

Feasibility Study

Alton Avenue North, TH 19 to CSAH 15

New Prague, MN

NEWPR 189801 | September 17, 2026



Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists



Building a Better World
for All of Us®

September 17, 2026

RE: Alton Avenue North, TH 19 to CSAH 15
Feasibility Study
New Prague, MN
SEH No. NEWPR 189801 4.00

Honorable Mayor and City Council
City of New Prague
118 Central Avenue N
New Prague, MN 56071

Dear Mayor and Council,

Enclosed is the Feasibility Study for the above referenced project for your review and comments.

This Study discusses the feasibility and economic impact of reconstruction of the roadway, storm sewer, trails, and City utilities. The Study provides recommendations, probable costs, and a preliminary geometric layout.

Sincerely,

Chad M Jorgenson, PE, PTOE
Associate Project Manager
(Lick. IA, MN, SD)

CMJ

x:\ko\newpr\189801\4-prelim-dsgn-rpts\43-prelim-dsgn\40-feas\feasibility study - alton avenue from th 19 to csah 15 061926.docx

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | sehinc.com

SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

Feasibility Study

Alton Avenue North, TH 19 to CSAH 15
New Prague, MN

SEH No. NEWPR 189801

September 17, 2026

I hereby certify that this Study was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Chad Jorgenson, PE, PTOE

Date: September 17, 2026

License No.: 55528

Reviewed By: Chris Knutson, PE

Date: September 17, 2026

Short Elliott Hendrickson Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-3507
651.490.2000



Contents

Letter of Transmittal
Certification Page
Contents

1	Introduction	1
2	Traffic Analysis	4
2.1	Existing Conditions	4
2.2	Future Conditions and Traffic Growth	4
2.3	Warrant Analysis	4
2.4	Traffic Analysis Summary	4
2.5	Intersection Control Recommendations	5
3	Desktop Wetland Delineation	5
3.1	Desktop Wetland Delineation Findings	7
4	Project Improvements	7
4.1	Street and Trail Improvements	7
4.2	Pedestrian and Bicycle Improvements	9
4.3	Stormwater	9
4.4	City Utilities	11
5	Project Cost/Financing	13
5.1	Funding	14
6	Recommendations and Conclusion	14

List of Tables

Table 1 – Phase 1A Street Reconstruction Summary of Project Costs	13
Table 2 – Phase 1B Street Reconstruction Summary of Project Costs	13
Table 3 – Full Build Street Reconstruction Summary of Project Costs	13

List of Figures

Figure 1 – Project Location	3
Figure 2 – Level 1 Wetland Delineation Results	6

Contents (continued)

List of Appendices

Appendix A	Alton Avenue Geometric Improvements
Appendix B	Alton Avenue Traffic Analysis Memorandum
Appendix C	Level 1 Desktop Wetland Delineation
Appendix D	Alton Avenue Storm Sewer Layout
Appendix E	City of New Prague Utility Layouts
Appendix F	Estimate of Probable Costs

Feasibility Study

Alton Avenue North, TH 19 to CSAH 15

Prepared for City of New Prague and Scott County

1 Introduction

This Feasibility Study was prepared to help identify improvements to Alton Avenue between TH 19 and CSAH 15 (Drexel Avenue) in the City of New Prague, MN. Improvements include full roadway reconstruction, storm sewer, trails, and City utility improvements. **Figure 1** shows the project location.

This segment of Alton Avenue is a rural residential gravel roadway located on the eastern side of the City of New Prague that is functionally classified as a local roadway serving approximately 250 vehicles per day (Estimate based upon traffic counts collected in 2026). Alton Avenue currently does not have a posted speed limit and generally provides access to residential homes and serves as an alternate north/south roadway providing access between TH 19 and CSAH 15.

Work for this project is largely built upon a City of New Prague Eastern Alignment Study and associated CSAH 15 realignment planning process that took place between 2004 and 2006. As part of these studies a future realignment of CSAH 15 was identified that generally traverses the area of the existing Alton Avenue corridor. To support long-term implementation of this corridor, a Memorandum of Understanding (MOU) was executed between the City of New Prague, Helena Township, and Scott County. It should be noted that south of TH 19 there is an existing MOU with Lanesburgh Township and LeSueur County that extends Alton Avenue to the south that is not being updated at this time.

The MOU establishes the preferred alignment of CSAH 15 between CSAH 2 and TH 19 and provides a coordinated framework for advancing the corridor over time. The agreement outlines agency roles and responsibilities related to right-of-way preservation, roadway design and construction, access management, and future jurisdictional modifications.

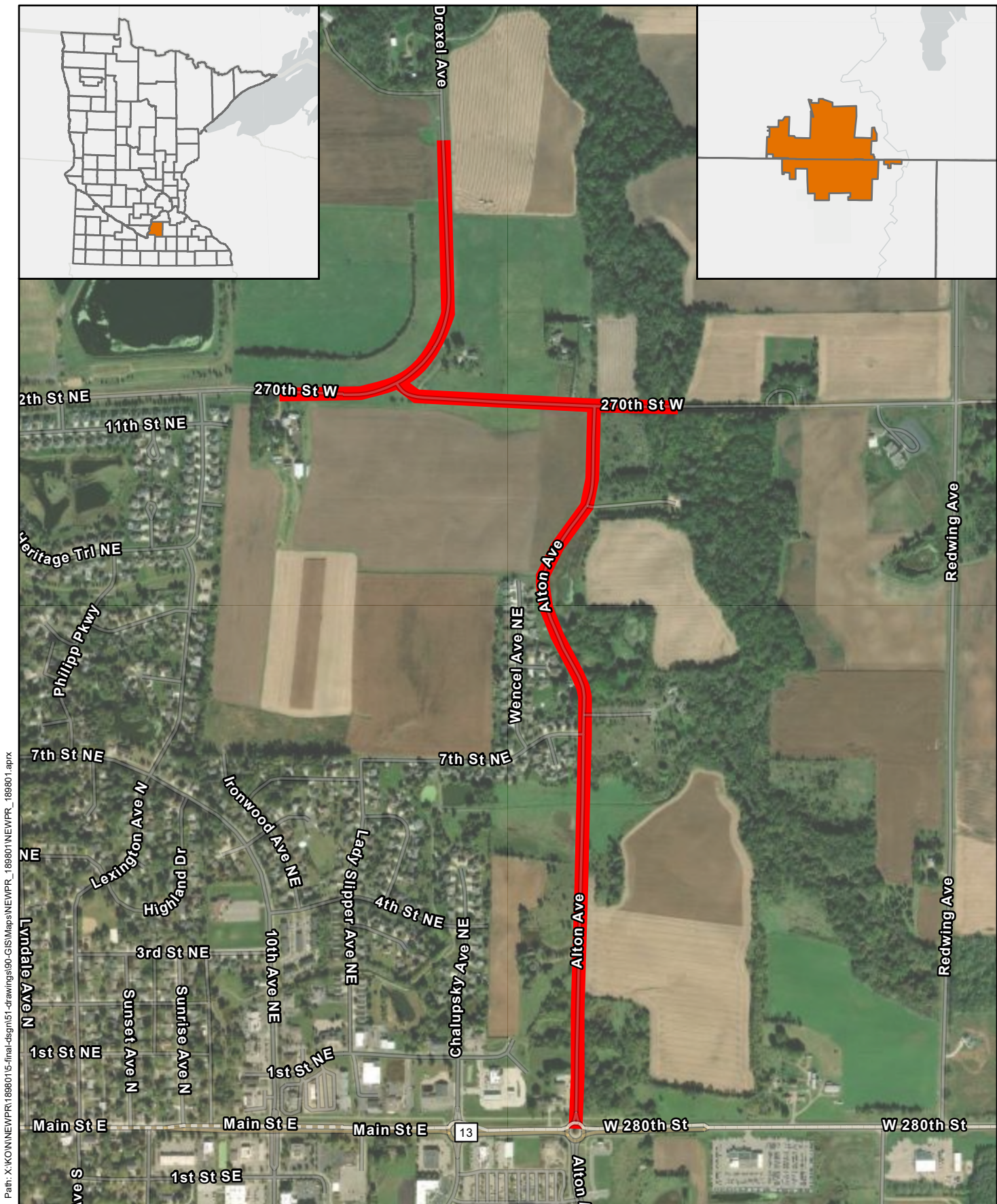
Under the current MOU, implementation of the realigned corridor is intended to occur incrementally, largely in coordination with future development. The City of New Prague is responsible for incorporating the corridor into its planning documents and leading right-of-way preservation and acquisition, primarily through the development process. Scott County provides oversight and participates in funding and plan review, while Helena Township assists with land use decisions consistent with the corridor and supports transition planning.

The MOU also identifies general design parameters for the corridor, including adherence to MnDOT State Aid standards, a minimum right-of-way width of 150 feet, and managed access consistent with Scott County guidelines. Following construction of the new alignment, segments of the existing CSAH 15 corridor are anticipated to be transferred to the City.

As part of this Feasibility Study, further refinements to the project corridor were completed. A traffic analysis was conducted and recommendations from this analysis include constructing a roadway that generally includes one travel lane in each direction with both left and right turn lanes provided at all major intersections.

The following Study will provide detailed information surrounding the reconstruction of Alton Avenue from TH 19 to just north of W 270th Street/12th Street NE where Alton Avenue will ultimately tie back into the existing CSAH 15 alignment. The proposed section of reconstructed roadway will be designed to meet all State Aid design standards including a ten-ton road design, as the existing Alton Avenue will eventually transfer into County ownership and become a Minnesota County State Aid Highway.

In addition to the recommended street improvements, the Study will also discuss proposed storm sewer, sanitary sewer, and watermain, along the corridor. The proposed future Alton Avenue geometric improvements are shown in **Appendix A**.



Path: X:\KONIN\NEWPR\189801\5-final-degm\51-drawings\00-GIS\Maps\NEWPR_189801\NEWPR_189801.aprx



Project: 189801
Print Date: 6/23/2026

Project Location
Alton Ave Feasibility Study
New Prague, Minnesota

Figure
1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

2 Traffic Analysis

A traffic analysis was completed as part of the Alton Avenue Feasibility Study to evaluate existing and future capacity along the corridor, including potential roadway realignment and associated improvements. The study assessed key intersections along Alton Avenue, including CSAH 15/W. 270th Street, Alton Avenue/W. 270th Street, Alton Avenue/7th Street NE, and Alton Avenue/TH 19, as well as potential future access locations. The following sections provide an overview of the complete Traffic Analysis Memorandum, shown in **Appendix B** as well as recommendations for intersection control for future intersections along the corridor.

2.1 Existing Conditions

Alton Avenue currently functions as an unpaved, two-lane local roadway serving primarily residential access, with no sidewalks or posted speed limit. Traffic volumes along the corridor are low, and surrounding roadways include CSAH 15 and TH 19, which carry higher volumes and serve broader regional functions.

Crash history over a five-year period indicates relatively few incidents, with no fatal crashes and only one severe injury crash along the corridor. None of the study intersections or segments exceed state critical crash thresholds, suggesting that existing safety performance is generally acceptable.

2.2 Future Conditions and Traffic Growth

Future traffic volumes were projected using Scott County's Regional Travel Demand Model, with an assumed annual growth rate of approximately one percent.

Additional traffic associated with planned development, including residential uses and neighborhood-scale commercial development near TH 19—was incorporated into the analysis using standard trip generation methodologies.

Under future build conditions, daily traffic volumes along Alton Avenue are projected to increase but remain relatively low, generally ranging from approximately 1,600 to 3,900 vehicles per day depending on location along the corridor.

2.3 Warrant Analysis

A traffic control warrant analysis was completed for future (2050) build conditions following MnMUTCD guidance. The analysis evaluated the need for stop control, signalization, or alternative intersection control based on projected volumes and safety considerations.

Results indicate that:

- Most intersections along Alton Avenue do not meet warrants for all-way stop or signal control
- The Alton Avenue / TH 19 intersection is the only location that meets signal and stop control warrants under future conditions

2.4 Traffic Analysis Summary

Traffic volumes along Alton Avenue are expected to increase due to background growth and planned development however, they remain within the capacity of a two-lane roadway. The

proposed realignment and intersection improvements, including a roundabout at W. 270th Street, provide a functional framework to support future development.

2.5 Intersection Control Recommendations

As part of this Study and based upon conversations with the Project Management Team, intersection traffic control recommendations were made for the corridor. Recommended intersection control for each study intersection is as follows:

- George Avenue
 - Full access side street stop control at George Avenue until an agreed upon time between the City and County to close the intersection and convert into a right-in/right-out based upon vehicular delay, safety and surrounding development:
- Southern 1st Street NE.
 - Single lane roundabout control at future 1st Street NE, this will help facilitate U-turn movements from George Avenue when the median is constructed through George Avenue and will connect between the roundabouts at TH 19 and 1st Street NE
- Northern 4th Street NE intersection
 - Full access side street stop control at this intersection located approximately 800' north of the proposed 1st Street NE roundabout
- 7th Street NE South
 - Full access side street stop control
- Bohemia Street
 - $\frac{3}{4}$ access providing mainline left turns and not allowing minor street through or left turn movements due to the curvature of the roadway and sight distance concerns
- 270th Street/12th Street NE
 - Single lane roundabout control
- Northern unnamed intersection
 - Located approximately 1,300 feet north of 270th Street a full access side street stop-controlled intersection is proposed.

3 Desktop Wetland Delineation

A Level 1 wetland delineation was completed for the proposed Afton Avenue Realignment study area to identify potential wetland resources and provide an initial assessment of environmental constraints within the corridor. The delineation was based on a desktop review of available mapping and environmental datasets, including aerial photography, LiDAR-derived topography, National Wetlands Inventory (NWI) mapping, Public Waters Inventory (PWI) data, and SSURGO soils information. No field delineation was conducted as part of this evaluation.

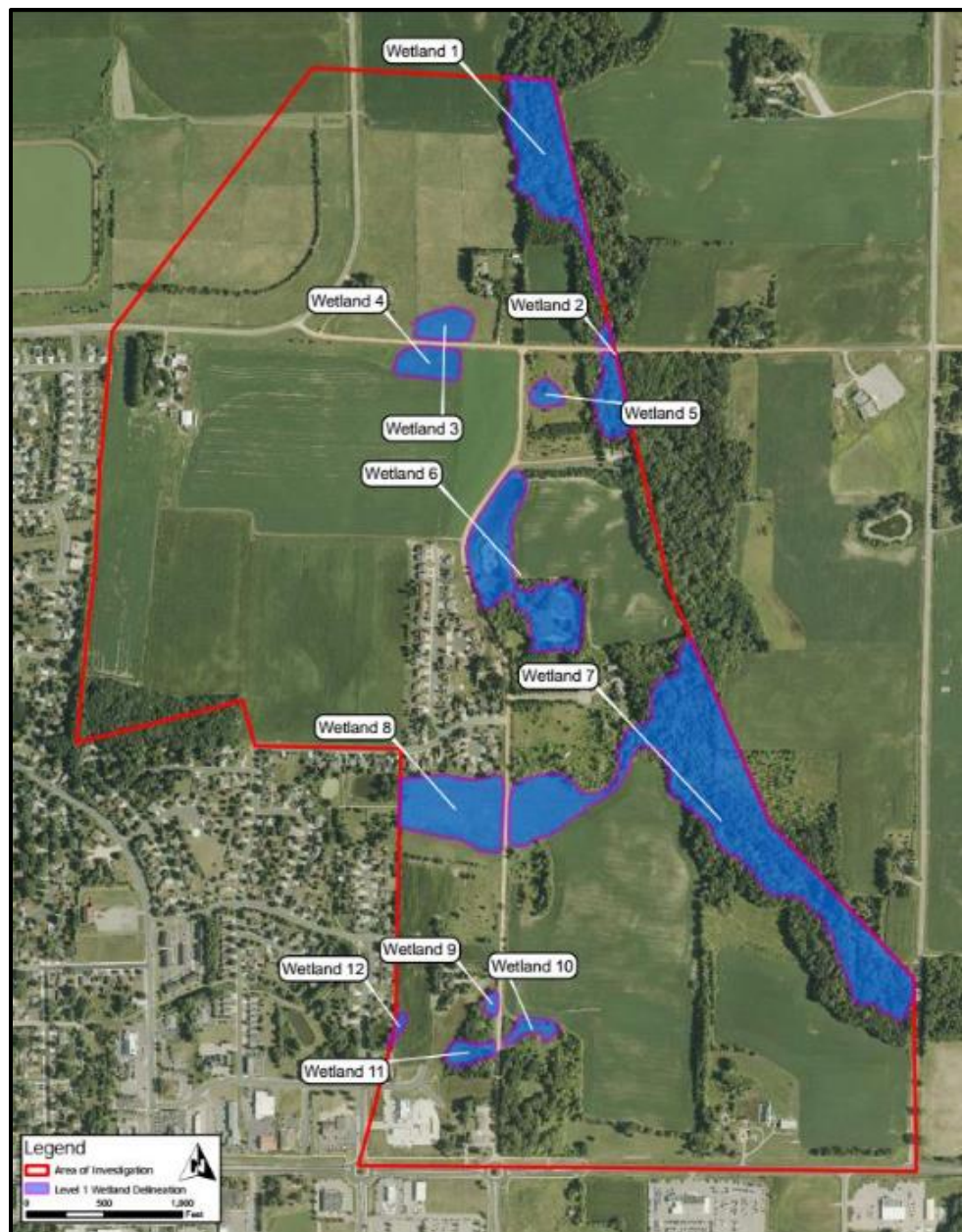
The study area encompasses approximately 495 acres within the Cities of New Prague and Helena Township, extending from W. 280th Street north to the vicinity of W. 270th Street West. Land uses within the area include agricultural fields, residential development, forested areas, wetlands, stream corridors, and open space.

The Level 1 assessment identified twelve potential wetlands within the area of investigation. These wetlands include a combination of riverine and depressional systems ranging in size from approximately 0.2 acres to 25.8 acres. Several of the larger wetlands are associated with the

Sand Creek corridor and exhibit surface water connectivity to the creek, while a number of smaller wetlands are isolated depressional basins. The identified wetland communities include floodplain forest, fresh wet meadow, and shallow marsh habitats.

A significant concentration of wetland resources occurs along the Sand Creek corridor on the eastern side of the study area, while additional isolated wetlands are distributed throughout the central and southern portions of the corridor.

Figure 2 – Level 1 Wetland Delineation Results



Wetlands within the project area may be subject to regulation by federal, state, and local agencies, including the U.S. Army Corps of Engineers, Environmental Protection Agency, Minnesota Board of Water and Soil Resources, Minnesota Pollution Control Agency, and Scott

County through administration of the Minnesota Wetland Conservation Act. Any future project alternatives that result in direct or indirect wetland impacts would require coordination with applicable regulatory agencies and may require permitting and compensatory wetland mitigation. The wetlands are located within Bank Service Area (BSA) #9 and the Lower Mississippi River watershed.

3.1 Desktop Wetland Delineation Findings

The project corridor contains numerous wetland resources, including several larger riverine wetlands associated with Sand Creek and multiple isolated depressional wetlands. These resources will be important considerations during alternative development and evaluation, and future design efforts should seek to avoid and minimize wetland impacts where practicable. The detailed Level 1 wetland delineation memorandum is attached in Appendix C.

4 Project Improvements

As part of the overall improvements to Alton Avenue, several project elements will need to be addressed. These improvements include:

- Street and Trail
- Pedestrian and Bicycle
- Stormwater
- Watermain and Sanitary Sewer

4.1 Street and Trail Improvements

The following section provides a summary on the existing conditions of this segment of Alton Avenue. Also included is a summary of proposed improvements to be completed with this roadway improvement project.

4.1.1 Existing Street Conditions

The existing segment of Alton Avenue from TH 19 to CSAH 15 is approximately 24 feet wide and is unpaved.

4.1.2 Proposed Street and Trail Improvements

It is currently proposed to reconstruct the entire roadway section of Alton Avenue. Based on conversations with the City of New Prague, Scott County and Helena Township, it is anticipated that this roadway will be reconstructed in phases largely driven by surrounding development needs. For the purposes of this study, Alton Avenue construction has been broken into two phases, Phase 1 which consists of two sub phases includes full reconstruction through the George Avenue intersection as part of Phase 1A and full reconstruction of Alton Avenue from TH 19 through the proposed single lane roundabout proposed as part of the 1st Street NE intersection. As part of Phase 1B improvements, median construction will occur closing the full access intersection of George Avenue and converting it into Right-In/Right-Out control.

Phase 2 includes the full build out of the roadway from CSAH 15 to TH 19. It is anticipated that after completion of Phase 2 the roadway will be turned up from City jurisdiction to County jurisdiction.

An urban section of roadway including curb and gutter is proposed from just north of the 270th Street W/12th Street NE intersection south to TH 19. A rural section of roadway with 8' shoulders is proposed from this transition point north to the project limits.

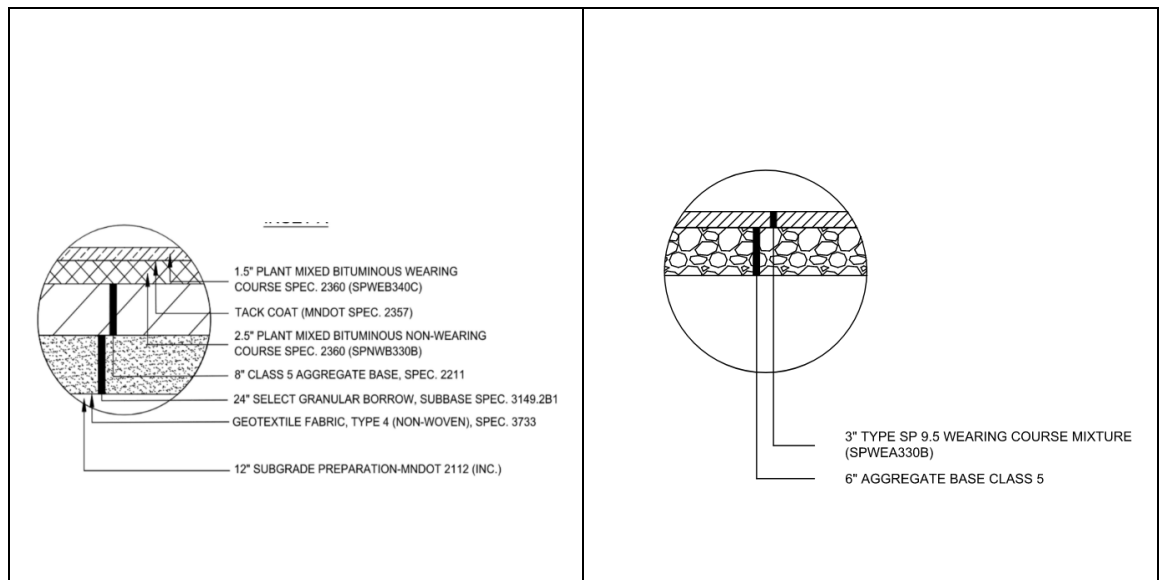
Curb will be a barrier type, 6-inches tall, with the back dropped down at pedestrian ramp locations. The curb will be type B624, which contains an integral 24-inch-wide concrete gutter.

Based upon results and recommendations from the completed traffic analysis this segment of Alton Avenue will be converted from an unpaved facility into a two-lane roadway with dedicated left and right turn lanes at major traditional intersections. **Appendix A** shows the geometric improvements for Phase 1A, 1B and the full build out of the corridor.

Design criteria for the design of the full depth pavement section will be based upon the following criteria:

- Percentage of heavy vehicles using the corridor
- Future traffic projection numbers from the completed traffic memorandum attached to this Study
- An existing Average Annual Daily Traffic (AADT) value of 3,900 vehicles per day along projected along this segment of roadway
- 10-ton Bituminous Pavement Design Chart from the MnDOT Pavement Design Manual
- Existing roadway R-value from the future geotechnical analysis

As this project progresses into preliminary and final roadway design, a geotechnical analysis, including roadway and soil borings along the corridor will be taken to further solidify pavement recommendations. As part of this Feasibility Study the assumed bituminous section of the roadway and trail is recommended to contain the following:



The total section thickness of the roadway is 48", which is considered 'frost free' in accordance with MnDOT Road Design guidance, meaning the depth of the new granular material will make the road less susceptible to damage from freeze/thaw cycles. Trail total section thickness is anticipated to be 9" with 6" of class 5 aggregate under 3" of bituminous.

4.2 Pedestrian and Bicycle Improvements

With this project it is proposed that there be an eight-foot-wide bituminous trail constructed along the west side of the road and a ten-foot-wide bituminous trail constructed along the east side of the roadway. The eight foot trail on the west side of the roadway will provide pedestrian access along the corridor from TH 19 north through the 270th Street intersection.

The ten foot trail on the east side of the roadway could be considered for future regional trail designation and ultimately provide access to Cedar Lake Farm Regional Park. As part of this project, the trail on the west side is proposed to terminate just north of the 270th Street intersection similar to the eight-foot path on the west side of the roadway.

Located just south of 7th Street, a grade separated pedestrian underpass is being proposed to connect residential neighborhoods west of Alton Avenue to the ten-foot trail on the east side of the roadway. As this project progresses into final design of the roadway and trails, this box culvert will need to be evaluated further for its impacts to the surrounding floodplain. More information is contained within section 3.3 regarding this crossing.

Boulevard widths on both sides of the trails are currently proposed at 10.67'. It is anticipated that though preliminary and final design boulevard widths may vary to minimize property impacts and provide additional space for stormwater Best Management Practices (BMPs). Pedestrian curb ramps will be added at each intersecting street for pedestrian access and will be constructed in compliance with current ADA standards.

4.3 Stormwater

4.3.1 Stormwater Basins

Stormwater basins are proposed and will be designed to provide stormwater treatment, and volume and rate control. Stormwater treatment will be designed to meet or exceed the standards of the MPCA Construction Stormwater (CSW) Permit, and City of New Prague stormwater design standards. The project is located in the Scott County Watershed Management Organization (Scott WMO). The Scott WMO does not specify stormwater design criteria, so design criteria will be based on MPCA and City of New Prague criteria. It is assumed that New Prague will be required to comply with the MPCA Municipal Separate Storm Sewer System (MS4) General Permit by the time this project is constructed. As such, it's assumed that the required water quality volume treatment depth will be the larger of the following:

- 0.55 inches of runoff from the new and fully reconstructed impervious surfaces or
- 1.1 inches of runoff from the net increase in impervious area

Volume reducing best management practices (BMP) will be considered first and utilized where feasible. Where volume reducing BMPs are infeasible, filtration basins will be considered, followed by wet sedimentation ponds. The type(s) of BMPs chosen for final design will be largely dependent on soil characteristics and groundwater elevation. Unless otherwise noted, the preliminary sizes of the BMPs only accounts for the development within the City right of way, in other words, adjacent offsite developments will be responsible to provide separate stormwater treatment and rate control. BMPs will be designed to limit the post development discharge rates to be less than or equal to that of the predevelopment discharge rates for the 2-, 10-, and 100-year rainfall events.

Proposed BMPs are shown in Exhibit 4. BMP locations were selected to take advantage of existing topography and drainage patterns where feasible. Pond sizing is preliminary and will be refined and finalized during final design.

Linear treatment within roadside ditches is proposed for the northern, rural-section portion of the project. Other proposed BMPs may also be increased in size, if necessary, to provide compensatory treatment volume.

4.3.2 Storm Sewer

Roadway drainage will be conveyed by storm sewer. The preliminary storm sewer design assumes the project will meet MnDOT State Aid criteria. Catch basins will be located at low points and at additional locations as needed to satisfy spread requirements. Storm sewer pipes will be designed to convey the 10-year storm event, while pond outlet pipes will be designed to manage the 100-year storm event. Proposed storm sewer for full-build conditions is shown in Exhibits 4 and 5. The proposed storm sewer layout for Phases 1A and 1B is shown in **Appendix D**.

4.3.3 Channel Hydraulics & Flood Plain

Raising the roadway overtopping elevation from 971.99 feet to 984.50 feet represents a substantial shift in hydraulic risk and controls, particularly given that the existing condition allows overtopping across an approximately 400-foot-wide section. This overtopping reach currently provides significant additional conveyance and functions as a relief mechanism by allowing high flows across the roadway and limiting upstream headwater buildup. Transitioning to a condition where overtopping is largely eliminated would force most flow through the existing 36-inch culvert and any added box culverts. While additional culverts may increase capacity, they are unlikely to replicate the broad, shallow conveyance provided by a 400-foot-wide overtopping section, resulting in a more restrictive crossing and a higher likelihood of increased upstream water surface elevations.

Because downstream river backwater controls flood elevations in this area, FEMA regulatory implications (e.g., strict BFE encroachment concerns) may be less controlling for the crossing itself. However, this does not eliminate risk—instead, it shifts the focus to incremental increases in backwater caused by the crossing. Of specific concern, homes upstream of the crossing appear to be near elevation 978 feet, significantly below the proposed overtopping elevation. This increases the likelihood and severity of flood risk to the structures compared to existing conditions.

Independent of FEMA considerations, state regulatory requirements for public water crossings still apply and require demonstration that the project will not materially increase flood damage potential. Minnesota rules require that hydraulic capacity be supported by a competent technical study and that increases in flood stage remain within allowable limits unless additional justification is provided. They also require consistency with floodplain management standards and protection of upstream and downstream interests. Given the reduction in overtopping conveyance and the limited relative capacity of a 36-inch culvert system (even with supplemental box culverts), detailed hydraulic analysis is needed to quantify incremental backwater effects at the crossing. This analysis should specifically evaluate impacts to the upstream homes near elevation 978 feet and demonstrate that any increase in flood stage does not create unacceptable increases in flood risk or damage potential.

4.4 City Utilities

4.4.1 Watermain Improvements

Watermain improvements throughout the project area are oriented toward distribution of domestic water along Alton Avenue and undeveloped areas west and east of the street. This will provide water to adjacent development along with fire protection. Water services are not expected to be directly connected to the water main on Alton Avenue N, but instead connected to water main located on side streets.

For Phase 1A of the proposed project, water main will looped from George Avenue N (near Kwik Trip) to the south side of Main Street E/TH19 (near northeast corner of Coborn's Grocery Store). The water main would be stubbed out east and north of the George Avenue N intersection with the expectation that it would be extended under future projects. This will provide an important loop and redundant connection for water serviceability for the City, especially in the area directly around the Main Street roundabout. This does require the installation of water main below the trunk highway without disturbing the roadway. This is proposed to be accomplished with a 16-inch steel casing drilled below the roadway to serve as a host for the water main.

Phase 1B and future construction of watermain on Alton Avenue will include the installation of a watermain along the west side of Alton Avenue N up to the 12th Street NE roundabout. It would then continue along the south side of 12th Street SE and connect to existing watermain at Heritage Lane NE. In the area between 7th Street NE and Bohemia Street NE where the trail is proposed to diverge from the proposed Alton Avenue N alignment and instead follow the existing gravel road, it is proposed to install the watermain along the trail.

An alternate alignment for watermain may include following Bohemia Street NE instead of 12th Street NE. This may provide additional benefit to the city as the watermain would be constructed with residential development and have direct water services through that area, which would reduce costs to the City and Utilities. This may affect serviceability to the area north of 12th Street NE and east of Alton Avenue N in the future, though extensions to those areas may be completed as needed in the future.

For the purpose of this study, typical watermain sizing is estimated at 12-inch diameter along Alton Avenue N with 8-inch diameter watermain used for adjacent development. Hydrants would be located at intersections and intervals along the watermain, though spacing would not exceed 500-feet. Valves would also be located at intersections. This study only includes the costs of watermain construction within the Alton Avenue S, Alton Avenue N, 2th Street NE, and George Avenue (west of intersection) right of ways. Watermain shown outside those areas in the report is for planning purposes only. Potential Watermain improvements are shown in **Appendix E**.

4.4.2 Sanitary Sewer

Proposed sanitary sewer collection along Alton Avenue N is based on previous sanitary sewer studies, primarily the Sanitary Sewer System Feasibility Study dated September 9, 2024 that focused on trunk sanitary sewer systems throughout the City. For Alton Avenue N specifically, the North East Lift Station (NELS) and South East Lift Station (SELS) are directly affected by the proposed construction activities within the Project Area.

Information provided in the Sanitary Sewer System Feasibility Study for the NELS included recommendations for lift station construction, forcemain alignments, and trunk sanitary sewer

main construction. After reviewing this information and with concurrence from public works, there are several recommendations that have been integrated into this report that differ from that previous 2024 study. They include:

1. Raising the NELS discharge elevation. This will reduce the area serviceable to gravity collection primarily north of the wastewater treatment facility. This was considered acceptable to public works for the reduced costs to the NELS. An elevation of 950.0 was determined for this project based on cover conditions near the proposed 12th Street NE/Alton Avenue N roundabout and the potential that this sanitary sewer system may be constructed ahead of street improvements that would raise the proposed grade.
2. Maintaining the Lady Slipper Lift Station. The depth of the sanitary sewer main referred to in the 2024 study as NELS_S1 would be excessively deep and located on a likely residential street. It is not suggested that the Lady Slipper Lift Station remain in operation and the service area around NELS_S1 be partially directed to existing infrastructure at Bohemia Street with the remaining connected to the North East Lift Station once built.
3. Installation of Secondary North East Lift Station. The 2024 Study identified NELS_S2 as the sanitary trunk sewer main to be constructed along Alton Avenue N. Review of this preliminary design included sanitary sewer main in excess of 40-feet deep along Alton Avenue N. This would be difficult and costly to install. Construction of a secondary lift station is now recommended south of the low area and near a future street construction around Sta. 116+00 on the Alton Avenue alignment. A forcemain would then be constructed north of that area to approximately Stat. 145+00 on the Alton Avenue N alignment. The remainder of the sanitary sewer from that point to the NELS would be gravity sewer main.
4. Change From Forcemain to Gravity Sewer Main along 1st Street NE. The 2024 Study identified a forcemain to be constructed along the future 1st Street NE alignment that would be the discharge of the South East Lift Station south of Main Street E. The recommendation in this report is to construct gravity sewer main along this alignment instead and connect the SELS forcemain to a location further upstream. This would allow direct sanitary collection along 1st Street NE.

Several other recommendations for sanitary sewer construction along Alton Avenue N include:

1. Phase 1A improvements are expected to include the extension of sanitary sewer main at George Avenue west of Alton Avenue N toward the east of the proposed intersection. This initial phase of sanitary sewer collection will allow development to occur in the area generally located between Main Street E and 1st Street NE and east of Alton Avenue utilizing existing infrastructure. This would, however, be considered an interim improvement as this service area should be redirected north once the NELS system is constructed on Alton Avenue N.
2. The Chalupsky Lift Station is recommended for removal once the NELS system is constructed. A sewer main is shown along future developer streets redirecting this sanitary sewer flow toward Alton Avenue N. The depth of the secondary lift station is primarily based on this pipe connection.

It should be noted that the North East Lift Station, including the secondary lift station, is undergoing a more extensive preliminary design as part of a separate study. As such, it is

recommended that costs and design information from that study be utilized for details instead of this Feasibility Report. Potential Sanitary Sewer improvements are shown in **Appendix E**.

4.4.3 Lighting Improvements

Street lighting is anticipated along Alton Avenue N and 12th Street NE. As with other streets in the City of New Prague, it is expected that the New Prague Public Utilities will furnish and install lighting units and power throughout. Design and construction costs for this lighting is not included with this report.

5 Project Cost/Financing

The estimated costs for the work presented in this Study have been itemized in **Appendix F**. They include construction costs, 20% contingency and 20% engineering (including: engineering, construction administration, and project administration costs). No additional right of way acquisition costs or the sanitary lift station costs have been included in the overall cost estimate. The cost estimation is based on a bid date in the Spring of 2027 and construction occurring and completed in 2027.

The following **Tables, 1, 2, and 3** shows a breakdown of costs for the proposed project broken out by Phase 1A, Phase 1B and Full Build of the roadway:

Table 1 – Phase 1A Street Reconstruction Summary of Project Costs

Item	Total Estimated Project Cost
Street Reconstruction	\$1,113,196
Storm Sewer Improvements	\$308,780
City Utilities	\$313,730
Soft Costs (Engineering and Admin Fees) (20%)	\$370,816
Contingency (20%)	\$285,243
Total Estimated Cost	\$2,391,766

Table 2 – Phase 1B Street Reconstruction Summary of Project Costs

Item	Total Estimated Project Cost
Street Reconstruction	\$1,822,951
Storm Sewer Improvements	\$248,620
City Utilities	\$187,675
Soft Costs (Engineering and Admin Fees) (20%)	\$482,666
Contingency (20%)	\$371,281
Total Estimated Cost	\$3,113,193
Total Phase 1A and 1B Cost	\$5,504,958

Table 3 – Full Build Street Reconstruction Summary of Project Costs

Item	Total Estimated Project Cost
Street Reconstruction	\$14,054,110
Storm Sewer Improvements	\$1,463,350

City Utilities	\$1,582,475
Soft Costs (Engineering and Admin Fees) (20%)	\$3,653,232
Contingency (20%)	\$2,810,178
Total Estimated Cost	\$23,563,345

5.1 Funding

The street, trail and storm sewer improvements proposed to be constructed with this project are anticipated to be funded by Scott County and the City of New Prague. Any watermain and sanitary sewer construction are proposed to be funded entirely through the City sanitary sewer and watermain utility funds.

