City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

PLAN COMMISSION MEETING
IN PERSON AND VIA ZOOM
TUESDAY, MAY 12, 2026 – 4:00 PM
CITY HALL – SECOND FLOOR

https://us02web.zoom.us/j/82214860406?pwd=TEVyUVdQM05VNFVzb0E2TUNTVnZlZz09

Meeting ID: 822 1486 0406
Passcode: 53538

Dial by Location
+1 312 626 6799

If you have special needs or circumstances which may make communication or accessibility difficult at the meeting, please call (920) 397-9901. Accommodations will, to the fullest extent possible, be made available on request by a person with a disability.

AGENDA

1. **Call meeting to order**

2. **Roll call**

3. **New Business**
   a. Review and possible action relating to the **minutes of the April 28, 2026, Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)
   b. **Public Hearing:** Conditional Use Permit relating to a request for a seasonal outdoor patio to be located at 201 S. Main St. in the Downtown Historic Mixed Use Zoning District (Houseman, City Manager)
   c. Review and possible recommendation to the City Council relating to a request for a **Zoning Map Amendment** for the property located at 550 McMillen St. (parcel numbers 226-0614-3443-018 and 226-0614-3434-045), from Institutional (I) to Multi-Family Residential-30 (MRM-30) (Draeger, Director of Neighborhood and Building Services)
   d. Review and possible action relating to a **Site Plan Review for Jones Dairy Farm Wastewater Treatment facility** located at 744 Jones Ave. (SPR-2026-10) (Draeger, Director of Neighborhood and Building Services)
   e. Presentation to the Plan Commission: **Pelton Builders Concept Plan** for a multifamily housing project proposed at 1911 Janesville Ave. (Draeger, Director of

Neighborhood and Building Services)

f. Presentation to the Plan Commission: **Browns Court Apartments Concept Plan** proposed to be located at 311 S. Main St. (Draeger, Director of Neighborhood and Building Services)

g. Update on previously approved projects (Houseman)

4. Adjournment

Date Posted: May 8, 2026

CC: Plan Commission, City Council; City Staff; City Attorney; News Media; Fort Atkinson School District; Fort Atkinson Chamber of Commerce

Notice is hereby given that a majority of the Fort Atkinson City Council may be present at this meeting at the location and time indicated above to gather information about any subject matters on this agenda over which they have decision-making responsibility. This may constitute a meeting of the City Council pursuant to State ex rel. Badke v. Greendale Village Bd., 173 Wis.2d. 553, 494 N.W.2d 408 (1993), and must be noticed as such although the City Council will not take any formal action at this meeting.

Visit us online! City news and information can be found at www.fortatkinsonwi.gov, and be sure to follow us on Facebook @FortAtkinsonWI.

City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

PLAN COMMISSION MEETING
IN PERSON AND VIA ZOOM
TUESDAY, APRIL 28, 2026 – 4:00 PM
CITY HALL – SECOND FLOOR

MINUTES

1. Call meeting to order

Chairperson Manager Houseman called the meeting to order at 4:00 p.m.

2. Roll call

Present: Chairperson Manager Houseman, Director of Public Works Navin, Commissioners Ciccarelli, Kessenich, and Shull. Also present: Clerk/Treasurer/Finance Director, Deputy Clerk, Director of Neighborhood and Building Services, Council President Jaeckel, City Attorney, and Council Members Huckabee and Johnson.

3. New Business

a. *Review and possible action relating to the **minutes of the April 14, 2026, Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)*
Kessenich moved, seconded by Ciccarelli to approve the minutes of the April 14, 2026 Plan Commission meeting. Motion carried.

b. ***Public Hearing:** regarding a Zoning Map Amendment to change the zoning district for the property located at 550 McMillen St. (parcel numbers 226-0614-3443-018 and 226-0614-3434-045) from Institutional (I) to Multi-Family Residential-30 (MRH-30) (ZMA-2026-02) (Draeger, Director of Neighborhood and Building Services)*
Director Draeger presented the zoning map amendment as required by section 15.10.31 of the City of Fort Atkinson Zoning Ordinance. The applicant has worked with City staff to develop the proposed project. The City has an identified need for additional housing, and the proposed plan for multifamily development would contribute additional dwelling units within the City. Future development of this parcel would be consistent with and complementary to ongoing development patterns in the surrounding area. Including the recent renovation to the Fort Healthcare Facility, which moved most care options back to the existing main campus. The move created several redevelopment opportunities in the area. A Group Development permits multiple principal structures on a site while requiring compliance with all applicable density, intensity, and bulk regulations. This type of development is reviewed through the Conditional Use Permit process and allows for multiple buildings on a single site. The proposed project would consist of up to four 24-unit residential buildings. Each unit would include one or two bedrooms, underground and

surface parking, with unit sizes ranging from approximately 780 to 1,164 square feet. The development would also include office space and a centralized mail pickup area.

The project would generate employment opportunities within the City. The applicant has experience constructing similar developments in other communities, including the City of Reedsburg and the City of Portage. The building design incorporates an underground parking garage, which provides covered parking while minimizing additional impervious surface area that would otherwise be created by detached garage structures or garage banks.

Overall, City staff find that the proposed concept is compatible with the character and pattern of surrounding development, would contribute additional high-quality housing options to the City's inventory, and would generate modest employment opportunities. Furthermore, the presence of adjacent properties zoned Institutional (I), which permit residential uses and currently accommodate multifamily senior housing developments, reinforces the appropriateness of the proposed use in this location. The applicant has also agreed to prepare a traffic study to evaluate and address potential traffic impacts in the area. It is also important to note that the site's existing Institutional zoning would permit the development of a senior living facility or a large community-based residential facility at densities comparable to those proposed, without requiring a Zoning Map Amendment.

Note that the following land use applications are expected for this project, which will require future Plan Commission and/or City Council review and approval:

- A certified survey map combining the two parcels into one to gain right-of-way accessibility conformance with the Zoning Ordinance.
- A conditional use permit for a group development.
- Site, landscape, stormwater, and building material review through the Site Plan Review process.

Developer Emily McFarland of Pre 3 informed the Plan Commission of an upcoming community meeting to address resident questions. The meeting will be held at City Hall on May 6, 2026, at 6 pm.

Public Hearing opened at 4:11 pm.

Public comment:

1. Candy Milan, 622 Rogers Street, questioned why she did not receive the notice of the subject property. She was also unable to hear about the Industrial Housing. Manager Houseman addressed both questions. The city is required to only provide notice to property owners within 100 ft of the subject property. Manager Houseman restated that it is zoned Institutional, not Industrial, and that the project at this density would be permitted if it were senior housing under the current zoning.

2. Betty Strese, 408 Curtis Circle, is concerned with the stormwater management on site and what that will do to the surrounding areas. During times of high water, there is water in the area. There were also concerns about what could occur with an underground parking structure.
3. Jason Lynk, 612 Rogers Street, For several months out of the year, the ground is extremely wet and not mowable. When there was flooding in 2008, he did not have river water issues, but instead had issues from behind his property. If he has not had basement water problems previously, if he faces problems moving forward, he believes it would be due to the potential underground parking structure being too low in the water table. He also has concerns about an increase in traffic, since there is already an increase in traffic going onto McMillen Street.
4. Lynda Murphy, 701 McMillen Street. She is not interested in 96 apartments and would rather see townhouses or single-family homes instead. She inquired if the population of Fort Atkinson supports this construction and stated that student enrollment at the high school is down.
5. John Hausz, 104 Jefferson Street, water has always been an issue in this area, and in the 1930s, the river was as wide as the proposed location.

4:21 p.m. public hearing open to Zoom

6. Andrew Lange, 725 Florence Street, questioned who benefits from the proposal. He would prefer single-family homes.

4:25 public hearing closed.

No action taken.

c. *Review and possible action relating to a Site Plan Review for Jones Dairy Farm Waste Treatment facility located at 744 Jones Ave. (SPR-2026-10) (Draeger, Director of Neighborhood and Building Services)*

Director Draeger presented the Site Plan. Jones Dairy Farm has been a long-standing presence in the community, and the proposed project represents a relatively small-scale addition within the context of the overall site. The new principal building, along with associated paved areas and tanks, will be located within the existing security fence and will not be easily visible from Rockwell Avenue. The proposed tanks comply with the maximum permitted height of 45 feet. Specifically, the two tanks located on the west side of the building will have a height of 35.25 feet, while the two tanks on the south side will measure 29.4 feet in height. These elements have been designed to remain consistent with applicable zoning requirements.

Adjacent properties to the west are also owned by Jones Dairy Farm and will continue to be used for agricultural purposes, maintaining the existing character of the surrounding area. Screening and landscaping are proposed along the southern property boundary, as

reflected in the project renderings and landscaping plan. While no foundation plantings are proposed, the nature and placement of the structure limit the feasibility of traditional planting locations.

Staff believe that the landscaping requirements are satisfactorily met through the plantings shown on the plan, which are designed to effectively screen the new building from the public right-of-way. Overall, the proposed project allows for expanded use of the existing property in a relatively secluded area and will provide improved wastewater management related to onsite operations.

Ciccarelli motioned, seconded by Shull to approve the Site Plan, subject to the following conditions:

- Require the applicant to provide the following information that meets all the requirements of the Zoning Code to be reviewed by City staff
- Subject to the completion of annexation and CSM

Motion carries.

d. *Review and possible recommendation to the City Council relating to a Condominium Plat for Ridge View Estates Townhomes located at 1364 and 1356 Marigold Drive (CPR-2026-01) (Draeger, Director of Neighborhood and Building Services)*

Director Draeger presented the Condominium Plat for Ridge View Estates as required by Section 70.05.07 of the City of Fort Atkinson Land Division and Development Ordinance, which outlines the requirements for Condominium Submittal, Transmittal, and Review. The proposed project involves subdividing an existing parcel to establish a condominium development that enables individual ownership of each residential unit, while maintaining shared ownership of the remaining site areas. The property is zoned MRM-12 with a Planned Unit Development (PUD) overlay, allowing multifamily residential use and design and development flexibility, as approved through the PUD process.

The parcel was created and rezoned in 2025 to support residential development consistent with the City's long-term planning goals. The development will include eight residential units of varying sizes, each with an attached garage. The applicant is seeking approval of a Condominium Plat to facilitate individual ownership of these units. As the City continues to experience strong demand for additional housing, this project contributes to expanding the range of available housing options. It aligns with recent and ongoing development efforts in the surrounding area.

The Condominium Plat will establish a clear framework for ownership by delineating private units, limited common elements, and shared common elements across the site. In accordance with the Land Division and Development Code, the plat is subject to Plan Commission review to ensure consistency with all applicable ordinances, regulations, and adopted plans. The underlying zoning regulations, including density, intensity, and bulk

standards, were previously approved as part of the Ridge View Estates Subdivision Plat and remain unchanged with this request. The proposed development is consistent with those established parameters. Additionally, all structures on the site comply with the setback requirements defined within the approved Planned Unit Development.

Kessenich moved, seconded by Ciccarelli to approve the Condominium Plat, subject to the conditions outlined in the staff report:

Per Ch. 703, Wis. Stats. and Ch. A-E7, Wis. Admin Code:

s. 703.09

(1)(a) The name of the condominium must include the word "condominium" or be followed by the words "a condominium".

s. 703.11

(2)(d) (d) All survey maps and floor plans submitted for recording shall be legibly prepared with a binding margin of 1.5 inches on the left side and a one-inch margin on all other sides on durable white media that is 14 inches long by 22 inches wide with a permanent, nonfading black image. All linework and text must be drawn in black. Some linework on the submittal is drawn in red.

General Notes:

1) In NOTES 6. on Sheet 2, "Limited Common Areas" to be changed to "Limited Common Elements"

Motion carries.

e. Update on previously approved projects (Houseman)

None

4. Adjournment

Chairperson Manager Houseman gave her heartfelt thanks to Commissioner Kessenich for her Plan Commission involvement.

Kessenich moved, seconded by Ciccarelli to adjourn. Meeting adjourned at 4:37 p.m.

Respectfully submitted,
Courtney Thom
Deputy Clerk

City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

Public Hearing
REPORT TO THE PLAN COMMISSION

DATE: May 12, 2026
FILE NUMBER: CUP-2026-03
PROPERTY ADDRESSES: 201 S. Main St.
EXISTING ZONING: Downtown Historic Mixed Use
PARCEL NUMBER: 226-0514-0323-042
PROPOSED ZONING: Downtown Historic Mixed Use
OWNER: Mitchell Patterson
EXISTING LAND USE: Commercial
APPLICANT: Mitchell Patterson
REQUESTED USES: Commercial

BACKGROUND

Section 15.10.32 of the City of Fort Atkinson Zoning Ordinance outlines the requirements for the Conditional Use application and procedure.

REQUEST OVERVIEW

Conditional Use Review

In the Downtown Historic Mixed-Use (DHMU) District, Temporary Outdoor Sales are limited to 90 days per calendar year. Any request to exceed this limit requires a Conditional Use Permit (CUP). All such activities must meet basic operational standards, including maintaining clear pedestrian and vehicular circulation, limiting impacts on adjacent residential properties, and obtaining prior layout approval from the Zoning Administrator.

For extensions beyond 90 days, the CUP process requires a complete application, a public hearing within 45 days, and a decision based on substantial evidence. The Plan Commission may impose conditions to address operational and site-specific impacts.

Because the DHMU is a designated Special Area, all outdoor sales must also be compatible with the historic, pedestrian-oriented character of the downtown.

In reviewing and taking final action on a proposed conditional use permit, the Plan Commission shall consider whether the proposed conditional use meets the following (staff review of each finding is underlined):

- Is in harmony with the Comprehensive Plan. Staff believes this condition is met.
- Would result in a substantial or undue adverse impact on nearby property, the

character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting public health, safety, or general welfare. Staff believes this condition is met.

- Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property. Staff believes this condition is met. The proposed use is consistent with the plans for long-term changes to more residential uses in this area.
- The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public or private agencies serving the subject property. Staff believes this condition is met.
- The potential public benefits outweigh any potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts. Staff believes this condition is met.

Chapter 6 - Alcohol and Nonintoxicating Berages

Section 6-37 of the Municipal Code establishes standards for the service and consumption of alcohol and fermented malt beverages in outdoor areas, particularly sidewalk cafés located within the public right-of-way. These regulations are intended to balance business activity with public safety, accessibility, and the shared use of public sidewalks.

- The ordinance requires that outdoor service areas be directly adjacent to the licensed premises and not encroach on neighboring properties, while maintaining a minimum unobstructed pedestrian path of 60 inches. Met

- Alcohol and food service must cease by 10:00 p.m., be limited to seated patrons, and include food service at all times of operation. **Unknown**

- The outdoor area must remain visible from the establishment to support monitoring and compliance, and the license holder is responsible for cleanliness, preventing alcohol from leaving the premises, and any necessary public improvements, subject to City approval. Met

- Liability insurance naming the City is also required.

Section 6-37 and its associated requirements will also be reviewed as part of the Class B licensing process to ensure continued compliance with operational, safety, and public space standards.

Overall, these provisions establish a clear framework for managing sidewalk cafés and related sidewalk uses in a manner that supports business activity while maintaining safe and accessible public spaces.

The Plan Commission may impose conditions on any conditional use permit related to the physical development and operation, vehicles and equipment of the use, roadway impacts, or other conditions as deemed necessary.

A Public Hearing is required for a Conditional Use and has been adequately noticed per state statute requirements. Notice of the public hearing was sent to property owners within 100 feet on April 27, 2026. The notice was also published in the *Jefferson County Daily Union* on April 28 and May 5, 2026.

DISCUSSION

Mitch and Erin Patterson, owners of Paddyshack Golf and Gaming, located at the corner of South Main Street and East Milwaukee Avenue, are proposing to establish a seasonal patio/sidewalk café along the north side of the property on the East Milwaukee Avenue frontage. This use is classified as Outdoor Entertainment within the Downtown Historic Mixed-Use (DHMU) District.

The proposed outdoor seating area is thoughtfully designed to complement both the site and the surrounding downtown environment. The patio will occupy an area approximately 24 feet by 7 feet and will incorporate decorative, removable fencing that will not damage the public sidewalk. Notably, the applicant has recently completed the replacement of the City sidewalk in this area, contributing positively to the streetscape.

The layout maintains appropriate pedestrian access and exceeds minimum requirements. A dedicated 6-foot-wide path will provide direct access to the building entrance, while a total of approximately 7 feet of unobstructed sidewalk width will remain available within the public right-of-way, exceeding the minimum 5-foot requirement. This ensures continued safe and accessible pedestrian circulation.

The applicant is requesting approval for the outdoor seating area to operate beyond the standard 90-day limit for temporary outdoor uses, with the intent of utilizing the space during favorable weather conditions from spring through fall. Specific dates of operation would be flexible and dependent on seasonal weather patterns.

The applicants have demonstrated prior experience managing a similar outdoor seating area located on the west side of the building adjacent to the 10-62 Saloon. That space, which is less visible as it is located within a public alley, has operated with minimal issues related to

vandalism or theft. The proposed East Milwaukee Avenue patio benefits from greater visibility, which may further support effective oversight and management.

Overall, the proposed development complies with the City's ordinances.

COMPREHENSIVE LAND USE PLAN (2023):
The subject parcel is located within the Historic Downtown Planning area, which calls for diverse entertainment, arts, and dining options, building rehabilitation, community events and gatherings, as well as a broad range of specialty shops. All of which this location offers.

Consistency with Comprehensive Plan Goals, Objectives, and Policies:

- Staff finds that the proposed development is consistent with and supportive of the goals and policies of the Comprehensive Plan.

RECOMMENDATION
Staff recommends that the Plan Commission hold a public hearing and gather feedback from the public, staff, and the Plan Commission.

ATTACHMENTS
1. City Application_Redacted
2. new outside sidewalk
3. PaddyShack patio mock-up
4. Patio Drawing

City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

City of Fort Atkinson Procedural Checklist for Conditional Use Permits Requirements per Section 15.10.32

This form is designed to be used by the Applicant as a guide to submitting a complete application for a conditional use and by the City to process the application.

Name, company, and client (if applicable): Mitchell Patterson, PaddyShack Golf + Gaming

Phone number: [redacted] Email: [redacted]

Property address for proposed conditional use: [redacted]

Brief description of proposed conditional use: Add a small patio area on E. Milwaukee Ave. side of Paddy Shack.

I Application Packet Requirements

The Applicant shall submit one electronic copy of the application.

- ☐ A map of the subject property to scale depicting:
  - ☐ All lands for which the conditional use is proposed and all other lands within 100 feet of the boundaries of the subject property.
  - ☐ Current zoning of the subject property and its environs, and the jurisdiction(s) which maintains that control.
  - ☐ All lot dimensions of the subject property.
  - ☐ A graphic scale and a north arrow.
- ☐ Written description of the proposed conditional use including the type of activities, buildings, structures, and off-street parking proposed for the subject property and their general locations, as well as the number of employees and the hours of operation.
- ☐ A site plan of the subject property if proposed for development conforming to all requirements of Section 15.10.42 of the Fort Atkinson Zoning Code. If the proposed conditional use is a group or large development (per Section 15.06.02), a proposed preliminary plat or conceptual plat may be substituted for the required site plan, provided said plat contains all information required per Section 15.10.42.
- ☐ Written justification for the proposed conditional use, including evidence that the application is consistent with the Comprehensive Plan and meets any additional standards required in the applicable zoning district. See Section 15.10.32(8) for review criteria.
- ☐ Written descriptions of anticipated daily traffic, types and weights of vehicles, and any provisions, intersection or road improvements or other measures proposed to accommodate increased traffic. A Traffic Impact Analysis (TIA) meeting Wisconsin Department of Transportation requirements for content and format may be required by the City if deemed necessary by the City Engineer.
- ☐ A listing of hazardous, toxic, or explosive materials stored on site, and any spill containment, safety, or pollution prevention measures taken.

City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

III Process Checklist

- ☐ Staff-Applicant meeting (if applicable) Date: SW_
- ☐ Application fee of $250 received by City Treasurer Date: SW___
- ☐ Reimbursement of professional consultant costs agreement executed. Date: SW__
- ☐ Receipt of complete application packet by Zoning Administrator Date: SW_
- ☐ City Staff input Date: SW__
- ☐ Class 2 legal notice sent to official newspaper by City Clerk Date: SW_
- ☐ Class 2 legal notice published on _____ Date: SW__
- ☐ Notification of neighboring property owners within 100 feet of the petition Date: SW _
- ☐ Notification of clerks of municipalities within 1,000 feet of the petition Date: ____
- ☐ Notification of airports within 1 mile of the petition Date: _____
- ☐ Plan Commission Public Hearing, review and recommendation Date:_____
- ☐ City Council review and action Date: _____

Dated this 13 day of April, 20 26

Respectfully submitted,

_____
(Signature of Applicant)


Paddy Shack
Paddy Shack
ENTRANCE


Paddy Shack
ENTRANCE
Paddy Shack

print-graph-paper.com

City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

ZONING MAP AMENDMENT
REPORT TO THE PLAN COMMISSION

DATE: April 28, 2026
PROPERTY ADDRESS: 550 McMillen
PARCEL NUMBER: 226-0614-3443-018 and 226-0614-3434-045
OWNER: Fort Healthcare
APPLICANT: Premier Real Estate Management, LLC (Emily McFarland)

FILE NUMBER: ZMA-2026-02
EXISTING ZONING: I, Institutional
REQUESTED ZONING: MRH-30, Multi-Family Residential-30
EXISTING LAND USE: Vacant
REQUESTED USES: Multi-family residential

BACKGROUND

Section 15.10.31 of the City of Fort Atkinson Zoning Ordinance outlines the requirements for a Zoning Map Amendment process. This requires a public hearing, review, and approval by the Plan Commission and the City Council on the consistency of the proposal with adopted plans.

REQUEST OVERVIEW

The proposed project involves a Zoning Map Amendment for two existing parcels from Institutional to Multi-Family Residential-30 (MRH-30) to facilitate the future development of four multifamily apartment buildings with 24 units in each. Pending the proposed amendment, the applicant has indicated that they will seek a certified survey map to combine the two existing parcels; a conditional use permit for a group development to allow multiple principal buildings on the same lot; and site plan review for the details associated with the project.

The parcel is currently zoned Institutional (I), which does not permit standalone multifamily residential buildings without a Community Living Arrangement or Institutional component. As such, a zoning map amendment would be required for this project. The applicant is proposing rezoning the property to Multi-Residential–30 (MRH-30), which allows up to 50 dwelling units per acre and is consistent with the proposed project density. The adjacent properties are zoned Institutional and Single Family Residential -5 with other multifamily developments in the area.

The subject properties are located in the northeast corner of the City on the former Fort Healthcare remote parking lot. Existing land uses in the area include single-family, senior apartments, multifamily apartments and a nursing home.

REZONING REVIEW:

The existing properties are currently zoned Institutional (I). This zoning district is intended to permit both large and small-scale institutional development, including those on single sites within larger areas of both residential and nonresidential zoning districts. The Comprehensive Plan identifies the properties as Planned Mixed Use on the Future Land Use Map. The consistency between the proposed rezoning and the Comprehensive Plan is further described below.

The parcels must meet the minimum standards of the MRH-30 zoning district to accommodate the proposed rezoning. All proposed land uses and structures must also meet the minimum standards of each district and will be reviewed in detail, associated with future required steps, before development.

The minimum lot dimensions will be met for each parcel, as shown below:

Parcel 226-0614-3443-018 (Eastern parcel)

Bulk Regulation	MRH-30 Standard	Parcel Dimensions
Minimum Lot Area	20,000 sf	326,264 sf (7.49 acres)
Minimum Lot Width	100 feet	>100 feet
Minimum Lot Depth	120 feet	>120 feet
Minimum Lot Frontage at ROW	50 feet	58 and 60 feet

Parcel 226-0614-3434-045 (Western parcel)

Bulk Regulation	MRH-30 Standard	Parcel Dimensions
Minimum Lot Area*	20,000 sf	13,068 sf (.30 acres)
Minimum Lot Width*	100 feet	56 feet
Minimum Lot Depth	120 feet	>120 feet
Minimum Lot Frontage at ROW	50 feet	56 feet

*Requiring the combining of the two parcel by Certified Survey Map will create a singular parcel, meeting all required lot dimensions.

ZONING MAP AMENDMENT CRITERIA:

A Zoning Map Amendment must be reviewed per the requirements of Section 15.10.31(4)(b) of the Zoning Ordinance. City Staff is required to provide a written report regarding this review to

assist the Plan Commission and Common Council in reviewing the proposed amendment.

1. Does the proposed Zoning Map Amendment advance the purposes of the Zoning Ordinance as outlined in Section 15.01.03? Yes. The proposed zoning map amendment protects the health, safety, morals, comfort, convenience, and general welfare of the public. This will be accomplished through consistency with neighboring land use patterns and advancement of community goals within adopted plans.
2. Is the proposed Zoning Map Amendment in harmony with the Comprehensive Plan? Yes. The proposed zoning map amendment helps accomplish many of the community's goals as identified in the Comprehensive Plan and is consistent with the Planned Mixed Use designation on the Future Land Use Map.
3. Does the proposed Zoning Map Amendment maintain the desired consistency of land uses, land use intensities, and land use impacts within the pertinent Zoning District? Yes. The proposed zoning map amendment is consistent with the Comprehensive Plan.
4. Does the proposed Zoning Map Amendment address any factors that are not accomplished on the current Zoning Map?
    1. The designations of the Zoning Map are not in conformance with the Comprehensive Plan. N/A
    2. A mapping mistake was made. N/A
    3. Factors have changed, such as new data, infrastructure, market conditions, development, annexation, or other zoning changes that make the subject property more appropriate for a different zoning district. Yes. The proposed zoning map amendment allows for the creation of additional housing units within the City of Fort Atkinson in reflection of the well-documented housing shortage in the community.
    4. Growth patterns or rates have changed, creating the need for an amendment to the Zoning Map. Yes. There is a well-documented shortage of housing in Fort Atkinson and across Wisconsin that necessitates additional housing opportunities within the community, which is consistent with the proposed amendment.

PUBLIC NOTICE:

A public hearing regarding the proposed Zoning Map Amendments was held on April 28, 2026. Several residents from the surrounding neighborhood participated and provided valuable input on the proposed development. The primary concerns expressed related to potential increases in traffic volumes and the management of stormwater runoff associated with future development of the site.

Many of the issues raised by residents would be comprehensively evaluated during the

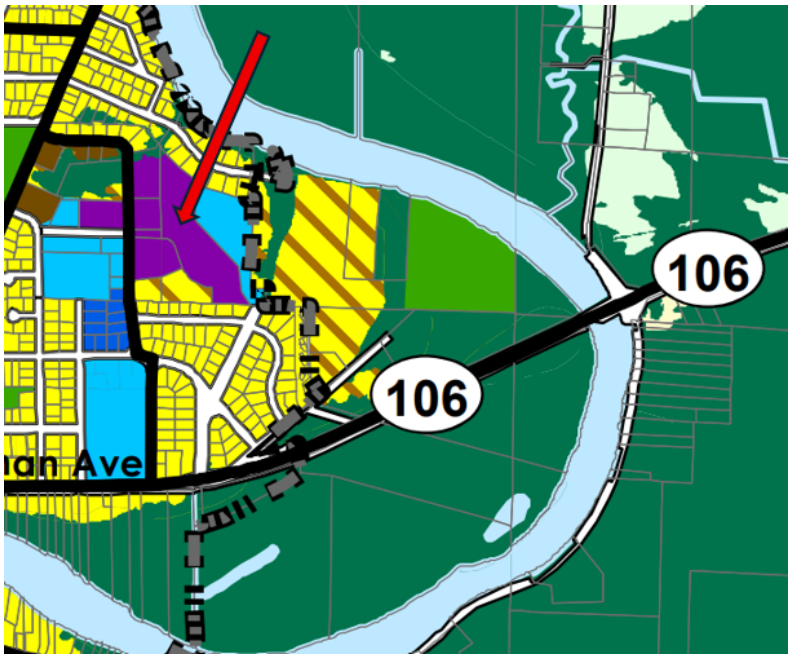
required Site Plan Review (SPR) process for any future development proposal. The SPR process is intended to ensure that all site-related elements are thoroughly reviewed, including building placement, bulk and density standards, access and circulation, landscaping, lighting, and stormwater management. Stormwater facilities and engineering plans would be reviewed by both the developer's engineering team and City staff to ensure compliance with all applicable municipal requirements. In addition, the project would be subject to permitting and regulatory oversight by the Wisconsin Department of Natural Resources (DNR), including compliance with all state stormwater management regulations.

To further evaluate neighborhood traffic concerns, the developer retained Traffic Analysis & Design, Inc. (TADI) to prepare a comprehensive traffic impact study. The study analyzed traffic conditions associated with the proposed development concept as well as the potential impacts that could occur if the property were developed to the maximum density permitted under the MRH-30 zoning classification that is being sought today. The findings of the study will help guide future review of site access, roadway operations, and any necessary traffic-related improvements.

In addition to the public hearing process, the developer hosted a neighborhood meeting on May 6, 2026, to introduce the development team, present information regarding the proposal, and engage directly with nearby residents to better understand and address neighborhood concerns.

COMPREHENSIVE LAND USE PLAN (2019)

The two parcels are designated as Planned Mixed Use on the Comprehensive Plan's Future Land Use Map, which supports a mix of commercial and residential uses, including those uses permitted under the proposed MRH-30 zoning district. The Future Land Use Map serves as the City's primary policy guide for long-term planning and development decisions.



Staff believes the proposal is in concert with the Comprehensive Plan.

DISCUSSION

The applicant has worked closely with City staff throughout the development of the proposed project. The City's Management Team has reviewed the application materials, and comments and recommendations from the review process have been incorporated into this document.

The City has identified a continued need for additional housing opportunities, and the proposed multifamily development would contribute additional dwelling units to the City's housing inventory. Future development of this parcel would be consistent with and complementary to ongoing development patterns in the surrounding area, including the recent renovation and reorganization of the Fort Healthcare campus, which relocated most care services back to the primary campus and created several redevelopment opportunities in the area.

The proposal includes a Group Development, which permits multiple principal structures on a single site while requiring compliance with all applicable density, intensity, and bulk regulations. Group Developments are reviewed through the Conditional Use Permit process and allow for coordinated site planning and design. The proposed project would consist of up to four 24-unit residential buildings, for a total of 96 dwelling units. Units would include one- and two-bedroom layouts with one or two bathrooms, underground and surface parking, and floor plans ranging from approximately 780 to 1,164 square feet. The development would also include office space and a centralized mail pickup area.

The project would generate limited employment opportunities within the City, including one full-time property management position and up to two part-time maintenance and

housekeeping positions. The applicant has experience developing similar multifamily projects in other Wisconsin communities, including the Cities of Reedsburg and Portage. The building design incorporates underground parking garages, which provide covered parking opportunities while minimizing the amount of additional impervious surface area that would otherwise be required for detached garages or surface parking expansions.

A public hearing regarding the proposed Zoning Map Amendments was held on April 28, 2026. Several residents from the surrounding neighborhood participated and provided comments regarding the proposed development. The primary concerns expressed related to potential increases in traffic volumes and stormwater management associated with future development of the site. In addition, the developer hosted a neighborhood meeting on May 6, 2026, to introduce the project team, present information regarding the development, and engage directly with nearby residents to better understand and address neighborhood concerns.

Many of the concerns identified during the public hearing and neighborhood meeting would be comprehensively addressed through the required Site Plan Review (SPR) process for any future development proposal. The SPR process includes detailed review of site-related elements such as building placement, density and bulk standards, traffic circulation, landscaping, lighting, and stormwater management. Stormwater facilities and engineering plans will be reviewed by both the developer's engineers and City staff to ensure compliance with municipal requirements. Additionally, the development will be subject to permitting and oversight by the Wisconsin Department of Natural Resources (DNR), including compliance with all applicable state stormwater management regulations.

RECOMMENDATION

Staff recommends the Plan Commission recommend the City Council approve the Zoning Map Amendment for the property located at 550 McMillen Street (parcels 226-0614-3443-018 and 226-0614-3434-045) from Institutional (I) to Multi-Family Residential-30 (MRM-30).

ATTACHMENTS

1. Zoning and Conceptual Site Plan Packet 1_Redacted
2. Future Land Use Map(6.6.2023)
3. Fort Atkinson Multifamily TIA 2026-04-28
4. 4.28.26 Public Hearing Concerns and Responses
5. FA Neighborhood Meeting Notice from Pre 3 5.6.26

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

Conceptual Site Plan

City of Fort Atkinson Procedural Checklist for Site Plans
Requirements per Section 15.10.42

This form is designed to be used by the Applicant as a guide to submitting a complete application for a site plan and by the City to process the application.

Name, company, and client (if applicable): Riverpoint Commons - PRE 3
Emily McFarland

Phone number: [redacted] Email: [redacted]

Property address for site plan: 550 MCMILLEN STREET

Engineer - Brad Tramel [redacted]

I Applicability

Site plan review and approval shall be required for changes to site characteristics (listed in Section 15.10.42).

II Application Requirements

The Applicant shall submit an electronic copy or paper copies, if required by the City, of the application. Applications for site plans shall contain all of the following, unless specific application requirements are waived in writing by the Zoning Administrator.

- ☑ Written description of the intended use describing in reasonable detail the following:
  - ☑ Existing zoning district(s) and proposed zoning district(s), if different.
  - ☑ Existing and proposed land uses.
  - ☑ Projected number of residents, employees, and/or daily customers.
  - ☑ Proposed number of dwelling units and density.
  - ☑ Demonstration of compliance with the applicable standards and requirements of the City of Fort Atkinson Municipal Code.
  - ☑ Demonstration of consistency with the Comprehensive Plan.
  - N/A ☐ Fencing materials (Section 15.06.40).
  - ☑ Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.
- ☑ A small location map showing the subject property and illustrating its relationship to the nearest street intersection.
- ☑ Pre-Development Site Information.
  - ☑ Legal description of the subject property.
  - ☑ Existing property lines and setback lines.
  - ☐ Existing structures and paved areas.
  - ☑ Existing right of way lines with bearings and dimensions clearly labeled.
  - ☑ Existing easements and utilities.

- ☑ Existing and proposed topography with a maximum contour interval of 2 feet, except where existing ground is on a slope of less than 2 percent where one foot contours shall be shown.
- ☑ The outer edges of all natural resource areas (i.e. floodplains, shorelands, wetlands, drainageways, woodlands, steep slopes).

☑ Proposed Post-Development Site Information.

- ☑ Property lines and setback lines.
- ☑ Location of all proposed structures and use areas, including paved areas, building entrances, walks, drives, decks, patios, fences, utility poles, and drainage facilities.
- ☑ Proposed right of way lines with bearings and dimensions clearly labeled.
- ☑ Proposed access points onto public streets and access drives on the subject property.
- ☑ Location and dimension of all on-site parking (and off-site provisions if they are to be employed), including a summary of the number of parking stalls provided.
- ☑ Location of all proposed parking and traffic circulation areas.
- ☑ Location and configuration of all visibility triangles proposed on the subject property.
- ☐ Location and dimension of all loading and service areas on the subject property.
- ☐ Location of all outdoor storage areas and the design of all screening devices.
- ☐ Location of all rooftop, wall-mounted, and ground-mounted mechanical equipment, and the design of all screening devices.
- ☑ Location and type of all stormwater facilities and management approach to be employed and a copy of the proposed maintenance agreement.
- ☐ Location of snow storage areas, except for single family and two family residential.
- ☐ Proposed easement lines and dimensions with a key provided and explanation of ownership and purpose. Easement documents governing public access or cross access should be provided for review.
- ☐ Location and size of all gas, electric, water, storm and sanitary utilities serving the parcel.
- ☐ Location, type, height, size, and lighting of all signage on the subject property.
- ☐ In the legend, include the following data for the subject property: lot area, flood area, floor area ratio, impervious surface area, impervious surface ratio, and building heights.

☐ Detailed Landscaping Plan. If required, a landscape plan depicting the location, type, and size at time of planting and maturity of all landscaping features as required in Article VIII.

☐ Grading and Erosion Control Plan. Scaled drawing depicting existing and proposed grades, including retention walls and related devices, and erosion control measures. Written erosion control plan indicating pre-site disturbance elements, maintenance and inspection timing of same during construction, provisions for temporary stabilization during construction and final stabilization plan.

☑ Elevation Drawings.

- ☐ Elevations of proposed buildings or proposed remodeling of existing buildings showing finished exterior treatment and all rooftop, wall-mounted, and ground-mounted mechanical equipment.
- ☐ Depict exterior materials, texture, color, and overall appearance.
- ☐ Perspective renderings of the proposed project and/or photos of similar structures may also be submitted, but not in lieu of drawings showing the actual intended appearance of the building(s).

☐ Photometric Plan

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

- ☐ Location, type, height, design, illumination power, and orientation of all exterior lighting on the subject property.
- ☐ Impact of lighting across the entire property to the property lines rounding to the nearest 0.10 foot candles.

☑ Operational Plan.

- ☐ Describe the proposed hours of operation and traffic generation.
- ☐ Procedures for snow removal, except for single and two family residential.

III Process Checklist

- ☐ Pre-Application conference with Staff (recommended) Date: SW
- ☐ Application fee of $300.00 received by City Clerk Date: SW
- ☐ Reimbursement of professional consultant costs agreement executed. Date: SW
- ☐ Receipt of final application packet by Engineering Date: _____
- ☐ City Staff input Date: _____
- ☐ Review and action by Engineering and Zoning Administrator Date: _____

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

City of Fort Atkinson Procedural Checklist for Zoning Map Amendments (Rezoning) Requirements per Section 15.10.31

This form is designed to be used by the Applicant as a guide to submitting a complete application to amend the Official Zoning Map and by the City to process the application.

Name, company, and client (if applicable): Riverpoint Commons - Pre 3 Emily McFarlane Engineer - Bond Trane BTRGMLGRELEENC.com

Phone number: [redacted] Email: [redacted]

Property address of requested zoning change: 550 MCMILLEN & 0 MCMILLEN STREET

Zoning change request from I to MRH-30

I Application Packet Requirements

The Applicant shall submit an electronic or paper copies, as may be required by the City, of the application.

- ☑ A map of the subject property to scale, depicting the following:
  - ☑ All lands for which the zoning is proposed to be amended and all other lands within 100 feet of the boundaries of the subject property.
  - ☑ All parcel numbers for the subject property.
  - ☑ Current zoning of the subject property and its environs, and the jurisdiction(s) which maintains that control.
  - ☑ All lot dimensions of the subject property.
  - ☑ A graphic scale and north arrow.
- ☑ Legal description of the property.
- ☑ Written justification for the proposed Official Zoning Map amendment, including evidence that the application is consistent with the Comprehensive Plan.
- ☑ Any further information needed by the Plan Commission to facilitate the making of a comprehensive report to the Plan Commission and City Council.

II Criteria Used to Evaluate the Proposed Zoning Map Amendment

The Zoning Administrator shall review the complete application and evaluate whether the proposed amendment:

1. Advances the purposes of this Chapter as outlined in Section 15.01.03 and the applicable rules of Wisconsin Department of Administration and the Federal Emergency Management Agency.
2. Is in harmony with the Comprehensive Plan.
3. Maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts.

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

4. Addresses any of the following factors that are not properly addressed on the current Official Zoning Map:
   a. The designations of the Official Zoning Map are not in conformance with the Comprehensive Plan.
   b. A mapping mistake was made, including the omission on the Official Zoning Map of an approved zoning map amendment.
   c. Factors have changed (such as new data, infrastructure, market conditions, development, annexation, or other zoning changes), making the subject property more appropriate for a different zoning district.
   d. Growth patterns or rates have changed, creating the need for an amendment to the Official Zoning Map.

III Process Checklist

- ❑ Staff-Applicant meeting (if applicable) Date: _____
- ❑ Application fee of $300.00 received by City Clerk Date: _____
- ❑ Reimbursement of professional consultant costs agreement executed. Date: _____
- ❑ Receipt of complete application packet by Zoning Administrator Date: _____
- ❑ City Staff input Date: _____
- ❑ Class 2 legal notice sent to official newspaper by City Clerk Date: _____
- ❑ Class 2 legal notice published on _____ and _____ Date: _____
- ❑ Notification of neighboring property owners within 100 feet of the petition Date: _____
- ❑ Notification of clerks of municipalities within 1,000 feet of the petition Date: _____
- ❑ Notification of airports within 1 mile of the petition Date: _____
- ❑ Plan Commission Public Hearing, review and recommendation Date: _____
- ❑ City Council review and action Date: _____

City of Fort Atkinson

Written Description for Site Plan – Schumacher Way

Parcel **226-0614-3443-018**

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

Parcel **226-0614-3434-045**

OUTLOT 1, CSM 5180-28-014, DOC 1247124. ALSO AFFIDAVIT IN DOC 1247647.

Both properties are currently zoned Institutional (I), which does not permit standalone multi-family residential buildings without a commercial component. As a result, rezoning will be required. We would like to rezone the property to Multi-Residential-30 (MRH-30). This district is intended for multi-family uses in mid and large-sized buildings such as multiplexes or apartments at higher densities, up to 50 dwelling units per acre, which aligns with our proposed density. The City's Comprehensive Plan, which was amended in 2023, also supports the MRH-30 Zoning as well. The attached site plan shows our 24-unit buildings, with each unit varying from 1 to 2-unit bedrooms, underground parking, and a shared entrance. One building will also have a community space for the tenants and their guests to use. Depending upon the unit, each is roughly between 780, and 1,164 square feet. There are also an office space and a mail pickup location for the tenants. PRE/3 anticipates there will be 1 full-time (property manager) and possibly 2 part-time employees for maintenance and housekeeping. The architectural plans provided are for representative purposes only. Finalized architectural plans are not yet available, but this does provide a solid representation of the layout.

Parcel **226-0614-3443-018**

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

Parcel **226-0614-3434-045**

OUTLOT 1, CSM 5180-28-014, DOC 1247124. ALSO AFFIDAVIT IN DOC 1247647.



SITE DATA

TOTAL AREA = 7.55 ACRES, 329,061 S.F.

BUILDING AREA = 0.89 ACRES, 38,947 S.F. (11.8%)

SIDEWALK/PARKING LOT AREA = 1.61 ACRES, 70,253 S.F. (21.3%)

GREEN SPACE = 5.05 ACRES, 219,861 S.F. (66.9%)

ZONING

CURRENT- I = INSTITUTIONAL USE

PROPOSED- MRH-30 - Multi-Family Residential - 30

PARCEL NOS.

226-0614-3443-018
226-0614-3434-045

BRIEF LEGAL DESCRIPTION

Parcel 226-0614-3443-018 AND 226-0614-3434-045

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

OUTLOT 1, CSM 5180-28-014, DOC 1247124. ALSO AFFIDAVIT IN DOC 1247647.

PARKING DATA

TOTAL PARKING STALLS PROVIDED = 214

SURFACE PARKING STALLS = 118

ATTACHED COVER STALLS = 96

BUILDING COUNT

4 - 24 UNIT BUILDINGS - 96 TOTAL UNITS

96/ 7.55 = 12.72 UNITS PER ACRE

SETBACKS

MRH-30 CODE (TO BE DETERMINED)

NORTH

0' 60' 120'

SCALE IN FEET

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION

DRAWN —
CHECKED —
DESIGNED —

550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

CONCEPT SITE PLAN - 96 UNIT LAYOUT

DATE 11/2025
FILE FORT - CONCEPT 1
JOB NO. —

Robert E. Lee & Associates, Inc.
1250 Centennial Centre Blvd | Hobart, WI | 920-662-9641 | releeinc.com

SHEET NO. 1



LOCATION MAP

NORTH

SITE DATA

TOTAL AREA = 7.49 ACRES, 326,415 S.F.

ZONING

CURRENT- I = INSTITUTIONAL

PROPOSED- MRH- 30 = MULTI-RESIDENTIAL-8

PARCEL NO.

226-06-14-3443-018

BRIEF LEGAL DESCRIPTION

Parcel 226-0614-3443-018

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	123.17	103.78	68.00	N54° 42' 57"W	116.07
C2	29.68	209.71	8.11	S24° 46' 06"E	29.65

NORTH

0' 80' 160'

SCALE IN FEET

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION

DRAWN —
CHECKED —
DESIGNED —

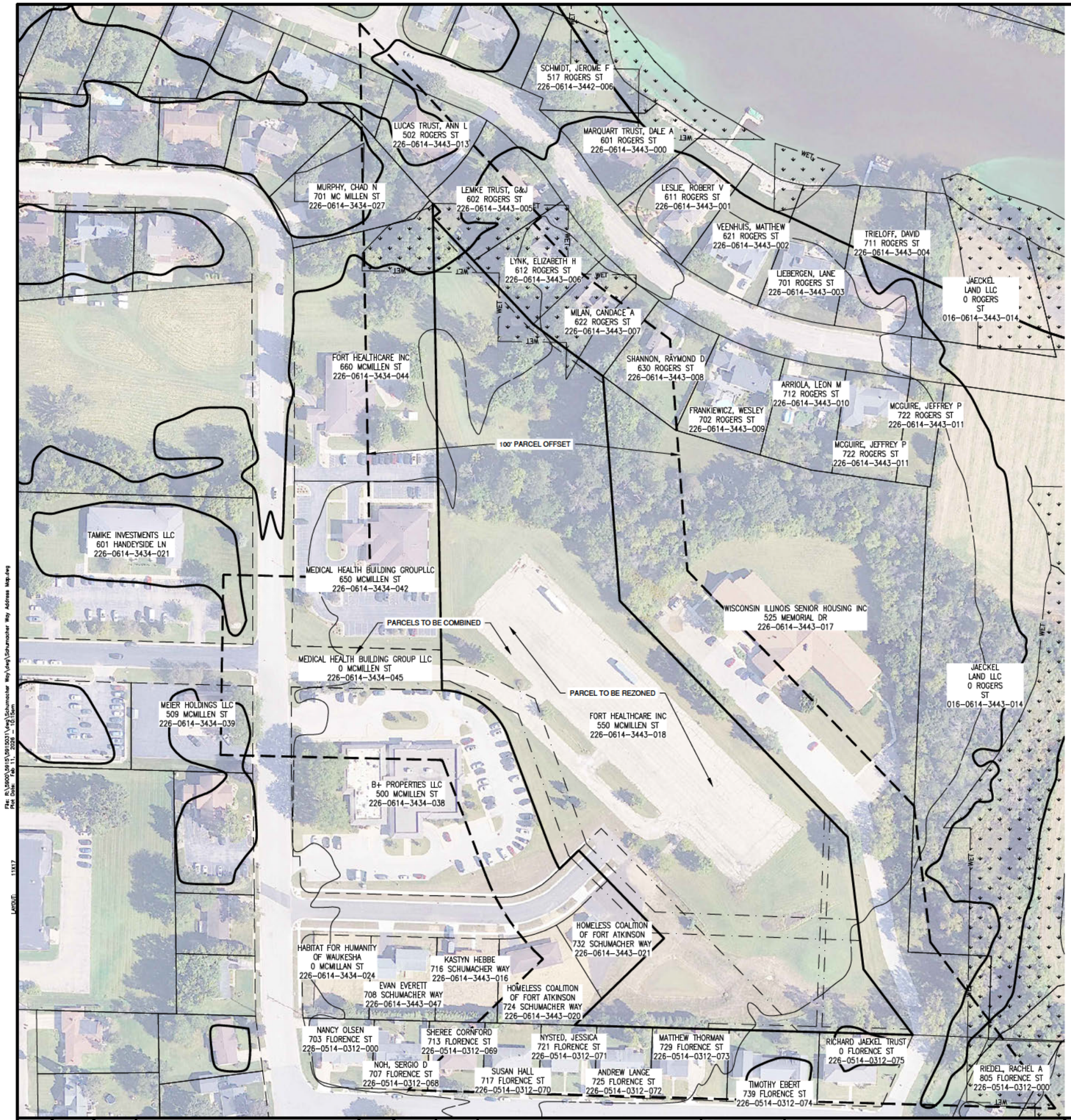
550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

ZONING MAP

DATE 11/2025
FILE SCHUMACHER WAY ZONING MAP
JOB NO. —

Robert E. Lee & Associates, Inc.
1250 Centennial Centre Blvd | Hobart, WI | 920-662-9641 | releeinc.com

SHEET NO. 1



SITE DATA

TOTAL AREA = 7.49 ACRES, 326,415 S.F.

ZONING

CURRENT- I = INSTITUTIONAL

PROPOSED- MRL-8 = MULTI-RESIDENTIAL-8

PARCEL NO.

