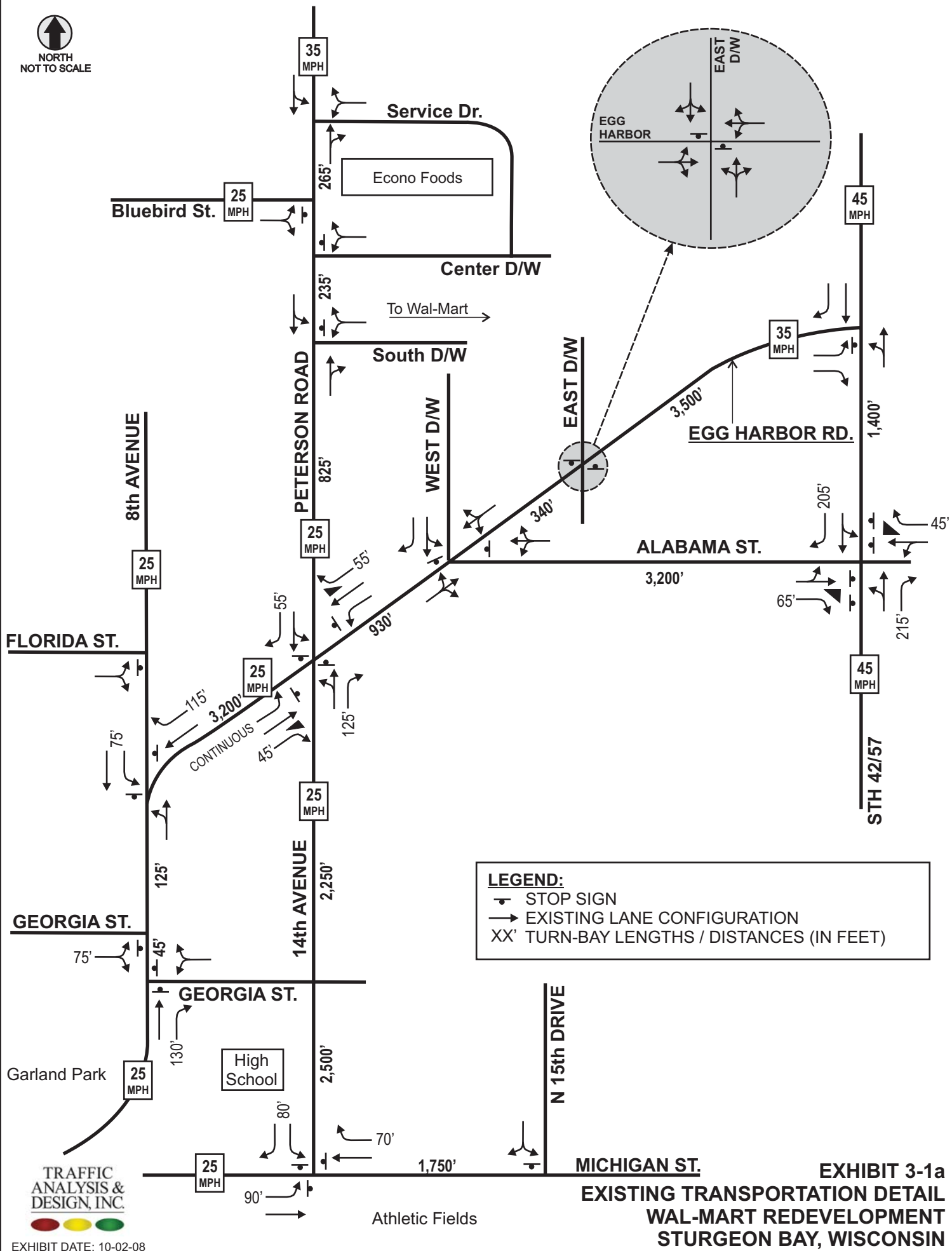
Athletic Fields

EXHIBIT 2-4
EXISTING & PROPOSED LAND USES
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

TRAFFIC
ANALYSIS &
DESIGN, INC.



EXHIBIT DATE: 10-02-08



LEGEND:
⊥ STOP SIGN
→ EXISTING LANE CONFIGURATION
XX' TURN-BAY LENGTHS / DISTANCES (IN FEET)

TRAFFIC ANALYSIS & DESIGN, INC.



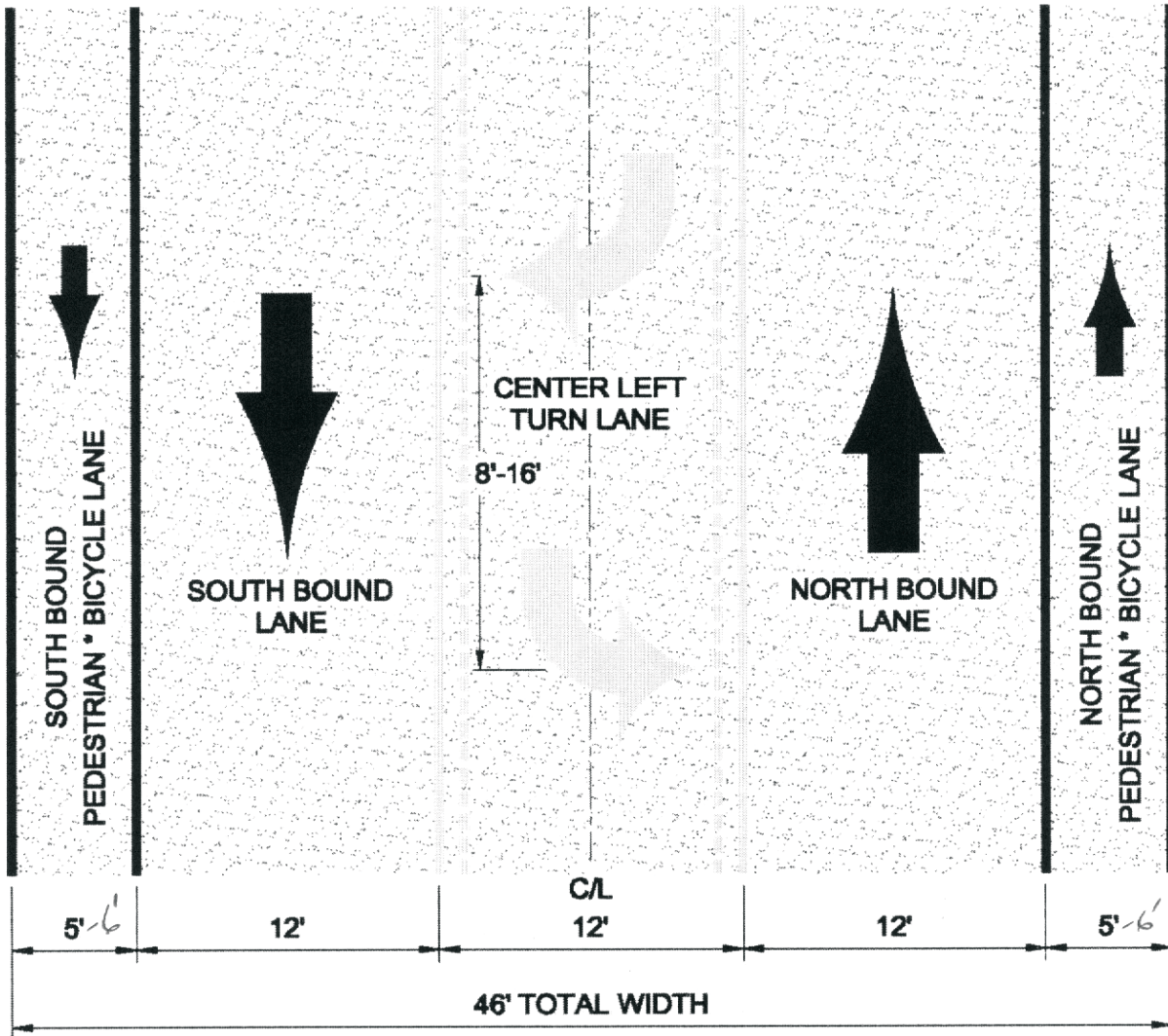
EXHIBIT DATE: 10-02-08

EXHIBIT 3-1a
EXISTING TRANSPORTATION DETAIL
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

EGG HARBOR ROAD STANDARD DETAIL

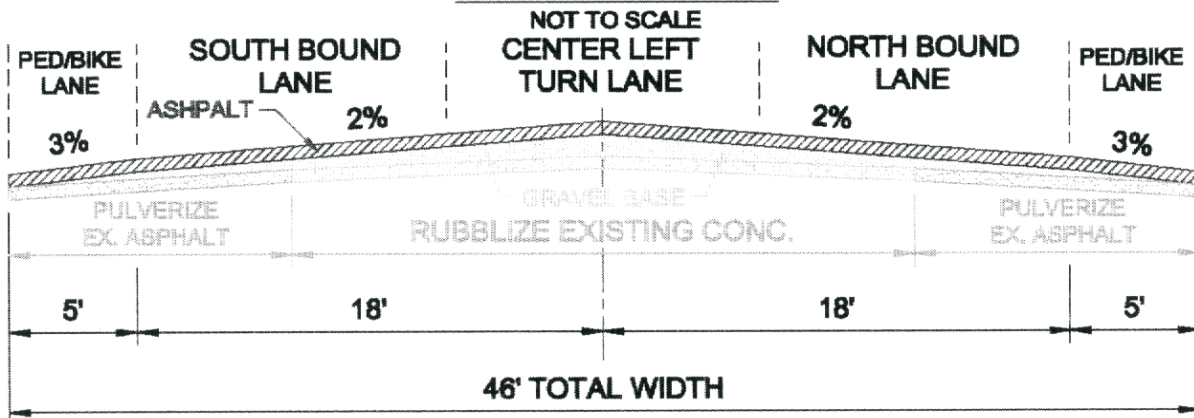
PLAN VIEW

NOT TO SCALE



TYPICAL SECTION

NOT TO SCALE



**Exhibit 3-3
Year 2009 Background Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	A	A	A	A	A	A	A	A	A	A	A	A
		SAT	A	A	A	A	A	A	A	A	A	A	A	A
		SUN	A	A	A	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	A	A	A	A	-	B	A	-
		SAT	-	-	-	-	A	A	A	A	-	B	A	-
		SUN	-	-	-	-	A	A	A	A	-	A	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	A	-	A	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	B	A	A	B	A	A	B	B	A	B	B	A
		SAT	C	A	A	C	A	A	B	B	A	B	B	A
		SUN	B	A	A	B	A	A	A	A	A	A	A	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	D	D	-	-	C	C	-	-	-	C	-	C
		SAT	A	A	-	-	A	A	-	-	-	A	-	A
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Two-Way Stop Sign	PM	A	A	A	A	A	A	C	C	C	E	E	E
		SAT	A	A	A	A	A	A	E	E	E	C	C	C
		SUN	A	A	A	A	A	A	C	C	C	B	B	B
Egg Harbor Road & STH 42/57	One-Way Stop Sign	PM	E	-	E	-	-	-	A	A	-	-	A	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Two-Way Stop Sign	PM	C	C	C	F	F	F	A	A	A	A	A	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



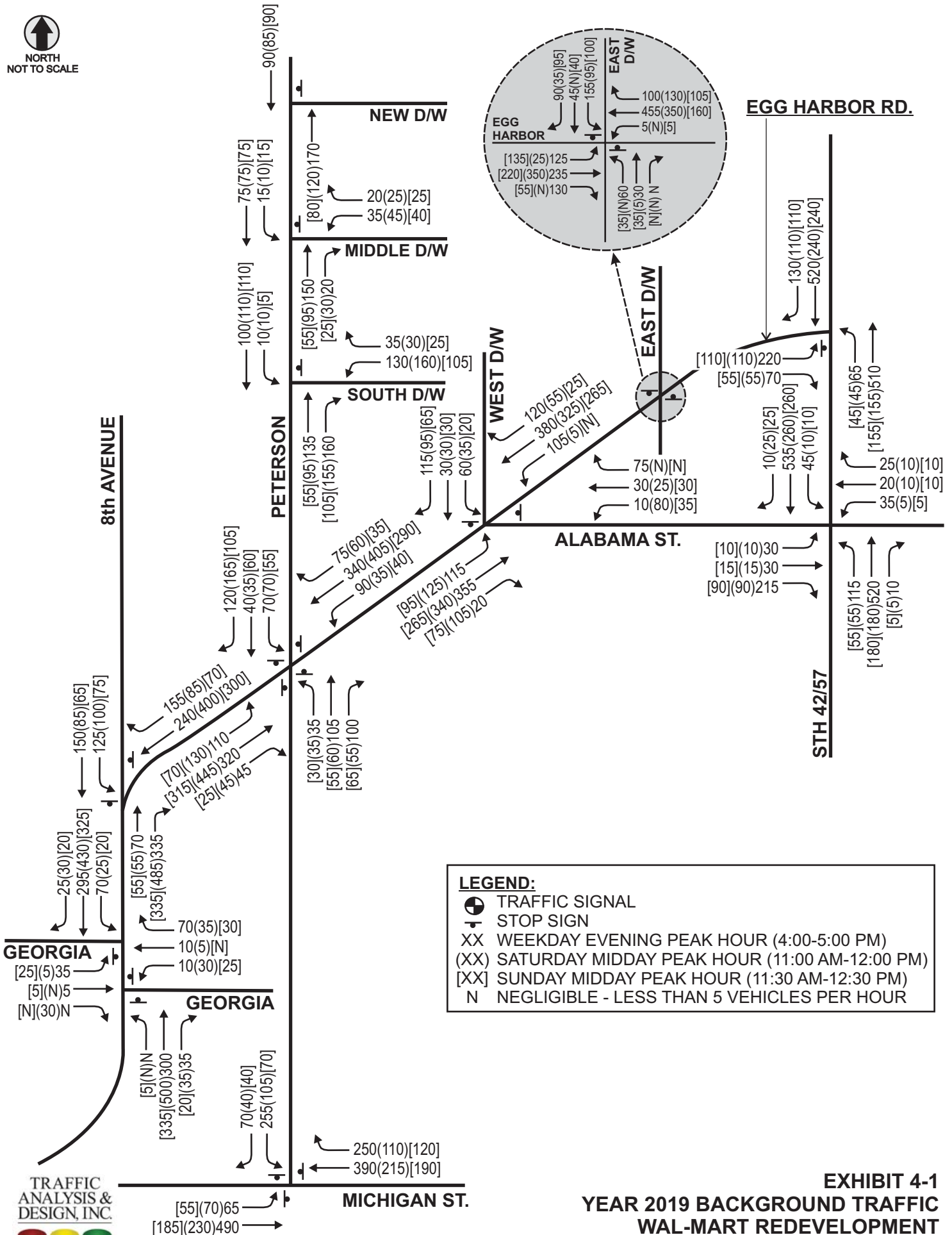




Exhibit 4-2a
On-Site Trip Generation Table (ITE Rates)