6 Recommendations and Conclusion

The work outlined in this Study are both cost effective and feasible from an engineering perspective standpoint. The proposed improvements are necessary in order to continue to provide opportunity for surrounding development to occur. Based on the information presented in this Study, we make the following recommendations:

- Reconstruct Alton Avenue to include a street section with an urban 10-ton design from TH 19 to just north of 270th Street/12th Street and other recommendations outlined in the to be completed geotechnical report
- Storm sewer and necessary BMPs should be constructed where necessary and designed in accordance with City of New Prague and Minnesota State Aid Standards.
- The total estimated project cost of the recommended improvements is \$23,563,345

CMJ

Appendix A

Alton Avenue Geometric Improvements

\\sehinc.com\panzura\projects\K0\N\NEWPR\189801\4-prelim-dsgn\figures\cp189801_002fig-PH1A+PH1B+FB.dgn 5/27/2026 1:21:14 PM shotchkn



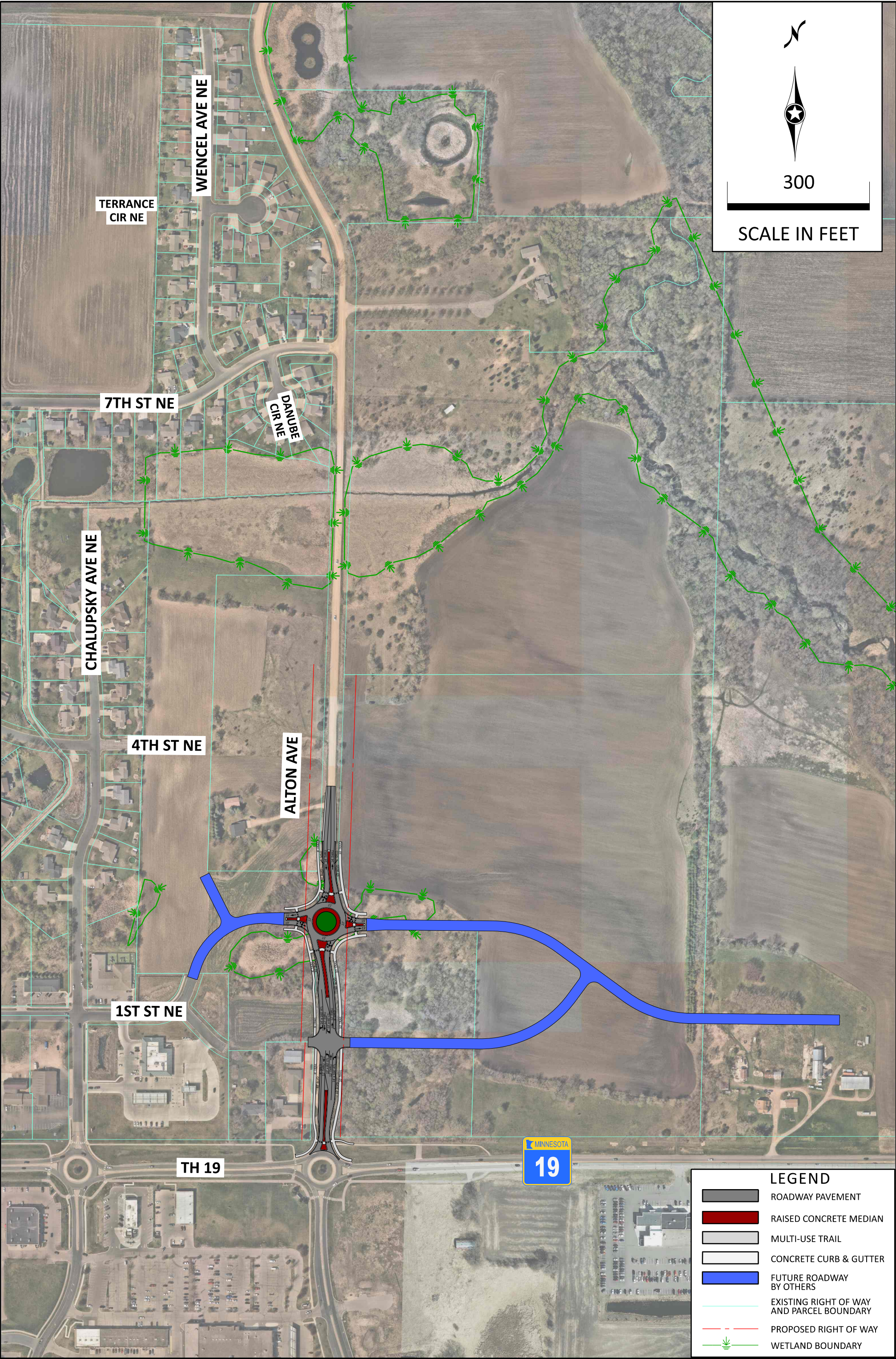
DATE:
5/27/2026

ALTON AVENUE IMPROVEMENTS

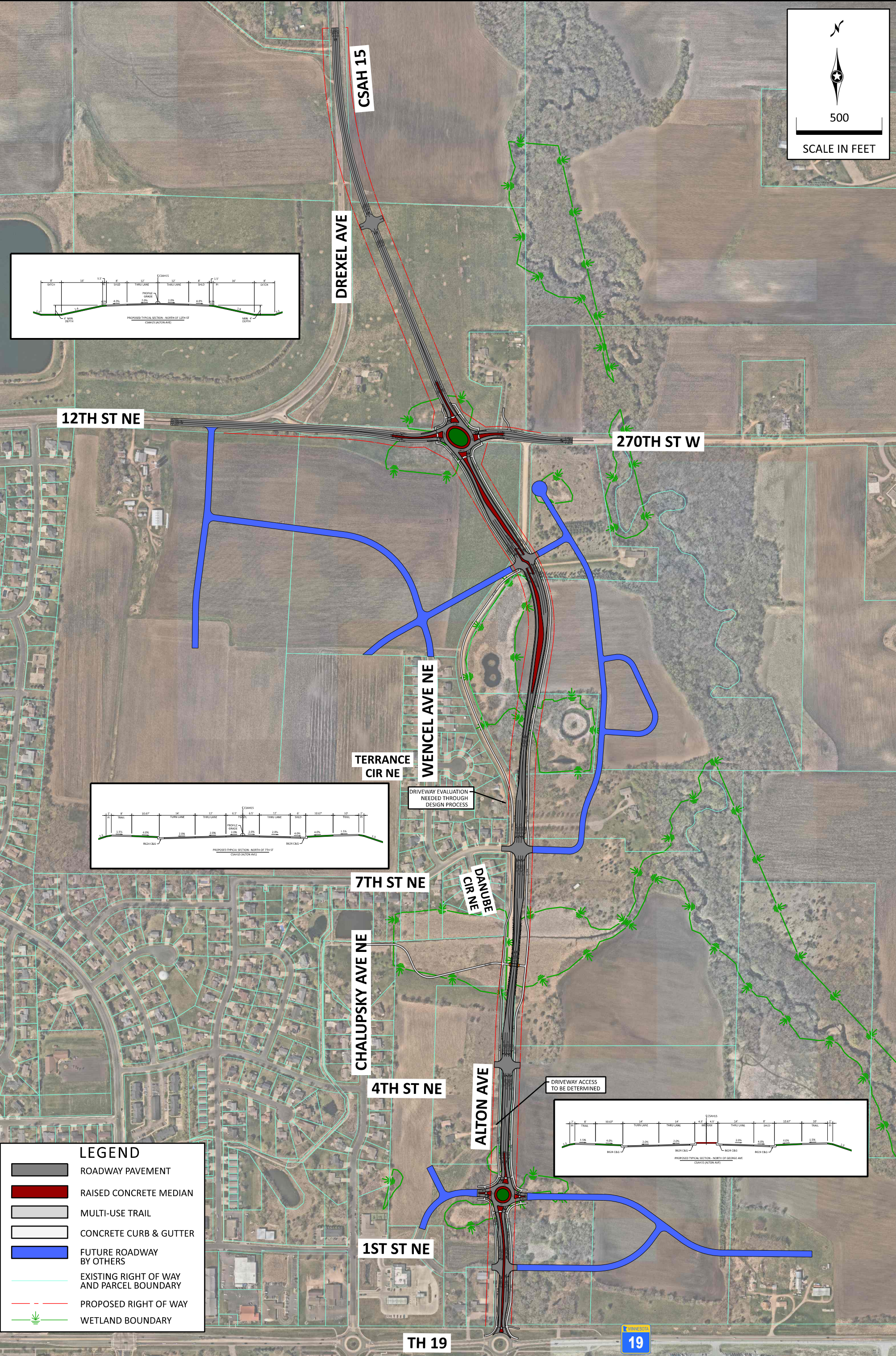
PHASE 1A DESIGN

EXHIBIT
No. 1

\\sehinc.com\panzura\projects\K0\N\NEWPR\189801\4-prelim-dsgn\figures\cp189801_002fig-PH1A+PH1B+FB.dgn 2. PHASE 1B 5/27/2026 1:20:55 PM shotchkn



\\sehinc.com\panzura\projects\K0\NEWPR\189801\4-prelim-dsgn-rpts\43-prelim-dsgn-figures\cp189801_002fig-PH1A+PH1B+FB.dgn 5/27/2026 1:20:30 PM shotchkn 3. FULL BUILD



LEGEND

ROADWAY PAVEMENT

RAISED CONCRETE MEDIAN

MULTI-USE TRAIL

CONCRETE CURB & GUTTER

FUTURE ROADWAY BY OTHERS

EXISTING RIGHT OF WAY AND PARCEL BOUNDARY

PROPOSED RIGHT OF WAY

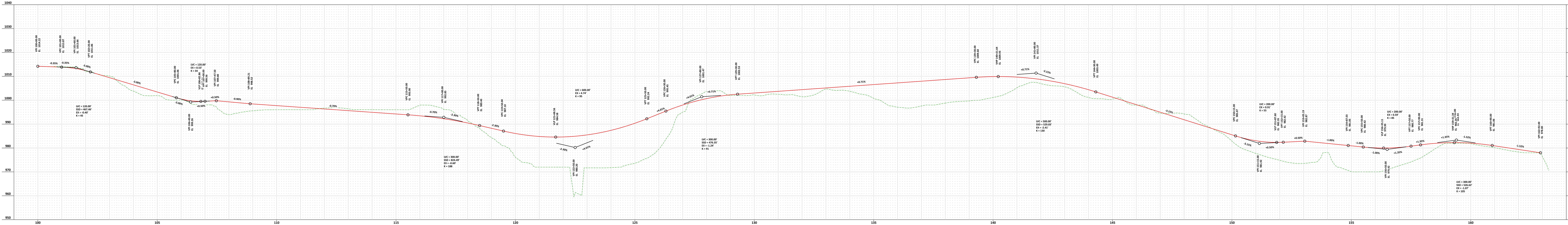
WETLAND BOUNDARY

DATE:
5/27/2026

ALTON AVENUE
IMPROVEMENTS

FULL BUILD DESIGN

EXHIBIT
No. 3



Appendix B

Alton Avenue Traffic Analysis Memorandum



Building a Better World
for All of Us®

MEMORANDUM

TO: Ken Ondich, Planning/Community Development Director
City of New Prague

FROM: Chad Jorgenson, PE (Lic. IA, MN, SD), PTOE
Krista Palmer, PE (MN)

DATE: July 27, 2026

RE: Alton Avenue Feasibility Study - Traffic Analysis Report
SEH No. NEWPR 184246 14.00

INTRODUCTION

A feasibility study for Alton Avenue is being conducted to analyze the potential realignment and improvement of the roadway. In addition to the reconstruction and realignment of the roadway, multimodal improvements including a multi-use trail along both sides of the roadway are being considered.

As part of this evaluation, the following intersections were analyzed for traffic control and geometric changes under existing and future 2050 conditions:

- West 270th Street at County State Aid Highway (CSAH) 15 (also known as Drexel Avenue)
- Alton Avenue at West 270th Street
- Alton Avenue at 7th Street NE
- Alton Avenue at Trunk Highway (TH) 19 (also known as Main Street E)

Additionally, two future access locations were analyzed along Alton Avenue:

- Between 270th Street and 7th Street NE
- Between 7th Street NE and TH 19

This memorandum includes a crash analysis of the corridor, intersection control warrants, and recommendations for improvements along the corridor.

EXISTING CONDITIONS

Alton Avenue is a two-lane undivided north-south roadway that is functionally classified as a local roadway; it is not paved. There is no posted speed limit along Alton Avenue. Alton Avenue currently provides access to residential land use in the study area and several homes have direct driveway access to the roadway. No sidewalks exist along Alton avenue.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | sehinc.com

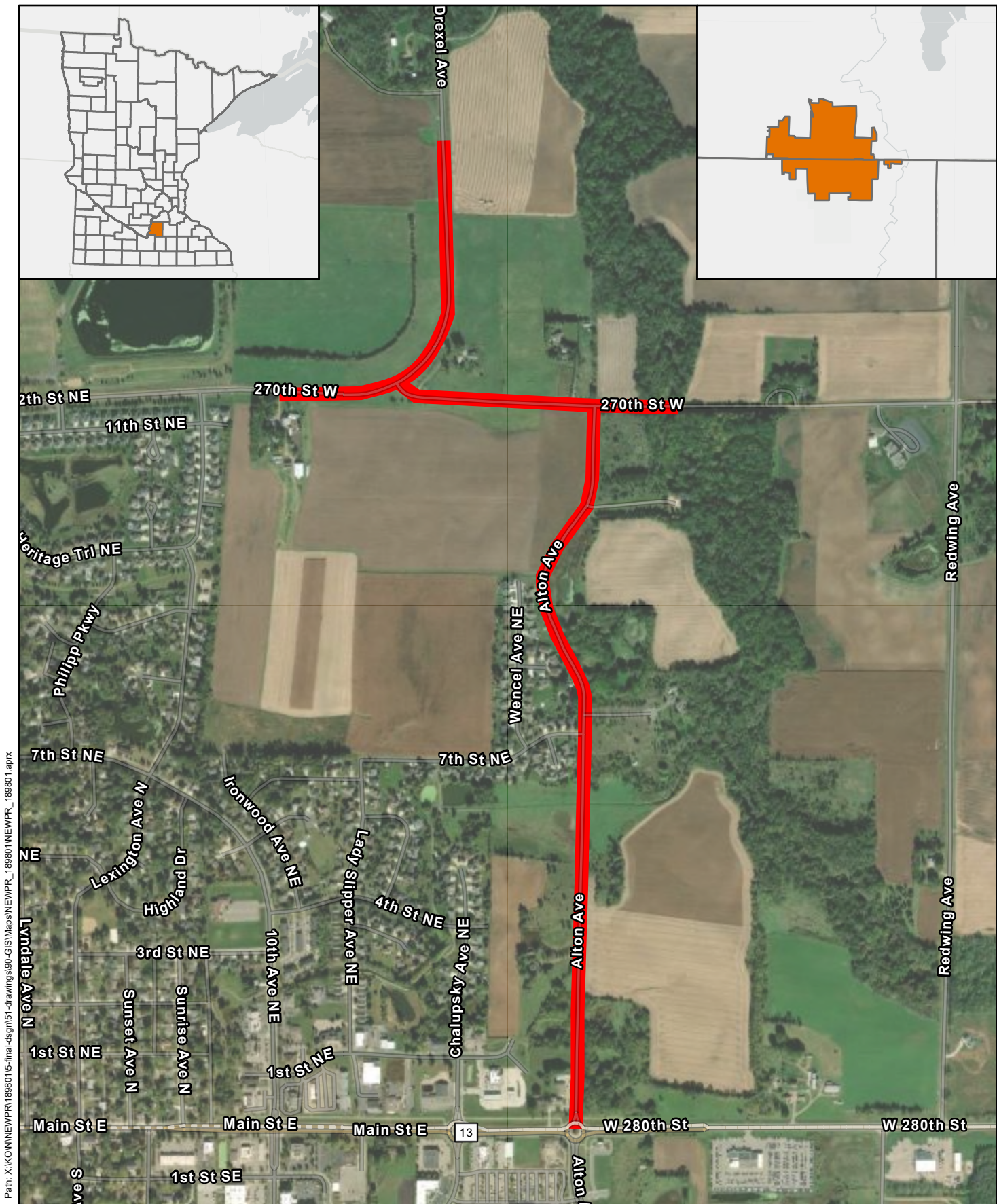
SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

CSAH 15 is a two-lane undivided local roadway that runs north-south north of West 270th Street and east-west west of West 270th Street. Through the project area, CSAH 15 has a posted speed limit of 55 mph. The Average Annual Daily Traffic (AADT) along CSAH 15 is 3,050 vehicles per day (vpd).

West 270th Street is a two-lane undivided east-west local roadway; it is not paved. There is no posted speed limit on West 270th Street in the study area, so the default speed limit is assumed to be 55 mph.

TH 19 (Main Street E) is a east-west A Minor Arterial that extends west through the City of New Prague and east to Panama Avenue. The posted speed limit along TH 19 is 35 mph through the study area. The intersection of TH 19 and Alton Avenue is a single-lane roundabout, with marked pedestrian crossings on all approaches. The AADT along TH 19 is 7,700 vpd.

Figure 1 shows the project location.



Path: X:\KONIN\NEWPR\189801\5-final-dgn\51-drawings\00-GIS\Maps\NEWPR_189801\NEWPR_189801.aprx



Project: 189801
Print Date: 6/23/2026

Project Location
Alton Ave Feasibility Study
New Prague, Minnesota

Figure
1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Data Collection

13-hour intersection turning movement data was collected at the following locations on Tuesday January 27, 2026:

- W 270th Street at CSAH 15
- Alton Avenue at W 270th Street
- Alton Avenue at 7th Street NE
- Alton Avenue at TH 19

As part of this count, passenger vehicles, heavy vehicles, pedestrians, and bicyclists were separated. The AM peak hour was determined to be 6:45 to 7:45 AM and the PM peak hour was determined to be 4:15 to 5:15 PM. **Figure 2** shows the 2026 existing estimated daily traffic volumes based on the turning movement counts. The full 13-hour turning movement counts are included in **Attachment A**.

Figure 2 – Existing Daily Traffic Volumes



Crash History

The most recent five years of crash data, from January 1, 2021 through December 31, 2025 was obtained from the MnDOT Crash Mapping Analysis Tool (MnCMAT2). The type and severity of crashes were reviewed, and crash rates were calculated for the four study intersections. A total of four crashes occurred at the study intersections and two segment crashes occurred along Alton Avenue between the intersections.

Crash severity is separated into five categories based on injuries sustained during the crash.

- Fatal – Crash that results in a death.
- Severity A – Crash that results in serious injury.
- Severity B – Crash that results in minor injury.
- Severity C – Crash that results in possible injury.
- Property Damage – Crash that results in property damage only, with no injuries.

The crash rate at each intersection is expressed as the number of crashes per million entering vehicles (MEV). The critical crash rate is a statistical value that is unique to each intersection and is based on vehicular exposure and the statewide average crash rate for similar intersections. An intersection with a crash rate higher than the calculated critical rate can indicate a safety concern at the intersection and the site should be further reviewed.

The following trends were observed from the crashes along Alton Avenue:

- There were no fatal crashes at intersections or segments.
- There was one Severity A crash that occurred at the segment between 7th Street NE and TH 19.
- There were no pedestrian or bicycle crashes.
- Intersection Crashes:
 - Four crashes, including one Severity B and three Property Damage Only crashes.
 - Three crashes were single vehicle only and one crash was a rear end type crash.
 - None of the intersections exceed the Critical Crash Rate (CCR) or Fatal and Severe Injury Rate (FAR).
- Segment Crashes:
 - Two crashes, including one Severity A and one Property Damage only crash.
 - Both crashes were single vehicle only.
 - Neither segment exceeds the CCR or the FAR.

Crash information for the study intersections is summarized in **Table 1** and **Table 2**, and crash information for the study segments is summarized in **Table 3** and **Table 4**.

Table 1 – Intersection Crash History (January 2021 – December 2025)

Intersection	Crash Severity						Crash Rates		
	Fatal	Sev A	Sev B	Sev C	Property Damage	Total	Int. Rate	Critical Rate	Critical Index
W 270th St at CSAH 15	0	0	0	0	0	0	0.00	0.37	0.00
Alton Ave at W 270th St	0	0	1	0	2	3	0.28	0.35	0.79
Alton Ave at 7th St NE	0	0	0	0	0	0	0.00	0.36	0.00
Alton Ave at TH 19	0	0	0	0	1	1	0.05	1.54	0.03

Table 2 – Intersection Crash Type (January 2021 – December 2025)

Intersection	Crash Types					
	Right Angle	Side Swipe	Rear End	Head On	Single Vehicle	Total
W 270th St at CSAH 15	0	0	0	0	0	0
Alton Ave at W 270th St	0	0	0	0	3	3
Alton Ave at 7th St NE	0	0	0	0	0	0
Alton Ave at TH 19	0	0	1	0	0	1

Table 3 – Roadway Segment Crash History (January 2021 – December 2025)

Segment		Crash Severity						Crash Rate	Critical Index
From	To	Fatal	Sev A	Sev B	Sev C	Property Damage	Total		
CSAH 15	W 270th St	0	0	0	0	0	0	0.00	0.00
W 270th St	7th St NE	0	0	0	0	1	1	0.10	0.10
7th St NE	TH 19	0	1	0	0	0	1	0.09	0.16

Table 4 – Roadway Segment Crash Type (January 2021 – December 2025)

Segment		Crash Types					
From	To	Right Angle	Side Swipe	Rear End	Head On	Single Vehicle	Total
CSAH 15	W 270th St	0	0	0	0	0	0

W 270th St	7th St NE	0	0	0	0	1	1
7th St NE	TH 19	0	0	0	0	1	1

FUTURE CONDITIONS

Background Traffic Forecasts

The Scott County Travel Demand Model (TDM) was reviewed in the study area, and the outputs were used to develop background traffic growth forecasts. Based on the TDM, a background annual growth rate of one percent was selected for all study roadways. **Table 5** shows the most recent daily traffic volumes based on the 2026 traffic counts and the 2050 forecasted roadway ADTs.

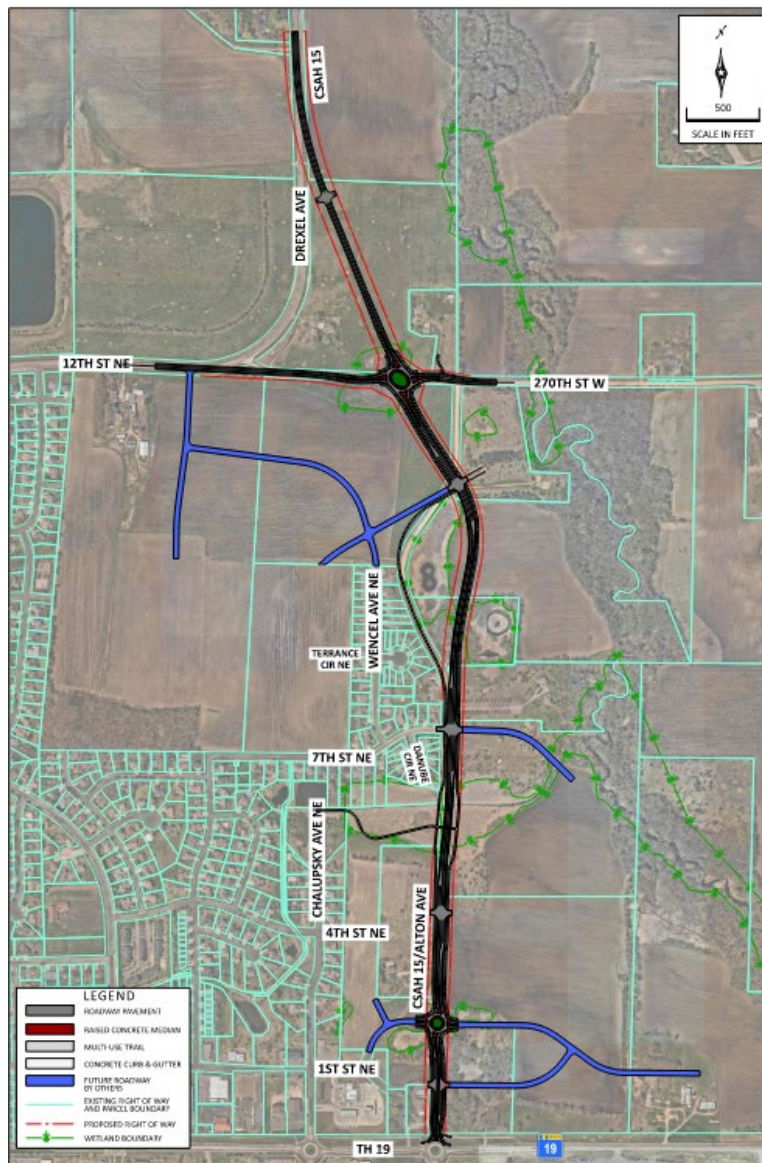
Table 5 – 2050 Background Traffic Forecasts

Roadway	Location	MnDOT AADT (year)	2026 Count ADT	Annual Growth Rate	2045 Forecast ADT
CSAH 15	North of W 270th St	2,960 (2023)	2,800	1.0%	3,500
W 270th St	West of CSAH 15	2,550 (2018)	3,070	1.0%	3,800
	West of Alton Ave		350	1.0%	410
	East of Alton Ave		300	1.0%	350
Alton Ave	South of W 270th St		180	1.0%	230
	North of TH 19		250	1.0%	260
TH 19	West of Alton Ave	7,338 (2022)	8,300	1.0%	10,250
	East of Alton Ave	8,400 (2025)	9,200	1.0%	11,380

Proposed Roadway Alignment

The proposed Alton Avenue alignment is shown in **Figure 3**. The layout consolidates the existing Alton Avenue/W 270th Street and CSAH 15/W 270th Street intersections into a single intersection with roundabout control. The proposed improvements also include new access points along Alton Avenue between W 270th Street and 7th Street NE as well as between 7th Street NE and TH 19 to support future development needs.

Figure 3 – Proposed Roadway Alignment



Trip Generation and Trip Distribution

Trip Generation

To determine future turning movement volumes at the study intersections, trip generation was completed for the proposed development in the study area. The proposed development includes the following land uses:

- Two Residential developments on the west side of Alton Avenue
- Approximately 20,000 square foot supermarket northeast of the Alton Avenue/TH 19 intersection.
- Approximately 3,000 square foot fast food restaurant northeast of the Alton Avenue/TH 19 intersection.
- Approximately 2,200 square foot coffee shop northeast of the Alton Avenue/TH 19 intersection.

A more detailed traffic analysis will be completed for the development northeast of the of the Alton Avenue/TH 19 intersection. The *Institute of Transportation Engineers Trip Generation Manual, 12th Edition* was used to estimate the peak hour and daily trips for each land use as well as the hourly distribution of the exiting and entering trips by land use. **Table 6** summarizes the trip generation for the daily, AM peak hour, and PM peak hour for the development.

Table 6 – Trip Generation

Development (ITE Code)	Units/Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Supermarket (850)	19.9 ksf	1,837	35	24	59	88	87	175
Fast-Food Restaurant with Drive Through Window (934)	2.9 ksf	1,313	49	48	97	48	45	93
Coffee/Donut Shop with Drive Through Window (937)	2.2 ksf	1,321	96	92	188	43	43	86
Single-Family Detached Housing (210)	157 units	1,427	30	80	110	91	55	146
Single-Family Detached Housing (210)	17 units	155	3	9	12	10	6	16
Single-Family Attached Housing (215)	32 units	210	4	11	15	9	7	16
Total		6,263	217	264	481	289	243	532

Trip Distribution

Trip distribution for the proposed development in the study area was developed based on the proposed site access points onto Alton Avenue. Distribution assumptions for each development area are summarized below.

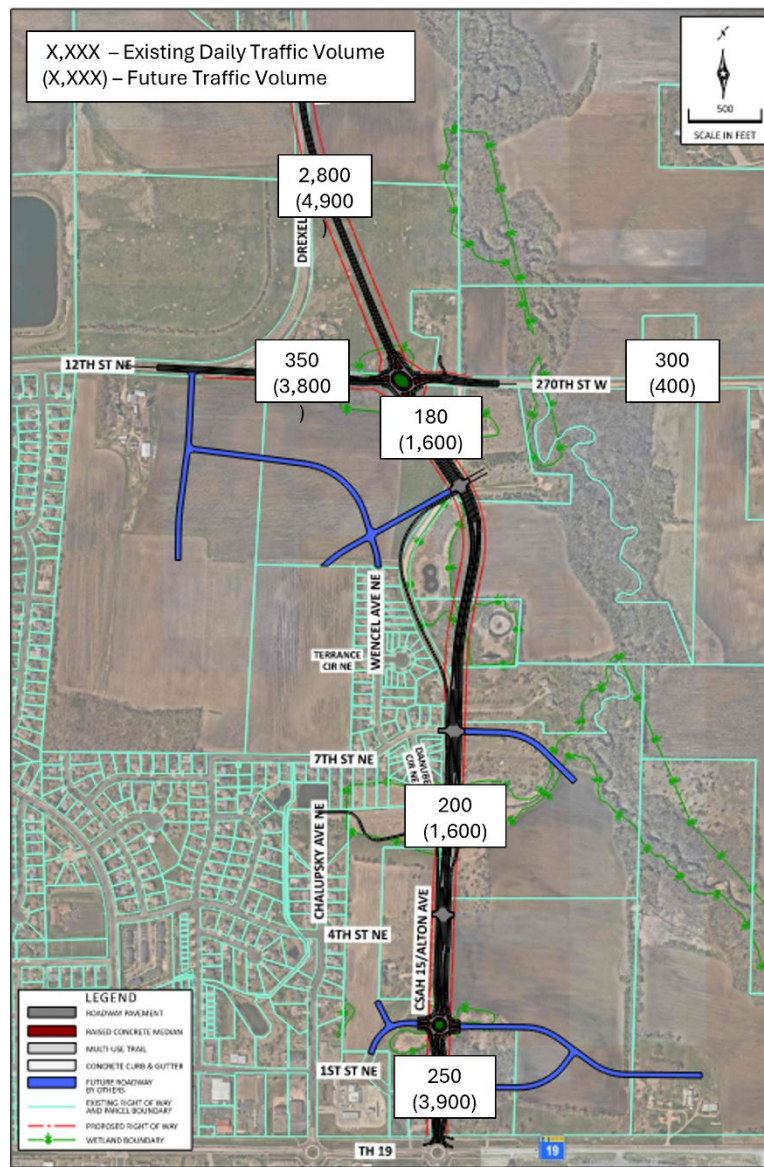
- **157-unit residential development**
 - Based on existing turning movement counts, it was assumed that 20 percent of the generated trips would access Alton Avenue via 7th Street NE. Of these trips, 50 percent were assumed to travel to/from the north and 50 percent to/from the south.
- **49-unit residential development**
 - For the 49-unit residential development, including both single-family detached and single-family attached housing, it was assumed that 50 percent of the development trips would access Alton Avenue via a proposed new access point between TH 19 and 7th Street NE. These trips were assumed to be evenly split, with 50 percent traveling to/from the north and 50 percent to/from the south.
- **Development northeast of the Alton Avenue/TH 19 intersection**
 - It was assumed that 100 percent of the generated trips would access Alton Avenue via a proposed new access between TH 19 and 7th Street NE. Of these trips, 25 percent were assumed to travel to/from the north and 75 percent to/from the south. Trips traveling to/from the south were further assumed to be evenly split between eastbound and westbound movements on TH 19.

Development Traffic Volumes

Under future build conditions, which include the background traffic growth and traffic generated by the proposed development, daily traffic volumes along Alton Avenue remain relatively low. As shown in **Figure 4**, forecasted daily traffic volumes on Alton Avenue range from approximately 1,600 vpd north of 7th Street NE to approximately 3,900 vpd north of TH 19. These volumes are well below the typical daily planning-level capacity of a two-lane roadway, which is approximately 10,000 vpd.

Given the forecasted daily traffic volumes, Alton Avenue is expected to operate acceptably as a two-lane facility under future conditions. Maintaining a two-lane roadway cross-section would be sufficient to accommodate projected traffic demands.

Figure 4 – Future Traffic Volumes



BUILD TRAFFIC ANALYSIS

A traffic signal warrant analysis was completed for the 2050 build conditions, which includes the background traffic growth and development trips.

Intersection control evaluations rely on traffic control warrants to assess the different options available at any intersection. To determine the control options, warrants are evaluated to assess where control changes can be made based on volumes. The results are used to aid in the evaluation of traffic safety and traffic operations at the study intersection.

Traffic Control Warrant Analysis

The Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) provides guidance on when it may be appropriate to use all-way stop or signal control at an intersection. This guidance is provided in the form of “warrants”, or criteria, and engineering analysis of the intersection’s design factors to determine when all-way stop or signal control may be justified. All-way stop or signal control should not be installed at an intersection unless a MnMUTCD warrant is met. Meeting a control warrant at an intersection does not in itself require the installation of a particular control type. The specific control type also requires an engineering analysis of the intersection’s design for it to be justified. Roundabouts are warranted if traffic volumes meet the criteria for either all-way stop or traffic signal control, or if there is a need to address an existing safety issue.

Requirements for Installation of a Traffic Signal

The main volume warrant used includes Warrant 1, which requires eight hours of combined major approach volumes and the highest minor street approach volume to meet MnMUTCD thresholds (Chapter 4C). These thresholds vary with the number of approach lanes on the major and minor street. However, other warrants may be used as indicators of a need to consider a traffic control change. In this analysis, Warrant 2 (4-hour volumes) and Warrant 3 (peak hour volumes) were also reviewed; Warrant 7 (Crash Experience) was also reviewed but not applicable at any study intersection as there were not 5 correctable crashes in a 12-month period as required.

An engineering study that considers factors, including warrants, should be performed to determine the type of control at an intersection.

Warrant Analysis Assumptions

MnMUTCD guidelines suggest that for the purpose of warrant analysis, 100% of right turning traffic from the minor leg should be removed because right turning vehicles are typically able to enter the traffic stream with minimal delay or conflict; the right turning traffic would not require a signal to reduce delay or improve safety. In certain circumstances (i.e. high right turn volume, minimal mainline gaps, etc.), standard practice allows for the inclusion of 50% of the minor street right turning traffic in the analysis.

- Based upon guidance, this warrant analysis includes all right turning traffic on the minor approaches for all intersections. This is due to the shared left-through-right lane on the minor approaches that can limit right turning traffic flow.

MnMUTCD guidelines suggest that the warrant thresholds may also be reduced based on the roadway speeds and population of the city the intersection is within. If either major approach to the intersection has a posted speed, or 85th percentile speed, that exceeds 40 mph, then a reduction to 70% of the threshold volumes is allowed. If the population of the city is less than 10,000 people, a reduction to 70% of the threshold volumes is allowed.

- Based upon guidance, a reduction was taken for roadway speed.

Warrant Analysis Results

Table 7 shows the results of the evaluated study intersections under the future Build 2050 volumes.

Attachment B includes the full warrant analysis exhibits. Based on the warrant analysis, the only intersection that meets both the all way stop warrant and traffic signal warrant 1 and 2.

Table 7 – Traffic Control Warrant Results (Build 2050)

Intersection (Proposed Control)	All-Way Stop Warrant	Traffic Signal Warrants		
		Warrant 1 (8-hour)	Warrant 2 (4-hour)	Warrant 3 (Peak hour)
Alton Ave at W 270th St (Roundabout Control)	Not Met 1 of 8 hours	Not Met 0 of 8 hours	Not Met 1 of 4 hours	Not Met 0 of 1 hour
Alton Ave at new access between W 270th St and 7th St NE (Minor Street Stop)	Not Met 0 of 8 hours	Not Met 0 of 8 hours	Not Met 0 of 4 hours	Not Met 0 of 1 hour
Alton Ave at 7th St NE (Minor Street Stop)	Not Met 0 of 8 hours	Not Met 0 of 8 hours	Not Met 0 of 4 hours	Not Met 0 of 1 hour
Alton Ave at new access between 7th St NE and TH 19 (Roundabout Control)	Not Met 1 of 8 hours	Not Met 0 of 8 hours	Not Met 0 of 4 hours	Not Met 0 of 1 hour
Alton Ave at TH 19 (Roundabout Control)	Met 9 of 8 hours	Met 11 of 8 hours	Met 6 of 4 hours	Not Met 0 of 1 hour

CONCLUSION

Based on the traffic analysis completed for the Alton Avenue Feasibility Study, future traffic volumes along Alton Avenue are projected to remain relatively low, even under the build conditions that include background traffic growth and traffic generated by the proposed development. Forecasted daily volumes along Alton Avenue are well below the typical planning-level capacity of a two-lane roadway (10,000 vpd), indicating that a two-lane cross-section is sufficient to accommodate anticipated traffic demands along the corridor.