226-06-14-3443-018

BRIEF LEGAL DESCRIPTION

Parcel 226-0614-3443-018

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION

DRAWN —
CHECKED —
DESIGNED —

550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

ADDRESS MAP

DATE 11/2025
FILE SCHUMACHER WAY ADDRESS MAP
JOB NO. —

Robert E. Lee & Associates, Inc.
1250 Centennial Centre Blvd | Hobart, WI | 920-662-9641 | releeinc.com

SHEET NO. 1



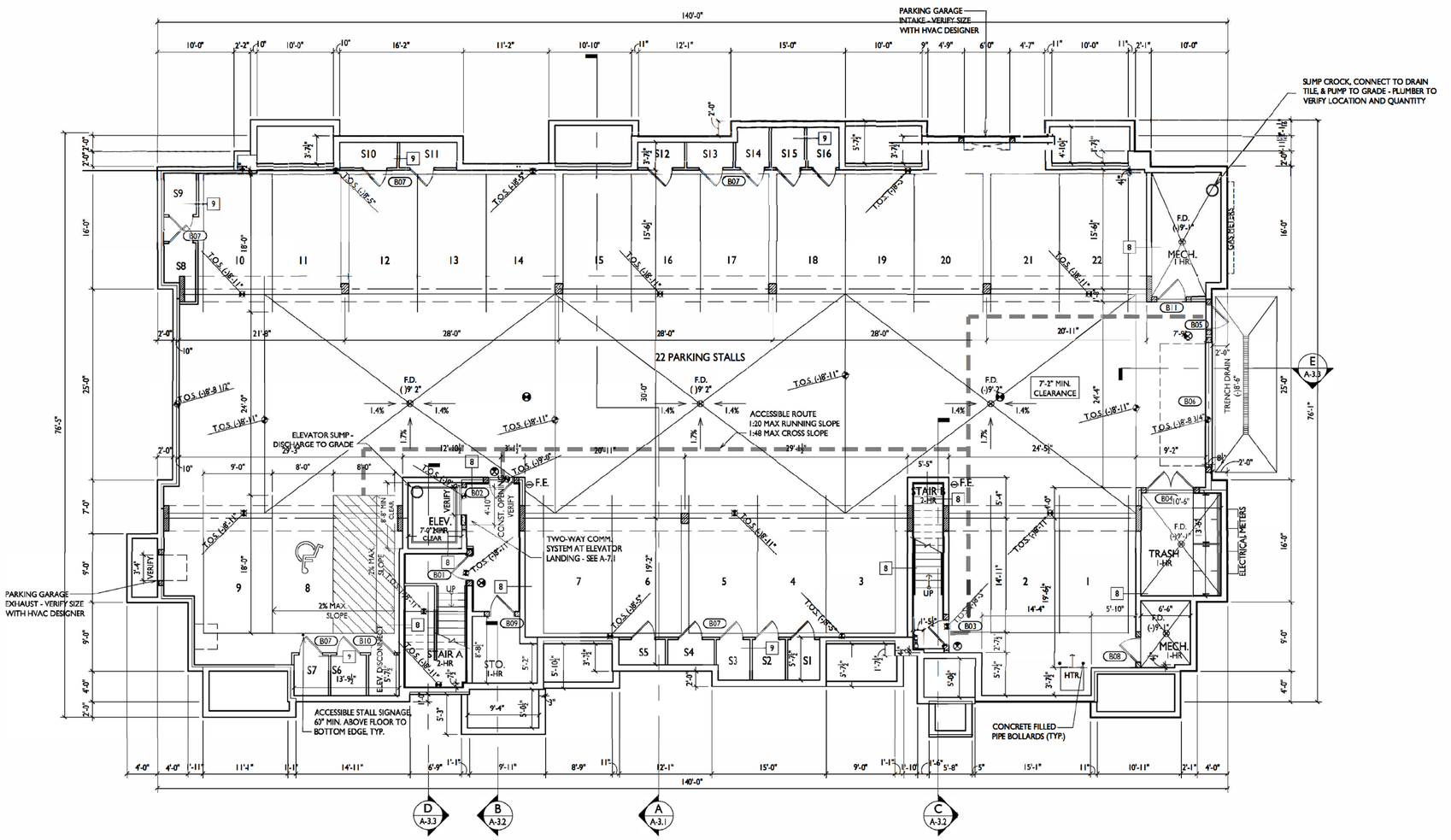
1 / A-2.2 NORTH ELEVATION

1/8" = 1'-0"



1 / A-2.1 EAST ELEVATION

1/8" = 1'-0"



1 A-1.0 BASEMENT PLAN

1/8" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

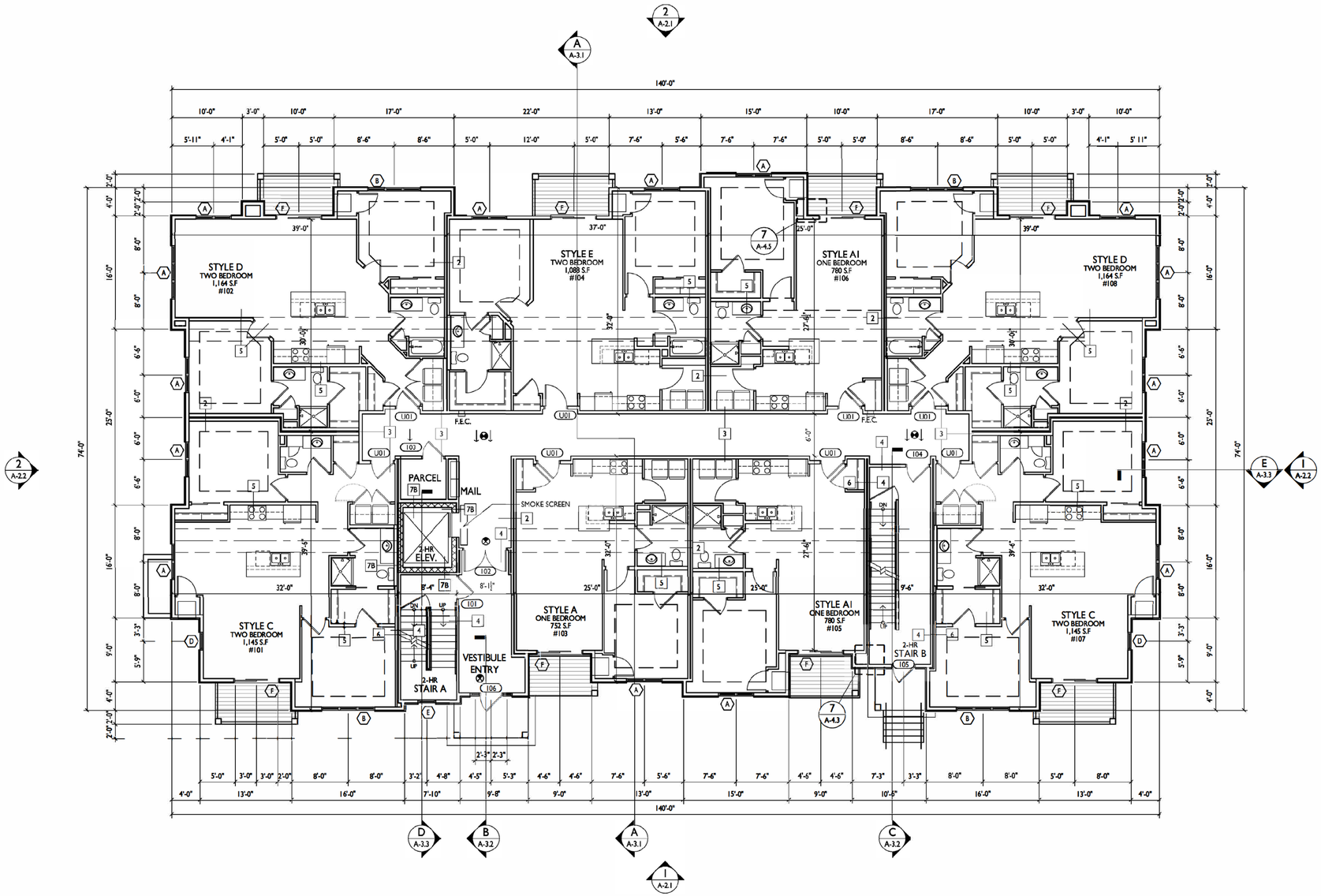
108 Whistle Street
Marshall, WI

SHEET TITLE
Basement Plan

SHEET NUMBER
A-1.0

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



1 A-1.1 **FIRST FLOOR PLAN**

1/8" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

1/A-5.1 | 1/A-5.2

1ST FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

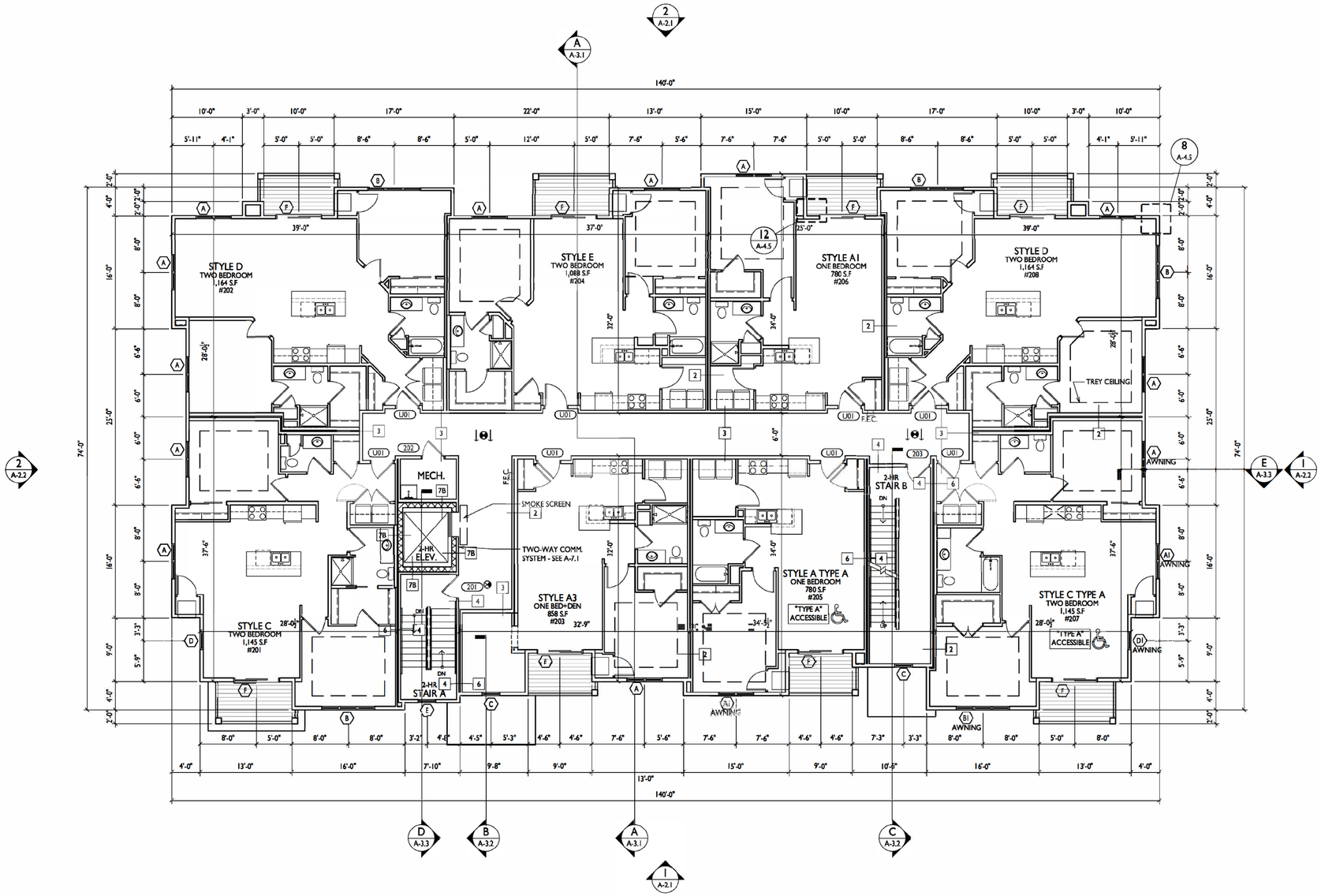
SHEET TITLE
First Floor Plan

SHEET NUMBER

A-1.1

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



I A-1.2 SECOND FLOOR PLAN

1/8" = 1'-0"

knothe bruce ARCHITECTS

Phone: 608.836.3690

8401 Greenway Blvd., Suite 900
Middleton, WI 53562

1/A-5.3 | 1/A-5.4

2ND FLOOR

ISSUED

Issued For Plan Review - September 11, 2025

PROJECT TITLE

Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE

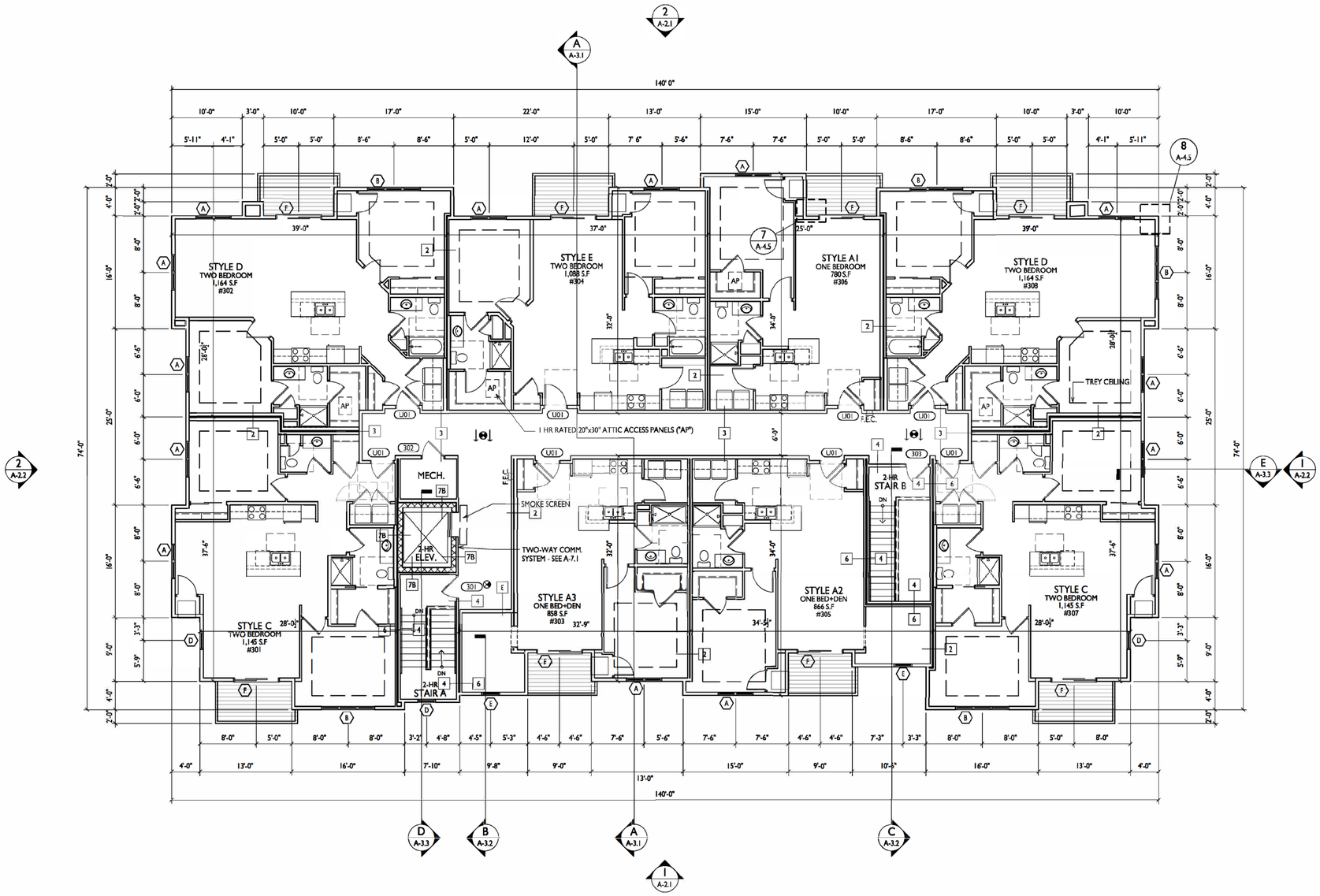
Second Floor Plan

SHEET NUMBER

A-1.2

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



I A-1.3 THIRD FLOOR PLAN

1/8" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562



3RD FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

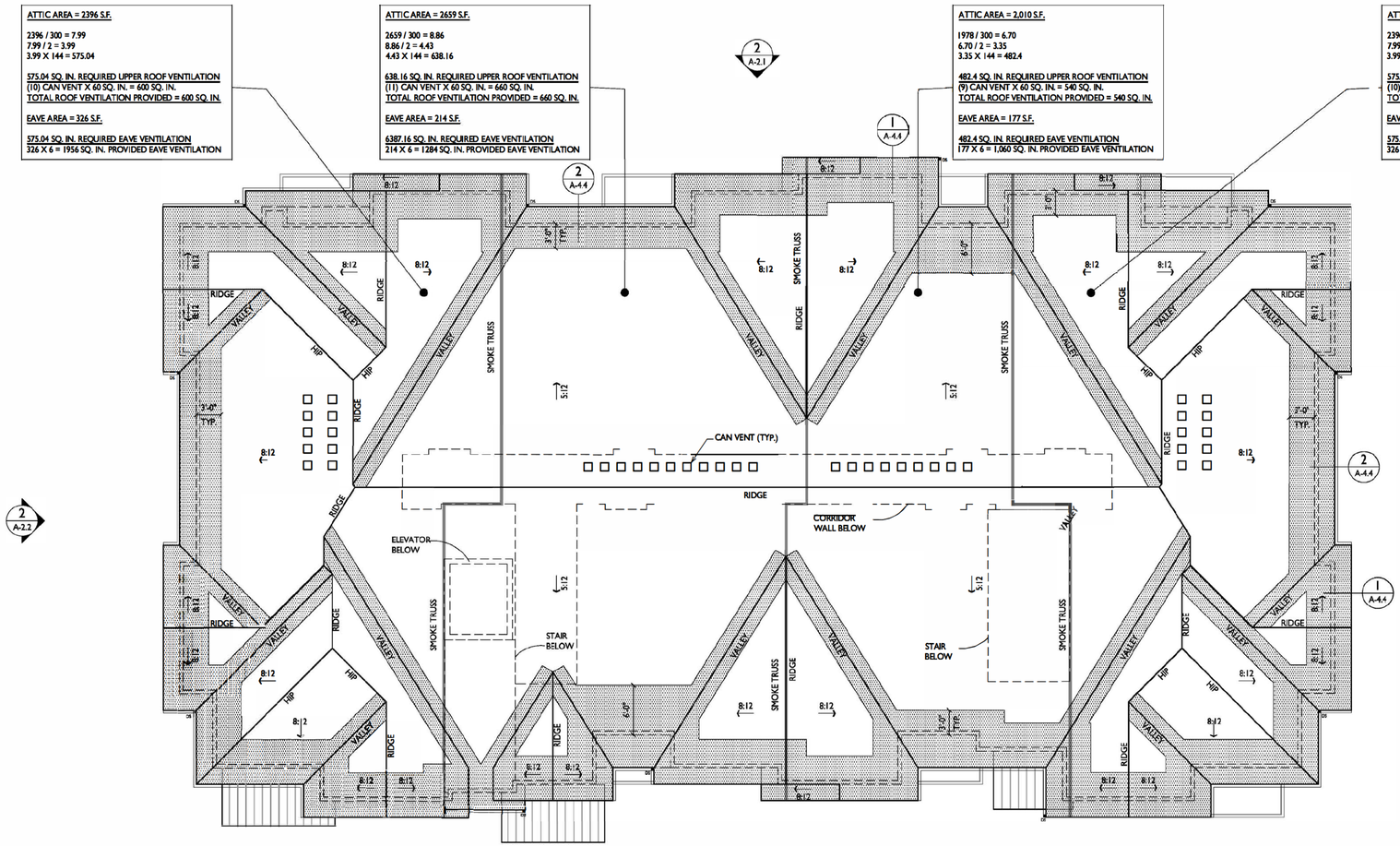
SHEET TITLE
Third Floor Plan

SHEET NUMBER

A-1.3

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



1 A-1.4 **ROOF PLAN**

1/8" = 1'-0"

NOTES:

1. INSTALL ROOF VENTING TO PROVIDE 1 S.F. VENT AREA PER 300 S.F ATTIC AREA. HALF OF VENTING TO OCCUR AT RIDGE AND HALF AT EAVE. DO NOT MIX CAN VENTS AND RIDGE VENTS.
2. ALL AREAS OF OVER-FRAMING TO BE VENTED TO MAIN ATTIC SPACE WITH MINIMUM 4 S.F. OPENING IN BOTTOM ROW OF SHEATHING.
3. INSTALL GRACE ICE AND WATER SHIELD AT ALL ROOF EAVES AND VALLEYS. EXTEND FROM THE EAVES' EDGE TO A POINT AT LEAST 24" INSIDE THE EXTERIOR HEATED WALL LINE OF THE BUILDING, UNLESS NOTED OTHERWISE ON ROOF PLAN. RUN UP WALL MINIMUM 18" WHERE ROOF PITCH INTERSECTS WITH WALLS. INSTALL PER MANUFACTURERS SPECIFICATIONS. (SEE I.B.C. SECT. 1507.2.8.2 FOR ADDITIONAL INFO.)
4. DOWNSPOUTS ON PARKING LOT SIDE OF BUILDING TO BE COLLECTED UNDERGROUND. ALL OTHER DOWNSPOUTS TO DISCHARGE TO GRADE.

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Roof Plan

SHEET NUMBER
A-1.4

PROJECT NO. 2002

©Knothe & Bruce Architects, LLC



1 A-2.1 **SOUTHEAST ELEVATION**

1/8" = 1'-0"



2 A-2.1 **NORTHWEST ELEVATION**

1/8" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

BUILDING ELEMENT	MANUFACTURER	COLOR
1 HORIZONTAL VINYL SIDING		
2 ASPHALT SHINGLES		
3 ADHERED STONE VENEER		
4 COMPOSITE TRIM		
5 COMPOSITE WRAPPED COLUMNS		
6 COMPOSITE SHAKES		
7 PRECAST CAP		
8 ALUMINUM RAILINGS		
9 PRECAST SILL		
10 INSULCRETE FINISH COAT		
11 RETAINING WALL		
12 STANDING SEAM METAL ROOF		

kba
knothe bruce
ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Elevations

SHEET NUMBER
A-2.1

PROJECT NO. 2002

©Knothe & Bruce Architects, LLC

EXTERIOR MATERIAL SCHEDULE		
BUILDING ELEMENT	MANUFACTURER	COLOR
1 HORIZONTAL VINYL SIDING		
2 ASPHALT SHINGLES		
3 ADHERED STONE VENEER		
4 COMPOSITE TRIM		
5 COMPOSITE WRAPPED COLUMNS		
6 COMPOSITE SHAKES		
7 PRECAST CAP		
8 ALUMINUM RAILINGS		
9 PRECAST SILL		
10 INSULCRETE FINISH COAT		
11 RETAINING WALL		
12 STANDING SEAM METAL ROOF		



2 A-2.2 SOUTHWEST ELEVATION

1/8" = 1'-0"



1 A-2.2 NORTHEAST ELEVATION

1/8" = 1'-0"

knothe bruce ARCHITECTS

Phone: 608.836.3690

8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED

Issued For Plan Review - September 11, 2025

PROJECT TITLE

Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE

Elevations

SHEET NUMBER

A-2.2

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC

TYPICAL PITCHED ROOF (1 HR)
- ASPHALT SHINGLES (CLASS B)
- 15# ROOF FELT (ICE AND WATER SHIELD AT ALL EAVES AND VALLEYS - SEE ROOF PLAN)
- 1/2" (32/16) APA RATED EXPOSURE 1 OSB SHEATHING w/ H-CLIPS AT LONG EDGES. FASTEN w/8d NAILS AT 6" O.C. EDGES AND 12" O.C. FIELD
- R-50 BLOWN FIBERGLASS INSULATION
- ENGINEERED ROOF TRUSSES @ 24" O.C.
- DUCTS AND AIR TRANSFER OPENINGS THAT PENETRATE THE CEILING MEMBRANE OF A CEILING ASSEMBLY SHALL BE PROTECTED BY A LISTED CEILING RADIATION DAMPER
- 6 MIL POLY VAPOR BARRIER
- RESILIENT CHANNELS AT 12" O.C.
- (1) LAYER 5/8" TYPE 'C' GYP. BOARD SECURED WITH 1" MAX. SCREWS

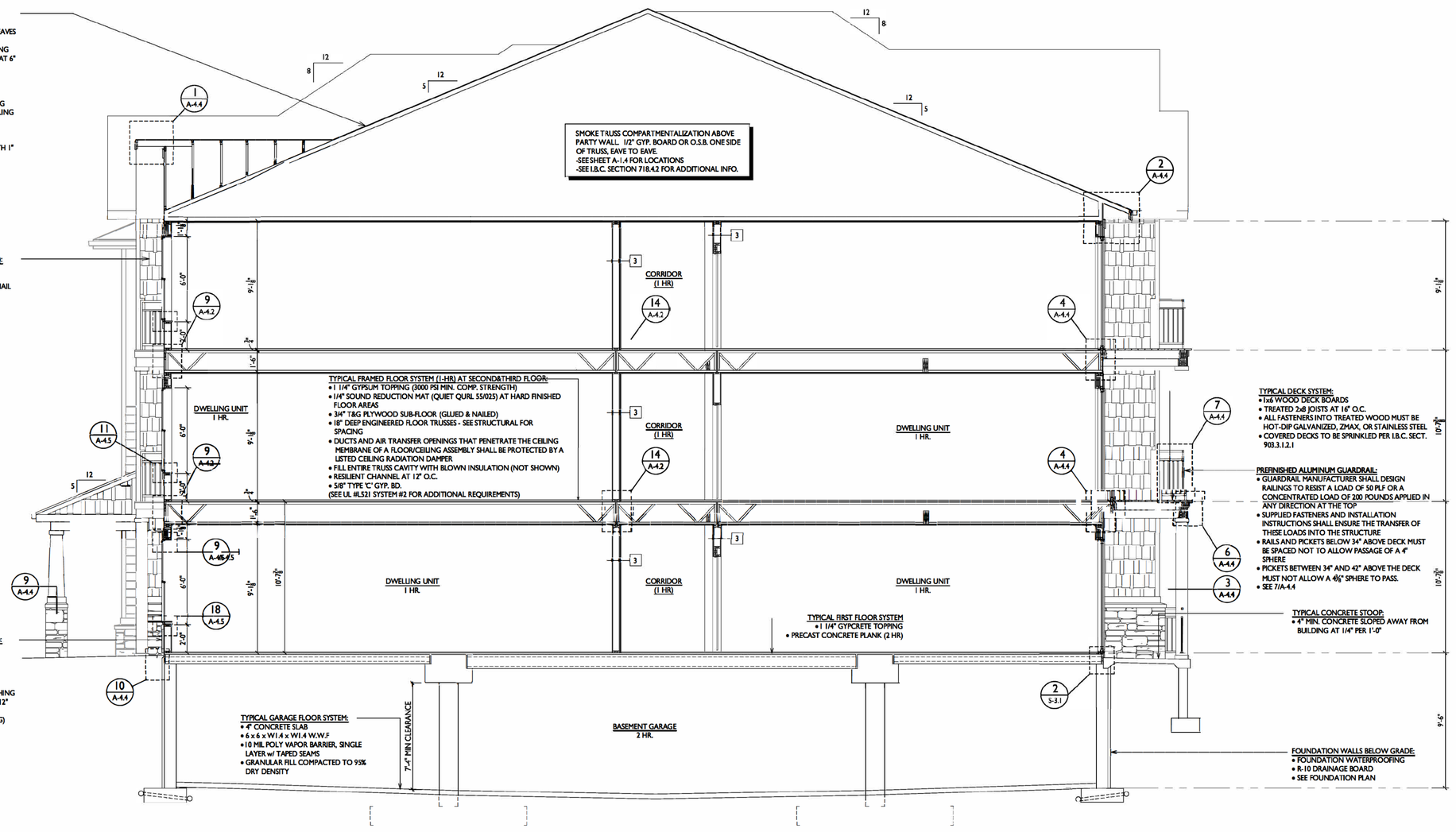
(SEE UL #P522 FOR ADDITIONAL REQUIREMENTS)

TYPICAL EXTERIOR WALL @ COMPOSITE SIDING (1 HR.):
- HORIZONTAL OR SHAKE COMPOSITE SIDING
- BUILDING WRAP
- 7/16" O.S.B. RATED EXPOSURE 1 WALL SHEATHING (NAIL WITH 8d NAILS AT 6" O.C. EDGES AND 12" O.C. AT INTERMEDIATE STUDS)
- 2x6 STUDS @ 16" O.C.
- R-21 FIBERGLASS BATT INSULATION
- 6 MIL POLY VAPOR RETARDER
- 5/8" TYPE 'X' GYP. BOARD

(SEE U.L. #U356 FOR ADDITIONAL REQUIREMENTS)

TYP. EXTERIOR WALL @ STONE VENEER (1 HR.):
- ADHERED NATURAL STONE VENEER
  - MORTAR SCRATCH COAT
  - METAL LATH, ANCHORED TO STUDS
  - DRAINAGE MAT
- (2) LAYERS OF BUILDING WRAP
- 7/16" O.S.B. RATED EXPOSURE 1 WALL SHEATHING (NAIL WITH 8d NAILS AT 6" O.C. EDGES AND 12" O.C. AT INTERMEDIATE STUDS)
- 2x6 STUDS (SEE FRAMING PLANS FOR SPACING)
- R-21 FIBERGLASS BATT INSULATION
- 6 MIL POLY VAPOR BARRIER
- 5/8" TYPE 'X' GYP. BOARD

(SEE U.L. # U425 FOR ADDITIONAL DETAILS)



A-3.1 BUILDING SECTION

1/4"=1'-0"

knothe • bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued for Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

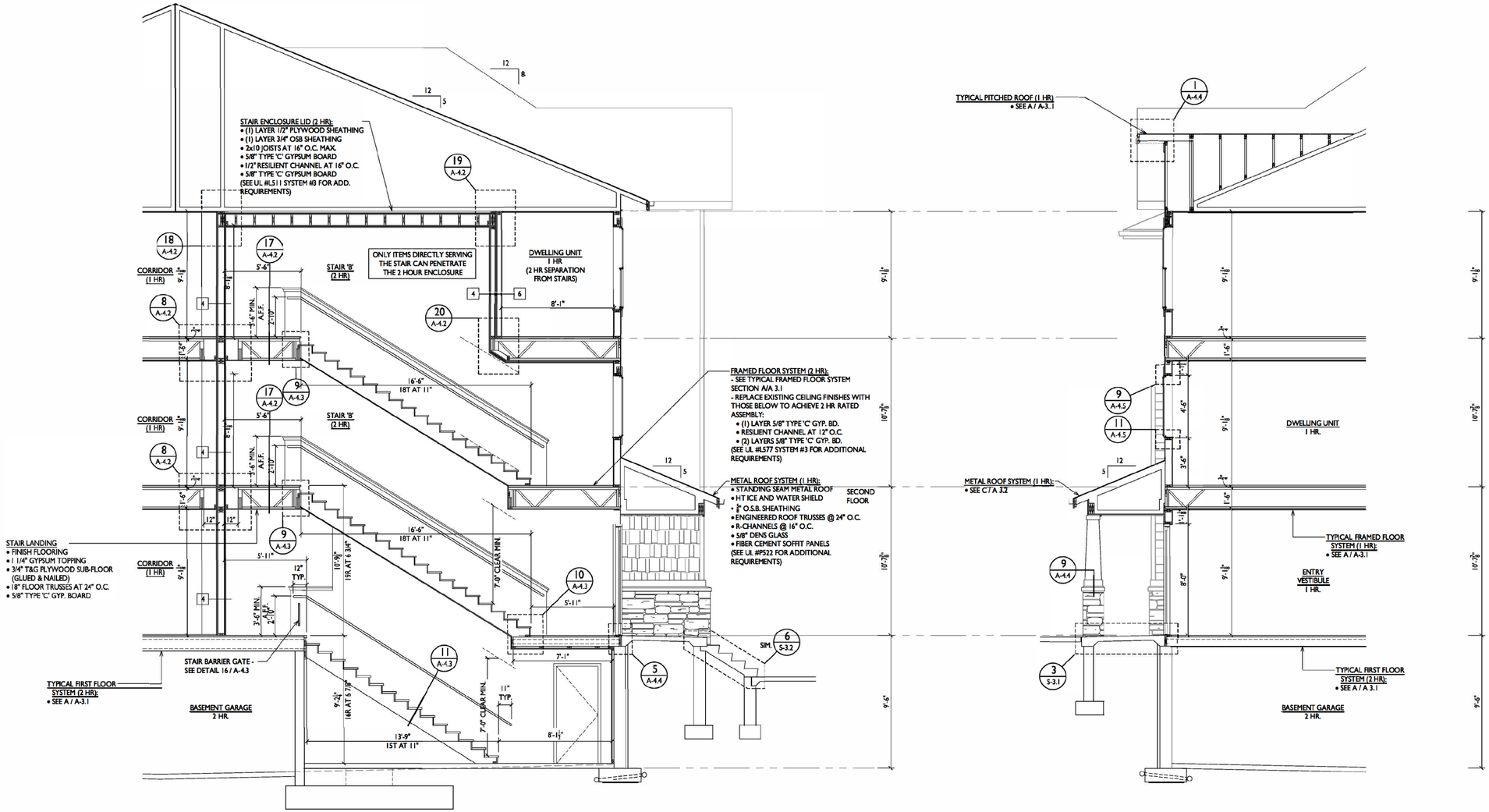
108 Whistle Street
Marshall, WI

SHEET TITLE
Building Section

SHEET NUMBER
A-3.1

PROJECT NO. 2002

©Knothe & Bruce Architects, LLC



C A-3.2 **STAIR 'B' WALL SECTION**
1/4"=1'-0"

B A-3.2 **WALL SECTION**
1/4"=1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued for Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

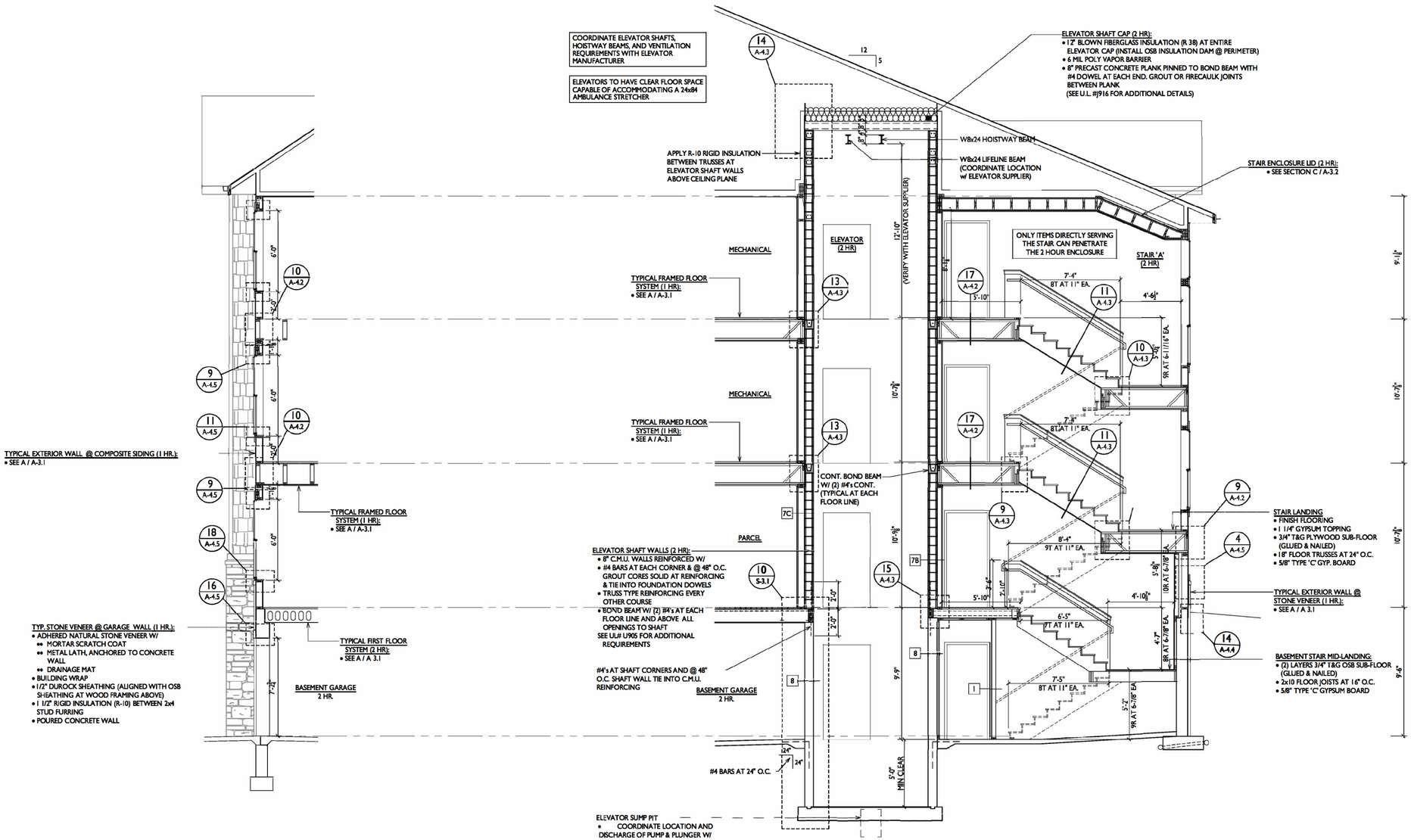
SHEET TITLE
Building Sections

SHEET NUMBER
A-3.2

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC

knothe • bruce
ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562



E / A-3.3 GARAGE ENTRY WALL SECTION
1/4"=1'-0"

D / A-3.3 STAIR 'A' / ELEVATOR WALL SECTION
1/4"=1'-0"

ISSUED
Issued for Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Building Sections

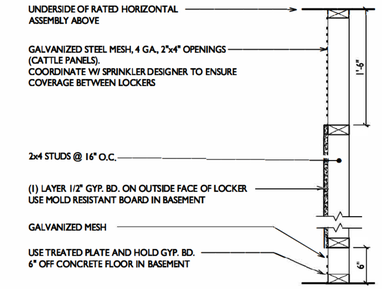
SHEET NUMBER
A-3.3

PROJECT NO. 2002

©Knothe & Bruce Architects, LLC

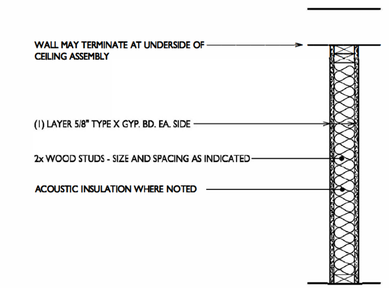
GENERAL SECTION / DETAIL NOTES:

1. PLAN DIMENSIONS ARE TO FACE OF FRAMING/CMU/CONCRETE, CENTERLINE OF STRUCTURAL COLUMNS, CENTERLINE OF WINDOW/DOOR OPENINGS, AND EDGE OF STAIR NOSINGS.
2. ALL LUMBER IN CONTACT WITH CONCRETE BELOW OR WITHIN 8" OF GRADE SHALL BE PRESERVATIVE TREATED.
3. ALL SUB-FLOOR PANELS TO BE GLUED & NAILED.
4. SEE STRUCTURAL DRAWINGS FOR WOOD STUD GRADE, SIZE AND SPACING.
5. REFERENCE CURRENT FIRE RATED ASSEMBLY DESIGN REQUIREMENTS ONLINE AT HTTP://WWW.UL.COM/ - ALL CONTRACTORS ARE RESPONSIBLE FOR MEETING CURRENT SYSTEM REQUIREMENTS AS PUBLISHED BY U.L.
6. PENETRATIONS IN RATED ASSEMBLIES SHALL COMPLY WITH IBC 714. SUBMIT FIRESTOP SYSTEMS TO LOCAL AHJ FOR REVIEW PRIOR TO INSTALLATION. FIRESTOP SYSTEMS IN HORIZONTAL ASSEMBLIES SHALL HAVE "T" RATING = TO "F" RATING.
7. GYPSUM BOARD ON FIRE-RATED WALLS (EXTERIOR, PARTY, CORRIDOR, AND BEARING WALLS) SHALL BE INSTALLED BEHIND SOFFITS, TUB & SHOWER UNITS AND CONCEALED OR FURRED-OUT SPACES.
8. CEILINGS AT CONCEALED SPACES SHALL BE COMPLETED IN ACCORDANCE WITH THE FIRE RATING OF THE ASSEMBLY THEY ARE A PART OF. FOR 1 HOUR RATED CONSTRUCTION INSTALL (2) LAYERS 5/8" TYPE C GYPSUM BD.
9. M.E.P. BOXES IN FIRE RATED WALLS SHALL BE UL LISTED AND INSTALLED IN ACCORDANCE WITH THEIR LISTING. BOXES SERVING DIFFERENT DWELLING UNITS SHALL NOT BE INSTALLED WITHIN THE SAME STUD CAVITY.
10. BOXES IN DEMISING WALLS AND CEILINGS SHALL HAVE THEIR ANNULAR SPACE SEALED WITH ACOUSTIC SEALANT. SEE 4 & 5 / A-4.3
11. FLEXIBLE DUCTS AND AIR CONNECTORS SHALL NOT PASS THRU ANY RATED ASSEMBLY.
12. ACOUSTIC INSULATION: INSTALL FIBERGLASS BATT INSULATION IN ALL DEMISING AND MECHANICAL ROOM WALLS. INSULATE STUD CAVITIES CONTAINING DWV PIPING.
13. BATT INSULATION THICKNESS SHALL BE EQUAL TO DEPTH OF STUD CAVITY, U.N.O.
14. ALL RESILIENT CHANNEL SHALL BE "RC DELUXE" BY DIETRICH INDUSTRIES . RESILIENT CHANNEL ON WALLS SHALL BE INSTALLED OPEN SIDE UP. FASTEN GYPSUM BOARD TO CHANNEL WITH MAX. 1" LONG SCREWS.
15. INSTALL ACOUSTIC SEALANT AT JOINT BETWEEN WALL AND CEILING GYPSUM BOARD AT ALL DEMISING WALLS.
16. USE GLASS MAT FACED GYPSUM IN ALL ASSEMBLIES IN PARKING GARAGES AND WHERE SURFACES WILL BE EXPOSED TO WEATHER DURING CONSTRUCTION.
17. DESIGN HEAD OF PARTITION CONNECTIONS TO ACCOMMODATE DEFLECTION OF BUILDING STRUCTURE.
18. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL CONCRETE AND CMU WALL REQUIREMENTS.
19. HOLD NON-BEARING CMU WALLS DOWN 1" FROM UNDERSIDE OF PRECAST PLANK / FLOOR SLAB. INSTALL BACKER ROD AND SEALANT OR LISTED JOINT FIRESTOP SYSTEM AT RATED WALLS.
16. GYPSUM FLOOR TOPPING SHALL BE INSTALLED WITH PERIMETER AND FLOOR SURFACE ISOLATION MATERIALS AS DETAILED BY MANUFACTURER IN SUBMITTED ACOUSTIC TEST.
17. PREPARE ALL EXTERIOR WALL OPENINGS (WINDOWS, DOORS, ETC.) IN ACCORDANCE WITH WRB INSTRUCTIONS AND AS DETAILED BY COMPONENT MANUFACTURER AND THESE DRAWINGS.
18. ALL WINDOWS DRYWALL RETURN HEAD AND JAMB W/ SEALANT ENTIRE PERIMETER.
19. VERIFY COMPATIBILITY OF FLASHING / WATERPROOFING MATERIALS THAT WILL BE IN CONTACT PRIOR TO INSTALLATION.
20. MAINTAIN GRADE MINIMUM 8" BELOW WOOD FRAMING OR 4" BELOW MASONRY VENEER, SLOPE GRADE AWAY FROM BUILDING 1/2" PER FOOT MINIMUM FOR AT LEAST 10'.



WALL TYPE: 9
WOOD STUD STORAGE LOCKER WALL

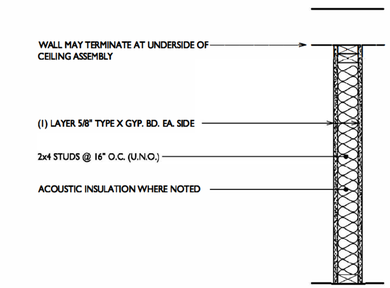
9 / A-4.1



WALL TYPE: 5
1 HR RATED BEARING WALL

5 / A-4.1

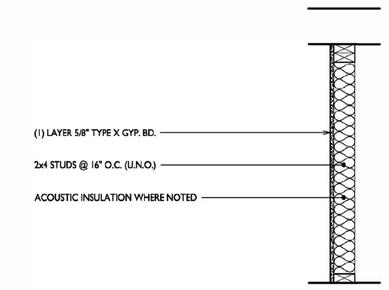
1 HR FIRE PARTITION U.L. DESIGN NO. U305



WALL TYPE: 1
UNRATED PARTITION

1 / A-4.1

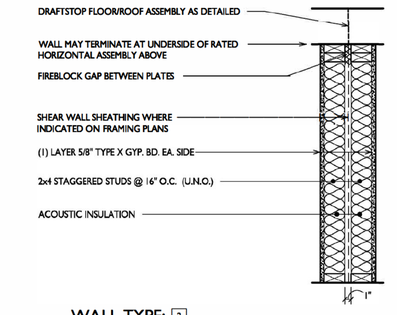
UNRATED WOOD STUD WALL



WALL TYPE: 6
FURRED WALL

6 / A-4.1

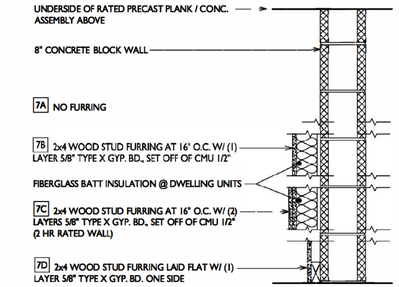
BEARING WALLS 1 HR RATED U.L. DESIGN NO. U341



WALL TYPE: 2
DWELLING UNIT SEPARATION WALL

2 / A-4.1

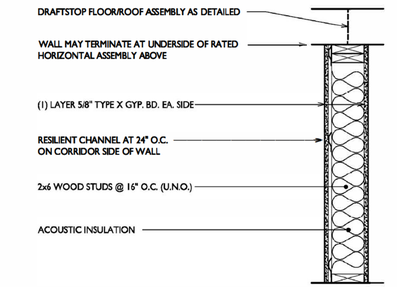
1 HR FIRE PARTITION U.L. DESIGN NO. U341
STC RATING - 53



WALL TYPE: 7
2 HR RATED CMU WALL W/ FURRING

7 / A-4.1

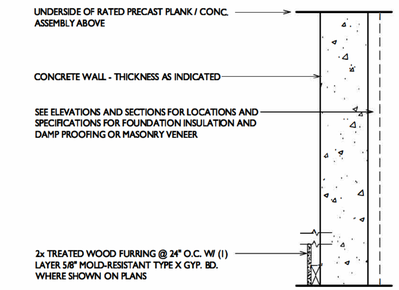
PER I.B.C. TABLE 720.1(2) ITEM 3 - 2 HR



WALL TYPE: 3
CORRIDOR WALL

3 / A-4.1

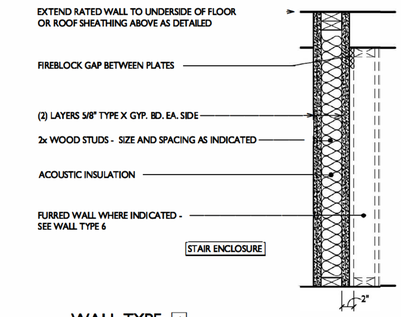
1 HR FIRE PARTITION U.L. DESIGN NO. U305
STC RATING - 53



WALL TYPE: 8
RATED CONC. WALL W/ FURRING

8 / A-4.1

PER I.B.C. TABLE 720.1(2) ITEM 4-1.1 - 2 HR



WALL TYPE: 4
STAIR ENCLOSURE WALL

4 / A-4.1

2 HR FIRE BARRIER U.L. DESIGN NO. U301
STC RATING - 64 (WITH FURRED WALL)

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

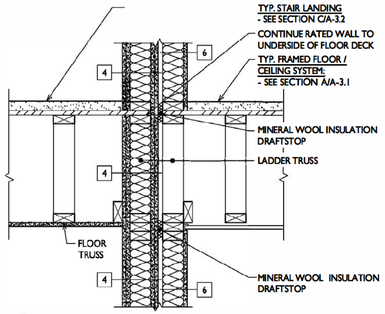
108 Whistle Street
Marshall, WI

SHEET TITLE
Wall Types & General Notes

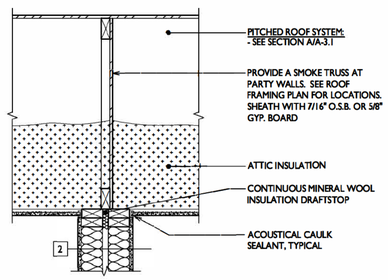
SHEET NUMBER
A-4.1

PROJECT NO. 2002

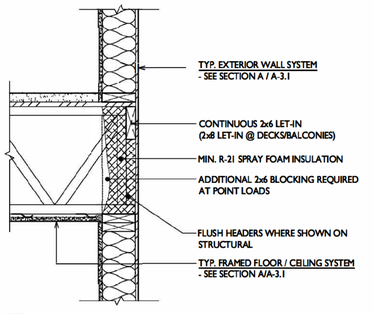
© Knothe & Bruce Architects, LLC



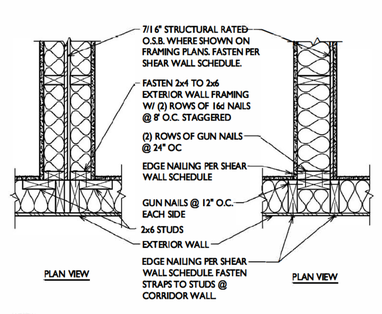
17 A-4.2 FIRE BARRIER @ FLOOR / CEILING
1" = 1'-0"



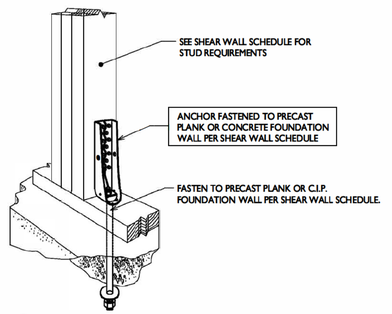
13 A-4.2 UNIT SEPARATION WALL @ ROOF/CEILING
1" = 1'-0"



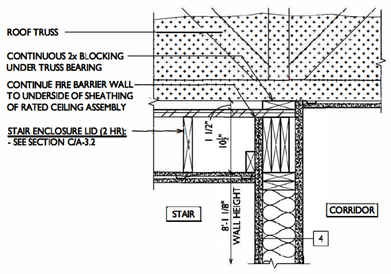
9 A-4.2 EXTERIOR RIM @ FLOOR TRUSS BEARING
1" = 1'-0"



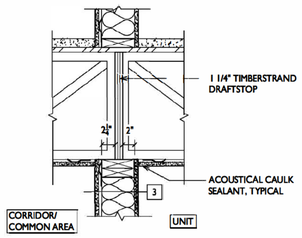
5 A-4.2 SHEAR WALL TRANSFER @ EXT. WALL
N.T.S.



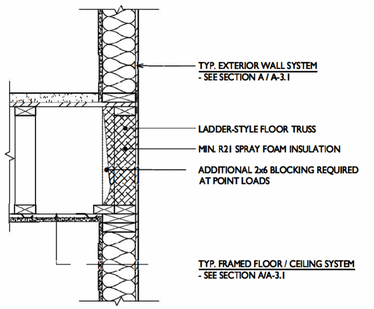
1 A-4.2 SHEAR WALL HOLDOWN ANCHOR
N.T.S.



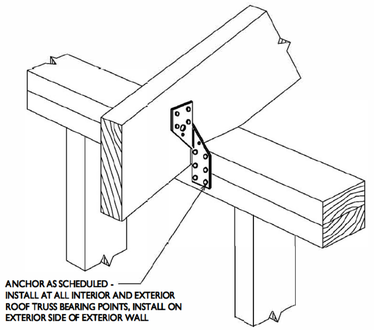
18 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



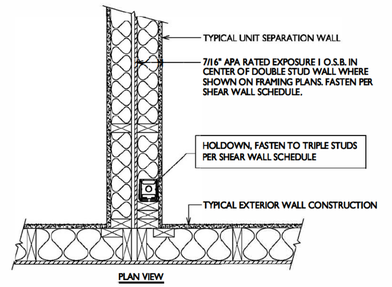
14 A-4.2 CORRIDOR WALL @ BEARING
1" = 1'-0"



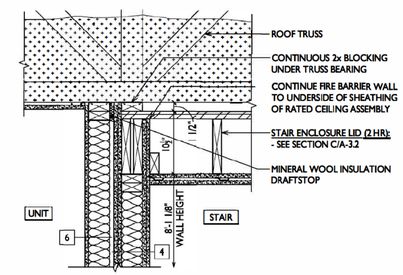
10 A-4.2 EXTERIOR RIM @ FLOOR LADDER TRUSS
1" = 1'-0"



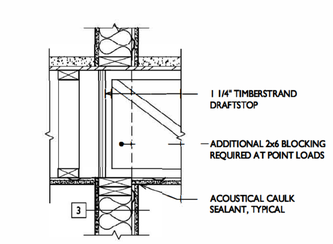
6 A-4.2 TRUSS ANCHOR
N.T.S.



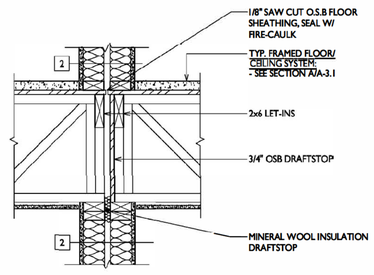
2 A-4.2 HOLDOWN ANCHOR AT EXTERIOR WALL INSTERSECTION
N.T.S.



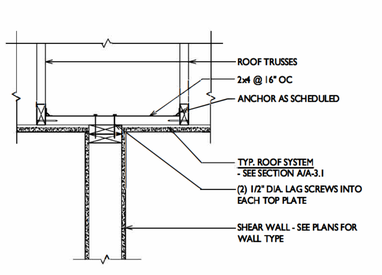
19 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



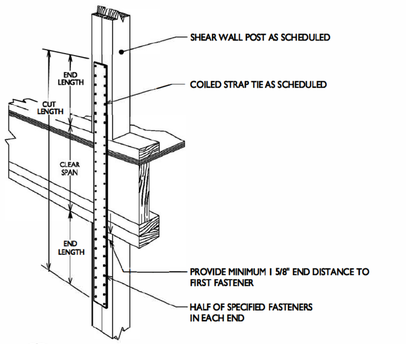
15 A-4.2 CORRIDOR WALL @ MIXED BEARING
1" = 1'-0"



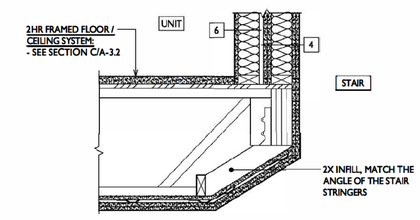
11 A-4.2 UNIT SEPARATION WALL @ BEARING
1" = 1'-0"



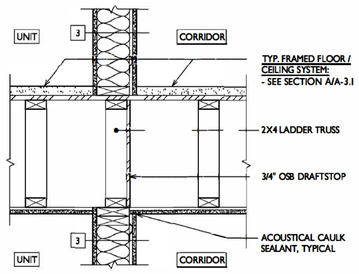
7 A-4.2 SHEAR WALL CONNECTION TO ROOF
N.T.S.



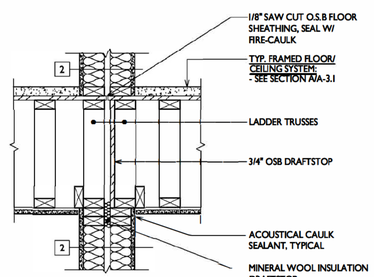
3 A-4.2 SHEAR WALL STRAP TIE
N.T.S.



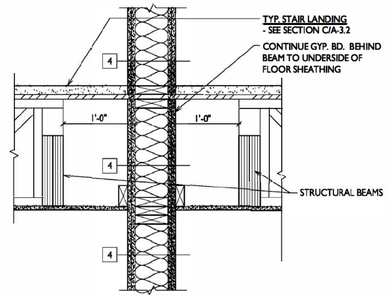
20 A-4.2 CEILING AT UNIT/STAIR AT THIRD FLOOR
1" = 1'-0"



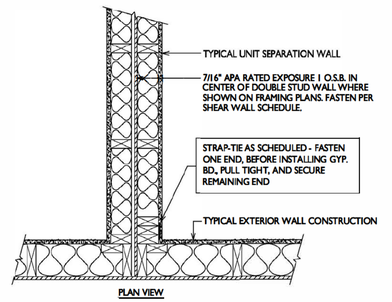
16 A-4.2 CORRIDOR WALL @ NON-BEARING
1" = 1'-0"



12 A-4.2 UNIT SEPARATION WALL @ NON-BEARING
1" = 1'-0"



8 A-4.2 FIRE BARRIER @ CORRIDOR
1" = 1'-0"



4 A-4.2 STRAP TIE AT EXTERIOR WALL INSTERSECTION
N.T.S.

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

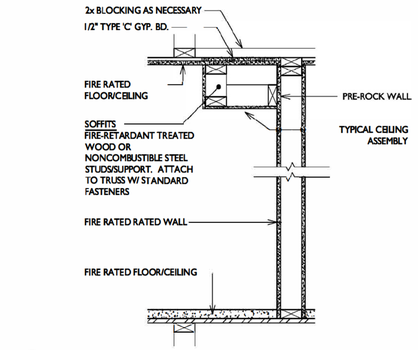
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

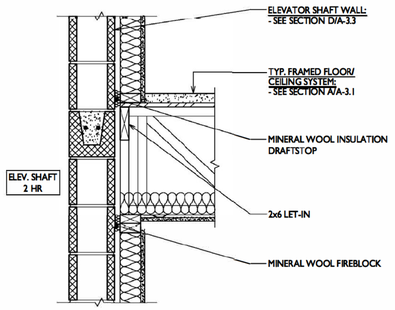
SHEET NUMBER
A-4.2

PROJECT NO. 2002

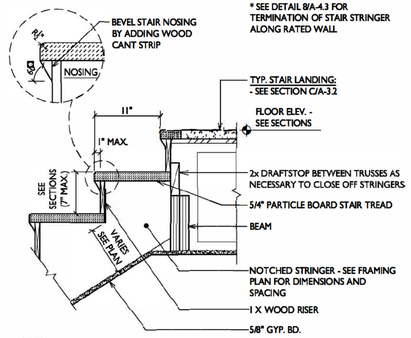
© Knothe & Bruce Architects, LLC



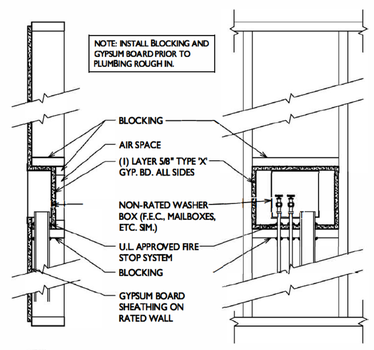
17 A-4.3 CONCEALED SPACES
N.T.S.



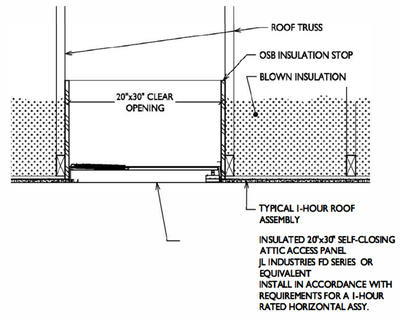
13 A-4.3 TRUSS BEARING @ ELEV. SHAFT
1" = 1'-0"



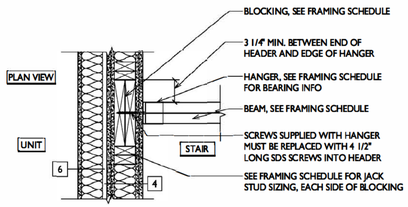
9 A-4.3 TYP. STAIR CONSTRUCTION
1" = 1'-0"



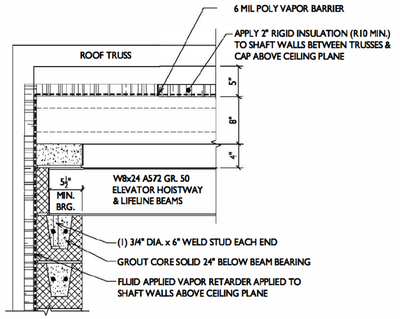
5 A-4.3 1 HR RATED @ WALL PENETRATIONS
1" = 1'-0"
INCLUDING WASHER BOXES, FIRE EXTINGUISHER CABINETS, MAILBOXES, ETC.



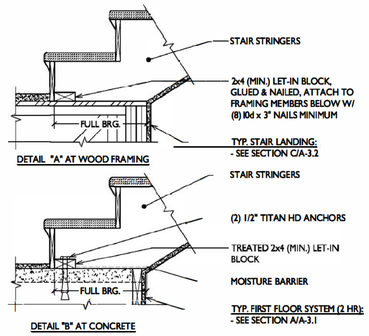
1 A-4.3 1 HR ATTIC ACCESS PANEL
1" = 1'-0"



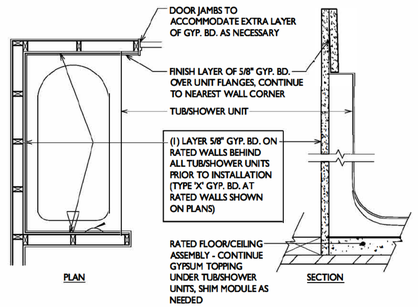
18 A-4.3 HANGER AT 2 HR FIRE BARRIER
1" = 1'-0"



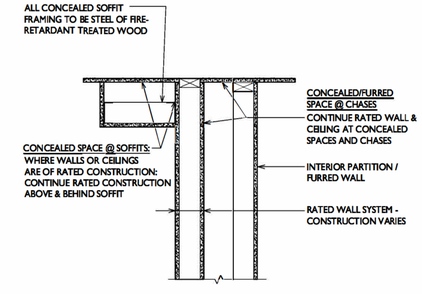
14 A-4.3 ELEVATOR HOISTWAY / LIFELINE BEAM BEARING
1" = 1'-0"



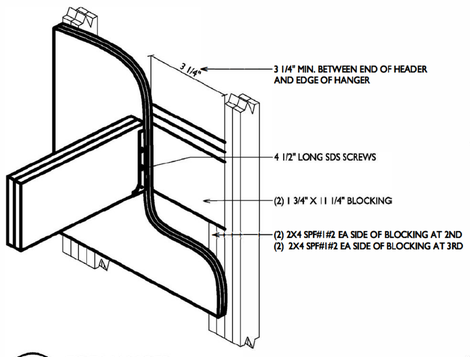
10 A-4.3 STRINGER TO LANDING CONNECTION
1" = 1'-0"



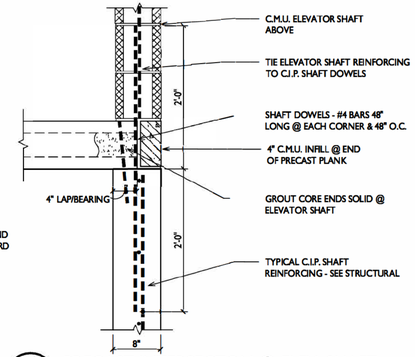
6 A-4.3 GYP. BD. @ ALL BATHTUBS/SHOWERS
N.T.S.