Land Use	ITE Code	Proposed Size	Weekday Daily	PM Peak			SAT Peak			SUN Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
Free-Standing Discount Superstore	813	83,800 x 1,000 SF	4,120 (49.21)	160 (49%)	165 (51%)	325 (3.87)	215 (51%)	205 (49%)	420 (5.01)	185 (52%)	175 (48%)	360 (4.27)
Outlot: Fast Food with drive-thru	934	3,500 x 1,000 SF	1,740 (496.12)	60 (52%)	60 (48%)	120 (34.64)	105 (51%)	100 (49%)	205 (59.20)	120 (48%)	135 (52%)	255 (72.74)
Total Trips			5,860	220	225	445	320	305	625	305	310	615
			(1,170)	(45)	(45)	(90)	(65)	(60)	(125)	(65)	(60)	(125)
Total Linked Trips (Minus)		20%	(1,170)	(45)	(45)	(90)	(65)	(60)	(125)	(65)	(60)	(125)
Total Driveway Trips			4,690	175	180	355	255	245	500	240	250	490
			(470)	(20)	(20)	(40)	(25)	(25)	(50)	(25)	(25)	(50)
Total Pass-by Trips (Minus)		10%	(470)	(20)	(20)	(40)	(25)	(25)	(50)	(25)	(25)	(50)
Total New Trips			4,220	155	160	315	230	220	450	215	225	440

**Exhibit 4-2b
On-Site Trip Generation Table (Parking Lot Trips)**

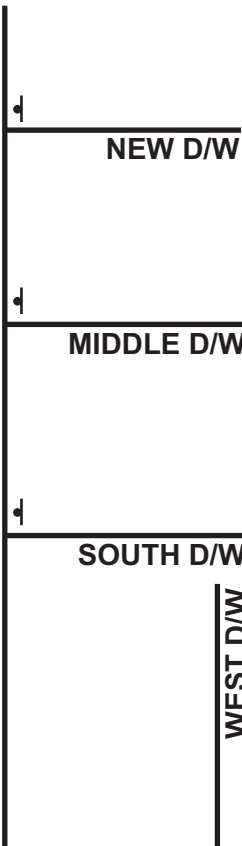
Land Use	ITE Code	Proposed Size	Weekday		Parking Lot Peak	
			Daily		In	Out
Free-Standing Discount Superstore	*	83,800 x 1,000 SF	4,120 (49.21)	(51%)	270 (49%)	540
Outlot: Fast Food with drive-thru	934	3,500 x 1,000 SF	1,740 (496.12)	(51%)	100 (49%)	205 (59.20)
Total Trips			5,860	375	370	745
		Minus Linked Trips	(1,170)	(75)	(75)	(150)
Total Linked Trips (Minus)			(1,170)	(75)	(75)	(150)
Total Driveway Trips			4,690	300	295	595
		Minus Pass-by Trips	(470)	(35)	(35)	(70)
Total Pass-by Trips (Minus)			(470)	(35)	(35)	(70)
Total New Trips			4,220	265	260	525



**Exhibit 4-2c
Off-Site Trip Generation Table**

Location	Weekday Daily	PM Peak			SAT Peak			SUN Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
K-Mart Redevelopment	5,040 (56.02)	230 (50%)	225 (50%)	455 (5.06)	345 (51%)	335 (49%)	680 (7.58)	345 (52%)	315 (48%)	660 (7.32)
Egg Harbor/12th Ave Redevelopment	1,720 (42.94)	70 (48%)	80 (52%)	150 (3.75)	105 (52%)	95 (48%)	200 (4.97)	60 (49%)	65 (51%)	125 (3.12)
Alabama Development	570 (71.33)	115 (69%)	50 (31%)	165 (20.67)	110 (48%)	120 (52%)	230 (28.73)	110 (48%)	120 (52%)	230 (28.73)
Total Trips	7,330	415	355	770	560	550	1,110	515	500	1,015
<i>Minus Linked Trips</i>	0	0	0	0	0	0	0	0	0	0
Total Linked Trips (Minus)	0	0	0	0	0	0	0	0	0	0
Total Driveway Trips	7,330	415	355	770	560	550	1,110	515	500	1,015
<i>Minus Pass-by Trips</i>	0	0	0	0	0	0	0	0	0	0
Total Pass-by Trips (Minus)	0	0	0	0	0	0	0	0	0	0
Total New Trips	7,330	415	355	770	560	550	1,110	515	500	1,015



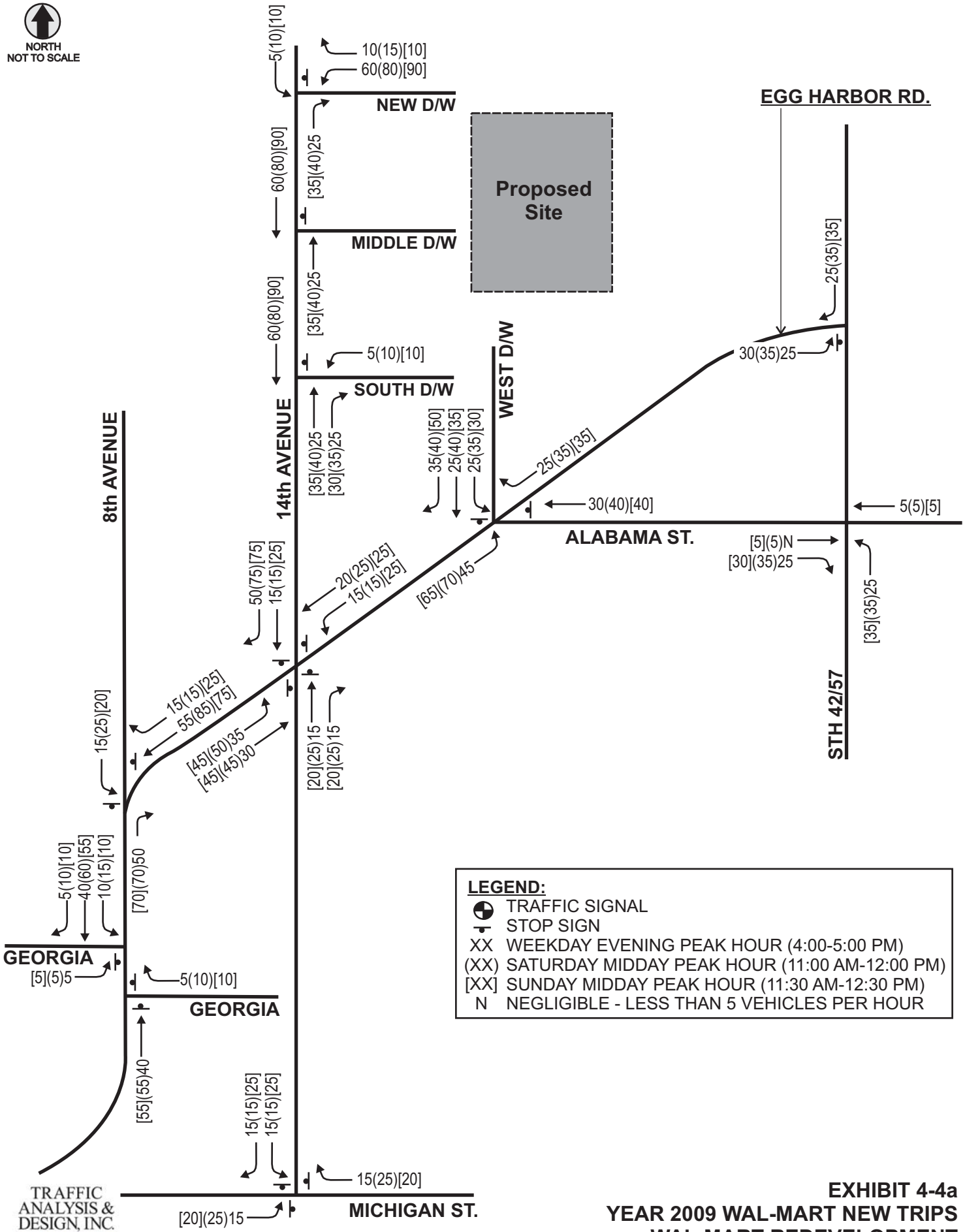


LEGEND:
— STOP SIGN
XX% TRIP DISTRIBUTION PERCENTAGE

TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT DATE: 10-02-08

EXHIBIT 4-3
TRIP DISTRIBUTION DIAGRAM
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN



LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

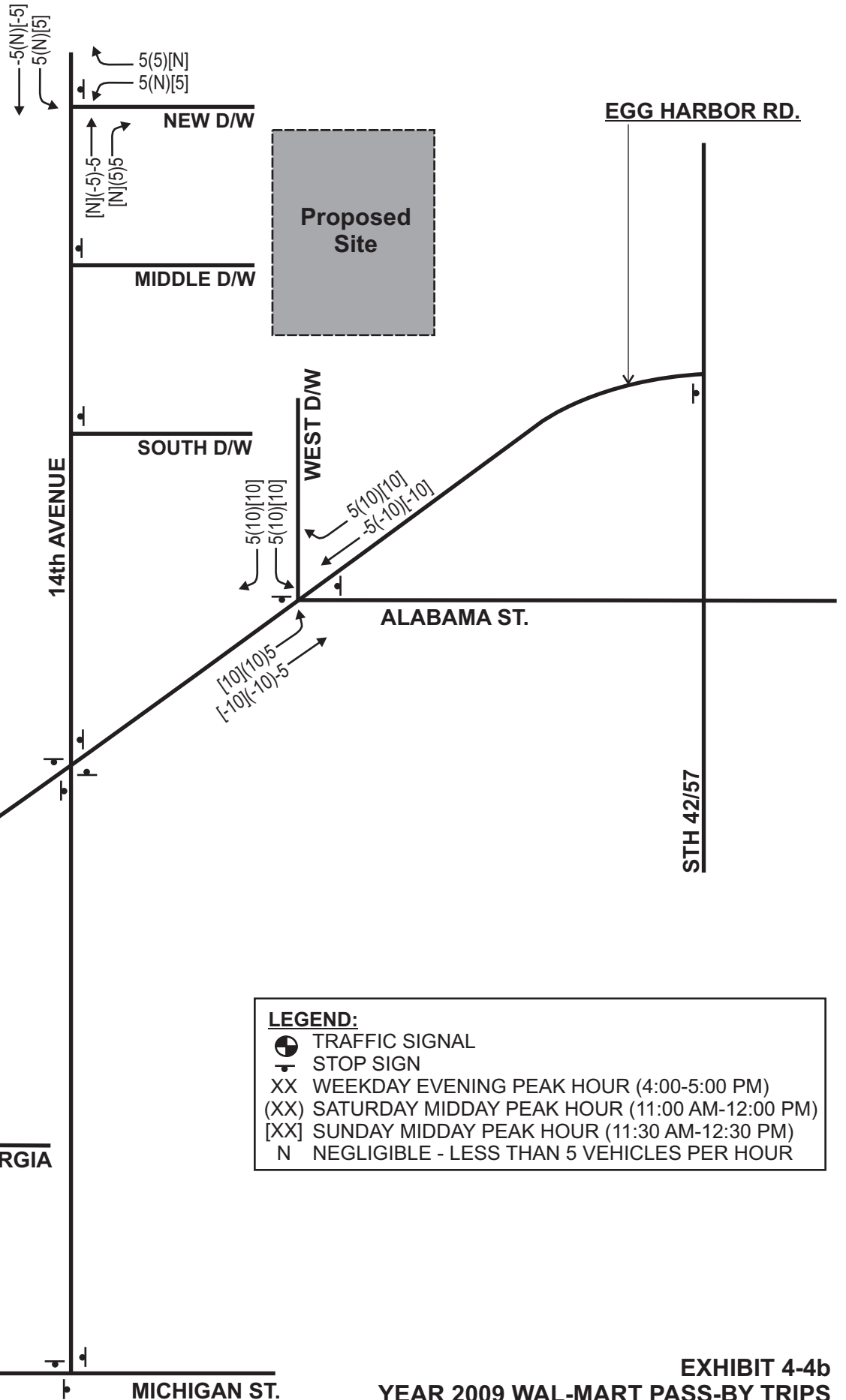
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT DATE: 10-02-08

EXHIBIT 4-4a
YEAR 2009 WAL-MART NEW TRIPS
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN



NORTH
NOT TO SCALE



LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

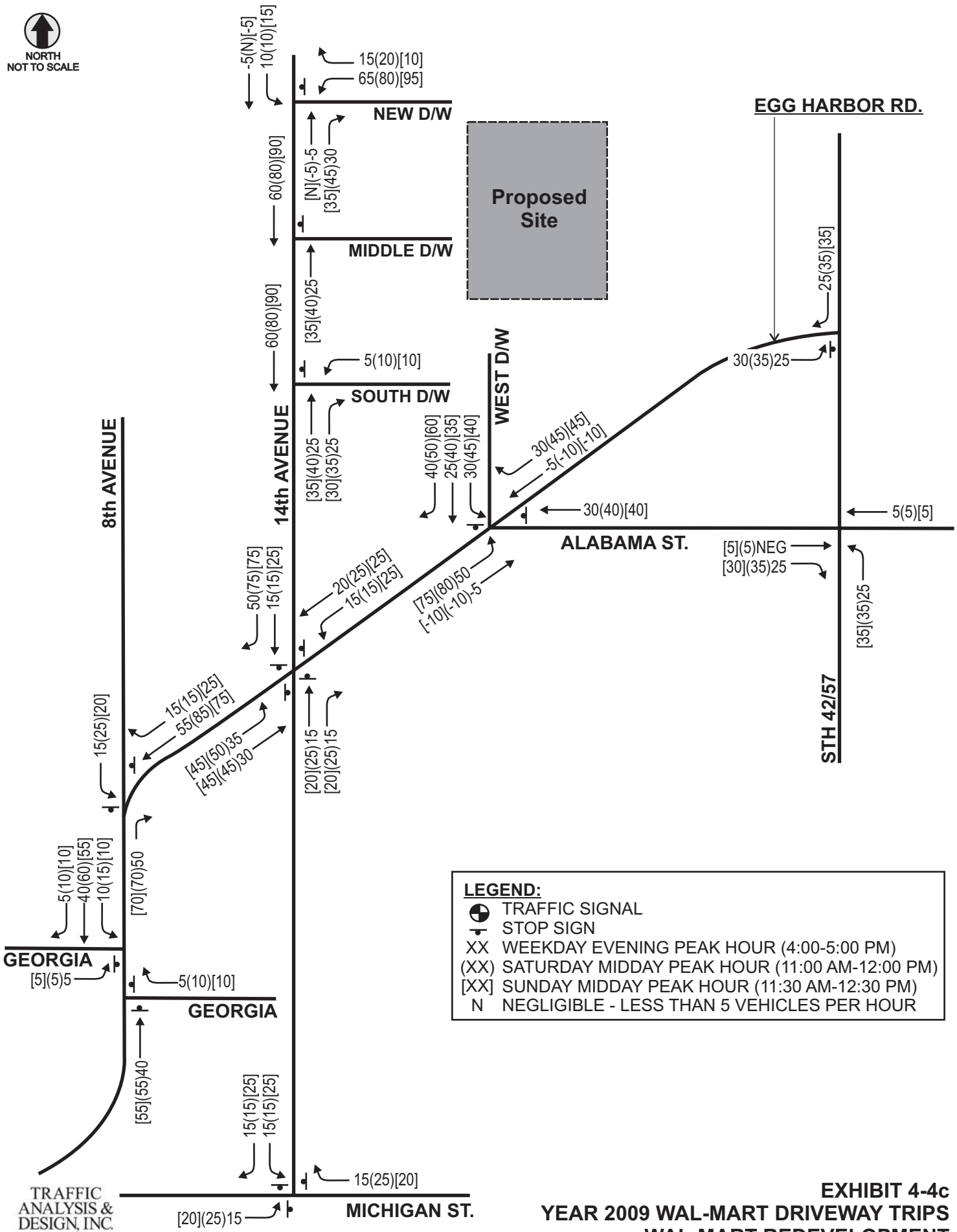
GEORGIA
GEORGIA

TRAFFIC
ANALYSIS &
DESIGN, INC.