The traffic control warrant analysis shows that under future build conditions, none of the study intersections along Alton Avenue meet MnMUTCD warrants for all-way stop control or traffic signal control except for the intersection of Alton Avenue at TH 19.

KMP

Attachment A: Turning Movement Counts

Attachment B: Warrant Analysis Results

x:\ko\n\newpr\189801\8-planning\87-rpt-stud\alton avenue feasibility study traffic analysis report.docx

ATTACHMENT 1: TURNING MOVEMENT COUNTS

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | **sehinc.com**

SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Drexel Avenue				W 270th Street				N/A				W 270th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	5	0	0	0	0	0	0	0	0	0	13	0	0	0	18
6:15	0	0	7	0	0	0	1	0	0	0	0	0	18	0	0	0	26
6:30	0	0	10	0	0	1	0	0	0	0	0	0	23	2	0	0	36
6:45	0	0	48	0	0	4	1	0	0	0	0	0	23	3	0	0	79
7:00	0	0	64	0	0	12	2	0	0	0	0	0	34	1	0	0	113
7:15	1	0	76	0	0	11	1	0	0	0	0	0	58	6	0	0	153
7:30	0	0	26	0	0	7	0	0	0	0	0	0	34	2	0	0	69
7:45	0	0	24	0	0	3	0	0	0	0	0	0	17	0	0	0	44
8:00	0	0	20	0	0	0	0	0	0	0	0	0	9	1	0	0	30
8:15	0	0	33	0	0	6	1	0	0	0	0	0	20	1	0	0	61
8:30	1	0	14	0	0	4	0	0	0	0	0	0	15	2	0	0	36
8:45	0	0	29	0	0	2	0	0	0	0	0	0	19	2	0	0	52
9:00	1	0	18	0	0	6	1	0	0	0	0	0	19	2	0	0	47
9:15	0	0	19	0	0	4	0	0	0	0	0	0	4	1	0	0	28
9:30	0	0	12	0	0	2	1	0	0	0	0	0	15	4	0	0	34
9:45	0	0	14	0	0	0	0	0	0	0	0	0	9	1	0	0	24
10:00	0	0	9	0	0	1	0	0	0	0	0	0	9	0	0	0	19
10:15	1	0	16	0	0	1	2	0	0	0	0	0	27	4	0	0	51
10:30	0	0	9	0	0	0	0	0	0	0	0	0	14	3	0	0	26
10:45	0	0	11	0	0	1	0	0	0	0	0	0	19	0	0	0	31
11:00	0	0	13	0	0	1	0	0	0	0	0	0	11	0	0	0	25
11:15	1	0	8	0	0	0	0	0	0	0	0	0	19	2	0	0	30
11:30	0	0	7	0	0	1	0	0	0	0	0	0	8	0	0	0	16
11:45	0	0	9	0	0	2	0	0	0	0	0	0	8	2	0	0	21
12:00	0	0	7	0	0	0	1	0	0	0	0	0	20	2	0	0	30
12:15	0	0	11	0	0	0	0	0	0	0	0	0	10	3	0	0	24
12:30	0	0	22	0	0	3	0	0	0	0	0	0	5	1	0	0	31
12:45	0	0	13	0	0	0	0	0	0	0	0	0	21	0	0	0	34
13:00	0	0	14	0	0	0	0	0	0	0	0	0	7	0	0	0	21
13:15	1	0	11	0	0	1	0	0	0	0	0	0	10	3	0	0	26
13:30	0	0	14	0	0	0	0	0	0	0	0	0	22	0	0	0	36
13:45	0	0	15	0	0	1	0	0	0	0	0	0	12	3	0	0	31
14:00	0	0	10	0	0	1	0	0	0	0	0	0	16	0	0	0	27
14:15	0	0	22	0	0	2	0	0	0	0	0	0	17	2	0	0	43
14:30	0	0	25	0	0	2	1	0	0	0	0	0	63	11	0	0	102
14:45	1	0	15	0	0	2	0	0	0	0	0	0	37	2	0	0	57
15:00	0	0	17	0	0	1	0	0	0	0	0	0	23	3	0	0	44
15:15	1	0	26	0	0	4	2	0	0	0	0	0	19	1	0	0	53
15:30	1	0	35	0	0	5	0	0	0	0	0	0	20	2	0	0	63
15:45	2	0	32	0	0	2	0	0	0	0	0	0	30	3	0	0	69
16:00	0	0	19	0	0	2	0	0	0	0	0	0	18	4	0	0	43
16:15	0	0	46	0	0	1	0	0	0	0	0	0	15	1	0	0	63
16:30	0	0	64	0	0	4	0	0	0	0	0	0	24	4	0	0	96
16:45	0	0	57	0	0	7	0	0	0	0	0	0	33	2	0	0	99
17:00	0	0	36	0	0	2	1	0	0	0	0	0	19	1	0	0	59
17:15	1	0	38	0	0	7	1	0	0	0	0	0	16	0	0	0	63
17:30	2	0	41	0	0	4	0	0	0	0	0	0	11	0	0	0	58
17:45	1	0	32	0	0	6	0	0	0	0	0	0	7	3	0	0	49
18:00	0	0	23	0	0	5	0	0	0	0	0	0	14	1	0	0	43
18:15	0	0	28	0	0	4	1	0	0	0	0	0	10	1	0	0	44
18:30	0	0	29	0	0	4	0	0	0	0	0	0	22	3	0	0	58
18:45	1	0	36	0	0	6	0	0	0	0	0	0	14	4	0	0	61
Total	16	0	1239	0	0	145	17	0	0	0	0	0	980	99	0	0	2496
Cars+	16	0	1201	0	0	135	16	0	0	0	0	0	956	96	0	0	2420
Trucks	0	0	38	0	0	10	1	0	0	0	0	0	24	3	0	0	76
% Trucks	0.0	0.0	3.1	0.0	0.0	6.9	5.9	0.0	0.0	0.0	0.0	0.0	2.4	3.0	0.0	0.0	3.0
	3.0				6.8				0.0				2.5				

Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

Start Time	Drexel Avenue				W 270th Street				N/A				W 270th Street				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:00	0	0	5	0	0	0	0	0	0	0	0	0	11	0	0	0	16
6:15	0	0	7	0	0	0	1	0	0	0	0	0	16	0	0	0	24
6:30	0	0	10	0	0	1	0	0	0	0	0	0	23	2	0	0	36
6:45	0	0	47	0	0	4	1	0	0	0	0	0	23	3	0	0	78
7:00	0	0	60	0	0	8	2	0	0	0	0	0	34	1	0	0	105
7:15	1	0	76	0	0	11	1	0	0	0	0	0	58	5	0	0	152
7:30	0	0	26	0	0	7	0	0	0	0	0	0	34	2	0	0	69
7:45	0	0	24	0	0	3	0	0	0	0	0	0	15	0	0	0	42
8:00	0	0	20	0	0	0	0	0	0	0	0	0	6	1	0	0	27
8:15	0	0	33	0	0	6	1	0	0	0	0	0	20	1	0	0	61
8:30	1	0	13	0	0	4	0	0	0	0	0	0	14	2	0	0	34
8:45	0	0	28	0	0	0	0	0	0	0	0	0	18	2	0	0	48
9:00	1	0	14	0	0	6	1	0	0	0	0	0	19	2	0	0	43
9:15	0	0	18	0	0	4	0	0	0	0	0	0	4	1	0	0	27
9:30	0	0	10	0	0	2	1	0	0	0	0	0	15	4	0	0	32
9:45	0	0	14	0	0	0	0	0	0	0	0	0	9	1	0	0	24
10:00	0	0	9	0	0	1	0	0	0	0	0	0	9	0	0	0	19
10:15	1	0	14	0	0	1	2	0	0	0	0	0	26	4	0	0	48
10:30	0	0	9	0	0	0	0	0	0	0	0	0	14	3	0	0	26
10:45	0	0	11	0	0	1	0	0	0	0	0	0	19	0	0	0	31
11:00	0	0	12	0	0	1	0	0	0	0	0	0	11	0	0	0	24
11:15	1	0	8	0	0	0	0	0	0	0	0	0	19	2	0	0	30
11:30	0	0	7	0	0	1	0	0	0	0	0	0	8	0	0	0	16
11:45	0	0	9	0	0	1	0	0	0	0	0	0	8	2	0	0	20
12:00	0	0	6	0	0	0	0	0	0	0	0	0	20	2	0	0	28
12:15	0	0	11	0	0	0	0	0	0	0	0	0	10	3	0	0	24
12:30	0	0	22	0	0	3	0	0	0	0	0	0	5	1	0	0	31
12:45	0	0	12	0	0	0	0	0	0	0	0	0	20	0	0	0	32
13:00	0	0	13	0	0	0	0	0	0	0	0	0	6	0	0	0	19
13:15	1	0	11	0	0	1	0	0	0	0	0	0	9	3	0	0	25
13:30	0	0	12	0	0	0	0	0	0	0	0	0	20	0	0	0	32
13:45	0	0	15	0	0	1	0	0	0	0	0	0	12	3	0	0	31
14:00	0	0	10	0	0	1	0	0	0	0	0	0	16	0	0	0	27
14:15	0	0	21	0	0	2	0	0	0	0	0	0	15	2	0	0	40
14:30	0	0	24	0	0	2	1	0	0	0	0	0	63	11	0	0	101
14:45	1	0	15	0	0	2	0	0	0	0	0	0	34	1	0	0	53
15:00	0	0	16	0	0	1	0	0	0	0	0	0	23	3	0	0	43
15:15	1	0	25	0	0	4	2	0	0	0	0	0	19	1	0	0	52
15:30	1	0	32	0	0	2	0	0	0	0	0	0	20	2	0	0	57
15:45	2	0	31	0	0	2	0	0	0	0	0	0	28	2	0	0	65
16:00	0	0	19	0	0	2	0	0	0	0	0	0	18	4	0	0	43
16:15	0	0	45	0	0	1	0	0	0	0	0	0	15	1	0	0	62
16:30	0	0	61	0	0	4	0	0	0	0	0	0	24	4	0	0	93
16:45	0	0	55	0	0	7	0	0	0	0	0	0	33	2	0	0	97
17:00	0	0	36	0	0	2	1	0	0	0	0	0	19	1	0	0	59
17:15	1	0	38	0	0	7	1	0	0	0	0	0	16	0	0	0	63
17:30	2	0	40	0	0	4	0	0	0	0	0	0	11	0	0	0	57
17:45	1	0	32	0	0	6	0	0	0	0	0	0	7	3	0	0	49
18:00	0	0	23	0	0	5	0	0	0	0	0	0	14	1	0	0	43
18:15	0	0	28	0	0	4	1	0	0	0	0	0	10	1	0	0	44
18:30	0	0	29	0	0	4	0	0	0	0	0	0	22	3	0	0	58
18:45	1	0	35	0	0	6	0	0	0	0	0	0	14	4	0	0	60
Total	16	0	1201	0	0	135	16	0	0	0	0	0	956	96	0	0	2420

Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

Start Time	Drexel Avenue				W 270th Street				N/A				W 270th Street				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
6:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
8:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:45	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	4
9:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:30	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
15:45	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	38	0	0	10	1	0	0	0	0	0	24	3	0	0	76

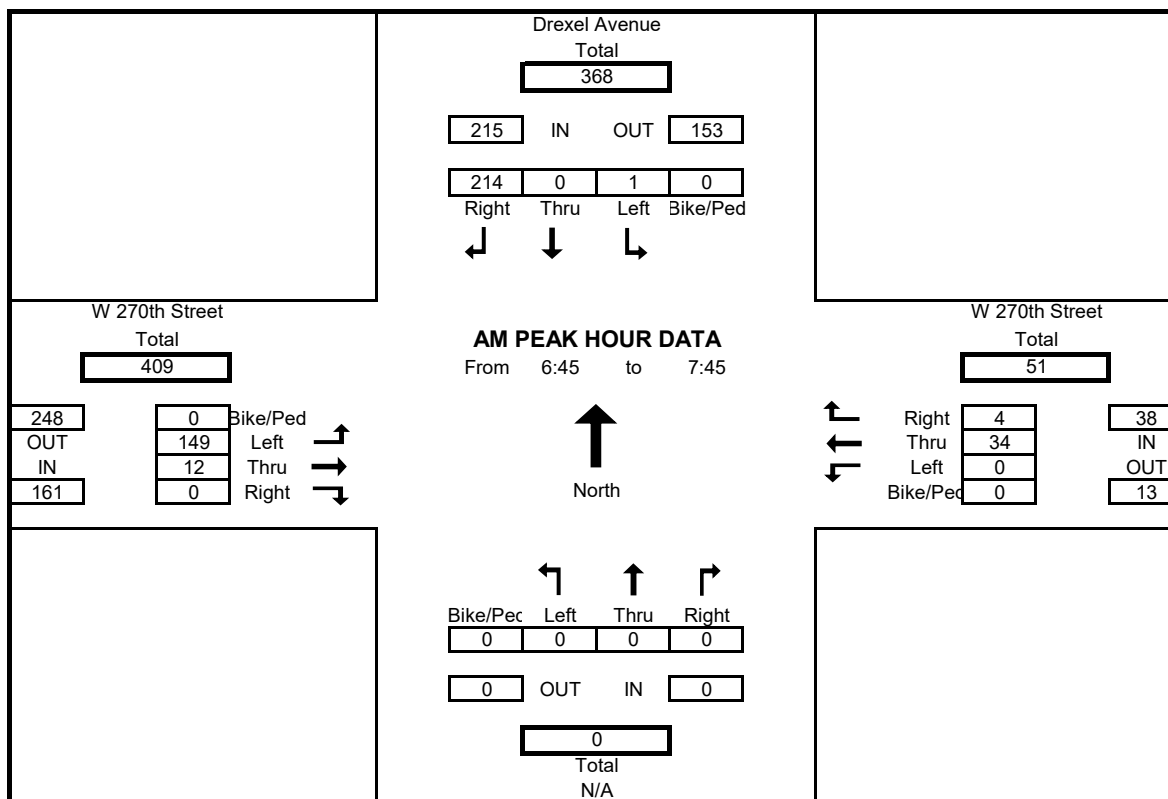
Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud



AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

All Vehicles																	
	Drexel Avenue				W 270th Street				N/A				W 270th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
6:45	0	0	48	0	0	4	1	0	0	0	0	0	23	3	0	0	79
7:00	0	0	64	0	0	12	2	0	0	0	0	0	34	1	0	0	113
7:15	1	0	76	0	0	11	1	0	0	0	0	0	58	6	0	0	153
7:30	0	0	26	0	0	7	0	0	0	0	0	0	34	2	0	0	69
Total	1	0	214	0	0	34	4	0	0	0	0	0	149	12	0	0	414
% App. Total	0.5	0.0	99.5		0.0	89.5	10.5		0.0	0.0	0.0		92.5	7.5	0.0		
PHF	0.250	0.000	0.704	0.000	0.000	0.708	0.500	0.000	0.000	0.000	0.000	0.000	0.642	0.500	0.000	0.000	0.676
% Trucks	0.0	0.0	2.3	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	2.4
	2.3				10.5				0.0				0.6				



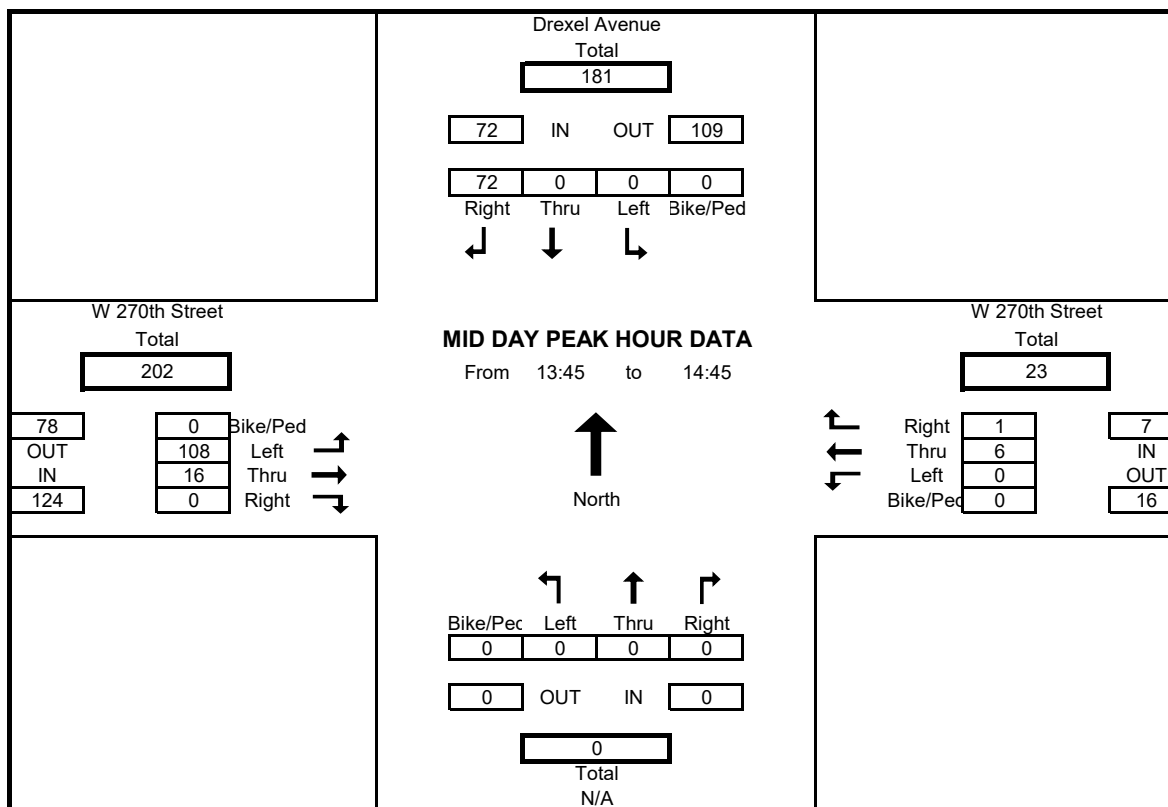
Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud



MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

All Vehicles																	
	Drexel Avenue				W 270th Street				N/A				W 270th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
13:45	0	0	15	0	0	1	0	0	0	0	0	0	12	3	0	0	31
14:00	0	0	10	0	0	1	0	0	0	0	0	0	16	0	0	0	27
14:15	0	0	22	0	0	2	0	0	0	0	0	0	17	2	0	0	43
14:30	0	0	25	0	0	2	1	0	0	0	0	0	63	11	0	0	102
Total	0	0	72	0	0	6	1	0	0	0	0	0	108	16	0	0	203
% App. Total	0.0	0.0	100.0		0.0	85.7	14.3		0.0	0.0	0.0		87.1	12.9	0.0		
PHF	0.000	0.000	0.720	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.429	0.364	0.000	0.000	0.498
% Trucks	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	2.0
	2.8				0.0				0.0				1.6				



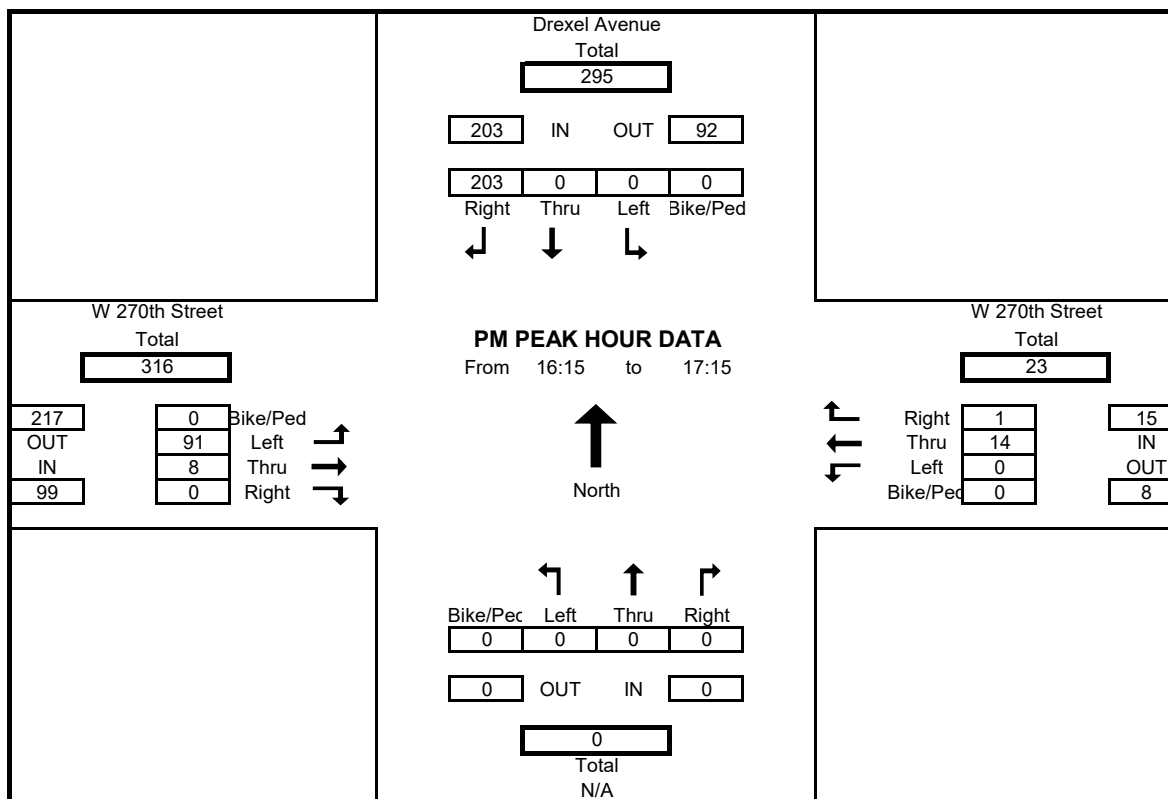
Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud



PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

All Vehicles																	
	Drexel Avenue				W 270th Street				N/A				W 270th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
16:15	0	0	46	0	0	1	0	0	0	0	0	0	15	1	0	0	63
16:30	0	0	64	0	0	4	0	0	0	0	0	0	24	4	0	0	96
16:45	0	0	57	0	0	7	0	0	0	0	0	0	33	2	0	0	99
17:00	0	0	36	0	0	2	1	0	0	0	0	0	19	1	0	0	59
Total	0	0	203	0	0	14	1	0	0	0	0	0	91	8	0	0	317
% App. Total	0.0	0.0	100.0		0.0	93.3	6.7		0.0	0.0	0.0		91.9	8.1	0.0		
PHF	0.000	0.000	0.793	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.689	0.500	0.000	0.000	0.801
% Trucks	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3.0				0.0				0.0				0.0				1.9



Location: Alton Avenue at W 270th St
Count Date: 1/27/2026
Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	N/A				W 270th St				Alton Avenue				W 270th St				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
6:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	5
6:45	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	5
7:00	0	0	0	0	1	12	0	0	5	0	1	0	0	2	0	0	21
7:15	0	0	0	0	0	7	0	0	2	0	0	0	0	3	4	0	16
7:30	0	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	9
7:45	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	4
8:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
8:15	0	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	9
8:30	0	0	0	0	1	2	0	0	0	0	0	0	0	1	1	0	5
8:45	0	0	0	0	0	4	0	0	0	0	1	0	0	1	0	0	6
9:00	0	0	0	0	1	4	0	0	0	0	1	0	0	3	1	0	10
9:15	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5
9:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	1	0	0	2	0	1	0	0	4	1	0	9
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	4
10:45	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	4
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
11:30	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
11:45	0	0	0	0	0	2	0	0	0	0	1	0	0	2	0	0	5
12:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
12:15	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	5
12:30	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0	5
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
14:00	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	4
14:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
14:30	0	0	0	0	1	2	0	0	2	0	1	0	0	6	5	0	17
14:45	0	0	0	0	0	2	0	0	0	0	1	0	0	2	1	0	6
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
15:15	0	0	0	0	0	4	0	0	2	0	0	0	0	1	1	0	8
15:30	0	0	0	0	1	4	0	0	1	0	1	0	0	2	1	0	10
15:45	0	0	0	0	2	2	0	0	0	0	2	0	0	2	3	0	11
16:00	0	0	0	0	2	2	0	0	0	0	0	0	0	3	1	0	8
16:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
16:30	0	0	0	0	0	3	0	0	1	0	2	0	0	4	0	0	10
16:45	0	0	0	0	0	7	0	0	1	0	1	0	0	1	1	0	11
17:00	0	0	0	0	1	2	0	0	1	0	0	0	0	1	0	0	5
17:15	0	0	0	0	4	6	0	0	2	0	2	0	0	0	1	0	15
17:30	0	0	0	0	0	5	0	0	1	0	0	0	0	1	1	0	8
17:45	0	0	0	0	0	4	0	0	1	0	1	0	0	3	1	0	10
18:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	1	0	8
18:15	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	5
18:30	0	0	0	0	0	3	0	0	1	0	0	0	0	1	1	0	6
18:45	0	0	0	0	1	7	0	0	0	0	0	0	0	3	2	0	13
Total	0	0	0	0	24	125	0	0	36	0	25	0	0	72	40	0	322
Cars+	0	0	0	0	22	114	0	0	36	0	23	0	0	69	40	0	304
Trucks	0	0	0	0	2	11	0	0	0	0	2	0	0	3	0	0	18
% Trucks	0.0	0.0	0.0	0.0	8.3	8.8	0.0	0.0	0.0	0.0	8.0	0.0	0.0	4.2	0.0	0.0	5.6
	0.0				8.7				3.3				2.7				

Location: Alton Avenue at W 270th St
Count Date: 1/27/2026
Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

Start Time	N/A				W 270th St				Alton Avenue				W 270th St				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
6:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	5
6:45	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	5
7:00	0	0	0	0	0	8	0	0	5	0	1	0	0	0	2	0	16
7:15	0	0	0	0	0	7	0	0	2	0	0	0	0	0	2	4	15
7:30	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	9
7:45	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	4
8:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
8:15	0	0	0	0	0	7	0	0	1	0	0	0	0	0	1	0	9
8:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	4
8:45	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	4
9:00	0	0	0	0	1	4	0	0	0	0	1	0	0	0	3	1	10
9:15	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	5
9:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	5
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	1	0	0	2	0	1	0	0	0	4	1	9
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	4
10:45	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	4
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
11:30	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
11:45	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	5
12:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	5
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
14:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	4
14:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	4
14:30	0	0	0	0	1	2	0	0	2	0	1	0	0	0	6	5	17
14:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	4
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	4
15:15	0	0	0	0	0	4	0	0	2	0	0	0	0	0	1	1	8
15:30	0	0	0	0	1	1	0	0	1	0	1	0	0	0	2	1	7
15:45	0	0	0	0	2	2	0	0	0	0	1	0	0	0	1	3	9
16:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	1	8
16:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
16:30	0	0	0	0	0	3	0	0	1	0	2	0	0	0	4	0	10
16:45	0	0	0	0	0	7	0	0	1	0	1	0	0	0	1	1	11
17:00	0	0	0	0	1	2	0	0	1	0	0	0	0	0	1	0	5
17:15	0	0	0	0	4	6	0	0	2	0	2	0	0	0	0	1	15
17:30	0	0	0	0	0	5	0	0	1	0	0	0	0	0	1	1	8
17:45	0	0	0	0	0	4	0	0	1	0	1	0	0	0	3	1	10
18:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	1	8
18:15	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	5
18:30	0	0	0	0	0	3	0	0	1	0	0	0	0	0	1	1	6
18:45	0	0	0	0	1	7	0	0	0	0	0	0	0	0	3	2	13
Total	0	0	0	0	22	114	0	0	36	0	23	0	0	0	69	40	304

Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	N/A				W 270th St				Alton Avenue				W 270th St				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	11	0	0	0	0	2	0	0	3	0	0	18

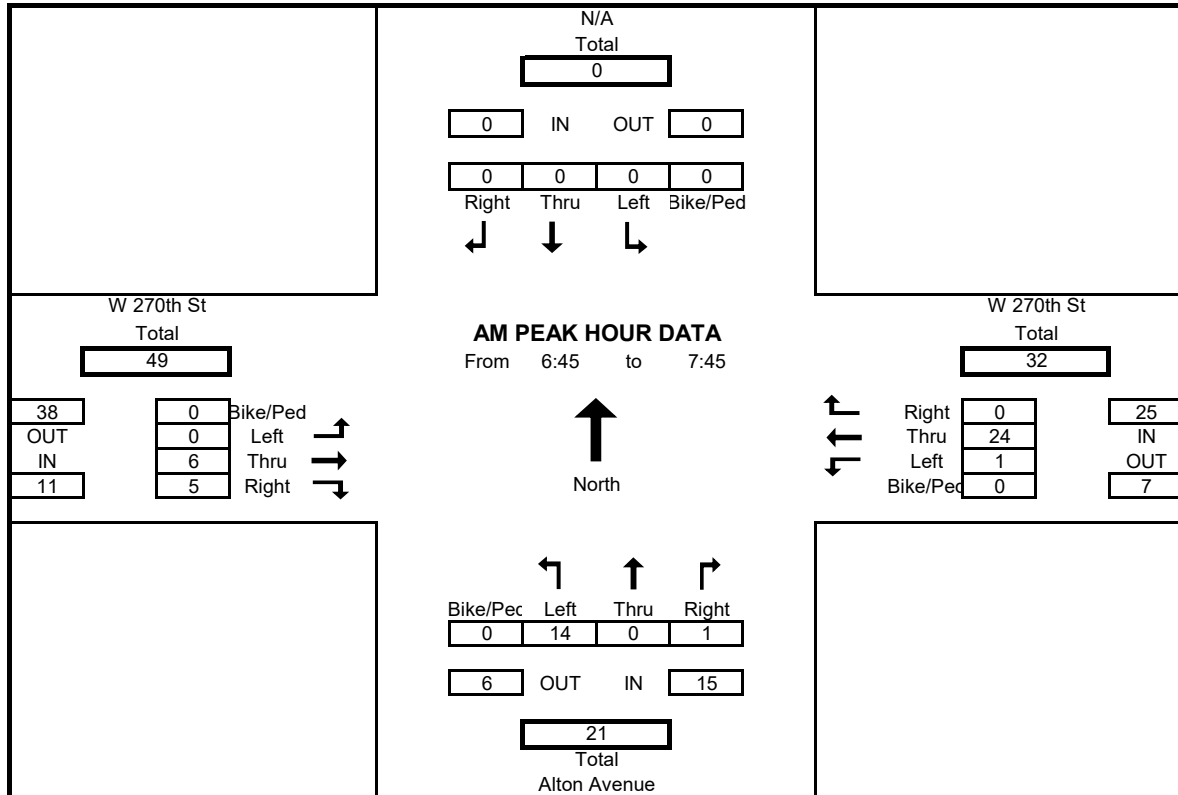
Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud



AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	N/A				W 270th St				Alton Avenue				W 270th St				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
6:45	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	5
7:00	0	0	0	0	1	12	0	0	5	0	1	0	0	2	0	0	21
7:15	0	0	0	0	0	7	0	0	2	0	0	0	0	3	4	0	16
7:30	0	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	9
Total	0	0	0	0	1	24	0	0	14	0	1	0	0	6	5	0	51
% App. Total	0.0	0.0	0.0		4.0	96.0	0.0		93.3	0.0	6.7		0.0	54.5	45.5		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.700	0.000	0.250	0.000	0.000	0.500	0.313	0.000	0.607
% Trucks	0.0	0.0	0.0	0.0	100.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	11.8
	0.0				20.0				0.0				9.1				



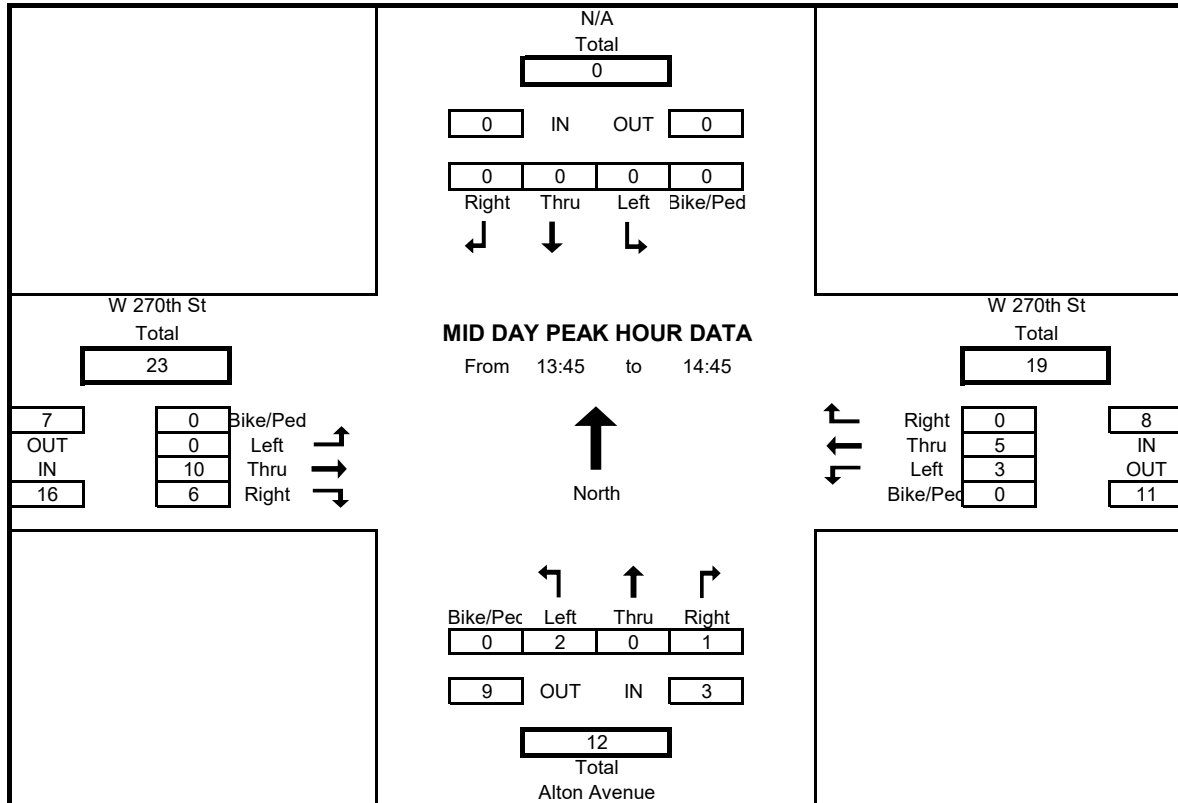
Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud



MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	N/A				W 270th St				Alton Avenue				W 270th St				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
14:00	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	4
14:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
14:30	0	0	0	0	1	2	0	0	2	0	1	0	0	6	5	0	17
Total	0	0	0	0	3	5	0	0	2	0	1	0	0	10	6	0	27
% App. Total	0.0	0.0	0.0		37.5	62.5	0.0		66.7	0.0	33.3		0.0	62.5	37.5		
PHF	0.000	0.000	0.000	0.000	0.375	0.625	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.417	0.300	0.000	0.397
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0				0.0				0.0				0.0				0.0