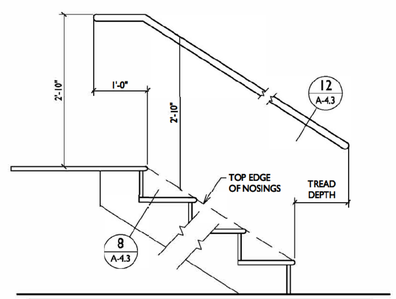
2 A-4.3 CONCEALED SPACES
N.T.S.



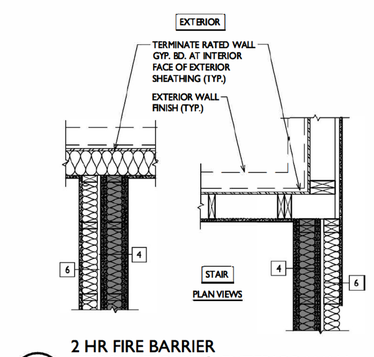
19 A-4.3 FIRE HANGER
1" = 1'-0"



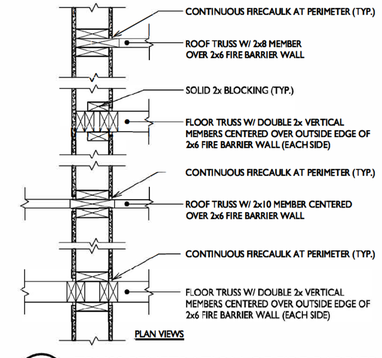
15 A-4.3 PRECAST INTERSECTON @ ELEV. SHAFT
1" = 1'-0"



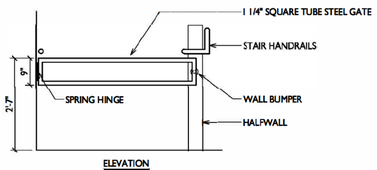
11 A-4.3 TYP. STAIR HANDRAILS
3/4" = 1'-0"



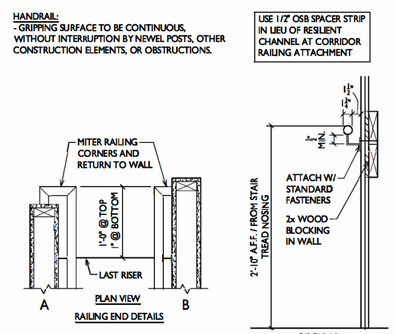
7 A-4.3 2 HR FIRE BARRIER TERMINATIONS @ EXTERIOR WALL
3/4" = 1'-0"



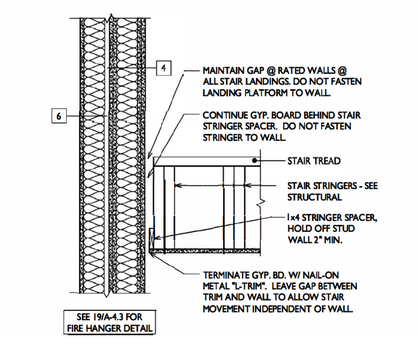
3 A-4.3 TRUSS PENETRATION OF FIRE BARRIER
1" = 1'-0"



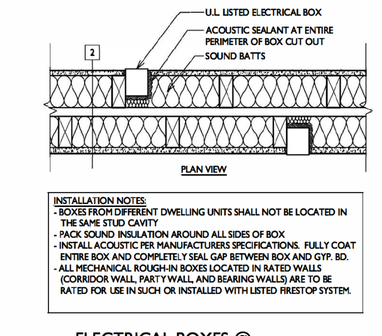
16 A-4.3 STAIR BARRIER GATE
1/2" = 1'-0"



12 A-4.3 HANDRAILS
1" = 1'-0"



8 A-4.3 STAIR STRINGER @ FIRE BARRIER
1" = 1'-0"



4 A-4.3 ELECTRICAL BOXES @ UNIT SEPARATION WALL
N.T.S.

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

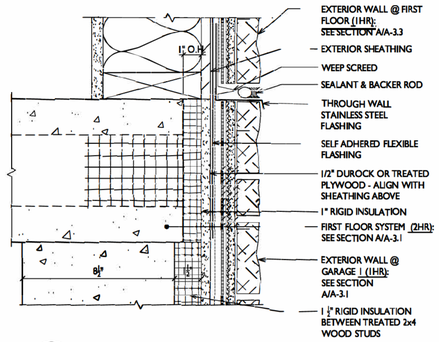
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

SHEET NUMBER
A-4.3

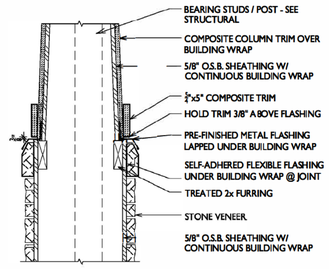
PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



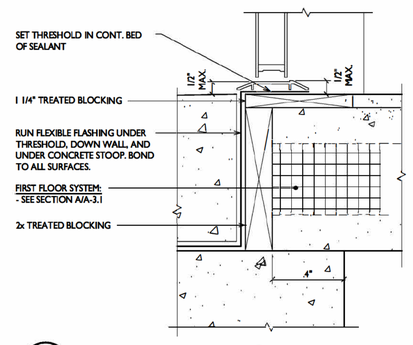
12 A-4.4 STONE @ END OF PLANK

3" = 1'-0"



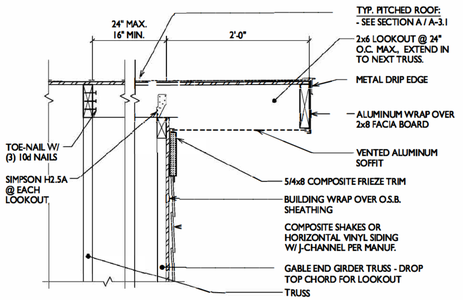
9 A-4.4 COLUMN @ STONE VENEER

1" = 1'-0"



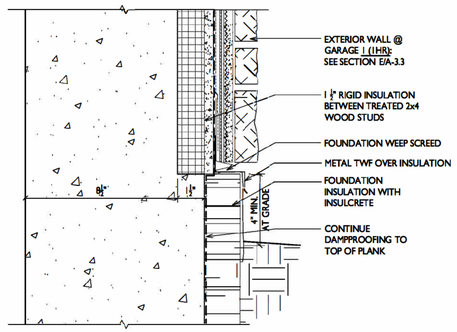
5 A-4.4 STOREFRONT DOOR @ FLUSH STOOP

3" = 1'-0"



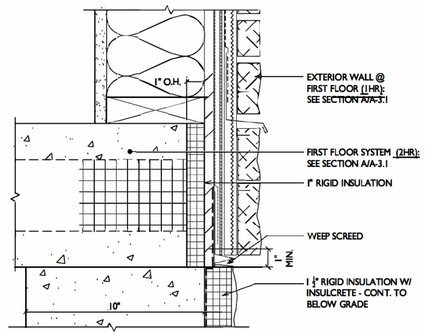
1 A-4.4 ROOF RAKE @ SIDING

1" = 1'-0"



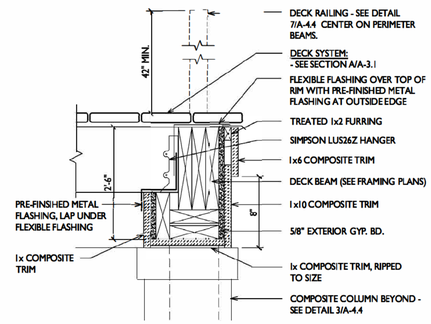
13 A-4.4 STONE W/ LEDGE @ GRADE

3" = 1'-0"



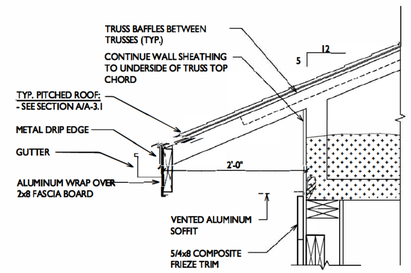
10 A-4.4 STONE / INSULCRETE TRANSITION

3" = 1'-0"



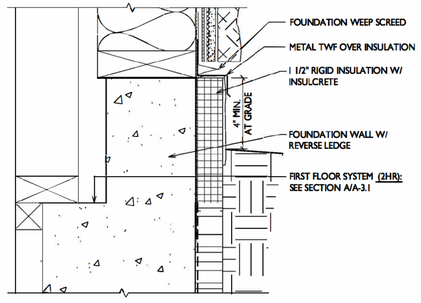
6 A-4.4 DECK / BALCONY EDGE

1 1/2" = 1'-0"



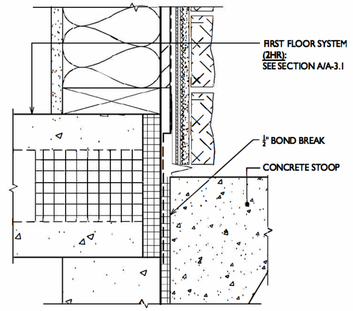
2 A-4.4 ROOF EAVE DETAIL

1" = 1'-0"



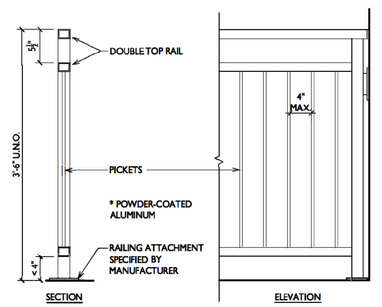
14 A-4.4 STONE W/ FRAMING @ GRADE

3" = 1'-0"



11 A-4.4 WALL @ DROPPED STOOP

3" = 1'-0"

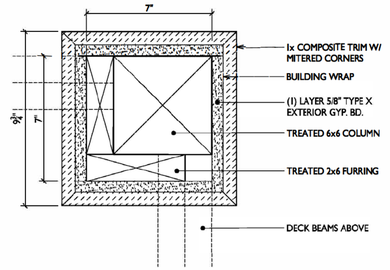


7 A-4.4 PATIO / DECK RAILING

1" = 1'-0"

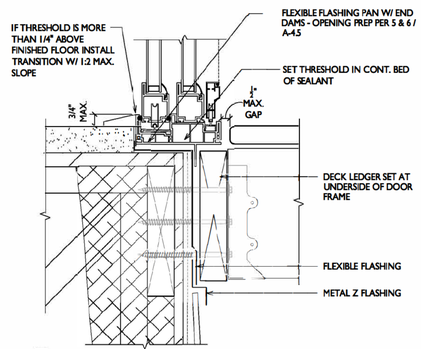
8 A-4.4 NOT USED

N.T.S.



3 A-4.4 COLUMN

3" = 1'-0"



4 A-4.4 SLIDING DOOR FLASHING AT DECK

3" = 1'-0"

kba
knothe bruce
ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

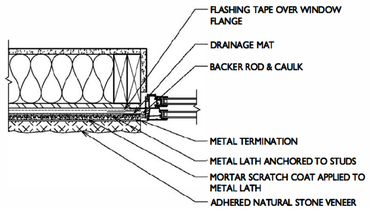
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

SHEET NUMBER
A-4.4

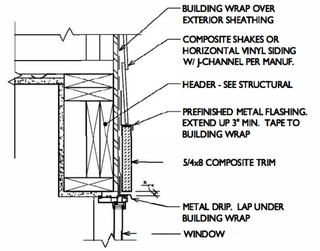
PROJECT NO. 2002

© Knothe & Bruce Architects, LLC

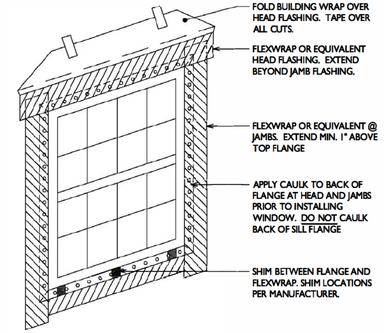


17 A-4.5 WINDOW JAMB @ STONE VENEER
1 1/2" = 1'-0"

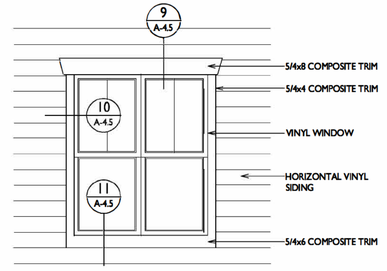
13 A-4.5 NOT USED



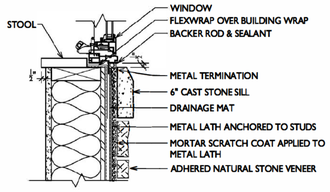
9 A-4.5 WINDOW HEAD @ SIDING
1 1/2" = 1'-0"



5 A-4.5 OPENING FLASHING
1 1/2" = 1'-0"

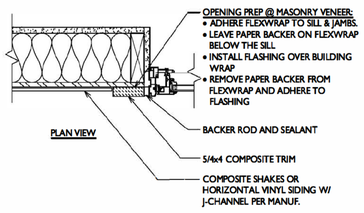


1 A-4.5 WINDOW ELEVATION AT HORIZONTAL VINYL SIDING
3/8" = 1'-0"

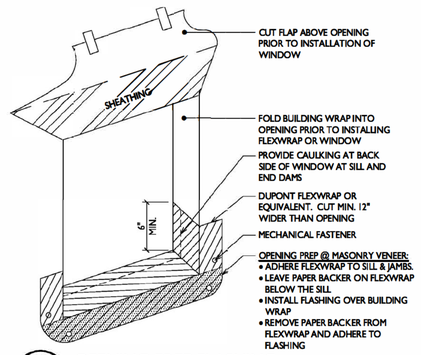


18 A-4.5 WINDOW SILL @ STONE VENEER
1 1/2" = 1'-0"

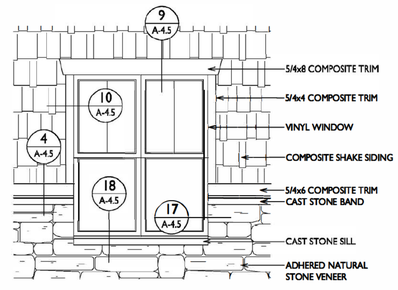
14 A-4.5 NOT USED



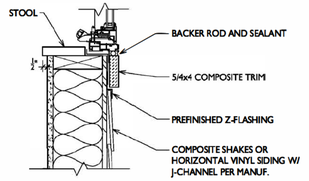
10 A-4.5 WINDOW JAMB @ SIDING
1 1/2" = 1'-0"



6 A-4.5 OPENING PREP FLASHING
1 1/2" = 1'-0"

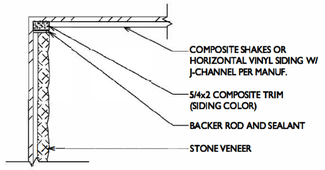


2 A-4.5 WINDOW ELEVATION AT SHAKE SIDING / STONE VENEER TRANSITION
3/8" = 1'-0"

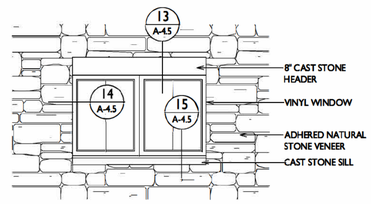


15 A-4.5 NOT USED

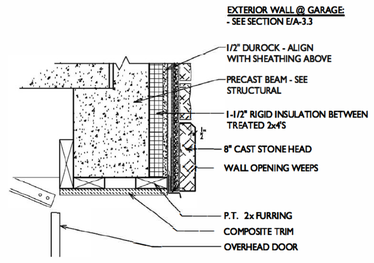
11 A-4.5 WINDOW SILL @ SIDING
1 1/2" = 1'-0"



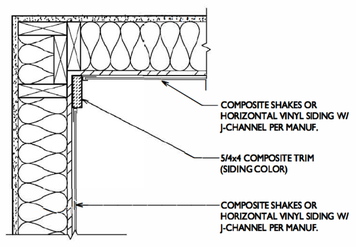
7 A-4.5 STONE / SIDING TRANSITION
1 1/2" = 1'-0"



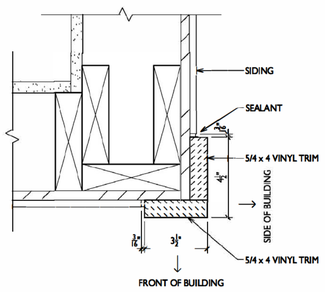
3 A-4.5 WINDOW ELEVATION AT STONE VENEER
3/8" = 1'-0"



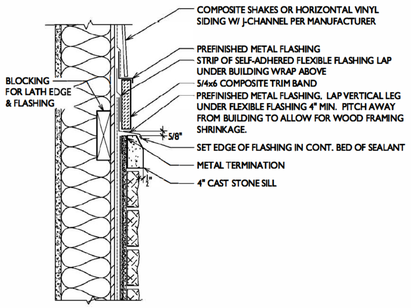
16 A-4.5 OVERHEAD DOOR AT GARAGE
1 1/2" = 1'-0"



12 A-4.5 COMPOSITE TRIM @ INSIDE CORNER
1 1/2" = 1'-0"



8 A-4.5 CORNER TRIM @ VINYL SIDING
3" = 1'-0"



4 A-4.5 STONE / SIDING TRANSITION
1 1/2" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

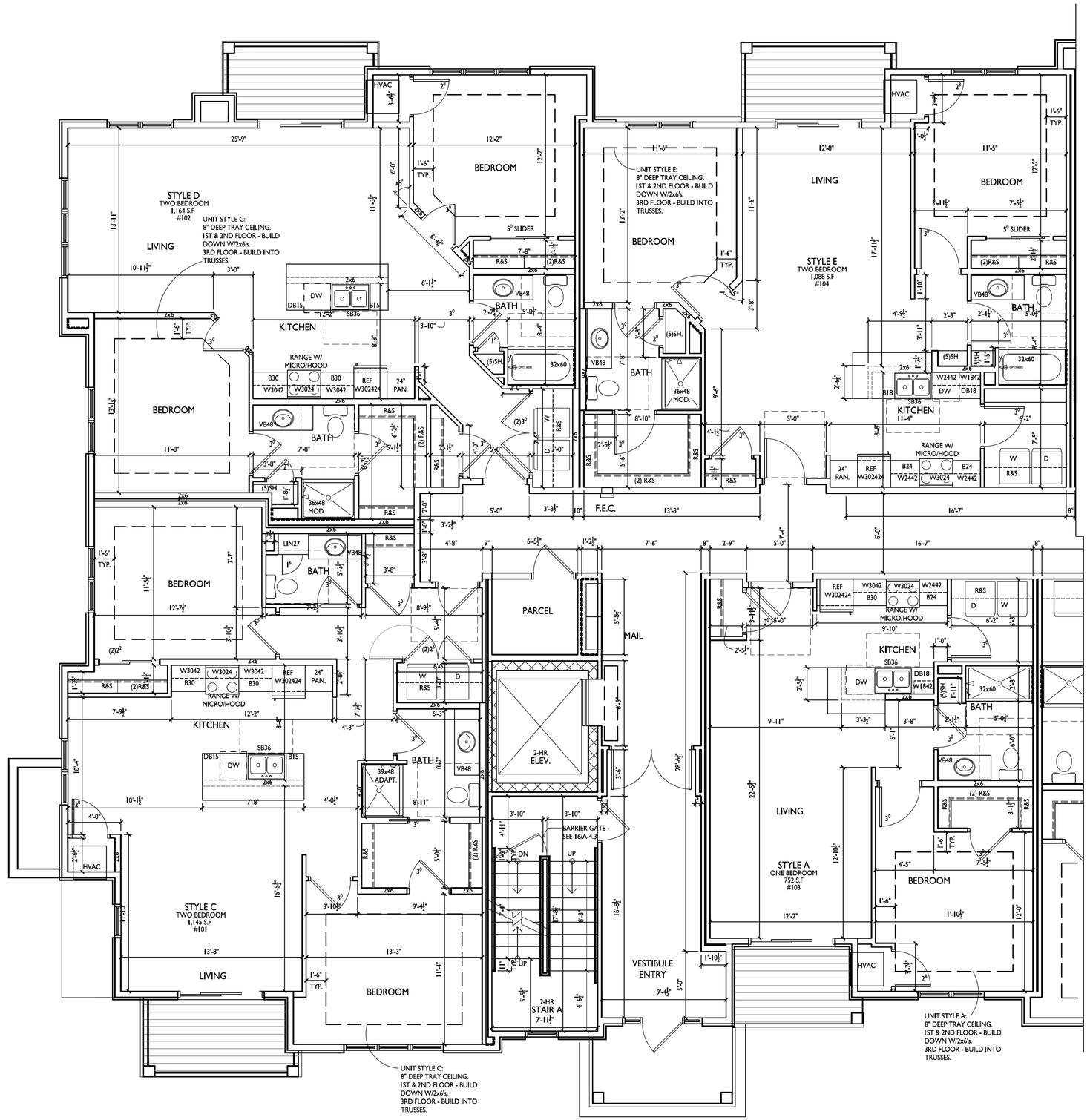
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

SHEET NUMBER
A-4.5

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



1 A-5.1 ENLARGED FIRST FLOOR PLAN

1/4" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

1ST FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

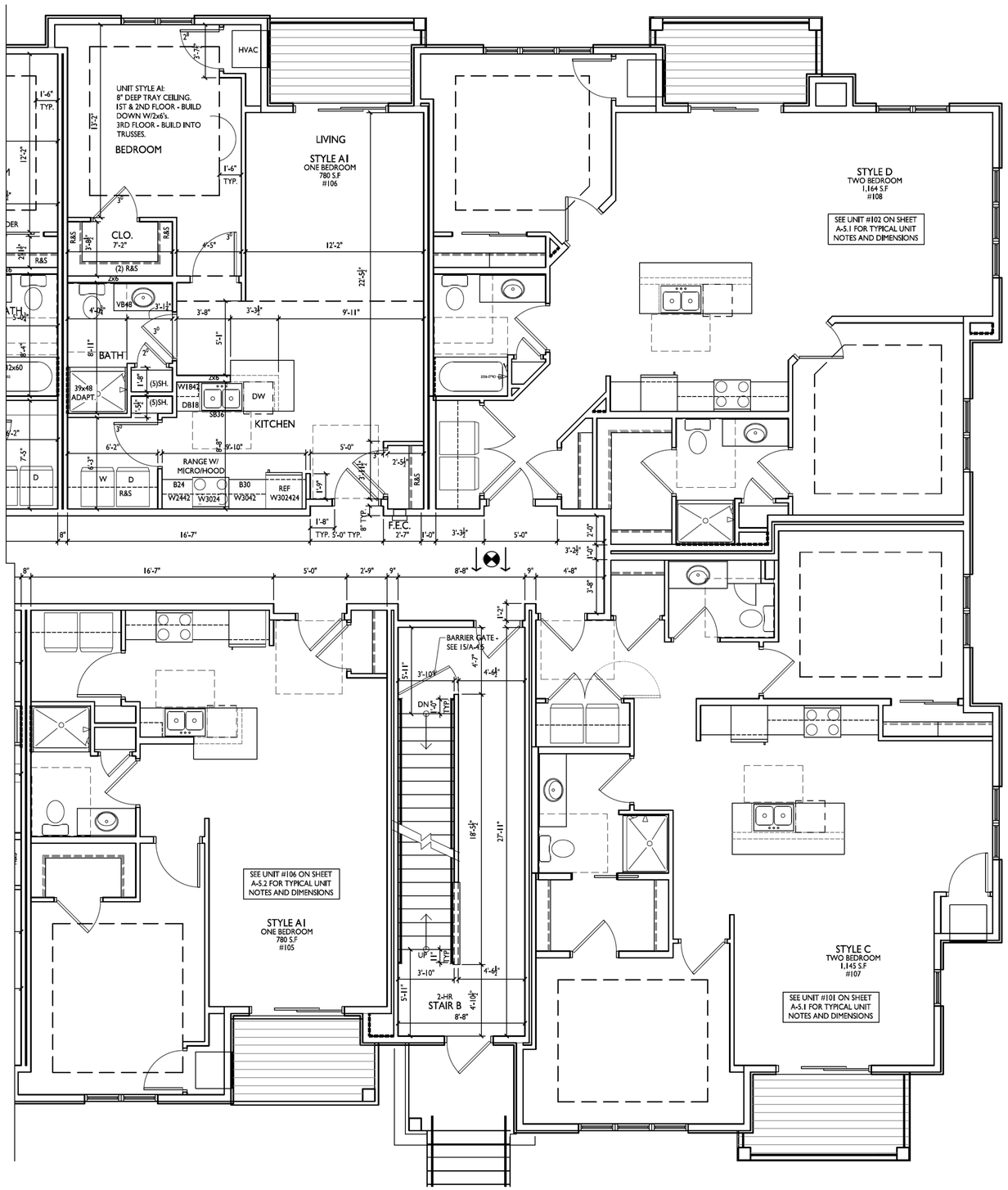
108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged First Floor Plan

SHEET NUMBER
A-5.1

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



1 A-5.2 ENLARGED FIRST FLOOR PLAN

1/4" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

1ST FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

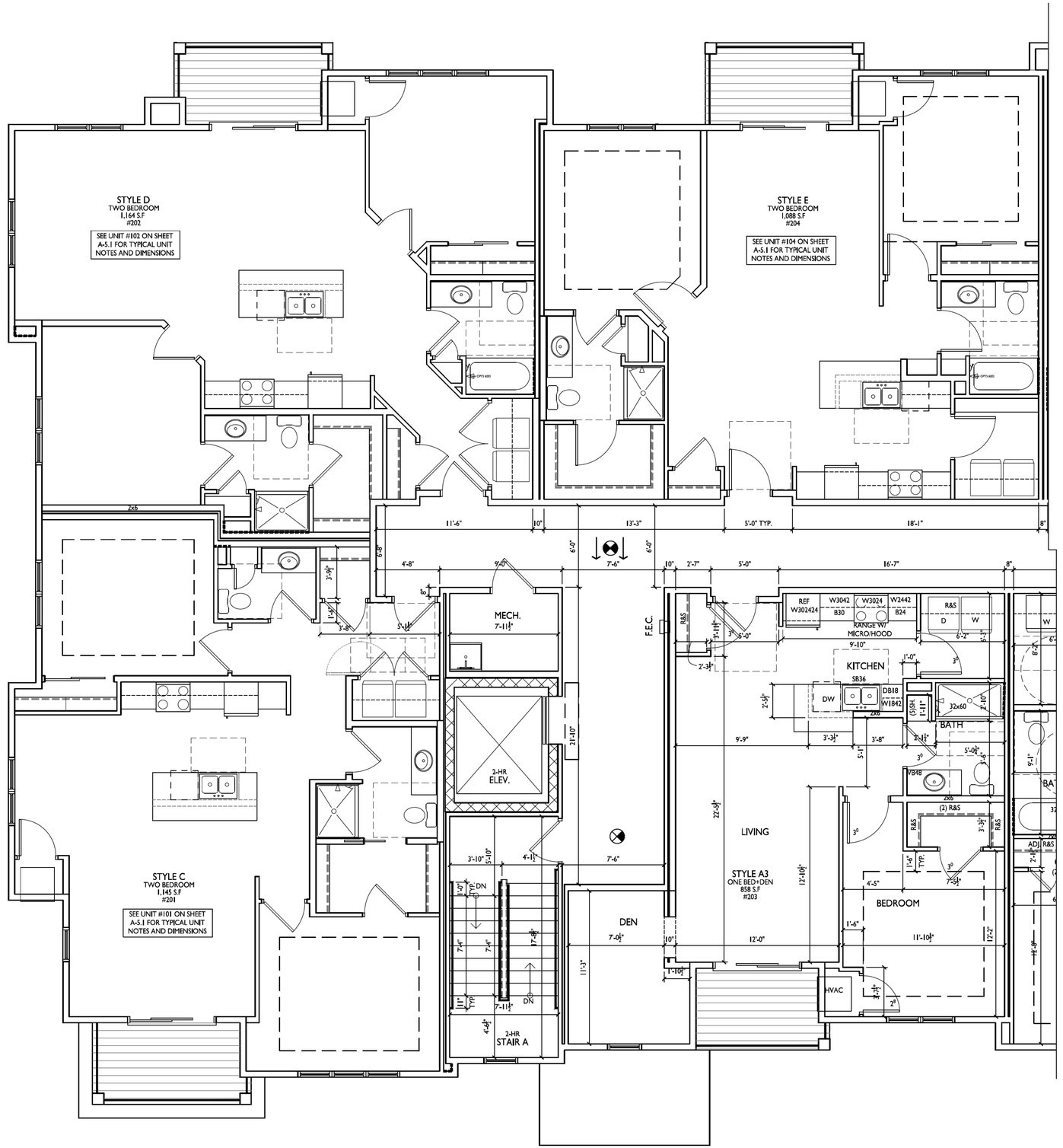
SHEET TITLE
Enlarged First
Floor Plan

SHEET NUMBER

A-5.2

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



1 A-5.3 ENLARGED SECOND FLOOR PLAN

1/4" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

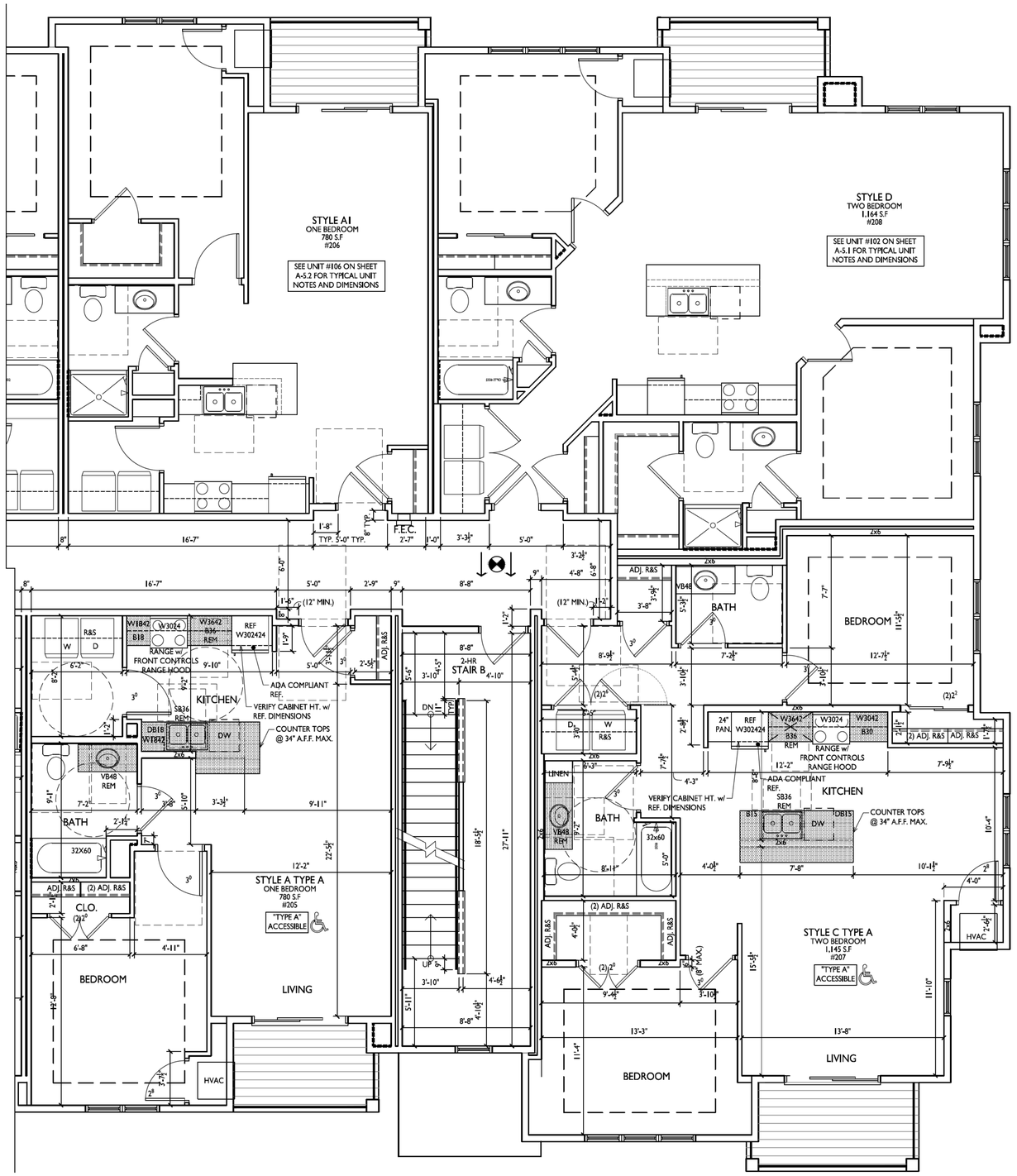
108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged Second Floor Plan

SHEET NUMBER
A-5.3

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



1 A-5.4 ENLARGED SECOND FLOOR PLAN

1/4" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

2ND FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

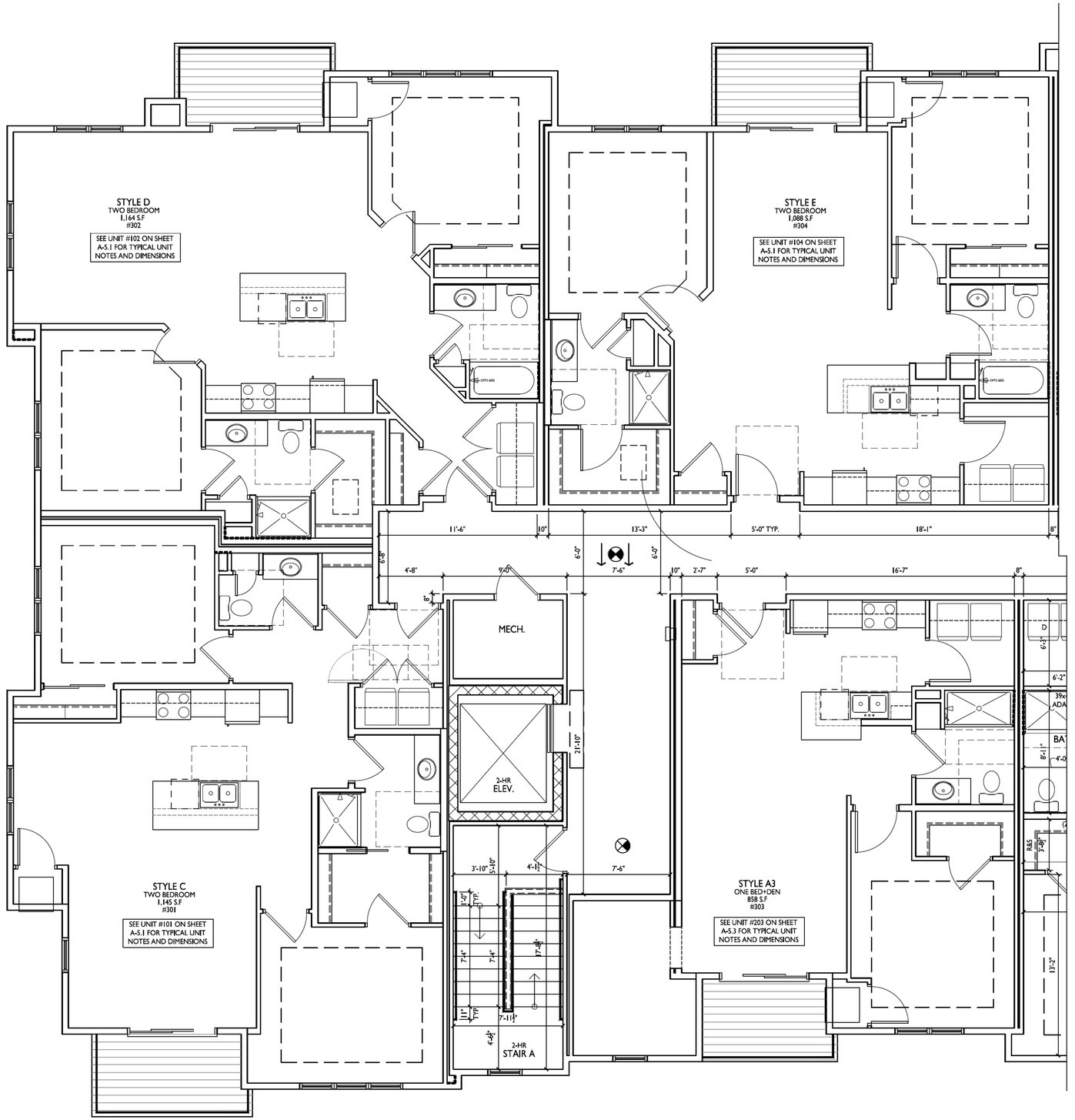
108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged Second Floor Plan

SHEET NUMBER
A-5.4

PROJECT NO. 2002

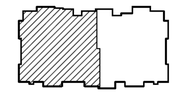
© Knothe & Bruce Architects, LLC



1 A-5.5 ENLARGED THIRD FLOOR PLAN

1/4" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562



3RD FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

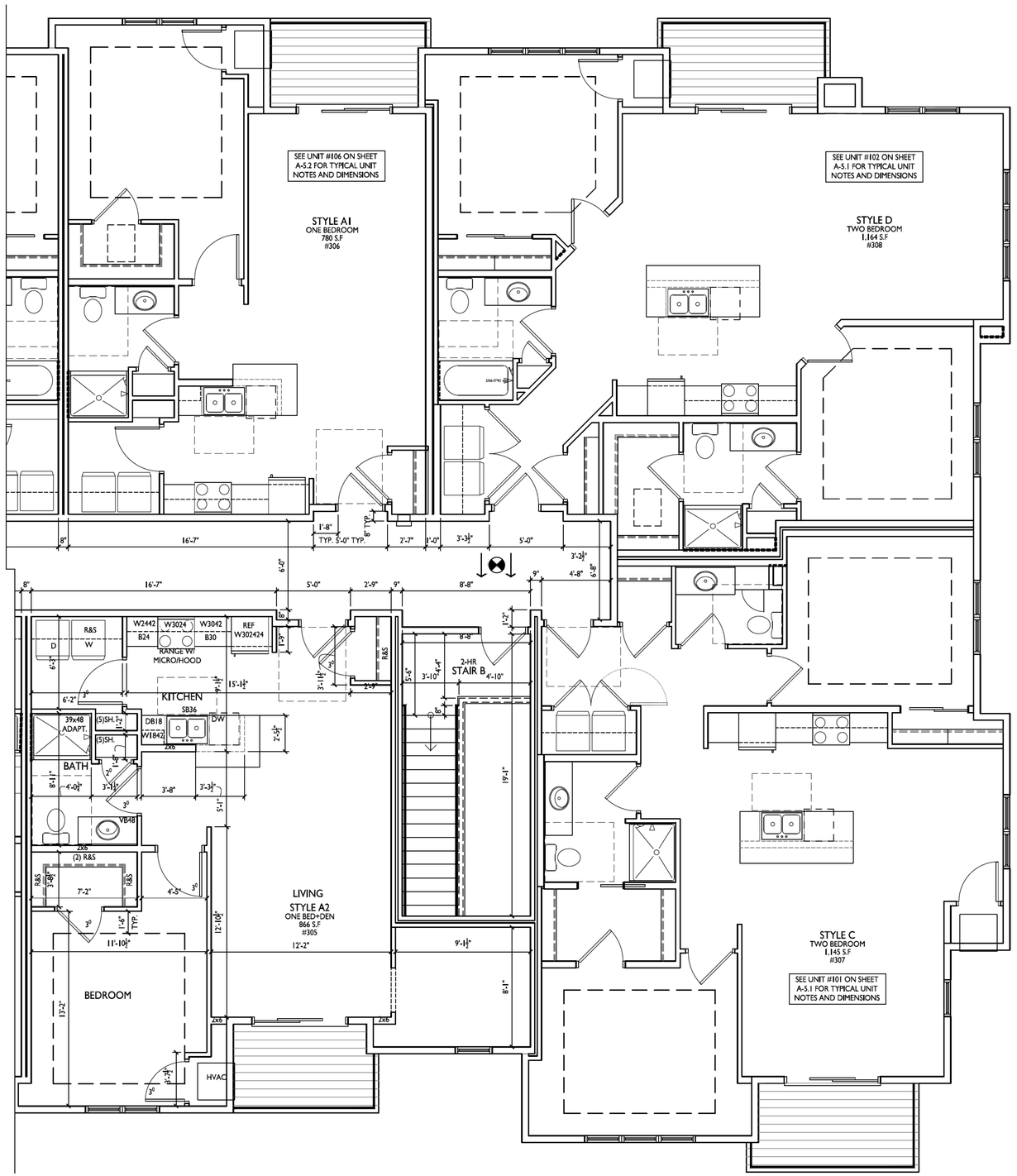
108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged Third
Floor Plan

SHEET NUMBER
A-5.5

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC



1 A-5.6 ENLARGED THIRD FLOOR PLAN

1/4" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

3RD FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged Third
Floor Plan

SHEET NUMBER
A-5.6

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC

DOOR & SIGNAGE SCHEDULE

	MARK (X) U.N.O.	LOCATION	DOOR SIZE WIDTH	DOOR SIZE HEIGHT	DOOR MATERIAL	DOOR ELEVATION	FRAME MATERIAL	FRAME ELEVATION	FIRE RATING (MINUTES, U.N.O.) "-S" = SMOKE & DRAFT CONTROL - SEE BELOW	NOTES	SIGNAGE	SIGN LOCATION	SIGN TEXT	TACTILE & BRAILLE LETTERING	ACCESS. SYMBOL (NOTE 1)	NOTES
BASEMENT	B01	STAIR A	3'-0"	6'-8"	HM	B	HM	A	90 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	B, STAIR A, FLOORS B - 3, EXIT UP TO FLOOR 1, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR A (W/ STAIR PICTOGRAM)	X		
	B02	ELEVATOR/STAIR VESTIBULE	3'-0"	6'-8"	HM	B	HM	A	45-S	CLOSER	X	OUTSIDE VESTIBULE	STAIR A, ELEVATOR	X		
	B03	STAIR B	3'-0"	6'-8"	HM	B	HM	A	90 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	B, STAIR B, FLOORS B - 3, EXIT UP TO FLOOR 1, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR B (W/ STAIR PICTOGRAM)	X		
	B04	TRASH ROOM	(2) 3'-0"	6'-8"	HM	AA	HM	A	45-S	CLOSER	X	OUTSIDE ROOM	TRASH ROOM	X		
	B05	EXTERIOR	3'-0"	6'-8"	IM	A	HM	A		CLOSER	X	INSIDE GARAGE	EXIT	X		
	B06	OVERHEAD DOOR	16'-0"	7'-0"	IM	D	N/A	N/A		ISOLATION MOUNTED TRACKS & OPERATOR, NYLON ROLLERS						
	B07	STORAGE UNITS	3'-0"	6'-8"	HCW	A	WD	A			X	OUTSIDE ROOM	(LOCKER NUMBER - PER PLANS)			
	B08	MECHANICAL	3'-0"	6'-8"	HM	A	HM	A	45-S	CLOSER	X	OUTSIDE ROOM	MECHANICAL			
	B09	STORAGE	3'-0"	6'-8"	HM	A	HM	A	45-S	CLOSER	X	OUTSIDE ROOM	STORAGE			
	B10	ELEVATOR DISCONNECT	3'-0"	6'-8"	HM	A	HM	A	45-S	CLOSER	X	OUTSIDE ROOM	ELEVATOR DISCONNECT			
	B11	MECHANICAL	3'-6"	6'-8"	HM	A	HM	A	45-S	CLOSER	X	OUTSIDE ROOM	MECHANICAL			
FLOOR 1	101	STAIR A	3'-0"	6'-8"	SCW	B	HM	A	90 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	1, STAIR A, FLOORS B - 3, EXIT THIS FLOOR, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR A (W/ STAIR PICTOGRAM)	X		
	102	VESTIBULE	(2) 3'-0"	6'-8"	SCW	AA	HM	AA	90 -S	DOOR CLOSER, SMOKE SEALS, MAGNETIC HOLD OPEN TIED TO FIRE ALARM SYSTEM						
	103	PARCEL	3'-0"	6'-8"	SCW	B	HM	A	20 -S	CLOSER	X	OUTSIDE ROOM	PARCEL STORAGE			
	104	STAIR B	3'-0"	6'-8"	SCW	B	HM	A	90 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	1, STAIR B, FLOORS B - 3, EXIT THIS FLOOR, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR B (W/ STAIR PICTOGRAM)			
	105	EXTERIOR DOOR	3'-0"	6'-8"	HM	C	HM	D		CLOSER						
	106	EXTERIOR DOOR	3'-0"	6'-8"	HM	C	HM	C		CLOSER						
FLOOR 2	201	STAIR A	3'-0"	6'-8"	SCW	B	HM	A	90 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	2, STAIR A, FLOORS B - 3, EXIT DOWN TO FLOOR 1, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR A (W/ STAIR PICTOGRAM)	X		
	202	MECH.	3'-0"	6'-8"	HM	A	HM	A	20 -S	CLOSER	X	OUTSIDE ROOM	MECHANICAL	X		
	203	STAIR B	3'-0"	6'-8"	SCW	B	HM	A	90 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	2, STAIR B, FLOORS B - 3, EXIT DOWN TO FLOOR 1, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR B (W/ STAIR PICTOGRAM)	X		
FLOOR 3	301	STAIR A	3'-0"	6'-8"	SCW	B	HM	A	90 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	3, STAIR A, FLOORS B - 3, EXIT DOWN TO FLOOR 1, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR A (W/ STAIR PICTOGRAM)	X		
	302	MECH.	3'-0"	6'-8"	HM	A	HM	A	90 -S	CLOSER	X	OUTSIDE ROOM	MECHANICAL	X		
	303	STAIR B	3'-0"	6'-8"	SCW	B	HM	A	45 -S	CLOSER	X	INSIDE STAIR, NEAR DOOR	3, STAIR B, FLOORS B - 3, EXIT DOWN TO FLOOR 1, NO ROOF ACCESS	X		NOTE 3
											X	OUTSIDE STAIR	STAIR B (W/ STAIR PICTOGRAM)	X		
ALL FLRS.	U01	UNIT ENTRY	3'-0"	6'-8"	SCW	A	HM	A	20 -S	ALUMINUM THRESHOLD	X	CORRIDOR SIDE	(UNIT NUMBER - PER PLANS)	X		
UNIT INT.		SWING	SEE PLANS	6'-8"	SCW	A	PRE-HUNG	A OR AA								
		POCKET	SEE PLANS	6'-8"	SCW	A	PRE-HUNG	A								

DOOR & SIGNAGE SCHEDULE GENERAL NOTES

- ALL RATED DOORS TO BE PART OF A LISTED SYSTEM, INCLUDING: DOOR, FRAME, GLAZING, CLOSER & HARDWARE.
- S LABELED DOORS TO MEET REQUIREMENTS FOR A SMOKE AND DRAFT CONTROL DOOR PER UL 1784 WITH AN ARTIFICIAL BOTTOM SEAL INSTALLED ACROSS THE FULL WIDTH OF THE DOOR ASSEMBLY (IBC SECTION 715.4.3.1)
- INTERIOR SWINGING DOORS SHALL HAVE 3/4" MAX. UNDERCUT, OR LESS IF REQUIRED BY NFPA 80.
- PROVIDE TEMPERED SAFETY GLAZING AT ALL WINDOWS/DOOR GLAZING WITHIN 24" OF FLOOR AND ANY WINDOW/ SIDELIGHT ADJACENT TO DOORS.
- PROVIDE "VENT LOCKS" AS REQUIRED BY CODE OR LOCAL ORDINANCE.
- PROVIDE PANIC HARDWARE AT ALL EXIT DOORS.
- GC TO COORDINATE ACCESS CONTROL W/ OWNER.
- ADDITIONAL SIGNAGE NOT SHOWN IN SCHEDULE INCLUDES:
  - BUILDING IDENTIFICATION / COMMERCIAL SUITE IDENTIFICATION SIGNAGE
  - SIGNAGE FOR AREAS OF REFUGE AND/OR TWO-WAY COMMUNICATION SYSTEMS (SEE SHEET A-5.1)
  - WARNING SIGNAGE FOR ELECTRICAL OR OTHER HAZARDOUS EQUIPMENT
  - PARKING STALL SIGNAGE
  - SIGNAGE PROVIDED BY ELEVATOR MANUFACTURER
- NOTE 1 : INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE DISPLAYED AT LOCATIONS INDICATED. SIZE, STYLE, LOCATION, AND HEIGHT TO COMPLY WITH ICC/ANSI SECT. 703
- NOTE 2 : UNISEX BATHROOM SYMBOL W/ INTERNATIONAL SYMBOL OF ACCESSIBILITY. SIZE, STYLE, LOCATION, AND HEIGHT TO COMPLY WITH ICC/ANSI SECT. 703
- NOTE 3 : DIRECTIONAL SIGNAGE (INCLUDING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY) INDICATES ROUTE TO NEAREST LIKE ACCESSIBLE ELEMENT (I.E. FRONT VESTIBULE)

DOOR SCHEDULE ABBREVIATIONS:

AL - ALUMINUM
HM - HOLLOW METAL
IM - INSULATED METAL
KD - KNOCK DOWN FRAME
SCW - SOLID CORE WOOD
HCW - HOLLOW CORE WOOD
ACW - ALUMINUM CLAD WOOD
WD - WOOD
FG - FIBERGLASS

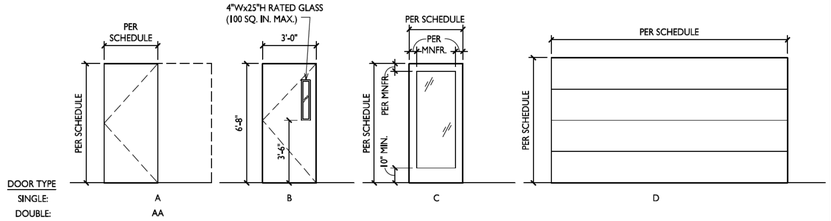


INTERIOR STAIR SIGNAGE EXAMPLE

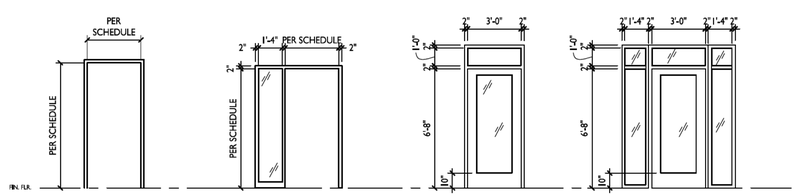
GENERAL WINDOW NOTES:

- ELEVATIONS ARE SHOWN FROM EXTERIOR SIDE.
- PROVIDE TEMPERED SAFETY GLAZING AT ALL WINDOWS/DOOR GLAZING WITHIN 24" OF FLOOR AND ANY WINDOW/ SIDELIGHT ADJACENT TO DOORS
- RATED, OPAQUE SPANDREL PANELS WHERE SHOWN ON ELEVATIONS
- GENERAL CONTRACTOR TO NOTIFY ARCHITECT OF SUBSTITUTION OF WINDOW OR DOOR MANUFACTURER OR MODEL PRIOR TO ORDERING PRODUCT
- GLAZING PANES ARE FIXED UNLESS SHOWN W/ DASHED OPENING LINES OR LABELED OTHERWISE.
- ALL OPERABLE WINDOWS LESS THAN 36" ABOVE INTERIOR FINISHED FLOOR TO HAVE LIMITERS INSTALLED TO LIMIT MAXIMUM WINDOW OPENING SO A 4" SPHERE CANNOT PASS THROUGH (WINDOWS AT DECKS, ROOF DECKS, AND AT THE FIRST FLOOR ARE EXEMPT).

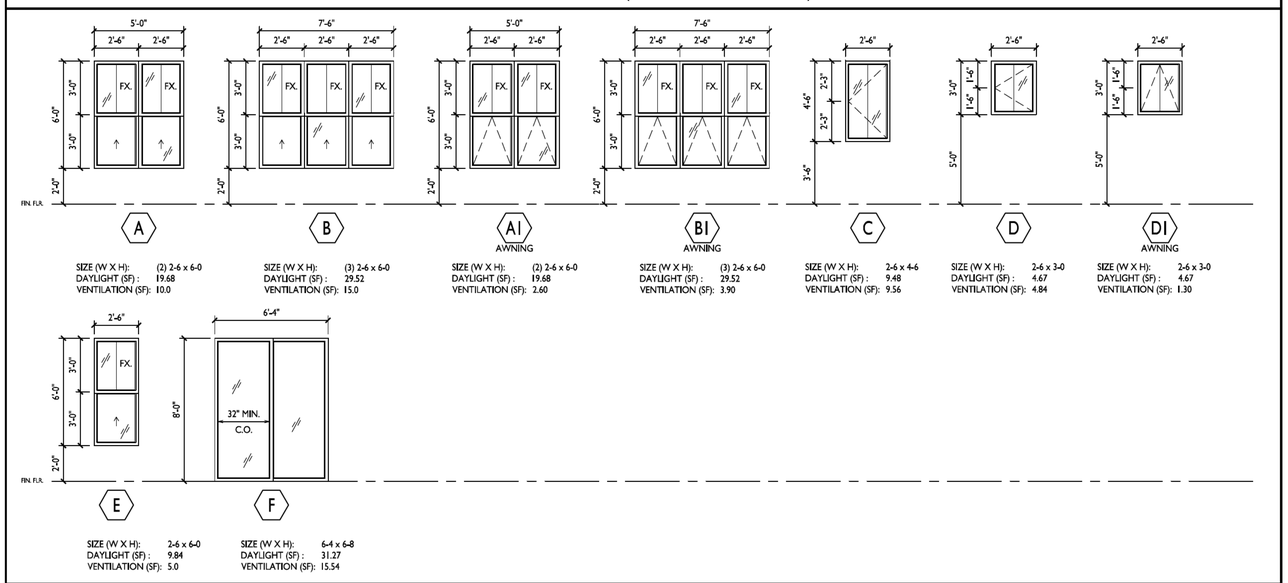
DOOR ELEVATIONS



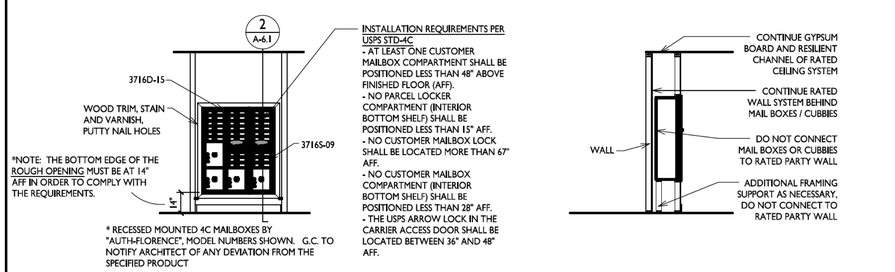
DOOR FRAME ELEVATIONS



WINDOW SCHEDULE (U-VALUE .27 MINIMUM)



MAILBOXES



1 A-6.1 MAIL AREA ELEVATION 1/4"=1'-0"

2 A-6.1 MAIL BOX SECTION 1/4"=1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Door & Window Schedules

SHEET NUMBER
A-6.1

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC

GENERAL ACCESSIBILITY NOTES:

1. THE GENERAL CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION MEETS OR EXCEEDS THE MINIMUM REQUIREMENTS OF THE AMERICAN NATIONAL STANDARD: ACCESSIBLE AND USEABLE BUILDINGS AND FACILITIES, ICC/ANSI A117.1 2009 AND THE FAIR HOUSING ACT DESIGN MANUAL.
2. ALL DIMENSIONS GIVEN ARE CLEAR FINISH SPACES.
3. "CLEAR FLOOR SPACE" (C.F.S.) = 30"x48" AREA FOR WHEELCHAIR ACCESS, U.N.O.
4. THE SPACE REQUIRED FOR A WHEELCHAIR TO MAKE A 180-DEGREE TURN IS A CLEAR SPACE OF 60" DIAMETER OR A T-SHAPED SPACE. SEE DETAIL HC1/A-7.1.