EXHIBIT DATE: 10-02-08

MICHIGAN ST.

EXHIBIT 4-4b
YEAR 2009 WAL-MART PASS-BY TRIPS
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

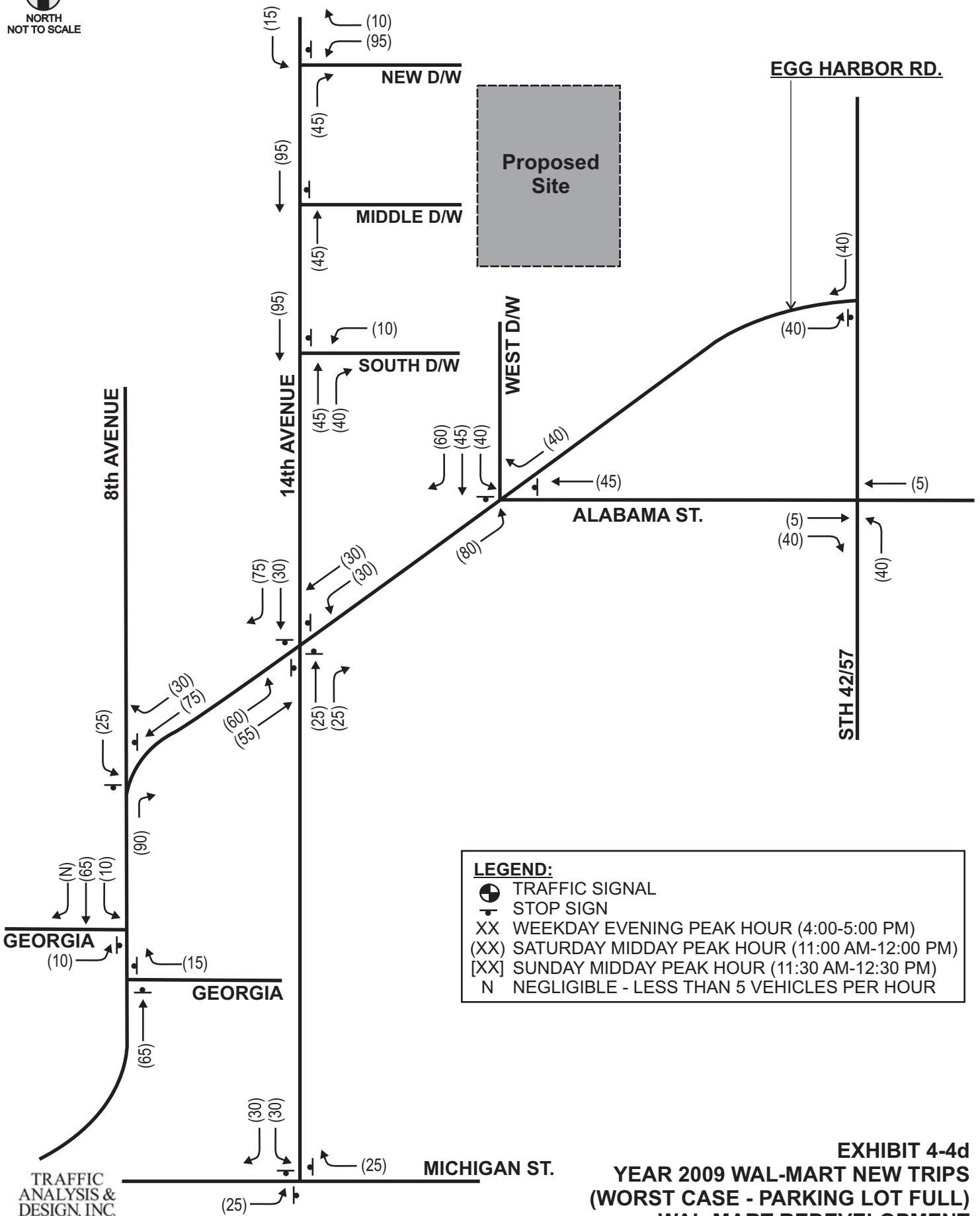


LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR



NORTH
NOT TO SCALE



LEGEND:
 ● TRAFFIC SIGNAL
 + STOP SIGN
 XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
 (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
 [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
 N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT DATE: 10-02-08

EXHIBIT 4-4d
 YEAR 2009 WAL-MART NEW TRIPS
 (WORST CASE - PARKING LOT FULL)
 WAL-MART REDEVELOPMENT
 STURGEON BAY, WISCONSIN



NORTH
NOT TO SCALE



NEW D/W



Proposed Site

MIDDLE D/W

SOUTH D/W

WEST D/W

EGG HARBOR RD.

8th AVENUE

14th AVENUE

ALABAMA ST.

STH 42/57



GEORGIA

GEORGIA

MICHIGAN ST.

LEGEND:

TRAFFIC SIGNAL

STOP SIGN

XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)

(XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)

[XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)

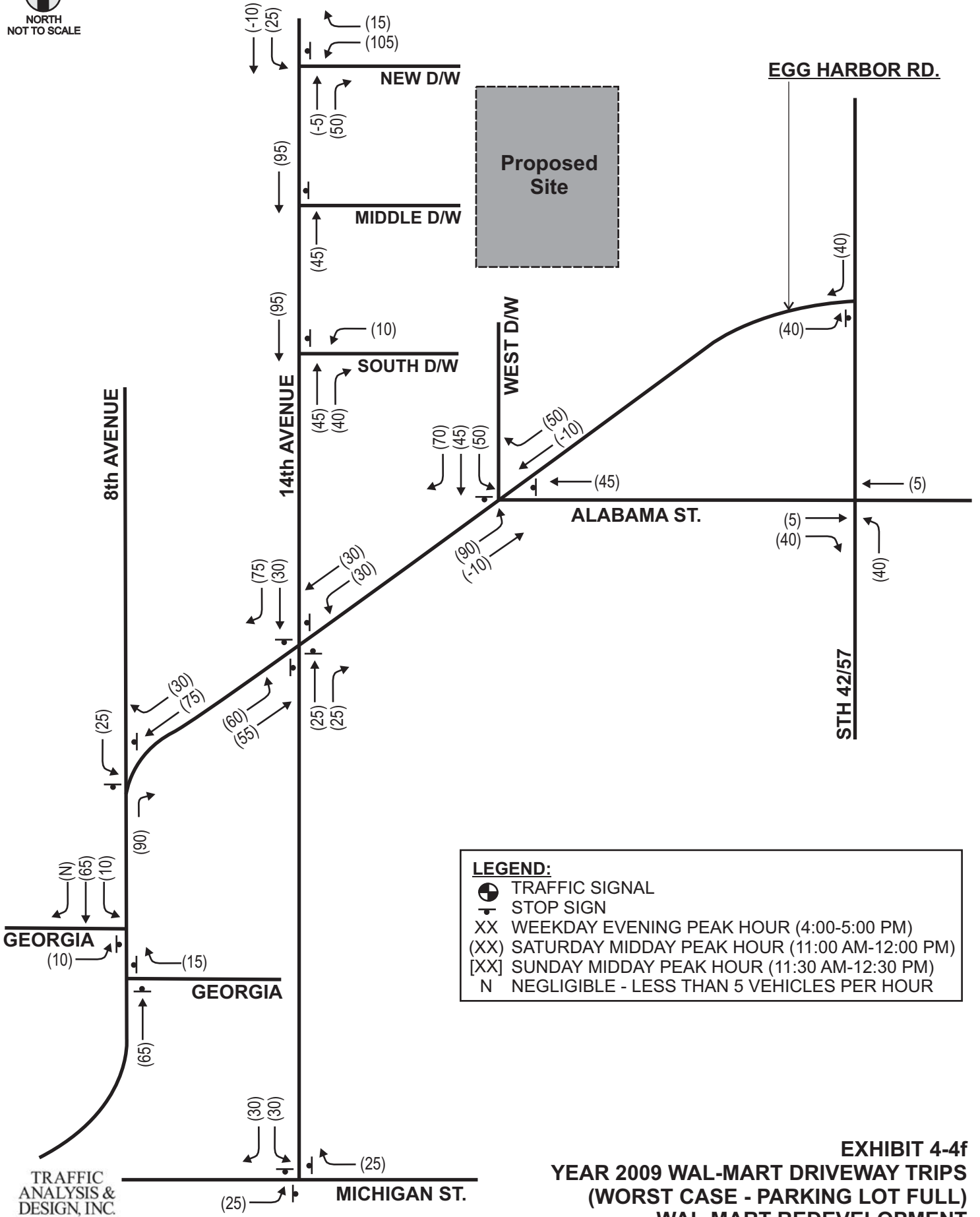
N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

TRAFFIC
ANALYSIS &
DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 4-4e
YEAR 2009 WAL-MART PASS-BY TRIPS
(WORST CASE - PARKING LOT FULL)
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

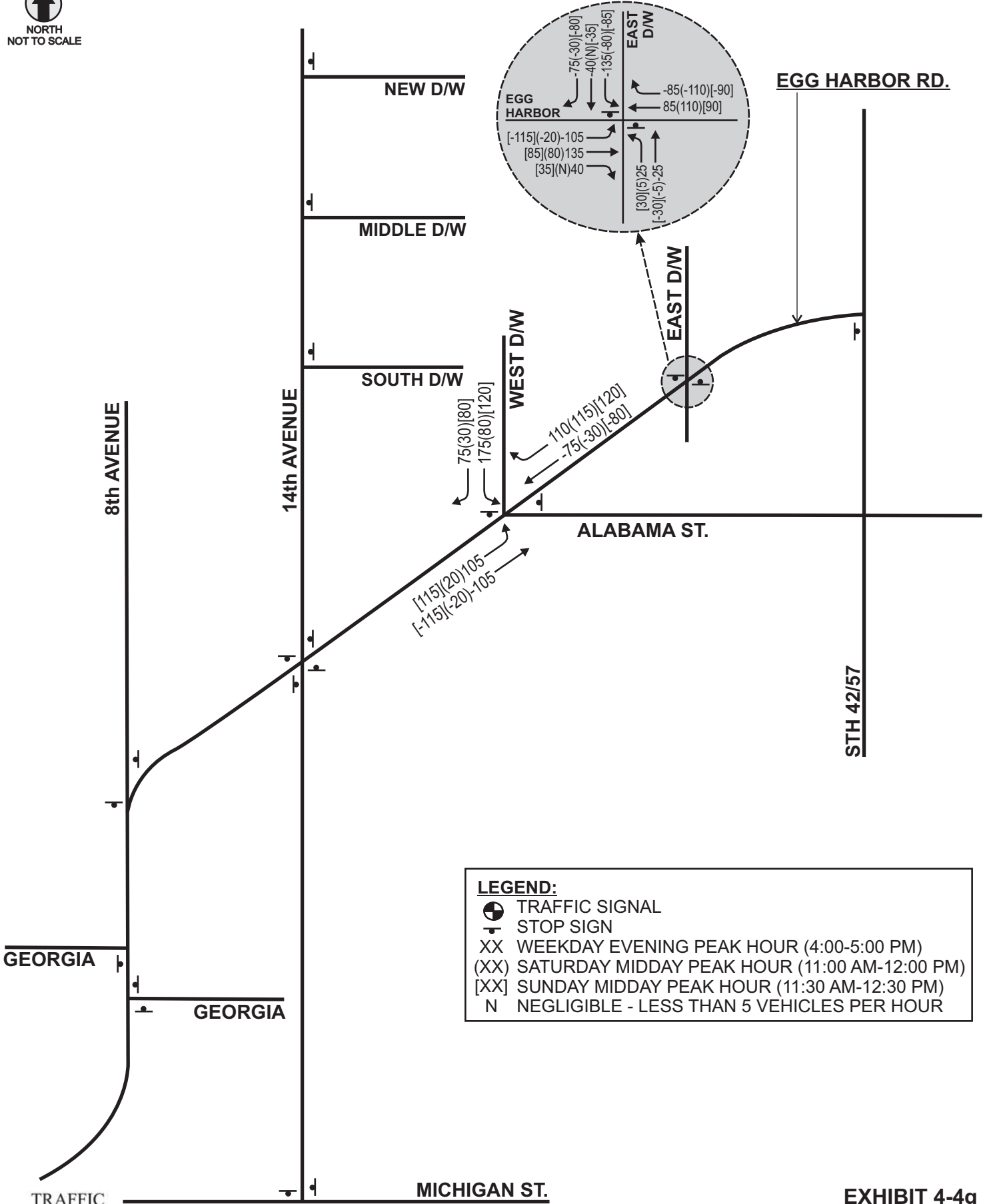


TRAFFIC ANALYSIS & DESIGN, INC.