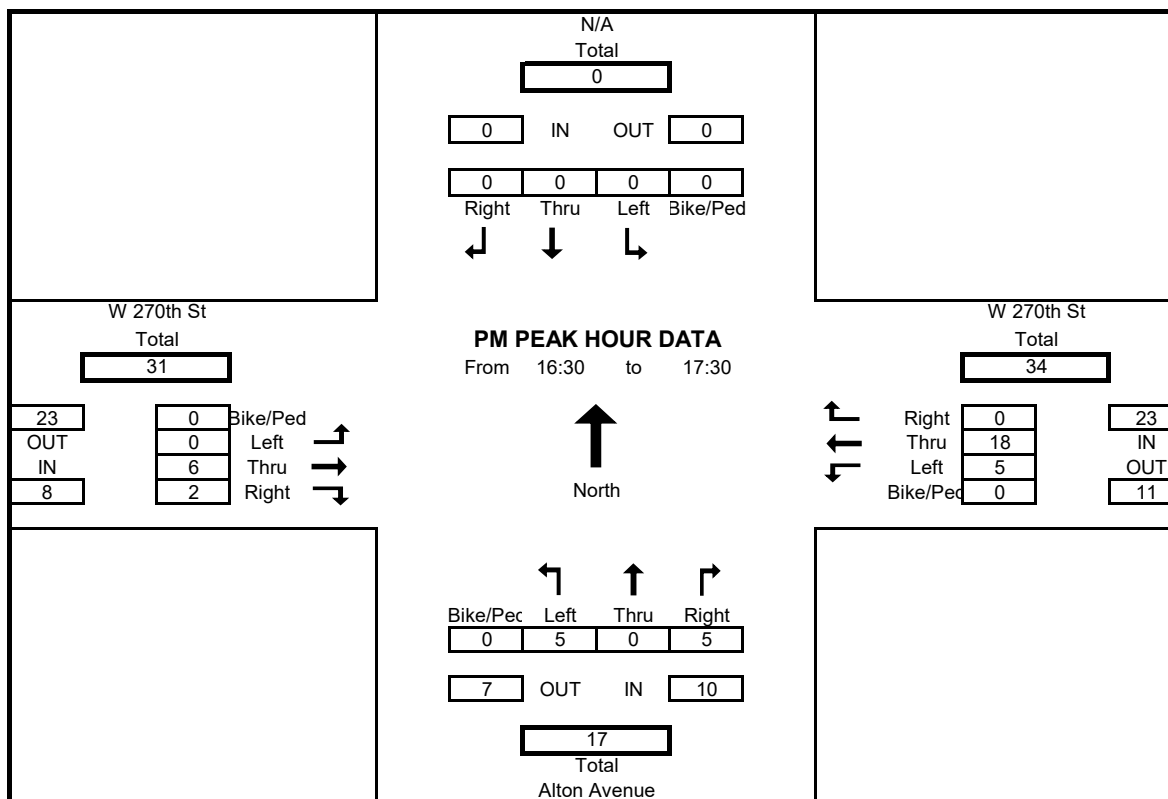
Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud



PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	N/A				W 270th St				Alton Avenue				W 270th St				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
16:30	0	0	0	0	0	3	0	0	1	0	2	0	0	4	0	0	10
16:45	0	0	0	0	0	7	0	0	1	0	1	0	0	1	1	0	11
17:00	0	0	0	0	1	2	0	0	1	0	0	0	0	1	0	0	5
17:15	0	0	0	0	4	6	0	0	2	0	2	0	0	0	1	0	15
Total	0	0	0	0	5	18	0	0	5	0	5	0	0	6	2	0	41
% App. Total	0.0	0.0	0.0		21.7	78.3	0.0		50.0	0.0	50.0		0.0	75.0	25.0		
PHF	0.000	0.000	0.000	0.000	0.313	0.643	0.000	0.000	0.625	0.000	0.625	0.000	0.000	0.375	0.500	0.000	0.683
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0				0.0				0.0				0.0				0.0



Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Alton Avenue				N/A				Alton Avenue				7th Street NE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30	0	3	0	0	0	0	0	0	0	0	0	0	3	0	1	0	7
6:45	0	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	8
7:00	0	0	3	0	0	0	0	0	1	1	0	0	4	0	2	0	11
7:15	0	3	2	0	0	0	0	0	0	2	0	0	1	0	0	0	8
7:30	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	0	5
7:45	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	4
8:00	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	6
8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4
8:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	4
8:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:00	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
9:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	3
9:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
9:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	4
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
12:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	5
12:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3
13:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
13:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4
13:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
14:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	4	1	0	0	0	0	0	0	2	0	0	1	0	0	0	8
14:45	0	2	1	0	0	0	0	0	0	2	0	0	1	0	0	0	6
15:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
15:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
15:30	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	0	6
15:45	0	1	4	0	0	0	0	0	3	1	0	0	4	0	0	0	13
16:00	0	3	3	0	0	0	0	0	1	0	0	0	2	0	2	0	11
16:15	0	1	0	0	0	0	0	0	4	1	0	0	1	0	1	0	8
16:30	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	6
16:45	0	1	0	0	0	0	0	0	2	1	0	0	0	0	2	0	6
17:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	5
17:15	0	4	1	0	0	0	0	0	1	2	0	0	2	0	0	0	10
17:30	0	1	1	0	0	0	0	0	2	3	0	0	0	0	1	0	8
17:45	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	4
18:00	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
18:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
18:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	4
Total	0	41	40	0	0	0	0	0	27	32	0	0	49	0	37	0	226
Cars+ Trucks	0	41	38	0	0	0	0	0	27	32	0	0	47	0	37	0	222
	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4
% Trucks	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0	1.8
	2.5				0.0				0.0				2.3				1.8

Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30	0	3	0	0	0	0	0	0	0	0	0	0	3	0	1	0	7
6:45	0	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	8
7:00	0	0	2	0	0	0	0	0	1	1	0	0	4	0	2	0	10
7:15	0	3	2	0	0	0	0	0	0	2	0	0	1	0	0	0	8
7:30	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	0	5
7:45	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	4
8:00	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	6
8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4
8:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
8:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:00	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
9:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	3
9:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
9:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	4
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
12:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	5
12:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3
13:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
13:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4
13:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
14:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	4	1	0	0	0	0	0	0	2	0	0	1	0	0	0	8
14:45	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0	5
15:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
15:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
15:30	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	0	6
15:45	0	1	4	0	0	0	0	0	3	1	0	0	3	0	0	0	12
16:00	0	3	3	0	0	0	0	0	1	0	0	0	2	0	2	0	11
16:15	0	1	0	0	0	0	0	0	4	1	0	0	1	0	1	0	8
16:30	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	6
16:45	0	1	0	0	0	0	0	0	2	1	0	0	0	0	2	0	6
17:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	5
17:15	0	4	1	0	0	0	0	0	1	2	0	0	2	0	0	0	10
17:30	0	1	1	0	0	0	0	0	2	3	0	0	0	0	1	0	8
17:45	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	4
18:00	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
18:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
18:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	4
Total	0	41	38	0	0	0	0	0	27	32	0	0	47	0	37	0	222

Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4

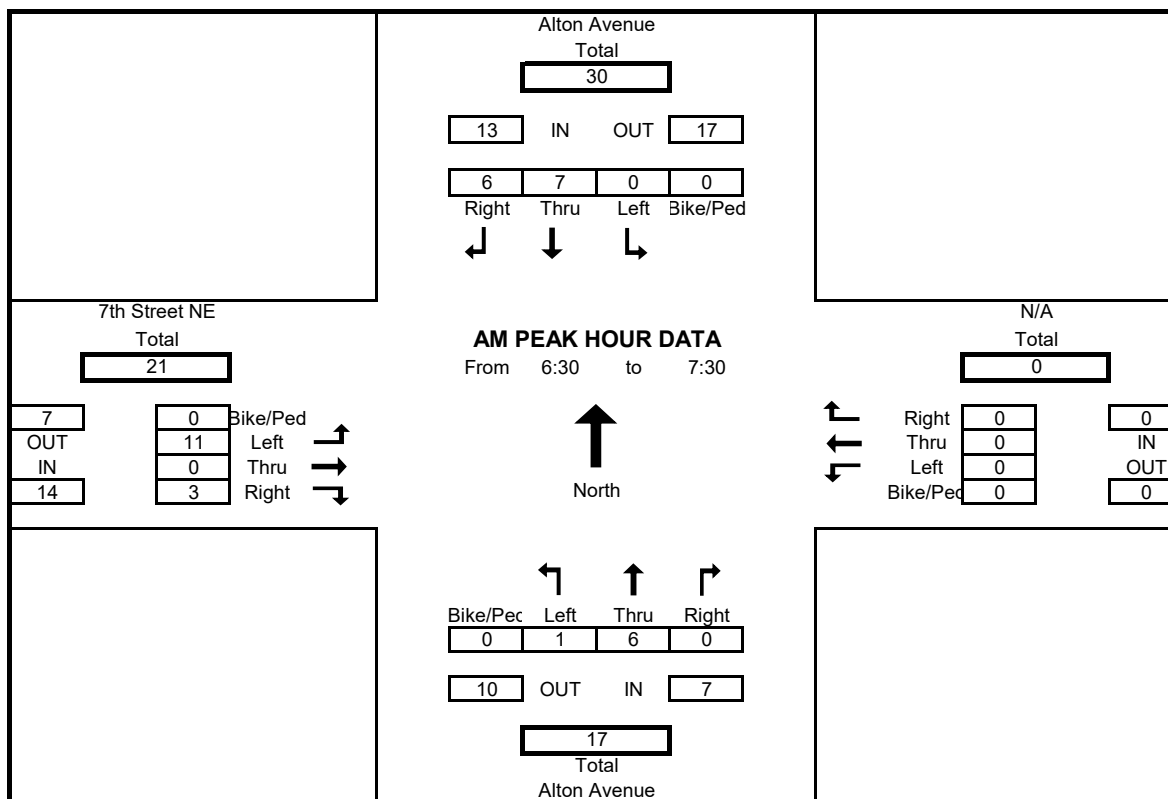
Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud



AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
6:30	0	3	0	0	0	0	0	0	0	0	0	0	3	0	1	0	7
6:45	0	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	8
7:00	0	0	3	0	0	0	0	0	1	1	0	0	4	0	2	0	11
7:15	0	3	2	0	0	0	0	0	0	2	0	0	1	0	0	0	8
Total	0	7	6	0	0	0	0	0	1	6	0	0	11	0	3	0	34
% App. Total	0.0	53.8	46.2		0.0	0.0	0.0		14.3	85.7	0.0		78.6	0.0	21.4		
PHF	0.000	0.583	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.688	0.000	0.375	0.000	0.773
% Trucks	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7.7				0.0				0.0				0.0				2.9



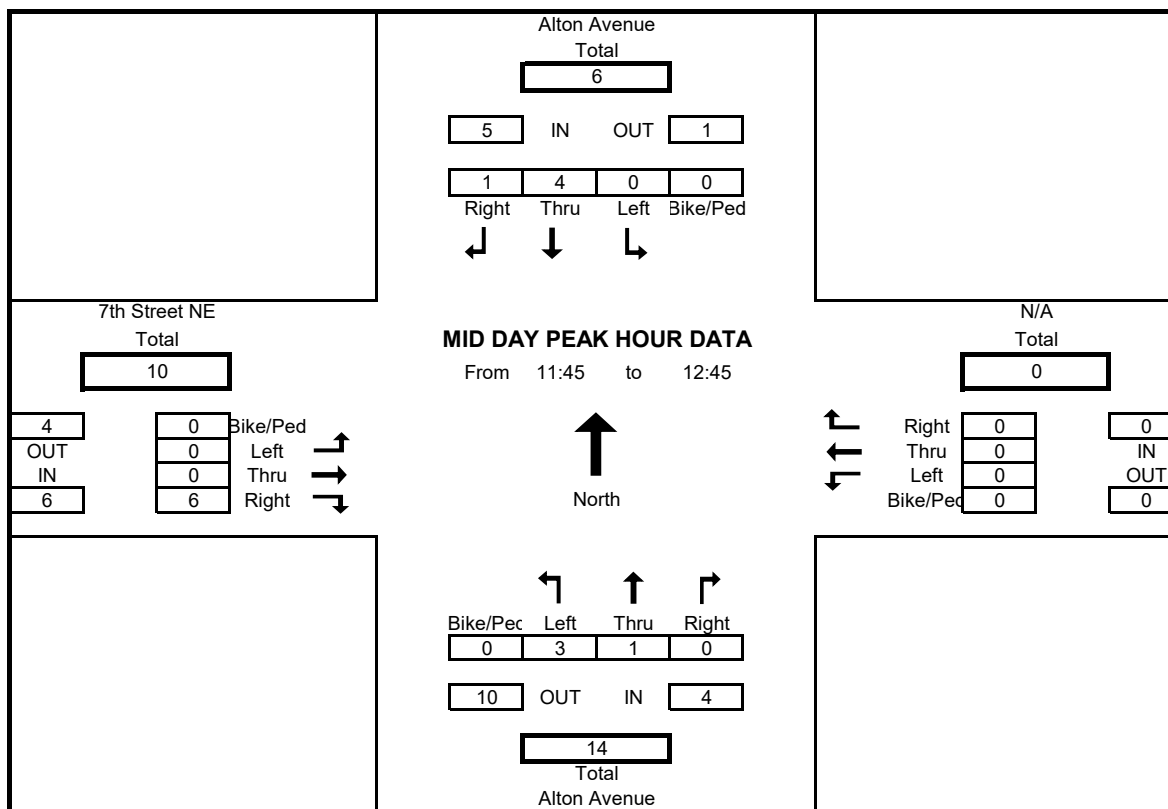
Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud



MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

All Vehicles																	
	Alton Avenue				N/A				Alton Avenue				7th Street NE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
12:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	5
12:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
Total	0	4	1	0	0	0	0	0	3	1	0	0	0	0	6	0	15
% App. Total	0.0	80.0	20.0		0.0	0.0	0.0		75.0	25.0	0.0		0.0	0.0	100.0		
PHF	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.750
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0				0.0				0.0				0.0				0.0



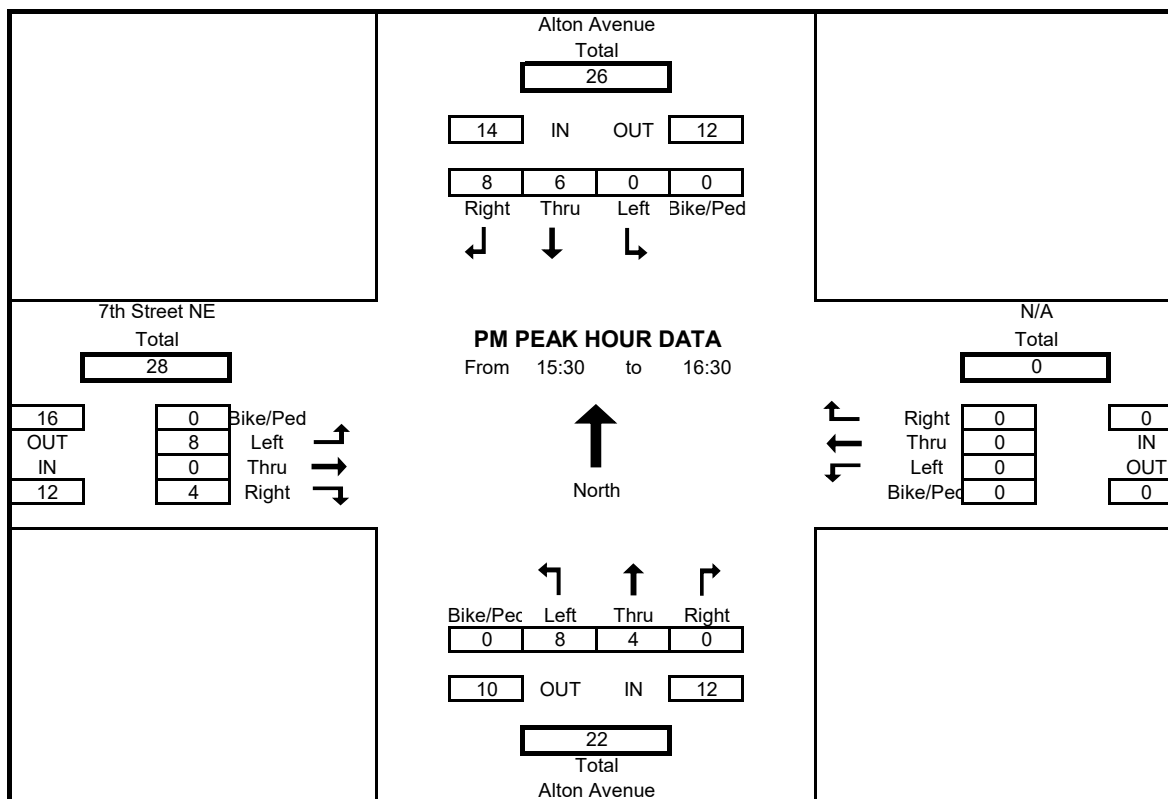
Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud



PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
15:30	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	0	6
15:45	0	1	4	0	0	0	0	0	3	1	0	0	4	0	0	0	13
16:00	0	3	3	0	0	0	0	0	1	0	0	0	2	0	2	0	11
16:15	0	1	0	0	0	0	0	0	4	1	0	0	1	0	1	0	8
Total	0	6	8	0	0	0	0	0	8	4	0	0	8	0	4	0	38
% App. Total	0.0	42.9	57.1		0.0	0.0	0.0		66.7	33.3	0.0		66.7	0.0	33.3		
PHF	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.731
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	2.6
	0.0				0.0				0.0				8.3				



Location: Alton Avenue at TH 13/TH 19
Count Date: 1/29/2026
Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
6:00	1	0	1	0	4	15	0	0	1	0	12	0	0	42	7	0	83
6:15	1	0	0	0	5	20	0	0	5	0	11	0	1	64	3	0	110
6:30	2	2	0	0	6	28	0	0	0	0	19	0	0	60	3	0	120
6:45	0	0	0	0	4	67	1	0	2	1	23	0	1	53	8	0	160
7:00	3	2	1	0	12	83	2	0	10	1	19	0	1	65	10	0	209
7:15	2	0	2	0	9	107	1	0	11	0	14	0	1	99	15	0	261
7:30	0	0	1	0	9	57	1	0	8	0	16	0	1	85	16	0	194
7:45	1	0	0	0	3	48	0	0	6	2	19	0	0	51	14	0	144
8:00	1	0	1	0	12	38	1	0	6	1	12	0	2	54	3	0	131
8:15	1	0	1	0	7	41	0	0	3	1	14	0	1	50	9	0	128
8:30	2	0	2	0	9	45	1	0	5	0	9	0	1	42	6	0	122
8:45	1	0	1	0	6	58	0	0	1	0	14	0	2	43	6	0	132
9:00	1	1	0	0	9	36	2	0	6	0	18	0	1	63	16	0	153
9:15	0	2	0	0	10	48	0	0	5	1	12	0	1	43	12	0	134
9:30	2	0	0	0	6	42	0	0	5	1	18	0	0	61	6	0	141
9:45	0	1	1	0	7	45	1	0	8	0	13	0	1	43	6	0	126
10:00	0	0	0	0	10	44	0	0	6	0	8	0	0	42	6	0	116
10:15	0	1	0	0	13	45	0	0	3	0	9	0	0	50	2	0	123
10:30	0	0	1	0	3	38	0	0	1	0	10	0	0	41	5	0	99
10:45	0	0	1	0	13	39	0	0	4	0	11	0	0	64	5	0	137
11:00	0	0	1	0	10	49	0	0	5	1	13	0	1	46	7	0	133
11:15	0	0	1	0	11	52	1	0	5	1	6	0	0	45	7	0	129
11:30	0	0	0	0	10	43	1	0	3	1	22	0	0	45	4	0	129
11:45	1	1	1	0	7	58	3	0	3	1	12	0	1	51	8	0	147
12:00	1	1	2	0	12	50	1	0	4	0	8	0	1	56	7	0	143
12:15	0	0	0	0	14	45	2	0	6	3	9	0	1	67	6	0	153
12:30	1	0	0	0	9	46	0	0	11	0	7	0	1	56	4	0	135
12:45	1	0	1	0	11	52	1	0	1	0	8	0	3	49	6	0	133
13:00	1	0	1	0	12	51	2	0	8	1	13	0	0	51	9	0	149
13:15	0	0	0	0	17	58	0	0	7	0	17	0	3	52	6	0	160
13:30	1	0	1	0	8	56	0	0	2	0	9	0	0	45	5	0	127
13:45	2	0	0	0	12	61	1	0	3	0	20	0	0	41	7	1	147
14:00	0	0	1	0	12	52	0	0	8	1	7	1	1	49	6	0	137
14:15	0	1	1	0	12	64	2	0	11	1	12	0	0	70	6	0	180
14:30	5	0	2	1	14	74	1	0	4	1	18	1	0	72	15	0	206
14:45	0	1	1	0	16	47	1	0	7	0	15	0	2	96	14	0	200
15:00	0	0	1	0	14	56	0	0	4	1	12	0	0	54	4	0	146
15:15	0	0	0	0	16	79	0	0	10	0	11	0	0	63	4	0	183
15:30	1	1	0	0	18	67	1	0	3	1	18	0	0	59	7	0	176
15:45	0	2	3	0	17	84	1	0	7	1	13	0	1	71	11	0	211
16:00	0	0	0	0	22	92	1	0	3	1	11	0	0	79	10	0	219
16:15	0	0	1	0	36	110	1	0	5	0	15	0	1	75	6	0	250
16:30	1	1	1	0	27	107	1	0	4	0	17	0	0	65	6	0	230
16:45	1	0	0	0	28	100	0	0	2	1	14	0	0	87	3	0	236
17:00	1	0	1	0	25	86	1	0	8	1	21	0	1	81	4	0	230
17:15	1	3	0	0	19	86	1	0	6	0	13	0	0	64	4	0	197
17:30	1	2	0	0	24	75	0	0	4	2	14	0	0	51	7	0	180
17:45	2	1	0	0	16	70	1	0	8	0	13	0	0	47	3	0	161
18:00	0	0	0	0	11	58	0	0	2	0	21	0	0	50	2	0	144
18:15	0	0	0	0	12	57	2	0	4	0	7	0	0	33	5	0	120
18:30	1	1	0	0	8	65	0	0	4	0	5	0	0	36	0	0	120
18:45	0	0	0	0	13	53	0	0	1	0	6	0	0	41	0	0	114
Total	40	24	33	1	650	3047	36	0	259	27	688	2	31	2962	351	1	8148
Cars+	40	24	30	1	641	2964	35	0	255	27	687	2	29	2859	346	1	7937
Trucks	0	0	3	0	9	83	1	0	4	0	1	0	2	103	5	0	211
% Trucks	0.0	0.0	9.1	0.0	1.4	2.7	2.8	0.0	1.5	0.0	0.1	0.0	6.5	3.5	1.4	0.0	2.6
	3.1				2.5				0.5				3.3				

Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:00	1	0	1	0	2	13	0	0	1	0	12	0	0	33	7	0	70
6:15	1	0	0	0	5	20	0	0	5	0	11	0	1	63	3	0	109
6:30	2	2	0	0	6	26	0	0	0	0	19	0	0	58	3	0	116
6:45	0	0	0	0	4	60	1	0	2	1	23	0	1	50	8	0	150
7:00	3	2	1	0	12	80	2	0	10	1	19	0	1	65	10	0	206
7:15	2	0	2	0	8	104	1	0	11	0	14	0	1	97	15	0	255
7:30	0	0	1	0	9	55	1	0	8	0	16	0	1	83	16	0	190
7:45	1	0	0	0	3	48	0	0	6	2	19	0	0	47	14	0	140
8:00	1	0	1	0	12	35	1	0	6	1	12	0	1	47	3	0	120
8:15	1	0	1	0	7	38	0	0	3	1	14	0	1	49	8	0	123
8:30	2	0	1	0	8	44	1	0	5	0	9	0	1	42	5	0	118
8:45	1	0	1	0	6	53	0	0	1	0	14	0	2	43	6	0	127
9:00	1	1	0	0	9	34	2	0	6	0	18	0	1	62	15	0	149
9:15	0	2	0	0	10	46	0	0	4	1	12	0	1	40	12	0	128
9:30	2	0	0	0	6	42	0	0	5	1	18	0	0	59	6	0	139
9:45	0	1	1	0	7	42	1	0	8	0	13	0	1	43	6	0	123
10:00	0	0	0	0	9	43	0	0	6	0	8	0	0	41	6	0	113
10:15	0	1	0	0	13	44	0	0	2	0	9	0	0	48	2	0	119
10:30	0	0	1	0	3	37	0	0	1	0	10	0	0	39	5	0	96
10:45	0	0	1	0	13	37	0	0	4	0	11	0	0	61	5	0	132
11:00	0	0	1	0	10	47	0	0	5	1	13	0	1	44	7	0	129
11:15	0	0	1	0	10	52	1	0	5	1	6	0	0	41	7	0	124
11:30	0	0	0	0	10	40	1	0	3	1	22	0	0	42	4	0	123
11:45	1	1	1	0	7	56	3	0	3	1	12	0	1	49	8	0	143
12:00	1	1	1	0	11	50	1	0	4	0	8	0	0	52	7	0	136
12:15	0	0	0	0	14	44	2	0	6	3	9	0	1	62	6	0	147
12:30	1	0	0	0	9	43	0	0	10	0	7	0	1	50	4	0	125
12:45	1	0	1	0	11	52	1	0	1	0	8	0	3	48	5	0	131
13:00	1	0	1	0	12	51	2	0	8	1	13	0	0	49	9	0	147
13:15	0	0	0	0	17	57	0	0	7	0	17	0	3	50	6	0	157
13:30	1	0	1	0	8	53	0	0	2	0	9	0	0	45	5	0	124
13:45	2	0	0	0	11	58	0	0	2	0	20	0	0	40	7	1	140
14:00	0	0	0	0	12	50	0	0	8	1	7	1	1	48	5	0	132
14:15	0	1	1	0	12	61	2	0	11	1	12	0	0	69	6	0	176
14:30	5	0	2	1	14	73	1	0	4	1	18	1	0	70	15	0	203
14:45	0	1	1	0	16	46	1	0	7	0	15	0	2	87	14	0	190
15:00	0	0	1	0	14	55	0	0	4	1	12	0	0	53	4	0	144
15:15	0	0	0	0	15	79	0	0	10	0	11	0	0	62	4	0	181
15:30	1	1	0	0	18	67	1	0	3	1	18	0	0	59	7	0	176
15:45	0	2	3	0	17	84	1	0	7	1	12	0	1	68	11	0	207
16:00	0	0	0	0	22	91	1	0	3	1	11	0	0	77	10	0	216
16:15	0	0	1	0	36	108	1	0	5	0	15	0	1	75	6	0	248
16:30	1	1	1	0	27	100	1	0	4	0	17	0	0	64	6	0	222
16:45	1	0	0	0	28	98	0	0	2	1	14	0	0	86	3	0	233
17:00	1	0	1	0	25	85	1	0	8	1	21	0	1	78	4	0	226
17:15	1	3	0	0	19	86	1	0	6	0	13	0	0	64	4	0	197
17:30	1	2	0	0	24	75	0	0	4	2	14	0	0	51	7	0	180
17:45	2	1	0	0	16	70	1	0	8	0	13	0	0	46	3	0	160
18:00	0	0	0	0	11	58	0	0	2	0	21	0	0	50	2	0	144
18:15	0	0	0	0	12	57	2	0	4	0	7	0	0	33	5	0	120
18:30	1	1	0	0	8	65	0	0	4	0	5	0	0	36	0	0	120
18:45	0	0	0	0	13	52	0	0	1	0	6	0	0	41	0	0	113
Total	40	24	30	1	641	2964	35	0	255	27	687	2	29	2859	346	1	7937

Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	
6:00	0	0	0	0	2	2	0	0	0	0	0	0	0	9	0	0	13
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
6:45	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	10
7:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:15	0	0	0	0	1	3	0	0	0	0	0	0	0	2	0	0	6
7:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
8:00	0	0	0	0	0	3	0	0	0	0	0	0	0	1	7	0	11
8:15	0	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	5
8:30	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	4
8:45	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
9:00	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
9:15	0	0	0	0	0	2	0	0	1	0	0	0	0	3	0	0	6
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	3
10:15	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	4
10:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
10:45	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
11:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
11:15	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	5
11:30	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
11:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
12:00	0	0	1	0	1	0	0	0	0	0	0	0	0	1	4	0	7
12:15	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	6
12:30	0	0	0	0	0	3	0	0	1	0	0	0	0	6	0	0	10
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
13:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:45	0	0	0	0	1	3	1	0	1	0	0	0	0	1	0	0	7
14:00	0	0	1	0	0	2	0	0	0	0	0	0	0	1	1	0	5
14:15	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
14:45	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0	0	10
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
16:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	8
16:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	9	83	1	0	4	0	1	0	2	103	5	0	211

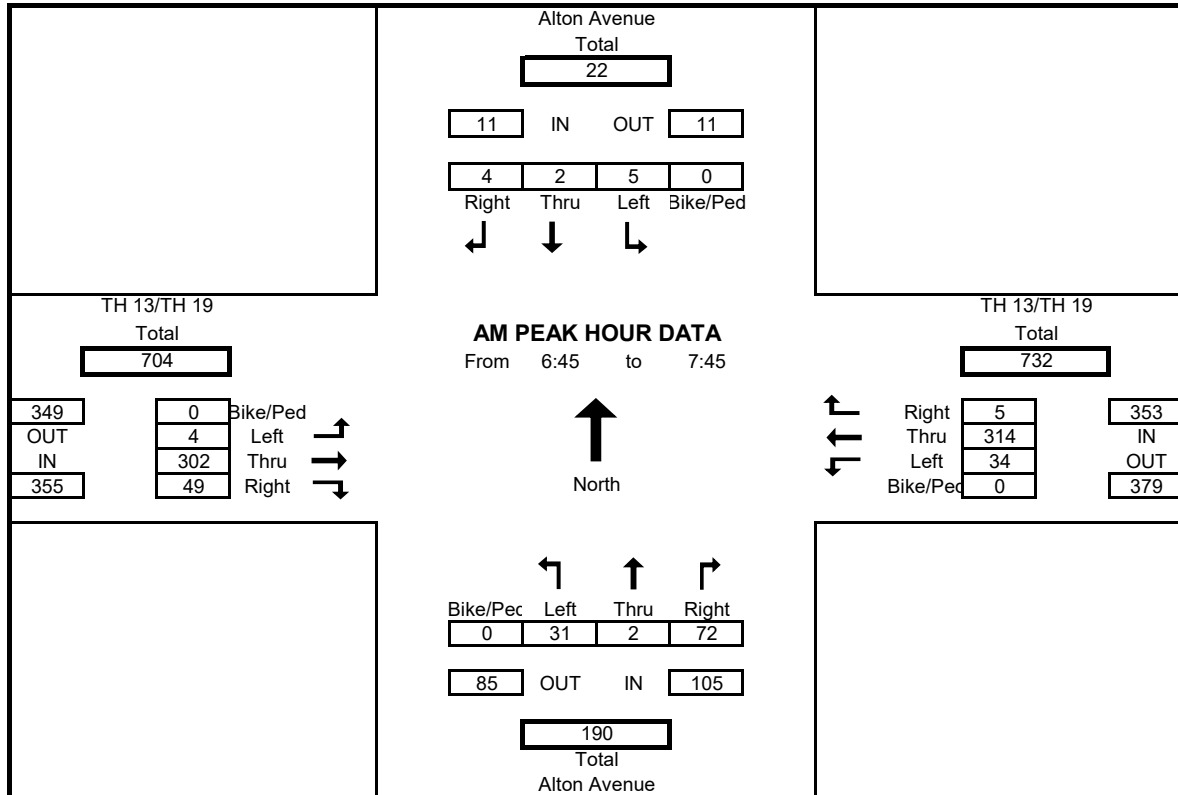
Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud



AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
6:45	0	0	0	0	4	67	1	0	2	1	23	0	1	53	8	0	160
7:00	3	2	1	0	12	83	2	0	10	1	19	0	1	65	10	0	209
7:15	2	0	2	0	9	107	1	0	11	0	14	0	1	99	15	0	261
7:30	0	0	1	0	9	57	1	0	8	0	16	0	1	85	16	0	194
Total	5	2	4	0	34	314	5	0	31	2	72	0	4	302	49	0	824
% App. Total	45.5	18.2	36.4		9.6	89.0	1.4		29.5	1.9	68.6		1.1	85.1	13.8		
PHF	0.417	0.250	0.500	0.000	0.708	0.734	0.625	0.000	0.705	0.500	0.783	0.000	1.000	0.763	0.766	0.000	0.789
% Trucks	0.0	0.0	0.0	0.0	2.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.8
	0.0				4.5				0.0				2.0				



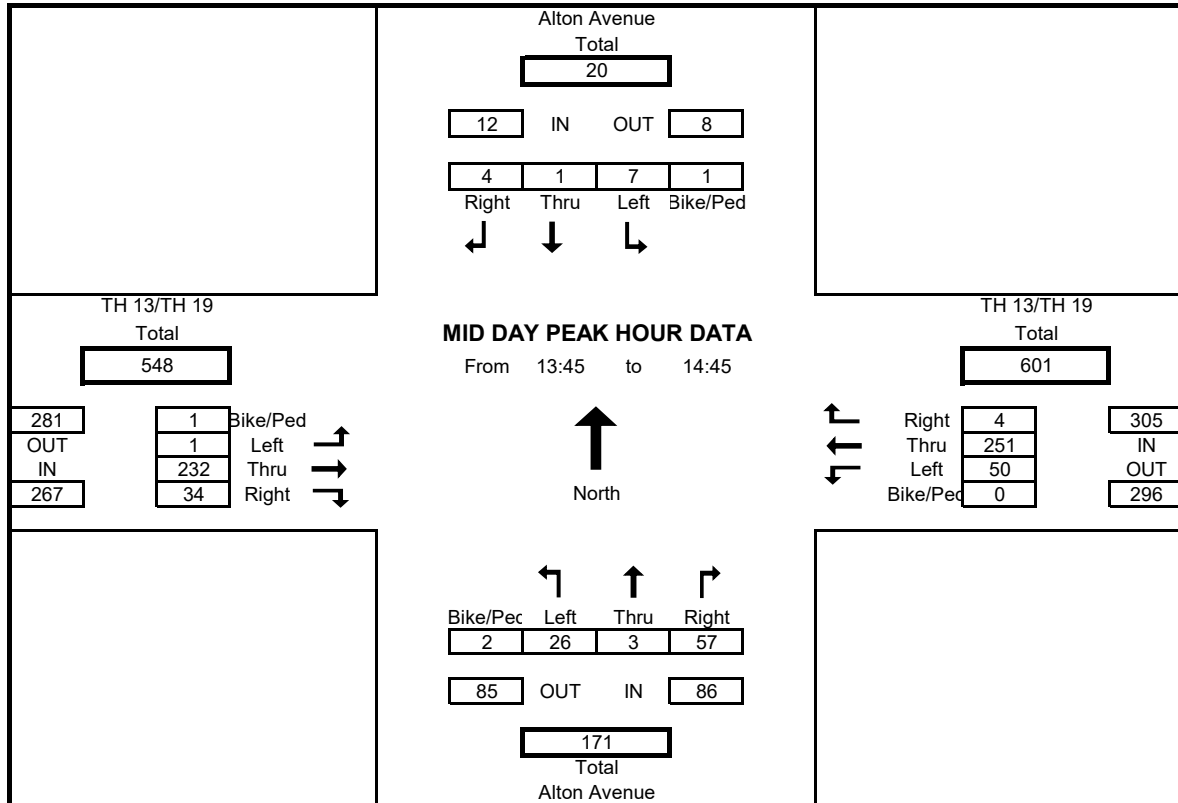
Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud



MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
13:45	2	0	0	0	12	61	1	0	3	0	20	0	0	41	7	1	147
14:00	0	0	1	0	12	52	0	0	8	1	7	1	1	49	6	0	137
14:15	0	1	1	0	12	64	2	0	11	1	12	0	0	70	6	0	180
14:30	5	0	2	1	14	74	1	0	4	1	18	1	0	72	15	0	206
Total	7	1	4	1	50	251	4	0	26	3	57	2	1	232	34	1	670
% App. Total	58.3	8.3	33.3		16.4	82.3	1.3		30.2	3.5	66.3		0.4	86.9	12.7		
PHF	0.350	0.250	0.500	0.250	0.893	0.848	0.500	0.000	0.591	0.750	0.713	0.500	0.250	0.806	0.567	0.250	0.813
% Trucks	0.0	0.0	25.0	0.0	2.0	3.6	25.0	0.0	3.8	0.0	0.0	0.0	0.0	2.2	2.9	0.0	2.8
	8.3				3.6				1.2				2.2				