COMMON AREA ACCESSIBILITY NOTES:

(APPLIES TO ALL PUBLIC / COMMON SPACES)

1. LIGHT SWITCHES AND ENVIRONMENTAL CONTROLS MOUNTED AT 48" MAX A.F.F. TO THE TOP OF OPERABLE COMPONENT. WALL OUTLETS SHALL BE MOUNTED AT 15" MIN. A.F.F. TO THE CENTER LINE OF BOTTOM RECEPTACLE ABOVE FINISH FLOOR. SEE DETAIL HC2/A-7.1.
2. HORIZONTAL WALL-MOUNTED MAILBOXES SHALL COMPLY WITH USPS STD-4C.
   - MIN. COMPARTMENT SIZE OF 12" W x 15" D x 3" H
   - 1 PARCEL LOCKER FOR EACH 10 CUSTOMER COMPARTMENTS
   - AT LEAST ONE CUSTOMER COMPARTMENT POSITIONED 48" MAX. A.F.F.
   - NO PARCEL LOCKER POSITIONED LESS THAN 15" A.F.F.
   - NO PATRON LOCK POSITIONED ABOVE 67" A.F.F. OR SHELF LESS THAN 28" A.F.F.
   - USPS ARROW LOCK LOCATED BETWEEN 36" AND 48" A.F.F.
3. IF PROVIDED, HI-LO DRINKING FOUNTAIN TO HAVE THE LOWER SPOUT AT 36" MAX. A.F.F. AND THE HIGHER SPOUT AT 43" MAX. A.F.F. FIXTURE CANNOT PROTRUDE MORE THAN 4" INTO CIRCULATION PATH. IF PROVIDED AS PART OF THE DRINKING FOUNTAIN, BOTTLE FILLER MUST BE LOCATED OVER THE LOWER PORTION OF THE DRINKING FOUNTAIN.

ACCESSIBLE ROUTE:

1. AN ACCESSIBLE ROUTE SHALL CONNECT ALL SPACES AND ELEMENTS.
2. ROUTE HAS 1:20 RUNNING SLOPE MAX. / 1:50 CROSS SLOPE MAX.
3. ROUTE IS STABLE FIRM AND SLIP RESISTANT.
4. CHANGES IN LEVEL BETWEEN 1/4" AND 1/2" MAX. SHALL BE BEVELED WITH SLOPE OF 1:2 MAX. SEE DETAIL HC3/A-7.1. CHANGES IN LEVEL GREATER THAN 1/2" SHALL BE RAMPED PER ANSI 2009.
5. ALL CARPET TO HAVE A LEVEL LOOP, TEXTURED LOOP, LEVEL CUT PILE, OR LEVEL CUT/UNCUT PILE TEXTURE. CARPET PILE SHALL BE 1/2" MAX.
6. OPENINGS IN FLOOR OR GROUND DO NOT ALLOW A 1/2" DIA. SPHERE PASS AND ARE PERPENDICULAR TO PATH OF TRAVEL..
7. ELEMENTS BETWEEN 27" AND 80" A.F.F. SHALL NOT PROJECT MORE THAN 4" INTO ACCESSIBLE ROUTE UNLESS IDENTIFIED WITH A CANE DETECTION ELEMENT. SEE DETAIL HC4/A-7.1.
8. ALL DOORS TO HAVE LEVER TYPE HARDWARE.
9. ALL DOORS, INCLUDING BOTH LEAVES OF DOUBLE LEAF DOORS, SHALL HAVE ALL OPERATING HARDWARE BETWEEN 34" & 48" A.F.F.
10. FIRE DOORS SHALL HAVE THE MIN. OPENING FORCE ALLOWABLE BY THE APPROPRIATE ADMINISTRATIVE AUTHORITY. THE MAXIMUM OPENING FORCE FOR DOORS OTHER THAN FIRE DOORS SHALL BE 5 LBS OF FORCE TO OPERATE.
11. DOOR CLOSERS SHALL BE ADJUSTED SO THAT DOOR TAKES 5 SECONDS MINIMUM TO CLOSE FROM AN OPEN POSITION OF 90 DEGREES TO AN OPEN POSITION OF 12 DEGREES.
12. SPRING HINGES SHALL BE ADJUSTED SO THAT THE DOOR TAKES 1.5 SECONDS MINIMUM TO CLOSE FROM AN OPEN POSITION OF 70 DEGREES.
13. BRAILLE LETTERING, IN CONJUNCTION WITH VISUAL SIGNAGE, COMPLYING WITH ICC/ANSI 703 SHALL BE USED ALONG ALL ACCESSIBLE ROUTES, INCLUDING, OUTSIDE ELEVATOR DOORS AND AT DOORS TO EXIT STAIRWAYS. EACH DOOR TO AN EGRESS STAIR WAY AND EXIT DISCHARGE SHALL HAVE A TACTILE SIGN INCLUDING RAISED LETTERS AND BRAILLE STATING 'EXIT.' STAIR LEVEL IDENTIFICATION W/ TACTILE CHARACTERS PROVIDED AT EACH FLOOR LANDING. EXIT DOOR DISCHARGING TO OUTSIDE OF LEVEL OF DISCHARGE HAS TACTILE SIGN STATING 'EXIT.'
14. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL BE DISPLAYED AT ACCESSIBLE ENTRANCES, ACCESSIBLE COMMON BATHROOMS, AND ACCESSIBLE PARKING SPACES. THE SIZE, STYLE, LOCATION, AND HEIGHT OF THE SYMBOL SHALL COMPLY WITH ICC/ANSI: 703.
15. DIRECTIONAL SIGNAGE (INCLUDING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY) INDICATING THE ROUTE TO THE NEAREST LIKE ACCESSIBLE ELEMENT WITHIN THE BUILDING SHALL BE PROVIDED AT INACCESSIBLE BUILDING ENTRANCES AND INACCESSIBLE EXITS.

TWO-WAY COMMUNICATION:

1. TWO-WAY COMMUNICATION SYSTEMS (INCLUDING THE BUILDING ENTRY INTERCOM AND THOSE AT AREAS OF REFUGE) SHALL PROVIDE BOTH VISUAL AND AUDIBLE SIGNALS. IF PROVIDED, HANDSET CORDS SHALL BE 29" MIN. LONG.

*AT ALL ELEVATOR LANDINGS EXCEPT ENTRY LEVEL:

2. PROVIDE TWO-WAY COMMUNICATION SYSTEM PER IBC 1009.8. INSTRUCTIONS ON THE USE OF THE AREA UNDER EMERGENCY CONDITIONS SHALL BE POSTED ADJOINING THE COMMUNICATIONS SYSTEM. THE INSTRUCTIONS SHALL INCLUDE ALL OF THE FOLLOWING:
   - DIRECTIONS FOR USE OF THE EMERGENCY COMMUNICATIONS SYSTEM
   - WRITTEN IDENTIFICATION OF THE LOCATION
   - DIRECTIONS TO FIND OTHER MEANS OF ACCESSIBLE EGRESS

AREA OF REFUGE REQUIREMENTS (WHERE SHOWN ON DRAWINGS):

1. 30" x 48" CLEAR FLOOR SPACE OUTSIDE PATH OF TRAVEL..
2. PROVIDE TWO-WAY COMMUNICATION SYSTEM WITH VISUAL AND AUDIBLE SIGNALS PER IBC 1009.8. INSTRUCTIONS ON THE USE OF THE COMMUNICATION SYSTEM SHALL BE POSTED.
3. EACH DOOR PROVIDING ACCESS TO AN AREA OF REFUGE FROM AN ADJACENT FLOOR AREA SHALL HAVE THE FOLLOWING:
   - A SIGN COMPLYING WITH ICC/ANSI STATING: "AREA OF REFUGE", INCLUDING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY
   - AREA OF REFUGE SIGN SHALL BE ILLUMINATED
   - TACTILE SIGNAGE COMPLYING WITH ICC/ANSI

KITCHENS (COOKTOP / RANGE / OVEN PROVIDED) - SEE DETAILS HC11 / A-7.2:

1. A WORK SURFACE 30" MIN. IN LENGTH WITH A 30"x48" CFS UNDER COUNTER TOP FOR FORWARD APPROACH SHALL BE PROVIDED ADJACENT TO AN OVEN. IF ONLY A COOKTOP IS PROVIDED, 30" WORK SURFACE MAY BE LOCATED ANYWHERE WITHIN THE KITCHEN.
2. THE DISHWASHER DOOR IN THE OPEN POSITION SHALL NOT OBSTRUCT THE CLEAR FLOOR SPACE FOR THE DISHWASHER OR THE SINK.
3. SINK MOUNTED AT 34" MAX. A.F.F. SINK DRAIN AND GARBAGE DISPOSAL TO BE OFFSET. SINK TO HAVE 6 1/2" MAX. BOWL DEPTH. AT A DOUBLE SINK, ONLY ONE BOWL NEEDS TO HAVE 6 1/2" MAX. DEEP BOWL. AT LEAST ONE BOWL MUST HAVE A 30"x48" CFS UNDER THE SINK FOR FORWARD APPROACH.
4. SINK FAUCET TO HAVE SINGLE-LEVER TYPE HARDWARE. FAUCETS TO BE OPERABLE WITH ONE HAND AND NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5lbs. MAX.
5. PROVIDE ANTI-SCALD DEVICES ON ALL SINK FAUCETS. THERE SHALL BE NO SHARP OR ABRASIVE SURFACES UNDER SINKS AND COUNTERTOPS. EXPOSED SUPPLY AND DRAIN PIPES UNDER SINKS TO BE INSULATED OR OTHERWISE CONFIGURED TO PROTECT AGAINST CONTACT.
6. COMBINATION REFRIGERATOR FREEZERS SHALL HAVE AT LEAST 50 PERCENT OF THE FREEZER SPACE 54" MAX. ABOVE THE FLOOR. DOOR HANDLES AND AND OPERABLE PARTS (E.G. ICE AND WATER DISPENSERS) TO BE 48" MAX. A.F.F.
7. ALL APPLIANCES MUST COMPLY WITH THE REACH RANGES OF SECTION 308.
8. COUNTER AND SUPPORTING STRUCTURE TO BE 2" THICK MAX.
9. DOOR PULLS AND KNOBS TO BE MOUNTED AS CLOSE TO THE BOTTOM OF WALL CABINETS AS POSSIBLE. DOOR PULLS AND KNOBS TO BE MOUNTED AS CLOSE TO THE TOPS OF BASE CABINETS AS POSSIBLE.
10. ELECTRICAL RECEPTACLES, SWITCHES, AND APPLIANCE CONTROLS AT KITCHEN COUNTERTOPS MUST BE MOUNTED 1) ON FACE OF CABINETS, 2) ON SIDE WALL 18" FROM CLEAR FLOOR SPACE, OR 3) ON BACK WALL BEHIND 34" HIGH CABINETS. FOR EACH LENGTH OF COUNTERTOP (UNINTERRUPTED BY AN APPLIANCE OR SINK) THAT HAS ACCESSIBLE RECEPTACLES, ONE NON-ACCESSIBLE RECEPTACLE CAN BE ADDED.

*EXEPTIONS FOR KITCHENETTES / WET BARS / COFFEE COUNTERS (COOK TOP / RANGE / OVEN **NOT** PROVIDED):

1. SINKS, APPLIANCES AND OTHER ELEMENTS MAY HAVE A 30"x48" CFS FOR SIDE APPROACH. BASE CABINETRY MAY BE PROVIDED IN ALL AREAS OF A KITCHENETTE.
2. 30" MIN. WORK SURFACE WITH A 30"x52" FORWARD APPROACH IS NOT REQUIRED.

BATHROOMS - SEE DETAILS HC9 & HC10 / A-7.2:

1. PROVIDE MANEUVERING CLEAR FLOOR SPACE AT BATHROOM FIXTURES AS INDICATED ON DIAGRAMS AND FLOOR PLANS.
2. PROVIDE A 30"x48" CLEAR FLOOR SPACE WITHIN THE BATHROOM OUTSIDE THE SWING OF THE DOOR.
3. TOILETS SHALL HAVE GRAB BARS INSTALLED PER DETAILS. SEE DETAIL HC6/A7.2 FOR GRAB BAR BLOCKING DIAGRAMS.
4. PROVIDE ANTI-SCALD DEVICES ON ALL LAVATORY FAUCETS. THERE SHALL BE NO SHARP OR ABRASIVE SURFACES UNDER LAVATORIES.
5. ACCESSIBLE TOILET SEAT HEIGHT TO BE 17"-19" ABOVE FINISH FLOOR. SEATS SHALL NOT BE SPRUNG TO RETURN TO A LIFTED POSITION.
6. CENTERLINE OF TOILET IS 17" FROM NEAREST SIDE WALL.
7. FLUSH CONTROLS TO BE ON OPEN SIDE OF WATER CLOSET.
8. INSTALL TOILET PAPER DISPENSER ON SIDE WALL, 32"-38" FROM FACE OF BACK WALL TO CENTER OF DISPENSER, AND 24" A.F.F. TO CENTER OF OF DISPENSER.
9. LAVATORIES SHALL BE MOUNTED WITH THE RIM OR COUNTER SURFACE, WHICHEVER IS HIGHER, AT 34" MAX. ABOVE FINISH FLOOR. 30" MIN. WIDE CLEAR FLOOR SPACE UNDER SINK FOR FORWARD APPROACH.
10. SINK DRAIN TO BE OFFSET. EXPOSED SUPPLY AND DRAIN PIPES UNDER SINK TO BE INSULATED OR OTHERWISE CONFIGURED TO PROTECT AGAINST CONTACT. THERE SHALL BE NO SHARP OR ABRASIVE SURFACES UNDER LAVATORY. SEE DETAIL HC7/A-7.2.
11. FAUCET TO HAVE SINGLE-LEVER TYPE HARDWARE. FAUCETS TO BE OPERABLE WITH ONE HAND AND NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5lbs. MAX.
12. HAND-OPERATED METERING FAUCETS SHALL REMAIN OPEN FOR 10 SECONDS MIN.
13. SINK TO HAVE 6 1/2" MAX. BOWL DEPTH. SEE DETAIL HC7/A-7.2.
14. MIRRORS SHALL BE MOUNTED WITH THE BOTTOM REFLECTIVE SURFACE AT 40" MAX. A.F.F. AND THE TOP OF MIRROR 74" MIN. A.F.F. SEE DETAIL HC7/A-7.2.
15. OPERABLE PARTS ON TOWEL DISPENSERS / HAND DRYERS TO BE 48" MAX. A.F.F. AND COMPLY W/ ICC/ANSI: 603.6.
16. OPERABLE PARTS ON FAUCETS AND SOAP DISPENSERS FOR LAVATORIES WITH ENHANCED REACH RANGE SHALL HAVE A REACH DEPTH OF 11" MAX. AND COMPLY WITH ICC/ANSI: 606.5.

"TYPE A" ACCESSIBLE UNIT NOTES:

THE FOLLOWING NOTES ARE REQUIRED IN ADDITION TO GENERAL UNIT ACCESSIBILITY NOTES.

APPLY TO UNITS #205 & #207

GENERAL:

1. CLOSETS WITH ADJUSTABLE RODS AND SHELVING, MOUNTED @ 48" MAX. A.F.F.
2. ALL PLUMBING CONTROLS TO HAVE LEVER TYPE HARDWARE. FAUCETS TO BE OPERABLE WITH ONE HAND AND NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 lbs. MAX.
3. ALL WINDOW & DOOR LOCKS TO HAVE OPENING / CLOSING AND SINGLE POINT LOCKING HARDWARE @ 48" A.F.F. MAX. AND 15" A.F.F. MIN.

ACCESSIBLE DOORS:

1. UNIT ENTRY DOOR TO HAVE AN ADDITIONAL DOOR VIEWER (PEEPHOLE) MOUNTED AT 43" A.F.F.
2. ALL USER PASSAGE DOORS WITHIN THE UNIT AND DOORS TO CLOSETS DEEPER THAN 24" WITHIN THE UNIT MUST HAVE A CLEAR WIDTH OF 32" MIN. WITH DOOR OPEN TO 90 DEGREES (REQUIRES A 3'-0" DOOR) AND LEVER TYPE HARDWARE.
3. AT DOUBLE LEAF DOORS, AT LEAST ONE DOOR MUST HAVE A CLEAR OPENING OF 34".

KITCHEN - SEE DETAILS HC11 / A-7.2:

1. ELECTRICAL RECEPTACLES, SWITCHES, AND APPLIANCE CONTROLS INCLUDING RANGE HOOD FAN & LIGHT AT KITCHEN COUNTERTOPS MUST BE MOUNTED 1) ON FACE OF CABINETS, 2) ON SIDE WALL 18" FROM CLEAR FLOOR SPACE, OR 3) ON BACK WALL BEHIND 34" HIGH CABINETS. FOR EACH LENGTH OF COUNTERTOP (UNINTERRUPTED BY AN APPLIANCE OR SINK) THAT HAS ACCESSIBLE RECEPTACLES, ONE NON-ACCESSIBLE RECEPTACLE CAN BE ADDED.
2. WHERE MICROWAVE/HOOD IS PROVIDED, ELECTRICIAN TO WIRE SWITCHED OUTLET FOR STANDARD RANGE HOOD. SECOND OUTLET TO BE PROVIDED FOR MICROHOOD. CONTRACTOR TO PROVIDE OWNER W/ STANDARD HOOD TO KEEP ON SITE FOR FUTURE INSTALLATION IF REQUESTED BY TENANT.
3. COMBINATION REFRIGERATOR FREEZERS SHALL HAVE AT LEAST 50 PERCENT OF THE FREEZER SPACE 54" MAX. ABOVE THE FLOOR. DOOR HANDLES AND AND OPERABLE PARTS (E.G. ICE AND WATER DISPENSERS) TO BE 48" MAX. A.F.F.
4. PROVIDE SLIDE-IN RANGE WITH ANTI-TIP HARDWARE. FRONT CONTROL RANGES WITH SELF-CLEANING OVENS.
5. PROVIDE "WORK SURFACE" AREA OF COUNTERTOP THAT IS 30" WIDE MIN. AND 34" MAX. ABOVE FINISH FLOOR WITH CLEARANCES. PROVIDE REMOVABLE BASE CABINETRY SIMILAR TO DETAIL HCS/A-7.1. FLOOR AND WALL FINISHES TO EXTEND UNDER WORK SURFACE TO WALL.
6. KITCHEN CABINETS SHALL HAVE A CLEAR FLOOR SPACE AT LEAST 30" x 48" TO ALLOW EITHER FORWARD OR PARALLEL APPROACH.
7. SINK MOUNTED AT 34" MAX. ABOVE FINISH FLOOR. 30" MIN. CLEAR WIDTH UNDER SINK WITH CLEARANCES PER DETAILS. PROVIDE REMOVABLE BASE CABINETRY SIMILAR TO DETAIL HCS/A-7.1. FLOOR AND WALL FINISHES TO EXTEND UNDER SINK TO WALL.
8. SINK DRAIN AND GARBAGE DISPOSAL TO BE OFFSET.
9. SINK TO HAVE 6 1/2" MAX. BOWL DEPTH. AT A DOUBLE BOWL SINK, ONLY ONE BOWL NEEDS TO HAVE 6 1/2" MAX. BOWL DEPTH. SEE DETAIL HC7/A-7.2.

LAUNDRY - SEE DETAILS HC8 / A-7.2:

1. PROVIDE FRONT LOADING WASHERS AND DRYERS WITH FRONT MOUNTED CONTROLS. BOTTOM OF OPENING TO LAUNDRY COMPARTMENT TO BE 15" MIN. AND 34" MAX. ABOVE FINISH FLOOR. ADD PERMANENT BASE TO RAISE APPLIANCES IF NECESSARY.

BATHROOMS - SEE DETAILS HC6, HC7, HC9 & HC10 / A-7.2:

1. PROVIDE REINFORCING IN WALLS FOR FUTURE GRAB BAR AND SEAT INSTALLATION AT LOCATIONS AS SHOWN IN DETAIL HC6/A-7.2. COORDINATE EXACT DIMENSIONS OF GRAB BARS WITH REINFORCING REQUIREMENTS BEFORE INSTALLING REINFORCING. PROVIDE REINFORCING 2" MINIMUM ABOVE & BELOW GRAB BAR CENTERLINES AND NOT LESS THAN 2" BEYOND CENTER OF MOUNTING FLANGE TO NEXT STUD.
2. IF GRAB BARS ARE PROVIDED AND INSTALLED, INSTALL PER DETAILS HC9/A-7.2.
3. VANITY SINK TO HAVE 30" MIN. WIDE CLEAR FLOOR SPACE BELOW FOR FORWARD APPROACH. BASE CABINETRY AT SINK TO BE REMOVABLE WITHOUT REMOVAL OR REPLACEMENT OF COUNTER TOP - SEE DETAIL HCS/A-7.1. EXTEND FLOOR AND WALL FINISHES UNDER REMOVABLE BASE CABINETRY.
4. VANITY TOPS SHALL BE 34" MAX. ABOVE FINISH FLOOR. SEE HC7/A-7.2.
5. SINK DRAIN TO BE OFFSET. EXPOSED SUPPLY AND DRAIN PIPES UNDER SINK TO BE INSULATED OR OTHERWISE CONFIGURED TO PROTECT AGAINST CONTACT. SEE HC7/A-7.2.
6. SINK BOWL DEPTH NOT TO EXCEED 6 1/2". WHEN MORE THAN ONE SINK IS PROVIDED, ONLY ONE NEEDS TO BE ACCESSIBLE. SEE DETAIL HC7/A-7.2.
7. BATH TUBS AND SHOWERS TO HAVE HAND-HELD SHOWER SPRAY UNIT ON MIN. 59" LONG HOSE WITH NON-OPERATIVE SHUT-OFF FEATURE ON CONTROL HEAD.
8. SHOWER THRESHOLD IS 1/2" MAX. AND COMPLIES UNDER "ACCESSIBLE ROUTE" GUIDELINES.
9. ANY SHOWER ENCLOSURE SHALL NOT OBSTRUCT SHOWER CONTROLS OR TRANSFER FROM WHEELCHAIR.
10. TOILET SEAT HEIGHT TO BE 17"-19" ABOVE FINISH FLOOR.
11. WATER CLOSETS SHALL HAVE THE FOLLOWING CLEARANCES: 1'-5" ABSOLUTE FROM CENTER LINE OF FIXTURE TO THE ADJACENT WALL AND 1'-6" MIN. FROM THE CENTER LINE OF FIXTURE TO THE ADJOINING VANITY. SEE DETAIL HC10/A-7.2.
12. INSTALL TOILET PAPER DISPENSER ON SIDE WALL, 32"-38" FROM FACE OF BACK WALL TO CENTER OF DISPENSER, AND 24" A.F.F. TO CENTER OF OF DISPENSER. SEE DETAIL HC6/A-7.2.
13. MIRROR OVER VANITY TO BE 36" WIDE MIN. WITH THE BOTTOM OF THE REFLECTIVE SURFACE AT NO MORE THAN 40" A.F.F. MEDICINE CABINET AT 40" TO LOWEST SHELF OF CABINET.
14. SHOWER COMPARTMENTS SHALL HAVE INTERIOR CLEAR DIMENSIONS OF 36"x36" ABSOLUTE FOR A TRANSFER SHOWER OR 30" MIN. x 60" MIN. FOR A ROLL-IN SHOWER. SEE DETAIL HC9/A-7.2.

"TYPE B" DWELLING UNIT NOTES:

ALL DWELLING UNITS SHALL MEET THESE REQUIREMENTS

ACCESSIBLE DOORS:

1. ALL UNIT ENTRY DOORS ARE TO BE ACCESSIBLE PROVIDING 32" CLEAR OPENING WHEN DOOR IS OPEN TO 90 DEGREES (REQUIRES 3'-0" DOOR) AND LEVER TYPE HARDWARE.
2. DOOR CLOSERS SHALL BE ADJUSTED SO THAT DOOR TAKES 5 SECONDS MINIMUM TO CLOSE FROM AN OPEN POSITION OF 90 DEGREES TO AN OPEN POSITION OF 12 DEGREES.
3. SPRING HINGES SHALL BE ADJUSTED SO THAT THE DOOR TAKES 1.5 SECONDS MINIMUM TO CLOSE FROM AN OPEN POSITION OF 70 DEGREES.
4. USER PASSAGE DOORS TO HAVE A 32" MIN. CLEAR OPENING (REQUIRES A 2'-10" DOOR).
5. AT DOUBLE LEAF DOORS, BOTH DOORS MAY COUNT TOWARD THE REQUIRED CLEARANCE WIDTH IF THE DOOR LATCHES OF THE SECONDARY DOOR LEAF IN PLACE IS WITHIN 15" MIN. TO 48" MAX. A.F.F.

KITCHENS:

1. PROVIDE 30"x48" CLEAR FLOOR SPACE FOR PARALLEL APPROACH AT SINK AND APPLIANCES AS SHOWN ON PLANS.
2. PROVIDE SLIDE-IN RANGE.

LAUNDRY - SEE DETAILS HC8 / A7.2:

1. WASHERS AND DRYERS TO HAVE FLEXIBLE HOSE AND VENT (METAL) CONNECTIONS ALLOWING UNITS TO SLIDE FORWARD TO BE FLUSH WITH OUTSIDE FACE OF LAUNDRY CLOSET WHERE APPLICABLE.
2. SEE DETAILS FOR CLEARANCES FOR THE DIFFERENT TYPES OF WASHERS AND DRYERS (FRONT LOADING VS. TOP LOADING).

BATHROOMS - SEE DETAILS HC6 & HC10 / A-7.2:

1. PROVIDE 30"x48" MANEUVERING CLEAR FLOOR SPACE IN FRONT OF BATHROOM FIXTURES AS INDICATED ON FLOOR PLANS AND IN DETAIL.S.
2. PROVIDE A 30"x48" CLEAR FLOOR SPACE WITHIN THE BATHROOM OUTSIDE THE SWING OF THE DOOR. IF TWO DOORS ARE PROVIDED, CFS NEEDS TO BE OUTSIDE THE SWING OF ONLY ONE DOOR.
3. ALL BATHTUBS AND SHOWERS TO HAVE PERMANENT NON-SKID PATTERN COVERING 75% MIN. OF THE TUB/SHOWER FLOOR.
4. OFFSET BATHTUB & SHOWER CONTROLS REQUIRED. CENTERLINE OF CONTROLS SHALL BE LOCATED 9" FROM EDGE OF ADJOINING HEADWALL..
5. FLUSH CONTROLS TO BE ON OPEN SIDE OF WATER CLOSET.
6. BATHTUBS AND SHOWERS SHALL DELIVER WATER THAT IS 120° F MAX.
7. SHOWER CONTROLS, INCLUDING HAND HELD-SHOWER CONTROLS, TO BE LOCATED BETWEEN 38" MIN. AND 48" MAX. A.F.F. SEE DETAIL.
8. BATHTUB CONTROLS TO BE LOCATED BELOW FUTURE HORIZONTAL GRAB BAR.
9. VANITIES AND LAVATORIES SHALL HAVE A MINIMUM OF 24" FROM THE CENTERLINE OF THE FIXTURE TO THE ADJOINING WALL, POSITIONED FOR PARALLEL APPROACH. WHERE TWO SINK BOWLS ARE PROVIDED, ONLY ONE MUST MEET THE CLEARANCE REQUIREMENTS.
10. PROVIDE REINFORCEMENT FOR FUTURE INSTALLATION OF GRAB BARS AT TOILET, TUB AND SHOWER MODULES. SEE DETAIL HC6/A-7.2.
11. BATHROOMS WITH LAVATORY, TOILET AND TUB/SHOWER ON ONE WALL (ANSI OPTION A):
12. REINFORCEMENT FOR SWING-UP GRAB BAR TO BE PROVIDED BETWEEN TOILET AND THE ADJACENT BATHTUB OR SHOWER. SEE DETAIL HC6/A-7.2.
13. TOILETS SHALL HAVE THE FOLLOWING CLEARANCES: 1'-6" MIN. FROM THE CENTERLINE OF FIXTURE TO AN ADJACENT BATHTUB OR SHOWER AND 1'-3" MINIMUM FROM THE CENTERLINE OF FIXTURE TO AN ADJACENT VANITY. 1'-6" MIN. CLEARANCE IF BLOCKING FOR SWING-UP GRAB BAR IS PROVIDED.
14. BATHROOMS WITH LAVATORY AND TOILET ON ONE WALL AND TUB/SHOWER ON THE OPPOSITE WALL (ANSI OPTION B):
15. WATER CLOSETS SHALL HAVE THE FOLLOWING CLEARANCES: 1'-5" ABSOLUTE FROM AN ADJACENT WALL AND 1'-4" MINIMUM FROM THE CENTERLINE OF FIXTURE TO AN ADJACENT VANITY.
16. PROVIDE REINFORCEMENT AT TOILET PER DETAIL HC6/A-7.2.
17. LAVATORY HEIGHT SHALL BE 34" MAX. A.F.F. - IF THERE IS MORE THAN ONE BATHROOM IN THE UNIT, THEN ONLY ONE OPTION B BATHROOM MUST MEET THIS REQUIREMENT. SEE PLANS.

kba
knothe • bruce
ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

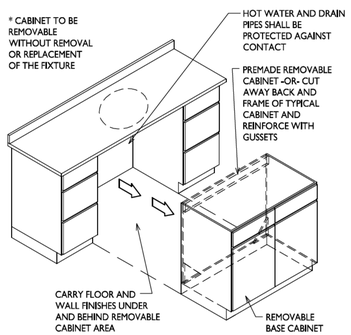
108 Whistle Street
Marshall, WI

SHEET TITLE
Accessibility Requirements

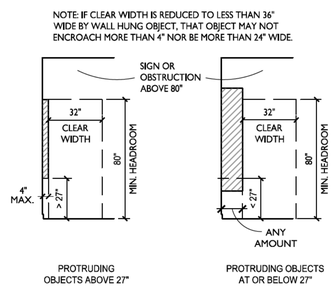
SHEET NUMBER
A-7.1

PROJECT NO. 2002

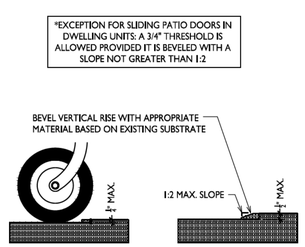
© Knothe & Bruce Architects, LLC



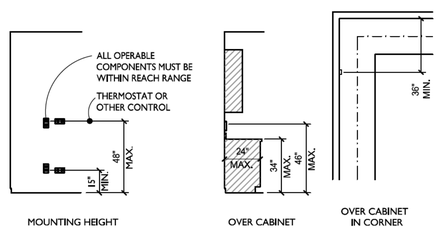
HC5 / A-7.1 REMOVABLE BASE CABINET
N.T.S.



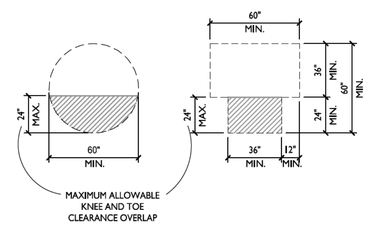
HC4 / A-7.1 PROJECTING OBJECTS
N.T.S.



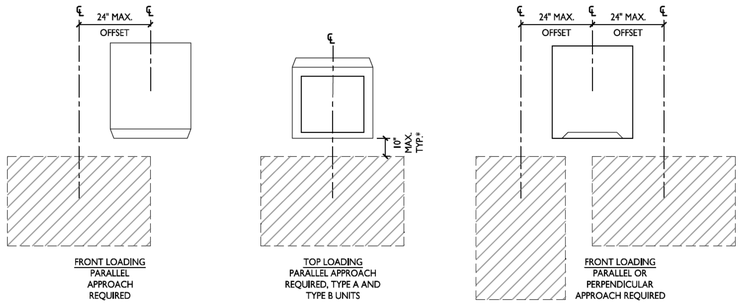
HC3 / A-7.1 CHANGES IN LEVEL ALONG ACCESSIBLE ROUTE
N.T.S.



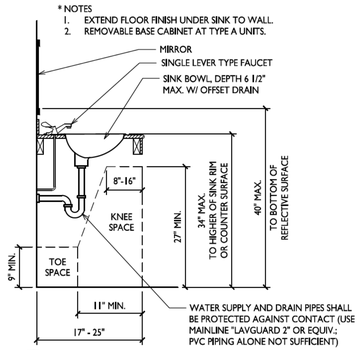
HC2 / A-7.1 SWITCHES, OUTLETS, THERMOSTATS
N.T.S.



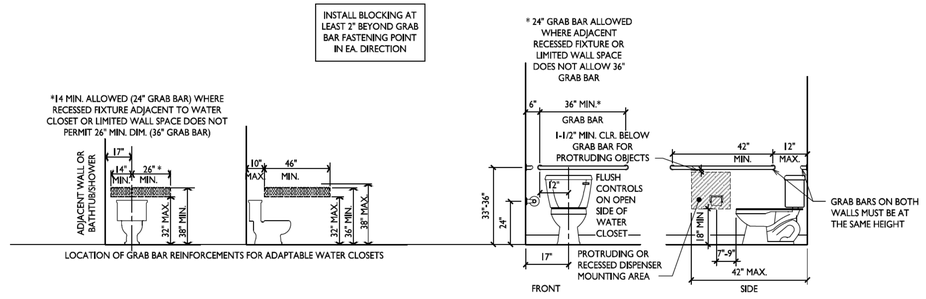
HC1 / A-7.1 TURNING SPACE CLEARANCES
N.T.S.



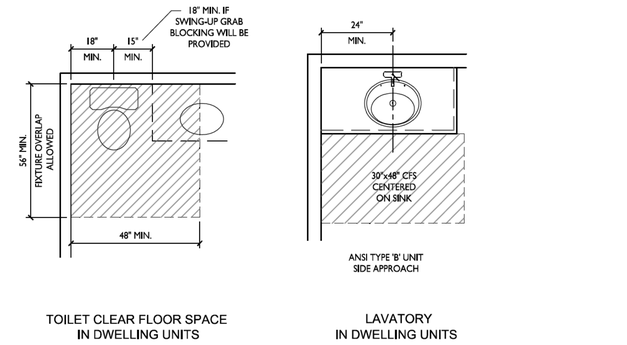
HC8 A-7.2 LAUNDRY EQUIPMENT CLEARANCES
N.T.S.

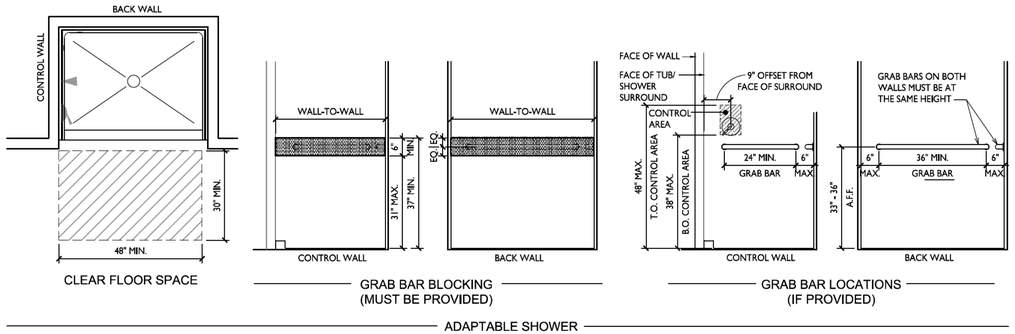


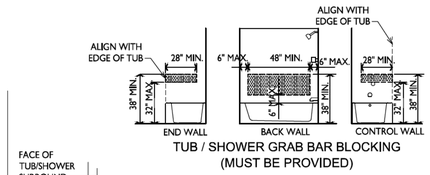
HC7 A-7.2 VANITY KNEE / TOE CLEARANCE
N.T.S.

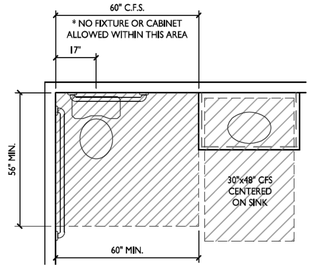


HC6 A-7.2 TOILET GRAB BARS AND BLOCKING
N.T.S.

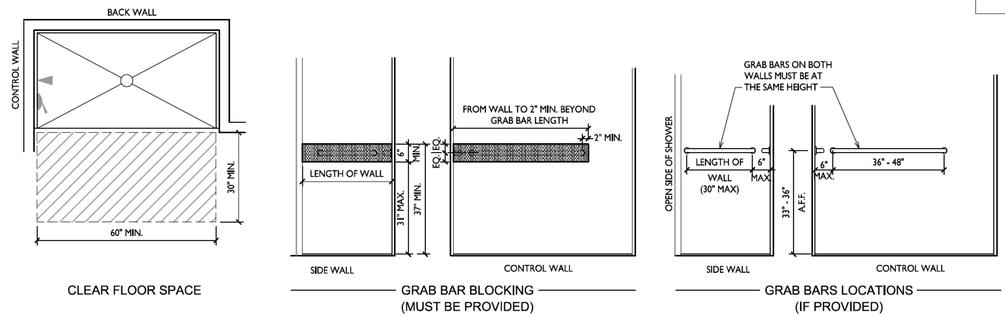




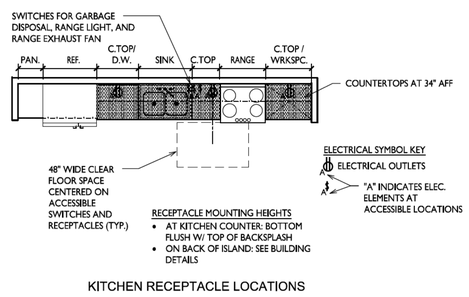


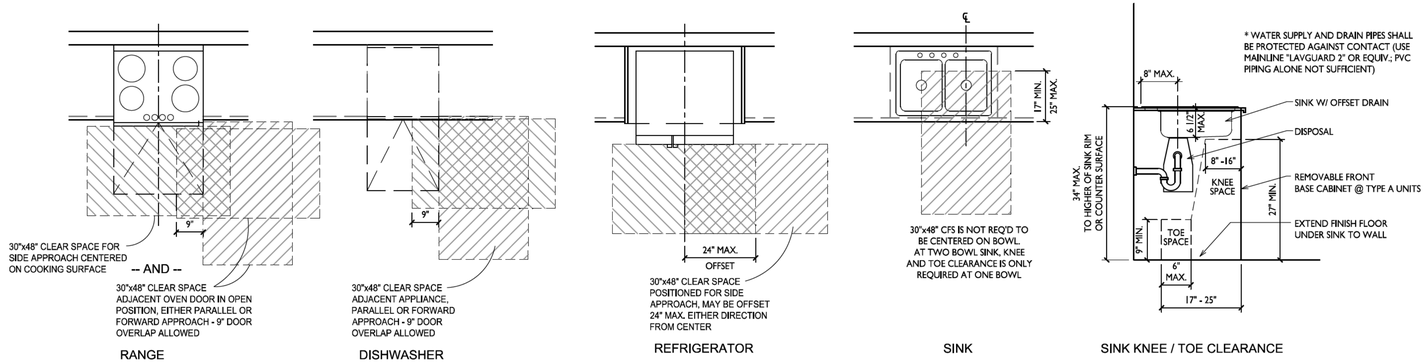


HC10 A-7.2 BATHROOM FIXTURE CLEARANCES
N.T.S.



HC9 A-7.2 BATHTUB / SHOWER GRAB BAR BLOCKING AND CLEAR FLOOR SPACE
N.T.S.





HC11 A-7.2 KITCHEN CLEARANCES
N.T.S.

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

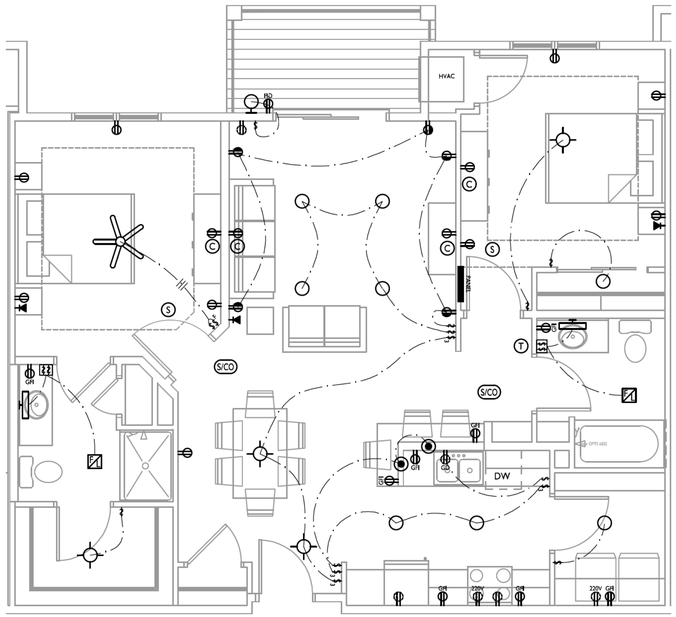
108 Whistle Street
Marshall, WI

SHEET TITLE
Accessibility
Details

SHEET NUMBER
A-7.2

PROJECT NO. 2002

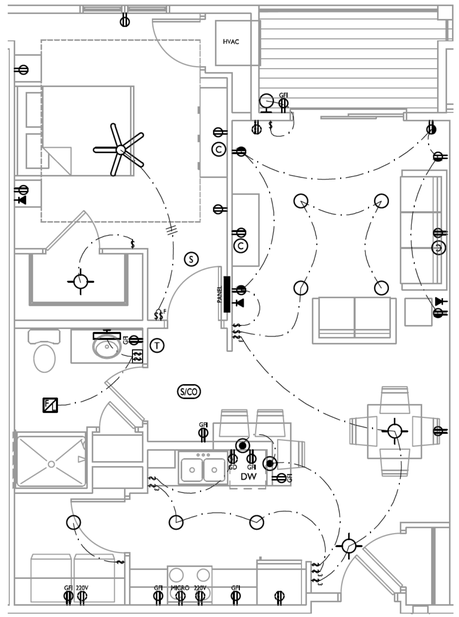
© Knothe & Bruce Architects, LLC



2 A-8.1

TYPICAL STYLE E DEVICE PLACEMENT PLAN

1/4"=1'-0"



1 A-8.1

TYPICAL STYLE A DEVICE PLACEMENT PLAN

1/4"=1'-0"

GENERAL ELECTRICAL NOTES:

1. ARCHITECTURAL DEVICE PLACEMENT / REFLECTED CEILING PLANS ARE GUIDELINES ONLY. ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR SYSTEM DESIGN & COMPLIANCE WITH ALL APPLICABLE CODES.
2. VERIFY POWER REQUIREMENTS FOR ALL EQUIPMENT AND APPLIANCES
3. PROVIDE BOX AND SPEED CONTROL SWITCH FOR CEILING FAN AT ALL BEDROOMS AND LOCATIONS SHOWN ON PLAN
4. DIMENSIONS ARE TO FACE OF FRAMING AND CENTERLINE OF LIGHT FIXTURES
5. PROVIDE OUTLET ON DEDICATED CIRCUIT IN UPPER CABINET FOR MICROWAVE-HOOD, TYPICAL OF ALL UNITS. ADDITIONAL SWITCHED OUTLET TO BE PROVIDED FOR STANDARD RANGE HOOD AT TYPE "A" UNITS FOR FUTURE INSTALLATION OF HOOD AT TENANT'S REQUEST.
6. ELECTRICAL CONTRACTOR TO MAKE ALL SUBMITTALS TO STATE FOR ENERGY CODE AND LIFE SAFETY LIGHTING PER COMM. 63.0500. COPIES OF ALL APPROVAL LETTERS TO BE FORWARDED TO THE ARCHITECT.
7. RECESSED LIGHTING IN FIRE RATED FLOOR/CEILING ASSEMBLIES TO MAINTAIN RATING W/ RATED FIXTURE, RATED "SURROUND", DRYWALL ENCLOSURE, ETC.
8. ALL UNITS TO HAVE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES PER ICCA 1117.1.
9. VERIFY SECURITY CAMERA LOCATIONS WITH OWNER PRIOR TO INSTALLATION
10. BATHROOM SWITCHING: 1st SWITCH TO TURN ON VANITY LIGHT AND BATH FAN LIGHT. FAN SWITCHED OFF WITH DELAY TIMER.
11. LARGE SUTTLE MX5-45E MEDIA CENTER TO BE INSTALLED IN EACH UNIT WITH (1) CAT5E AND (2) COAXIAL CABLE HOMERUNS FROM BASEMENT. PROVIDE POWER TO MEDIA CENTER.
12. ELECTRICIAN TO INSTALL FIBER OPTIC CABLE PROVIDED BY AT&T TO EACH UNIT FROM DMAC. LABOR COST FOR INSTALLING FIBER TO BE CHARGED DIRECTLY TO AT&T.
13. CARBON MONOXIDE ALARMS TO BE INSTALLED IN BASEMENT, CORRIDORS, AND DWELLING UNITS PER SPS 362.1200. ALARMS TO BE POWERED BY BUILDING POWER WITH BATTERY BACKUP AND SHALL BE INTERCONNECTED WITHIN DWELLING UNITS. ALARMS TO BE LOCATED WITHING 15'-0" OF DWELLING UNIT SLEEPING AREAS.
14. SMOKE ALARMS TO BE POWERED BY BUILDING POWER WITH BATTERY BACKUP AND SHALL BE INTERCONNECTED WITHIN DWELLING UNITS. ALARMS TO BE LOCATED IN EACH BEDROOM, OUTSIDE EACH SLEEPING AREA, AND ON EACH STORY WITHIN THE DWELLING UNIT.

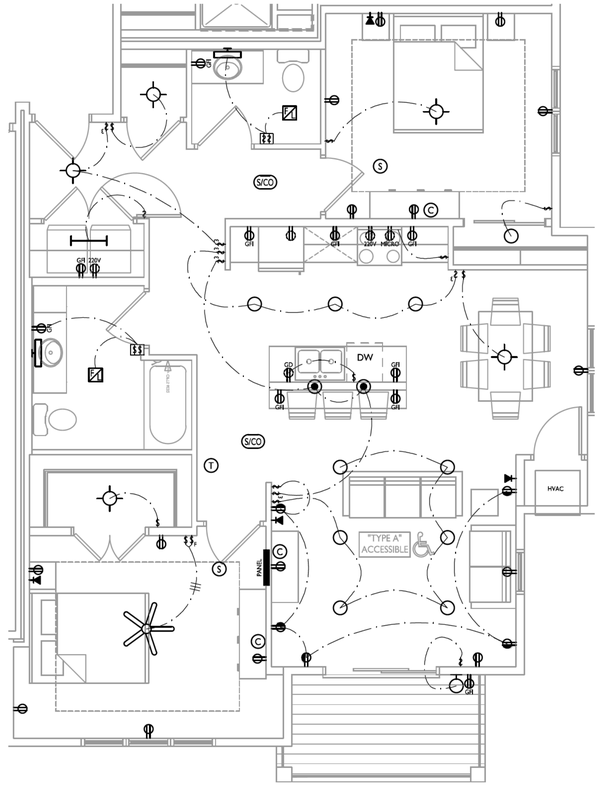
TYPICAL MOUNTING HEIGHTS (A.F.F.)

WALL SWITCHES	42" TO CENTERLINE
THERMOSTATS	44" TO TOP MAX.
HUMIDISTATS	84" TO CENTER
INTERCOM PANELS IN UNITS	48" TO TOP
ELECTRICAL OUTLETS	
TYPICAL	18" TO CENTER
@ BATH VANITY	42" TO CENTER
@ KITCHEN COUNTER	FLUSH W/ TOP OF SPLASH
KIT. DISPOSAL / FAN SWITCHES	
@ KITCHEN COUNTER	MOUNTED IN BACKSPLASH
TELEPHONE JACKS	
TYPICAL	18" TO CENTER
@ KITCHEN COUNTER	42" TO CENTER

ELECTRICAL SYMBOL LEGEND

* ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR SYSTEM DESIGN & COMPLIANCE WITH ALL APPLICABLE CODES.