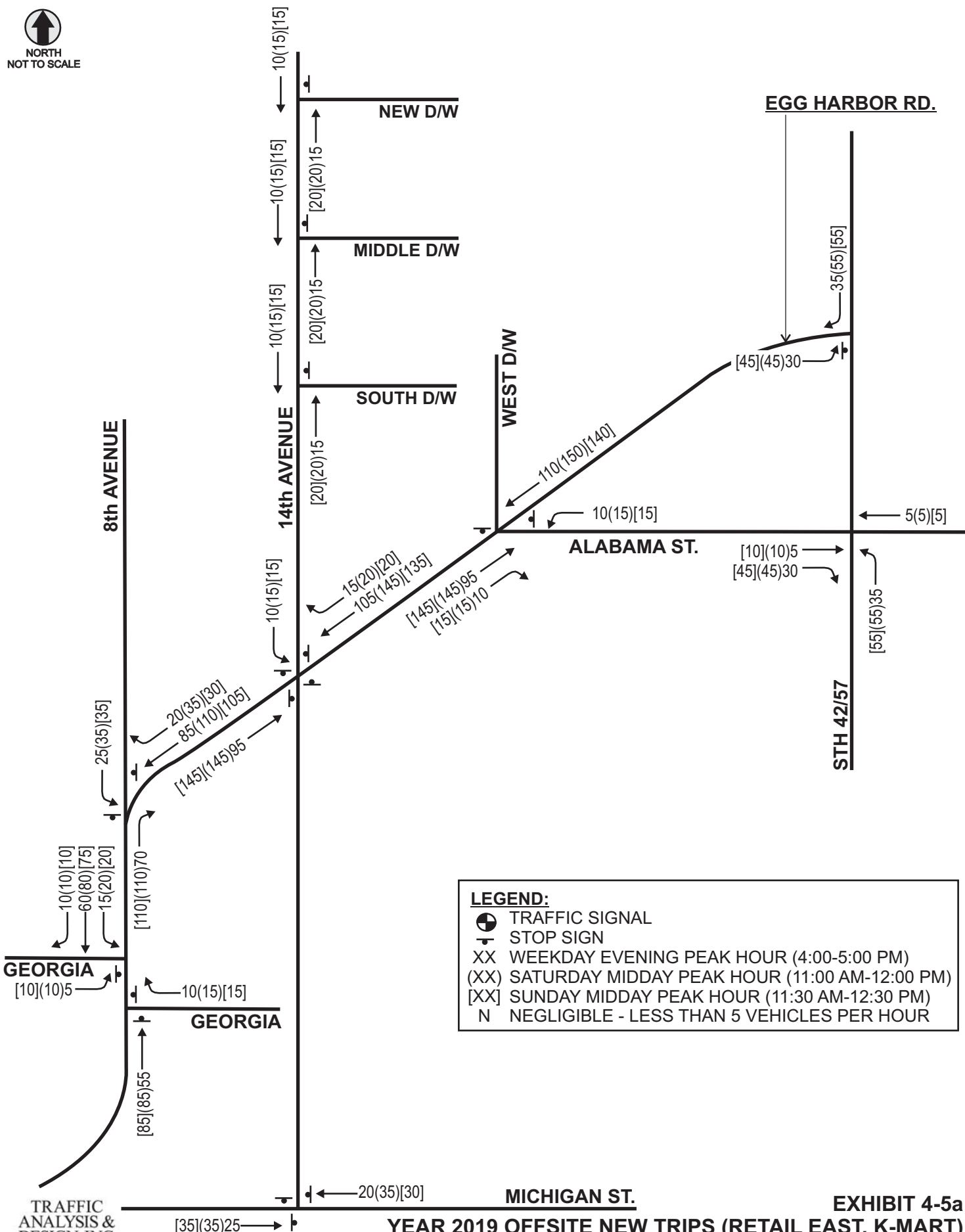
EXHIBIT DATE: 10-02-08

EXHIBIT 4-4f
YEAR 2009 WAL-MART DRIVEWAY TRIPS
(WORST CASE - PARKING LOT FULL)
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN



LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

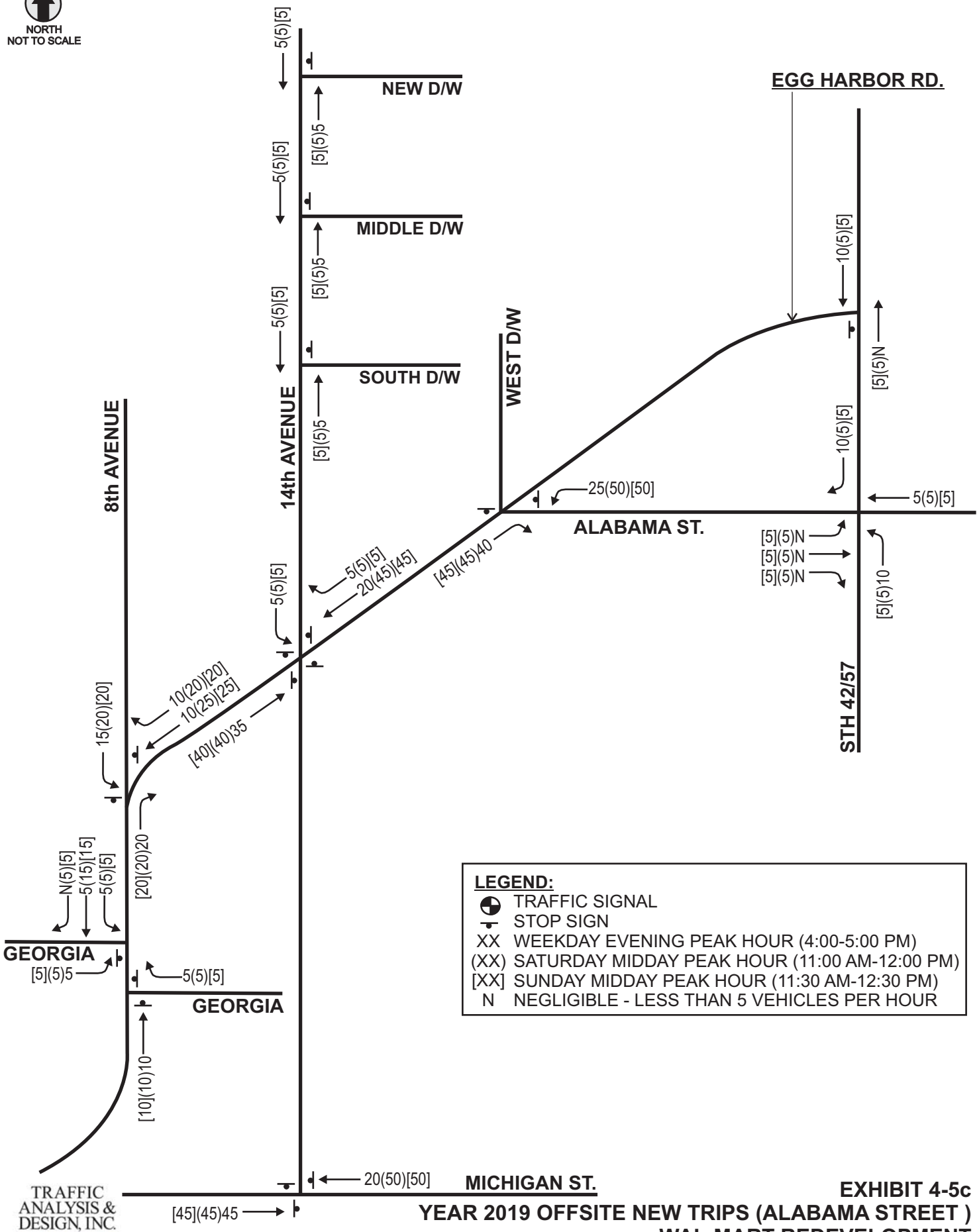


LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR



NORTH
NOT TO SCALE

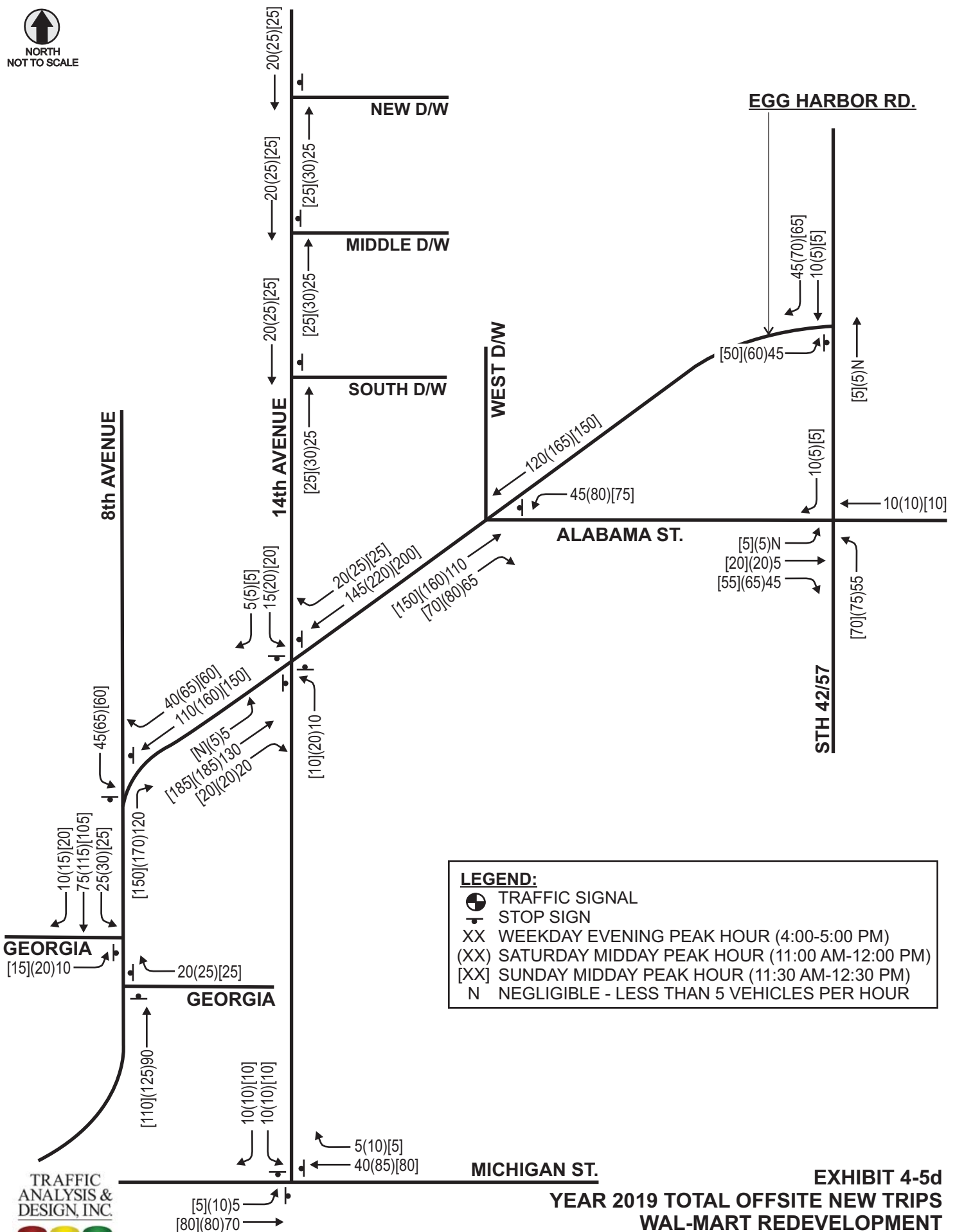


TRAFFIC
ANALYSIS &
DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 4-5c
YEAR 2019 OFFSITE NEW TRIPS (ALABAMA STREET)
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

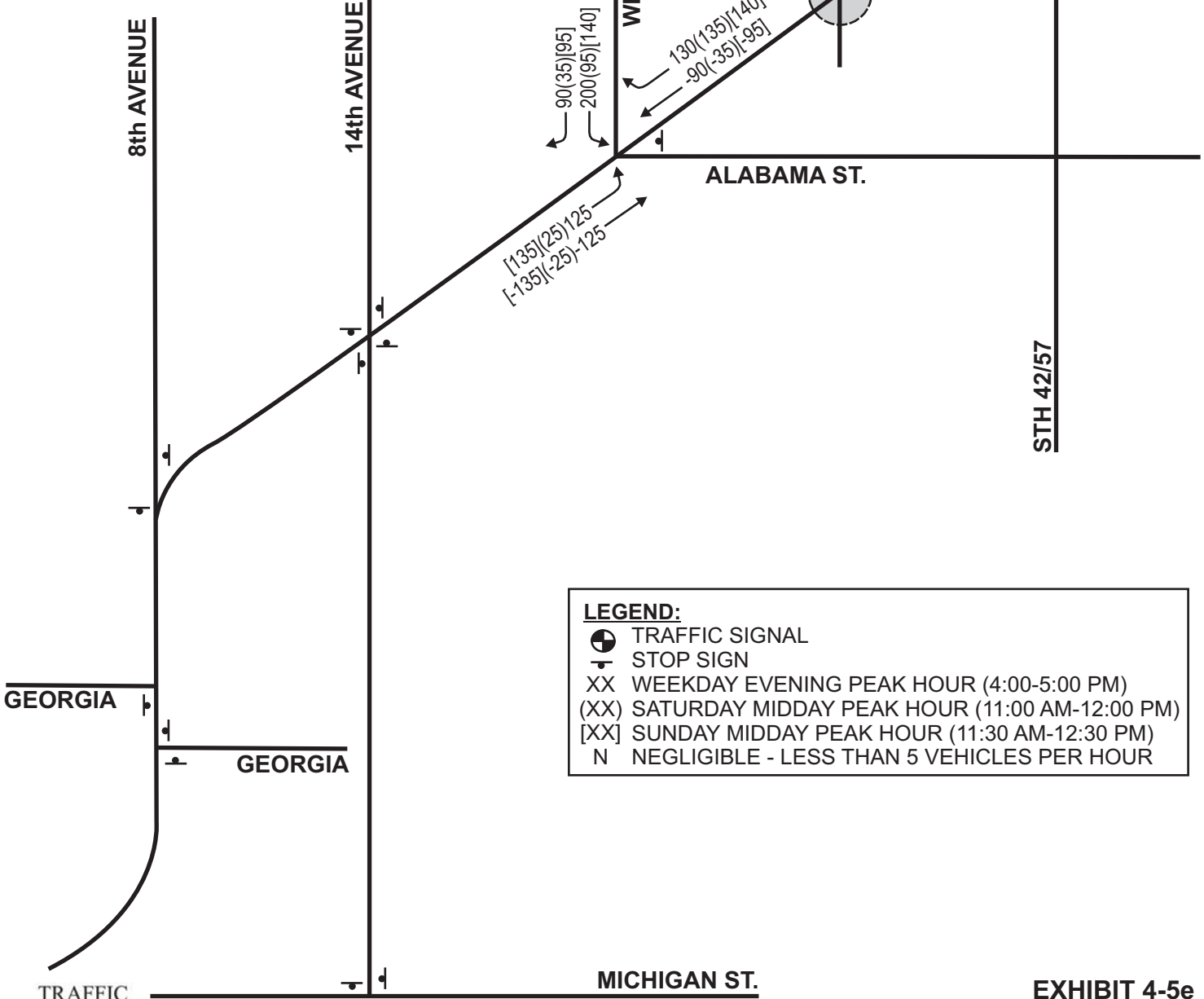


TRAFFIC ANALYSIS & DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 4-5d
 YEAR 2019 TOTAL OFFSITE NEW TRIPS
 WAL-MART REDEVELOPMENT
 STURGEON BAY, WISCONSIN



LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

GEORGIA

GEORGIA

MICHIGAN ST.