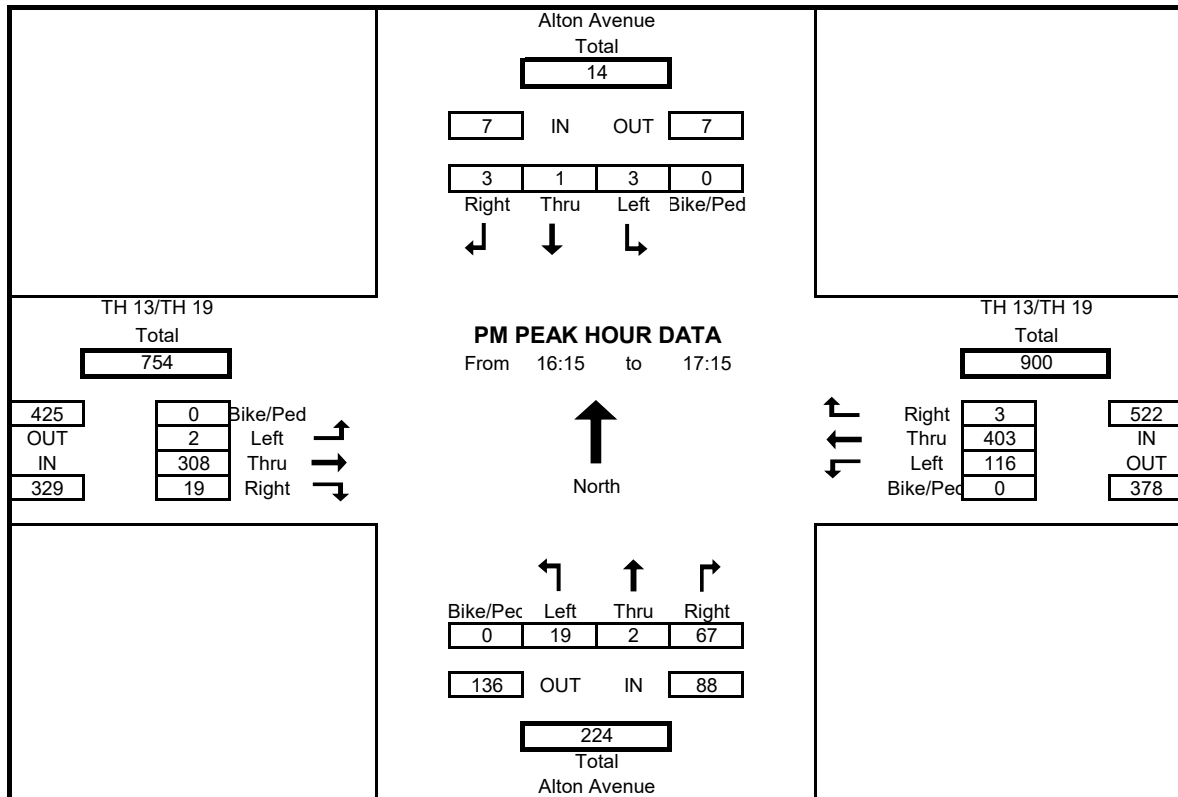
Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud



PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
16:15	0	0	1	0	36	110	1	0	5	0	15	0	1	75	6	0	250
16:30	1	1	1	0	27	107	1	0	4	0	17	0	0	65	6	0	230
16:45	1	0	0	0	28	100	0	0	2	1	14	0	0	87	3	0	236
17:00	1	0	1	0	25	86	1	0	8	1	21	0	1	81	4	0	230
Total	3	1	3	0	116	403	3	0	19	2	67	0	2	308	19	0	946
% App. Total	42.9	14.3	42.9		22.2	77.2	0.6		21.6	2.3	76.1		0.6	93.6	5.8		
PHF	0.750	0.250	0.750	0.000	0.806	0.916	0.750	0.000	0.594	0.500	0.798	0.000	0.500	0.885	0.792	0.000	0.946
% Trucks	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8
	0.0				2.3				0.0				1.5				



ATTACHMENT 2: WARRANT ANALYSIS RESULTS

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | **sehinc.com**

SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

Alton Ave at W 270th St - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at W 270th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
55	Major App1:	W 270th St	EB	1	1,344
55	Major App3:	W 270th St	WB	1	183
45	Minor App2:	Alton Ave	NB	1	638
45	Minor App4:	Alton Ave	SB	1	2,116

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? Yes

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210

140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	99	3	35	111	102	146	NO / YES
7:00 - 8:00	199	34	57	265	233	322	YES / YES
8:00 - 9:00	85	18	43	157	103	200	NO / YES
9:00 - 10:00	68	15	38	113	83	151	NO / YES
10:00 - 11:00	94	4	43	95	98	138	NO / NO
11:00 - 12:00	62	4	51	96	66	147	NO / YES
12:00 - 13:00	76	6	59	123	82	182	NO / YES
13:00 - 14:00	71	2	50	119	73	169	NO / YES
14:00 - 15:00	183	10	52	136	193	188	NO / YES
15:00 - 16:00	126	18	52	189	144	241	NO / YES
16:00 - 17:00	125	19	54	284	144	338	NO / YES
17:00 - 18:00	72	27	53	237	99	290	NO / YES
18:00 - 19:00	84	23	51	191	107	242	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	1,344	183	638	2,116			

Met (Hr) Required (Hr)

Hours met for warrant:

1

8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Not satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at W 270th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at W 270th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
55	Major App1:	W 270th St	EB	1	1,344
55	Major App3:	W 270th St	WB	1	183
45	Minor App2:	Alton Ave	NB	1	638
45	Minor App4:	Alton Ave	SB	1	2,116

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0

(12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL S (APP. 1 + APP. 3)	APPROACH (APP. 2 or 4)	8 Hour	8 Hour	8 Hour
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	99	3	35	111	102	111	NO / YES	NO / YES	NO / YES
7:00 - 8:00	199	34	57	265	233	265	NO / YES	NO / YES	NO / YES
8:00 - 9:00	85	18	43	157	103	157	NO / YES	NO / YES	NO / YES
9:00 - 10:00	68	15	38	113	83	113	NO / YES	NO / YES	NO / YES
10:00 - 11:00	94	4	43	95	98	95	NO / NO	NO / YES	NO / YES
11:00 - 12:00	62	4	51	96	66	96	NO / NO	NO / YES	NO / YES
12:00 - 13:00	76	6	59	123	82	123	NO / YES	NO / YES	NO / YES
13:00 - 14:00	71	2	50	119	73	119	NO / YES	NO / YES	NO / YES
14:00 - 15:00	183	10	52	136	193	136	NO / YES	NO / YES	NO / YES
15:00 - 16:00	126	18	52	189	144	189	NO / YES	NO / YES	NO / YES
16:00 - 17:00	125	19	54	284	144	284	NO / YES	NO / YES	NO / YES
17:00 - 18:00	72	27	53	237	99	237	NO / YES	NO / YES	NO / YES
18:00 - 19:00	84	23	51	191	107	191	NO / YES	NO / YES	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	1,344	183	638	2,116					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	0	8	Not satisfied
	Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
	Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2	Four Hour Volumes	1	4	Not satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

NB: 100% Minor Rights Included; Minor Left is approximately 7% of total approach volume.

SB: 100% Minor Rights Included; Minor Left is approximately 1% of total approach volume.

Alton Ave at W 270th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at W 270th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
55	Major App1:	W 270th St	EB	1	1,344
55	Major App3:	W 270th St	WB	1	183
45	Minor App2:	Alton Ave	NB	1	638
45	Minor App4:	Alton Ave	SB	1	2,116

*Posted Speed or 85th Percentile

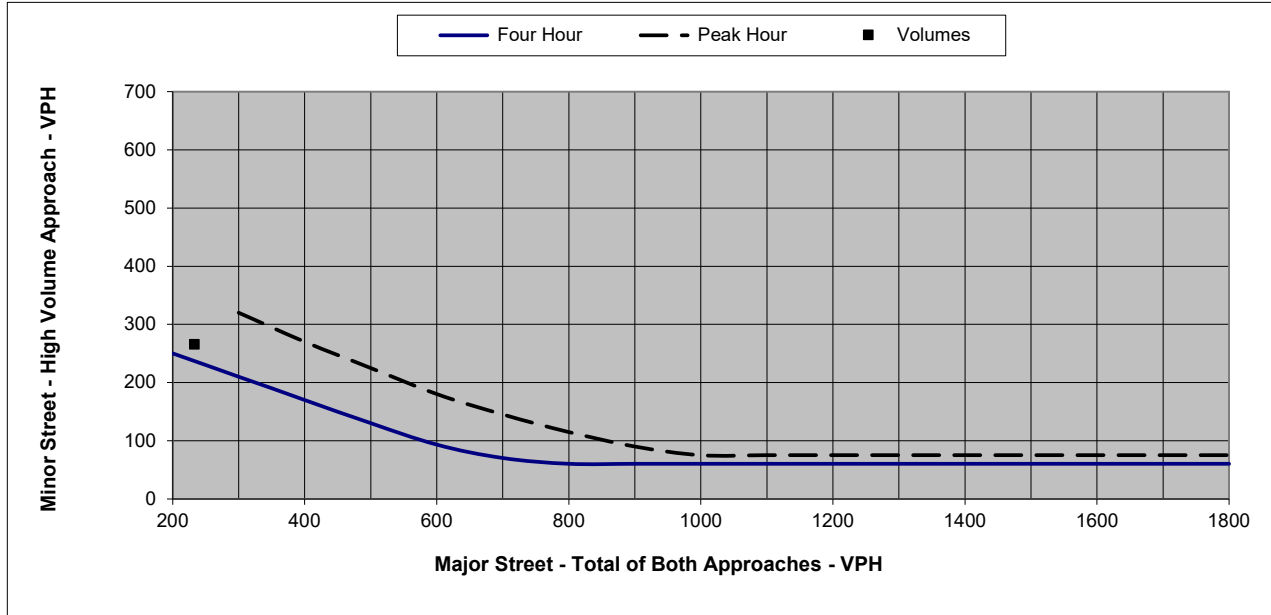


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	102	111	NO	NO
7:00 - 8:00	233	265	YES	NO
8:00 - 9:00	103	157	NO	NO
9:00 - 10:00	83	113	NO	NO
10:00 - 11:00	98	95	NO	NO
11:00 - 12:00	66	96	NO	NO
12:00 - 13:00	82	123	NO	NO
13:00 - 14:00	73	119	NO	NO
14:00 - 15:00	193	136	NO	NO
15:00 - 16:00	144	189	NO	NO
16:00 - 17:00	144	284	NO	NO
17:00 - 18:00	99	237	NO	NO
18:00 - 19:00	107	191	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at 7th St - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
45	Major App1:	Alton Ave	NB	1	626
45	Major App3:	Alton Ave	SB	1	656
30	Minor App2:	7th St	EB	1	213
30	Minor App4:	7th St	WB	1	0

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? **Yes**

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210 140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
HOURLY	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	26	30	18	0	56	18	NO / NO
7:00 - 8:00	42	47	28	0	89	28	NO / NO
8:00 - 9:00	37	41	24	0	78	24	NO / NO
9:00 - 10:00	37	39	13	0	76	13	NO / NO
10:00 - 11:00	38	42	12	0	80	12	NO / NO
11:00 - 12:00	50	50	12	0	100	12	NO / NO
12:00 - 13:00	62	62	13	0	124	13	NO / NO
13:00 - 14:00	50	55	13	0	105	13	NO / NO
14:00 - 15:00	54	58	10	0	112	10	NO / NO
15:00 - 16:00	57	59	17	0	116	17	NO / NO
16:00 - 17:00	62	63	22	0	125	22	NO / NO
17:00 - 18:00	59	59	20	0	118	20	NO / NO
18:00 - 19:00	52	51	11	0	103	11	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	626	656	213	0			

Hours met for warrant: Met (Hr) 0 Required (Hr) 8

AWS Volume Warrant: (2B.16 MnMUTCD) **Not satisfied**

Crash Warrant: (2B.13 MnMUTCD) **Not Satisfied**

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	626
45	Major App3:	Alton Ave	SB	1	656
30	Minor App2:	7th St	EB	1	213
30	Minor App4:	7th St	WB	1	0

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES
 POPULATION < 10,000? YES
 VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0
 (12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL S (APP. 1 + APP. 3)	(APP. 2 or 4)	8 Hour	8 Hour	8 Hour
							MAJOR/MINOR	MAJOR/MINOR	MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	26	30	18	0	56	18	NO / NO	NO / NO	NO / NO
7:00 - 8:00	42	47	28	0	89	28	NO / NO	NO / NO	NO / NO
8:00 - 9:00	37	41	24	0	78	24	NO / NO	NO / NO	NO / NO
9:00 - 10:00	37	39	13	0	76	13	NO / NO	NO / NO	NO / NO
10:00 - 11:00	38	42	12	0	80	12	NO / NO	NO / NO	NO / NO
11:00 - 12:00	50	50	12	0	100	12	NO / NO	NO / NO	NO / NO
12:00 - 13:00	62	62	13	0	124	13	NO / NO	NO / NO	NO / NO
13:00 - 14:00	50	55	13	0	105	13	NO / NO	NO / NO	NO / NO
14:00 - 15:00	54	58	10	0	112	10	NO / NO	NO / NO	NO / NO
15:00 - 16:00	57	59	17	0	116	17	NO / NO	NO / NO	NO / NO
16:00 - 17:00	62	63	22	0	125	22	NO / NO	NO / NO	NO / NO
17:00 - 18:00	59	59	20	0	118	20	NO / NO	NO / NO	NO / NO
18:00 - 19:00	52	51	11	0	103	11	NO / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	626	656	213	0					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	0	8	Not satisfied
	Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
	Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2	Four Hour Volumes	0	4	Not satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

EB: 100% Minor Rights Included; Minor Left is approximately 54% of total approach volume.

Alton Ave at 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	626
45	Major App3:	Alton Ave	SB	1	656
30	Minor App2:	7th St	EB	1	213
30	Minor App4:	7th St	WB	1	0

*Posted Speed or 85th Percentile

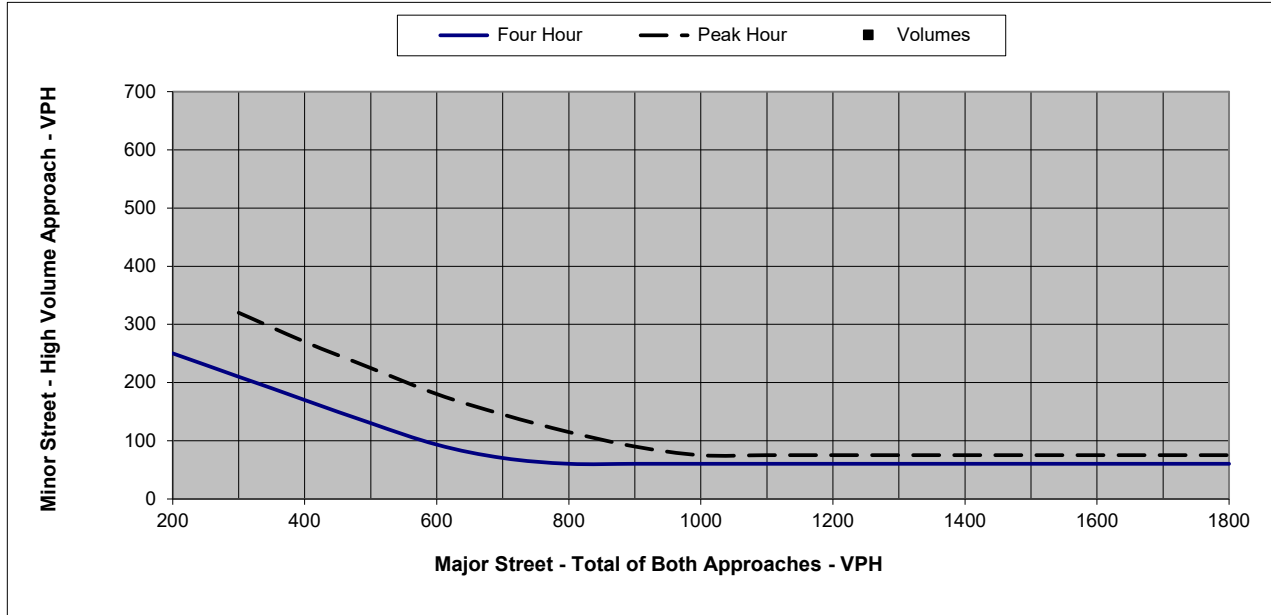


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	56	18	NO	NO
7:00 - 8:00	89	28	NO	NO
8:00 - 9:00	78	24	NO	NO
9:00 - 10:00	76	13	NO	NO
10:00 - 11:00	80	12	NO	NO
11:00 - 12:00	100	12	NO	NO
12:00 - 13:00	124	13	NO	NO
13:00 - 14:00	105	13	NO	NO
14:00 - 15:00	112	10	NO	NO
15:00 - 16:00	116	17	NO	NO
16:00 - 17:00	125	22	NO	NO
17:00 - 18:00	118	20	NO	NO
18:00 - 19:00	103	11	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at TH 19 - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at TH 19

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
35	Major App1:	TH 19	EB	1	4,900
35	Major App3:	TH 19	SB	1	1,588
45	Minor App2:	Alton Ave	NB	1	1,199
45	Minor App4:	Alton Ave	SB	1	1,588

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? **No**

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

300 200

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	335	67	92	67	402	159	YES / NO
7:00 - 8:00	484	101	131	101	585	232	YES / YES
8:00 - 9:00	321	109	80	109	430	189	YES / NO
9:00 - 10:00	359	104	106	104	463	210	YES / YES
10:00 - 11:00	318	102	64	102	420	166	YES / NO
11:00 - 12:00	335	136	89	136	471	225	YES / YES
12:00 - 13:00	396	171	71	171	567	242	YES / YES
13:00 - 14:00	341	135	99	135	476	234	YES / YES
14:00 - 15:00	471	142	106	142	613	248	YES / YES
15:00 - 16:00	404	130	100	130	534	230	YES / YES
16:00 - 17:00	485	130	90	130	615	220	YES / YES
17:00 - 18:00	387	136	110	136	523	246	YES / YES
18:00 - 19:00	264	125	61	125	389	186	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO

Daily 4,900 1,588 1,199 1,588

Met (Hr) Required (Hr)

Hours met for warrant:

9

8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at TH 19

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
35	Major App1:	TH 19	EB	1	4,900
35	Major App3:	TH 19	SB	1	1,588
45	Minor App2:	Alton Ave	NB	1	1,199
45	Minor App4:	Alton Ave	SB	1	1,588

*Posted Speed or 85th Percentile

40 MPH OR FASTER? NO
 POPULATION < 10,000? YES
 VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0
 (12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL (APP. 1 + APP. 3)	APPROACH (APP. 2 or 4)	8 Hour	8 Hour	8 Hour
							MAJOR/MINOR	MAJOR/MINOR	MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	335	67	92	67	402	92	YES / NO	NO / YES	NO / YES
7:00 - 8:00	484	101	131	101	585	131	YES / YES	YES / YES	YES / YES
8:00 - 9:00	321	109	80	109	430	109	YES / YES	NO / YES	YES / YES
9:00 - 10:00	359	104	106	104	463	106	YES / YES	NO / YES	YES / YES
10:00 - 11:00	318	102	64	102	420	102	YES / NO	NO / YES	YES / YES
11:00 - 12:00	335	136	89	136	471	136	YES / YES	NO / YES	YES / YES
12:00 - 13:00	396	171	71	171	567	171	YES / YES	YES / YES	YES / YES
13:00 - 14:00	341	135	99	135	476	135	YES / YES	NO / YES	YES / YES
14:00 - 15:00	471	142	106	142	613	142	YES / YES	YES / YES	YES / YES
15:00 - 16:00	404	130	100	130	534	130	YES / YES	YES / YES	YES / YES
16:00 - 17:00	485	130	90	130	615	130	YES / YES	YES / YES	YES / YES
17:00 - 18:00	387	136	110	136	523	136	YES / YES	NO / YES	YES / YES
18:00 - 19:00	264	125	61	125	389	125	YES / YES	NO / YES	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	4,900	1,588	1,199	1,588					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	11	8	Satisfied
	Warrant 1A Minimum Vehicular Volume	11	8	Satisfied
	Warrant 1B Interruption of Continuous Flow	5	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	11	8	Satisfied
Warrant 2	Four Hour Volumes	6	4	Satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	13	8	Crashes Insufficient

MINOR APPROACHES:

NB: 100% Minor Rights Included; Minor Left is approximately 27% of total approach volume.

SB: 100% Minor Rights Included; Minor Left is approximately 50% of total approach volume.

Alton Ave at TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at TH 19

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? NO
 POPULATION < 10,000? YES
 VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
35	Major App1:	TH 19	EB	1	4,900
35	Major App3:	TH 19	SB	1	1,588
45	Minor App2:	Alton Ave	NB	1	1,199
45	Minor App4:	Alton Ave	SB	1	1,588

*Posted Speed or 85th Percentile

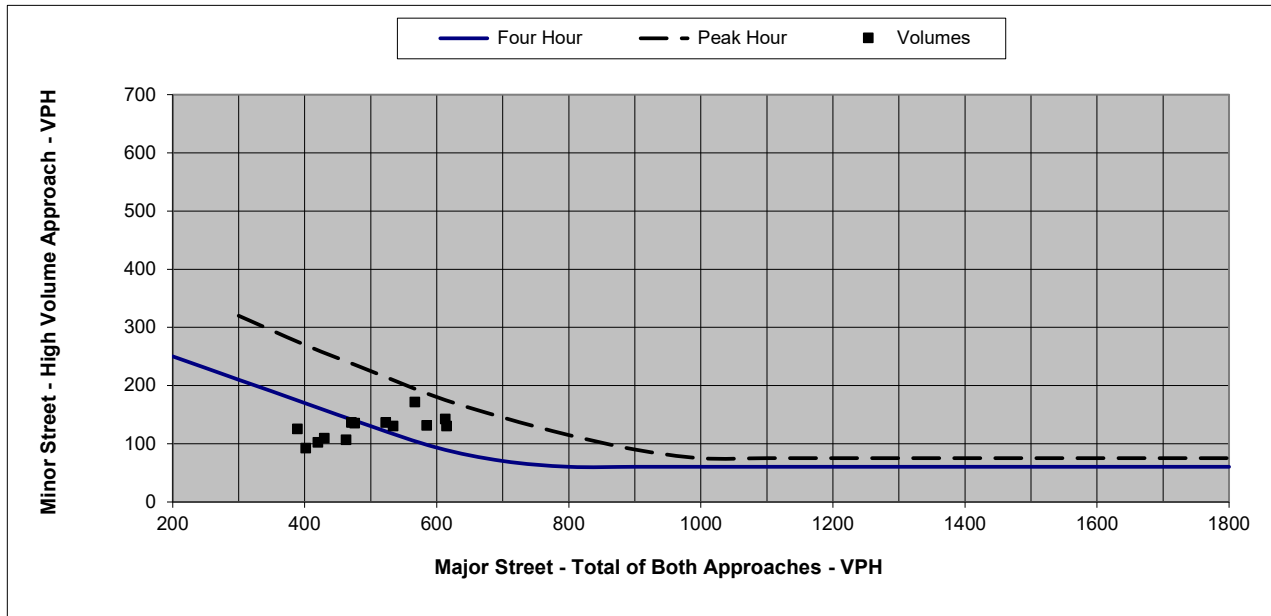


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	402	92	NO	NO
7:00 - 8:00	585	131	YES	NO
8:00 - 9:00	430	109	NO	NO
9:00 - 10:00	463	106	NO	NO
10:00 - 11:00	420	102	NO	NO
11:00 - 12:00	471	136	NO	NO
12:00 - 13:00	567	171	YES	NO
13:00 - 14:00	476	135	NO	NO
14:00 - 15:00	613	142	YES	NO
15:00 - 16:00	534	130	YES	NO
16:00 - 17:00	615	130	YES	NO
17:00 - 18:00	523	136	YES	NO
18:00 - 19:00	389	125	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at New Access between 270th St and 7th St - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at New Access between 270th St and

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
45	Major App1:	Alton Ave	NB	1	656
45	Major App3:	Alton Ave	SB	1	642
30	Minor App2:	New Access	EB	1	0
30	Minor App4:	New Access	WB	1	0

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? **Yes**

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210

140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	38	27	0	0	65	0	NO / NO
7:00 - 8:00	56	46	0	0	102	0	NO / NO
8:00 - 9:00	44	39	0	0	83	0	NO / NO
9:00 - 10:00	39	38	0	0	77	0	NO / NO
10:00 - 11:00	43	43	0	0	86	0	NO / NO
11:00 - 12:00	50	50	0	0	100	0	NO / NO
12:00 - 13:00	60	61	0	0	121	0	NO / NO
13:00 - 14:00	50	55	0	0	105	0	NO / NO
14:00 - 15:00	55	56	0	0	111	0	NO / NO
15:00 - 16:00	57	58	0	0	115	0	NO / NO
16:00 - 17:00	56	58	0	0	114	0	NO / NO
17:00 - 18:00	57	59	0	0	116	0	NO / NO
18:00 - 19:00	51	52	0	0	103	0	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	656	642	0	0			

Met (Hr) Required (Hr)

Hours met for warrant:

0

8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Not satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at New Access between 270th St and 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at New Access between 270th

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	656
45	Major App3:	Alton Ave	SB	1	642
30	Minor App2:	New Access	EB	1	0
30	Minor App4:	New Access	WB	1	0

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0

(12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL S (APP. 1 + APP. 3)	APPROACH (APP. 2 or 4)	8 Hour	8 Hour	8 Hour
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	38	27	0	0	65	0	NO / NO	NO / NO	NO / NO
7:00 - 8:00	56	46	0	0	102	0	NO / NO	NO / NO	NO / NO
8:00 - 9:00	44	39	0	0	83	0	NO / NO	NO / NO	NO / NO
9:00 - 10:00	39	38	0	0	77	0	NO / NO	NO / NO	NO / NO
10:00 - 11:00	43	43	0	0	86	0	NO / NO	NO / NO	NO / NO
11:00 - 12:00	50	50	0	0	100	0	NO / NO	NO / NO	NO / NO
12:00 - 13:00	60	61	0	0	121	0	NO / NO	NO / NO	NO / NO
13:00 - 14:00	50	55	0	0	105	0	NO / NO	NO / NO	NO / NO
14:00 - 15:00	55	56	0	0	111	0	NO / NO	NO / NO	NO / NO
15:00 - 16:00	57	58	0	0	115	0	NO / NO	NO / NO	NO / NO
16:00 - 17:00	56	58	0	0	114	0	NO / NO	NO / NO	NO / NO
17:00 - 18:00	57	59	0	0	116	0	NO / NO	NO / NO	NO / NO
18:00 - 19:00	51	52	0	0	103	0	NO / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	656	642	0	0					

	Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1			
Eight Hour Volumes	0	8	Not satisfied
Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2			
Four Hour Volumes	0	4	Not satisfied
Warrant 3			
Peak Hour Volumes	0	1	Not satisfied
Warrant 7			
Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

#DIV/0!

Alton Ave at New Access between 270th St and 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at New Access between 270th St and 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	656
45	Major App3:	Alton Ave	SB	1	642
30	Minor App2:	New Access	EB	1	0
30	Minor App4:	New Access	WB	1	0

*Posted Speed or 85th Percentile

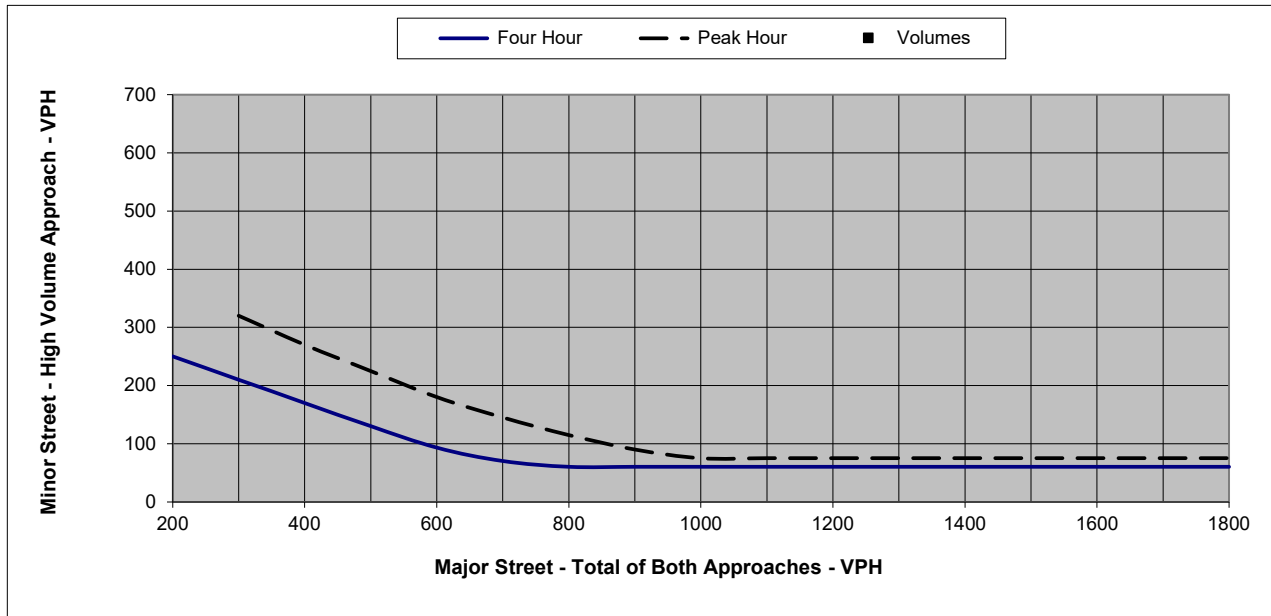


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	65	0	NO	NO
7:00 - 8:00	102	0	NO	NO
8:00 - 9:00	83	0	NO	NO
9:00 - 10:00	77	0	NO	NO
10:00 - 11:00	86	0	NO	NO
11:00 - 12:00	100	0	NO	NO
12:00 - 13:00	121	0	NO	NO
13:00 - 14:00	105	0	NO	NO
14:00 - 15:00	111	0	NO	NO
15:00 - 16:00	115	0	NO	NO
16:00 - 17:00	114	0	NO	NO
17:00 - 18:00	116	0	NO	NO
18:00 - 19:00	103	0	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at New Access between 7th St and TH 19 - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at New Access between 7th St and T

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
45	Major App1:	Alton Ave	NB	1	1,564
45	Major App3:	Alton Ave	SB	1	671
30	Minor App2:	New Access betwe	EB	1	82
30	Minor App4:	New Access betwe	WB	1	1,846

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? **Yes**

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210

140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	71	34	6	71	105	77	NO / NO
7:00 - 8:00	90	48	12	99	138	111	NO / NO
8:00 - 9:00	102	50	8	119	152	127	NO / NO
9:00 - 10:00	95	44	6	119	139	125	NO / NO
10:00 - 11:00	106	42	4	124	148	128	NO / NO
11:00 - 12:00	137	54	6	165	191	171	NO / YES
12:00 - 13:00	159	64	4	211	223	215	YES / YES
13:00 - 14:00	140	57	6	163	197	169	NO / YES
14:00 - 15:00	127	58	6	163	185	169	NO / YES
15:00 - 16:00	138	57	6	151	195	157	NO / YES
16:00 - 17:00	145	57	6	153	202	159	NO / YES
17:00 - 18:00	136	61	6	153	197	159	NO / YES
18:00 - 19:00	118	45	6	155	163	161	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO

Daily 1,564 671 82 1,846

Met (Hr) Required (Hr)

Hours met for warrant:

1

8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Not satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at New Access between 7th St and TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at New Access between 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	1,564
45	Major App3:	Alton Ave	SB	1	671
30	Minor App2:	New Access betwe	EB	1	82
30	Minor App4:	New Access betwe	WB	1	1,846

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0

(12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL S (APP. 1 + APP. 3)	(APP. 2 or 4)	8 Hour	8 Hour	8 Hour
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	71	34	6	71	105	71	NO / NO	NO / YES	NO / NO
7:00 - 8:00	90	48	12	99	138	99	NO / NO	NO / YES	NO / YES
8:00 - 9:00	102	50	8	119	152	119	NO / YES	NO / YES	NO / YES
9:00 - 10:00	95	44	6	119	139	119	NO / YES	NO / YES	NO / YES
10:00 - 11:00	106	42	4	124	148	124	NO / YES	NO / YES	NO / YES
11:00 - 12:00	137	54	6	165	191	165	NO / YES	NO / YES	NO / YES
12:00 - 13:00	159	64	4	211	223	211	NO / YES	NO / YES	NO / YES
13:00 - 14:00	140	57	6	163	197	163	NO / YES	NO / YES	NO / YES
14:00 - 15:00	127	58	6	163	185	163	NO / YES	NO / YES	NO / YES
15:00 - 16:00	138	57	6	151	195	151	NO / YES	NO / YES	NO / YES
16:00 - 17:00	145	57	6	153	202	153	NO / YES	NO / YES	NO / YES
17:00 - 18:00	136	61	6	153	197	153	NO / YES	NO / YES	NO / YES
18:00 - 19:00	118	45	6	155	163	155	NO / YES	NO / YES	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	1,564	671	82	1,846					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	0	8	Not satisfied
	Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
	Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2	Four Hour Volumes	0	4	Not satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

EB: 100% Minor Rights Included; Minor Left is approximately 50% of total approach volume.

WB: 100% Minor Rights Included; Minor Left is approximately 75% of total approach volume.

Alton Ave at New Access between 7th St and TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at New Access between 7th St and TH 19

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	1,564
45	Major App3:	Alton Ave	SB	1	671
30	Minor App2:	New Access betwe	EB	1	82
30	Minor App4:	New Access betwe	WB	1	1,846

*Posted Speed or 85th Percentile

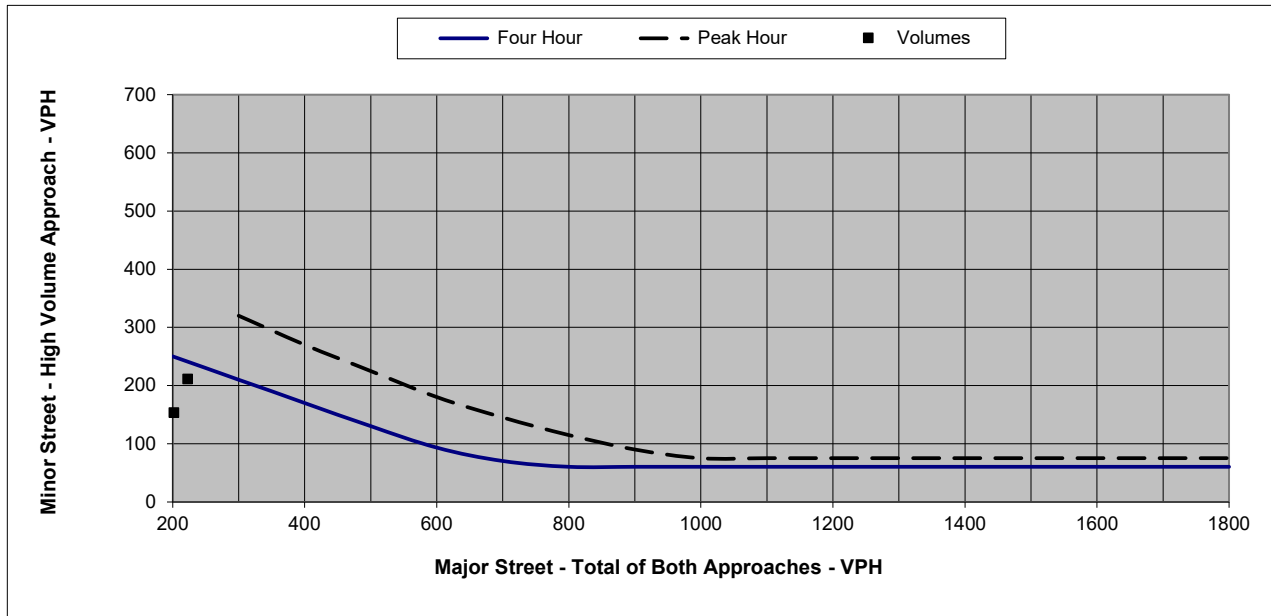


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	105	71	NO	NO
7:00 - 8:00	138	99	NO	NO
8:00 - 9:00	152	119	NO	NO
9:00 - 10:00	139	119	NO	NO
10:00 - 11:00	148	124	NO	NO
11:00 - 12:00	191	165	NO	NO
12:00 - 13:00	223	211	NO	NO
13:00 - 14:00	197	163	NO	NO
14:00 - 15:00	185	163	NO	NO
15:00 - 16:00	195	151	NO	NO
16:00 - 17:00	202	153	NO	NO
17:00 - 18:00	197	153	NO	NO
18:00 - 19:00	163	155	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Appendix C

Level 1 Desktop Wetland Delineation

MEMORANDUM

TO: Chris Knutson, SEH

FROM: Monica Reller, SEH Natural Resources Scientist
Certified Minnesota Wetland Professional (In Training) No. 5641

DATE: February 9, 2026

RE: Alton Avenue Realignment – Level 1 Wetland Delineation
SEH No. NEWPR 189801 14.00

INTRODUCTION

The purpose of this report is to outline the methodology and results of a Level 1 wetland delineation conducted to support future realignment work on Alton Avenue, New Prague. The results of this Level 1 wetland delineation are based on a review of existing data and do not constitute a field wetland delineation.

SITE DESCRIPTION

The project site is located within Sections 26 and 35, Township 113 North, Range 23 West in the cities of Helena and New Prague, Scott County, Minnesota. The AOI includes approximately 495 acres with parcels owned by numerous entities. The AOI is located north of W 280th Street and follows Afton Ave north until just past the intersection of Afton Ave and W 270th St. The area of investigation includes agricultural land, residential properties, forested and wetland areas, riverine channels, and open grass.