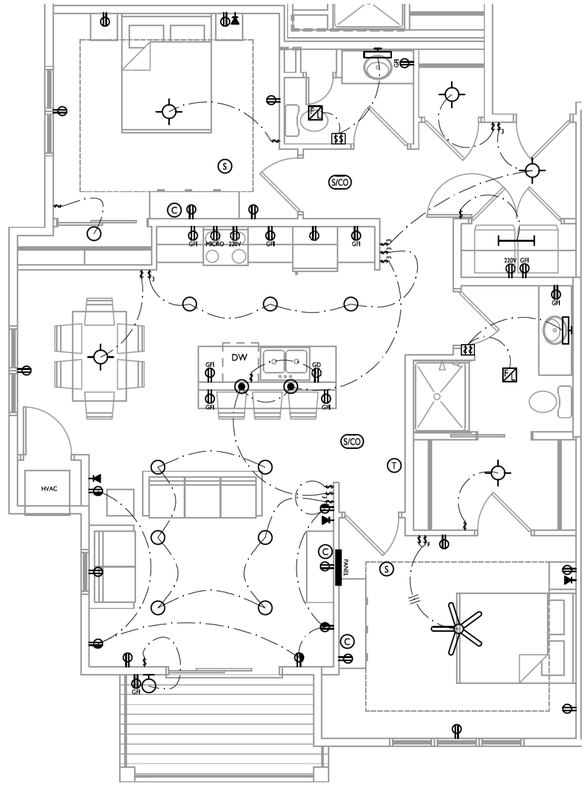
- PANEL — ELECTRICAL PANEL
- DUPLEX RECEPTACLE
- HALF-SWITCHED RECEPTACLE
- GFI RECEPTACLE
- WEATHERPROOF RECEPTACLE
- GARBAGE DISPOSAL RECEPTACLE
- 220V — 220V RECEPTACLE
- CEILING RECEPTACLE
- C — CABLE JACK
- T — THERMOSTAT
- PHONE JACK
- EXHAUST FAN / LIGHT
- S — SMOKE DETECTOR
- CO — CARBON MONOXIDE DETECTOR
- S/CO — SMOKE & CARBON MONOXIDE DETECTOR
- $ — SWITCH
- $3 — 3-WAY SWITCH
- $F — CEILING FAN CONTROL SWITCH
- $$ — BATHROOM SWITCHING: 1ST SWITCH TO OPERATE VANITY LIGHT & BATH FAN/LIGHT. FAN SWITCHED OFF W/ DELAY TIMER. 2ND SWITCH TO OPERATE NIGHT LIGHT ONLY.
- WALL-MOUNTED LIGHT
- RECESSED LIGHT
- CEILING-MOUNTED LIGHT
- PENDANT LIGHT
- VANITY LIGHT
- UNDERCABINET FLUORESCENT LIGHT
- CEILING FAN
- 2x4 FLUORESCENT LIGHT
- SURFACE-MOUNT FLUORESCENT STRIP LIGHT
- EXIT SIGNS
- EXIT SIGN W/ EMERGENCY LIGHTING
- EMERGENCY LIGHTING



5 A-8.1

TYPICAL TYPE A UNIT DEVICE PLACEMENT PLAN

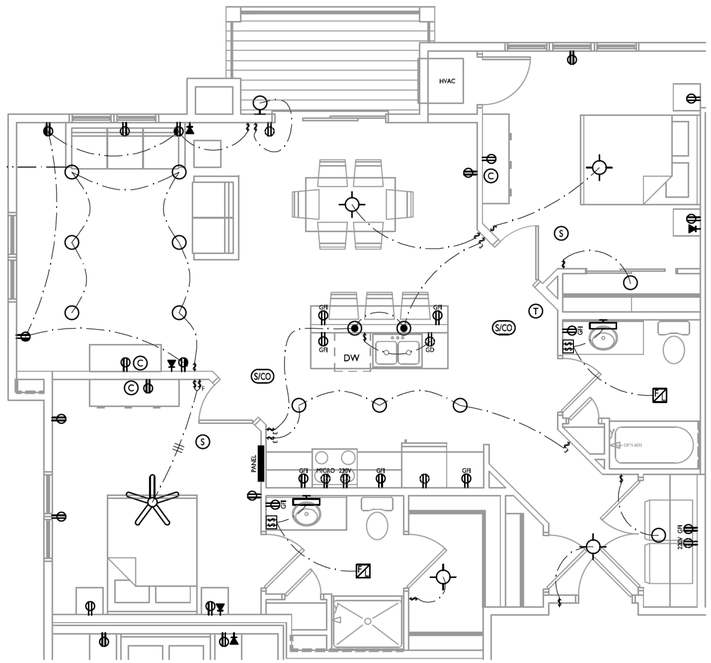
1/4"=1'-0"



4 A-8.1

TYPICAL STYLE C DEVICE PLACEMENT PLAN

1/4"=1'-0"



3 A-8.1

TYPICAL STYLE D DEVICE PLACEMENT PLAN

1/4"=1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

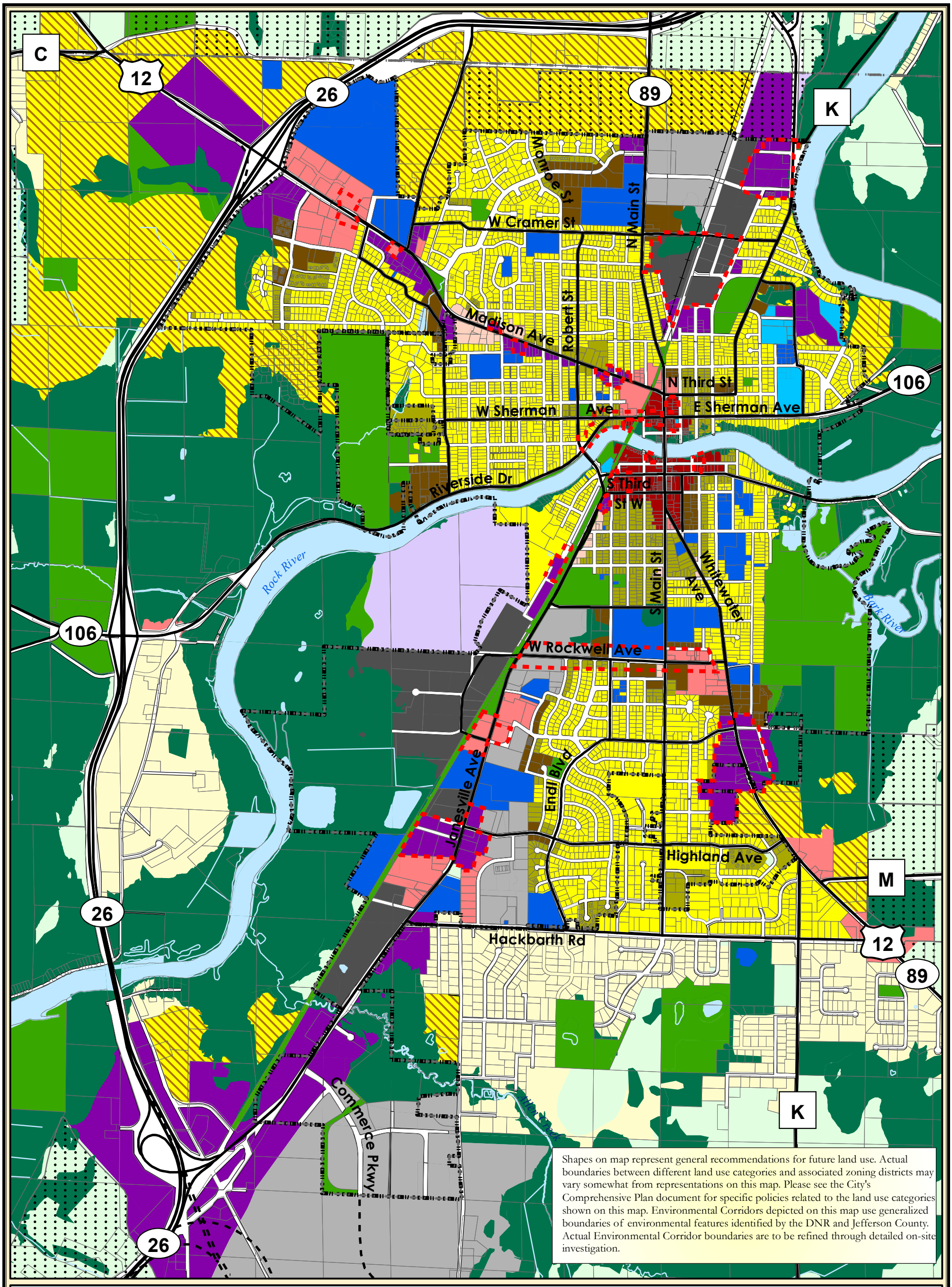
108 Whistle Street
Marshall, WI

SHEET TITLE
Device Placement Plan

SHEET NUMBER
A-8.1

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC


C
12
26
89
K
106
M
W Cramer St
Monroe St
N Main St
Madison Ave
Robert St
N Third St
W Sherman Ave
E Sherman Ave
Riverside Dr
S Third St W
S Main St
Whitewater Ave
Rock River
Bark River
W Rockwell Ave
Jonesville Ave
Endl Blvd
Highland Ave
Hackbarth Rd
Commerce Pkwy
Otter Creek
Shapes on map represent general recommendations for future land use. Actual boundaries between different land use categories and associated zoning districts may vary somewhat from representations on this map. Please see the City's Comprehensive Plan document for specific policies related to the land use categories shown on this map. Environmental Corridors depicted on this map use generalized boundaries of environmental features identified by the DNR and Jefferson County. Actual Environmental Corridor boundaries are to be refined through detailed on-site investigation.
City of Fort Atkinson
Comprehensive Plan
Map 7: Future Land Use - City View
City Boundaries
Town Boundaries
Parcels
Right of Way
Major Roads
Previously Proposed Hwy 12 Bypass
AG - Agriculture/Rural
P - Parks
EC - Environmental Corridor
SF-U - Single Family Residential - Urban
SF-E - Single Family Residential - Exurban
TF - Two Family/Townhouse Residential
MR - Manufactured Residential
MF-R - Multi-Family Residential
PN - Planned Neighborhood
NC - Neighborhood Commerical
CC - Community Commerical
DT - Downtown
LI - Light Industrial/Business Park
GI - General Industrial
CF - Community Facilities
HF - Health Facilities
PMU - Planned Mixed Use
F-H - Farm-Historic
UGA - Long Range Urban Growth Area
Future Redevelopment Opportunity Area
Surface Water
Sources: Jefferson County - County Land Use; Vandewalle and Associates - Fort Atkinson Land Use
0 0.125 0.25 0.5 0.75
Miles
VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change
3/19/19
Amended: 6/6/23

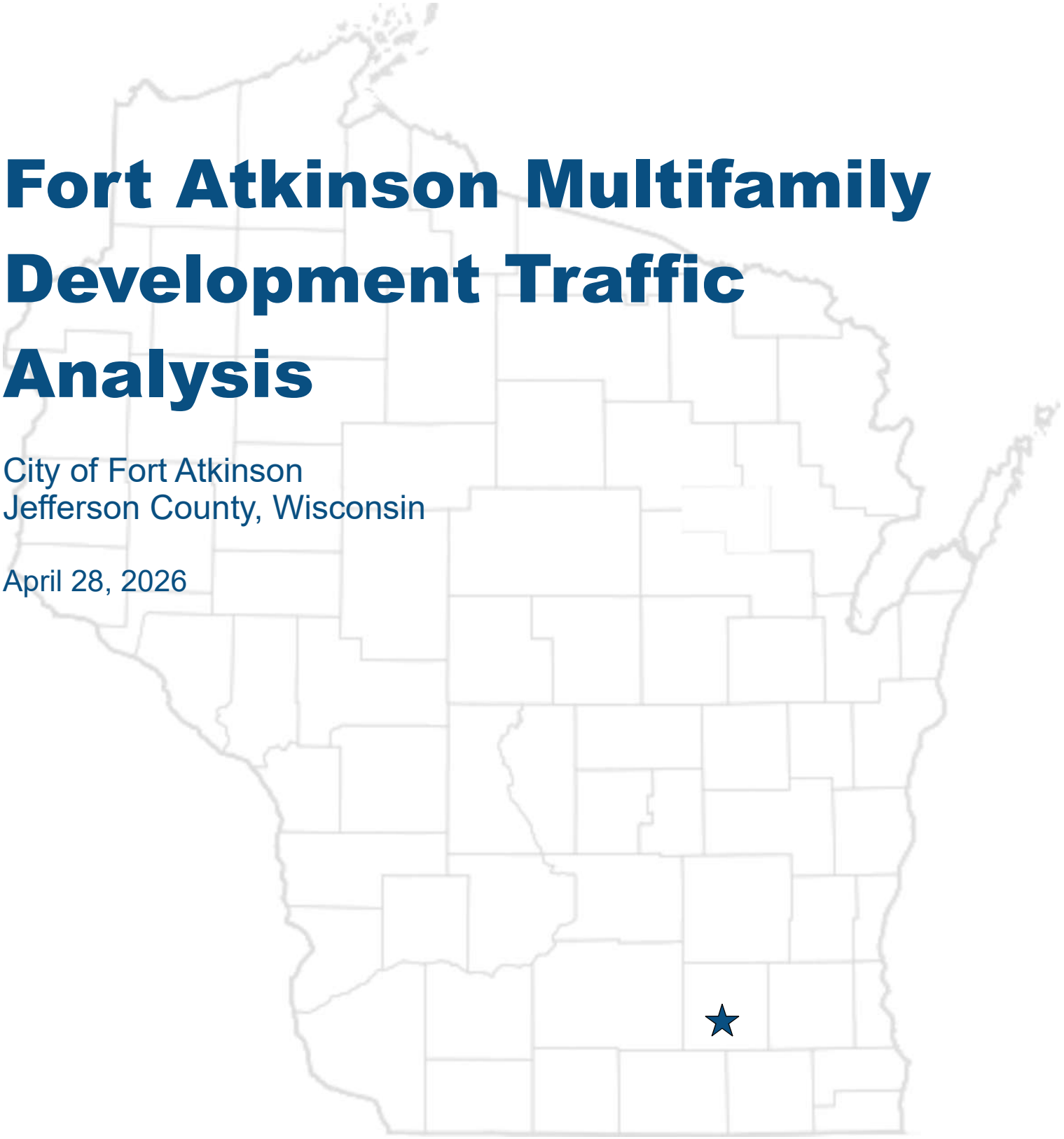
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Fort Atkinson Multifamily Development Traffic Analysis

City of Fort Atkinson
Jefferson County, Wisconsin

April 28, 2026



TRAFFIC IMPACT ANALYSIS FOR:

FORT ATKINSON MULTIFAMILY DEVELOPMENT

CITY OF FORT ATKINSON, JEFFERSON COUNTY, WISCONSIN

DATE SUBMITTED: April 28, 2026

PREPARED FOR:
Robert E. Lee & Associates, Inc.
150 Centennial Centre Blvd.
Hobart, WI 54155
Contact Person: Brad Treml

PREPARED BY:
TADI
P.O. Box 128
Cedarburg, WI 53012
Phone: (614) 483-1297
Contact Person: Daniel Bieberitz, P.E., PTOE

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

Daniel C. Bieberitz

Daniel Bieberitz, P.E., PTOE
TADI

Traffic Impact Analysis
Table of Contents

LIST OF EXHIBITS ii
LIST OF APPENDICES ii
PART A – INTRODUCTION 1
PART B – STUDY AREA 1
PART C – TRAFFIC VOLUMES 1
C1. Year 2026 Existing Traffic Volumes 1
C2. Proposed Development Access 2
C3. Trip Generation & Distribution 2
PART D – INTERSECTION CAPACITY ANALYSIS 2
D1. Level of Service Definitions 2
D2. Traffic Operations – Year 2026 Existing Volumes 3
D3. Traffic Operations – Build Volumes 4
PART E – RECOMMENDED MODIFICATIONS 6
PART F – CONCLUSION 6

LIST OF EXHIBITS

Exhibit 1.....Site Location Map
Exhibit 2.....Conceptual Site Plan
Exhibit 3.....Existing Transportation Detail
Exhibit 4.....Year 2026 Existing Traffic Volumes
Exhibit 5.....Trip Generation & Distribution Tables
Exhibit 6.....Development Trip Distribution Percentages
Exhibit 7.....On-Site Development New Trips
Exhibit 8.....Build Traffic Volumes
Exhibit 9.....Recommended Modifications

LIST OF APPENDICES

Appendix A.....Traffic
Existing Turning Movement Counts

Appendix B ..... Year 2026 Existing Traffic Peak hour Analysis Outputs
Appendix C ..... Build Traffic Peak Hour Analysis Outputs

PART A – INTRODUCTION

A multifamily residential development is being proposed on the existing Fort Healthcare remote parking lot area, which is on the east side of McMillen Street at the end of Schumacher Way in the City of Fort Atkinson. The new development will consist of 96 multifamily units in four buildings.

This traffic study summarizes the trip generation and traffic operations anticipated with the proposed development at the study intersections and also compares the generated trips of the proposed development with that of a maximum allowed multifamily unit count based on current zoning.

PART B – STUDY AREA

An aerial of the study area with the proposed development site location is shown in Exhibit 1. A conceptual site plan for the proposed development is shown in Exhibit 2. The study area includes the intersections of:

- McMillen Street with State Trunk Highway (STH) 26/N. High Street
- McMillen Street with Handyside Lane/North Site Access Drive
- McMillen Street with Schumacher Way/South Site Access Drive
- McMillen Street with STH 106/Sherman Avenue

Exhibit 3 shows the existing transportation details at the study area intersections.

McMillen Street is a wide two-lane collector street with a 25-mph speed limit within the project limits. The width of McMillen Street is approximately 44 feet from the north side of Fort Memorial Hospital to just north of Schumacher Way and approximately 33 feet wide north of Handeyside Lane. According to WisDOT, the Year 2022 annual average daily traffic (AADT) volume on McMillen Street just south of N. 4th Street is 450 vehicles per day (vpd). There is a sidewalk on the west side of the street from the hospital campus to Handeyside Lane and on the east side of the street from STH 106 to N. 4th Street.

STH 26/N. High Street is a two-lane north/south principal arterial street with on-street bike lanes within the study area. The speed limit is 30 mph within the study area and the AADT volume is 5,100 vpd south of McMillen Street and 5,300 vpd north of Clover lane. There is a sidewalk on the west side of STH 26 within the study area.

STH 106/Sherman Avenue two-lane principal arterial street with a 30-mph speed limit in the project limits. The AADT volume along STH 106 is 4,400 vpd west of Wilcox Street and 3,800 vpd east of N. 4th Street. There is a sidewalk on the north side of STH 106 starting at N. 4th Street and proceeding west to the downtown area. The sidewalk on the south side of STH 106 starts at Memorial Drive and proceeds west to the downtown area.

PART C – TRAFFIC VOLUMES

C1. Year 2026 Existing Traffic Volumes

TADI performed weekday turning movement traffic counts on Tuesday and Wednesday, April 21-22, 2026, at the study intersections. The peak hours from the turning movement counts were identified as the following time periods:

- Weekday AM Peak hour: 7:15 – 8:15 am
- Weekday PM Peak Hour: 3:15 – 4:15 pm

Exhibit 4 shows the year 2026 existing traffic volumes.

The turning movement counts are included in Appendix A.

C2. Proposed Development Access

The development has two proposed accesses, one using the existing driveway access opposite of Handeyside Lane and the other access at the end of Schumacher Way. See Exhibit 2 for proposed site driveway locations.

C3. Trip Generation & Distribution

Trips for the proposed residential development were calculated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*. ITE land use #220 Multifamily Housing (Low-Rise, Not Close to Rail Transit) was used for the on-site development. The trip generation table for the development is shown on Exhibit 5. The proposed multifamily development is expected to generate 660 trips on a typical weekday with 45 trips (10 in/35 out) during the weekday AM peak hour and 55 trips (35 in/20 out) during the weekday PM peak hour.

Based on the maximum units allowed per current zoning (MRH-30), a development could have up to 50 units per acre. With this development being 7.49 acres, it could have up to 374 units. A comparison table showing the trip generation differences between the current proposed 96 units and the maximum zoning units allowed (374 units) is shown on Exhibit 5. Based on the current 96 units, this development will generate 100 fewer trips in the AM peak hour and 130 fewer trips in the PM peak hour as compared to if the development was built to maximize the current zoning limits. In other words, the current proposed development will generate approximately 30% of the trips as compared to a development with maximum amount of units per zoning limits.

The trip distribution of new site trips was based on the existing peak hour traffic counts at the study intersections and travel times to and from the existing business centers within a five-mile radius. The distribution of the development trips is listed below and shown graphically on Exhibit 6.

- 25% to/from the north on STH 26
- 25% to/from the south on STH 26
- 30% to/from the west on STH 106
- 20% to/from the east on STH 106

The new trips for the on-site multifamily development were assigned to the study intersection based on their respective trip distribution percentages. Traffic to and from the south on STH 26 are expected to use Handyside Lane and Wilcox Street to and from the development. Also, new trips from the east on STH 106 may use N. Fourth Street to and from McMillen Street. For this report, it was assumed that 100% of the generated traffic going to the east on STH 106 would make a southbound left-turn from McMillen Street onto STH 106 in order to analyze the worst-case scenario at this intersection.

The traffic assignments of the on-site development trips are shown on Exhibit 7. The on-site development trips were added to the Year 2026 existing volumes (Exhibit 4) to obtain the Build Traffic Volumes, which are shown on Exhibit 8.

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

The study intersection was analyzed based on the procedures set forth in the *Highway Capacity Manual, 7th Edition* (HCM). Intersection operation is defined by "Level of Service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study and as a standard in urban areas of southern Wisconsin, LOS

D or better was used to define desirable peak hour operating conditions at the study area intersections. Descriptions of the various levels of service are shown in Table 1.

Table 1: Level of Service Descriptions at Unsignalized Intersections

LOS	Control Delay/Vehicle (sec/veh)	Unsignalized Intersection - Traffic Flow Description	Relative Delay
A	≤10	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver.	Short Delays
B	> 10 - 15	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.	
C	> 15 - 25	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.	
D	> 25 - 35	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic and less acceptable gaps in traffic at two-way stop intersections.	Moderate Delays
E	> 35 - 50	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.	
F	> 50	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.	Long Delays

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

D2. Traffic Operations – Year 2026 Existing Volumes

The analysis of the Year 2026 Existing Traffic Volumes was conducted using the traffic volumes in Exhibit 4 and the intersection geometry as shown on Exhibit 3. Based on the results of the capacity analysis (LOS, delay, and queue length) as shown on Table 2, all movements are currently operating at a LOS B or better.

Table 2
Year 2026 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 106 & McMilen St. *One-Way Stop Control*		*Lanes->*	*1*	-	-	*1*			-			*1*			
	AM	LOS	A	-	-	*			-			B			A
		Delay	8.1	-	-	*			-			10.8			1.5
		Queue	25'	-	-	*			-			25'			
	PM	LOS	A	-	-	*			-			B			A
		Delay	8	-	-	*			-			11.2			1.2
		Queue	25'	-	-	*			-			25'			
Node 200: McMillen St. & Schumacher Way *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	AM	LOS	-			A			-	*		A		-	A
		Delay	-			9.1			-	*		7.3		-	0.2
		Queue	-			25'			-	*		0'		-	
	PM	LOS	-			A			-	*		A		-	A
		Delay	-			9.1			-	*		7.3		-	0.3
		Queue	-			25'			-	*		0'		-	
Node 300: McMillen St. & Handeyside Ln/North Site Dr. *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			A			A			A
		Delay	9.1			0			0			0			0.9
		Queue	25'			0'			0'			0'			
	PM	LOS	A			A			A			A			A
		Delay	8.9			0			7.4			0			1.0
		Queue	25'			0'			0'			0'			
Node 400: STH 26 & Hake St./McMillen St. *Two-Way Stop Control*		*Lanes->*	*1*			-			*1*			*1*			
	AM	LOS	B			B			A			A			A
		Delay	11.9			10.4			7.6			7.8			1.6
		Queue	25'			25'			0'			25'			
	PM	LOS	B			B			A			A			A
		Delay	14			11.4			7.9			7.9			1.9
		Queue	25'			25'			25'			0'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the 95th percentile queue, measured in feet.

The analysis worksheets of the existing conditions are included in Appendix B.

D3. Traffic Operations – Build Volumes

The analysis of the build traffic volumes was conducted using the traffic volumes in Exhibit 8 and the intersection geometry as shown on Exhibit 3. Based on the results of the capacity analysis as shown on Table 3, all movements are expected to continue to operate at a LOS B or better with minimal queues (approximately one-vehicle length based on 95th percentile queues).

Table 3
Year 2027 Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 106 & McMilen St. *One-Way Stop Control*		*Lanes->*	*1*	-	-	*1*			-			*1*			
	AM	LOS	A	-	-	*			-			B			A
		Delay	8.1	-	-	*			-			11.3			1.8
		Queue	25'	-	-	*			-			25'			
	PM	LOS	A	-	-	*			-			B			A
		Delay	8	-	-	*			-			11.6			1.5
		Queue	25'	-	-	*			-			25'			
Node 200: McMillen St. & Schumacher Way *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	AM	LOS	-			A			-	*		A		-	A
		Delay	-			9			-	*		7.4		-	1.2
		Queue	-			25'			-	*		0'		-	
	PM	LOS	-			A			-	*		A		-	A
		Delay	-			9.1			-	*		7.4		-	1.1
		Queue	-			25'			-	*		0'		-	
Node 300: McMillen St. & Handeyside Ln/North Site Dr. *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			A			A			A
		Delay	9.6			9.7			0			7.4			2.6
		Queue	25'			25'			0'			0'			
	PM	LOS	A			A			A			A			A
		Delay	9.2			9.3			7.4			7.3			2.6
		Queue	25'			25'			0'			0'			
Node 400: STH 26 & Hake St./McMillen St. *Two-Way Stop Control*		*Lanes->*	*1*			-			*1*			*1*			
	AM	LOS	B			B			A			A			A
		Delay	11.9			10.3			7.6			7.8			1.8
		Queue	25'			25'			0'			25'			
	PM	LOS	B			B			A			A			A
		Delay	14.4			11.4			7.9			7.9			2.1
		Queue	25'			25'			25'			0'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the 95th percentile queue, measured in feet.

As mentioned in Part C3 of the report, it is anticipated that the majority of the traffic to/from the south on STH 26 will likely use Wilcox Street and Handeyside Lane to and from the development. However, in order to analyze the worst-case scenario at STH 26 and McMillen Street, all the generated development traffic at the intersection of STH 26 and Wilcox Street was added to the traffic at STH 26 and McMillen Street. Table 4 shows the capacity results of this worst-case scenario at the intersection of STH 26 and McMillen Street. As seen in Table 4, all movements continue to operate at a LOS B or better.

Table 1
Year 2027 Build Traffic Peak Hour Operating Conditions (Worst-Case Scenario)
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 400: STH 26 & Hake St./McMillen St. *Two-Way Stop Control*		*Lanes->*	*1*			-			*1*			*1*			
	AM	LOS	B			B			A			A			A
		Delay	11.9			11			7.6			7.8			2.0
		Queue	25'			25'			0'			25'			
	PM	LOS	B			B			A			A			A
		Delay	14.4			12.2			7.9			8			2.2
		Queue	25'			25'			25'			0'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the 95th percentile queue, measured in feet.

The analysis worksheets are included in Appendix C.

PART E – RECOMMENDED MODIFICATIONS

Modifications are for jurisdictional consideration and are not legally binding. The City of Fort Atkinson reserves the right to determine alternative solutions.

Based on this traffic analysis, the following improvements are recommended, which are also shown on Exhibit 9:

STH 26 & McMillen Street

- No improvements are needed due to the development traffic.

McMillen Street at Handeyside Lane/North Site Drive

- Widen the existing curb radii on the east approach (15-20 feet radii) and add stop sign.
- Add sidewalk along the North Site Drive from the development to McMillen Street and crosswalk across McMillen Street to the existing sidewalk on the west side.

McMillen Street at Schumacher Way

- Add stop sign on the east approach on Schumacher Way at McMillen Street, if there is no current stop sign.

STH 106 & McMillen Street

- No improvements are needed due to the development traffic.

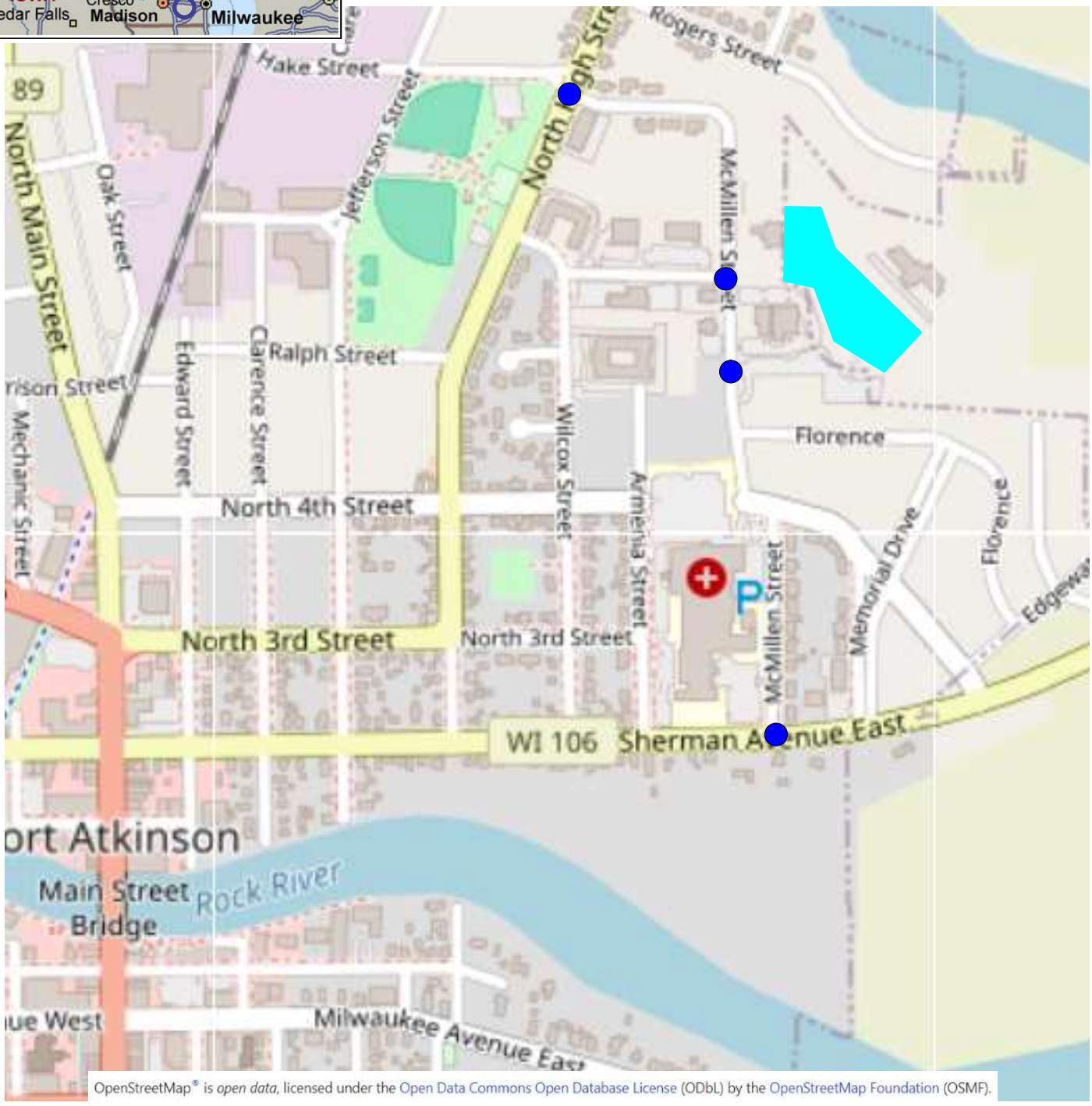
PART F – CONCLUSION

With the addition of the proposed multifamily development, traffic volumes will increase along McMillen Street, STH 26, and STH 106; however, all movements are expected to operate safely and efficiently with the new development. Based on the maximum units allowed per current zoning, this development could have up to 374 units. With the current development unit count (96 units), the amount of generated trips is approximately 30% of what could be generated based on a development with maximum unit counts per current zoning unit limits.



LEGEND

- Study Area Intersection
- Proposed Development Site

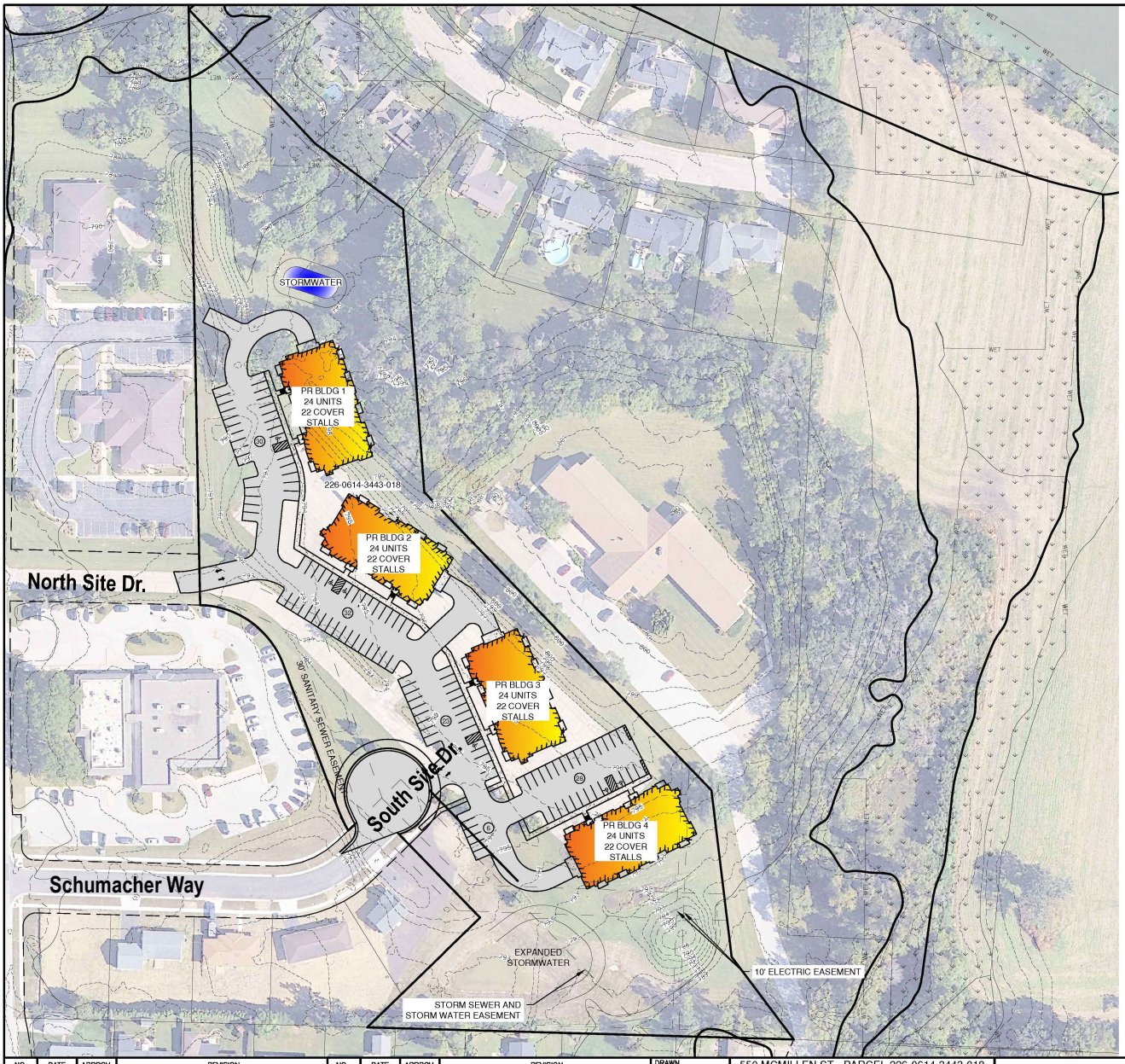


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 1
SITE LOCATION MAP

FORT ATKINSON, WISCONSIN



NO.	DATE	APPROV.	REVISION	NO.	DATE	APPROV.	REVISION

DRAWN
CHECKED
DESIGNED

550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

CONCEPT SITE PLAN - 96 UNIT LAYOUT

DATE
SCALE
FILE
JOB NO.

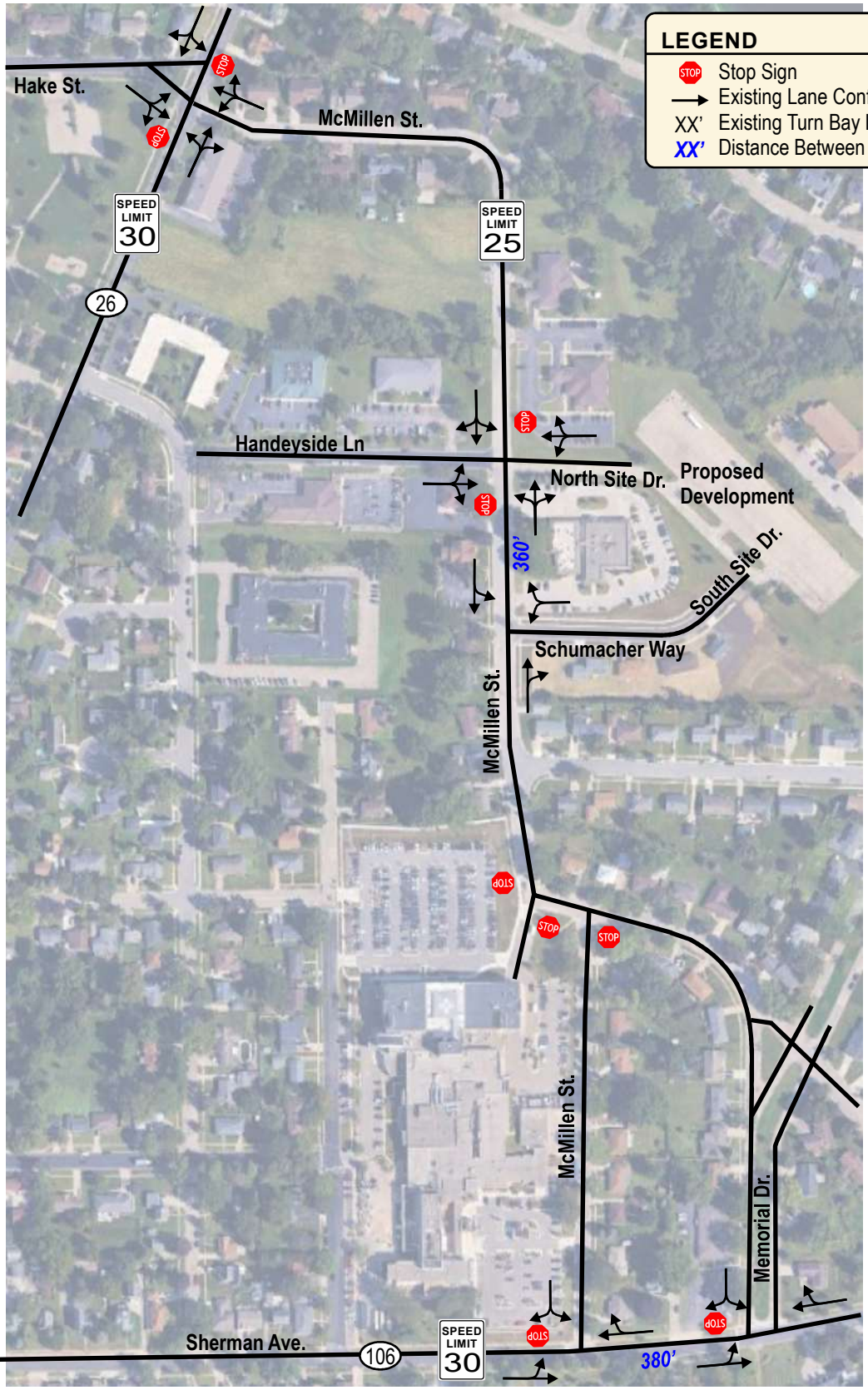
Robert E. Lee & Associates, Inc.
1250 Centennial Centre Blvd | Hobart, WI | 920-662-9641 | releeinc.com

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 2
CONCEPTUAL SITE PLAN

FORT ATKINSON, WISCONSIN

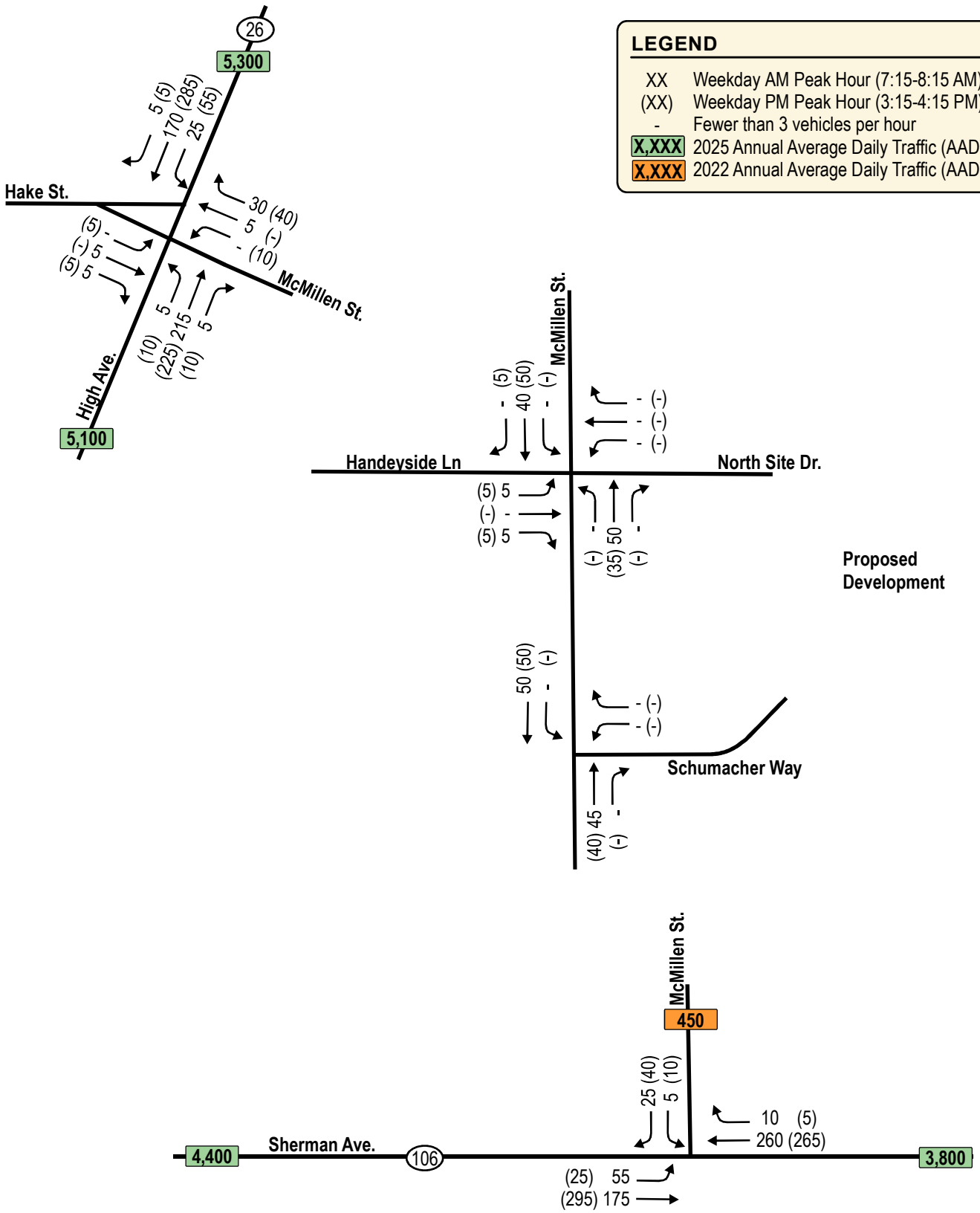


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

FORT ATKINSON, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 4
YEAR 2026 EXISTING TRAFFIC VOLUMES

FORT ATKINSON, WISCONSIN

On-Site Trip Generation Table [1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	96 Units	660 FCE	10 (24%)	35 (76%)	45 FCE	35 (62%)	20 (38%)	55 FCE
Total New Trips			**660**	**10**	**35**	**45**	**35**	**20**	**55**

[1] ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 12th Edition.

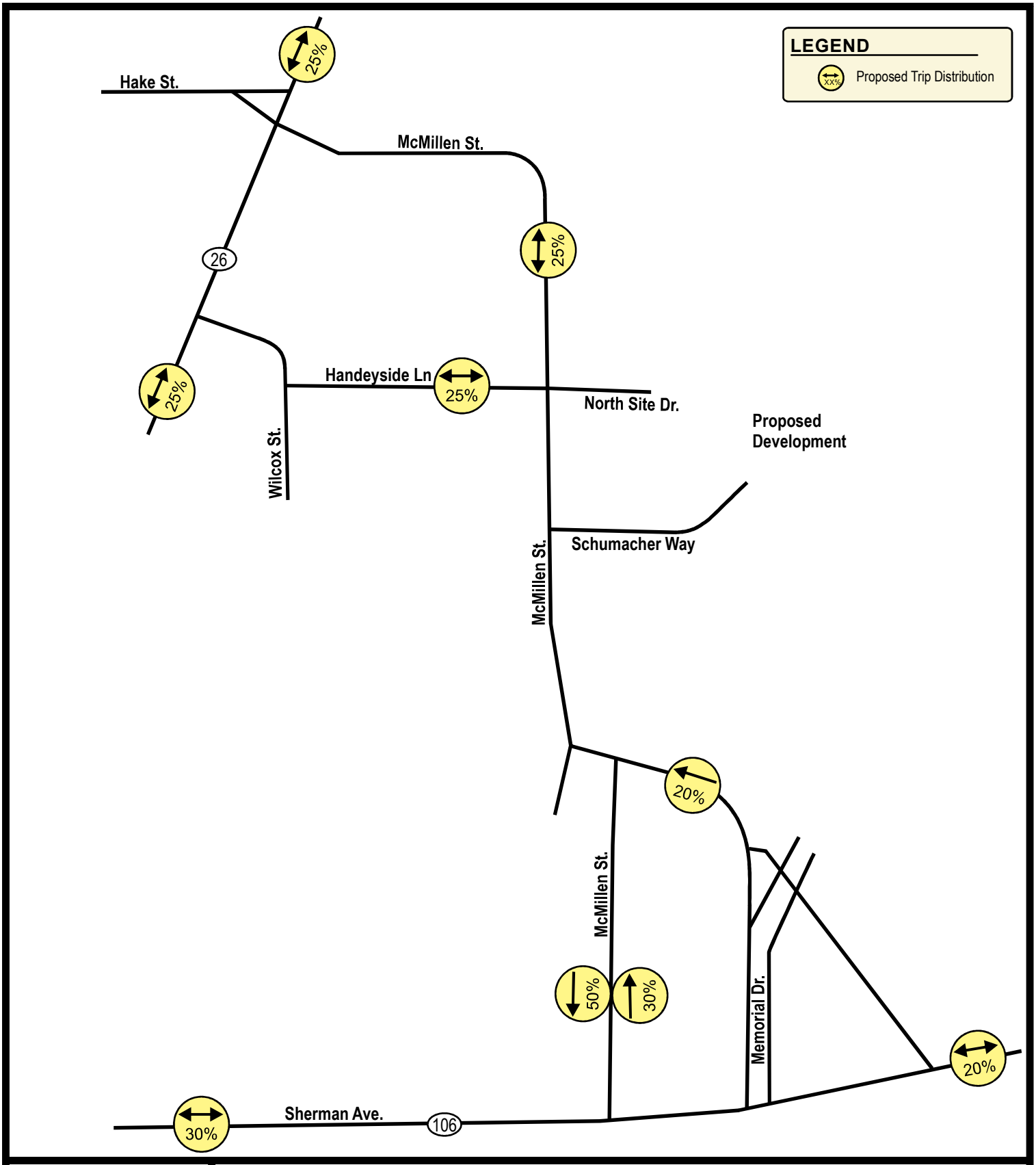
TRIP DISTRIBUTION

North on STH 26	25%	165	0	10		10	5
South on STH 26	25%	165	5	10		10	5
West on STH 106	30%	200	5	10		10	5
East on STH 106	20%	130	0	5		5	5
	100%	***660***	***10***	***35***		***35***	***20***

On-Site Trip Generation Table Comparison [1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	96 Units	660 FCE	10 (24%)	35 (76%)	45 FCE	35 (62%)	20 (38%)	55 FCE
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	374 Units	2,230 FCE	35 (24%)	110 (76%)	145 FCE	115 (62%)	70 (38%)	185 FCE
Net New Trips if Built to Zoning Max.			**1,570**	**25**	**75**	**100**	**80**	**50**	**130**

[1] ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 12th Edition.

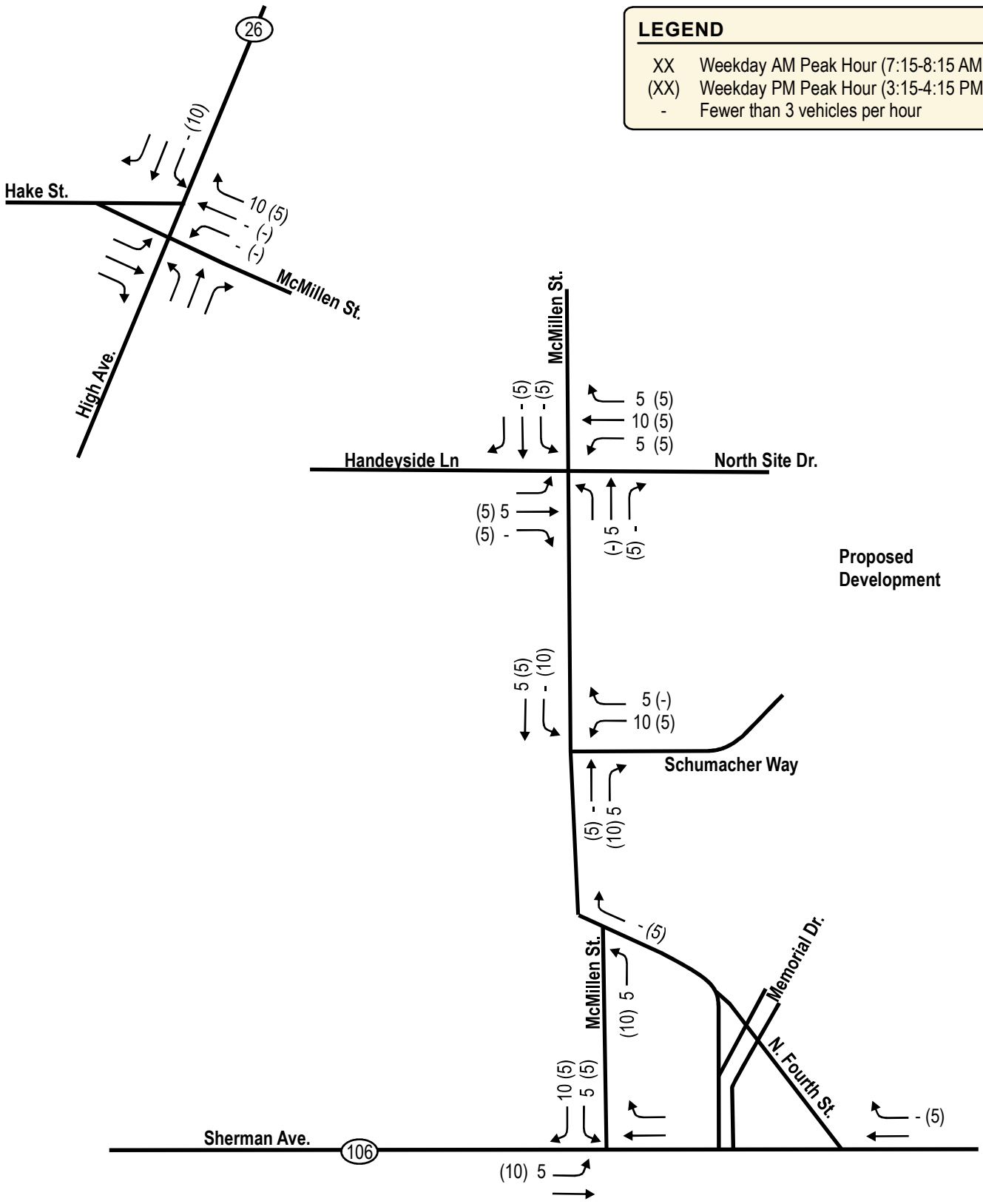


TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 6
DEVELOPMENT TRIP DISTRIBUTION PERCENTAGES

FORT ATKINSON, WISCONSIN

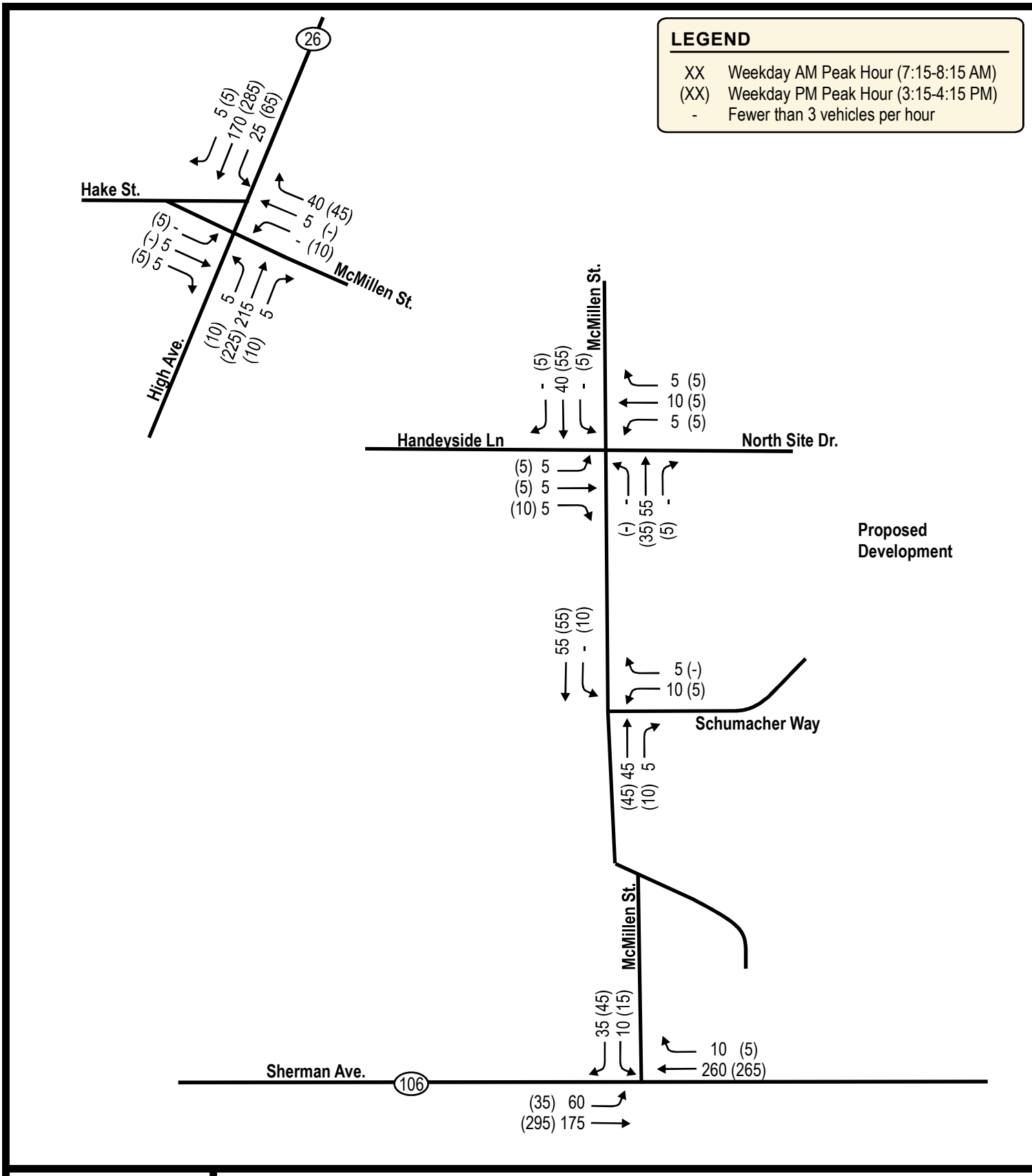


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 7
ON-SITE DEVELOPMENT NEW TRIPS

FORT ATKINSON, WISCONSIN

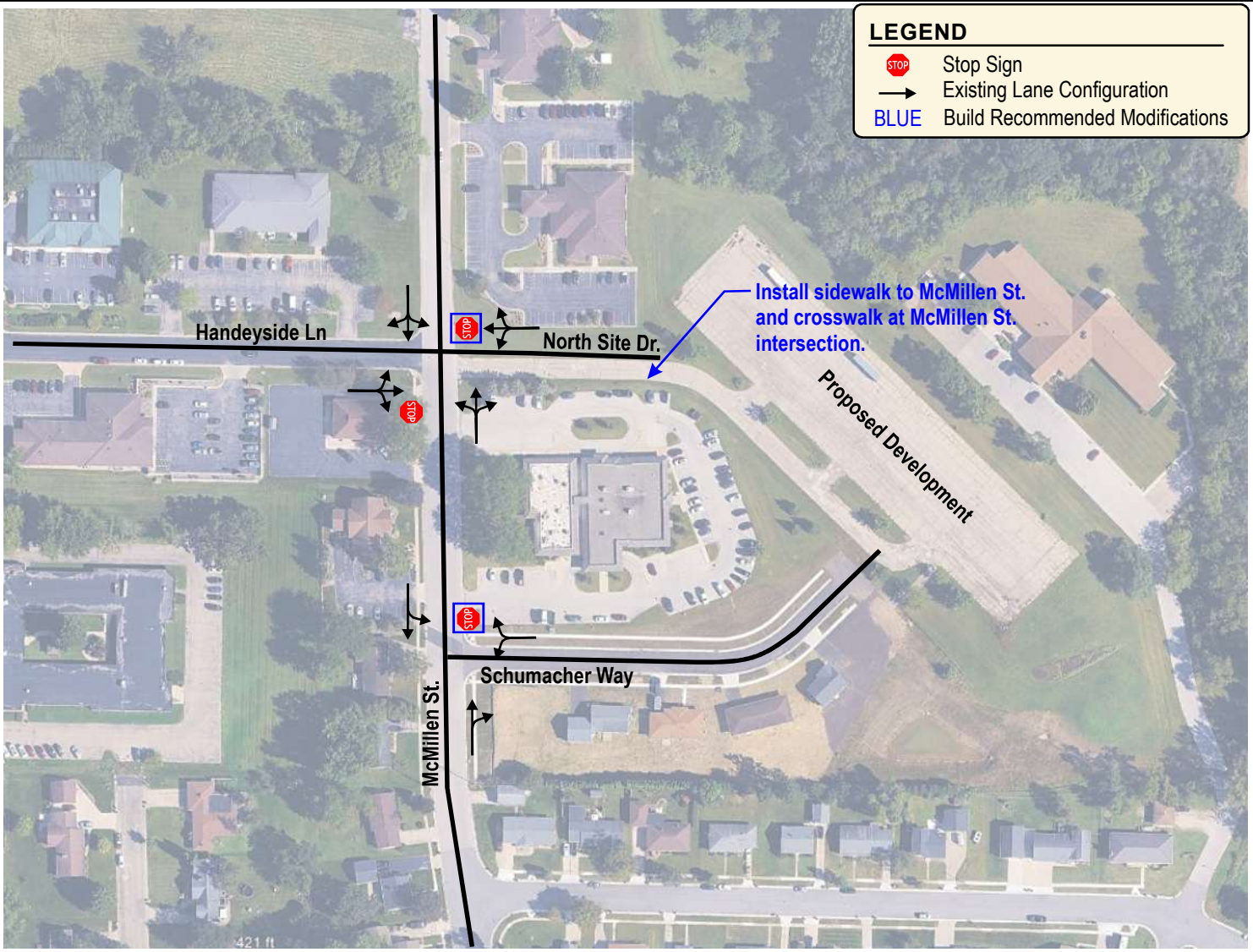


TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 8
BUILD TRAFFIC VOLUMES

FORT ATKINSON, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 9
RECOMMENDED MODIFICATIONS

FORT ATKINSON, WISCONSIN

Appendix A
Traffic

Existing Turning Movement Counts

Intersection Traffic Volume Report

Count Basics	Version 2026.03		Page 1 of 13
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **Sherman Ave-STH 106**
Minor St: **McMillen St**
Intersection of: ***Sherman Ave-STH 106 & McMillen St***