EGG HARBOR RD.

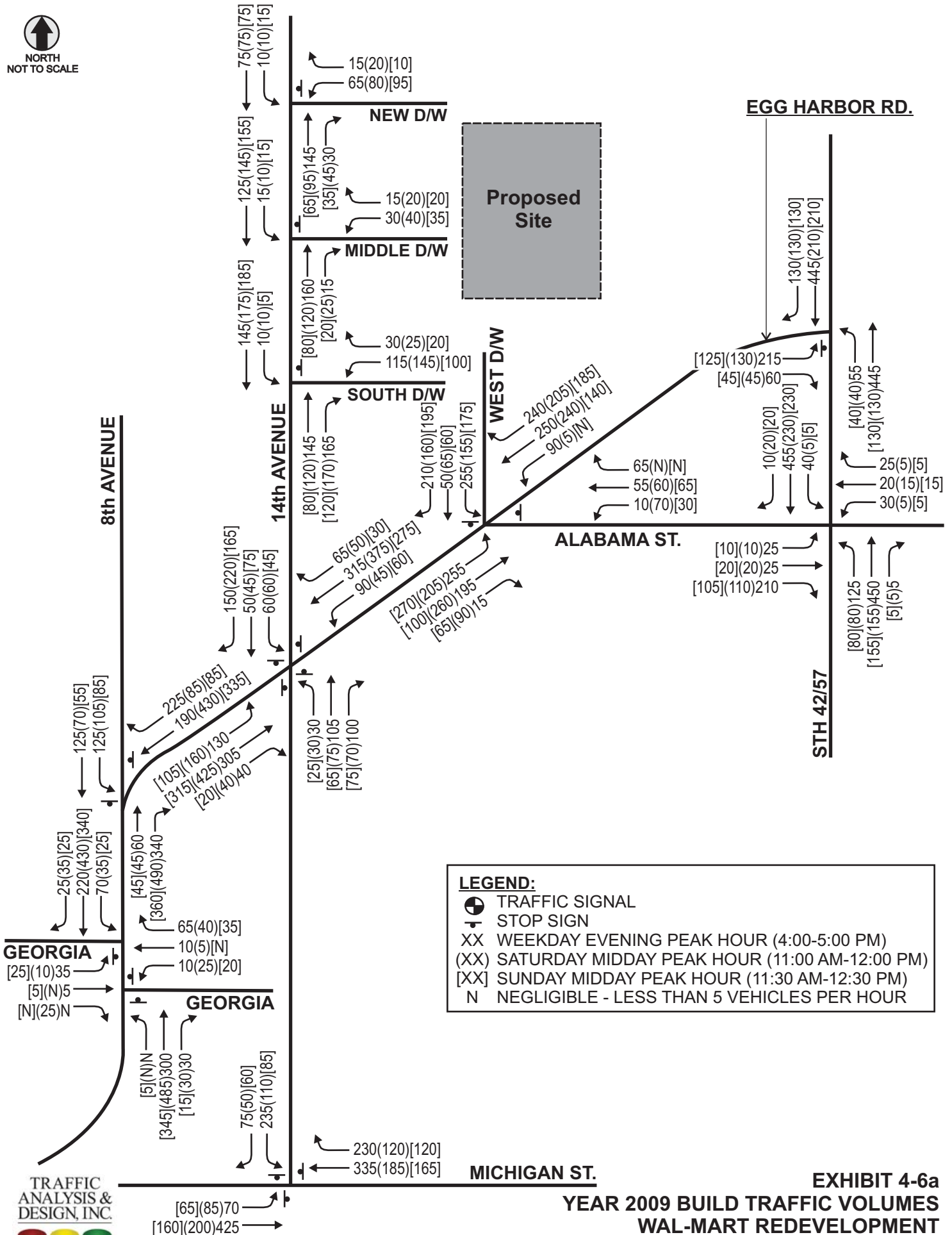
STH 42/57

TRAFFIC ANALYSIS & DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 4-5e
 YEAR 2019 WAL-MART DRIVEWAY REDISTRIBUTED TRIPS
 WAL-MART REDEVELOPMENT
 STURGEON BAY, WISCONSIN



LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

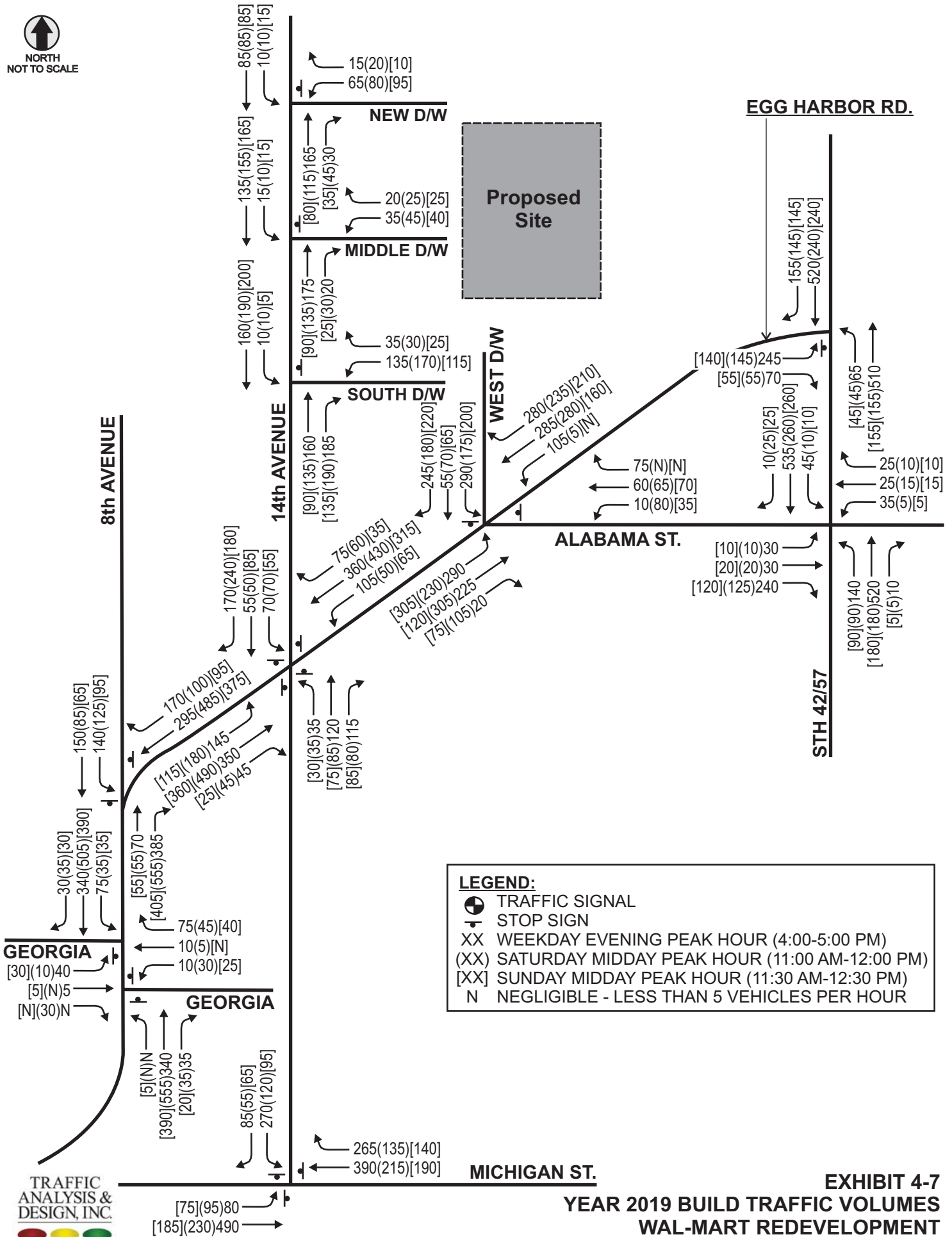
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT DATE: 10-02-08

EXHIBIT 4-6a
YEAR 2009 BUILD TRAFFIC VOLUMES
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

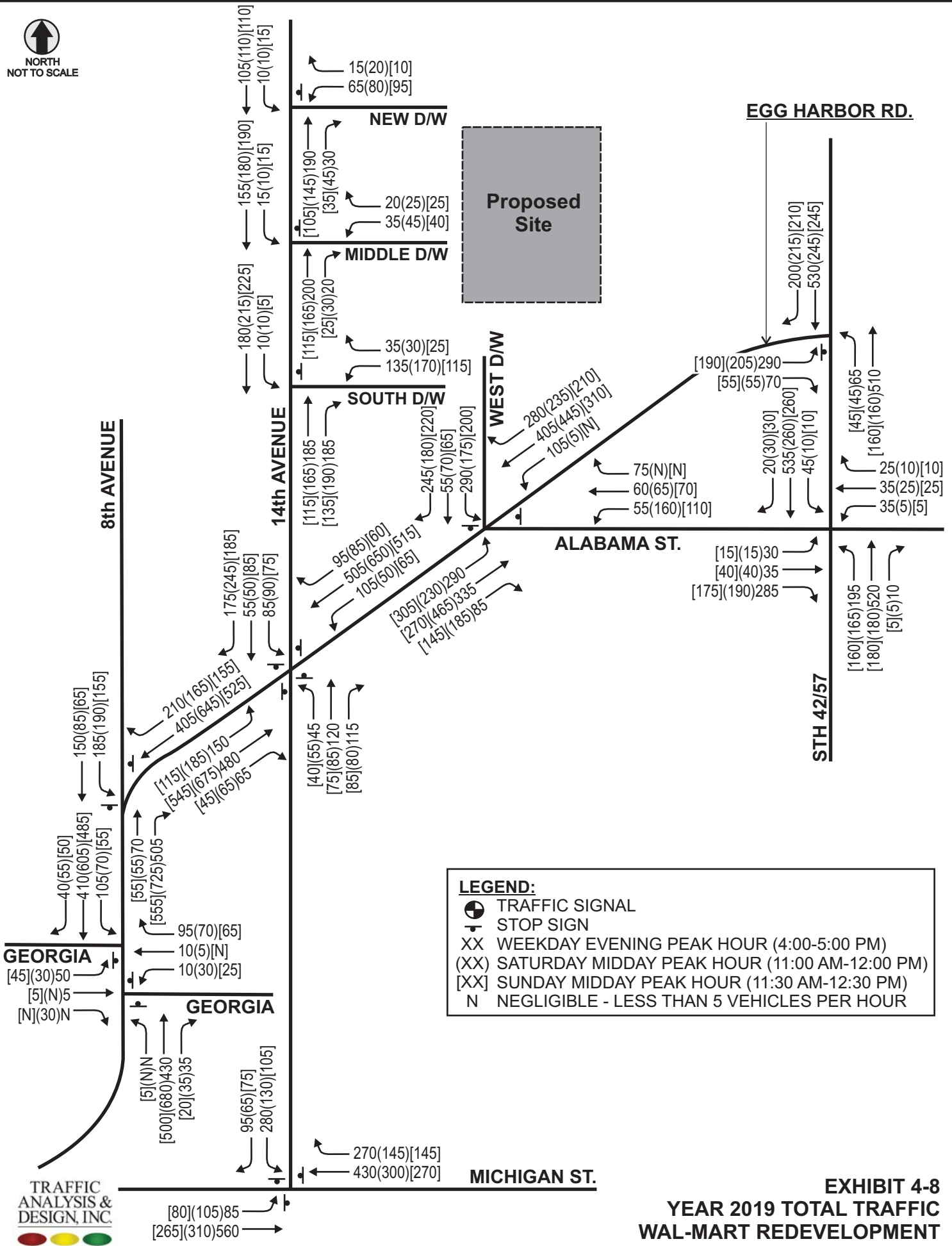


NORTH
NOT TO SCALE





NORTH
NOT TO SCALE



LEGEND:

- TRAFFIC SIGNAL
- STOP SIGN
- XX WEEKDAY EVENING PEAK HOUR (4:00-5:00 PM)
- (XX) SATURDAY MIDDAY PEAK HOUR (11:00 AM-12:00 PM)
- [XX] SUNDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- N NEGLIGIBLE - LESS THAN 5 VEHICLES PER HOUR

TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT DATE: 10-02-08

EXHIBIT 4-8
YEAR 2019 TOTAL TRAFFIC
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

**Exhibit 5-1
Year 2019 Background Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	A	A	A	B	B	B	A	A	A	A	A	A
		SAT	A	A	A	A	A	A	B	B	A	A	A	A
		SUN	A	A	A	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	B	A	A	A	-	C	A	-
		SAT	-	-	-	-	A	A	A	A	-	D	A	-
		SUN	-	-	-	-	A	A	A	A	-	A	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	A	-	A	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	C	A	A	C	A	A	B	B	A	B	B	A
		SAT	D	A	A	D	A	A	B	B	A	B	B	A
		SUN	B	A	A	B	A	A	A	A	A	B	B	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	F	F	-	-	C	C	-	-	-	C	-	C
		SAT	B	B	-	-	A	A	-	-	-	A	-	A
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Two-Way Stop Sign	PM	A	A	A	A	A	A	E	E	E	F	F	F
		SAT	A	A	A	A	A	A	F	F	F	C	C	C
		SUN	A	A	A	A	A	A	E	E	E	C	C	C
Egg Harbor Road & STH 42/57	One-Way Stop Sign	PM	F	-	F	-	-	-	A	A	-	-	A	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Two-Way Stop Sign	PM	E	E	E	F	F	F	A	A	A	A	A	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



Exhibit 5-2a
Year 2009 Build Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	A	A	A	A	A	A	A	A	A	A	A	A
		SAT	A	A	A	A	A	A	A	A	A	A	A	A
		SUN	A	A	A	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	A	A	A	A	-	B	A	-
		SAT	-	-	-	-	B	A	A	A	-	C	A	-
		SUN	-	-	-	-	A	A	A	A	-	C	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	C	A	A	C	A	A	B	B	A	B	B	A
		SAT	D	A	A	C	A	A	B	B	A	B	B	A
		SUN	C	A	A	B	A	A	B	B	A	B	B	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	D	D	-	-	C	C	-	-	-	C	-	C
		SAT	A	A	-	-	A	A	-	-	-	A	-	A
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Two-Way Stop Sign	PM	A	A	A	A	A	A	F	F	F	F	F	F
		SAT	A	A	A	A	A	A	F	F	F	F	F	F
		SUN	A	A	A	A	A	A	F	F	F	F	F	F
Egg Harbor Road & STH 42/57	One-Way Stop Sign	PM	F	-	F	-	-	-	A	A	-	-	A	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Two-Way Stop Sign	PM	C	C	C	F	F	F	A	A	A	A	A	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



**Exhibit 5-2b
Year 2009 Build (Worst Case) Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	SAT	A	A	A	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	SAT	-	-	-	-	B	A	A	A	-	C	A	-
14th Avenue & New D/W	One-Way Stop Sign	SAT	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	SAT	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	SAT	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	SAT	D	A	A	D	A	A	B	B	A	B	B	A
14th Avenue & Michigan Street	Three-Way Stop Sign	SAT	B	B	-	-	A	A	-	-	-	A	-	A
		SUN												
Alabama Street & Egg Harbor Road	Two-Way Stop Sign	PM												
		SAT	A	A	A	A	A	A	F	F	F	F	F	F
		SUN												
Egg Harbor Road & STH 42/57	One-Way Stop Sign	PM												
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN												
Alabama Street & STH 42/57	Two-Way Stop Sign	PM												
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN												

Notes: (-) indicates a movement that is not possible or is prohibited.