LEVEL 1 METHODOLOGY

Wetlands were evaluated in the vicinity of the AOI as shown on **Figure 2**. Various data sets were collected in order to aid in the identification of wetland areas including:

Aerial Photography:

- Scott County Pictometry in natural color (2015, 2017, 2019, 2021, 2023, and 2025) with 6 to 12-inch resolution

Elevation Data:

- Minnesota Department of Natural Resources (MnDNR) LiDAR data for Minnesota, flown in 2010 – 2011. Includes digital elevation model (DEM) with a 1-meter spatial resolution and 2-ft contours.

Ancillary Data Sets:

- U.S. Fish & Wildlife Service National Wetlands Inventory (NWI) – Updated by MnDNR in 2015 - 2018
- Natural Resources Conservation Service Soil Survey Geographic Maps (SSURGO) for Scott County

These data were used to produce relevant resource maps for the project and are shown on figures as follows:

- USGS topographic map is shown on **Figure 1**;

- The project area on a 2023 aerial photograph for Scott County including the Bank Service Area (BSA) major and minor watersheds is shown on **Figure 2**;
- The project area on 2025 and 2021 aerial photographs for New Prague are shown on **Figures 2a** and **2b**, respectively.
- NWI wetlands and MnDNR Public Waters Inventory (PWI) features are shown on **Figure 3**;
- Mapped soil units and the hydric soils list for Scott County according to the SSURGO are shown on **Figure 4**;
- LiDAR data including two-foot contours and a DEM for the project are shown on **Figure 5**;
- Wetland delineation results are shown on **Figure 6**.

The general process involved identifying areas that are potential wetlands and then determining a boundary for those wetlands. Areas of potential wetland are identified for further investigation primarily using the DEM and various years of natural and color infrared aerial photography. Prior land classification data such as the NWI and soils are also reviewed to ensure areas previously identified as wetland were also investigated. Once an area is identified as wetland, the DEM, and higher resolution aerial photographs are used to aid in boundary determination.

RESULTS

The level 1 wetland delineation conducted on February 9, 2026, identified twelve (12) wetlands within the AOI (**Figure 6**). Below is a summary table of the wetland characteristics.

Table 1: Summary of Level 1 Wetland Delineation Characteristics

Wetland ID	Size (Acre s)	Hydrogeomorphic Classification	Eggers and Reed	Circular 39	Cowardin	Linear Connectivity
Wetland 1	7.32	Riverine	Floodplain Forest	Type 7	PFO1A	Surficial connectivity to Sand Creek.
Wetland 2	1.942	Riverine	Floodplain Forest	Type 7	PFO1A	Surficial connectivity to Sand Creek.
Wetland 3	1.467	Depression	Fresh (wet) Meadow	Type 2	PEM1Af	Isolated basin.
Wetland 4	1.758	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 5	0.639	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 6	7.781	Depression	Shallow Marsh	Type 3	PEM1C	Isolated basin.
Wetland 7	25.826	Riverine	Floodplain Forest	Type 7	PFO1A	Surficial connectivity to Sand Creek.
Wetland 8	6.027	Riverine	Fresh (wet) Meadow	Type 2	PEM1A	Surficial connectivity to stream.

Wetland 9	0.255	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 10	0.731	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 11	0.866	Depression	Shallow Marsh	Type 3	PEM1C	Isolated basin.
Wetland 12	0.235	Depression	Shallow Marsh	Type 3	PEM1C	Isolated basin.
¹ Size includes areas of wetland within the area of investigation only. Wetlands may extend beyond the limits of the area investigated and actual wetland size may be larger than that indicated.						

REGULATORY CONSIDERATIONS

Wetlands in the project area may be regulated by agencies at the local, regional, state, and federal levels including the USACE and EPA at the federal level, the Minnesota Board of Soil and Water Resources (BWSR) and Minnesota Pollution Control Agency (MPCA) at the state level, and Scott County at the local level. The Scott Soil and Water Conservation District has accepted responsibility for administration of the Minnesota WCA of 1991.

Construction plans that propose any direct alteration or indirect impact to wetlands within the project area would require permits from the appropriate regulatory agencies. Violation of wetland regulations can result in substantial civil and/or criminal penalties. Should it be determined that wetland impacts are unavoidable and a wetland replacement plan through the purchase of wetland credits become needed, the wetlands described herein are in Bank Service Area (BSA) #9, major watershed #33 (Lower Mississippi River), and minor watersheds #33018 (Sand Creek) and #33023 (Unknown).

CONTACTS

Please contact Monica Polgar at mpolgar@sehinc.com or at 612.428.0289 with any questions you may have regarding this delineation.

List of Figures

Figure 1 – Site Location and Topography

Figure 2 – 2023 Aerial Photograph & Watersheds

Figure 2a – 2025 Aerial Photograph

Figure 2b – 2021 Aerial Photograph

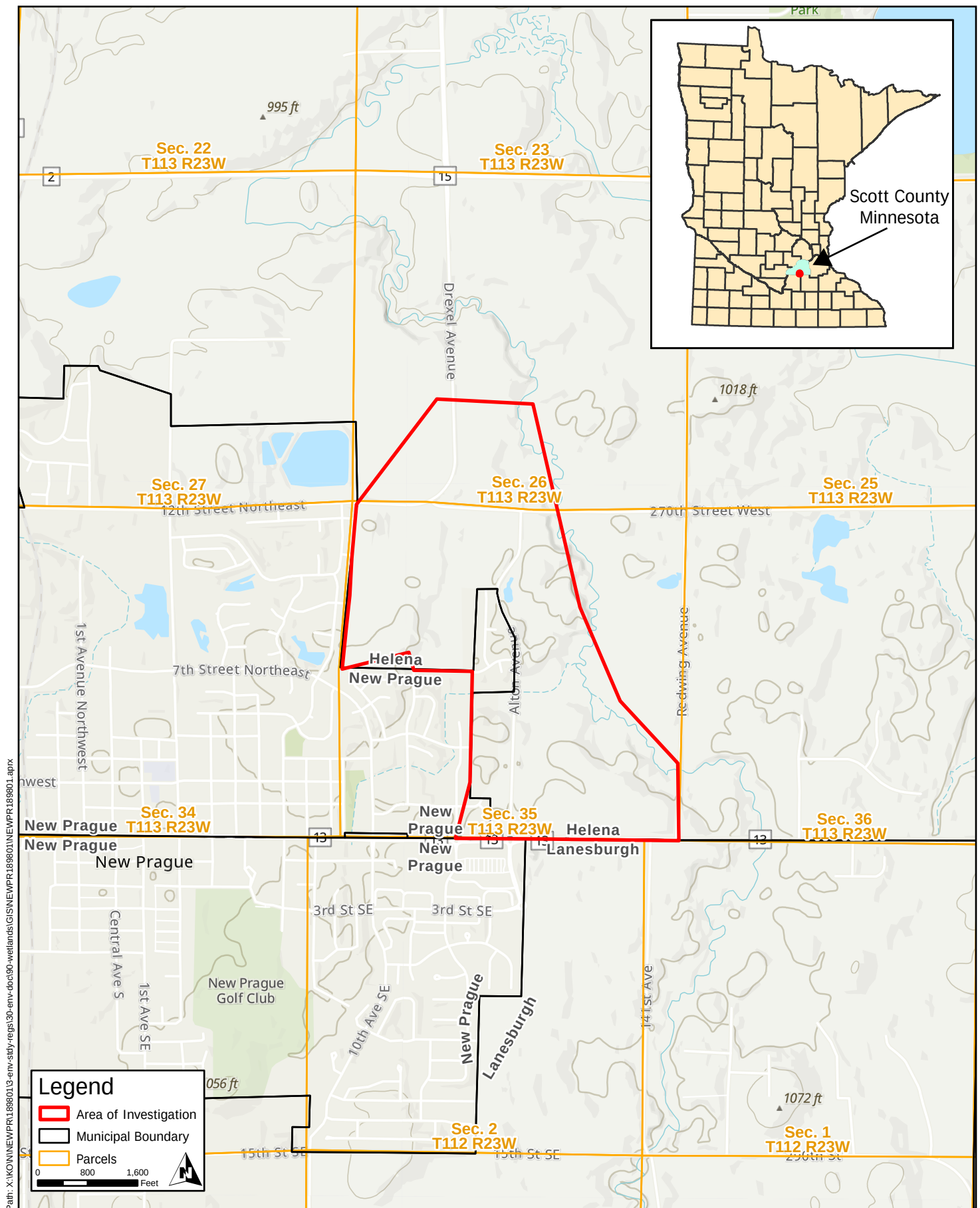
Figure 3 – NWI & MnDNR PWI

Figure 4 – Scott County Soil Survey (SSURGO)

Figure 4b – Soil Description

Figure 5 – MnTOPO LiDAR & 2-Foot Contours

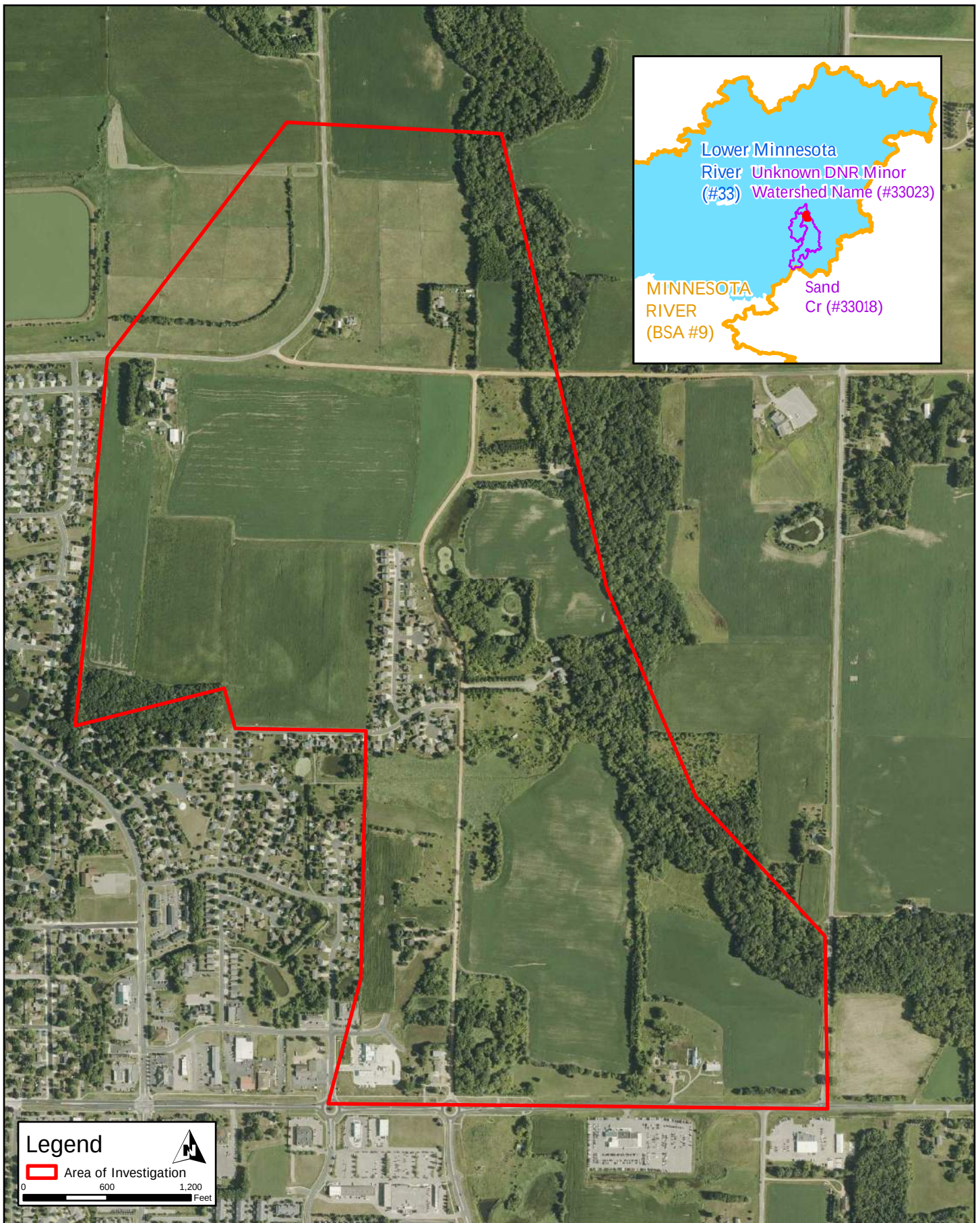
Figure 6 – Level 1 Wetland Delineation Results



ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 1
Site Location and Topography

Path: X:\KON\NEWPR\189801\3-env-stfy-regs\30-env-dcd\30-wetlands\GIS\NEWPR\189801\NEWPR189801.aprx



Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MnDNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 2
2023 Aerial Photography &
Watersheds

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Path: X:\KON\NEWPR\189801\9-env-stly-regs\30-env-dcd\30-wetlands\GIS\NEWPR\189801\NEWPR189801.aprx



Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 2a
2025 Aerial Photography

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Path: X:\KON\NEWPR\189801\9-env-stdy-regs\30-env-dcd\30-wetlands\GIS\NEWPR\189801\NEWPR189801.aprx



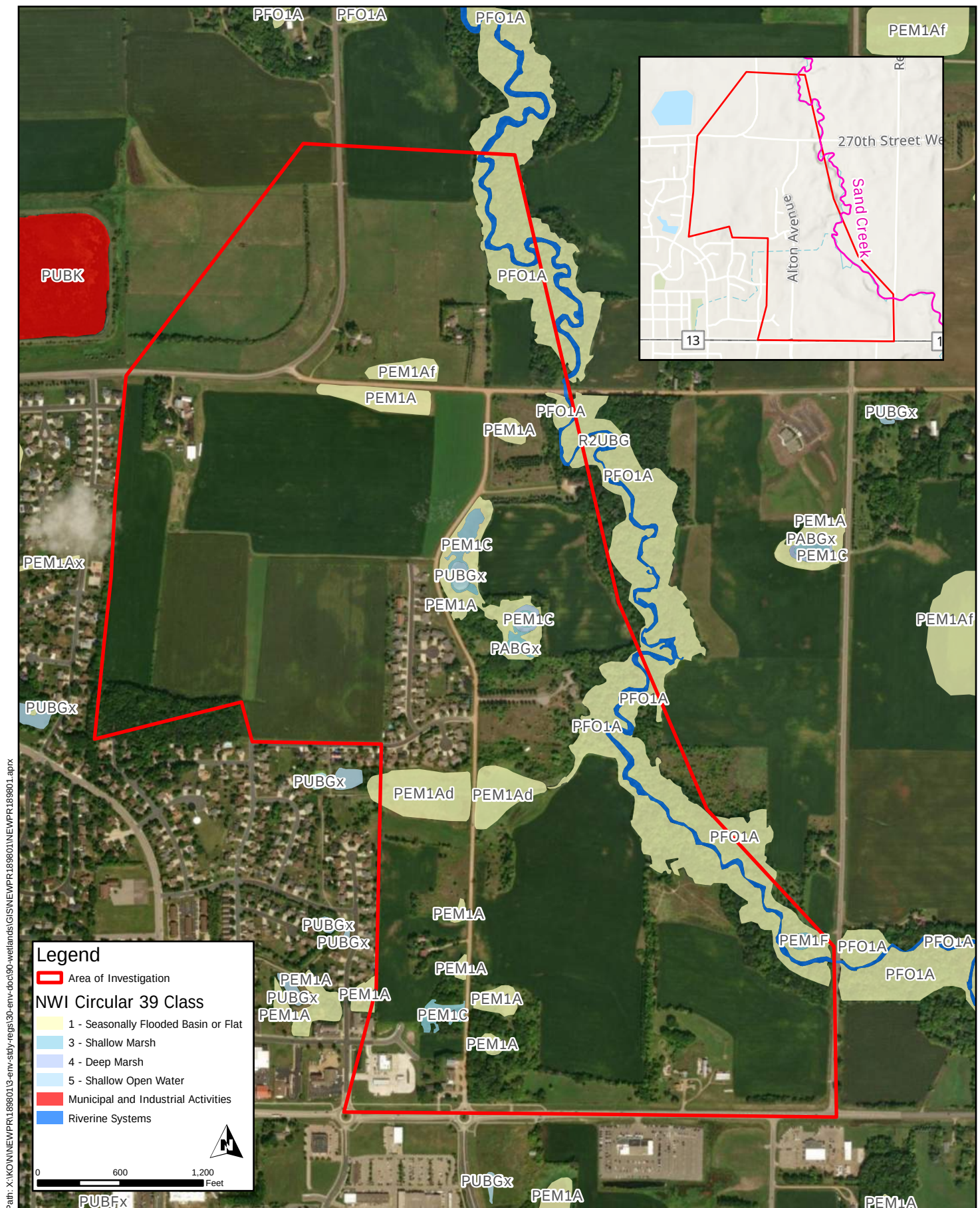
Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 2b
2021 Aerial Photography

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Path: X:\KON\NEWPR\189801\2-env-stdy-regs\30-env-dcd\30-wetlands\GIS\NEWPR\189801\NEWPR189801.aprx

Legend

 Area of Investigation

NWI Circular 39 Class

- 1 - Seasonally Flooded Basin or Flat
- 3 - Shallow Marsh
- 4 - Deep Marsh
- 5 - Shallow Open Water
- Municipal and Industrial Activities
- Riverine Systems

0 600 1,200 Feet

Project Number: NEWPR 189801
 Print Date: 2/9/2026

Map by: mpolgar
 Projection:
 Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 3
NWI and MNDNR PWI

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Path: X:\KON\NEWPR189801\3-env-study-regs\30-env-dcd\30-wetlands\GIS\NEWPR189801\NEWPR189801.aprx

Map Unit	Soil Series	Hydric Rating
106B	Lester loam, 2 to 6 percent slopes	10
109	Cordova clay loam, 0 to 2 percent slopes	90
Ab	Alluvial land, frequent overflow, 0 to 6 percent slopes	90
Bc	Blue Earth mucky silt loam, 0 to 1 percent slopes	100
CaB	Clarion loam, 2 to 6 percent slopes	5
CaB2	Clarion loam, 2 to 6 percent slopes, moderately eroded	5
CaC2	Clarion loam, 6 to 10 percent slopes, moderately eroded	0
Cc	Comfrey silty clay loam	100
Ga	Glencoe silty clay loam, 0 to 1 percent slopes	100
LaB2	Estherville loam, 2 to 6 percent slopes, moderately eroded	5
LbD	Estherville-Burnsville complex, 12 to 50 percent slopes	5
LcB	Lester loam, 2 to 6 percent slopes	10
LcB2	Lester loam, 2 to 6 percent slopes, moderately eroded	0
LcC	Lester loam, 6 to 10 percent slopes	5
LcC2	Lester loam, 6 to 10 percent slopes, moderately eroded	2
LcD	Lester loam, 10 to 16 percent slopes	2
LcD2	Lester loam, 10 to 16 percent slopes, moderately eroded	0
LcE2	Lester loam, 10 to 22 percent slopes, moderately eroded	0
LdF3	Lester soils, 25 to 35 percent slopes	0
Lf	Le Sueur-Lester complex, 1 to 6 percent slopes	10
Ma	Marsh	100
PaA	Klossner muck, 0 to 1 percent slopes	100
TcB	Terril loam, 2 to 6 percent slopes	8
Wb	Webster-Glencoe silty clay loams	100
Wc	Webster-Le Sueur silty clay loams	70



Project Number: NEWPR 189801
Print Date: 2/9/2026

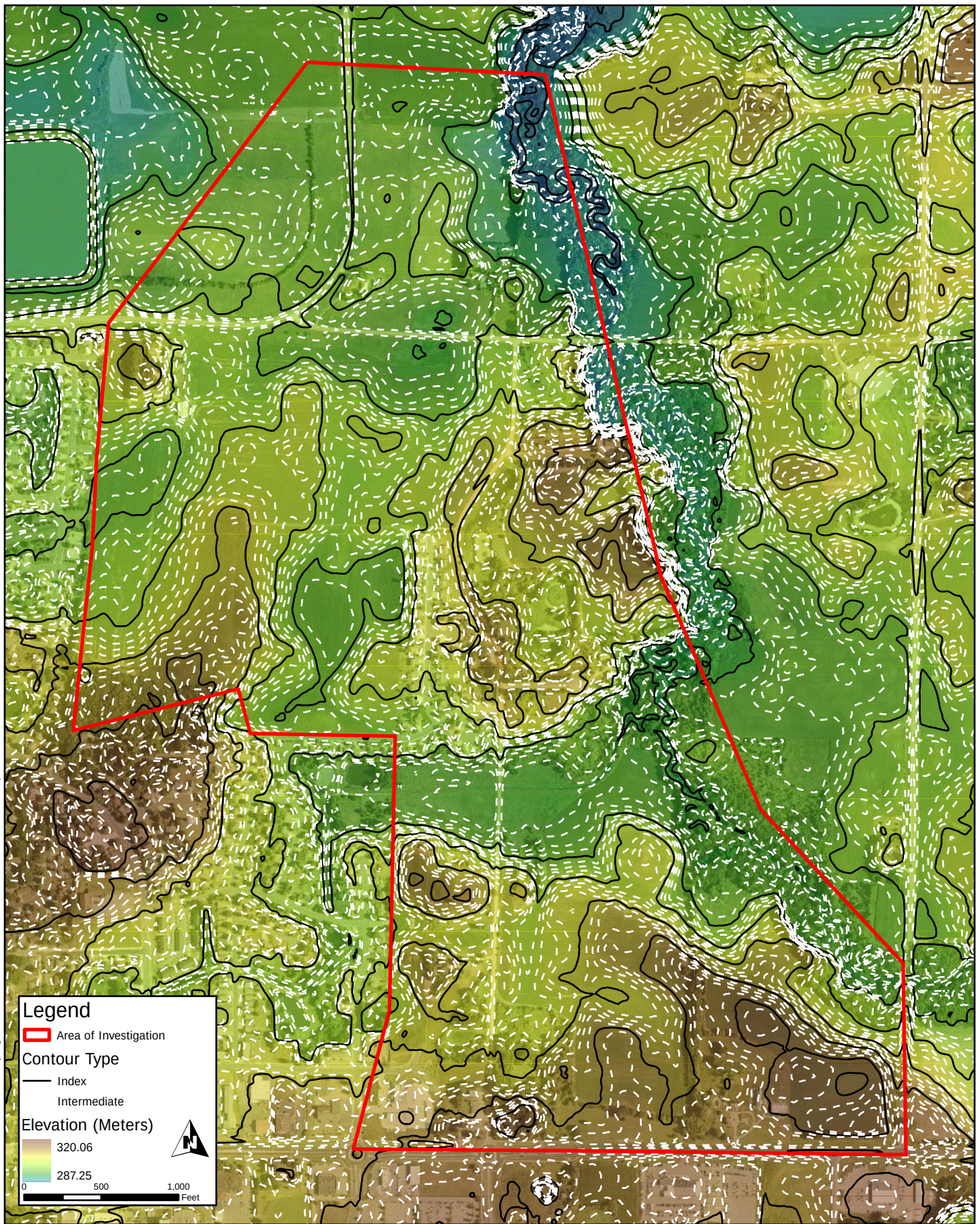
Map by: mpolgar
Projection: NAD 1983 UTM Zone 15N
Source: ESRI, SEH, USGS, USDA NRCS

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 4a
Soils Description

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Path: X:\KON\NEWPR\189801\2-env-stly-regs\30-env-dcd\30-wetlands\GIS\NEWPR\189801\NEWPR189801.aprx



Project Number: NEWPR 189801
Print Date: 2/9/2026

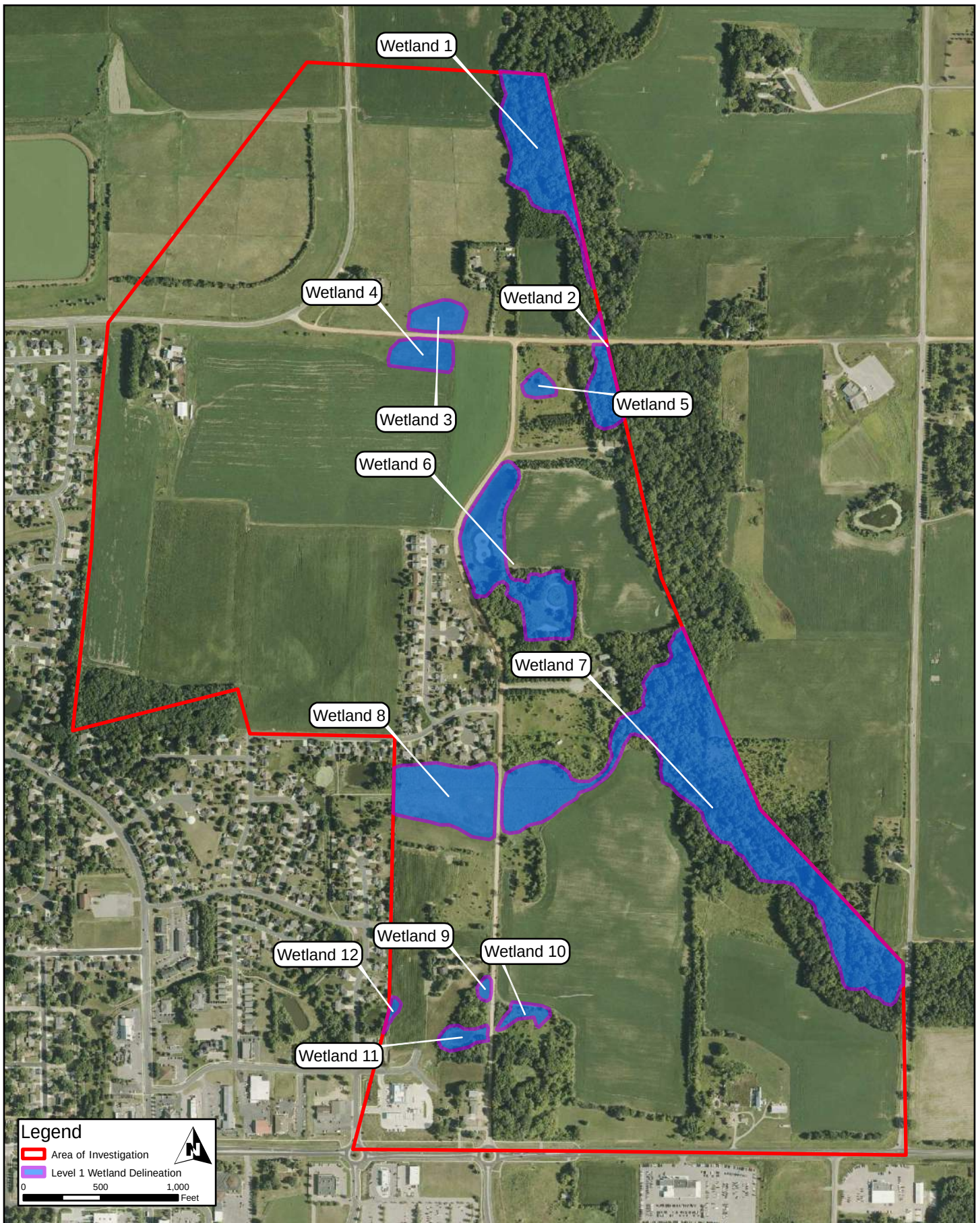
Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 5
LiDAR & 2-Foot Contours

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Path: X:\KONIN\NEWPR\189801\9-env-stly-regs\30-env-dcd\30-wetlands\GIS\NEWPR\189801\NEWPR189801.aprx



Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

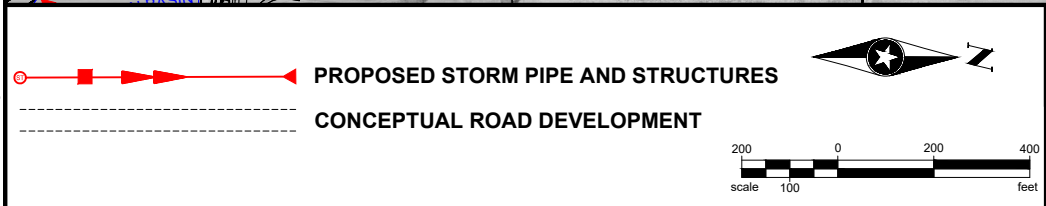
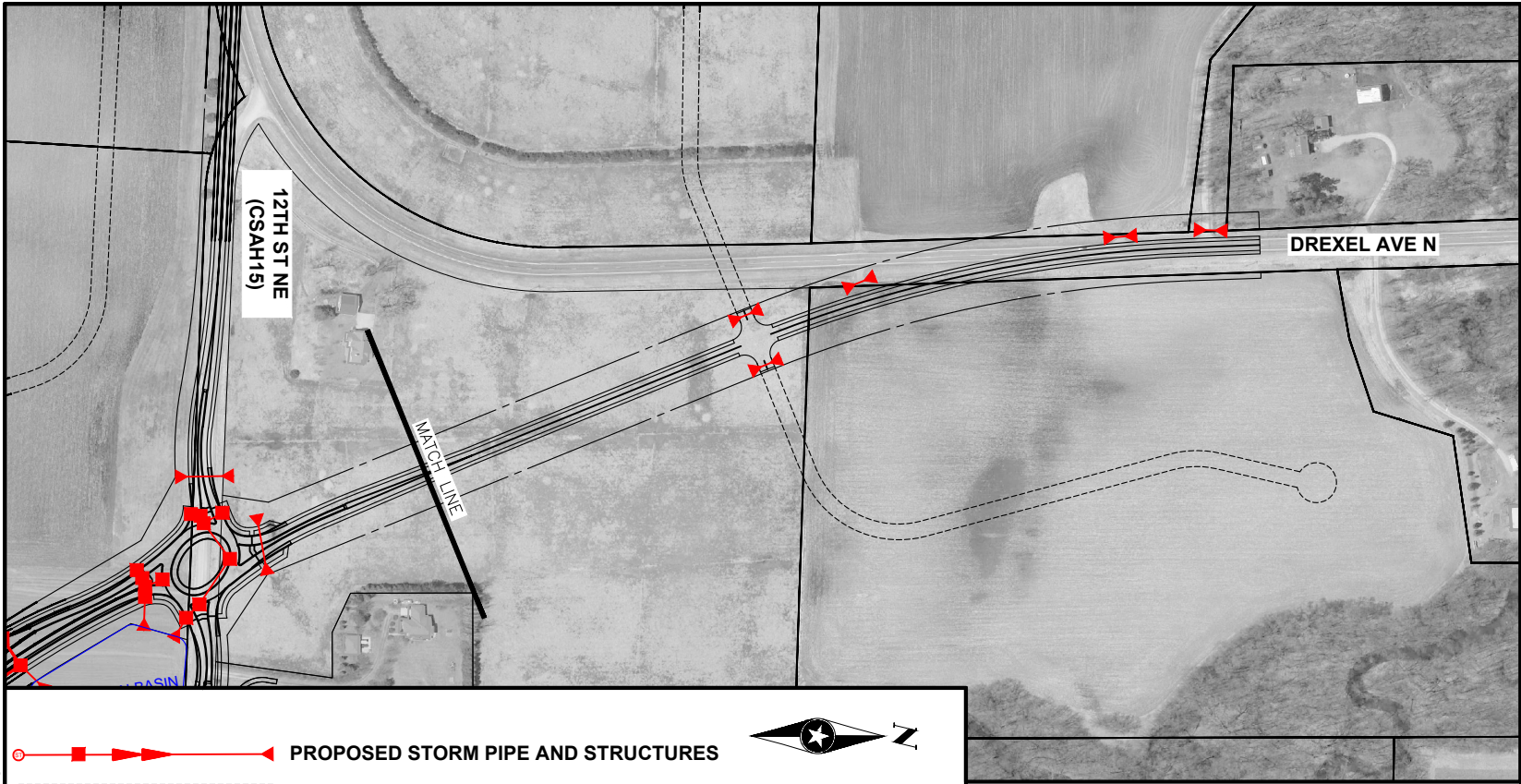
FIGURE 6
Level 1 Wetland Delineation Results

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

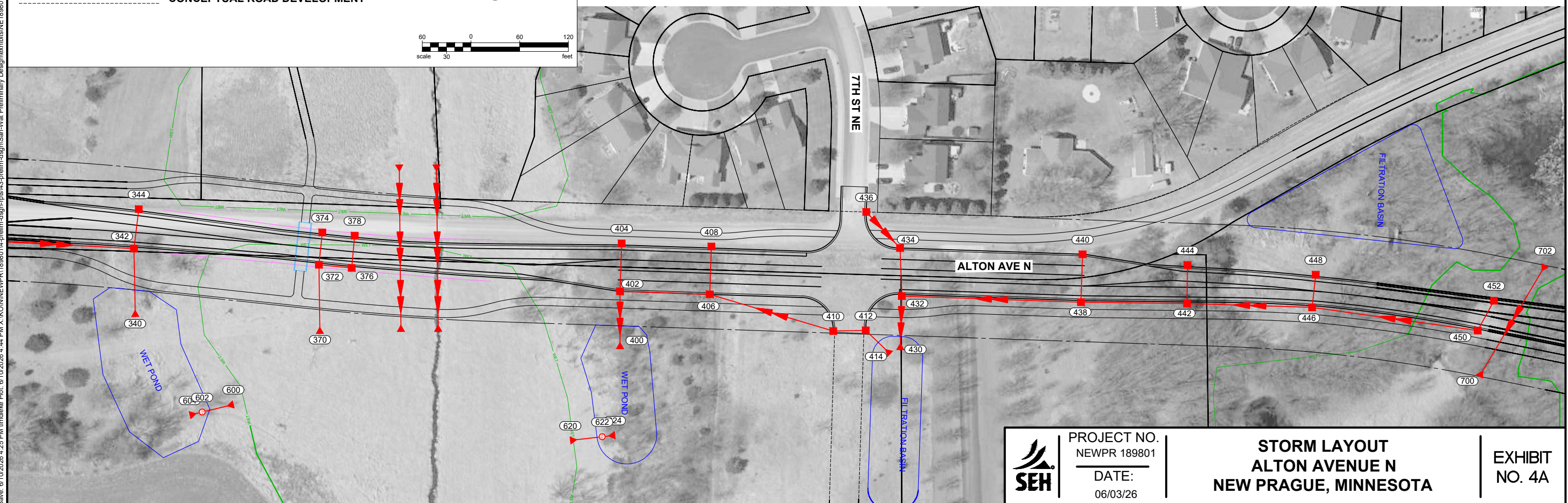
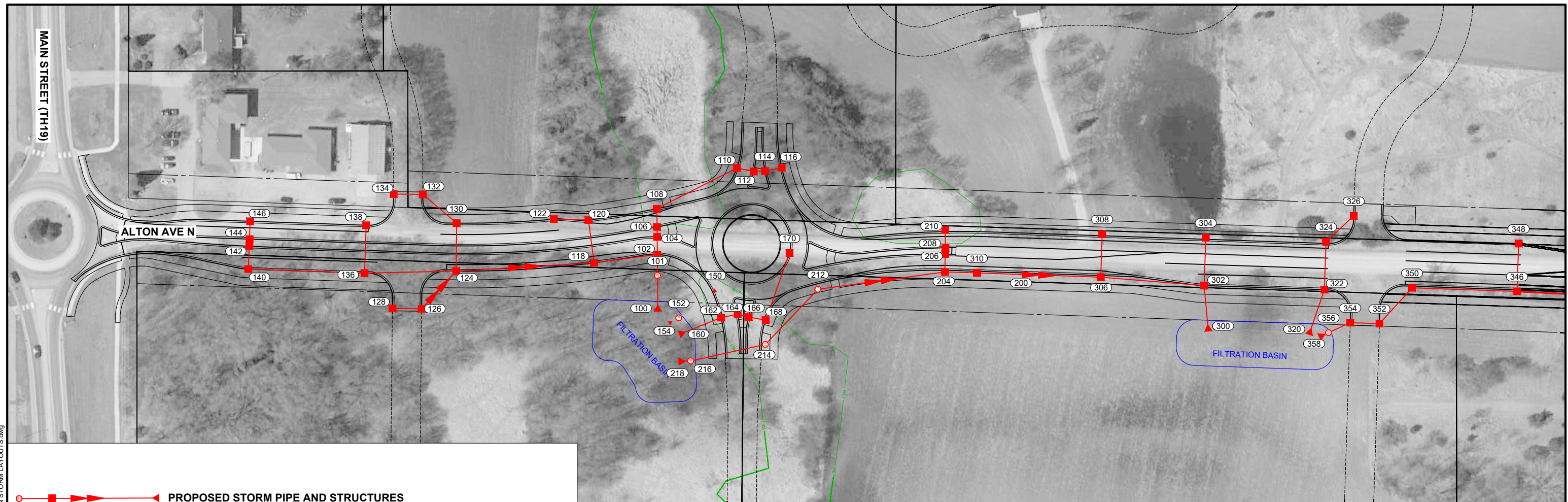
Appendix D