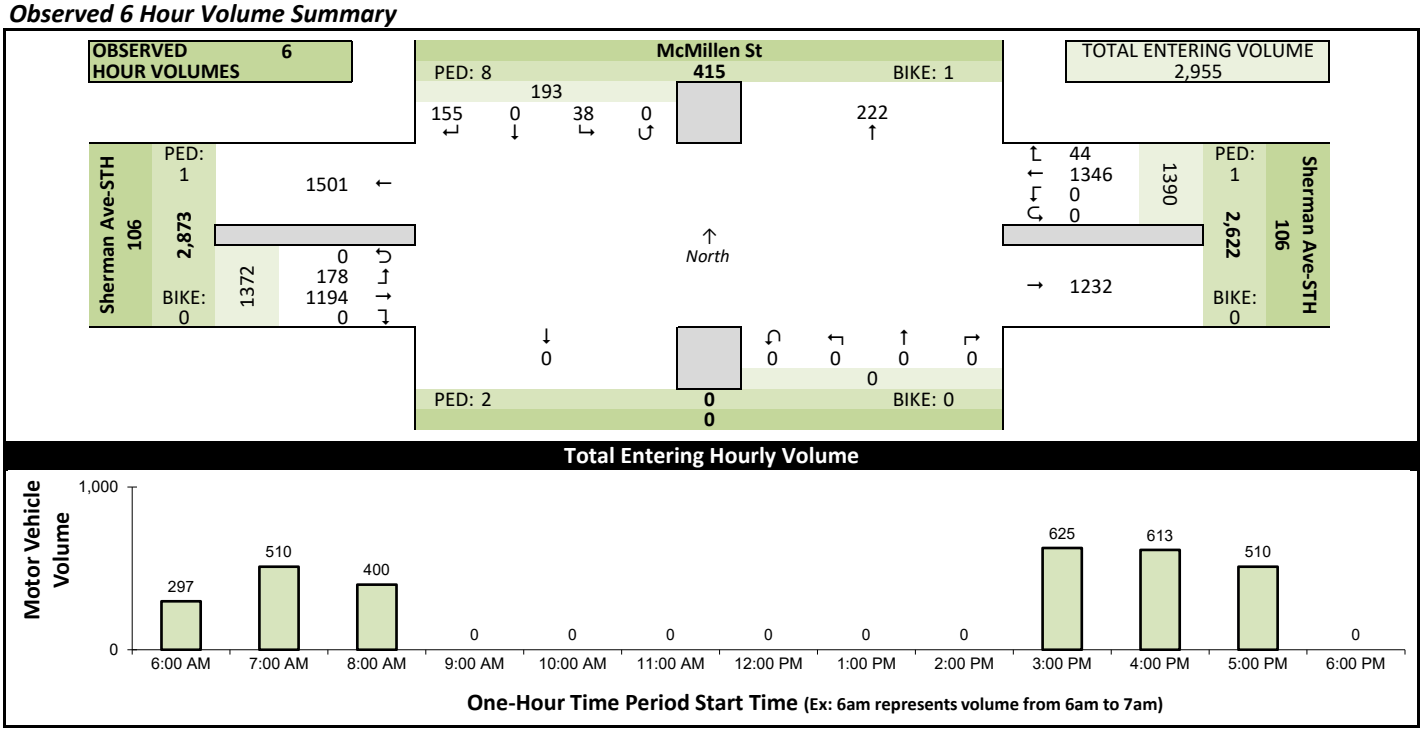
Site Information

Municipality	Fort Atkinson		
County	28 - Jefferson	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	McMillen St		
East Leg	Sherman Ave-STH 106		
South Leg	0		
West Leg	Sherman Ave-STH 106		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

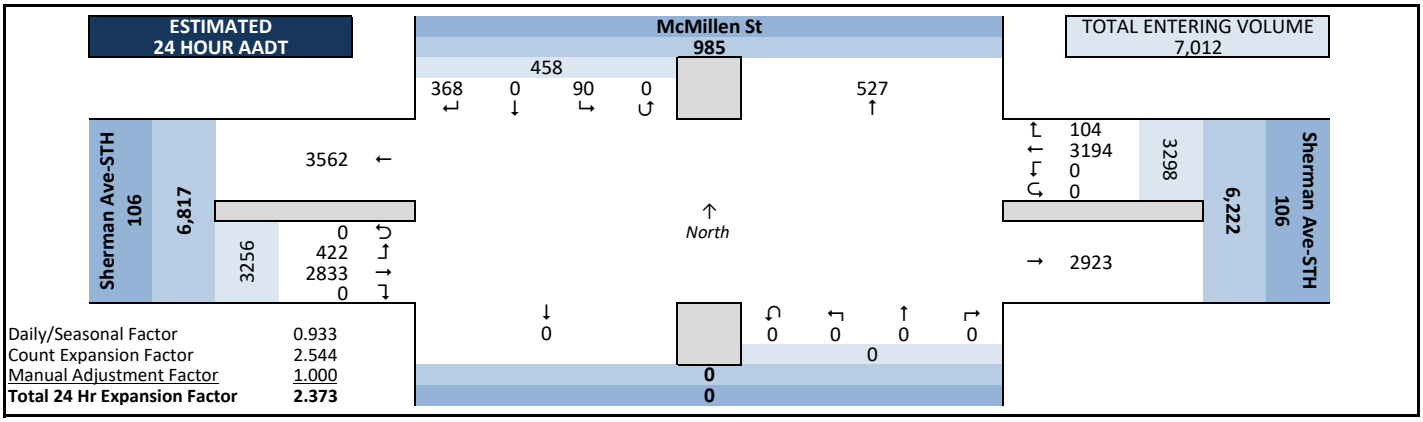
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Tuesday, April 21, 2026			Weather	
AM Peak Period	Tuesday, April 21, 2026			Clear & Dry	
Midday Peak Period				0	
PM Peak Period	Wednesday, April 22, 2026			Clear & Dry	
Calculated Peak Hours					
	AM	7:15-8:15am	MD	PM	3:15-4:15pm
Peak Hours Selected for Analysis					
	AM	7:15-8:15am	MD	PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.933	Count Expansion Factor	2.544		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Lori Atwell			
	Midday Peak Period	0			
	PM Peak Period	Lee Oestreich			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2025, and 2026 reports use 2025 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

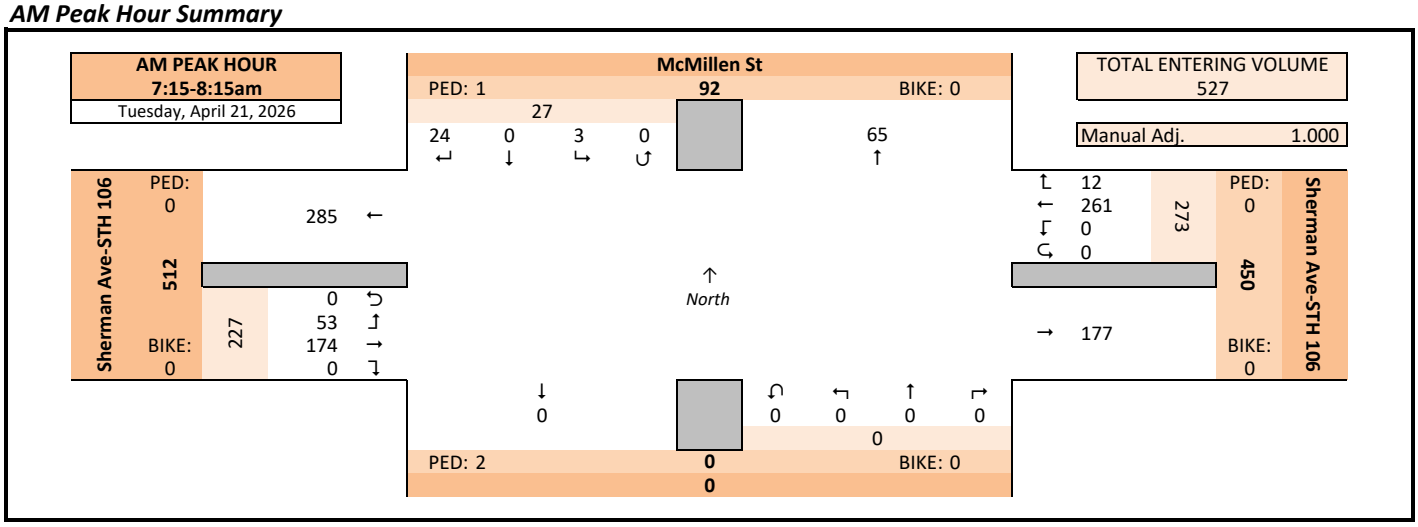
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St

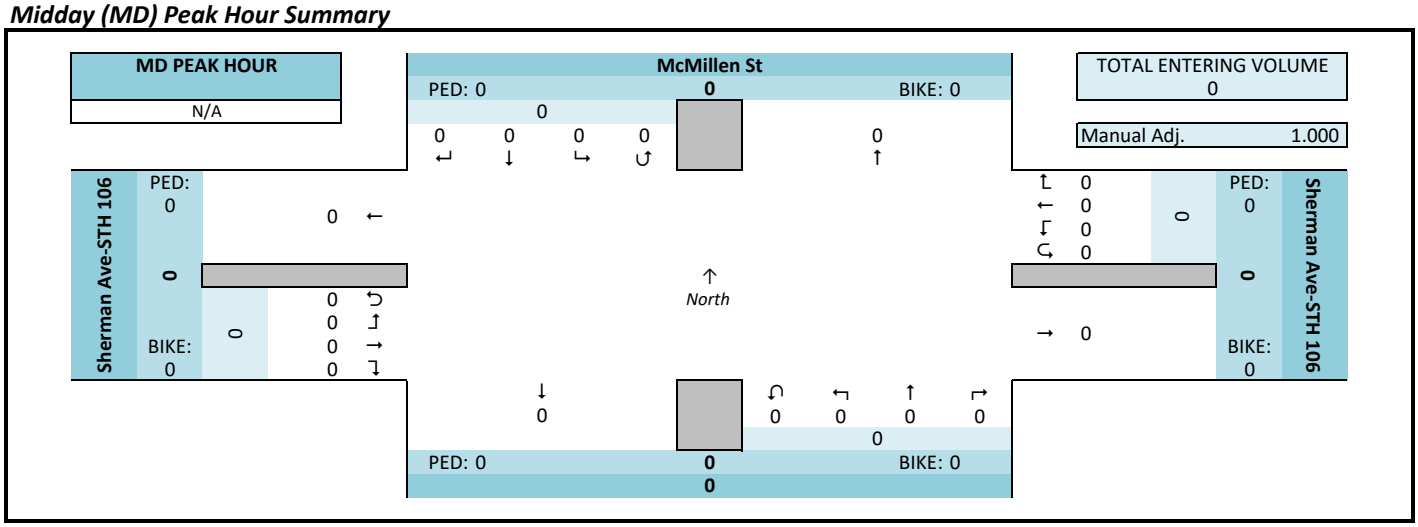
All Motor Vehicles



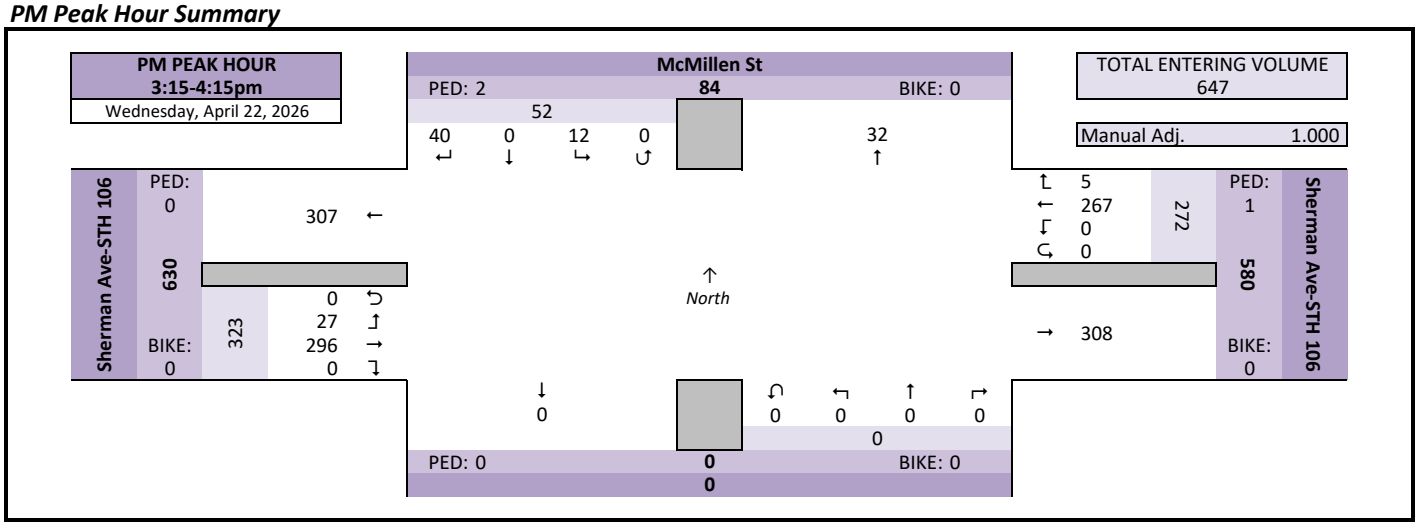
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

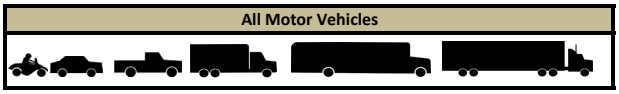


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Sherman Ave-STH 106 & McMillen St



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 21, 2026		From North					From East					From South					From West					
	AM Peak Hour	McMillen St					Sherman Ave-STH 106					0					Sherman Ave-STH 106					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	2	0	0	0	2	1	84	0	0	85	0	0	0	0	0	0	34	10	0	44	131
	7:30 AM	10	0	0	0	10	3	73	0	0	76	0	0	0	0	0	0	42	11	0	53	139
	7:45 AM	3	0	2	0	5	4	58	0	0	62	0	0	0	0	0	0	57	20	0	77	144
	8:00 AM	9	0	1	0	10	4	46	0	0	50	0	0	0	0	0	0	41	12	0	53	113
	Peak Hour Volume	24	0	3	0	27	12	261	0	0	273	0	0	0	0	0	0	174	53	0	227	527
	Rounded Hourly Volume	25	0	5	0	30	10	260	0	0	270	0	0	0	0	0	0	175	55	0	230	530
	% Single Unit Trucks	12.5	0.0	0.0	0.0	11.1	16.7	3.1	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5.2	7.5	0.0	5.7	4.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	1.8	1.1
	% Trucks (Total)	12.5	0.0	0.0	0.0	11.1	16.7	3.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	7.5	0.0	7.5	6.1
	Peak Hour Factor (PHF)	0.60	0.00	0.37	0.00	0.67	0.75	0.78	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.66	0.00	0.74	0.91

N/A		From North					From East					From South					From West					
	MD Peak Hour	McMillen St					Sherman Ave-STH 106					0					Sherman Ave-STH 106					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit 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
	% Heavy 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
	% Trucks (Total)	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
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, April 22, 2026		From North					From East					From South					From West					
	PM Peak Hour	McMillen St					Sherman Ave-STH 106					0					Sherman Ave-STH 106					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	9	0	6	0	15	2	75	0	0	77	0	0	0	0	0	0	71	7	0	78	170
	3:30 PM	9	0	0	0	9	1	68	0	0	69	0	0	0	0	0	0	90	10	0	100	178
	3:45 PM	11	0	3	0	14	1	63	0	0	64	0	0	0	0	0	0	59	6	0	65	143
	4:00 PM	11	0	3	0	14	1	61	0	0	62	0	0	0	0	0	0	76	4	0	80	156
	Peak Hour Volume	40	0	12	0	52	5	267	0	0	272	0	0	0	0	0	0	296	27	0	323	647
	Rounded Hourly Volume	40	0	10	0	50	5	265	0	0	270	0	0	0	0	0	0	295	25	0	320	640
	% Single Unit Trucks	0.0	0.0	8.3	0.0	1.9	20.0	6.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	7.4	3.7	0.0	7.1	6.3
	% Heavy 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
	% Trucks (Total)	0.0	0.0	8.3	0.0	1.9	20.0	6.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	7.4	3.7	0.0	7.1	6.3
	Peak Hour Factor (PHF)	0.91	0.00	0.50	0.00	0.87	0.62	0.89	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.67	0.00	0.81	0.91

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		McMillen St			Sherman Ave-STH 106			0			Sherman Ave-STH 106			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
	7:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	0	0	0	2	0	2	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	2	0	2	1	0	1	0	0	0	0	0	0	3

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Sherman Ave-STH 106 & McMillen St

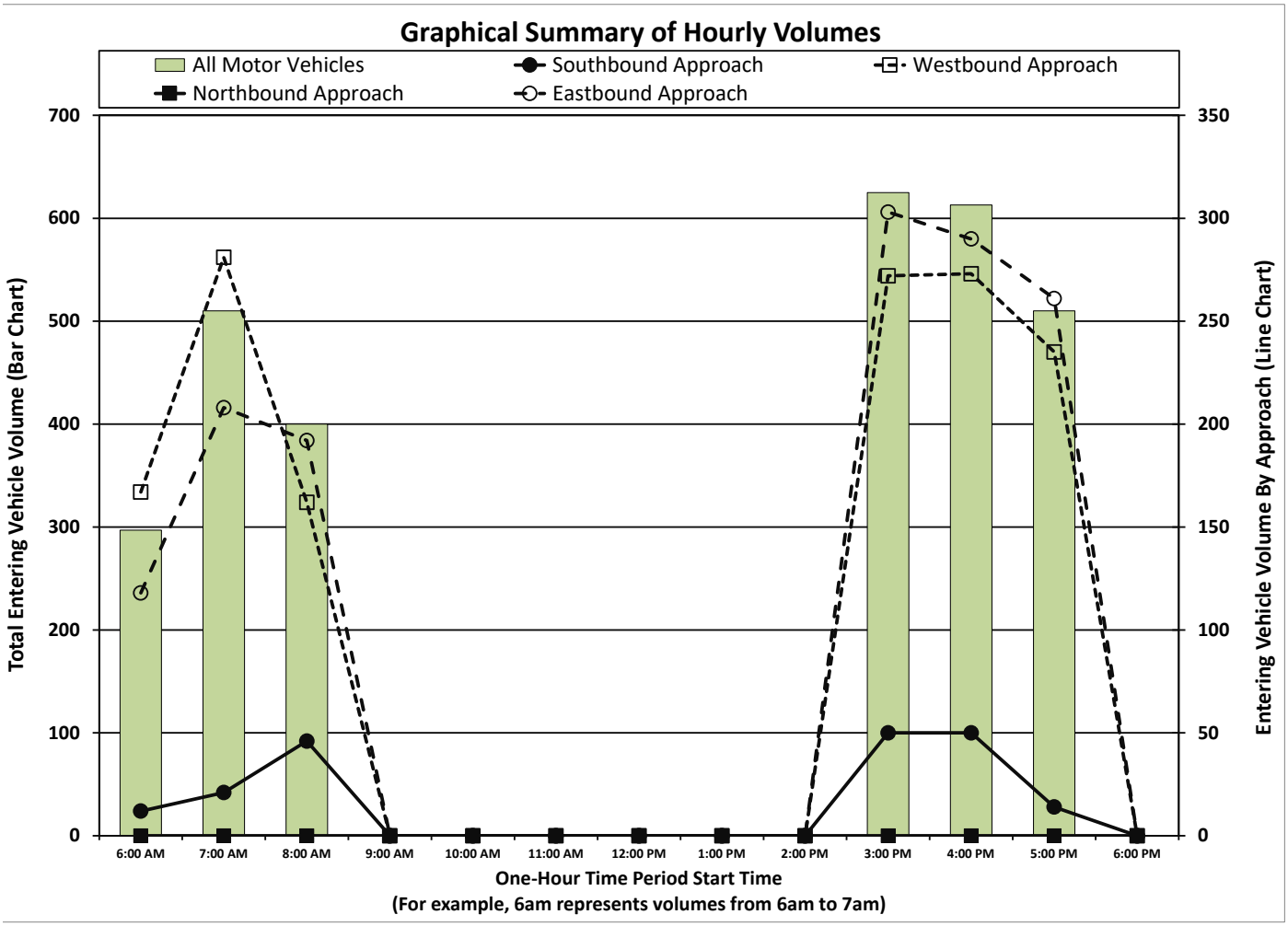
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	10	0	2	0	12	6	161	0	0	167	0	0	0	0	0	0	96	22	0	118	297	285	12
AM	7:00 AM	18	0	3	0	21	11	270	0	0	281	0	0	0	0	0	0	162	46	0	208	510	489	21
AM	8:00 AM	36	0	10	0	46	14	148	0	0	162	0	0	0	0	0	0	138	54	0	192	400	354	46
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	39	0	11	0	50	6	266	0	0	272	0	0	0	0	0	0	271	32	0	303	625	575	50
PM	4:00 PM	41	0	9	0	50	6	267	0	0	273	0	0	0	0	0	0	277	13	0	290	613	563	50
PM	5:00 PM	11	0	3	0	14	1	234	0	0	235	0	0	0	0	0	0	250	11	0	261	510	496	14
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		155	0	38	0	193	44	1346	0	0	1390	0	0	0	0	0	0	1194	178	0	1372	2955	2762	193



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		*Page 5 of 13*
Start Date: Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	4	0	0	0	4	2	32	0	0	34	0	0	0	0	0	0	19	6	0	25	63	297	0.78
	6:15 AM	4	0	1	0	5	2	23	0	0	25	0	0	0	0	0	0	16	4	0	20	50	330	0.86
	6:30 AM	2	0	1	0	3	1	53	0	0	54	0	0	0	0	0	0	31	7	0	38	95	411	0.78
	6:45 AM	0	0	0	0	0	1	53	0	0	54	0	0	0	0	0	0	30	5	0	35	89	455	0.82
	7:00 AM	3	0	1	0	4	3	55	0	0	58	0	0	0	0	0	0	29	5	0	34	96	510	0.89
	7:15 AM	2	0	0	0	2	1	84	0	0	85	0	0	0	0	0	0	34	10	0	44	131	527	0.91
	7:30 AM	10	0	0	0	10	3	73	0	0	76	0	0	0	0	0	0	42	11	0	53	139	495	0.86
	7:45 AM	3	0	2	0	5	4	58	0	0	62	0	0	0	0	0	0	57	20	0	77	144	435	0.76
	8:00 AM	9	0	1	0	10	4	46	0	0	50	0	0	0	0	0	0	41	12	0	53	113	400	0.88
	8:15 AM	8	0	4	0	12	3	32	0	0	35	0	0	0	0	0	0	39	13	0	52	99		
	8:30 AM	7	0	2	0	9	3	23	0	0	26	0	0	0	0	0	0	26	18	0	44	79		
	8:45 AM	12	0	3	0	15	4	47	0	0	51	0	0	0	0	0	0	32	11	0	43	109		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	10	0	2	0	12	2	60	0	0	62	0	0	0	0	0	0	51	9	0	60	134	625	0.88
	3:15 PM	9	0	6	0	15	2	75	0	0	77	0	0	0	0	0	0	71	7	0	78	170	647	0.91
	3:30 PM	9	0	0	0	9	1	68	0	0	69	0	0	0	0	0	0	90	10	0	100	178	640	0.90
	3:45 PM	11	0	3	0	14	1	63	0	0	64	0	0	0	0	0	0	59	6	0	65	143	617	0.95
	4:00 PM	11	0	3	0	14	1	61	0	0	62	0	0	0	0	0	0	76	4	0	80	156	613	0.94
	4:15 PM	9	0	1	0	10	1	75	0	0	76	0	0	0	0	0	0	75	2	0	77	163	605	0.93
	4:30 PM	14	0	2	0	16	3	71	0	0	74	0	0	0	0	0	0	61	4	0	65	155	585	0.94
	4:45 PM	7	0	3	0	10	1	60	0	0	61	0	0	0	0	0	0	65	3	0	68	139	546	0.92
	5:00 PM	5	0	0	0	5	0	59	0	0	59	0	0	0	0	0	0	79	5	0	84	148	510	0.86
	5:15 PM	2	0	1	0	3	1	67	0	0	68	0	0	0	0	0	0	67	5	0	72	143		
	5:30 PM	2	0	2	0	4	0	54	0	0	54	0	0	0	0	0	0	58	0	0	58	116		
	5:45 PM	2	0	0	0	2	0	54	0	0	54	0	0	0	0	0	0	46	1	0	47	103		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		155	0	38	0	193	44	1346	0	0	1390	0	0	0	0	0	0	1194	178	0	1372	2955		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	24	0	3	0	27	12	261	0	0	273	0	0	0	0	0	0	174	53	0	227	527	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	40	0	12	0	52	5	267	0	0	272	0	0	0	0	0	0	296	27	0	323	647	0.91

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			*Page 6 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	4	0	0	0	4	1	30	0	0	31	0	0	0	0	0	0	18	6	0	24	59	281
	6:15 AM	3	0	1	0	4	2	23	0	0	25	0	0	0	0	0	0	14	4	0	18	47	307
	6:30 AM	2	0	1	0	3	1	52	0	0	53	0	0	0	0	0	0	30	6	0	36	92	383
	6:45 AM	0	0	0	0	0	1	49	0	0	50	0	0	0	0	0	0	28	5	0	33	83	424
	7:00 AM	3	0	0	0	3	3	49	0	0	52	0	0	0	0	0	0	26	4	0	30	85	476
	7:15 AM	1	0	0	0	1	1	80	0	0	81	0	0	0	0	0	0	32	9	0	41	123	495
	7:30 AM	10	0	0	0	10	3	71	0	0	74	0	0	0	0	0	0	39	10	0	49	133	461
	7:45 AM	3	0	2	0	5	3	57	0	0	60	0	0	0	0	0	0	52	18	0	70	135	403
	8:00 AM	7	0	1	0	8	3	43	0	0	46	0	0	0	0	0	0	38	12	0	50	104	369
	8:15 AM	7	0	4	0	11	3	28	0	0	31	0	0	0	0	0	0	34	13	0	47	89	
	8:30 AM	6	0	2	0	8	3	23	0	0	26	0	0	0	0	0	0	24	17	0	41	75	
	8:45 AM	11	0	3	0	14	4	43	0	0	47	0	0	0	0	0	0	30	10	0	40	101	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	10	0	2	0	12	2	57	0	0	59	0	0	0	0	0	0	46	9	0	55	126	586
	3:15 PM	9	0	6	0	15	1	72	0	0	73	0	0	0	0	0	0	68	7	0	75	163	606
	3:30 PM	9	0	0	0	9	1	65	0	0	66	0	0	0	0	0	0	87	9	0	96	171	596
	3:45 PM	11	0	3	0	14	1	58	0	0	59	0	0	0	0	0	0	47	6	0	53	126	573
	4:00 PM	11	0	2	0	13	1	56	0	0	57	0	0	0	0	0	0	72	4	0	76	146	580
	4:15 PM	9	0	1	0	10	1	70	0	0	71	0	0	0	0	0	0	70	2	0	72	153	576
	4:30 PM	14	0	2	0	16	3	68	0	0	71	0	0	0	0	0	0	57	4	0	61	148	559
	4:45 PM	7	0	3	0	10	1	58	0	0	59	0	0	0	0	0	0	61	3	0	64	133	520
	5:00 PM	5	0	0	0	5	0	57	0	0	57	0	0	0	0	0	0	76	4	0	80	142	483
	5:15 PM	2	0	1	0	3	1	63	0	0	64	0	0	0	0	0	0	64	5	0	69	136	
	5:30 PM	2	0	2	0	4	0	50	0	0	50	0	0	0	0	0	0	55	0	0	55	109	
	5:45 PM	2	0	0	0	2	0	49	0	0	49	0	0	0	0	0	0	44	1	0	45	96	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		148	0	36	0	184	40	1271	0	0	1311	0	0	0	0	0	0	1112	168	0	1280	2775	

Peak Hour Automobile Volume Summary

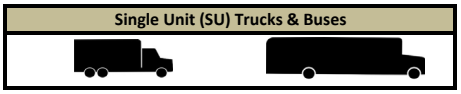
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	21	0	3	0	24	10	251	0	0	261	0	0	0	0	0	0	161	49	0	210	495
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	40	0	11	0	51	4	251	0	0	255	0	0	0	0	0	0	274	26	0	300	606

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Count Basics		*Page 7 of 13*
Start Date: Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute Time Period	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4	15
	6:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	22
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	26
	6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	28
	7:00 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	11	30
	7:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	7	26
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5	29
	7:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	2	0	5	7	28
	8:00 AM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	7	29
	8:15 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	10	
	8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	
	8:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	8	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	39
	3:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	7	41
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	7	44
	3:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	17	44
	4:00 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	10	32
	4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	27
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	24
	4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	23
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5	23
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	
	5:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		7	0	2	0	9	4	71	0	0	75	0	0	0	0	0	0	74	10	0	84	168	
SU Truck %age:		4.5%	0.0%	5.3%	0.0%	4.7%	9.1%	5.3%	0.0%	0.0%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.2%	5.6%	0.0%	6.1%	5.7%	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

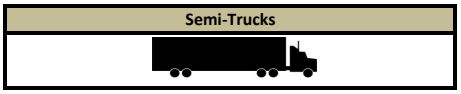
	Hourly Time Period	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	0	0	0	3	2	8	0	0	10	0	0	0	0	0	0	9	4	0	13	26
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	1	0	1	1	16	0	0	17	0	0	0	0	0	0	22	1	0	23	41

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			*Page 8 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St



15-Minute Semi-Truck Data

	15-Minute Time Period Start Time	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	4
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12	
emi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.6%	0.4%	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period Start Time	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St



15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) McMillen St Right	Thru	Left	U-Tn	Total	From East (←) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	From South (↑) 0 Right	Thru	Left	U-Tn	Total	From West (→) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4	16
	6:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	23
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	28
	6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	31
	7:00 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	11	34
	7:15 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	8	32
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6	34
	7:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	5	2	0	7	9	32
	8:00 AM	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	9	31
	8:15 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	10	
	8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	
	8:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	8	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	39
	3:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	7	41
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	7	44
	3:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	17	44
	4:00 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	10	33
	4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	29
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	26
	4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	26
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6	27
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	
	5:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	
	5:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		7	0	2	0	9	4	75	0	0	79	0	0	0	0	0	0	82	10	0	92	180	
otal Truck %age:		4.5%	0.0%	5.3%	0.0%	4.7%	9.1%	5.6%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%	5.6%	0.0%	6.7%	6.1%	

Peak Hour Heavy Vehicle Volume Summary

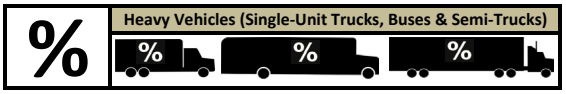
	Hourly Time Period Start Time	From North (↓) McMillen St Right	Thru	Left	U-Tn	Total	From East (←) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	From South (↑) 0 Right	Thru	Left	U-Tn	Total	From West (→) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	3	0	0	0	3	2	10	0	0	12	0	0	0	0	0	0	13	4	0	17	32
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	1	0	1	1	16	0	0	17	0	0	0	0	0	0	22	1	0	23	41

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	50.0	6.3	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.0	6.3	5.4
	6:15 AM	25.0	0.0	0.0	0.0	20.0	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	10.0	6.0	7.0
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3.2	14.3	0.0	5.3	3.2	6.8
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	5.7	6.7	6.8
	7:00 AM	0.0	0.0	100.0	0.0	25.0	0.0	10.9	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10.3	20.0	0.0	11.8	11.5	6.7
	7:15 AM	50.0	0.0	0.0	0.0	50.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	5.9	10.0	0.0	6.8	6.1	6.1
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	9.1	0.0	7.5	4.3	6.9
	7:45 AM	0.0	0.0	0.0	0.0	0.0	25.0	1.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8.8	10.0	0.0	9.1	6.3	7.4
	8:00 AM	22.2	0.0	0.0	0.0	20.0	25.0	6.5	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	5.7	8.0	7.8
	8:15 AM	12.5	0.0	0.0	0.0	8.3	0.0	12.5	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	9.6	10.1	
	8:30 AM	14.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	5.6	0.0	6.8	5.1	
	8:45 AM	8.3	0.0	0.0	0.0	6.7	0.0	8.5	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	6.3	9.1	0.0	7.0	7.3	
	9:00 AM	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	
	9:15 AM	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	
	9:30 AM	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	
	9:45 AM	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	
Midday Peak Period	10:00 AM	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	
	10:15 AM	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	
	10:30 AM	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	
	10:45 AM	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	
	11:00 AM	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	
	11:15 AM	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	
	11:30 AM	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	
	11:45 AM	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	
	12:00 PM	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	
	12:15 PM	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	
	12:30 PM	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	
	12:45 PM	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	
	1:00 PM	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	
	1:15 PM	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	
	1:30 PM	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	
	1:45 PM	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	
PM Peak Period	2:00 PM	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	
	2:15 PM	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	
	2:30 PM	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	
	2:45 PM	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	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	8.3	6.0	6.2
	3:15 PM	0.0	0.0	0.0	0.0	0.0	50.0	4.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	4.1	6.3
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3	10.0	0.0	4.0	3.9	6.9
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	20.3	0.0	0.0	18.5	11.9	7.1
	4:00 PM	0.0	0.0	33.3	0.0	7.1	0.0	8.2	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.0	6.4	5.4
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.5	6.1	4.8
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.2	4.5	4.4
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.9	4.3	4.8
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3.8	20.0	0.0	4.8	4.1	5.3
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.2	4.9	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.2	6.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	6.8	
	6:00 PM	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	
	6:15 PM	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	
	6:30 PM	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	
	6:45 PM	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	
	7:00 PM	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	
	7:15 PM	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	
	7:30 PM	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	
	7:45 PM	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	
	8:00 PM	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	
	8:15 PM	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	
	8:30 PM	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	
	8:45 PM	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	
	9:00 PM	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	
	9:15 PM	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	
	9:30 PM	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	
	9:45 PM	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	
Totals		4.5	0.0	5.3	0.0	4.7	9.1	5.6	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	6.9	5.6	0.0	6.7	6.1	

Semi Truck Percentage: 0.41%

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	12.5	0.0	0.0	0.0	11.1	16.7	3.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	7.5	0.0	7.5	6.1
MD	12:00 PM	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
PM	3:15 PM	0.0	0.0	8.3	0.0	1.9	20.0	6.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7.4	3.7	0.0	7.1	6.3

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	McMillen St			Sherman Ave-STH 106			0			Sherman Ave-STH 106			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	3
	7:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**8**	**1**	**9**	**1**	**0**	**1**	**2**	**0**	**2**	**1**	**0**	**1**	**13**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2026.03		Page 1 of 13
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **McMillen St**
Minor St: **Schumacher Way**
Intersection of: ***McMillen St & Schumacher Way***

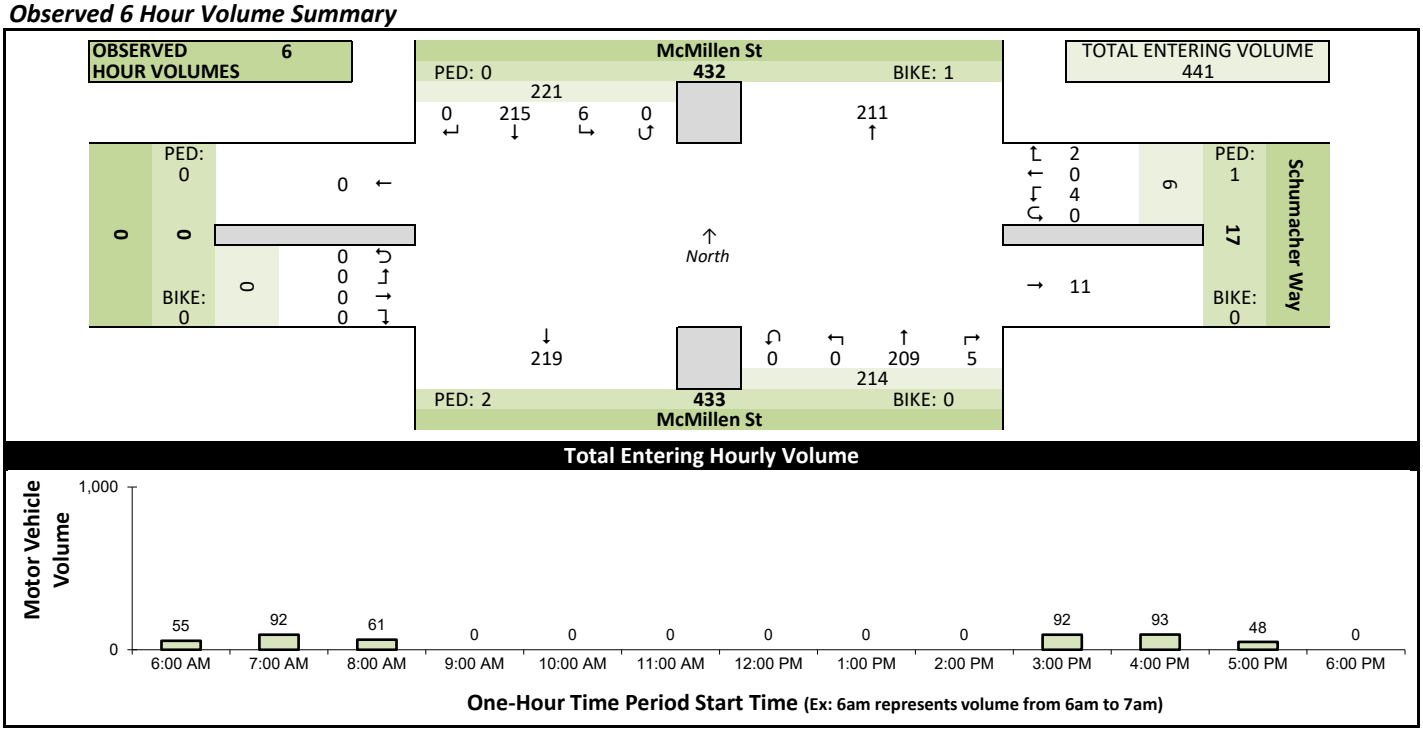
Site Information

Municipality	Fort Atkinson		
County	28 - Jefferson	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	McMillen St		
East Leg	Schumacher Way		
South Leg	McMillen St		
West Leg	0		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

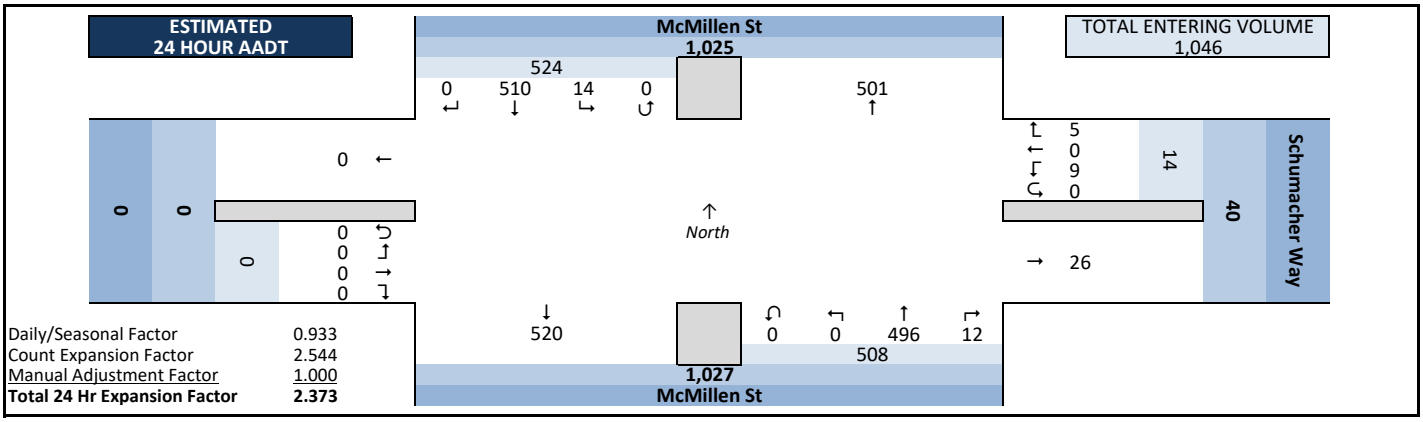
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Tuesday, April 21, 2026			Weather	
AM Peak Period	Tuesday, April 21, 2026			Clear & Dry	
Midday Peak Period				0	
PM Peak Period	Wednesday, April 22, 2026			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD		PM	3:30-4:30pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.933	Count Expansion Factor	2.544		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Sharon Moldenhauer			
	Midday Peak Period	0			
	PM Peak Period	Sharon Moldenhauer			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2025, and 2026 reports use 2025 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

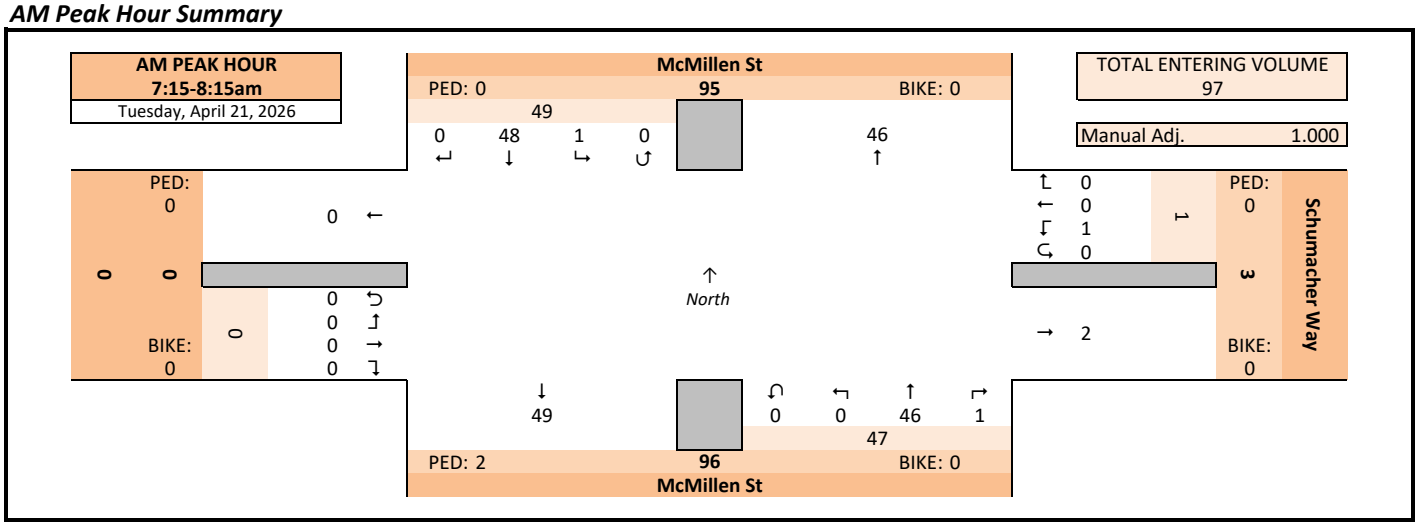
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way

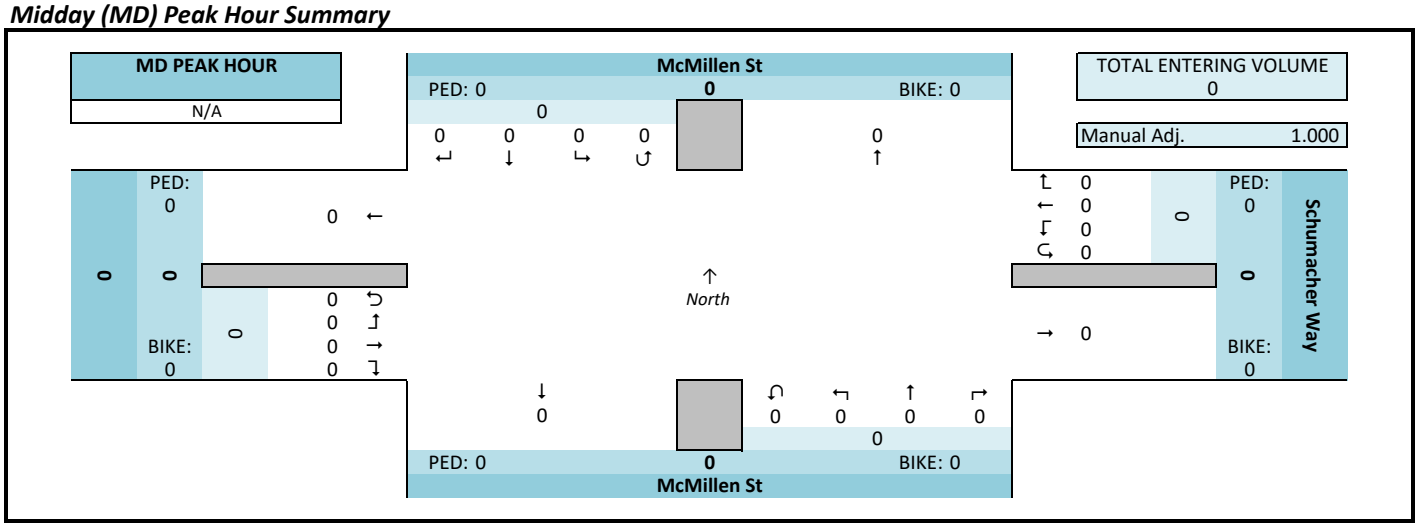
All Motor Vehicles



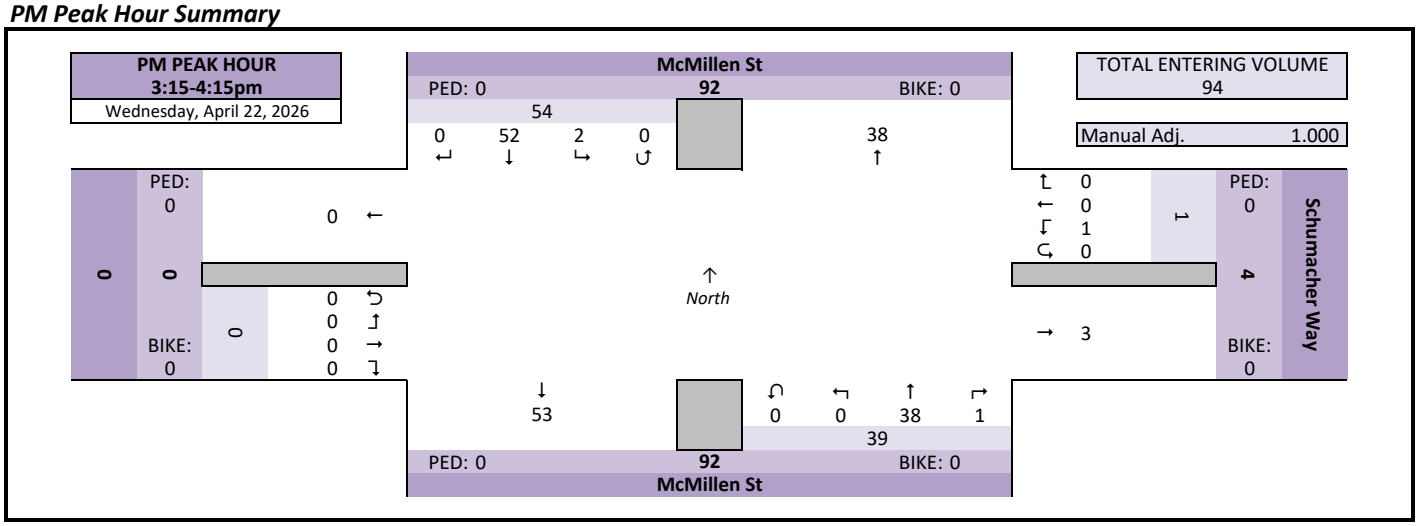
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

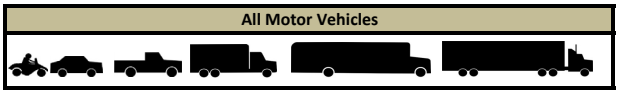


Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

McMillen St & Schumacher Way



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 21, 2026		From North					From East					From South					From West					
	AM Peak Hour	McMillen St					Schumacher Way					McMillen St					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	10	1	0	11	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	25
	7:30 AM	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	29
	7:45 AM	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24
	8:00 AM	0	13	0	0	13	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	19
	Peak Hour Volume	0	48	1	0	49	0	0	1	0	1	1	46	0	0	47	0	0	0	0	0	97
	Rounded Hourly Volume	0	50	0	0	50	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	95
	% Single Unit Trucks	0.0	4.2	0.0	0.0	4.1	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	2.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.0
	% Trucks (Total)	0.0	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	3.1
	Peak Hour Factor (PHF)	0.00	0.86	0.25	0.00	0.87	0.00	0.00	0.25	0.00	0.25	0.25	0.77	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.84

N/A		From North					From East					From South					From West					
	MD Peak Hour	McMillen St					Schumacher Way					McMillen St					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit 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
	% Heavy 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
	% Trucks (Total)	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
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, April 22, 2026		From North					From East					From South					From West					
	PM Peak Hour	McMillen St					Schumacher Way					McMillen St					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
	3:30 PM	0	17	2	0	19	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	28
	3:45 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
	4:00 PM	0	13	0	0	13	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	24
	Peak Hour Volume	0	52	2	0	54	0	0	1	0	1	1	38	0	0	39	0	0	0	0	0	94
	Rounded Hourly Volume	0	50	0	0	50	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	90
	% Single Unit Trucks	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.1
	% Heavy 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
	% Trucks (Total)	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.1
	Peak Hour Factor (PHF)	0.00	0.76	0.25	0.00	0.71	0.00	0.00	0.25	0.00	0.25	0.25	0.95	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.84

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		McMillen St			Schumacher Way			McMillen St			0			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	2	0	2	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

McMillen St & Schumacher Way

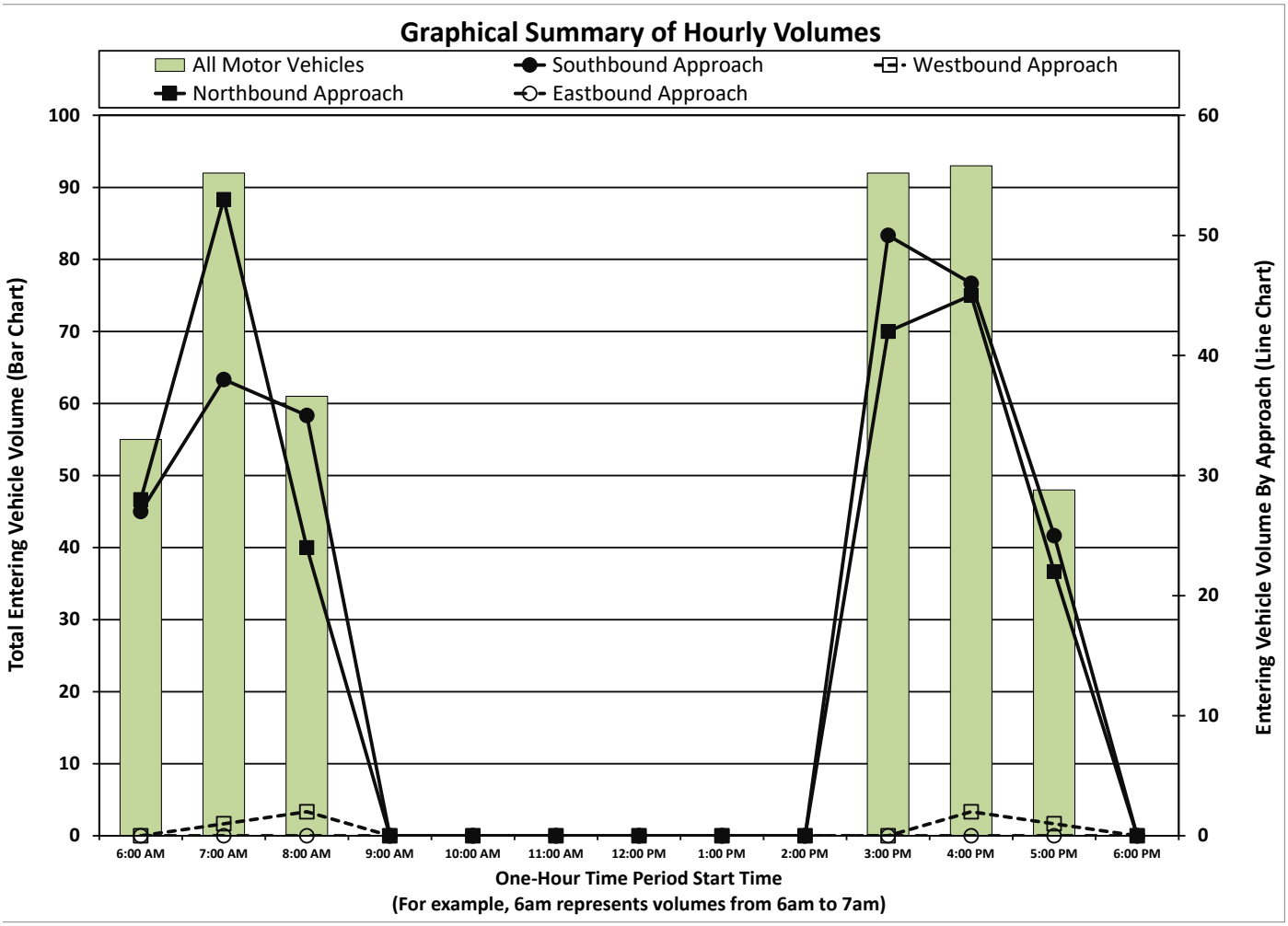
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	27	0	0	27	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	55	0	55
AM	7:00 AM	0	37	1	0	38	0	0	1	0	1	0	53	0	0	53	0	0	0	0	0	92	1	91
AM	8:00 AM	0	34	1	0	35	2	0	0	0	2	4	20	0	0	24	0	0	0	0	0	61	2	59
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	48	2	0	50	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	92	0	92
PM	4:00 PM	0	45	1	0	46	0	0	2	0	2	0	45	0	0	45	0	0	0	0	0	93	2	91
PM	5:00 PM	0	24	1	0	25	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	48	1	47
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	215	6	0	221	2	0	4	0	6	5	209	0	0	214	0	0	0	0	0	441	6	435



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

McMillen St & Schumacher Way

Count Basics		*Page 5 of 13*
Start Date: Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17	55	0.76
	6:15 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18	52	0.72
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	59	0.59
	6:45 AM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13	81	0.70
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14	92	0.79
	7:15 AM	0	10	1	0	11	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	25	97	0.84
	7:30 AM	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	29	96	0.83
	7:45 AM	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24	78	0.81
	8:00 AM	0	13	0	0	13	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	19	61	0.64
	8:15 AM	0	13	1	0	14	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	24		
	8:30 AM	0	6	0	0	6	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	11		
	8:45 AM	0	2	0	0	2	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	7		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22	92	0.82
	3:15 PM	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23	94	0.84
	3:30 PM	0	17	2	0	19	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	28	98	0.88
	3:45 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19	97	0.90
	4:00 PM	0	13	0	0	13	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	24	93	0.86
	4:15 PM	0	14	0	0	14	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	27	86	0.80
	4:30 PM	0	14	0	0	14	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	27	72	0.67
	4:45 PM	0	4	1	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15	54	0.79
	5:00 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	48	0.71
	5:15 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13		
	5:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9		
	5:45 PM	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	215	6	0	221	2	0	4	0	6	5	209	0	0	214	0	0	0	0	0	441		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:15 AM	0	48	1	0	49	0	0	1	0	1	1	46	0	0	47	0	0	0	0	0	97	0.84
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	0	52	2	0	54	0	0	1	0	1	1	38	0	0	39	0	0	0	0	0	94	0.84

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			*Page 6 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17	54
	6:15 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18	51
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	57
	6:45 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12	78
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14	90
	7:15 AM	0	10	1	0	11	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	24	94
	7:30 AM	0	13	0	0	13	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	28	93
	7:45 AM	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24	75
	8:00 AM	0	12	0	0	12	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	18	58
	8:15 AM	0	12	1	0	13	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	23	
	8:30 AM	0	6	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	10	
	8:45 AM	0	2	0	0	2	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	7	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22	90
	3:15 PM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22	92
	3:30 PM	0	16	2	0	18	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	27	97
	3:45 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19	95
	4:00 PM	0	13	0	0	13	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	24	91
	4:15 PM	0	14	0	0	14	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	27	84
	4:30 PM	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25	69
	4:45 PM	0	4	1	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15	53
	5:00 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	47
	5:15 PM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12	
	5:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	
	5:45 PM	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	211	6	0	217	2	0	4	0	6	5	202	0	0	207	0	0	0	0	0	430	

