



## Conditional Use - Owner or Authorized Agent Acknowledgement

\*\* It is highly recommended that an applicant hold at least one neighborhood meeting prior to submitting a CUP application to identify any concerns or issues of surrounding residents.

PLEASE NOTE - Applicants shall be responsible for legal or outside consultant costs incurred by the City. Submissions shall be made at least four (4) weeks prior to desired plan commission meeting.

By signing below, I certify that the information included with this Conditional Use application is true and correct, to the best of my knowledge. Any agent signing below verifies that he/she has the consent of the owner to file the application.

 Agent for Owner

Owner's or Authorized Agent's Signature



Date (DD/MM/YYYY)



Back Building 10,463 SF

Approx Location for  
UWSoE—7,697SF

27 parking  
stalls

Front Building  
12,545 SF

Vehicular Access Point

22 parking  
stalls

The McKee Road location will house parts of two University of Wisconsin-Madison, College of Engineering, Department of Civil and Environmental Engineering, Transportation Engineering, research laboratories. The first research laboratory is the Traffic Operations and Safety Laboratory known as the TOPS Lab. The TOPS Lab is primarily computational and focuses on all aspects of traffic operations, multi-modal safety and information technology. Computer-based modeling, simulation, crash mapping, and real-time data analytics are four of the many activities that take place each day in the TOPS Lab. The second research laboratory is the Connected and Autonomous Transportation Systems (CATS) Lab. The CATS Lab is focused on vehicle technology and houses two full-scale connected autonomous vehicles (CAVs). The CAVs are retrofitted from Lincoln MKZ hybrids with various sensors (e.g., lidars, radars, cameras, navigation units), drive-by-wire control platforms, connected vehicle on-board units, and high-reliability industry computers. These modifications only provide add-on automated features without impairing or damaging any original factory function of the vehicles. A human driver is always in the driver's seat and can easily take control of each vehicle during tests (e.g., by simply pressing the brake pedal or taking over the steering wheel), the same as a driver takes over adaptive cruise control/lane-keeping functions of production vehicles running everywhere on public roads today. With this, these CAVs have been tested primarily in closed-loop test tracks or other private roadways. The garage portion of the faculty at the McKee Road site will be used to house the CAV's and provide the laboratory space to add computerized and instrumented technology to the vehicles. The CATS lab also hosts several sets of portable roadside units (RSUs) connected to portable traffic lights, which can be used to form an array of traffic signals along a corridor with customized specifications. The TOPS Lab and the CATS Lab platform has been used to support a number of major research efforts sponsored and funded by US Department of Transportation, US Department of Energy, National Science Foundation, Wisconsin Department of Transportation, other state Departments of Transportation, and industry companies.