Alton Avenue Storm Sewer Layout

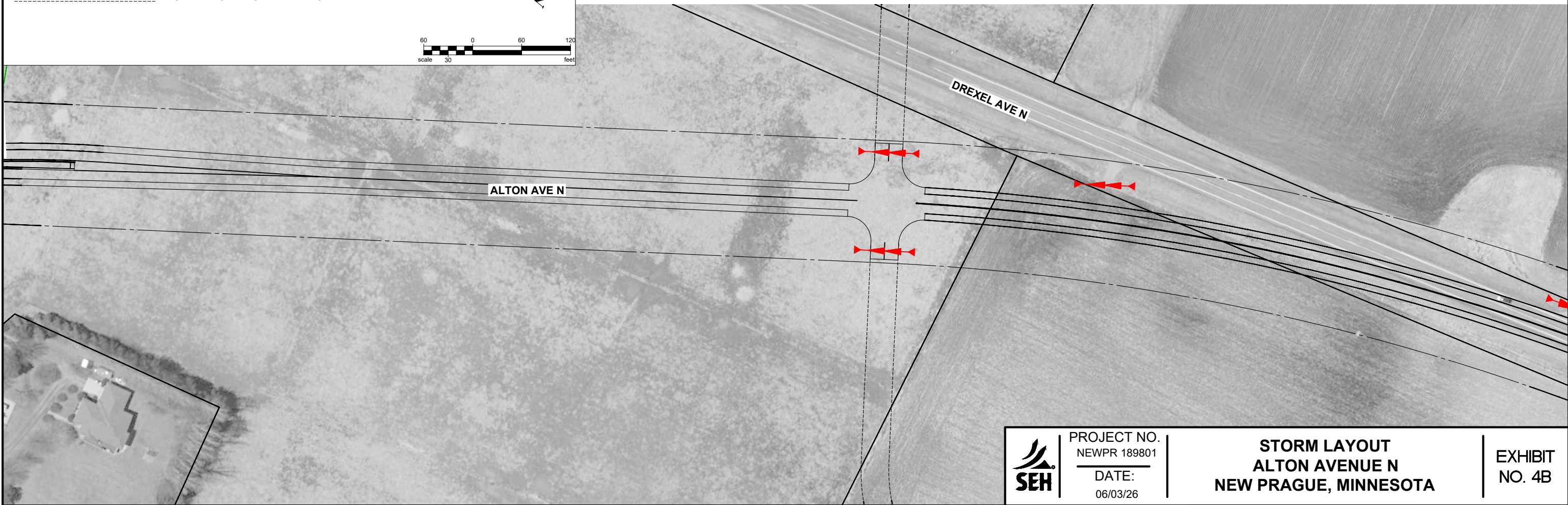
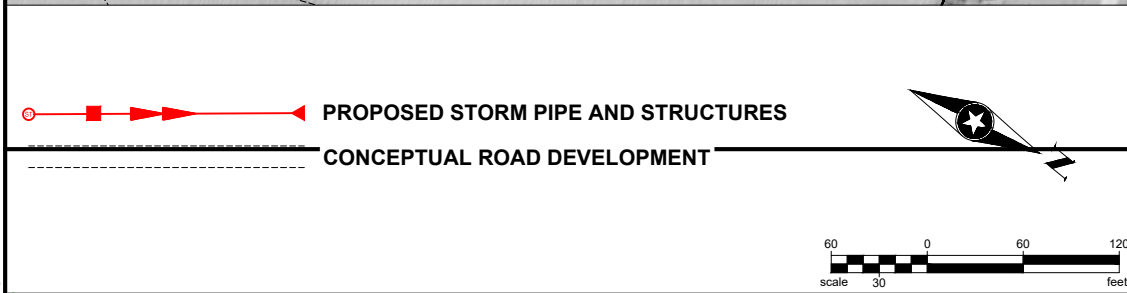
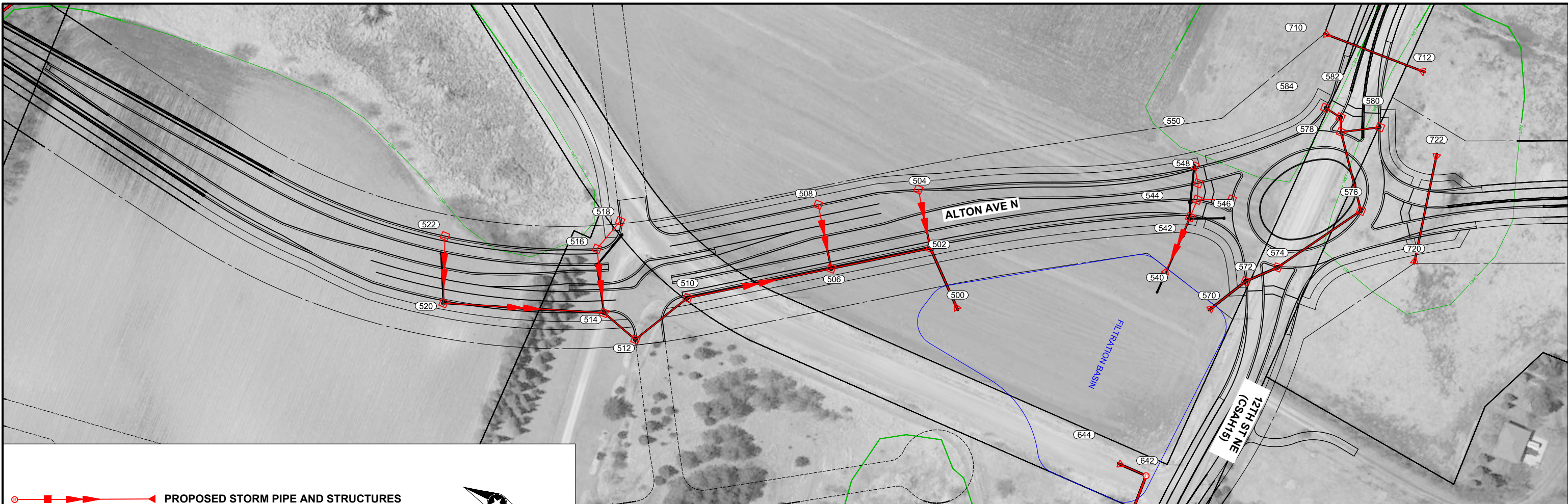
Save: 6/10/2026 4:25 PM timdieke Plot: 6/10/2026 4:43 PM X:\KONNEWPR189801\4-prelim-dsgr-rps\43-prelim-dsgr\San-Wat Preliminary Design\text\189801 PLAN STORM OVERALL.dwg



	PROJECT NO. NEWPR 189801	STORM SEWER LAYOUT - FULL BUILD ALTON AVENUE N NEW PRAGUE, MINNESOTA	FIGURE NO. #
	DATE: 06/03/26		

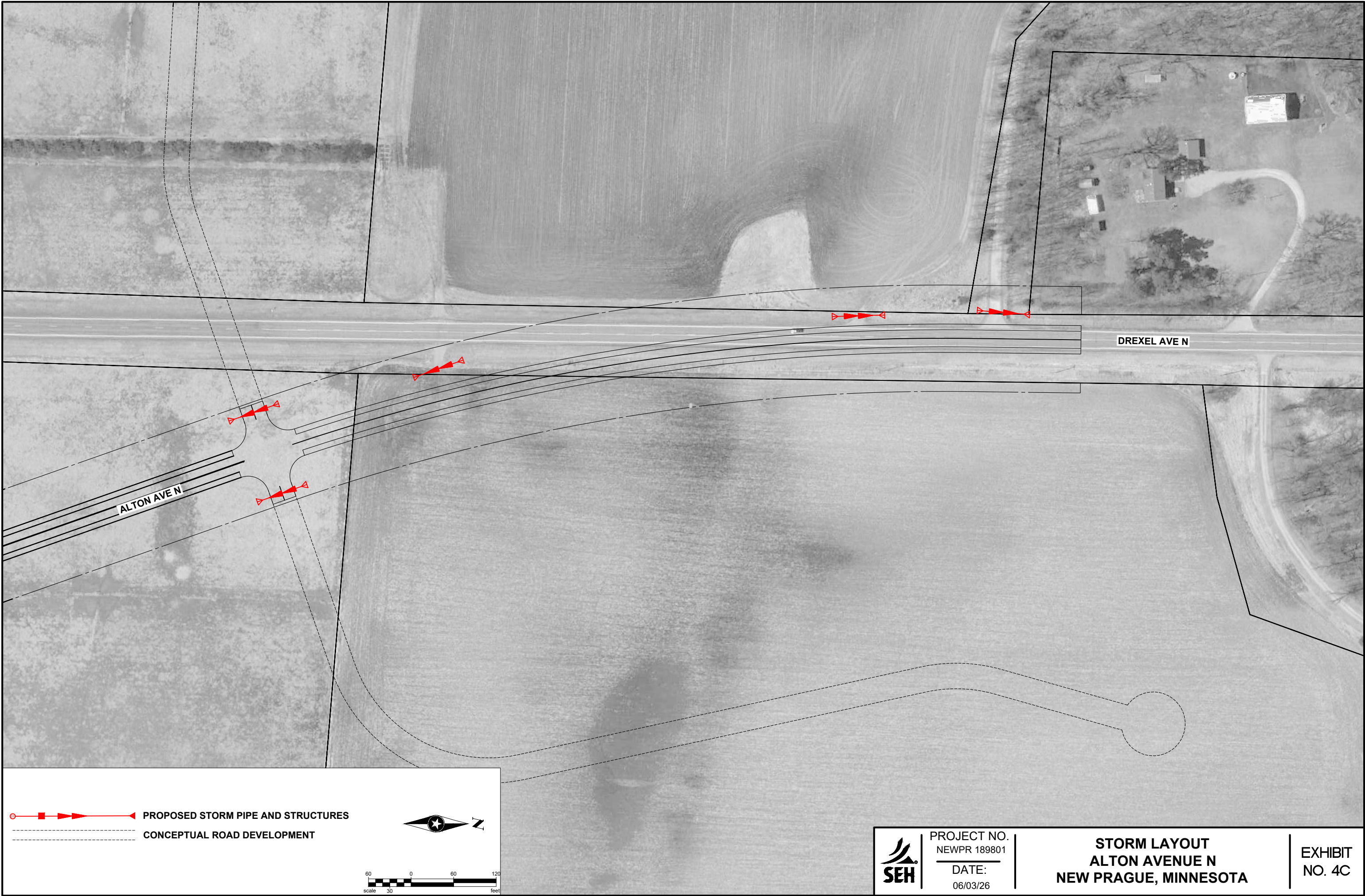


Save: 6/10/2026 4:25 PM timdieke Plot: 6/10/2026 4:44 PM X:\KONNEWPR189801\4-prelim-dsgr-rps\43-prelim-dsgr\San-Wat Preliminary Design\exhibits\NE 189801 PLAN STORM LAYOUTS.dwg



	PROJECT NO. NEWPR 189801	STORM LAYOUT ALTON AVENUE N NEW PRAGUE, MINNESOTA	EXHIBIT NO. 4B
	DATE: 06/03/26		

Save: 6/10/2026 4:25 PM Imdielke Plot: 6/10/2026 4:44 PM X:\KONNEWPR189801\4-prelim-dsgn-rps\43-prelim-dsgn\San-Wat Preliminary Design\exhibits\NE 189801 PLAN STORM LAYOUTS.dwg

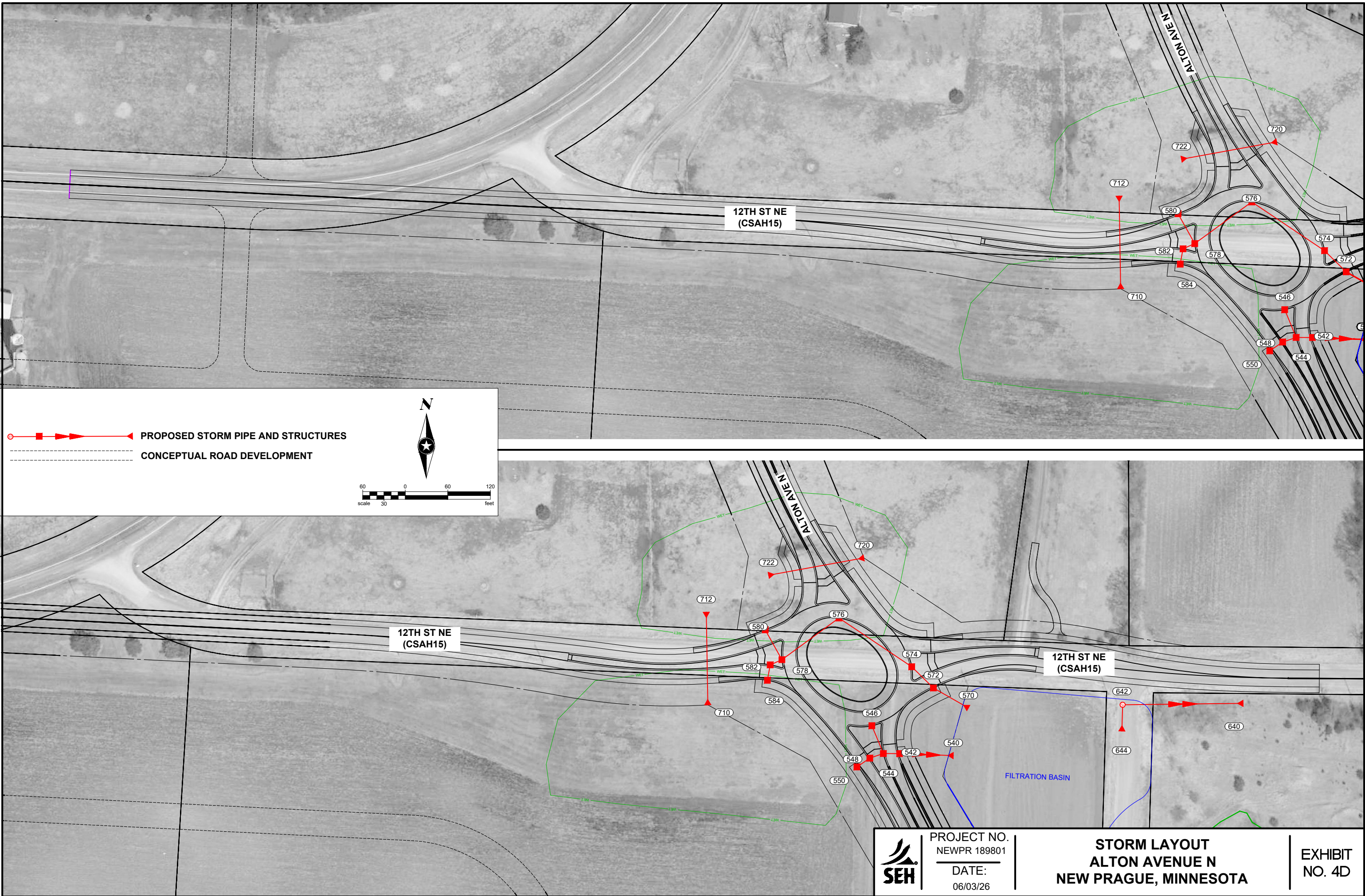


PROPOSED STORM PIPE AND STRUCTURES
CONCEPTUAL ROAD DEVELOPMENT

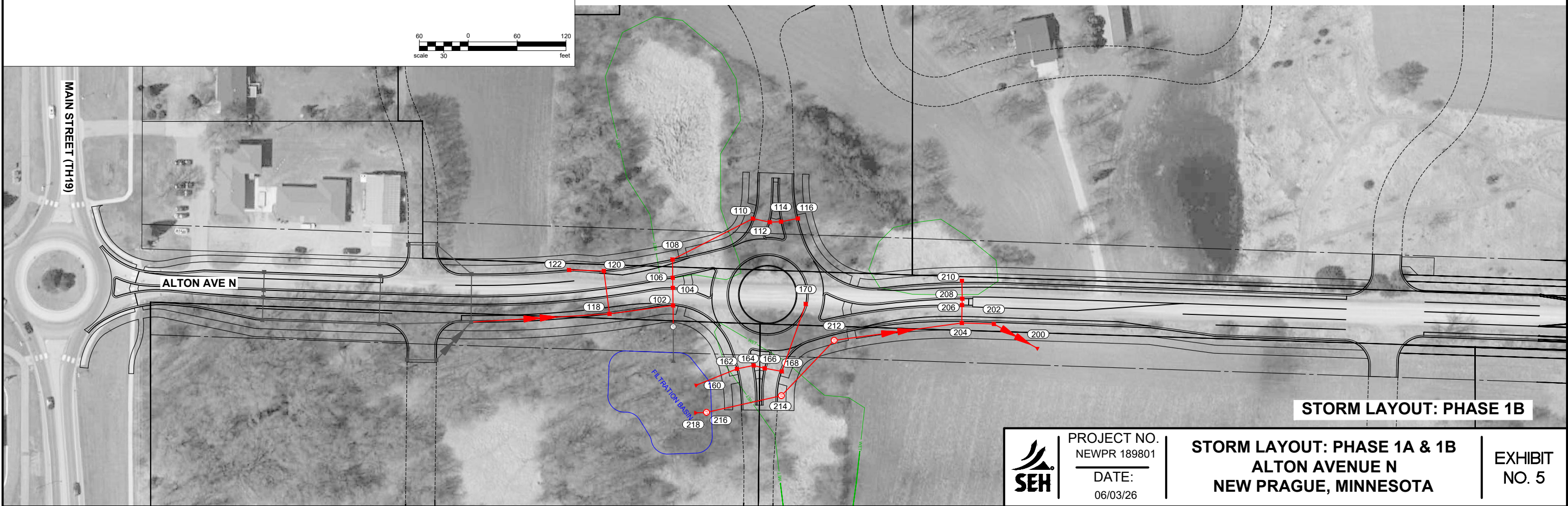
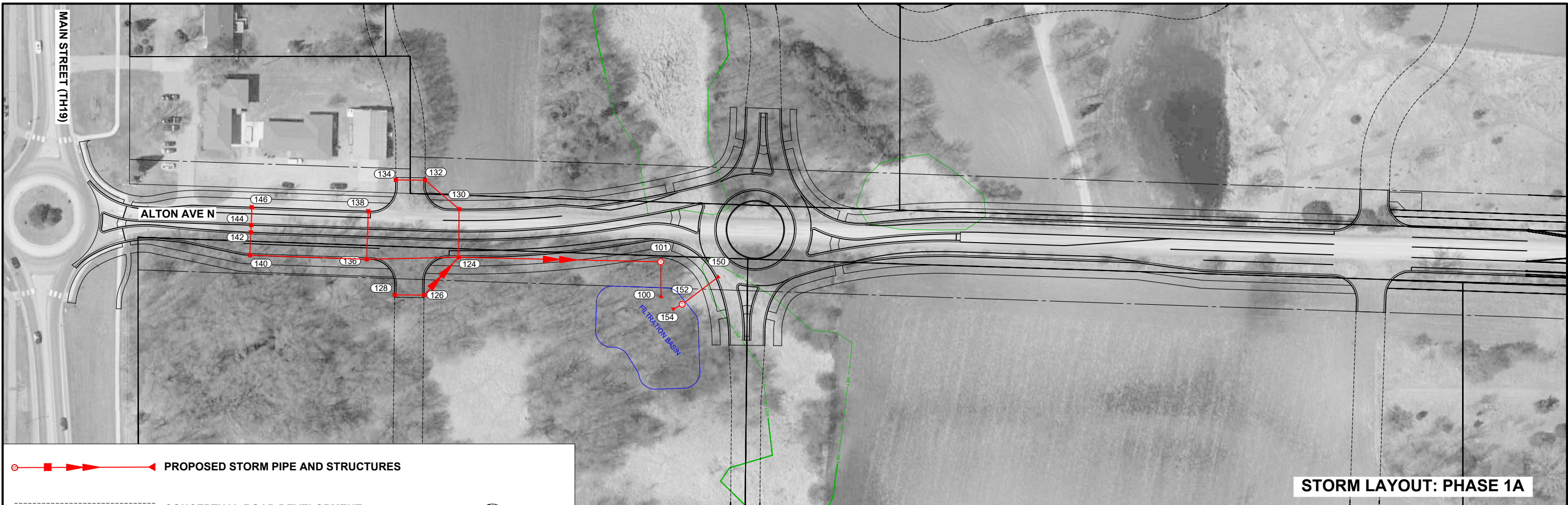


	PROJECT NO. NEWPR 189801	STORM LAYOUT ALTON AVENUE N NEW PRAGUE, MINNESOTA	EXHIBIT NO. 4C
	DATE: 06/03/26		

Save: 6/10/2026 4:25 PM I:\mdeke Plot: 6/10/2026 4:45 PM X:\KONNEWPR189801\4-prelim-dsgn-rps\43-prelim-dsgn\San-Wat Preliminary Design\exhibits\NE 189801 PLAN STORM LAYOUTS.dwg



Save: 6/10/2026 4:25 PM timdieke Plot: 6/10/2026 4:45 PM X:\KONNEWPR189801\4-prelim-dsgn-rps\43-prelim-dsgn\San-Wat Preliminary Design\exhibits\NE 189801 PLAN STORM LAYOUTS.dwg

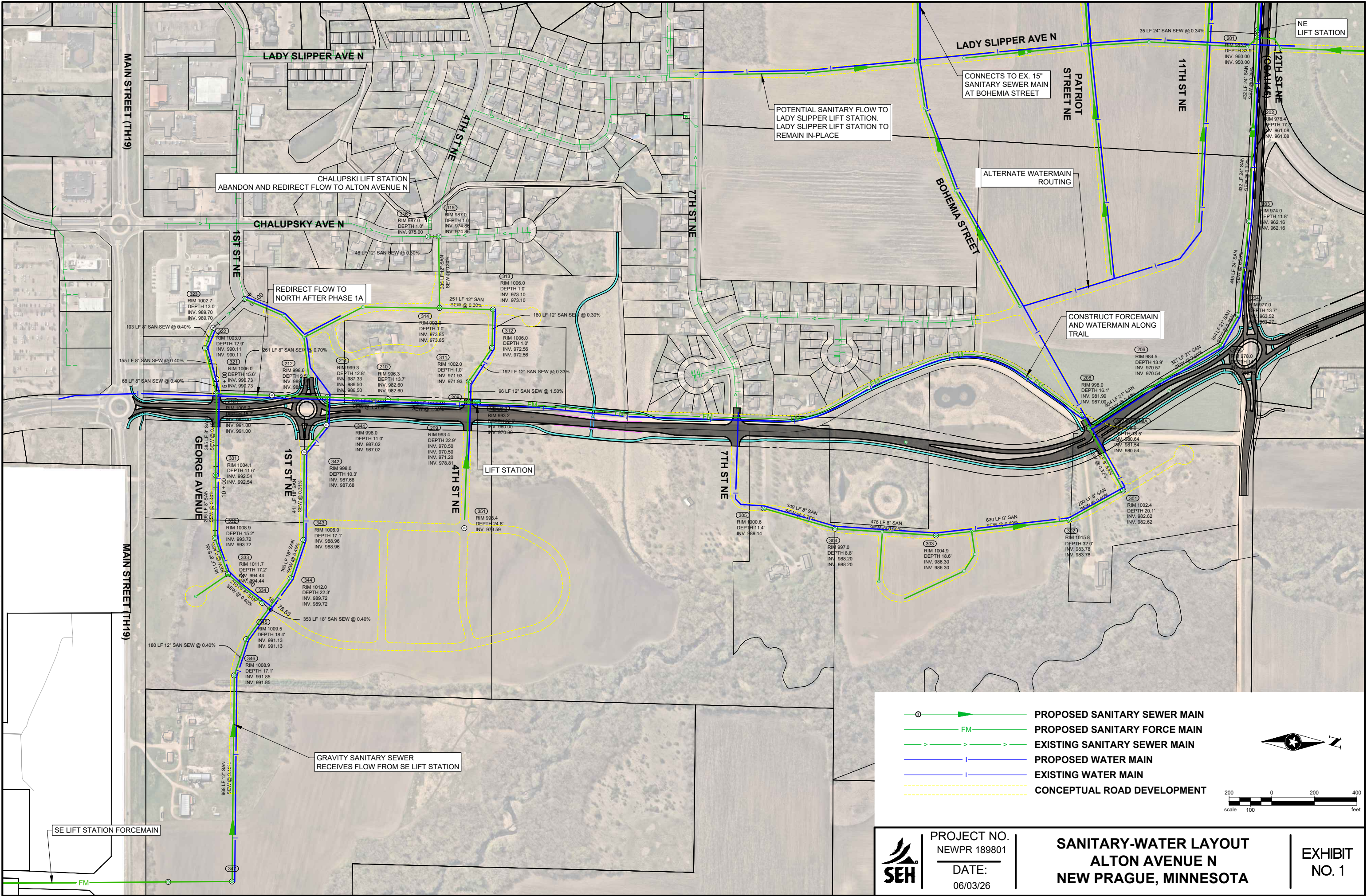


	PROJECT NO. NEWPR 189801	STORM LAYOUT: PHASE 1A & 1B ALTON AVENUE N NEW PRAGUE, MINNESOTA	EXHIBIT NO. 5
	DATE: 06/03/26		

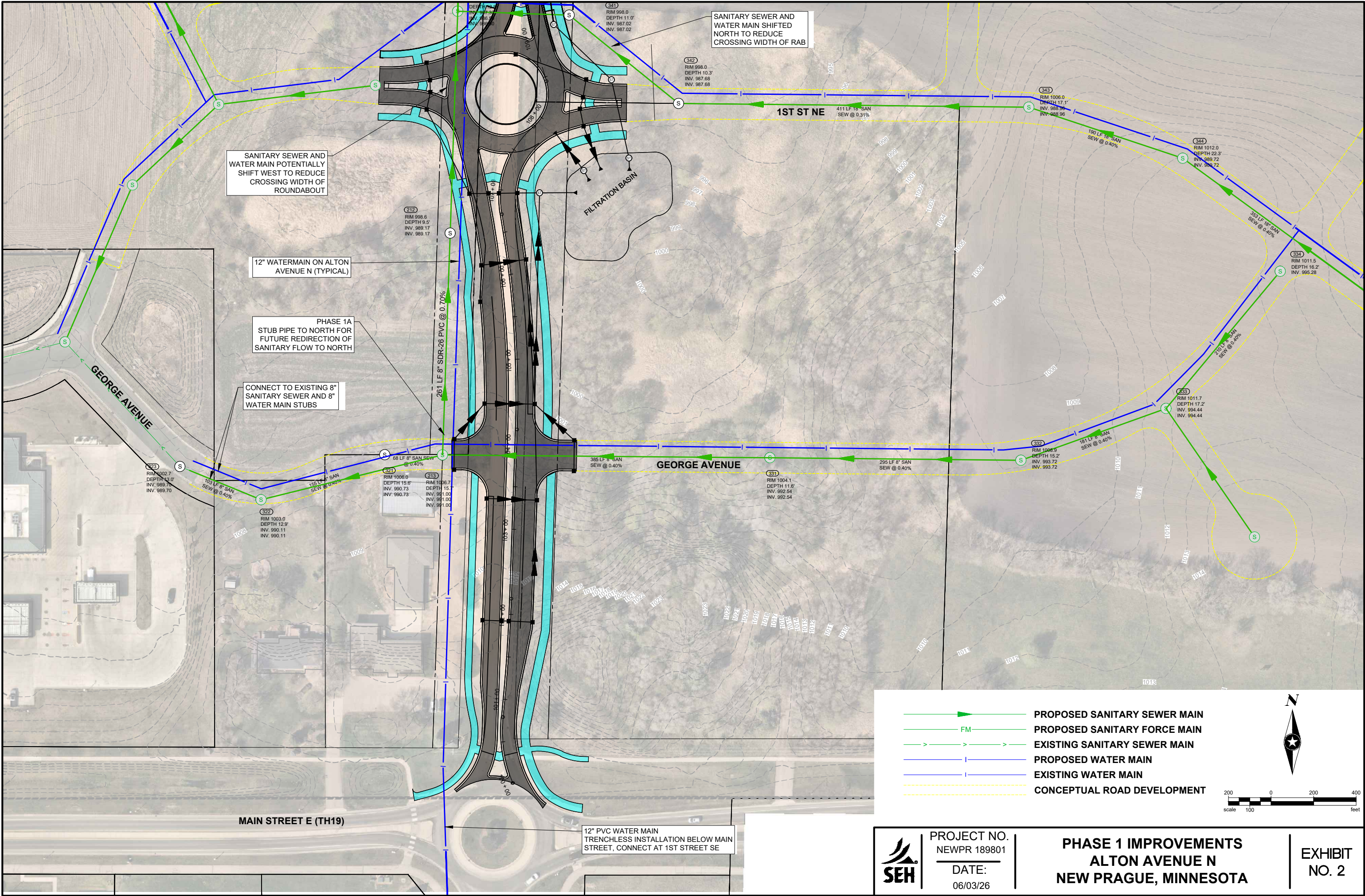
Appendix E

City of New Prague Utility Layouts

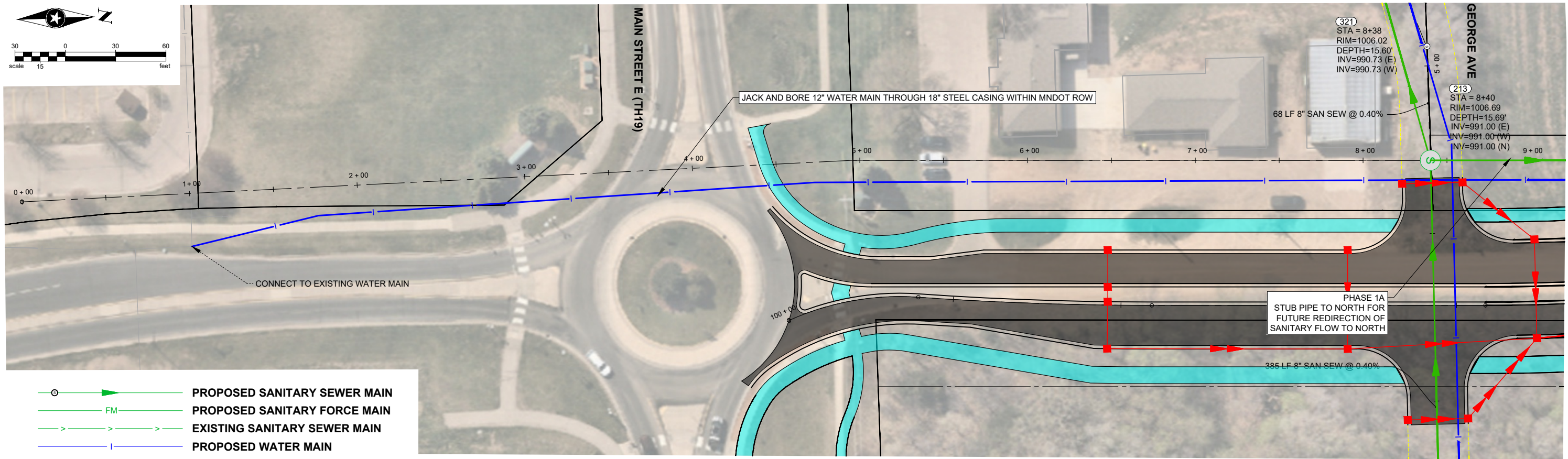
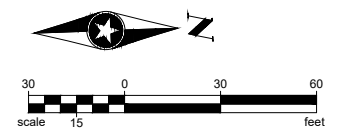
Save: 7/31/2026 11:20 AM c:\kronson\Plot: 9/17/2026 10:59 AM X:\KONINNEW\PR118080\14-prelim-dsgn-san-wat-preliminary design exhibits\NE 189801 PLAN SANWAT OVERALL.dwg



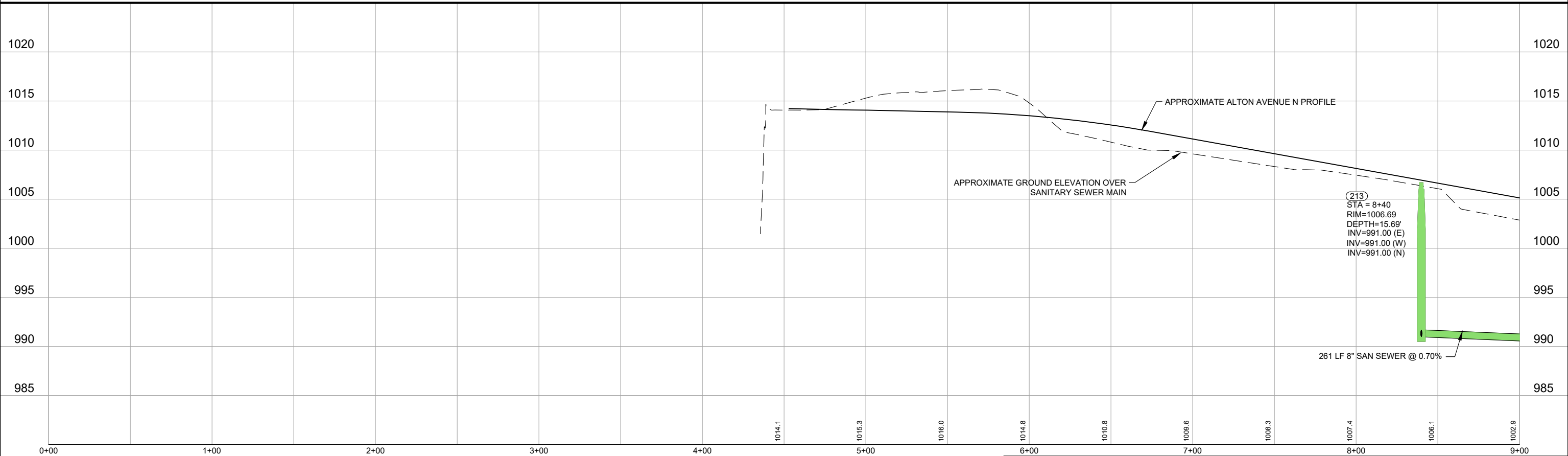
Save: 7/31/2026 11:56 AM c:\kronson\Plot: 9/17/2026 10:58 AM X:\KONIN\NEW\PR1\8980114-prelim-dsgn-rpts\43-prelim-dsgn-san-wat preliminary design exhibits\NE\189801 PLAN SANWAT PHASE1A.dwg



Save: 6/29/2026 9:58 AM cknulson Plot: 7/31/2026 11:47 AM x:\KON\NEWPR\189801\4-prelim-dsgn-rpts\43-prelim-dsgn-san-wat-preliminary design\exhibits\NE189801 PLAN SANWAT.dwg