Peak Hour Automobile Volume Summary

	Hourly Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	46	1	0	47	0	0	1	0	1	1	45	0	0	46	0	0	0	0	0	94
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	51	2	0	53	0	0	1	0	1	1	37	0	0	38	0	0	0	0	0	92

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

McMillen St & Schumacher Way

Count Basics		*Page 7 of 13*
Start Date: Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10	
SU Truck %age:		0.0%	1.9%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

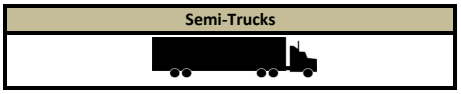
	Hourly Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			*Page 8 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
emi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	
otal Truck %age:		0.0%	1.9%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	

Peak Hour Heavy Vehicle Volume Summary

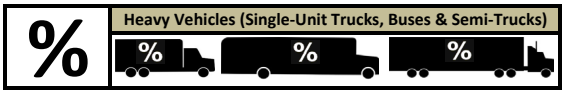
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	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	1.8
	6:15 AM	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	1.9
	6:30 AM	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	3.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	7.7	3.7
	7:00 AM	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	2.2
	7:15 AM	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	7.7	0.0	0.0	0.0	0.0	0.0	4.0	3.1
	7:30 AM	0.0	7.1	0.0	0.0	7.1	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	3.4	3.1
	7:45 AM	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	3.8
	8:00 AM	0.0	7.7	0.0	0.0	7.7	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	0.0	0.0	5.3	4.9
	8:15 AM	0.0	7.7	0.0	0.0	7.1	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	4.2	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	9.1	
	8:45 AM	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	
	9:00 AM	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	
	9:15 AM	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	
	9:30 AM	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	
	9:45 AM	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	
Midday Peak Period	10:00 AM	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	
	10:15 AM	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	
	10:30 AM	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	
	10:45 AM	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	
	11:00 AM	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	
	11:15 AM	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	
	11:30 AM	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	
	11:45 AM	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	
	12:00 PM	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	
	12:15 PM	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	
	12:30 PM	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	
	12:45 PM	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	
	1:00 PM	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	
	1:15 PM	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	
	1:30 PM	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	
	1:45 PM	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	
PM Peak Period	2:00 PM	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	
	2:15 PM	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	
	2:30 PM	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	
	2:45 PM	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	
	3:00 PM	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	2.2
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	4.3	2.1
	3:30 PM	0.0	5.9	0.0	0.0	5.3	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	0.0	0.0	3.6	1.0
	3:45 PM	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	2.1
	4:00 PM	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	2.2
	4:15 PM	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	2.3
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	7.4	4.2
	4:45 PM	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	1.9
	5:00 PM	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	2.1
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	7.7	
	5:30 PM	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	
	5:45 PM	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	
	6:00 PM	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	
	6:15 PM	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	
	6:30 PM	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	
	6:45 PM	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	
	7:00 PM	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	
	7:15 PM	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	
	7:30 PM	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	
	7:45 PM	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	
	8:00 PM	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	
	8:15 PM	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	
	8:30 PM	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	
	8:45 PM	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	
	9:00 PM	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	
	9:15 PM	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	
	9:30 PM	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	
	9:45 PM	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	
Totals		0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	2.5	

Semi Truck Percentage: 0.23%

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	3.1
MD	12:00 PM	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
PM	3:15 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.1

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		McMillen St			Schumacher Way			McMillen St			0				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**1**	**1**	**1**	**0**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**4**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2026.03		Page 1 of 13
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **McMillen St**
Minor St: **Handeyside Ln**
Intersection of: ***McMillen St & Handeyside Ln***

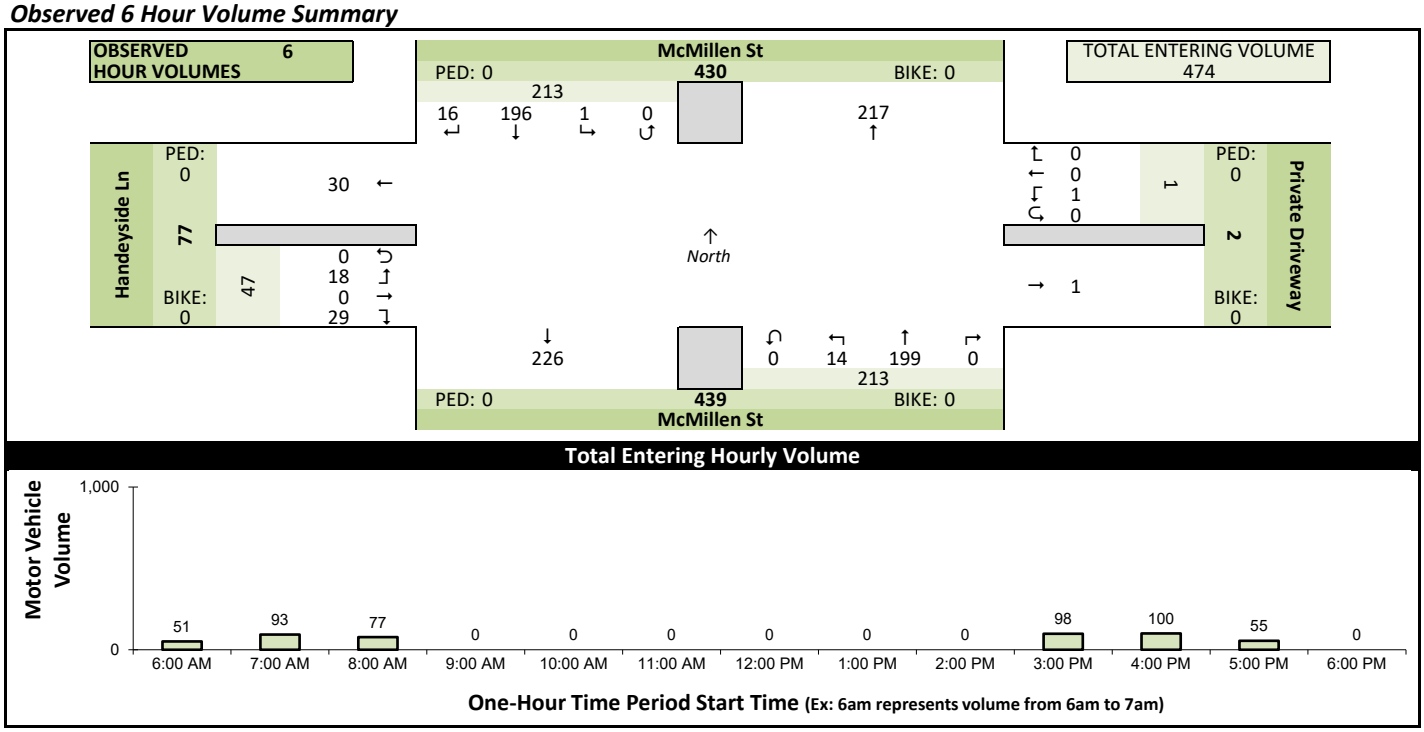
Site Information

Municipality	Fort Atkinson		
County	28 - Jefferson	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	McMillen St		
East Leg	Private Driveway		
South Leg	McMillen St		
West Leg	Handeyside Ln		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

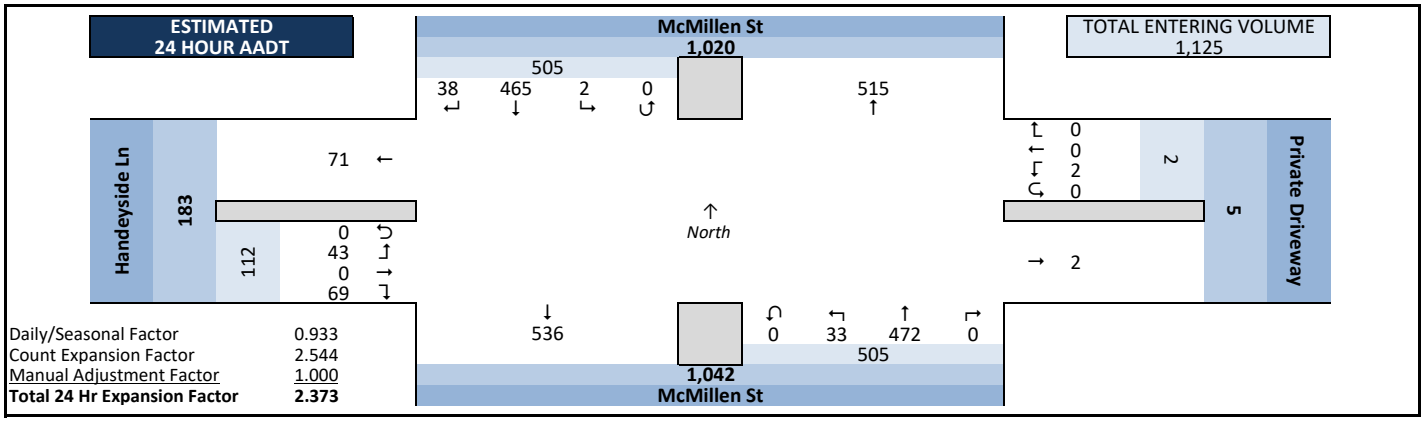
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Tuesday, April 21, 2026			Weather	
AM Peak Period	Tuesday, April 21, 2026			Clear & Dry	
Midday Peak Period				0	
PM Peak Period	Wednesday, April 22, 2026			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:30-4:30pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.933	Count Expansion Factor	2.544		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Jane Fait			
	Midday Peak Period	0			
	PM Peak Period	Jane Fait			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2025, and 2026 reports use 2025 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

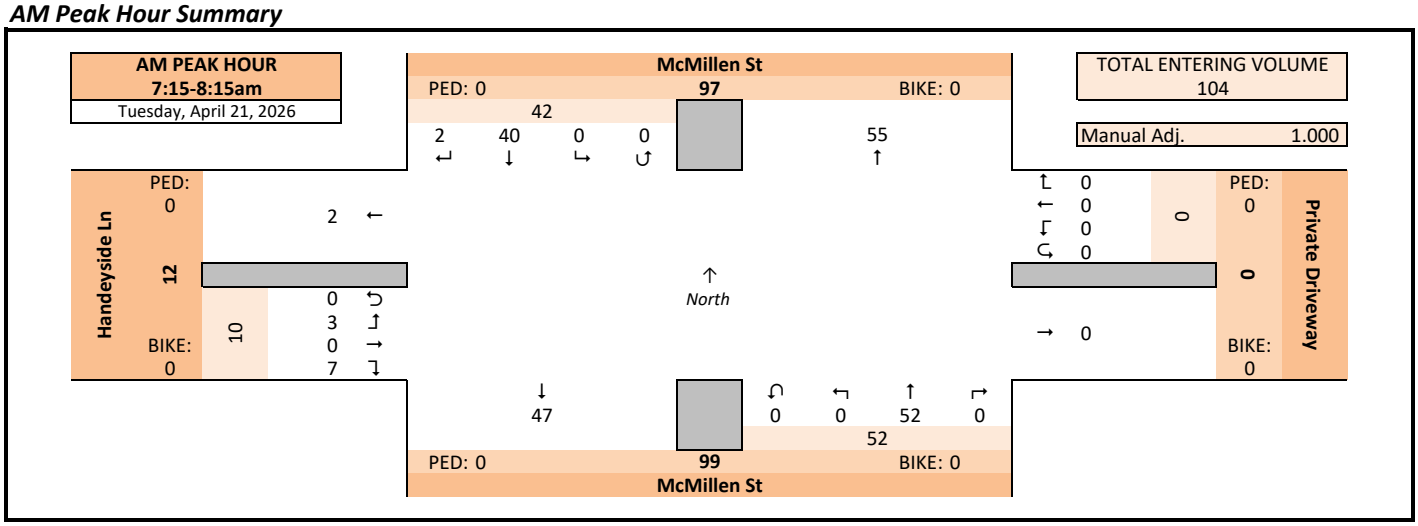
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln

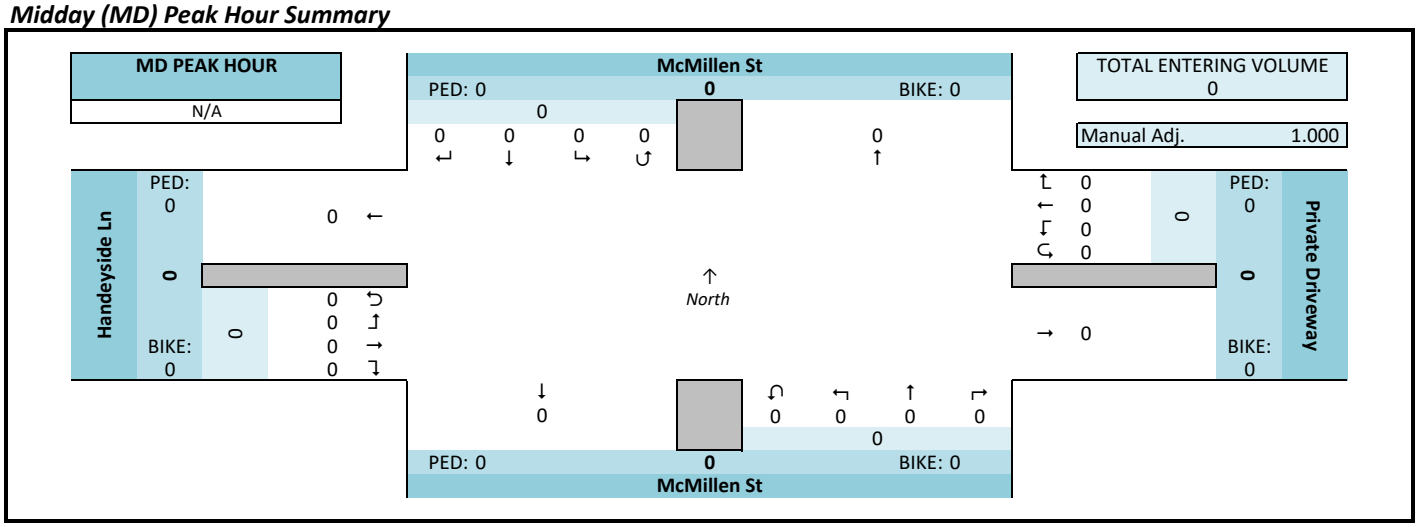
All Motor Vehicles



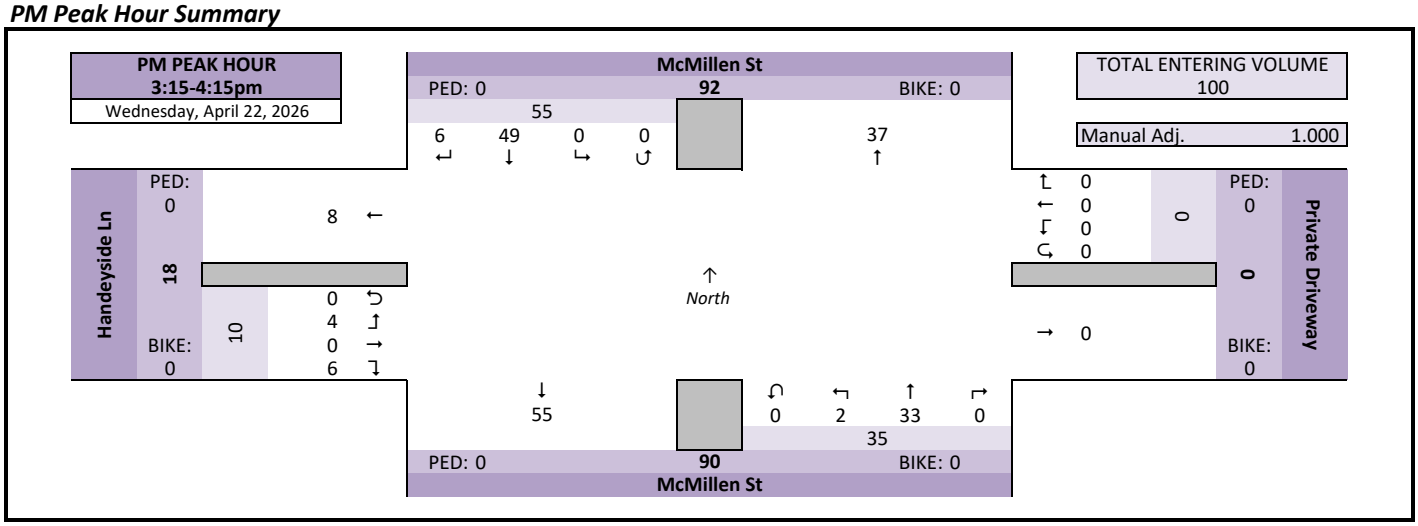
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

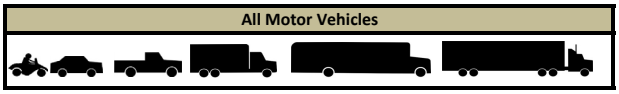


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

McMillen St & Handeyside Ln



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 21, 2026		From North					From East					From South					From West					
	AM Peak Hour	McMillen St					Private Driveway					McMillen St					Handeyside Ln					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14
	7:30 AM	1	17	0	0	18	0	0	0	0	0	0	20	0	0	20	1	0	2	0	3	41
	7:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	5	0	1	0	6	25
	8:00 AM	1	11	0	0	12	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	24
	Peak Hour Volume	2	40	0	0	42	0	0	0	0	0	0	52	0	0	52	7	0	3	0	10	104
	Rounded Hourly Volume	0	40	0	0	40	0	0	0	0	0	0	50	0	0	50	5	0	5	0	10	100
	% Single Unit Trucks	0.0	7.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	33.3	0.0	10.0	4.8
	% Heavy 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
	% Trucks (Total)	0.0	7.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	33.3	0.0	10.0	4.8
	Peak Hour Factor (PHF)	0.50	0.59	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.35	0.00	0.37	0.00	0.42	0.63

N/A		From North					From East					From South					From West					
	MD Peak Hour	McMillen St					Private Driveway					McMillen St					Handeyside Ln					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit 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
	% Heavy 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
	% Trucks (Total)	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
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, April 22, 2026		From North					From East					From South					From West					
	PM Peak Hour	McMillen St					Private Driveway					McMillen St					Handeyside Ln					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	2	13	0	0	15	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	26
	3:30 PM	3	16	0	0	19	0	0	0	0	0	0	7	1	0	8	2	0	1	0	3	30
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	18
	4:00 PM	1	12	0	0	13	0	0	0	0	0	0	8	0	0	8	2	0	3	0	5	26
	Peak Hour Volume	6	49	0	0	55	0	0	0	0	0	0	33	2	0	35	6	0	4	0	10	100
	Rounded Hourly Volume	5	50	0	0	55	0	0	0	0	0	0	35	0	0	35	5	0	5	0	10	100
	% Single Unit Trucks	16.7	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.0
	% Heavy 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
	% Trucks (Total)	16.7	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.0
	Peak Hour Factor (PHF)	0.50	0.77	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.50	0.00	0.87	0.75	0.00	0.33	0.00	0.50	0.83

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		McMillen St			Private Driveway			McMillen St			Handeyside Ln			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

McMillen St & Handeyside Ln

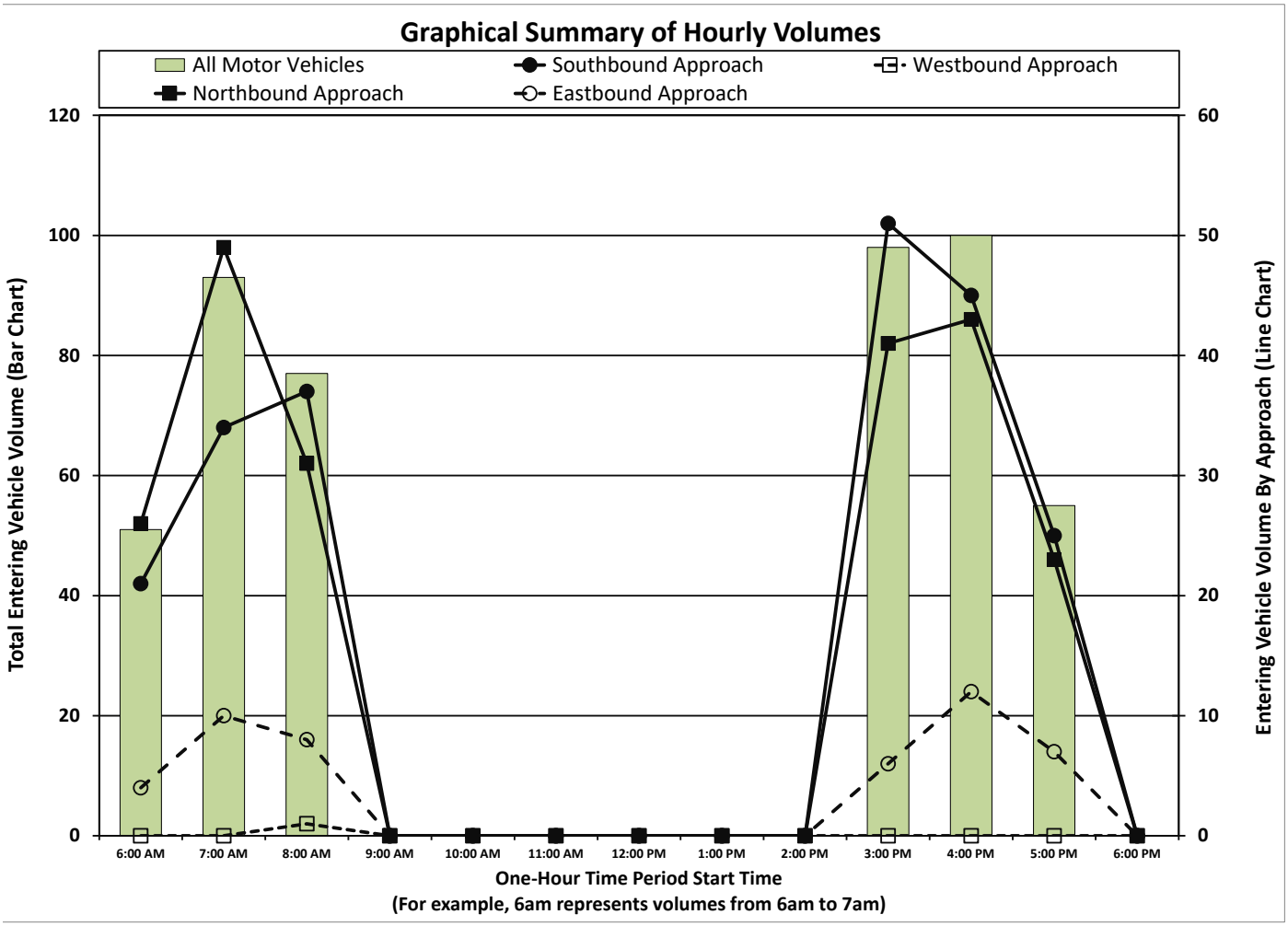
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	21	0	0	21	0	0	0	0	0	0	25	1	0	26	2	0	2	0	4	51	4	47
	7:00 AM	1	33	0	0	34	0	0	0	0	0	0	49	0	0	49	7	0	3	0	10	93	10	83
	8:00 AM	2	34	1	0	37	0	0	1	0	1	0	30	1	0	31	5	0	3	0	8	77	9	68
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	6	45	0	0	51	0	0	0	0	0	0	37	4	0	41	4	0	2	0	6	98	6	92
	4:00 PM	5	40	0	0	45	0	0	0	0	0	0	39	4	0	43	7	0	5	0	12	100	12	88
	5:00 PM	2	23	0	0	25	0	0	0	0	0	0	19	4	0	23	4	0	3	0	7	55	7	48
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		16	196	1	0	213	0	0	1	0	1	0	199	14	0	213	29	0	18	0	47	474	48	426



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

McMillen St & Handeyside Ln

Count Basics		*Page 5 of 13*
Start Date: Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	13	51	0.75
	6:15 AM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17	51	0.75
	6:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	12	48	0.86
	6:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9	77	0.47
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	13	93	0.57
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14	104	0.63
	7:30 AM	1	17	0	0	18	0	0	0	0	0	0	20	0	0	20	1	0	2	0	3	41	116	0.71
	7:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	5	0	1	0	6	25	89	0.86
	8:00 AM	1	11	0	0	12	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	24	77	0.74
	8:15 AM	1	13	1	0	15	0	0	1	0	1	0	6	0	0	6	2	0	2	0	4	26		
	8:30 AM	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	14		
	8:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	13		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	1	8	0	0	9	0	0	0	0	0	0	12	2	0	14	0	0	1	0	1	24	98	0.82
	3:15 PM	2	13	0	0	15	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	26	100	0.83
	3:30 PM	3	16	0	0	19	0	0	0	0	0	0	7	1	0	8	2	0	1	0	3	30	101	0.84
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	18	100	0.86
	4:00 PM	1	12	0	0	13	0	0	0	0	0	0	8	0	0	8	2	0	3	0	5	26	100	0.86
	4:15 PM	2	10	0	0	12	0	0	0	0	0	0	9	2	0	11	3	0	1	0	4	27	94	0.81
	4:30 PM	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	2	0	0	0	2	29	82	0.71
	4:45 PM	1	5	0	0	6	0	0	0	0	0	0	9	2	0	11	0	0	1	0	1	18	66	0.83
	5:00 PM	2	9	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20	55	0.69
	5:15 PM	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	2	0	2	0	4	15		
	5:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	13		
	5:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	7		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		16	196	1	0	213	0	0	1	0	1	0	199	14	0	213	29	0	18	0	47	474		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	2	40	0	0	42	0	0	0	0	0	0	52	0	0	52	7	0	3	0	10	104	0.63
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	6	49	0	0	55	0	0	0	0	0	0	33	2	0	35	6	0	4	0	10	100	0.83

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			*Page 6 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	13	50
	6:15 AM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17	50
	6:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	12	47
	6:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	8	74
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	13	91
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14	99
	7:30 AM	1	17	0	0	18	0	0	0	0	0	0	19	0	0	19	1	0	1	0	2	39	110
	7:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	5	0	1	0	6	25	84
	8:00 AM	1	8	0	0	9	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	21	72
	8:15 AM	1	13	1	0	15	0	0	1	0	1	0	5	0	0	5	2	0	2	0	4	25	
	8:30 AM	0	4	0	0	4	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	13	
	8:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	13	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	8	0	0	9	0	0	0	0	0	0	12	2	0	14	0	0	1	0	1	24	97
	3:15 PM	2	13	0	0	15	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	25	98
	3:30 PM	3	16	0	0	19	0	0	0	0	0	0	7	1	0	8	2	0	1	0	3	30	100
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	18	99
	4:00 PM	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	2	0	3	0	5	25	99
	4:15 PM	2	10	0	0	12	0	0	0	0	0	0	9	2	0	11	3	0	1	0	4	27	94
	4:30 PM	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	2	0	0	0	2	29	81
	4:45 PM	1	5	0	0	6	0	0	0	0	0	0	9	2	0	11	0	0	1	0	1	18	65
	5:00 PM	2	9	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20	54
	5:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	2	0	2	0	4	14	
	5:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	13	
	5:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	7	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		15	193	1	0	209	0	0	1	0	1	0	193	14	0	207	29	0	17	0	46	463	

Peak Hour Automobile Volume Summary

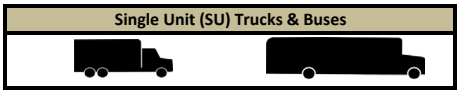
	Hourly Time Period Start Time	From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	2	37	0	0	39	0	0	0	0	0	0	51	0	0	51	7	0	2	0	9	99
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	5	49	0	0	54	0	0	0	0	0	0	32	2	0	34	6	0	4	0	10	98

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Count Basics		*Page 7 of 13*
Start Date: Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

McMillen St & Handeyside Ln



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	6
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11	
SU Truck %age:		6.3%	1.5%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	2.8%	0.0%	0.0%	5.6%	0.0%	2.1%	2.3%	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			*Page 8 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
emi Truck %age:		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%	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	6
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11	
otal Truck %age:		6.3%	1.5%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	2.8%	0.0%	0.0%	5.6%	0.0%	2.1%	2.3%	

Peak Hour Heavy Vehicle Volume Summary

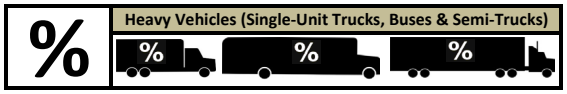
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	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	2.0
	6:15 AM	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	2.0
	6:30 AM	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	2.1
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11.1	3.9
	7:00 AM	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	2.2
	7:15 AM	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	4.8
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	50.0	0.0	33.3	4.9	5.2
	7:45 AM	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	5.6
	8:00 AM	0.0	27.3	0.0	0.0	25.0	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	12.5	6.5
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	3.8	
	8:30 AM	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	11.1	0.0	0.0	0.0	0.0	0.0	7.1	
	8:45 AM	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	
	9:00 AM	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	
	9:15 AM	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	
	9:30 AM	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	
	9:45 AM	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	
Midday Peak Period	10:00 AM	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	
	10:15 AM	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	
	10:30 AM	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	
	10:45 AM	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	
	11:00 AM	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	
	11:15 AM	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	
	11:30 AM	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	
	11:45 AM	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	
	12:00 PM	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	
	12:15 PM	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	
	12:30 PM	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	
	12:45 PM	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	
	1:00 PM	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	
	1:15 PM	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	
	1:30 PM	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	
	1:45 PM	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	
PM Peak Period	2:00 PM	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	
	2:15 PM	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	
	2:30 PM	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	
	2:45 PM	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	
	3:00 PM	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	1.0
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	3.8	2.0
	3:30 PM	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	1.0
	3:45 PM	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	1.0
	4:00 PM	100.0	0.0	0.0	0.0	7.7	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	0.0	0.0	3.8	1.0
	4:15 PM	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	0.0
	4:30 PM	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	1.2
	4:45 PM	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	1.5
	5:00 PM	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	1.8
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	6.7	
	5:30 PM	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	
	5:45 PM	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	
	6:00 PM	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	
	6:15 PM	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	
	6:30 PM	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	
	6:45 PM	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	
	7:00 PM	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	
	7:15 PM	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	
	7:30 PM	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	
	7:45 PM	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	
	8:00 PM	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	
	8:15 PM	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	
	8:30 PM	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	
	8:45 PM	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	
	9:00 PM	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	
	9:15 PM	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	
	9:30 PM	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	
	9:45 PM	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	
Totals		6.3	1.5	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	5.6	0.0	2.1	2.3	

Semi Truck Percentage: 0.00%

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	7.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	33.3	0.0	10.0	4.8
MD	12:00 PM	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
PM	3:15 PM	16.7	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.0

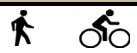
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	McMillen St			Private Driveway			McMillen St			Handeyside Ln			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2026.03		Page 1 of 13
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **High St - STH 26**
Minor St: **McMillen St**
Intersection of: ***High St - STH 26 & McMillen St***

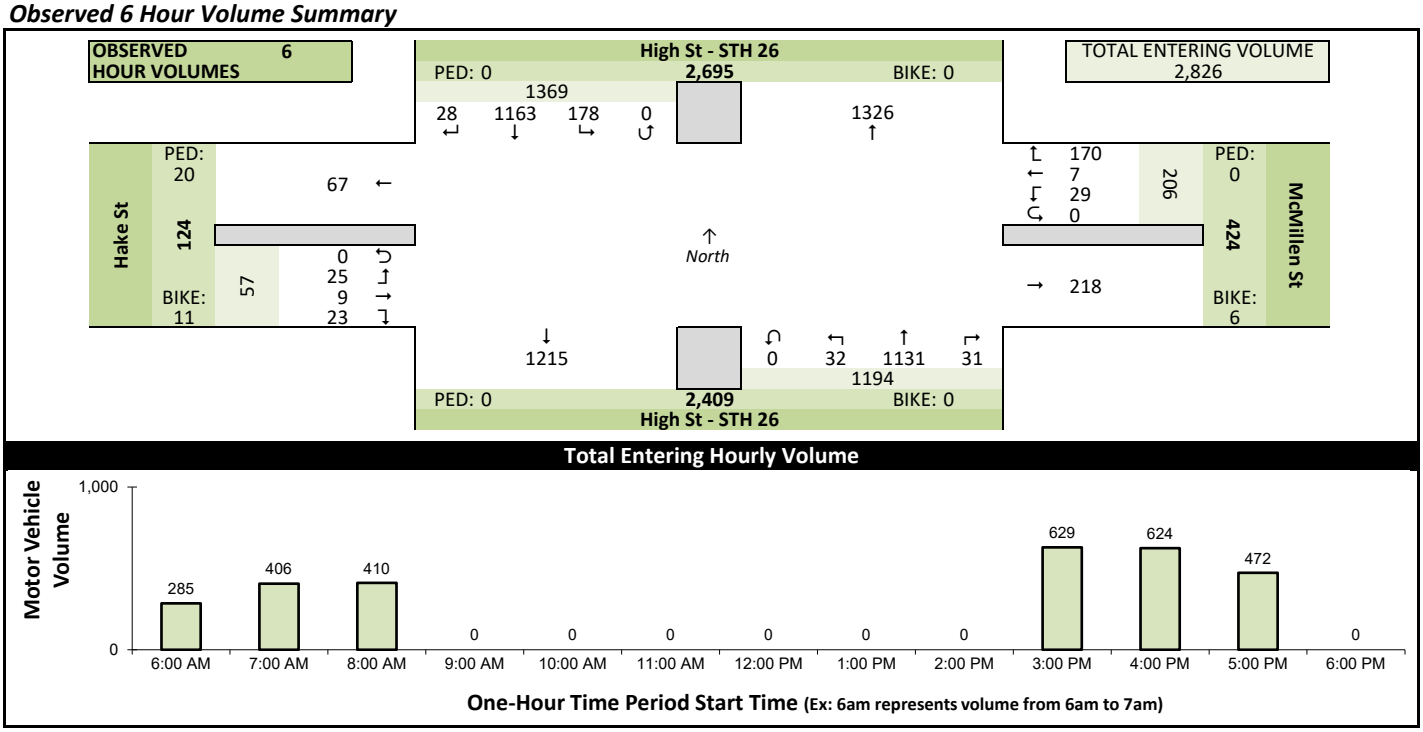
Site Information

Municipality	Fort Atkinson		
County	28 - Jefferson	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	High St - STH 26		
East Leg	McMillen St		
South Leg	High St - STH 26		
West Leg	Hake St		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

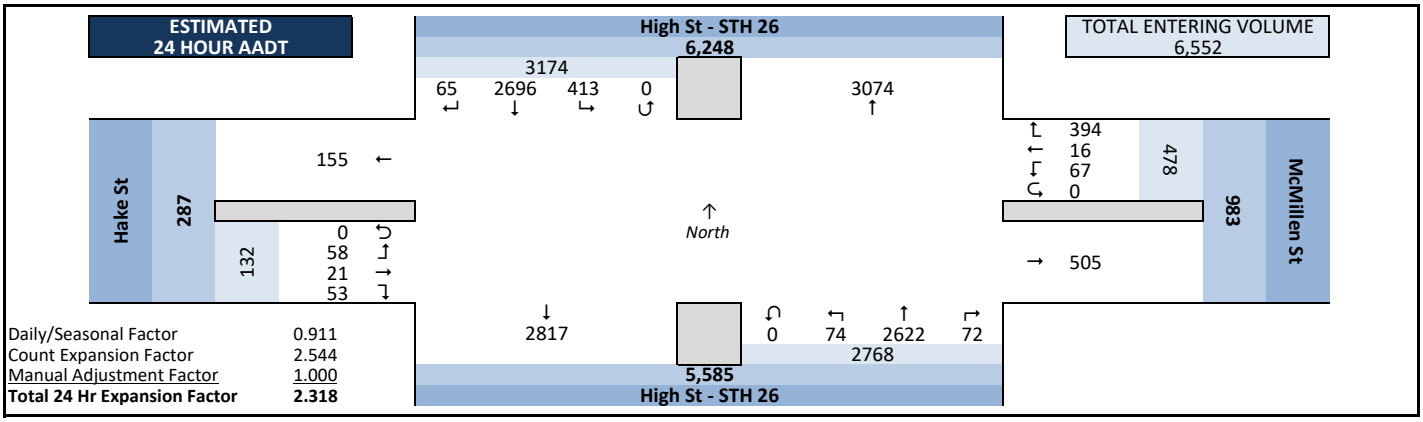
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Wednesday, April 22, 2026			Weather	
AM Peak Period	Friday, April 24, 2026			Clear & Dry	
Midday Peak Period				0	
PM Peak Period	Wednesday, April 22, 2026			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.911	Count Expansion Factor	2.544		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	0			
	PM Peak Period	Amy Scheuerlein			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2025, and 2026 reports use 2025 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.911
Count Expansion Factor	2.544
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**2.318**

Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

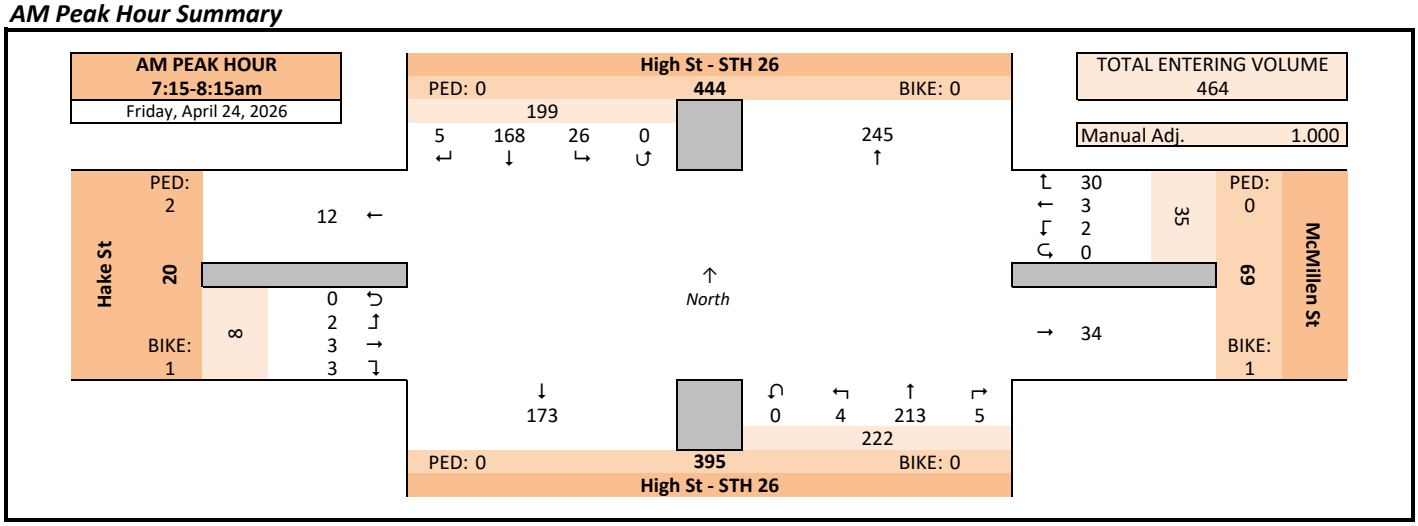
Count Basics			*Page 2 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St

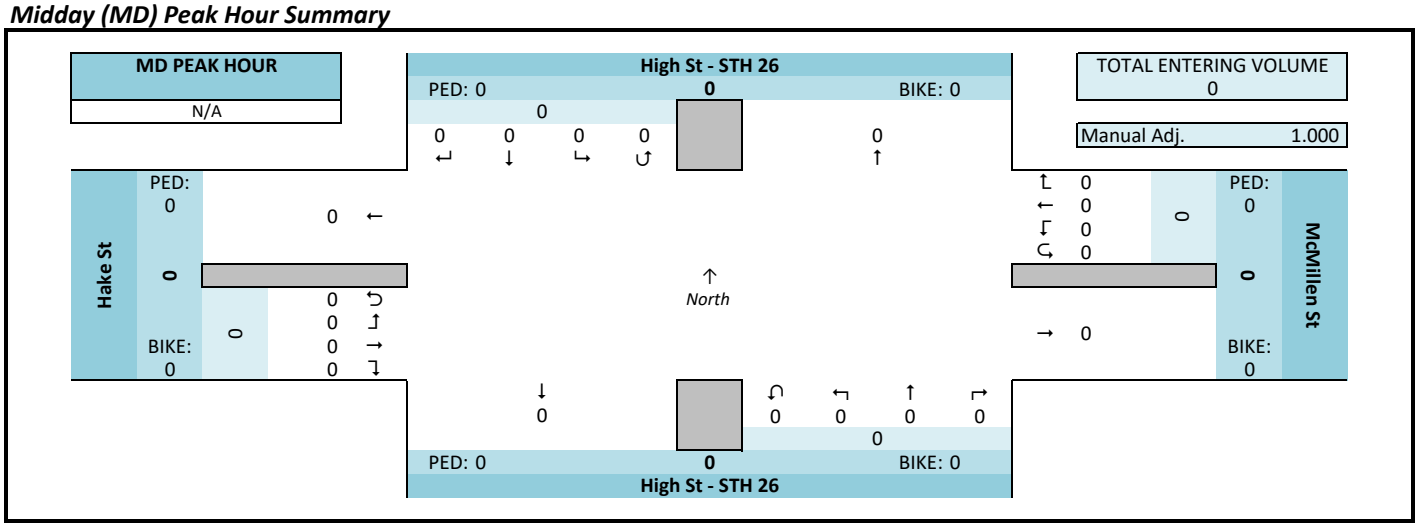
All Motor Vehicles



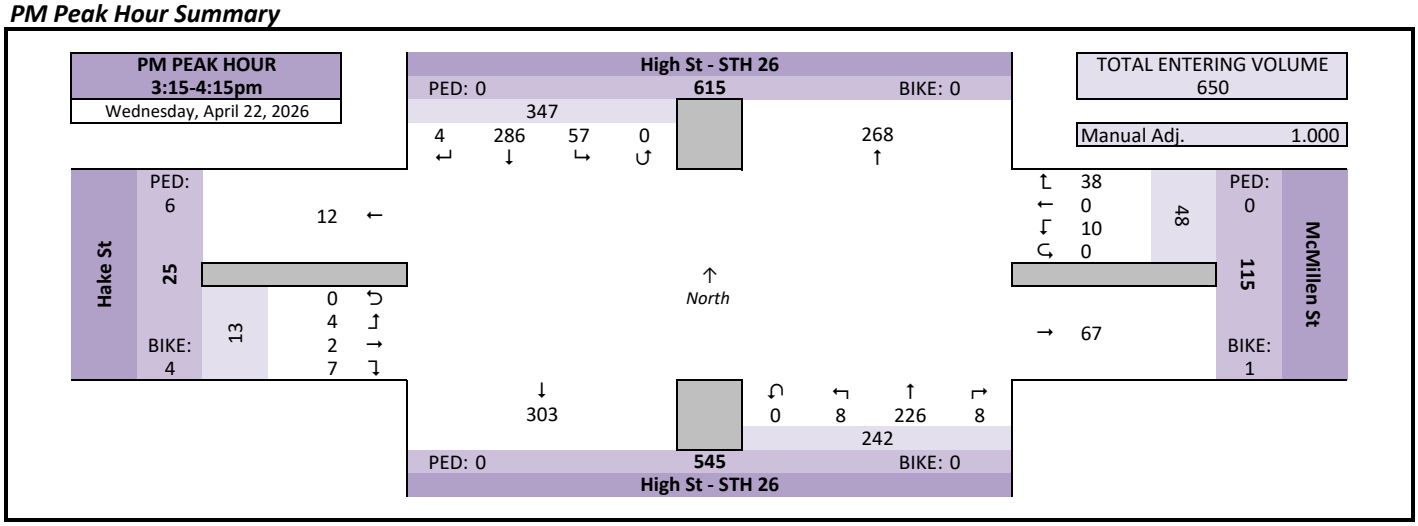
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

High St - STH 26 & McMillen St

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, April 24, 2026		From North					From East					From South					From West					
	AM Peak Hour	High St - STH 26					McMillen St					High St - STH 26					Hake St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	3	33	3	0	39	10	0	0	0	10	1	47	0	0	48	1	0	0	0	1	98
	7:30 AM	0	39	9	0	48	10	3	0	0	13	0	58	0	0	58	1	2	0	0	3	122
	7:45 AM	1	47	9	0	57	8	0	0	0	8	2	48	2	0	52	1	1	0	0	2	119
	8:00 AM	1	49	5	0	55	2	0	2	0	4	2	60	2	0	64	0	0	2	0	2	125
	Peak Hour Volume	5	168	26	0	199	30	3	2	0	35	5	213	4	0	222	3	3	2	0	8	464
	Rounded Hourly Volume	5	170	25	0	200	30	5	0	0	35	5	215	5	0	225	5	5	0	0	10	470
	% Single Unit Trucks	0.0	2.4	0.0	0.0	2.0	0.0	33.3	0.0	0.0	2.9	0.0	3.3	0.0	0.0	3.2	33.3	33.3	0.0	0.0	25.0	3.0
	% Heavy Trucks	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.6
	% Trucks (Total)	0.0	3.0	0.0	0.0	2.5	0.0	33.3	0.0	0.0	2.9	0.0	4.2	0.0	0.0	4.1	33.3	33.3	0.0	0.0	25.0	3.7
	Peak Hour Factor (PHF)	0.42	0.86	0.72	0.00	0.87	0.75	0.25	0.25	0.00	0.67	0.62	0.89	0.50	0.00	0.87	0.75	0.37	0.25	0.00	0.67	0.93

N/A		From North					From East					From South					From West					
	MD Peak Hour	High St - STH 26					McMillen St					High St - STH 26					Hake St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit 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
	% Heavy 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
	% Trucks (Total)	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
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, April 22, 2026		From North					From East					From South					From West					
	PM Peak Hour	High St - STH 26					McMillen St					High St - STH 26					Hake St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	1	76	16	0	93	6	0	3	0	9	2	62	5	0	69	2	0	1	0	3	174
	3:30 PM	0	77	19	0	96	12	0	2	0	14	0	58	1	0	59	3	1	2	0	6	175
	3:45 PM	1	67	9	0	77	9	0	2	0	11	1	51	1	0	53	0	0	0	0	0	141
	4:00 PM	2	66	13	0	81	11	0	3	0	14	5	55	1	0	61	2	1	1	0	4	160
	Peak Hour Volume	4	286	57	0	347	38	0	10	0	48	8	226	8	0	242	7	2	4	0	13	650
	Rounded Hourly Volume	5	285	55	0	345	40	0	10	0	50	10	225	10	0	245	5	0	5	0	10	650
	% Single Unit Trucks	25.0	1.7	3.5	0.0	2.3	2.6	0.0	0.0	0.0	2.1	0.0	2.7	37.5	0.0	3.7	0.0	0.0	25.0	0.0	7.7	2.9
	% Heavy Trucks	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	12.5	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.8
	% Trucks (Total)	25.0	2.1	3.5	0.0	2.6	2.6	0.0	0.0	0.0	2.1	0.0	4.0	50.0	0.0	5.4	0.0	0.0	25.0	0.0	7.7	3.7
	Peak Hour Factor (PHF)	0.50	0.93	0.75	0.00	0.90	0.79	0.00	0.83	0.00	0.86	0.40	0.91	0.40	0.00	0.88	0.58	0.50	0.50	0.00	0.54	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		High St - STH 26			McMillen St			High St - STH 26			Hake St			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	1	1	0	0	0	2	0	2	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	Total	0	0	0	0	1	1	0	0	0	2	1	3	4
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	1	1	0	0	0	0	1	1	2
	3:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
	4:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
	Total	0	0	0	0	1	1	0	0	0	6	4	10	11

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

High St - STH 26 & McMillen St

Count Basics			*Page 4 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

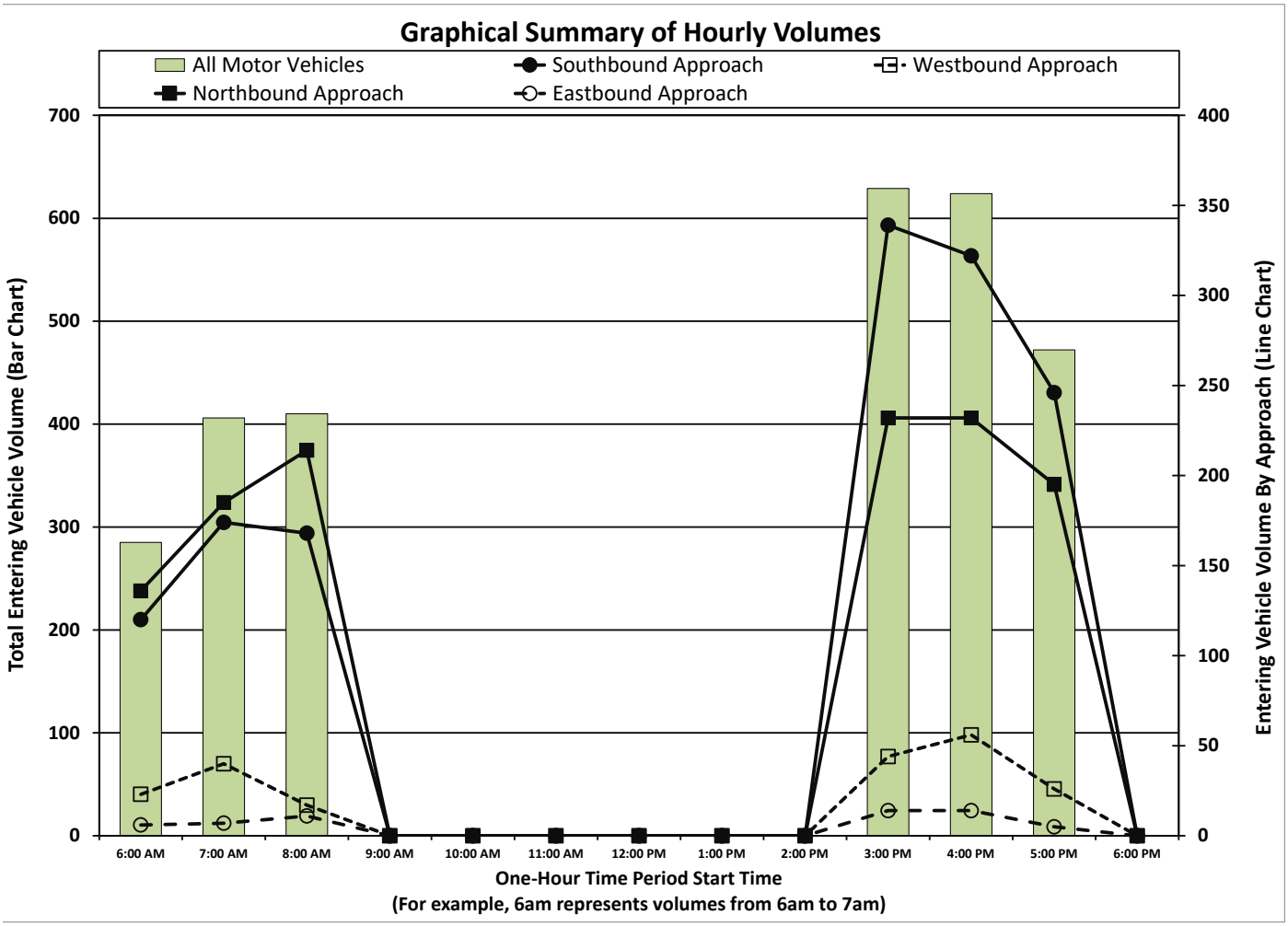
All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	7	98	15	0	120	18	3	2	0	23	3	131	2	0	136	1	1	4	0	6	285	29	256
	7:00 AM	5	143	26	0	174	34	3	3	0	40	3	178	4	0	185	3	3	1	0	7	406	47	359
	8:00 AM	4	140	24	0	168	13	0	4	0	17	5	203	6	0	214	6	0	5	0	11	410	28	382
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	4	284	51	0	339	37	0	7	0	44	5	219	8	0	232	6	2	6	0	14	629	58	571
	4:00 PM	5	276	41	0	322	48	0	8	0	56	9	217	6	0	232	4	1	9	0	14	624	70	554
	5:00 PM	3	222	21	0	246	20	1	5	0	26	6	183	6	0	195	3	2	0	0	5	472	31	441
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		28	1163	178	0	1369	170	7	29	0	206	31	1131	32	0	1194	23	9	25	0	57	2826	263	2563

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

High St - STH 26 & McMillen St

Count Basics		*Page 5 of 13*
Start Date: Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)							
	Time Period	High St - STH 26					McMillen St					High St - STH 26					Hake St					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	22	5	0	27	6	0	0	0	6	1	22	0	0	23	0	0	0	0	0	56	285	0.75
	6:15 AM	1	22	3	0	26	3	0	0	0	3	0	31	0	0	31	0	0	0	0	0	60	296	0.78
	6:30 AM	5	27	6	0	38	6	1	1	0	8	1	43	1	0	45	0	0	4	0	4	95	334	0.85
	6:45 AM	1	27	1	0	29	3	2	1	0	6	1	35	1	0	37	1	1	0	0	2	74	361	0.74
	7:00 AM	1	24	5	0	30	6	0	3	0	9	0	25	2	0	27	0	0	1	0	1	67	406	0.83
	7:15 AM	3	33	3	0	39	10	0	0	0	10	1	47	0	0	48	1	0	0	0	1	98	464	0.93
	7:30 AM	0	39	9	0	48	10	3	0	0	13	0	58	0	0	58	1	2	0	0	3	122	461	0.92
	7:45 AM	1	47	9	0	57	8	0	0	0	8	2	48	2	0	52	1	1	0	0	2	119	434	0.87
	8:00 AM	1	49	5	0	55	2	0	2	0	4	2	60	2	0	64	0	0	2	0	2	125	410	0.82
	8:15 AM	1	27	9	0	37	4	0	1	0	5	1	46	2	0	49	2	0	2	0	4	95		
	8:30 AM	0	31	5	0	36	5	0	1	0	6	1	48	2	0	51	2	0	0	0	2	95		
	8:45 AM	2	33	5	0	40	2	0	0	0	2	1	49	0	0	50	2	0	1	0	3	95		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	2	64	7	0	73	10	0	0	0	10	2	48	1	0	51	1	1	3	0	5	139	629	0.90
	3:15 PM	1	76	16	0	93	6	0	3	0	9	2	62	5	0	69	2	0	1	0	3	174	650	0.93
	3:30 PM	0	77	19	0	96	12	0	2	0	14	0	58	1	0	59	3	1	2	0	6	175	615	0.88
	3:45 PM	1	67	9	0	77	9	0	2	0	11	1	51	1	0	53	0	0	0	0	0	141	618	0.87
	4:00 PM	2	66	13	0	81	11	0	3	0	14	5	55	1	0	61	2	1	1	0	4	160	624	0.88
	4:15 PM	1	61	8	0	70	11	0	3	0	14	2	51	0	0	53	0	0	2	0	2	139	603	0.85
	4:30 PM	2	76	14	0	92	10	0	0	0	10	1	68	3	0	72	1	0	3	0	4	178	576	0.81
	4:45 PM	0	73	6	0	79	16	0	2	0	18	1	43	2	0	46	1	0	3	0	4	147	515	0.88
	5:00 PM	1	64	9	0	74	5	0	2	0	7	2	54	2	0	58	0	0	0	0	0	139	472	0.85
	5:15 PM	0	47	4	0	51	4	0	2	0	6	1	49	2	0	52	2	1	0	0	3	112		
	5:30 PM	1	50	5	0	56	5	1	1	0	7	0	51	2	0	53	1	0	0	0	1	117		
	5:45 PM	1	61	3	0	65	6	0	0	0	6	3	29	0	0	32	0	1	0	0	1	104		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		28	1163	178	0	1369	170	7	29	0	206	31	1131	32	0	1194	23	9	25	0	57	2826		