**Exhibit 5-3
Year 2019 Build Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	B	B	B	A	A	A	A	A	A	A	A	A
		SAT	A	A	A	A	A	A	B	B	A	A	A	A
		SUN	A	A	A	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	A	A	A	A	-	B	A	-
		SAT	-	-	-	-	A	A	A	A	-	D	A	-
		SUN	-	-	-	-	A	A	A	A	-	C	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	C	-	C	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	D	A	A	D	A	A	B	B	A	B	B	A
		SAT	F	A	A	E	A	A	B	B	A	C	C	A
		SUN	C	A	A	C	A	A	B	B	A	B	B	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	F	F	-	-	D	D	-	-	-	C	-	C
		SAT	B	B	-	-	A	A	-	-	-	B	-	B
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Two-Way Stop Sign	PM	A	A	A	A	A	A	F	F	F	F	F	F
		SAT	A	A	A	A	A	A	F	F	F	F	F	F
		SUN	A	A	A	A	A	A	F	F	F	F	F	F
Egg Harbor Road & STH 42/57	One-Way Stop Sign	PM	F	-	F	-	-	-	A	A	-	-	A	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Two-Way Stop Sign	PM	F	F	F	F	F	F	A	A	A	A	A	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



**Exhibit 5-5
Year 2019 Total Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	B	B	B	B	B	B	B	B	A	A	A	A
		SAT	A	A	A	A	A	A	D	D	C	A	A	A
		SUN	C	C	C	A	A	A	A	A	C	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	C	A	A	A	-	F	C	-
		SAT	-	-	-	-	D	D	A	A	-	F	F	-
		SUN	-	-	-	-	D	B	A	A	-	F	B	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	C	-	C	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	F	A	A	F	A	A	C	C	A	C	C	A
		SAT	F	A	A	F	A	A	B	B	A	C	C	A
		SUN	F	A	A	F	A	A	B	B	A	C	C	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	F	F	-	-	D	D	-	-	-	C	-	C
		SAT	B	B	-	-	B	B	-	-	-	B	-	B
		SUN	B	B	-	-	B	B	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Two-Way Stop Sign	PM	A	A	A	A	A	A	F	F	F	F	F	F
		SAT	A	A	A	A	A	A	F	F	F	F	F	F
		SUN	A	A	A	A	A	A	F	F	F	F	F	F
Egg Harbor Road & STH 42/57	One-Way Stop Sign	PM	F	-	F	-	-	-	A	A	-	-	A	A
		SAT	C	-	C	-	-	-	A	A	-	-	A	A
		SUN	C	-	C	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Two-Way Stop Sign	PM	F	F	F	F	F	F	A	A	A	A	A	A
		SAT	B	B	B	C	C	C	A	A	A	A	A	A
		SUN	B	B	B	C	C	C	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



**Exhibit 5-6
Year 2009 Background Traffic Peak Hour Operating Conditions
With Recommended Improvements**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	A	A	A	A	A	A	A	A	A	A	A	A
		SAT	A	A	A	A	A	A	A	A	A	A	A	A
		SUN	A	A	A	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	A	A	A	A	-	B	A	-
		SAT	-	-	-	-	A	A	A	A	-	B	A	-
		SUN	-	-	-	-	A	A	A	A	-	A	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	A	-	A	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	B	A	A	B	A	A	B	B	A	B	B	A
		SAT	C	A	A	C	A	A	B	B	A	B	B	A
		SUN	B	A	A	B	A	A	A	A	A	A	A	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	D	D	-	-	C	C	-	-	-	C	-	C
		SAT	A	A	-	-	A	A	-	-	-	A	-	A
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	All-Way Stop Sign	PM	C	C	C	D	D	D	B	B	A	B	B	A
		SAT	C	C	C	B	B	B	B	B	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A
Egg Harbor Road & STH 42/57	Traffic Signal	PM	B	-	B	-	-	-	A	B	-	-	B	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Traffic Signal	PM	B	B	B	B	B	B	A	B	A	A	B	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



**Exhibit 5-7
Year 2019 Background Traffic Peak Hour Operating Conditions
With Recommended Improvements**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	A	A	A	B	B	B	A	A	A	A	A	A
		SAT	A	A	A	A	A	A	B	B	A	A	A	A
		SUN	A	A	A	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	B	A	A	A	-	C	A	-
		SAT	-	-	-	-	A	A	A	A	-	D	A	-
		SUN	-	-	-	-	A	A	A	A	-	A	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	A	-	A	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	A	-	A	-	A	A	A	A	-
		SUN	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	C	A	A	C	A	A	B	B	A	B	B	A
		SAT	D	A	A	D	A	A	B	B	A	B	B	A
		SUN	B	A	A	B	A	A	A	A	A	B	B	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	F	F	-	-	C	C	-	-	-	C	-	C
		SAT	B	B	-	-	A	A	-	-	-	A	-	A
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Traffic Signal	PM	A	A	A	A	A	A	B	B	B	B	B	B
		SAT	A	A	A	A	A	A	B	B	B	B	B	B
		SUN	A	A	A	A	A	A	B	B	B	B	B	B
Egg Harbor Road & STH 42/57	Traffic Signal	PM	B	-	B	-	-	-	A	B	-	-	B	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Traffic Signal	PM	B	B	B	B	B	B	B	B	A	A	B	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



Exhibit 5-8a
Year 2009 Build Traffic Peak Hour Operating Conditions
With Recommended Improvements

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	A	A	A	B	B	B	A	A	A	A	A	A
		SAT	B	B	B	C	C	C	B	B	B	A	A	A
		SUN	C	C	C	A	A	A	A	A	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	A	A	A	A	-	B	A	-
		SAT	-	-	-	-	B	A	A	A	-	C	A	-
		SUN	-	-	-	-	A	A	A	A	-	C	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	PM	C	A	A	C	A	A	B	B	A	B	B	A
		SAT	D	A	A	C	A	A	B	B	A	B	B	A
		SUN	C	A	A	B	A	A	B	B	A	B	B	A
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	D	D	-	-	C	C	-	-	-	C	-	C
		SAT	A	A	-	-	A	A	-	-	-	A	-	A
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Round-about	PM	A			A			A			A		
		SAT	A			A			A			A		
		SUN	A			A			A			A		
	Traffic Signal	PM	B	A	A	A	A	A	B	B	B	B	B	B
		SAT	A	A	A	A	A	A	B	B	B	B	B	B
		SUN	B	A	A	A	A	A	B	B	B	B	B	B
Egg Harbor Road & STH 42/57	Round-about	PM	A			-			A			A		
		SAT	A			-			A			A		
		SUN	A			-			A			A		
	Traffic Signal	PM	B	-	B	-	-	-	A	B	-	-	B	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Round-about	PM	A			A			A			A		
		SAT	A			A			A			A		
		SUN	A			A			A			A		
	Traffic Signal	PM	B	B	B	B	B	B	B	B	A	A	B	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



**Exhibit 5-8b
Year 2009 Build (Worst Case) Traffic Peak Hour Operating Conditions
With Recommended Improvements**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	SAT	B	B	B	C	C	C	B	B	B	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	SAT	-	-	-	-	B	A	A	A	-	C	A	-
14th Avenue & New D/W	One-Way Stop Sign	SAT	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	SAT	-	-	-	A	-	A	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	SAT	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	All-Way Stop Sign	SAT	D	A	A	D	A	A	B	B	A	B	B	A
14th Avenue & Michigan Street	Three-Way Stop Sign	SAT	B	B	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Round-about	SAT	A			A			A			A		
	Traffic Signal	SAT	A	A	A	A	A	A	B	B	B	B	B	B
Egg Harbor Road & STH 42/57	Round-about	SAT	A			-			A			A		
	Traffic Signal	SAT	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Round-about	SAT	A			A			A			A		
	Traffic Signal	SAT	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.



Exhibit 5-9
Year 2019 Build Traffic Peak Hour Operating Conditions
With Recommended Improvements

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	A	A	A	B	B	B	A	A	A	A	A	A
		SAT	B	B	B	B	B	B	C	C	B	A	A	A
		SUN	B	B	B	A	A	A	B	B	A	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	A	A	A	A	-	B	A	-
		SAT	-	-	-	-	C	A	A	A	-	D	A	-
		SUN	-	-	-	-	A	A	A	A	-	C	A	-
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	C	-	C	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	Round-about	PM		A			A			A			A	
		SAT		A			A			A			A	
		SUN		A			A			A			A	
	Traffic Signal	PM	A	A	A	A	A	A	B	B	B	B	B	B
		SAT	A	B	A	A	A	A	B	B	B	B	B	B
		SUN	A	A	A	A	A	A	B	B	B	B	B	B
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	F	F	-	-	D	D	-	-	-	C	-	C
		SAT	B	B	-	-	A	A	-	-	-	B	-	B
		SUN	A	A	-	-	A	A	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Round-about	PM		A			A			A			A	
		SAT		A			A			A			A	
		SUN		A			A			A			A	
	Traffic Signal	PM	B	A	A	B	C	B	B	B	B	C	B	B
		SAT	A	A	A	B	B	B	B	B	B	C	B	B
		SUN	A	A	A	B	B	B	B	B	B	C	B	B
Egg Harbor Road & STH 42/57	Round-about	PM		A			-			A			A	
		SAT		A			-			A			A	
		SUN		A			-			A			A	
	Traffic Signal	PM	B	-	B	-	-	-	B	B	-	-	B	A
		SAT	B	-	B	-	-	-	A	A	-	-	A	A
		SUN	B	-	B	-	-	-	A	A	-	-	A	A
Alabama Street & STH 42/57	Round-about	PM		A			A			A			A	
		SAT		A			A			A			A	
		SUN		A			A			A			A	
	Traffic Signal	PM	B	B	B	B	B	B	B	B	A	A	B	A
		SAT	B	B	B	B	B	B	A	A	A	A	A	A
		SUN	B	B	B	B	B	B	A	A	A	A	A	A

Notes: (-) indicates a movement that is not possible or is prohibited.

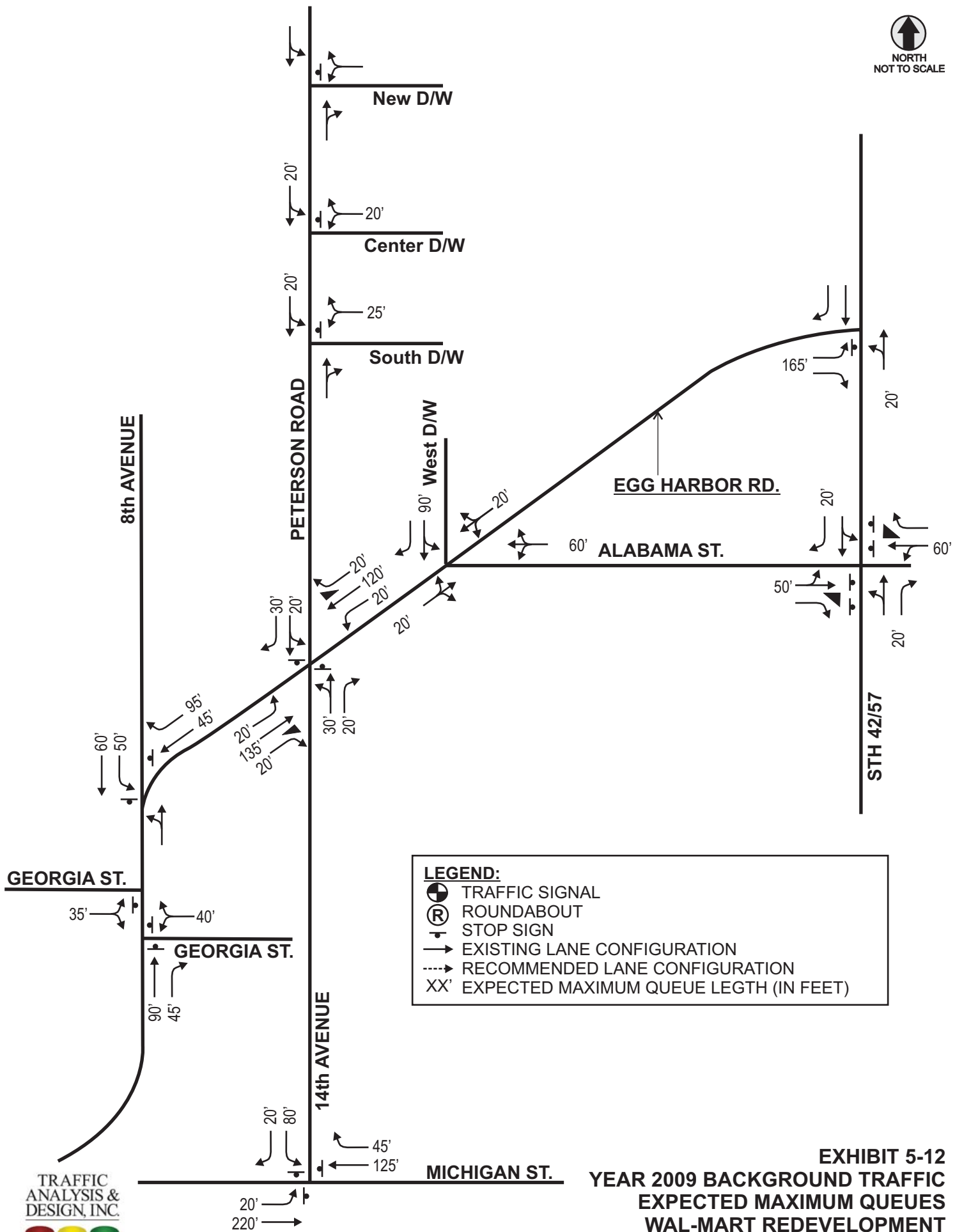


Exhibit 5-11
Year 2019 Total Traffic Peak Hour Operating Conditions
With Recommended Improvements