ALTON AVENUE N

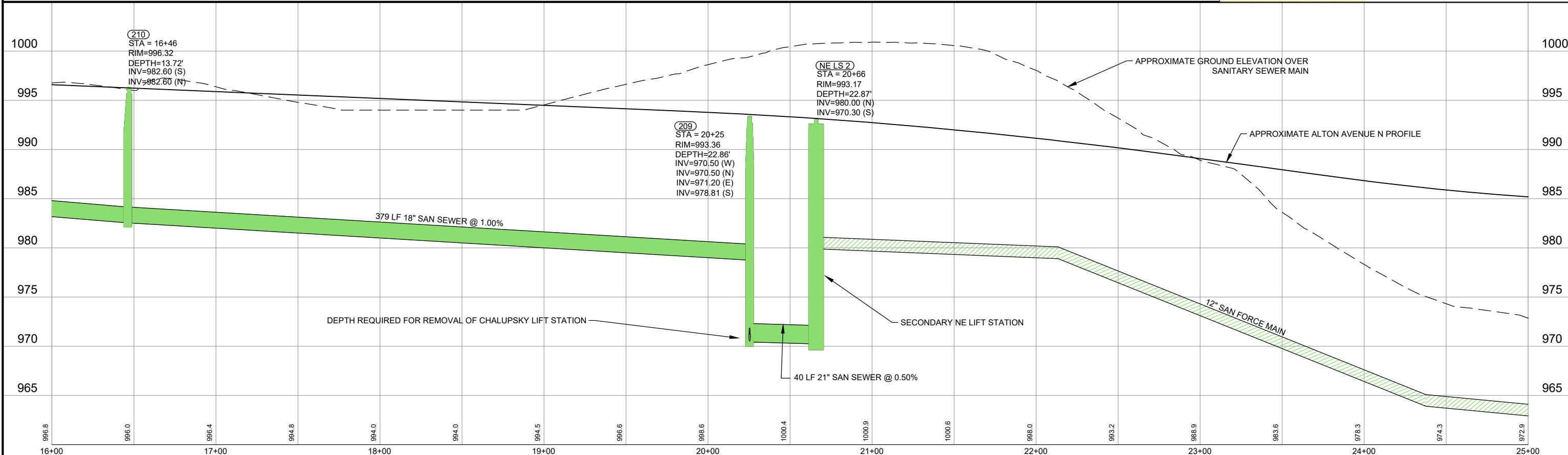
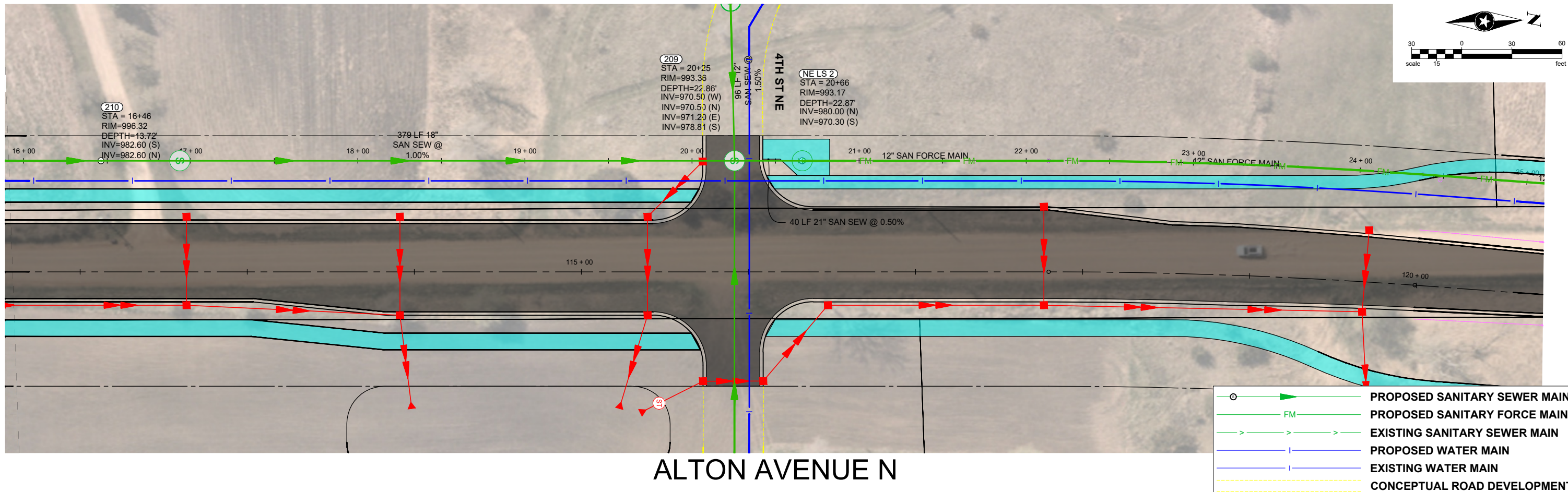


PROJECT NO.
NEWPR 189801
DATE:
06/03/26

ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT
NO. 3A

Save: 7/31/2026 11:55 AM skrutson Plot: 9/17/2026 11:05 AM X:\K\IN\NEWPR\189801\4-prelim-dsgn-rpts\43-prelim-dsgn\san-wat preliminary design\exhibits\NE189801 PLAN SANWAT.dwg



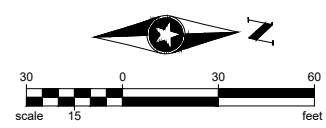
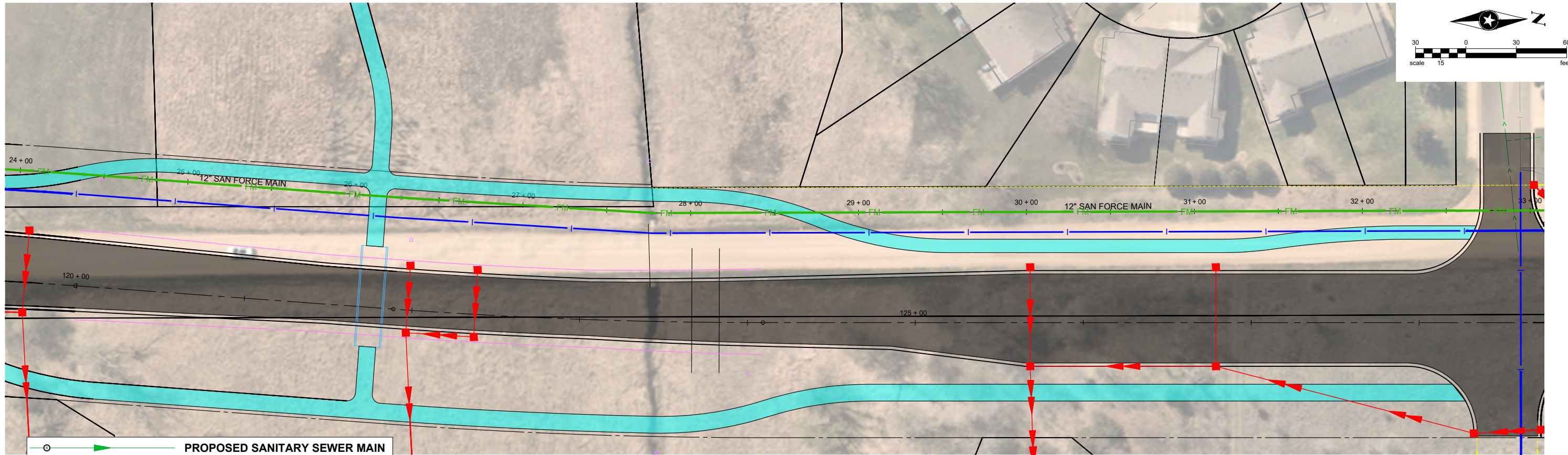


PROJECT NO.
NEWPR 189801
DATE:
06/03/26

ALTON AVENUE N
NEW PRAGUE, MINNESOTA

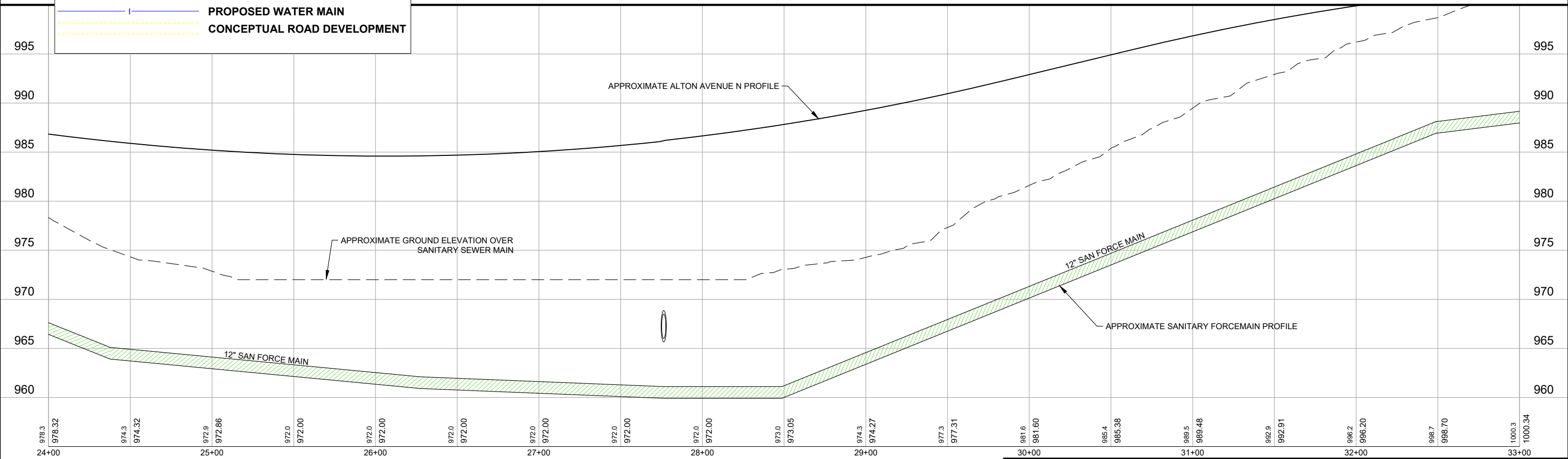
EXHIBIT
NO. 3C

Save: 6/9/2026 11:15 AM cknulson Plot: 6/9/2026 11:20 AM X:\KONNEWPR\189801\4-prelim-dsgn-rps\43-prelim-dsgn\San-Wat Preliminary Design\exhibits\NE 189801 PLAN SANWAT.dwg



- PROPOSED SANITARY SEWER MAIN
- PROPOSED SANITARY FORCE MAIN
- PROPOSED STORM SEWER
- PROPOSED WATER MAIN
- CONCEPTUAL ROAD DEVELOPMENT

ALTON AVENUE N





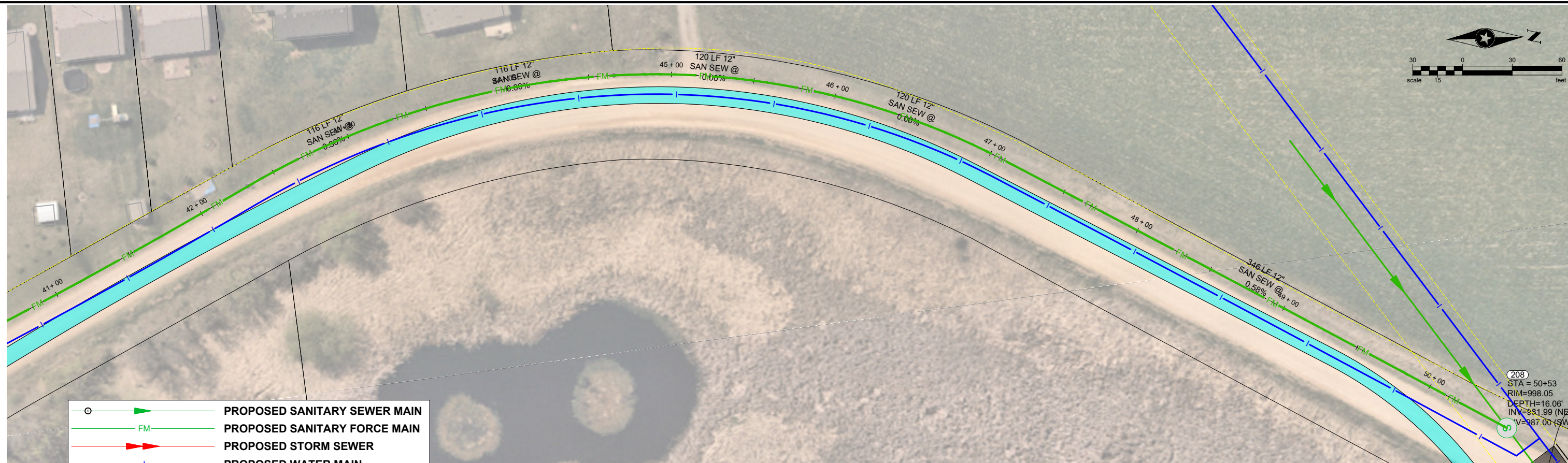
PROJECT NO.
NEWPR 189801

DATE:
06/03/26

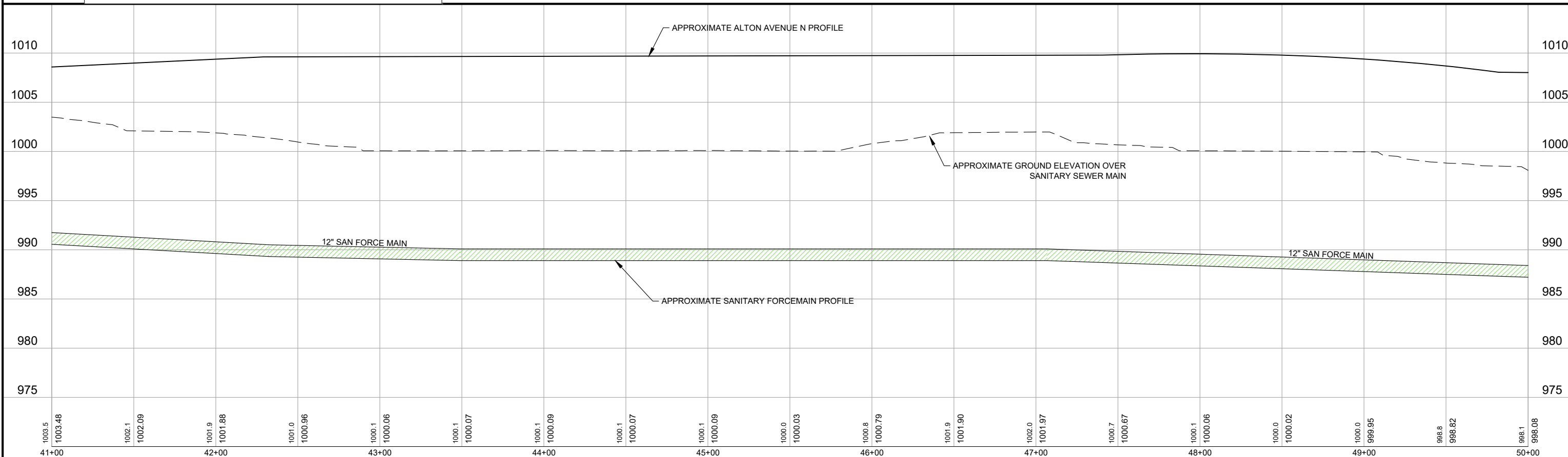
ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT
NO. 3D

Save: 6/9/2026 11:15 AM cknulson Plot: 6/9/2026 11:21 AM X:\KONNEWPR\189801\4-prelim-dsgn-rps\43-prelim-dsgn\San-Wat Preliminary Design\exhibits\NE 189801 PLAN SANWAT.dwg



ALTON AVENUE N



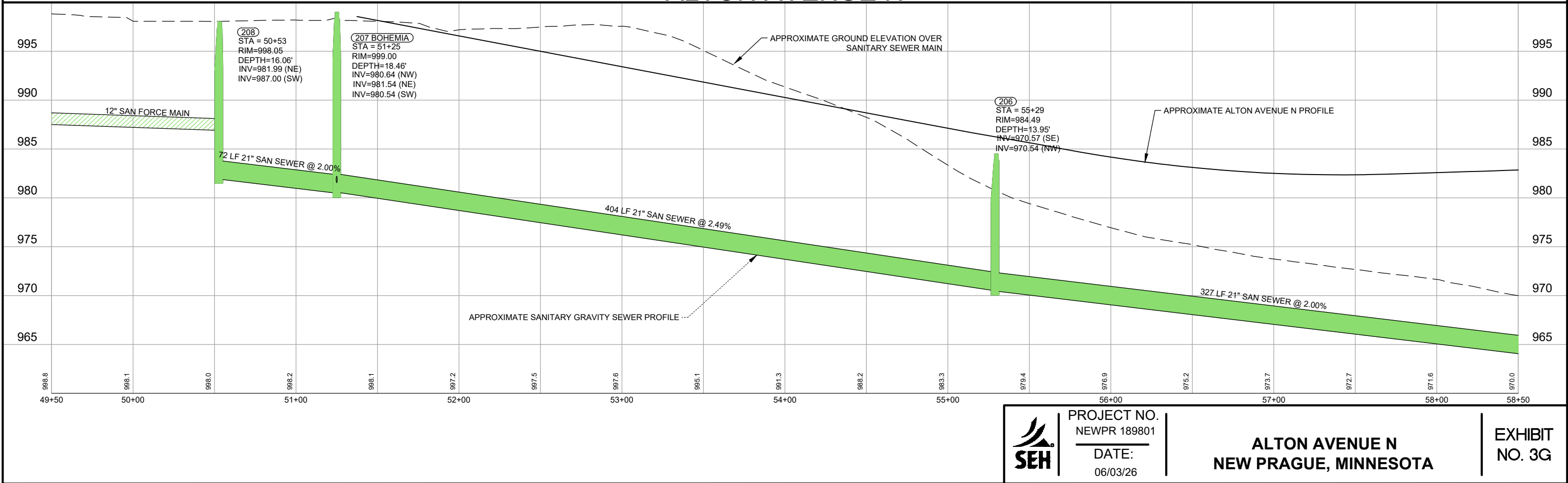
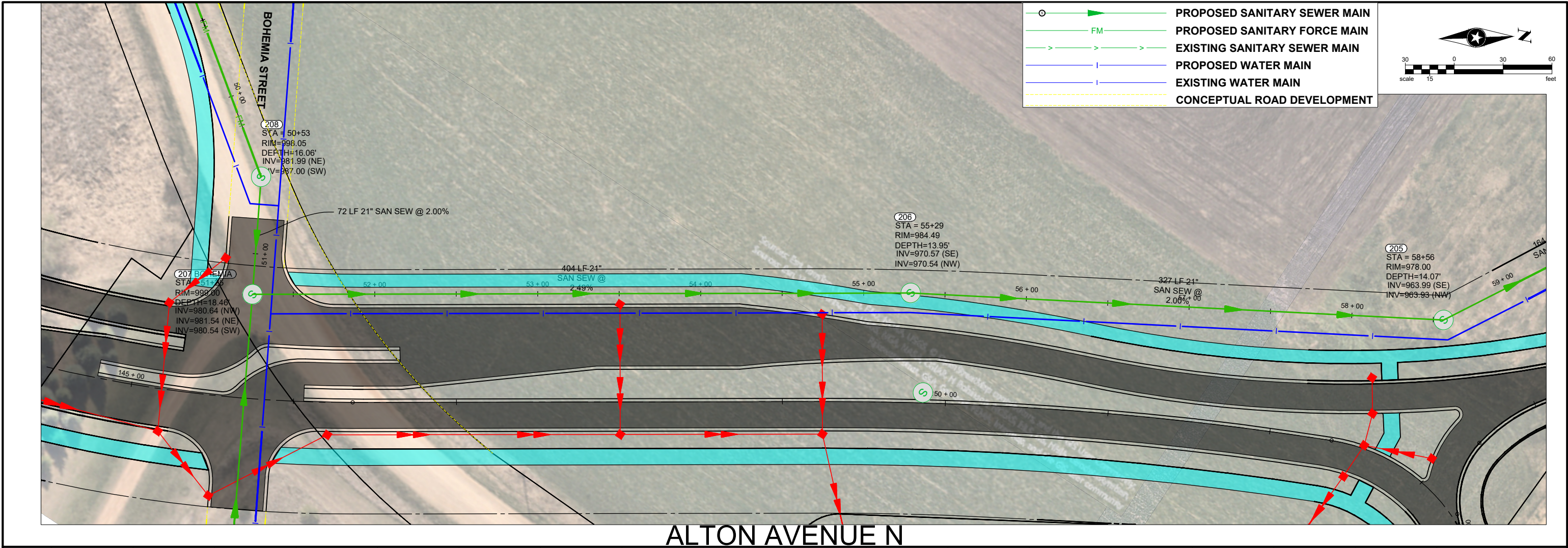


PROJECT NO.
NEWPR 189801
DATE:
06/03/26

ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT
NO. 3F

Save: 7/31/2026 11:55 AM skrutson Plot: 9/17/2026 11:13 AM X:\K\IN\NEWPR\189801\4-prelim-dsgn-rpts\43-prelim-dsgn\san-wat preliminary design\exhibits\NE189801 PLAN SANWAT.dwg



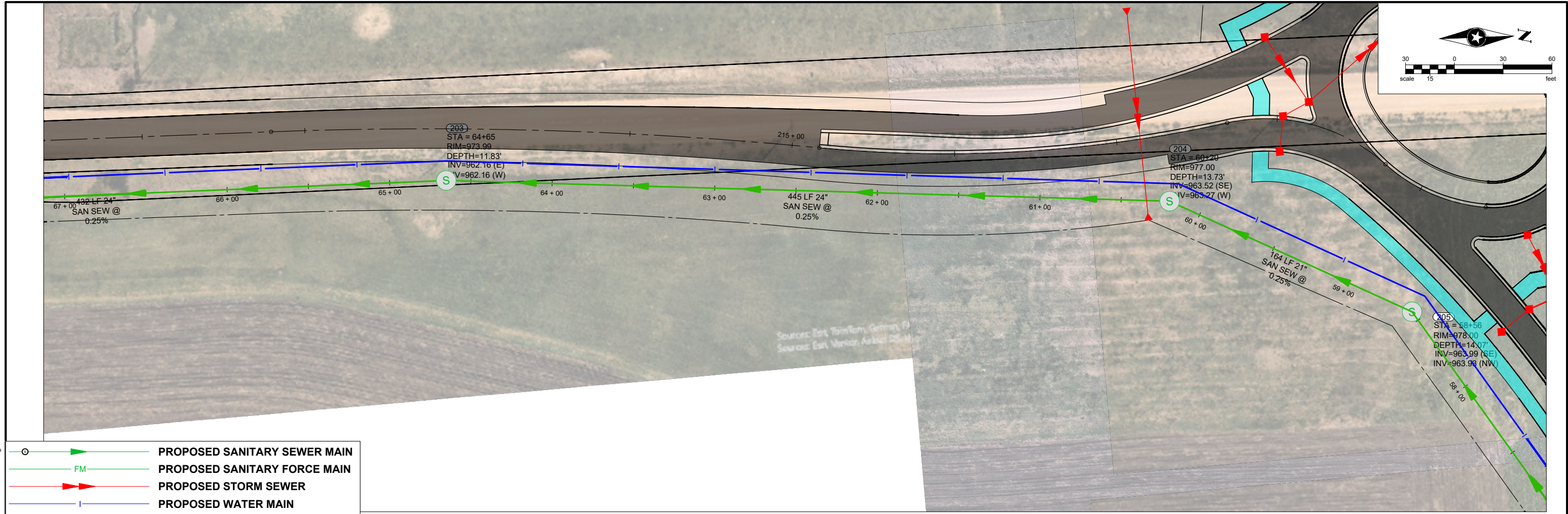


PROJECT NO.
NEWPR 189801
DATE:
06/03/26

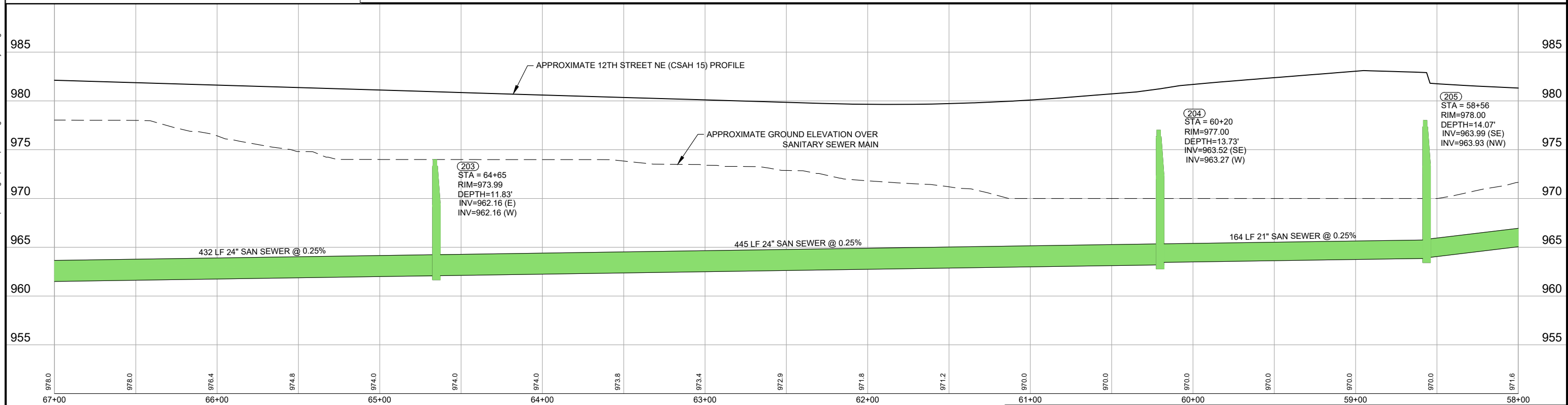
ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT
NO. 3G

Save: 6/9/2026 11:15 AM cknulson Plot: 6/9/2026 11:21 AM X:\KONNEWPR\1898014-prelim-dsgn-rps\43-prelim-dsgn\San-Wat Preliminary Design\exhibits\NE 189801 PLAN SANWAT.dwg



ALTON AVENUE N



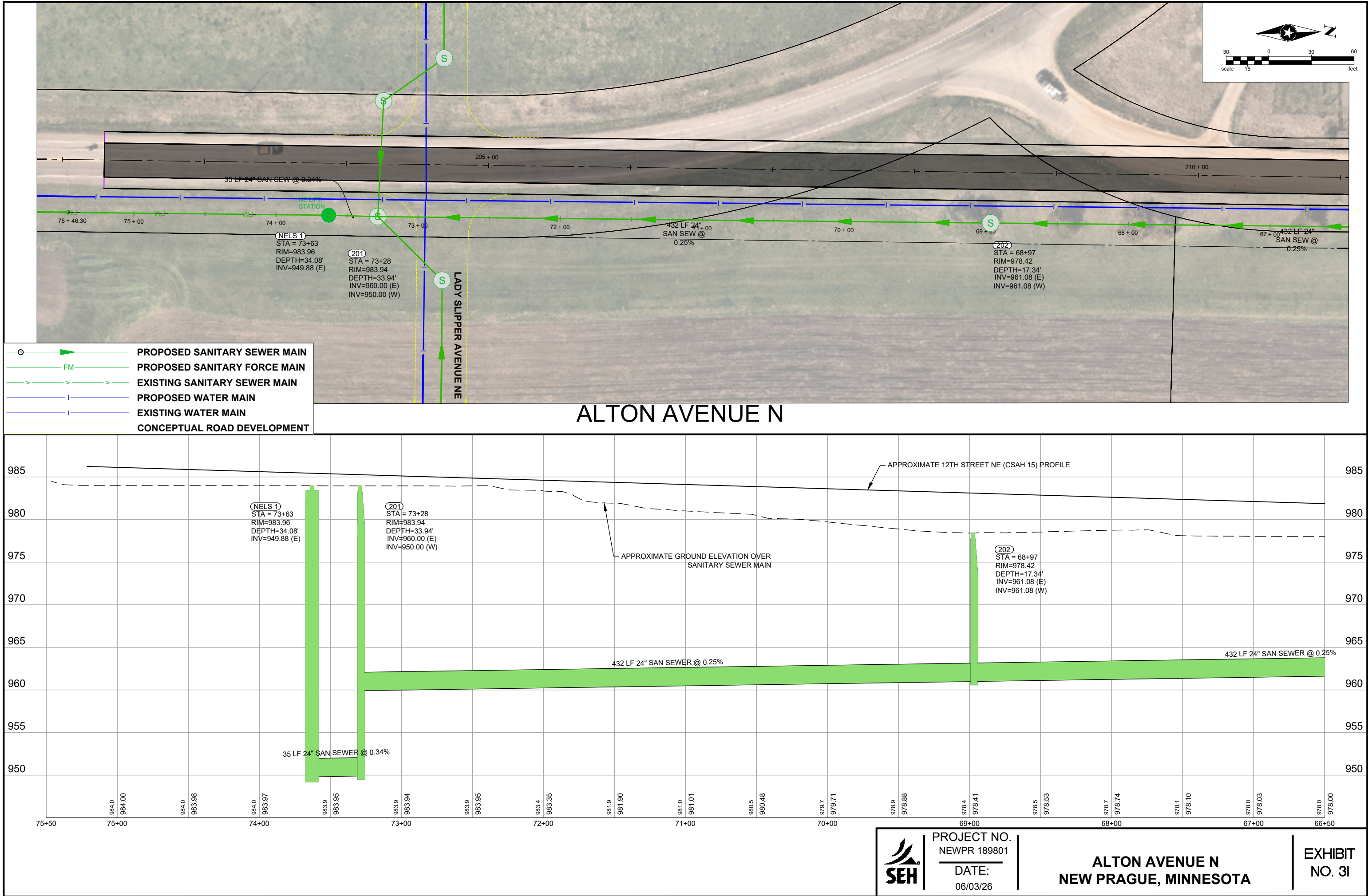


PROJECT NO.
NEWPR 189801
DATE:
06/03/26

ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT
NO. 3H

Save: 7/31/2026 11:55 AM skrutson Plot 9/17/2026 11:15 AM X:\K\MINNEAPOLIS\189801\14-prelim-dsgn\san-wat preliminary design\exhibits\NE189801 PLAN SANWAT.dwg





PROJECT NO.
NEWPR 189801
DATE:
06/03/26

ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT
NO. 3I

Appendix F

Estimate of Probable Costs

Construction Cost Estimate

Alton Ave_Phase 1A				
Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	\$110.00	1,545	\$ 169,950
Remove & Replace Bit Trail Pavement	sq ft	\$12.00	0	\$ -
4" Concrete Walk	sq ft	\$10.00	1,582	\$ 15,820
8" Concrete pavement	sq yd	\$110.00	0	\$ -
Concrete pavement	sq yd	\$110.00	0	\$ -
Class 2 Aggregate Shoulder (1)	cu yd	\$60.00	0	\$ -
Class 6 Aggregate Base (1)	cu yd	\$38.00	1,059	\$ 40,237
Subgrade Excavation (1)	cu yd	\$10.00	2,752	\$ 27,524
Common Excavation	cu yd	\$10.00	1,958	\$ 19,583
Common Borrow	cu yd	\$5.00	7,833	\$ 39,166
Select Granular Borrow	cu yd	\$25.00	2,752	\$ 68,809
Mill 3" bit	sq yd	\$4.00	0	\$ -
Curb and Gutter Design B624	lin ft	\$32.00	1,300	\$ 41,600
(a) Subtotal Paving and Grading				\$ 422,690
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		25.0%		\$ 105,672
City Utilities				\$ 313,730
Signing, Striping, Traffic Control		25.0%		\$ 105,672
Erosion Control and Turf Establishment		25.0%		\$ 105,672
(b) Subtotal Utilities, Removals, Drainage, Etc.				\$ 630,747
DRAINAGE				
Storm Sewer				\$ 308,780
(c) Subtotal Drainage				\$ 308,780
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	\$25		\$ -
Bridge rehab	lump sum	\$1,100,000		\$ -
Bridge	sqft	\$440		\$ -
Retaining Wall	sqft	\$120		\$ -
14' x 10' Ped Tunnel	lin ft	\$4,000		\$ -
Lighting	each	\$10,000	4	\$ 40,000
Guardrail	lin ft	\$40		\$ -
Landscaping		\$20,000		\$ -
Intersection ADA	each	\$ 6,000.00	4	\$ 24,000
RRFB	each	\$ 30,000.00		\$ -
Signal System	each	\$ 500,000.00		\$ -
Signal System Modification	each	\$ 300,000.00		\$ -
(d) Subtotal Structural				\$ 64,000
(a+b+c+d) Subtotal Construction				\$ 1,426,217
Roadway Risk		20.0%		\$ 272,443
Structure Risk		20.0%		\$ 12,800
TMP		5.0%		\$ 71,311
Mobilization		5.0%		\$ 71,311
(e) Subtotal Miscellaneous				\$ 427,865
(a+b+c+d+e) Total Construction				\$ 1,854,082
Inflation Adjusted Construction Cost for 2027 (1.09 factor)				\$ 2,020,949
Design & Construction Engineering				\$ 370,816
RW Cost				
Total RW				\$ -
Total RW				\$ -
Total Estimated Cost				\$ 2,391,766

Construction Cost Estimate

Alton Ave_Phase 1B				
Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	\$110.00	2,065	\$ 227,142
Remove & Replace Bit Trail Pavement	sq ft	\$12.00	0	\$ -
4" Concrete Walk	sq ft	\$10.00	5,739	\$ 57,390
8" Concrete pavement	sq yd	\$110.00	352	\$ 38,708
Concrete pavement	sq yd	\$110.00	0	\$ -
Class 2 Aggregate Shoulder (1)	cu yd	\$60.00	0	\$ -
Class 6 Aggregate Base (1)	cu yd	\$38.00	1,568	\$ 59,569
Subgrade Excavation (1)	cu yd	\$10.00	4,012	\$ 40,118
Common Excavation	cu yd	\$10.00	2,960	\$ 29,604
Common Borrow	cu yd	\$5.00	11,841	\$ 59,207
Select Granular Borrow	cu yd	\$25.00	4,012	\$ 100,294
Mill 3" bit	sq yd	\$4.00	0	\$ -
Curb and Gutter Design B624	lin ft	\$32.00	3,376	\$ 108,032
(a) Subtotal Paving and Grading				\$ 720,063
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		25.0%		\$ 180,016
City Utilities				\$ 187,675
Signing, Striping, Traffic Control		25.0%		\$ 180,016
Erosion Control and Turf Establishment		25.0%		\$ 180,016
(b) Subtotal Utilities, Removals, Drainage, Etc.				\$ 727,723
DRAINAGE				
Storm Sewer				\$ 248,620
(c) Subtotal Drainage				\$ 248,620
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	\$25		\$ -
Bridge rehab	lump sum	\$1,100,000		\$ -
Bridge	sqft	\$440		\$ -
Retaining Wall	sqft	\$120		\$ -
14' x 10' Ped Tunnel	lin ft	\$4,000		\$ -
Lighting	each	\$10,000	8	\$ 80,000
Guardrail	lin ft	\$40		\$ -
Landscaping		\$20,000	1	\$ 20,000
Intersection ADA	each	\$ 6,000.00	10	\$ 60,000
RRFB	each	\$ 30,000.00		\$ -
Signal System	each	\$ 500,000.00		\$ -
Signal System Modification	each	\$ 300,000.00		\$ -
(d) Subtotal Structural				\$ 160,000
(a+b+c+d) Subtotal Construction				\$ 1,856,406
Roadway Risk		20.0%		\$ 339,281
Structure Risk		20.0%		\$ 32,000
TMP		5.0%		\$ 92,820
Mobilization		5.0%		\$ 92,820
(e) Subtotal Miscellaneous				\$ 556,922
(a+b+c+d+e) Total Construction				\$ 2,413,328
Inflation Adjusted Construction Cost for 2027 (1.09 factor)				\$ 2,630,527
Design & Construction Engineering				\$ 482,666
RW Cost				
Total RW				\$ -
Total RW				\$ -
Total Estimated Cost				\$ 3,113,193

Construction Cost Estimate

Alton Ave				
Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	\$110.00	20,520	\$ 2,257,245
Remove & Replace Bit Trail Pavement	sq ft	\$12.00	0	\$ -
4" Concrete Walk	sq ft	\$10.00	23,570	\$ 235,700
8" Concrete pavement	sq yd	\$110.00	903	\$ 99,367
Concrete pavement	sq yd	\$110.00	0	\$ -
Class 2 Aggregate Shoulder (1)	cu yd	\$60.00	0	\$ -
Class 6 Aggregate Base (1)	cu yd	\$38.00	14,322	\$ 544,237
Subgrade Excavation (1)	cu yd	\$10.00	37,106	\$ 371,057
Common Excavation	cu yd	\$10.00	26,543	\$ 265,426
Common Borrow	cu yd	\$5.00	106,170	\$ 530,851
Select Granular Borrow	cu yd	\$25.00	37,106	\$ 927,643
Mill 3" bit	sq yd	\$4.00	0	\$ -
Curb and Gutter Design B624	lin ft	\$32.00	18,091	\$ 578,912
(a) Subtotal Paving and Grading				\$ 5,810,438
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		25.0%		\$ 1,452,610
City Utilities				\$ 1,582,475
Signing, Striping, Traffic Control		25.0%		\$ 1,452,610
Erosion Control and Turf Establishment		25.0%		\$ 1,452,610
(b) Subtotal Utilities, Removals, Drainage, Etc.				\$ 5,940,304
DRAINAGE				
Storm Sewer				\$ 1,463,350
(c) Subtotal Drainage				\$ 1,463,350
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	\$25		\$ -
Bridge rehab	lump sum	\$1,100,000		\$ -
Bridge	sqft	\$440		\$ -
Retaining Wall	sqft	\$120		\$ -
14' x 10' Ped Tunnel	lin ft	\$4,000	60	\$ 240,000
Lighting	each	\$10,000	32	\$ 320,000
Guardrail	lin ft	\$40	820.0	\$ 32,800
Landscaping		\$20,000	2	\$ 40,000
Intersection ADA	each	\$ 6,000.00	34	\$ 204,000
RRFB	each	\$ 30,000.00		\$ -
Signal System	each	\$ 500,000.00		\$ -
Signal System Modification	each	\$ 300,000.00		\$ -
(d) Subtotal Structural				\$ 836,800
(a+b+c+d) Subtotal Construction				\$ 14,050,892
Roadway Risk		20.0%		\$ 2,642,818
Structure Risk		20.0%		\$ 167,360
TMP		5.0%		\$ 702,545
Mobilization		5.0%		\$ 702,545
(e) Subtotal Miscellaneous				\$ 4,215,268
(a+b+c+d+e) Total Construction				\$ 18,266,159
Inflation Adjusted Construction Cost for 2027 (1.09 factor)				\$ 19,910,114
Design & Construction Engineering				\$ 3,653,232
RW Cost				
Total RW				\$ -
Total RW				\$ -
Total Estimated Cost				\$ 23,563,345

Building a Better World for All of Us[®]

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy, and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

JOIN OUR SOCIAL COMMUNITIES