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
8th Avenue & Georgia	Three-Way Stop Sign	PM	B	B	B	B	B	B	C	C	B	A	A	A
		SAT	B	B	B	A	A	A	C	C	C	A	A	A
		SUN	C	C	C	A	A	A	C	C	B	A	A	A
8th Avenue & Egg Harbor Road	Three-Way Stop Sign	PM	-	-	-	-	D	A	A	A	-	F	C	-
		SAT	-	-	-	-	F	C	A	A	-	F	F	-
		SUN	-	-	-	-	D	A	A	A	-	F	B	-
	Round-about	PM		A			A			A			A	
		SAT		A			A			A			A	
		SUN		A			A			A			A	
14th Avenue & New D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Middle D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	B	-	B	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & South D/W	One-Way Stop Sign	PM	-	-	-	B	-	B	-	A	A	A	A	-
		SAT	-	-	-	C	-	C	-	A	A	A	A	-
		SUN	-	-	-	B	-	B	-	A	A	A	A	-
14th Avenue & Egg Harbor Road	Round-about	PM		A			A			A			A	
		SAT		B			B			A			A	
		SUN		A			A			A			A	
	Traffic Signal	PM	B	B	A	A	B	A	B	B	B	B	B	B
		SAT	B	B	A	A	B	A	B	B	B	B	B	B
		SUN	A	B	A	A	B	A	B	B	B	B	B	B
14th Avenue & Michigan Street	Three-Way Stop Sign	PM	F	F	-	-	D	D	-	-	-	C	-	C
		SAT	B	B	-	-	B	B	-	-	-	B	-	B
		SUN	B	B	-	-	B	B	-	-	-	A	-	A
Alabama Street & Egg Harbor Road	Round-about	PM		A			A			A			B	
		SAT		A			A			A			A	
		SUN		A			A			A			A	
	Traffic Signal	PM	B	B	B	B	C	B	B	B	B	C	B	B
		SAT	B	B	B	B	C	B	C	B	B	C	B	B
		SUN	B	A	A	B	C	B	C	B	B	C	B	B
Egg Harbor Road & STH 42/57	Round-about	PM		A			-			A			A	
		SAT		A			-			A			A	
		SUN		A			-			A			A	
	Traffic Signal	PM	B	-	B	-	-	-	B	B	-	-	B	A
		SAT	B	-	A	-	-	-	A	A	-	-	B	A
		SUN	B	-	A	-	-	-	A	A	-	-	B	A
Alabama Street & STH 42/57	Round-about	PM		A			A			A			A	
		SAT		A			A			A			A	
		SUN		A			A			A			A	
	Traffic Signal	PM	C	C	C	C	C	B	B	A	A	B	C	B
		SAT	B	B	B	B	B	B	A	A	A	B	B	B
		SUN	B	B	B	B	B	B	A	A	A	B	B	B

Notes: (-) indicates a movement that is not possible or is prohibited.





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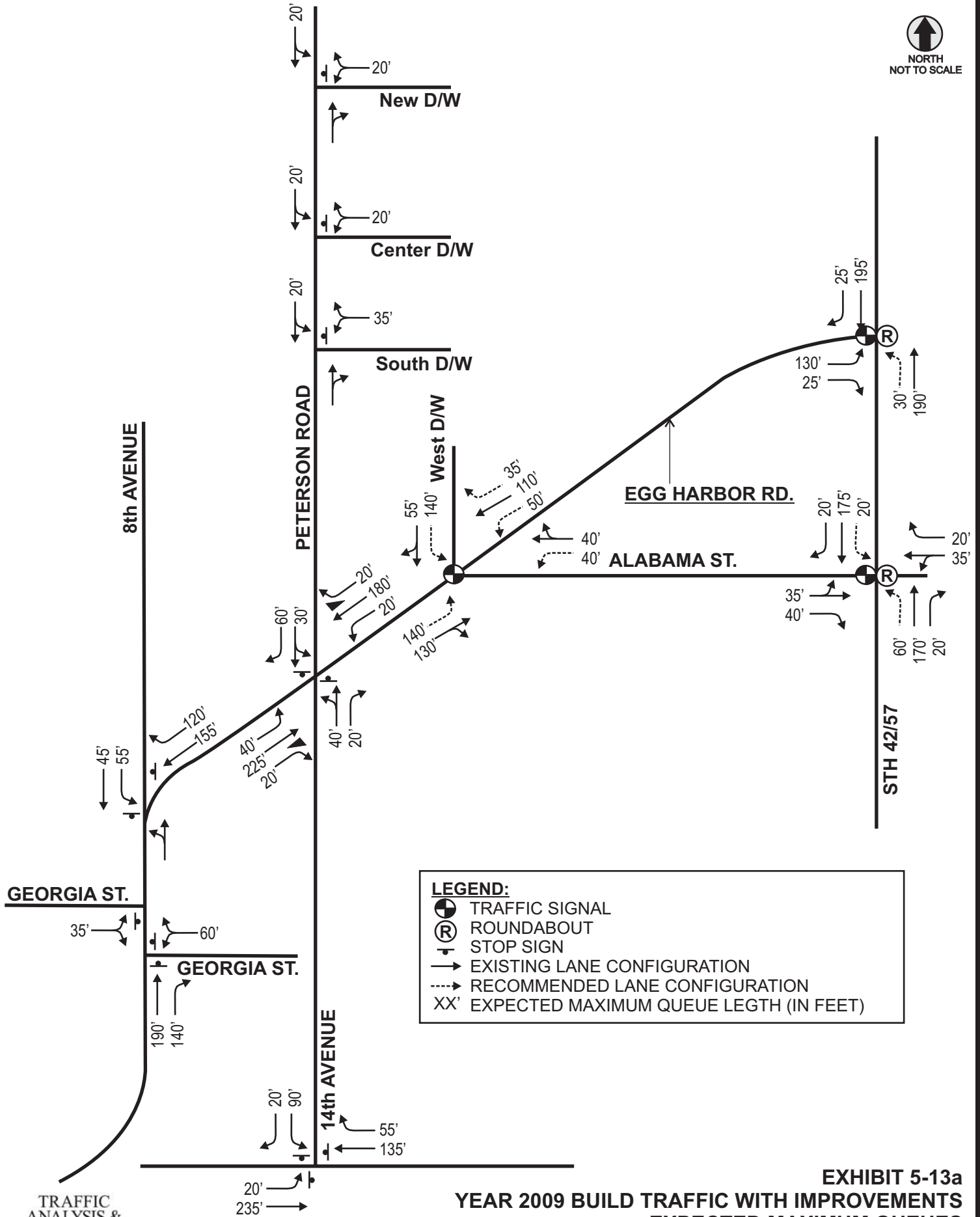
- TRAFFIC SIGNAL
- ROUNDABOUT
- STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- EXPECTED MAXIMUM QUEUE LENGTH (IN FEET)

TRAFFIC ANALYSIS & DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 5-12
YEAR 2009 BACKGROUND TRAFFIC
EXPECTED MAXIMUM QUEUES
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN



LEGEND:

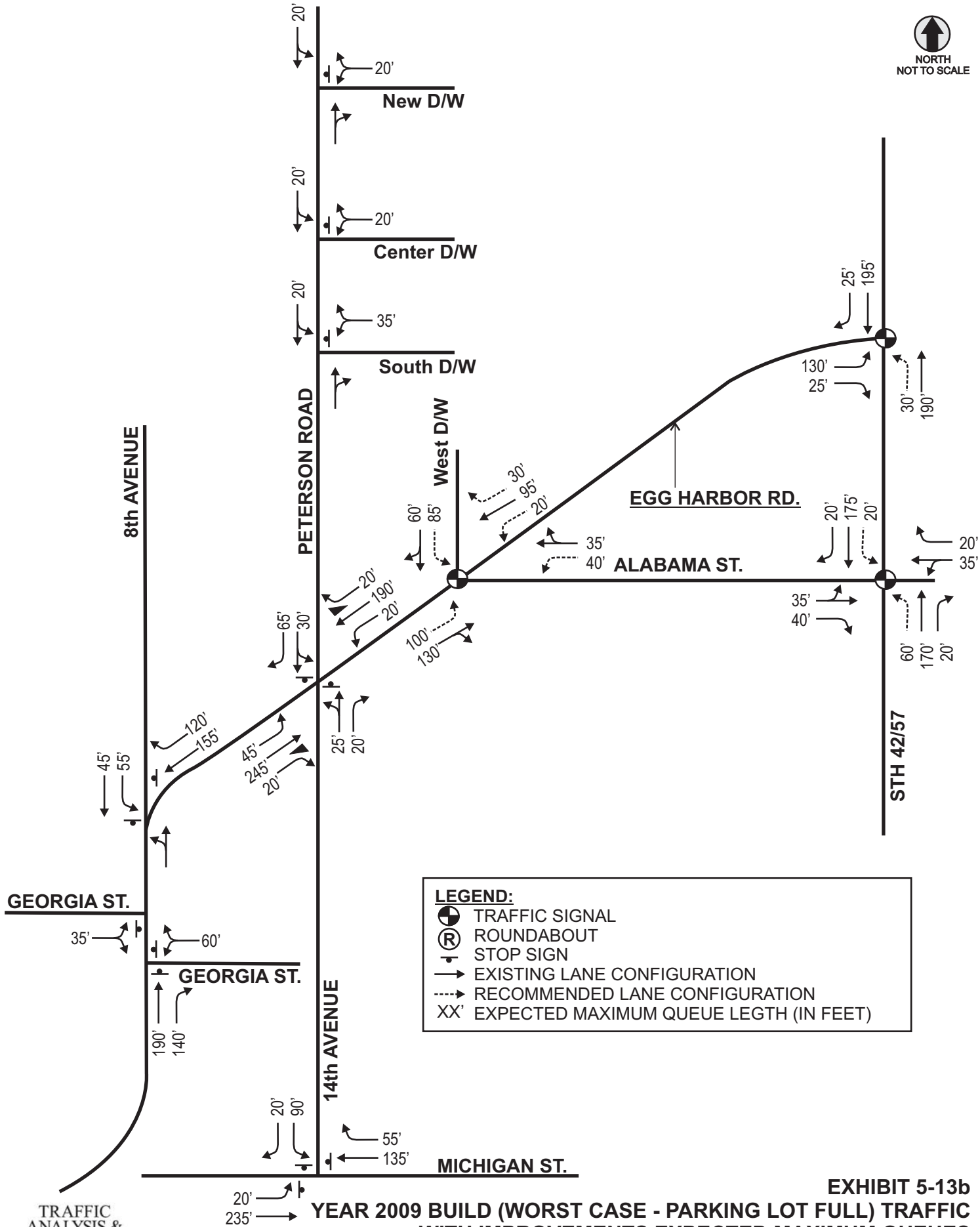
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- Ⓡ ROUNDABOUT
- ⊥ STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- XX' EXPECTED MAXIMUM QUEUE LENGTH (IN FEET)

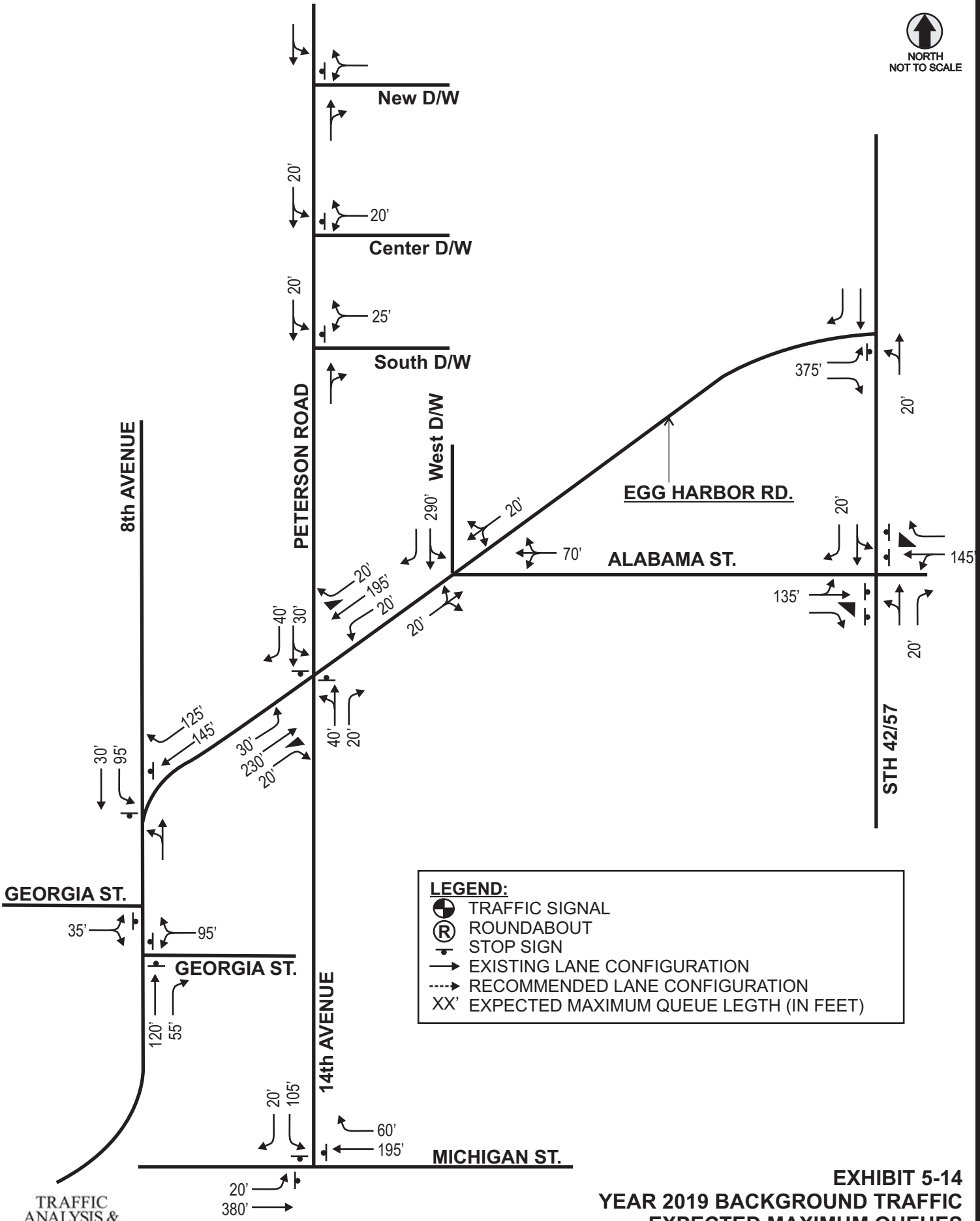
TRAFFIC ANALYSIS & DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 5-13a
YEAR 2009 BUILD TRAFFIC WITH IMPROVEMENTS
EXPECTED MAXIMUM QUEUES
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN





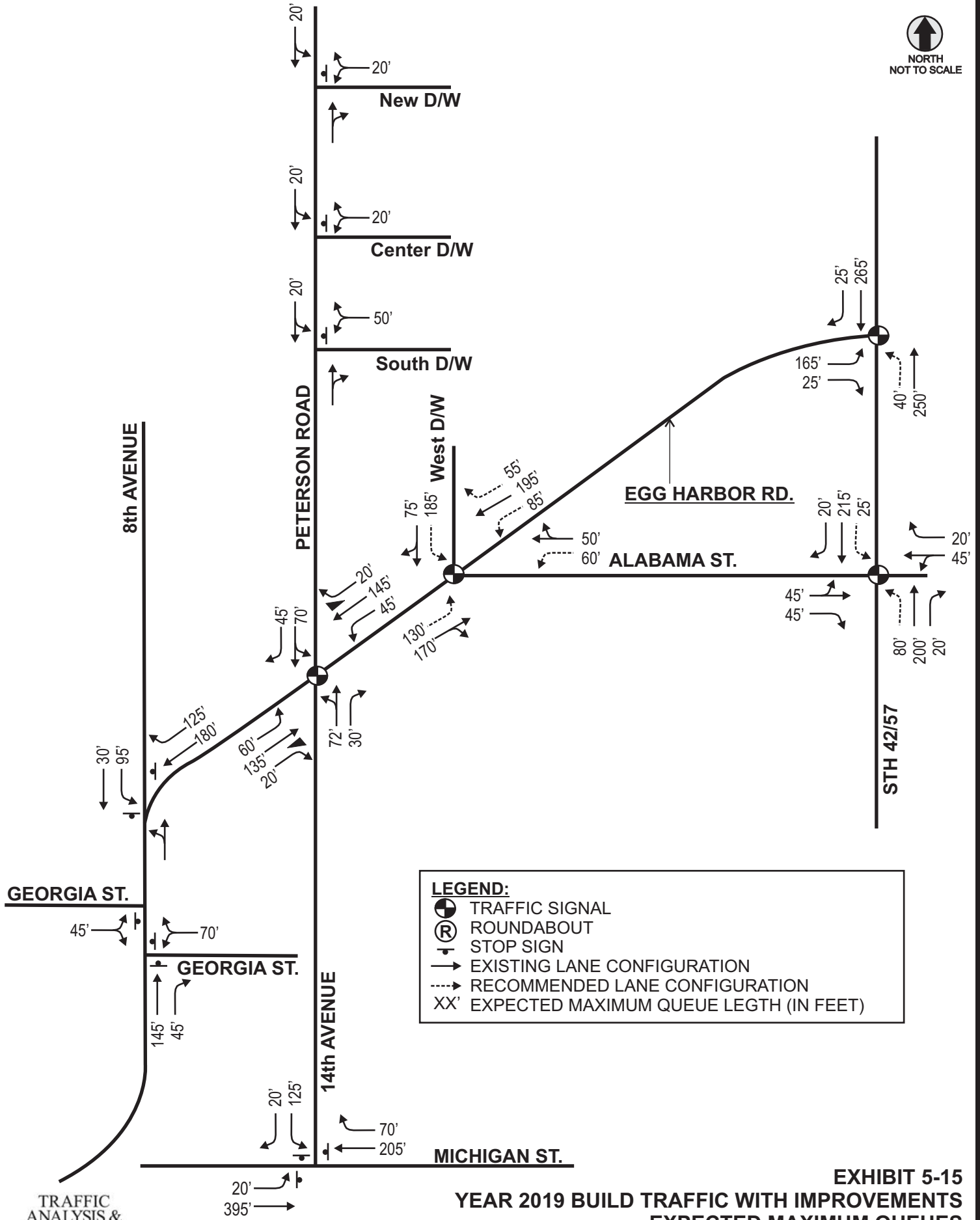
LEGEND:

- TRAFFIC SIGNAL
- ROUNDABOUT
- STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- EXPECTED MAXIMUM QUEUE LENGTH (IN FEET)

TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT DATE: 10-02-08

EXHIBIT 5-14
YEAR 2019 BACKGROUND TRAFFIC
EXPECTED MAXIMUM QUEUES
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

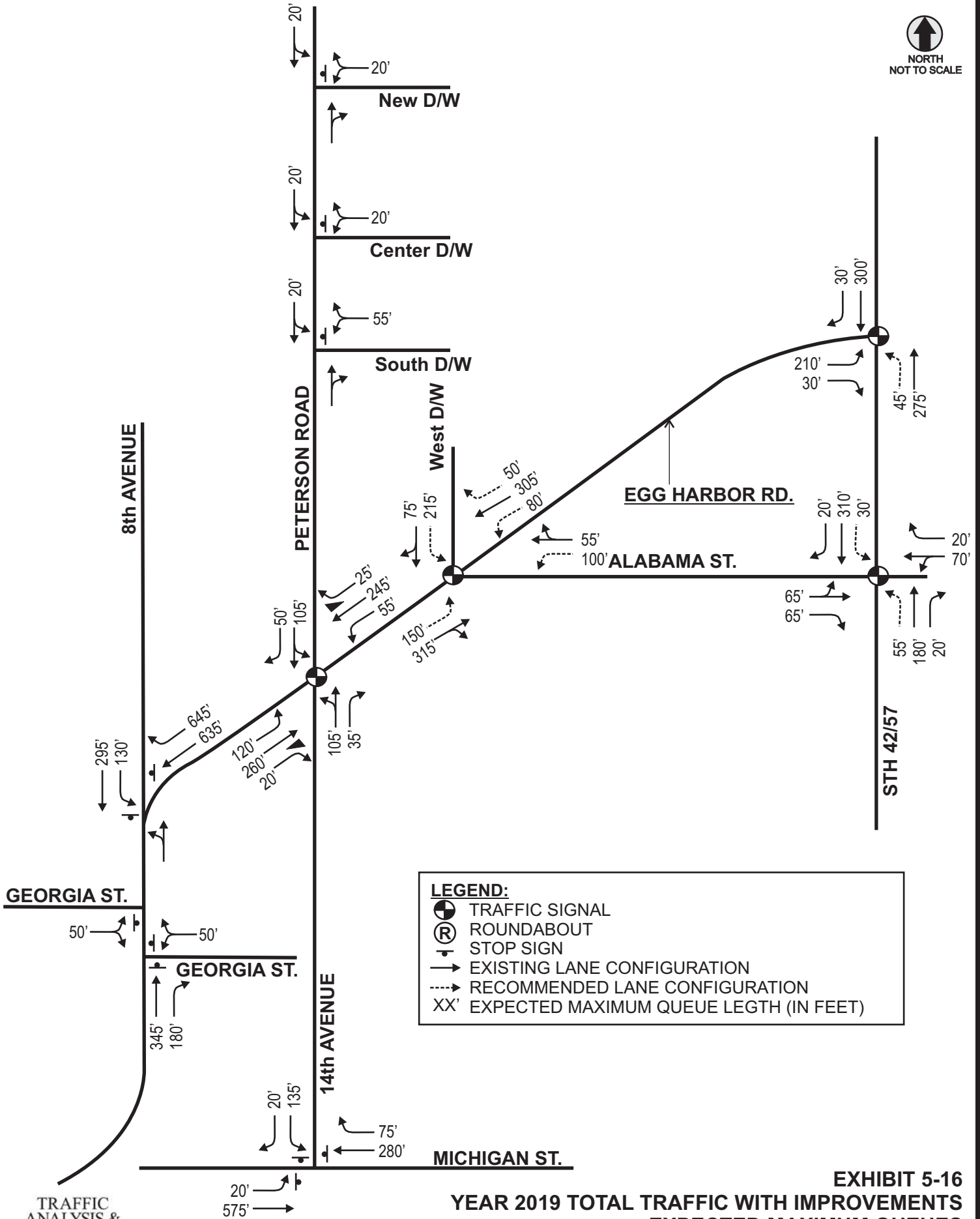


TRAFFIC ANALYSIS & DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 5-15
YEAR 2019 BUILD TRAFFIC WITH IMPROVEMENTS
EXPECTED MAXIMUM QUEUES
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN



LEGEND:

- TRAFFIC SIGNAL
- ROUNDABOUT
- STOP SIGN
- EXISTING LANE CONFIGURATION
- RECOMMENDED LANE CONFIGURATION
- EXPECTED MAXIMUM QUEUE LENGTH (IN FEET)

TRAFFIC ANALYSIS & DESIGN, INC.



EXHIBIT DATE: 10-02-08

EXHIBIT 5-16
YEAR 2019 TOTAL TRAFFIC WITH IMPROVEMENTS
EXPECTED MAXIMUM QUEUES
WAL-MART REDEVELOPMENT
STURGEON BAY, WISCONSIN

TRAFFIC CONTROL TYPE				
		ROUNDABOUT		TRAFFIC SIGNAL
FACTORS	Advantages	Disadvantages	Advantages	Disadvantages
Right-of-Way		More right-of-way is expected to be needed.	Less right-of-way is expected to be needed.	
Safety	<p>A four-legged modern roundabout has 8 points of conflict.</p> <p>Less severe crashes are expected at modern roundabouts than at traffic signals because entering vehicles generally travel at low speeds (18-25 mph) and severe crash types such as angle or head-on crashes are not likely to occur.</p>	<p>Modern roundabouts are relatively new in the United States and therefore, all drivers may not know how to properly drive a roundabout.</p>		<p>A four-legged signalized intersection has 32 points of conflict.</p> <p>Angle crashes and head-on crashes, which are generally more severe than other crash types, are more likely to occur at a traffic signal than a modern roundabout.</p> <p>Red-light running can result in severe crashes, especially at high-speed intersections.</p>
Operation/Maintenance Costs	Generally lower operation and maintenance costs than a traffic signal.	<p>More illumination may be necessary for night-time motorists.</p> <p>Central and/or splitter islands may require more frequent landscaping - depending on the original design.</p>		<p>Higher costs for bulb replacement, electricity, and controller/detector maintenance.</p> <p>Signal poles can be prone to knock downs and are costly to repair and/or replace.</p>
Practical Feasibility	Once installed, a properly designed modern roundabout is typically well accepted by the motoring public.	May require public education process to inform drivers how to safely maneuver through a modern roundabout.	Requires little public education for acceptance by motorists.	
Access	Roundabouts allow for U-turns within the roundabout, meaning driveways with right-in/right-out only access may be better serviced with upstream and downstream roundabouts.			State law prohibits U-turns at signalized intersections, resulting in less service to upstream and downstream driveway intersections.
Capacity	<p>Generally, modern roundabouts are expected to have higher capacity than traffic signals because traffic from all approaches can enter simultaneously.</p> <p>Small geometric changes can result in large capacity increases.</p>	<p>To add capacity, the entire roundabout may need to be widened.</p> <p>A poorly designed roundabout can operate with significantly less capacity than a well designed roundabout.</p>	Small increases in capacity can sometimes be achieved through timing or phasing adjustments.	Large capacity increases typically require additional turn lanes, through lanes, and/or median width.
Delay	The single lane modern roundabout is expected to operate at LOS B		The traffic signal is expected to operate at LOS B	
Queues	NB max queue is expected to be 85 feet less, SB max queue is expected to be 85 feet less, EB max queue is expected to be 140 feet less, WB max queue is expected to be 165 feet less, with modern roundabout control.			NB max queue is expected to be 85 feet more, SB max queue is expected to be 85 feet more, EB max queue is expected to be 140 feet more, WB max queue is expected to be 165 feet more, with traffic signal control.



TRAFFIC CONTROL TYPE				
		ROUNDABOUT		TRAFFIC SIGNAL
FACTORS	Advantages	Disadvantages	Advantages	Disadvantages
Right-of-Way		More right-of-way is expected to be needed.	Less right-of-way is expected to be needed.	
Safety	<p>A four-legged modern roundabout has 8 points of conflict.</p> <p>Less severe crashes are expected at modern roundabouts than at traffic signals because entering vehicles generally travel at low speeds (18-25 mph) and severe crash types such as angle or head-on crashes are not likely to occur.</p>	<p>Modern roundabouts are relatively new in the United States and therefore, all drivers may not know how to properly drive a roundabout.</p>		<p>A four-legged signalized intersection has 32 points of conflict.</p> <p>Angle crashes and head-on crashes, which are generally more severe than other crash types, are more likely to occur at a traffic signal than a modern roundabout.</p> <p>Red-light running can result in severe crashes, especially at high-speed intersections.</p>
Operation/Maintenance Costs	Generally lower operation and maintenance costs than a traffic signal.	<p>More illumination may be necessary for night-time motorists.</p> <p>Central and/or splitter islands may require more frequent landscaping - depending on the original design.</p>		<p>Higher costs for bulb replacement, electricity, and controller/detector maintenance.</p> <p>Signal poles can be prone to knock downs and are costly to repair and/or replace.</p>
Practical Feasibility	Once installed, a properly designed modern roundabout is typically well accepted by the motoring public.	May require public education process to inform drivers how to safely maneuver through a modern roundabout.	Requires little public education for acceptance by motorists.	
Access	Roundabouts allow for U-turns within the roundabout, meaning driveways with right-in/right-out only access may be better serviced with upstream and downstream roundabouts.			State law prohibits U-turns at signalized intersections, resulting in less service to upstream and downstream driveway intersections.
Capacity	<p>Generally, modern roundabouts are expected to have higher capacity than traffic signals because traffic from all approaches can enter simultaneously.</p> <p>Small geometric changes can result in large capacity increases.</p>	<p>To add capacity, the entire roundabout may need to be widened.</p> <p>A poorly designed roundabout can operate with significantly less capacity than a well designed roundabout.</p>	Small increases in capacity can sometimes be achieved through timing or phasing adjustments.	Large capacity increases typically require additional turn lanes, through lanes, and/or median width.
Delay	The single lane modern roundabout is expected to operate at LOS B			The traffic signal is expected to operate at LOS C
Queues	NB max queue is expected to be 100 feet less, SB max queue is expected to be 175 feet less, EB max queue is expected to be 275 feet less, WB max queue is expected to be 285 feet less, with modern roundabout control.			NB max queue is expected to be 100 feet more, SB max queue is expected to be 175 feet more, EB max queue is expected to be 275 feet more, WB max queue is expected to be 285 feet more, with traffic signal control.