Peak Hour All Vehicle Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total	
	Time Period	High St - STH 26					McMillen St					High St - STH 26					Hake St					Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	5	168	26	0	199	30	3	2	0	35	5	213	4	0	222	3	3	2	0	8	464	0.93
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	4	286	57	0	347	38	0	10	0	48	8	226	8	0	242	7	2	4	0	13	650	0.93

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			*Page 6 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	22	5	0	27	6	0	0	0	6	1	22	0	0	23	0	0	0	0	0	56	277
	6:15 AM	1	20	3	0	24	3	0	0	0	3	0	30	0	0	30	0	0	0	0	0	57	278
	6:30 AM	4	27	6	0	37	6	1	1	0	8	1	42	1	0	44	0	0	3	0	3	92	315
	6:45 AM	1	27	1	0	29	2	1	1	0	4	1	35	1	0	37	1	1	0	0	2	72	342
	7:00 AM	0	21	5	0	26	6	0	3	0	9	0	21	0	0	21	0	0	1	0	1	57	386
	7:15 AM	3	32	3	0	38	10	0	0	0	10	1	45	0	0	46	0	0	0	0	0	94	447
	7:30 AM	0	39	9	0	48	10	2	0	0	12	0	57	0	0	57	1	1	0	0	2	119	440
	7:45 AM	1	46	9	0	56	8	0	0	0	8	2	46	2	0	50	1	1	0	0	2	116	410
	8:00 AM	1	46	5	0	52	2	0	2	0	4	2	56	2	0	60	0	0	2	0	2	118	387
	8:15 AM	1	25	9	0	35	4	0	1	0	5	1	43	1	0	45	0	0	2	0	2	87	
	8:30 AM	0	30	5	0	35	5	0	1	0	6	1	43	2	0	46	2	0	0	0	2	89	
	8:45 AM	2	32	5	0	39	2	0	0	0	2	1	48	0	0	49	2	0	1	0	3	93	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	2	63	7	0	72	10	0	0	0	10	2	47	1	0	50	1	1	3	0	5	137	608
	3:15 PM	0	73	16	0	89	5	0	3	0	8	2	59	2	0	63	2	0	1	0	3	163	626
	3:30 PM	0	77	19	0	96	12	0	2	0	14	0	53	1	0	54	3	1	1	0	5	169	598
	3:45 PM	1	66	9	0	76	9	0	2	0	11	1	51	0	0	52	0	0	0	0	0	139	601
	4:00 PM	2	64	11	0	77	11	0	3	0	14	5	54	1	0	60	2	1	1	0	4	155	606
	4:15 PM	1	59	8	0	68	11	0	3	0	14	2	49	0	0	51	0	0	2	0	2	135	585
	4:30 PM	2	74	14	0	90	10	0	0	0	10	1	67	1	0	69	1	0	2	0	3	172	557
	4:45 PM	0	72	6	0	78	15	0	2	0	17	1	42	2	0	45	1	0	3	0	4	144	498
	5:00 PM	1	62	9	0	72	5	0	2	0	7	2	51	2	0	55	0	0	0	0	0	134	457
	5:15 PM	0	46	4	0	50	3	0	2	0	5	1	46	2	0	49	2	1	0	0	3	107	
	5:30 PM	1	48	5	0	54	5	1	1	0	7	0	49	2	0	51	1	0	0	0	1	113	
	5:45 PM	1	60	3	0	64	6	0	0	0	6	3	29	0	0	32	0	1	0	0	1	103	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		25	1131	176	0	1332	166	5	29	0	200	31	1085	23	0	1139	20	8	22	0	50	2721	

Peak Hour Automobile Volume Summary

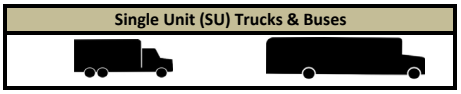
Hourly Time Period Start Time		From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	5	163	26	0	194	30	2	2	0	34	5	204	4	0	213	2	2	2	0	6	447
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	3	280	55	0	338	37	0	10	0	47	8	217	4	0	229	7	2	3	0	12	626

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Count Basics		*Page 7 of 13*
Start Date: Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

High St - STH 26 & McMillen St



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute Time Period Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	6:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	17
	6:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	18
	6:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	17
	7:00 AM	1	2	0	0	3	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	9	17
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4	14
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	18
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	19
	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	19
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	8	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	16
	3:15 PM	1	2	0	0	3	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	8	19
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5	15
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	15
	4:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	17
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	5	17
	4:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	16
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	14
	5:15 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4	
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	28	2	0	33	4	2	0	0	6	0	37	7	0	44	3	1	3	0	7	90	
SU Truck %age:		10.7%	2.4%	1.1%	0.0%	2.4%	2.4%	28.6%	0.0%	0.0%	2.9%	0.0%	3.3%	21.9%	0.0%	3.7%	13.0%	11.1%	12.0%	0.0%	12.3%	3.2%	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly Time Period Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	4	0	0	4	0	1	0	0	1	0	7	0	0	7	1	1	0	0	2	14
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	1	5	2	0	8	1	0	0	0	1	0	6	3	0	9	0	0	1	0	1	19

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			*Page 8 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3	5
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	4	0	0	4	0	0	0	0	0	0	9	2	0	11	0	0	0	0	0	15	
emi Truck %age:		0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	6.3%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St



15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	6:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	18
	6:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	19
	6:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	19
	7:00 AM	1	3	0	0	4	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	10	20
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4	17
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	21
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	24
	8:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	23
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	8	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	21
	3:15 PM	1	3	0	0	4	1	0	0	0	1	0	3	3	0	6	0	0	0	0	0	11	24
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6	17
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	17
	4:00 PM	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	18
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	18
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	6	19
	4:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	17
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:15 PM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5	
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	32	2	0	37	4	2	0	0	6	0	46	9	0	55	3	1	3	0	7	105	
otal Truck %age:		10.7%	2.8%	1.1%	0.0%	2.7%	2.4%	28.6%	0.0%	0.0%	2.9%	0.0%	4.1%	28.1%	0.0%	4.6%	13.0%	11.1%	12.0%	0.0%	12.3%	3.7%	

Peak Hour Heavy Vehicle Volume Summary

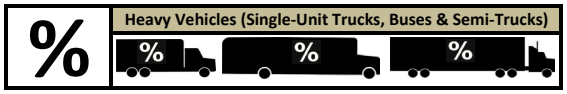
	Hourly Time Period Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	5	0	0	5	0	1	0	0	1	0	9	0	0	9	1	1	0	0	2	17
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	1	6	2	0	9	1	0	0	0	1	0	9	4	0	13	0	0	1	0	1	24

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
		High St - STH 26					McMillen St					High St - STH 26					Hake St						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	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	2.8
	6:15 AM	0.0	9.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5.0	6.1
	6:30 AM	20.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	0.0	0.0	25.0	0.0	25.0	3.2	5.7
	6:45 AM	0.0	0.0	0.0	0.0	0.0	33.3	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	5.3
	7:00 AM	100.0	12.5	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	16.0	100.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	14.9	4.9
	7:15 AM	0.0	3.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	100.0	0.0	0.0	0.0	100.0	4.1	3.7
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	7.7	0.0	1.7	0.0	0.0	1.7	0.0	50.0	0.0	0.0	33.3	2.5	4.6
	7:45 AM	0.0	2.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.5	5.5
	8:00 AM	0.0	6.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5.6	5.6
	8:15 AM	0.0	7.4	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5	50.0	0.0	8.2	100.0	0.0	0.0	0.0	50.0	8.4	
	8:30 AM	0.0	3.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	6.3	
	8:45 AM	0.0	3.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.1	
	9:00 AM	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	
	9:15 AM	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	
	9:30 AM	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	
	9:45 AM	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	
Midday Peak Period	10:00 AM	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	
	10:15 AM	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	
	10:30 AM	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	
	10:45 AM	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	
	11:00 AM	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	
	11:15 AM	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	
	11:30 AM	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	
	11:45 AM	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	
	12:00 PM	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	
	12:15 PM	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	
	12:30 PM	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	
	12:45 PM	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	
	1:00 PM	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	
	1:15 PM	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	
	1:30 PM	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	
	1:45 PM	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	
PM Peak Period	2:00 PM	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	
	2:15 PM	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	
	2:30 PM	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	
	2:45 PM	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	
	3:00 PM	0.0	1.6	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.4	3.3
	3:15 PM	100.0	3.9	0.0	0.0	4.3	16.7	0.0	0.0	0.0	11.1	0.0	4.8	60.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	6.3	3.7
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.5	0.0	0.0	50.0	0.0	16.7	3.4	2.8
	3:45 PM	0.0	1.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.4	2.8
	4:00 PM	0.0	3.0	15.4	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	3.1	2.9
	4:15 PM	0.0	3.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.9	3.0
	4:30 PM	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.5	66.7	0.0	4.2	0.0	0.0	33.3	0.0	25.0	3.4	3.3
	4:45 PM	0.0	1.4	0.0	0.0	1.3	6.3	0.0	0.0	0.0	5.6	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.0	3.3
	5:00 PM	0.0	3.1	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	3.6	3.2
	5:15 PM	0.0	2.1	0.0	0.0	2.0	25.0	0.0	0.0	0.0	16.7	0.0	6.1	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	4.5	
	5:30 PM	0.0	4.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.4	
	5:45 PM	0.0	1.6	0.0	0.0	1.5	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	1.0	
	6:00 PM	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	
	6:15 PM	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	
	6:30 PM	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	
	6:45 PM	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	
	7:00 PM	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	
	7:15 PM	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	
	7:30 PM	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	
	7:45 PM	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	
	8:00 PM	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	
	8:15 PM	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	
	8:30 PM	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	
	8:45 PM	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	
	9:00 PM	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	
	9:15 PM	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	
	9:30 PM	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	
	9:45 PM	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	
Totals		10.7	2.8	1.1	0.0	2.7	2.4	28.6	0.0	0.0	2.9	0.0	4.1	28.1	0.0	4.6	13.0	11.1	12.0	0.0	12.3	3.7	

Semi Truck Percentage: 0.53%

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy Vehicle
		High St - STH 26					McMillen St					High St - STH 26					Hake St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	3.0	0.0	0.0	2.5	0.0	33.3	0.0	0.0	2.9	0.0	4.2	0.0	0.0	4.1	33.3	33.3	0.0	0.0	25.0	3.7
MD	12:00 PM	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
PM	3:15 PM	25.0	2.1	3.5	0.0	2.6	2.6	0.0	0.0	0.0	2.1	0.0	4.0	50.0	0.0	5.4	0.0	0.0	25.0	0.0	7.7	3.7

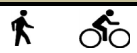
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	High St - STH 26			McMillen St			High St - STH 26			Hake St			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:45 AM	0	0	0	0	1	1	0	0	0	2	0	2	3	5
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	2	8
	3:15 PM	0	0	0	0	1	1	0	0	0	0	1	1	2	11
	3:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	3	11
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	13
	4:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5	14
	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	12
	4:30 PM	0	0	0	0	3	3	0	0	0	0	2	2	5	11
	4:45 PM	0	0	0	0	1	1	0	0	0	1	0	1	2	7
	5:00 PM	0	0	0	0	0	0	0	0	0	1	2	3	3	9
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**20**	**11**	**31**	**37**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Appendix B
Year 2026 Existing Traffic
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	175	260	10	5	25
Future Vol, veh/h	55	175	260	10	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	8	4	4	11	11
Mvmt Flow	60	192	286	11	5	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	297	0	-	0	604	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	4.18	-	-	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	2.272	-	-	-	3.599	3.399
Pot Cap-1 Maneuver	1231	-	-	-	447	727
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1231	-	-	-	422	727
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.93	0	10.84
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	430	-	-	-	649
HCM Lane V/C Ratio	0.049	-	-	-	0.051
HCM Ctrl Dly (s/v)	8.1	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	45	1	1	50
Future Vol, veh/h	1	0	45	1	1	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	2	2	4	4
Mvmt Flow	1	0	54	1	1	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	116	54	0	0	55	0
Stage 1	54	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.14	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.236	-
Pot Cap-1 Maneuver	882	1016	-	-	1538	-
Stage 1	971	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	882	1016	-	-	1538	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.09	0	0.14
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	882	35	-
HCM Lane V/C Ratio	-	-	0.001	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	0	0	0	0	50	0	0	40	2
Future Vol, veh/h	5	0	5	0	0	0	0	50	0	0	40	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	10	10	10	1	1	1	2	2	2	7	7	7
Mvmt Flow	8	0	8	0	0	0	0	79	0	0	63	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	144	144	65	143	146	79	67	0	0	79	0	0
Stage 1	65	65	-	79	79	-	-	-	-	-	-	-
Stage 2	79	79	-	63	67	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.11	6.51	6.21	4.12	-	-	4.17	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.509	4.009	3.309	2.218	-	-	2.263	-	-
Pot Cap-1 Maneuver	807	732	977	829	747	984	1535	-	-	1488	-	-
Stage 1	926	825	-	932	831	-	-	-	-	-	-	-
Stage 2	910	814	-	950	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	807	732	977	822	747	984	1535	-	-	1488	-	-
Mov Cap-2 Maneuver	807	732	-	822	747	-	-	-	-	-	-	-
Stage 1	926	825	-	932	831	-	-	-	-	-	-	-
Stage 2	910	814	-	942	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.15	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	884	-	1488	-	-
HCM Lane V/C Ratio	-	-	-	0.018	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	5	2	5	30	5	215	5	25	170	5
Future Vol, veh/h	2	5	5	2	5	30	5	215	5	25	170	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	25	25	25	3	3	3	4	4	4	3	3	3
Mvmt Flow	2	5	5	2	5	32	5	231	5	27	183	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	484	487	185	484	487	234	188	0	0	237	0	0
Stage 1	239	239	-	245	245	-	-	-	-	-	-	-
Stage 2	245	247	-	239	242	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.13	6.53	6.23	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.527	4.027	3.327	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	457	449	801	492	480	803	1374	-	-	1325	-	-
Stage 1	715	667	-	757	702	-	-	-	-	-	-	-
Stage 2	711	661	-	762	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	422	437	801	469	467	803	1374	-	-	1325	-	-
Mov Cap-2 Maneuver	422	437	-	469	467	-	-	-	-	-	-	-
Stage 1	699	652	-	753	699	-	-	-	-	-	-	-
Stage 2	674	658	-	733	688	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.89	10.4	0.17	0.97
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	535	707	224	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.056	0.02	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.9	10.4	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	295	265	5	10	40
Future Vol, veh/h	25	295	265	5	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	7	6	6	2	2
Mvmt Flow	27	324	291	5	11	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	297	0	-	0	673	294
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	379	-
Critical Hdwy	4.17	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1237	-	-	-	420	745
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1237	-	-	-	409	745
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.62	0	11.15
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	141	-	-	-	640
HCM Lane V/C Ratio	0.022	-	-	-	0.086
HCM Ctrl Dly (s/v)	8	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	40	1	2	50
Future Vol, veh/h	1	0	40	1	2	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	3	3	2	2
Mvmt Flow	1	0	48	1	2	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	113	48	0	0	49	0
Stage 1	48	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	887	1023	-	-	1558	-
Stage 1	977	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	885	1023	-	-	1558	-
Mov Cap-2 Maneuver	885	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.07	0	0.28
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	885	69	-
HCM Lane V/C Ratio	-	-	0.001	0.002	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	0	0	0	2	35	0	0	50	5
Future Vol, veh/h	5	0	5	0	0	0	2	35	0	0	50	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	2	2	2
Mvmt Flow	6	0	6	0	0	0	2	42	0	0	60	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	110	110	63	107	113	42	66	0	0	42	0	0
Stage 1	63	63	-	47	47	-	-	-	-	-	-	-
Stage 2	47	47	-	60	66	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	870	782	1004	874	779	1031	1529	-	-	1567	-	-
Stage 1	950	844	-	969	858	-	-	-	-	-	-	-
Stage 2	969	858	-	954	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	869	781	1004	868	778	1031	1529	-	-	1567	-	-
Mov Cap-2 Maneuver	869	781	-	868	778	-	-	-	-	-	-	-
Stage 1	950	844	-	968	856	-	-	-	-	-	-	-
Stage 2	968	856	-	948	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.91	0	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	97	-	-	932	-	1567	-	-
HCM Lane V/C Ratio	0.002	-	-	0.013	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.9	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	5	10	0	40	10	225	10	55	285	5
Future Vol, veh/h	5	2	5	10	0	40	10	225	10	55	285	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	8	8	8	2	2	2	5	5	5	3	3	3
Mvmt Flow	5	2	5	11	0	43	11	242	11	59	306	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	691	702	309	695	699	247	312	0	0	253	0	0
Stage 1	427	427	-	269	269	-	-	-	-	-	-	-
Stage 2	263	274	-	426	430	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.15	-	-	4.13	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.245	-	-	2.227	-	-
Pot Cap-1 Maneuver	351	355	717	357	364	791	1232	-	-	1307	-	-
Stage 1	594	575	-	737	687	-	-	-	-	-	-	-
Stage 2	729	672	-	607	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	311	332	717	329	340	791	1232	-	-	1307	-	-
Mov Cap-2 Maneuver	311	332	-	329	340	-	-	-	-	-	-	-
Stage 1	561	543	-	729	680	-	-	-	-	-	-	-
Stage 2	682	665	-	567	551	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.01	11.38	0.32	1.26
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	413	618	286	-	-
HCM Lane V/C Ratio	0.009	-	-	0.031	0.087	0.045	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	14	11.4	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Appendix C
Build Traffic Peak Hour Analysis Outputs

Build Traffic Volumes

Adjusted Build Traffic Volumes at STH 26 & McMillen Street (Worst-Case Scenario)

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	175	260	10	10	35
Future Vol, veh/h	60	175	260	10	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	8	4	4	11	11
Mvmt Flow	66	192	286	11	11	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	297	0	-	0	615	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.18	-	-	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	2.272	-	-	-	3.599	3.399
Pot Cap-1 Maneuver	1231	-	-	-	440	727
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1231	-	-	-	414	727
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.07	0	11.28
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	460	-	-	-	622
HCM Lane V/C Ratio	0.054	-	-	-	0.079
HCM Ctrl Dly (s/v)	8.1	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	5	45	5	1	55
Future Vol, veh/h	10	5	45	5	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	2	2	4	4
Mvmt Flow	12	6	54	6	1	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	57	0	0	60	0
Stage 1	57	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.14	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.236	-
Pot Cap-1 Maneuver	873	1013	-	-	1531	-
Stage 1	969	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	872	1013	-	-	1531	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.01	0	0.13
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	915	32	-
HCM Lane V/C Ratio	-	-	0.02	0.001	-
HCM Ctrl Dly (s/v)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	5	10	5	0	55	1	1	40	2
Future Vol, veh/h	5	5	5	5	10	5	0	55	1	1	40	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	10	10	10	1	1	1	2	2	2	7	7	7
Mvmt Flow	8	8	8	8	16	8	0	87	2	2	63	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	163	157	65	159	158	88	67	0	0	89	0	0
Stage 1	68	68	-	88	88	-	-	-	-	-	-	-
Stage 2	95	89	-	71	70	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.11	6.51	6.21	4.12	-	-	4.17	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.509	4.009	3.309	2.218	-	-	2.263	-	-
Pot Cap-1 Maneuver	784	721	977	809	736	973	1535	-	-	1476	-	-
Stage 1	922	823	-	922	824	-	-	-	-	-	-	-
Stage 2	892	806	-	942	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	760	720	977	793	735	973	1535	-	-	1476	-	-
Mov Cap-2 Maneuver	760	720	-	793	735	-	-	-	-	-	-	-
Stage 1	921	822	-	922	824	-	-	-	-	-	-	-
Stage 2	868	806	-	924	838	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.61	9.69	0	0.17
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	804	799	41	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.04	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.6	9.7	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	5	2	5	40	5	215	5	25	170	5
Future Vol, veh/h	2	5	5	2	5	40	5	215	5	25	170	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	25	25	25	3	3	3	4	4	4	3	3	3
Mvmt Flow	2	5	5	2	5	43	5	231	5	27	183	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	484	487	185	484	487	234	188	0	0	237	0	0
Stage 1	239	239	-	245	245	-	-	-	-	-	-	-
Stage 2	245	247	-	239	242	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.13	6.53	6.23	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.527	4.027	3.327	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	457	449	801	492	480	803	1374	-	-	1325	-	-
Stage 1	715	667	-	757	702	-	-	-	-	-	-	-
Stage 2	711	661	-	762	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	437	801	469	467	803	1374	-	-	1325	-	-
Mov Cap-2 Maneuver	416	437	-	469	467	-	-	-	-	-	-	-
Stage 1	699	652	-	753	699	-	-	-	-	-	-	-
Stage 2	664	658	-	733	688	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.91	10.34	0.17	0.97
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	534	725	224	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.07	0.02	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.9	10.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	295	265	5	15	45
Future Vol, veh/h	35	295	265	5	15	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	7	6	6	2	2
Mvmt Flow	38	324	291	5	16	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	297	0	-	0	695	294
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	4.17	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1237	-	-	-	408	745
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1237	-	-	-	393	745
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.85	0	11.63
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	191	-	-	-	609
HCM Lane V/C Ratio	0.031	-	-	-	0.108
HCM Ctrl Dly (s/v)	8	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	45	10	10	55
Future Vol, veh/h	5	2	45	10	10	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	3	3	2	2
Mvmt Flow	6	2	54	12	12	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	60	0	0	65	0
Stage 1	60	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	846	1009	-	-	1536	-
Stage 1	966	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	839	1009	-	-	1536	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.12	0	1.13
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	277	-
HCM Lane V/C Ratio	-	-	0.009	0.008	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	5	5	5	2	35	5	5	55	5
Future Vol, veh/h	5	5	10	5	5	5	2	35	5	5	55	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	2	2	2
Mvmt Flow	6	6	12	6	6	6	2	42	6	6	66	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	131	134	69	131	134	45	72	0	0	48	0	0
Stage 1	81	81	-	50	50	-	-	-	-	-	-	-
Stage 2	50	53	-	81	84	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	843	758	996	843	758	1027	1521	-	-	1559	-	-
Stage 1	930	829	-	966	855	-	-	-	-	-	-	-
Stage 2	966	853	-	930	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	827	754	996	822	754	1027	1521	-	-	1559	-	-
Mov Cap-2 Maneuver	827	754	-	822	754	-	-	-	-	-	-	-
Stage 1	926	826	-	964	854	-	-	-	-	-	-	-
Stage 2	952	851	-	908	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.2	9.31	0.35	0.56
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	84	-	-	881	853	136	-	-
HCM Lane V/C Ratio	0.002	-	-	0.027	0.021	0.004	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.2	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	5	10	0	45	10	225	10	65	285	5
Future Vol, veh/h	5	2	5	10	0	45	10	225	10	65	285	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	8	8	8	2	2	2	5	5	5	3	3	3
Mvmt Flow	5	2	5	11	0	48	11	242	11	70	306	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	712	723	309	716	720	247	312	0	0	253	0	0
Stage 1	449	449	-	269	269	-	-	-	-	-	-	-
Stage 2	263	274	-	447	452	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.15	-	-	4.13	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.245	-	-	2.227	-	-
Pot Cap-1 Maneuver	339	345	717	345	354	791	1232	-	-	1307	-	-
Stage 1	578	562	-	737	687	-	-	-	-	-	-	-
Stage 2	729	672	-	591	571	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	320	717	315	327	791	1232	-	-	1307	-	-
Mov Cap-2 Maneuver	295	320	-	315	327	-	-	-	-	-	-	-
Stage 1	540	526	-	729	680	-	-	-	-	-	-	-
Stage 2	677	665	-	546	534	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.36	11.41	0.32	1.45
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	398	621	328	-	-
HCM Lane V/C Ratio	0.009	-	-	0.032	0.095	0.053	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	14.4	11.4	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	5	12	5	40	5	215	10	25	170	5
Future Vol, veh/h	2	5	5	12	5	40	5	215	10	25	170	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	25	25	25	3	3	3	4	4	4	3	3	3
Mvmt Flow	2	5	5	13	5	43	5	231	11	27	183	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	484	492	185	487	489	237	188	0	0	242	0	0
Stage 1	239	239	-	247	247	-	-	-	-	-	-	-
Stage 2	245	253	-	239	242	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.13	6.53	6.23	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.527	4.027	3.327	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	457	446	801	490	478	800	1374	-	-	1319	-	-
Stage 1	715	667	-	754	700	-	-	-	-	-	-	-
Stage 2	711	658	-	762	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	434	801	467	465	800	1374	-	-	1319	-	-
Mov Cap-2 Maneuver	416	434	-	467	465	-	-	-	-	-	-	-
Stage 1	699	652	-	751	697	-	-	-	-	-	-	-
Stage 2	664	655	-	733	688	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.94	11.02	0.17	0.97
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	532	659	224	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.093	0.02	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.9	11	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	5	15	0	45	10	225	30	65	285	5
Future Vol, veh/h	5	2	5	15	0	45	10	225	30	65	285	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	8	8	8	2	2	2	5	5	5	3	3	3
Mvmt Flow	5	2	5	16	0	48	11	242	32	70	306	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	712	745	309	727	731	258	312	0	0	274	0	0
Stage 1	449	449	-	280	280	-	-	-	-	-	-	-
Stage 2	263	296	-	447	452	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.12	6.52	6.22	4.15	-	-	4.13	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.518	4.018	3.318	2.245	-	-	2.227	-	-
Pot Cap-1 Maneuver	339	335	717	339	349	781	1232	-	-	1283	-	-
Stage 1	578	562	-	727	679	-	-	-	-	-	-	-
Stage 2	729	658	-	591	571	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	294	310	717	309	322	781	1232	-	-	1283	-	-
Mov Cap-2 Maneuver	294	310	-	309	322	-	-	-	-	-	-	-
Stage 1	540	525	-	720	672	-	-	-	-	-	-	-
Stage 2	676	651	-	545	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.43	12.19	0.3	1.46
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	395	565	328	-	-
HCM Lane V/C Ratio	0.009	-	-	0.033	0.114	0.054	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	14.4	12.2	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.2	-	-

Public Hearing for 550 McMillen Street Rezoning Notes

The following are questions and comments made during the Public Hearing relating to the Zoning Map Amendment for the property located at 550 McMillen Street at the Plan Commission meeting on April 28, 2026. These comments are in italics. The responses from City staff are meant to neutrally address the concern.

1. *What is allowed under the current zoning of Institutional?*
    a) Indoor Institutional uses (libraries, community centers); Outdoor Open Space Institutional (cemeteries, private protected green spaces); Passive Outdoor Recreation (natural areas, arboretums, picnic shelters); Active Outdoor Recreation (tennis courts, basketball courts, sports fields, swimming pools, golf courses); small scale utilities; large scale public services and utilities; institutional residential (convents, dormitories, senior housing, assisted living, homeless shelters)
    b) Senior Housing at the same density as MRH-30 is allowed in the current Institutional zoning.
2. *How will stormwater be managed on site and what will that do to the surrounding areas, homes, yards, basements, etc.?*
    a) Plans for stormwater management are not required as part of the request for a zoning change. However, staff and the developer are aware of the concerns about stormwater.
    b) For a project of this size, stormwater will need to be managed on site, which means that it should not be running off the property on to other private property.
    c) Stormwater plans will be submitted by the Developer at the Site Plan Review stage of the project (if the zoning is approved). These plans will be reviewed by City staff and the City's Engineer prior to review by the Plan Commission. There is not a public hearing required for Site Plan Review.
3. *How will underground parking impact the ground water in the area?*
    a) Underground parking will be designed, and ground will be tested during the Site Plan Review process.
4. *No sidewalks in the area, it is not walkable.*

a) The City's goal is to improve pedestrian and bicycle access throughout the City. Typically, sidewalk will be part of any road construction projects. The City supports adding sidewalk in this area as development or redevelopment occurs.

5. *Increase in traffic, since there is already an increase in traffic going down McMillen Street, due to the hospital parking lot change.*

    a) The developer has commissioned a traffic study that will be included in the Plan Commission and City Council packets for the requested zoning map amendment.

6. *Would rather see townhouses or single-family homes, instead of MRM-30 to blend into the neighborhood.*

    a) The City has not received a proposal for a development other than the current proposal for 4 24-unit apartment buildings on this site.

7. *Does the population of Fort Atkinson support 96 apartments?*

    a) Yes, City staff have multiple housing studies showing a need for additional housing far beyond the number of units currently in the pipeline.

    b) Housing studies may be found here: https://www.fortatkinsonwi.gov/retail_market_study/index.php

8. *How else can this property be used?*

    a) The property is privately owned and in the Institutional Zoning District. See 1 for possible uses.

9. *How about residential/commercial zoning instead of apartments?*

    a) See 7

10. *Student enrollment at the high school is down, so why do we need all these new apartments?*

    a) New apartments and housing of all types will likely include children, who will likely attend the schools in the City, which will increase enrollment at all levels of education.

11. *Could single-family homes go up instead of apartments?*

a) The property is currently zoned Institutional, which does not include single-family dwellings, unless they are institutional in nature. (See 1)

b) The Comprehensive Plan, updated in 2023, designates this area as Planned Mixed Use, which does not include single-family dwellings (unless they are institutional in nature, such as senior housing or homeless housing).

c) The City has not received any other proposals for the property.

12. Who is going to benefit from having these buildings put up?

a) The residents who live in them.

b) The businesses in Fort Atkinson and the area where the residents will work, shop, and eat.

c) The education systems where the children will attend school.

d) The City's tax base will grow due to this development.

13. Who is the developer and where are they from?

a) The developer is Premier Real Estate Management LLC., also known as PRE/3. https://pre-3.com/

14. Homeless Coalition homes are eyesores.

a) Code enforcement operates on a complaint basis and city staff will investigate any reported properties for potential ordinance violations.

PRE/3™

NEIGHBORHOOD MEETING

Regarding a proposed development at

550 McMillen Street

You're invited to attend a neighborhood meeting to learn more about a proposed development and share your feedback.

DATE: Wednesday, May 6

TIME: 6:00 PM – 7:30 PM

LOCATION:
Fort Atkinson Municipal Building
Council Chambers
101 N Main Street



We look forward to hearing your thoughts and answering your questions.

If you have questions in advance of the meeting, please contact:

Emily McFarland
emily.mcfarland@pre-3.com

PLEASE NOTE:
This meeting does not take the place of the Plan Commission meeting on **May 12, 2026.**



City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

SITE PLAN REVIEW
REPORT TO THE PLAN COMMISSION

DATE: May 12, 2026
PROPERTY ADDRESS: 801 Rockwell Ave.
PARCEL NUMBER: 226-0514-0921-007
OWNER: Jones Dairy Farm

APPLICANT: Ryan Robinson

FILE NUMBER: PFA-2026-01
EXISTING ZONING: Heavy Industrial
PROPOSED ZONING: Heavy Industrial
EXISTING LAND USE: Heavy Industrial

REQUESTED USES: Heavy Industrial

BACKGROUND

Section 15.10.42 of the City of Fort Atkinson Zoning Ordinance outlines the requirements for the Site Plan application. This requires review of the proposed development's building configuration, site layout and access, parking, exterior building design, landscaping, grading and erosion, stormwater, exterior lighting, signage, and operational plan.

REQUEST OVERVIEW

Jones Dairy Farm owns several properties and structures located on the southwest side of Fort Atkinson. The subject property is an 8.5 acre site and includes one of their two main operation facilities in Fort Atkinson. The proposed project includes a new 8,400 square foot addition to the southeast corner of the existing building. The additional proposed principal building will include new production lines and increase the capacity of their current operations.

The proposed disturbance area impacts only approximately 15,000 square feet and includes the new structure and the paved area surrounding it. No other changes are proposed to the property and the site changes will all be located within the existing fence surrounding the property.

Within the Zoning Ordinance, only new additions, improvements, and development are subject to the requirements of the ordinance. This memo reviews only those proposed new features within the far southeastern portion of the site.

The buildings and site layout are required to meet the minimum dimensional standards of the zoning district.

The proposed building addition meets these requirements, as shown below.

Requirement	Size	Proposed Development
Minimum Front Setback	50 feet	N/A

Minimum Side Setback	50 feet	29.6, 41.7, 38.5 feet
Minimum Rear Setback	50 feet	>100 feet
Maximum Principal Building Height	65 feet	**38 feet**
Minimum Principal Building Separation	10 feet	N/A
Minimum Pavement Setback (lot line to pavement, excludes driveway entrances)	Side/Rear: 5 feet ROW: 10 feet	Side: >5 feet Rear/ROW: N/A
Maximum Impervious Surface Ratio	80%	Unknown*
Maximum Building Coverage	70%	45%

*The proposed addition is not requesting to increase the impervious surfaces.

Generally speaking, the existing land use on the site continues to be Heavy Industrial, which is a permitted by-right land use in the Heavy Industrial Zoning District. The proposed new structure will include additional production lines for onsite operations, which falls under the Indoor Food Production and Processing land use category. Indoor Food Production and Processing is a permitted by-right land use in the Heavy Industrial Zoning District. Land use requirements indicate that the use:

- All structures shall be located a minimum of 20 feet from residential zoned property= met
- Outdoor storage areas shall be located a minimum of 50 feet from residential zoned property = met no new areas are proposed.
- The exterior of all buildings shall meet the requirements of Article VII = met The proposed new building does include additional employees. However, the applicant indicates that there are adequate onsite parking stalls available for each existing and proposed employee.
- The proposed project has submitted all required elements of the Site Plan review that are included within the attachment. Below is a review of the various other zoning standards that are required for the proposed development:

Access and Visibility Standards (Section 15.06.03, 15.06.04, and 15.06.05)

- No change proposed. No requirements are applicable to this project.

Parking and Loading Standards (Section 15.06.06 and 15.06.07)

- No change proposed. No requirements are applicable to this project.

Exterior Lighting Standards (Section 15.06.20)

- No change proposed. No requirements are applicable to this project

Fencing Standards (Section 15.06.40)

- No change proposed. No requirements are applicable to this project.

Landscaping Standards (Section 15.08.30)
Point values are provided for each type of plant and the amount required in each portion of the site is listed within the Zoning Ordinance. This provides the developer with options for customizing the planting selection and location to best fit the project and site.

60 landscaping points are required for the building foundation = not met
0 landscaping points are required for the paved surface areas = N/A
0 landscaping points are required for the street frontage = N/A
80 landscaping points are required for the yards = not met

Exterior Building Design Standards (Section 15.07.40)
There are defined exterior building design standards for different types of uses in the Zoning Code. This project is proposed to be a multifamily land use in the UMU Zoning District. Additionally, the design standards classify the following materials by type: Class I (brick, stone, glass), Class II (block, EIFS, stucco), Class III (siding, wood, decorative metal panels), or Class IV (nondecorative metal panels or concrete panels).

- Minimum 15% Class I materials along all facades facing a public street = met (brick)
- Class I, II, or II materials, some Class IV permitted = met (brick, steel, steel doors)
- Building orientation toward the road and appearance of front façade as entryway = N/A
- Rooftop mechanicals visible from adjacent public rights-of-way shall be screened = N/A (not adjacent to public right of way)

PUBLIC NOTICE
A public notice is not required for a Site Plan Review.

COMPREHENSIVE LAND USE PLAN (2019):
The subject parcel lies within the Janesville Avenue Business District Planning Area (see Attachments) and is identified as Employment within the Plan. The opportunities indicated on the Plan include industrial and employment opportunities, development design standards, and landscaping enhancements.
The subject property is also shown as General Business on the Future Land Use Map. This designation includes indoor manufacturing, warehousing and distribution, and office uses. The proposed new addition doesn't change the predominant land use of the property (Heavy Industrial). Staff believes the proposal is in concert with the Comprehensive Plan.

DISCUSSION

Jones Dairy Farm has been a long-standing presence in the community, and the proposed project represents a relatively small-scale addition within the context of the overall site. The existing facility is primarily industrial in nature and does not include any Class I materials within the proposed addition area or surrounding developed portions of the site.

The proposed addition includes a side setback that does not meet the required 50-foot standard. However, this condition is consistent with the established building alignment of the existing facility, particularly the building section located immediately to the north. The proposed configuration maintains continuity with the existing industrial development pattern on the site and avoids introducing a nonconforming relationship that would be out of character with the current site layout. When considered in the broader context of the facility's long-established footprint, the setback variation represents a minor and localized deviation that does not meaningfully alter the overall site design or its relationship to surrounding industrial uses.

The new addition will be located within the existing security fence and will face the bike path and Janesville Avenue. It is also important to note, consistent with earlier comments, that the adjacent bike path provides a substantial buffer between the facility and surrounding public rights-of-way and properties. This separation, combined with existing vegetation along Janesville Avenue, significantly reduces direct visual and spatial impacts of the proposed addition.

The applicant has also worked closely with City staff to refine and reduce the width of an existing utility easement impacted by the proposed expansion. The easement will be maintained at a width determined appropriate by City staff to ensure it does not prohibit safe and effective access to the stormwater main in the event that repair or replacement is needed. City staff have reviewed the proposed adjustments to the easement, and the revisions have been made in accordance with staff recommendations. The adjustment to the easement configuration was necessary to accommodate the expansion of the plant while still preserving adequate long-term access for municipal utility maintenance and protection of critical infrastructure.

Given the constrained placement of the structure within the operational footprint of the facility, opportunities for meaningful foundation plantings or traditional perimeter landscaping are limited. In this context, the location and function of the proposed addition make the inclusion of substantial landscaping neither practical nor particularly beneficial, as such plantings would have minimal visual impact and would not materially enhance screening due to existing site conditions and industrial operations.

There is, however, a potential opportunity to enhance site aesthetics through limited supplemental landscaping at the southwest corner of Rockwell Avenue and Janesville Avenue. This area may provide the only feasible location for additional plantings that could contribute to softening the site edge. However, its overall impact would be localized and secondary to the

broader industrial character of the property.

The current facility does not include screening for rooftop mechanical equipment. Given the scale, configuration, and existing visibility conditions of the site, staff believes that adding mechanical screening for this addition would be ineffective in improving the visual character of the property as a whole and would not meaningfully alter views from surrounding rights-of-way or adjacent properties.

It should also be noted that the adjacent properties to the west and north are owned by Jones Dairy Farm and are similarly zoned and utilized for industrial purposes, maintaining a consistent land use pattern and reinforcing the established character of the surrounding area. In addition, the bike path and existing vegetation along Janesville Avenue already provide substantial visual buffering from public viewpoints along that corridor.

Overall, the proposed project allows for expanded use of the existing property and will support a needed expansion of the facility, contributing to additional employment opportunities for the City. The City's Management Team has reviewed the application, and all comments have been incorporated into this document.

RECOMMENDATION

City staff recommends approval of the Site Plan as proposed with the following conditions:

- Add the required 140 landscaping points to the property at the corner of Rockwell Ave and Janesville Ave.
- Waive the required 50 feet setback and permit the alignment with the existing structure.
- Waive the required screening of building mechanicals.
- Require the applicant record an easement document subject to staff review.
- Any other recommendations of City staff and the Plan Commission.

ATTACHMENTS

1. Application South_Facility_Redacted
2. Jones Dairy Farm - South Facility - Civil and Architectural (Plan Commission)
3. Sanitary Easement draft 5-1-26
4. Plat of Survey

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

City of Fort Atkinson Procedural Checklist for Site Plans
Requirements per Section 15.10.42

This form is designed to be used by the Applicant as a guide to submitting a complete application for a site plan and by the City to process the application.

Name, company, and client (if applicable): Joe Duschene / ESI Group USA / Jones Dairy Farm

Phone number: [redacted] Email: [redacted]

Property address for site plan: _____

I Applicability

Site plan review and approval shall be required for changes to site characteristics (listed in Section 15.10.42).

II Application Requirements

The Applicant shall submit an electronic copy or paper copies, if required by the City, of the application. Applications for site plans shall contain all of the following, unless specific application requirements are waived in writing by the Zoning Administrator.

- ❑ Written description of the intended use describing in reasonable detail the following:
  - ❑ Existing zoning district(s) and proposed zoning district(s), if different.
  - ❑ Existing and proposed land uses.
  - ❑ Projected number of residents, employees, and/or daily customers.
  - ❑ Proposed number of dwelling units and density.
  - ❑ Demonstration of compliance with the applicable standards and requirements of the City of Fort Atkinson Municipal Code.
  - ❑ Demonstration of consistency with the Comprehensive Plan.
  - ❑ Fencing materials (Section 15.06.40).
  - ❑ Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.
- ❑ A small location map showing the subject property and illustrating its relationship to the nearest street intersection.
- ❑ Pre-Development Site Information.
  - ❑ Legal description of the subject property.
  - ❑ Existing property lines and setback lines.
  - ❑ Existing structures and paved areas.
  - ❑ Existing right of way lines with bearings and dimensions clearly labeled.
  - ❑ Existing easements and utilities.

- ❑ Existing and proposed topography with a maximum contour interval of 2 feet, except where existing ground is on a slope of less than 2 percent where one foot contours shall be shown.
- ❑ The outer edges of all natural resource areas (i.e. floodplains, shorelands, wetlands, drainageways, woodlands, steep slopes).

❑ Proposed Post-Development Site Information.

- ❑ Property lines and setback lines.
- ❑ Location of all proposed structures and use areas, including paved areas, building entrances, walks, drives, decks, patios, fences, utility poles, and drainage facilities.
- ❑ Proposed right of way lines with bearings and dimensions clearly labeled.
- ❑ Proposed access points onto public streets and access drives on the subject property.
- ❑ Location and dimension of all on-site parking (and off-site provisions if they are to be employed), including a summary of the number of parking stalls provided.
- ❑ Location of all proposed parking and traffic circulation areas.
- ❑ Location and configuration of all visibility triangles proposed on the subject property.
- ❑ Location and dimension of all loading and service areas on the subject property.
- ❑ Location of all outdoor storage areas and the design of all screening devices.
- ❑ Location of all rooftop, wall-mounted, and ground-mounted mechanical equipment, and the design of all screening devices.
- ❑ Location and type of all stormwater facilities and management approach to be employed and a copy of the proposed maintenance agreement.
- ❑ Location of snow storage areas, except for single family and two family residential.
- ❑ Proposed easement lines and dimensions with a key provided and explanation of ownership and purpose. Easement documents governing public access or cross access should be provided for review.
- ❑ Location and size of all gas, electric, water, storm and sanitary utilities serving the parcel.
- ❑ Location, type, height, size, and lighting of all signage on the subject property.
- ❑ In the legend, include the following data for the subject property: lot area, flood area, floor area ratio, impervious surface area, impervious surface ratio, and building heights.

❑ Detailed Landscaping Plan. If required, a landscape plan depicting the location, type, and size at time of planting and maturity of all landscaping features as required in Article VIII.

❑ Grading and Erosion Control Plan. Scaled drawing depicting existing and proposed grades, including retention walls and related devices, and erosion control measures. Written erosion control plan indicating pre-site disturbance elements, maintenance and inspection timing of same during construction, provisions for temporary stabilization during construction and final stabilization plan.

❑ Elevation Drawings.

- ❑ Elevations of proposed buildings or proposed remodeling of existing buildings showing finished exterior treatment and all rooftop, wall-mounted, and ground-mounted mechanical equipment.
- ❑ Depict exterior materials, texture, color, and overall appearance.
- ❑ Perspective renderings of the proposed project and/or photos of similar structures may also be submitted, but not in lieu of drawings showing the actual intended appearance of the building(s).

❑ Photometric Plan

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

- ❑ Location, type, height, design, illumination power, and orientation of all exterior lighting on the subject property.
- ❑ Impact of lighting across the entire property to the property lines rounding to the nearest 0.10 foot candles.

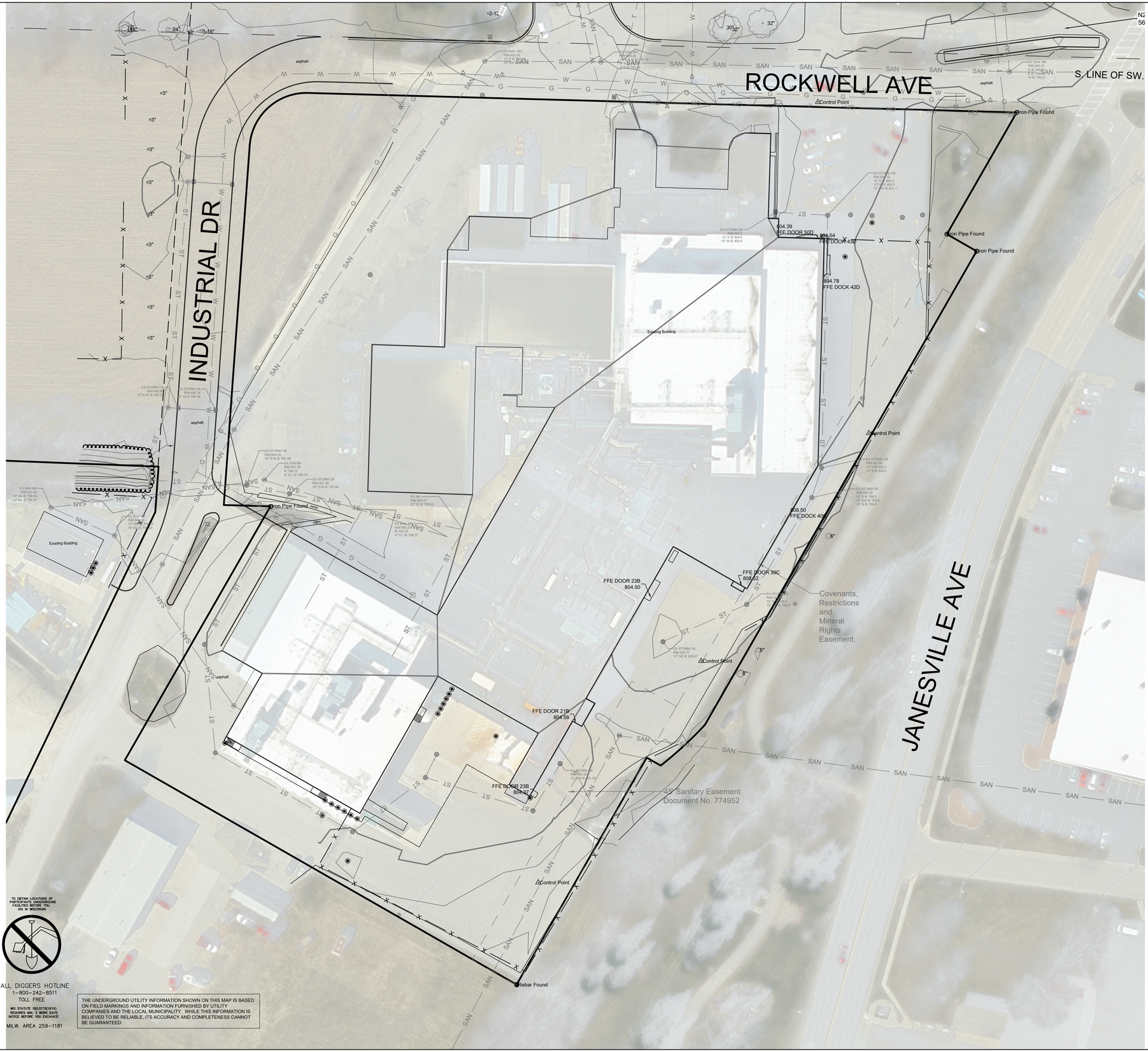
❑ Operational Plan.

- ❑ Describe the proposed hours of operation and traffic generation.
- ❑ Procedures for snow removal, except for single and two family residential.

III Process Checklist

❑ Pre-Application conference with Staff (recommended)	Date: 11/12/25
❑ Application fee of $300.00 received by City Clerk	Date: SW
❑ Reimbursement of professional consultant costs agreement executed.	Date: SW
❑ Receipt of final application packet by Engineering	Date: _____
❑ City Staff input	Date: _____
❑ Review and action by Engineering and Zoning Administrator	Date: _____

2026.03.24



LEGEND:

SECTION 1/4 SECTION LINE	
PROPERTY LINE	
EASEMENT	
CHAIN LINK FENCE	
GUARD RAIL	
METAL FENCE	
WOOD FENCE	
TREE LINE	
OVERHEAD UTILITY LINE	
ELECTRIC	
TELEPHONE	
FIBER OPTIC	
CABLE TV	
SANITARY SEWER	
FORCE MAIN	
STORM SEWER	
WATER MAIN	
GAS	
EXISTING CONTOUR	
WETLAND	
FLOODPLAIN	
UNKNOWN MANHOLE	IRON PIPE FOUND/SET
SANITARY MANHOLE	REBAR FOUND/SET
STORM MANHOLE	CHISELED CROSS FOUND/SET
ELECTRIC MANHOLE	PK NAIL FOUND/SET
MMSD MANHOLE	SPIKE/NAIL
TELEPHONE MANHOLE	MONUMENT
CLEANOUT	BENCHMARK
CATCH BASIN	SIGN
CATCH BASIN (ROUND)	PARKING METER
ROOF DRAIN	FLAG POLE
CULVERT END	8" DECIDUOUS TREE
HYDRANT	8" CONIFEROUS TREE
WATER VALVE	BUSH
GAS VALVE	POST
GAS METER	SOIL BORING
ELECTRIC METER	TRAFFIC SIGNAL
UTILITY PEDESTAL	LIGHT POLE
HANDHOLE	UTILITY POLE
VENT	GUY WIRE
MONITORING WELL	GUY POLE

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

WIS STATUTE 182.0175(1974) REQUIRES MIN. 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.

3. DRAWING IS BASED ON FIELD SURVEY COMPLETED BY THE SIGMA GROUP ON DECEMBER 2025.

4. DATUM FOR THE PROJECT SURVEY IS HORIZONTAL: WISCONSIN STATE PLANE NAD83, SOUTH ZONE. VERTICAL: USGS NAVD88. BENCHMARK FOR THE PROJECT SURVEY IS THE EXISTING SANITARY MANHOLE IN MEDIAN AT ENTRANCE TO PLANT. ELEVATION: 805.42.

5. CONTRACTOR TO VERIFY EXISTING CONDITIONS, CONTACT ENGINEER WITH DISCREPANCIES.

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

GRAPHIC SCALE
0 40 80

JONES DAIRY FARMS FACILITY EXPANSION
801 ROCKWELL AVE.
FORT ARKINSON WI

SITE SURVEY

FOR BID PURPOSES

ISSUANCE	DATE
PC SUBMITTAL	03/24/2026

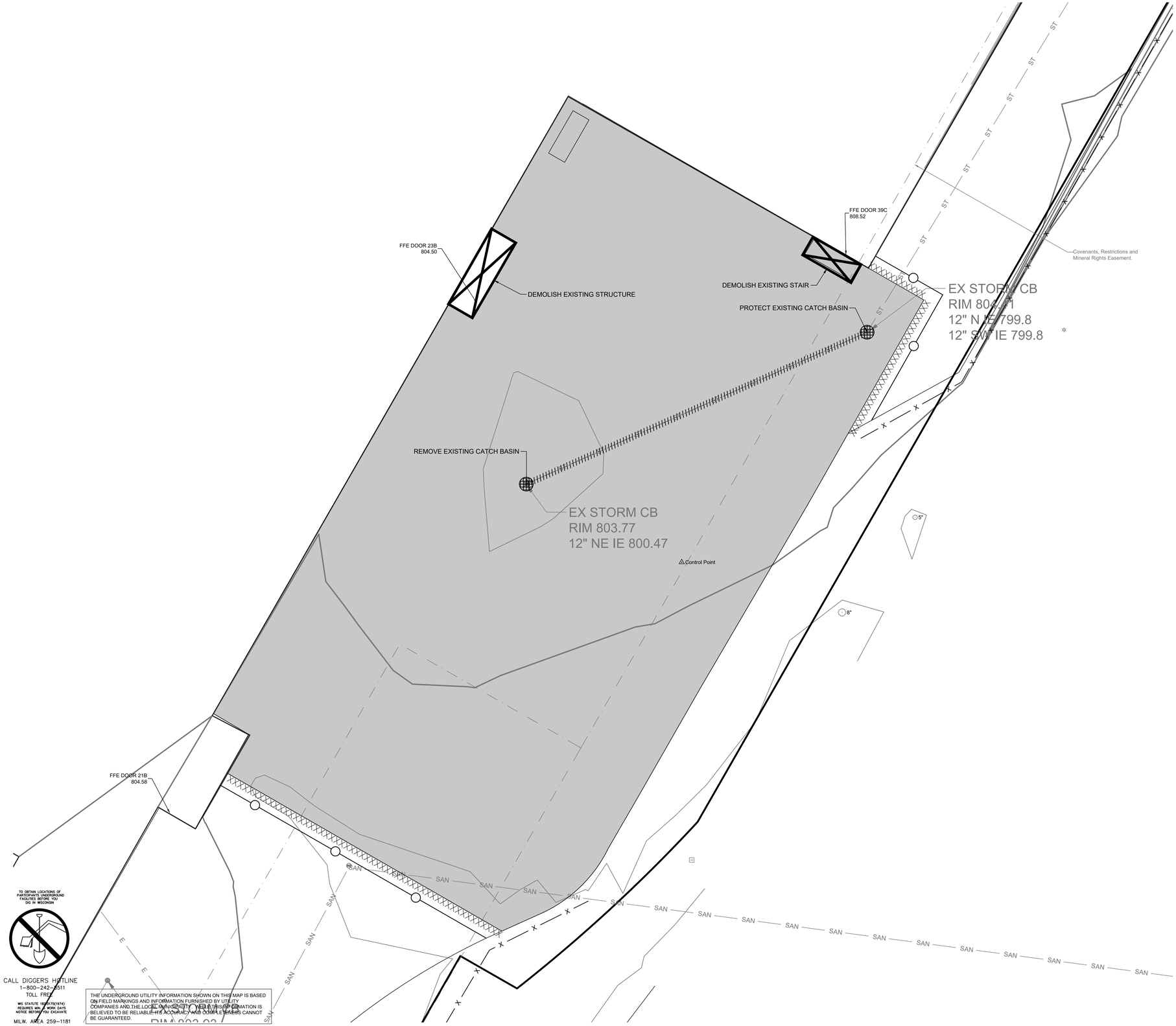
NO.	REVISION	DATE

PROJECT NO:	24066
DESIGN DATE:	2026.01.06
PLOT DATE:	2026.03.24
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
CS001

JRICCHIO
CS001
24066

2026.03.24



LEGEND:

- PROPOSED SEDIMENT LOG (A / CS400)
- PROPOSED INLET PROTECTION (B / CS400)
- EXISTING CONTOUR
- PROPOSED CONTOUR
- UTILITY REMOVAL
- SAWCUT
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

WIS STATUTE 182(0175)(1974)
REQUIRES MIN. 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, THE ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. SEE SHEET C400 FOR A COMPLETE LIST OF EROSION CONTROL NOTES AND DETAILS. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF LAND DISTURBING ACTIVITIES.
6. DO NOT BEGIN LAND DISTURBING ACTIVITIES UNTIL AN EROSION CONTROL PERMIT IS OBTAINED FROM LOCAL JURISDICTION.

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

N

GRAPHIC SCALE
0 10 20

JONES DAIRY FARMS FACILITY EXPANSION
801 ROCKWELL AVE.
FORT ARKINSON WI

SITE PREPARATION AND EROSION CONTROL

FOR BID PURPOSES

ISSUANCE	DATE
PC SUBMITTAL	03/24/2026

NO.	REVISION	DATE

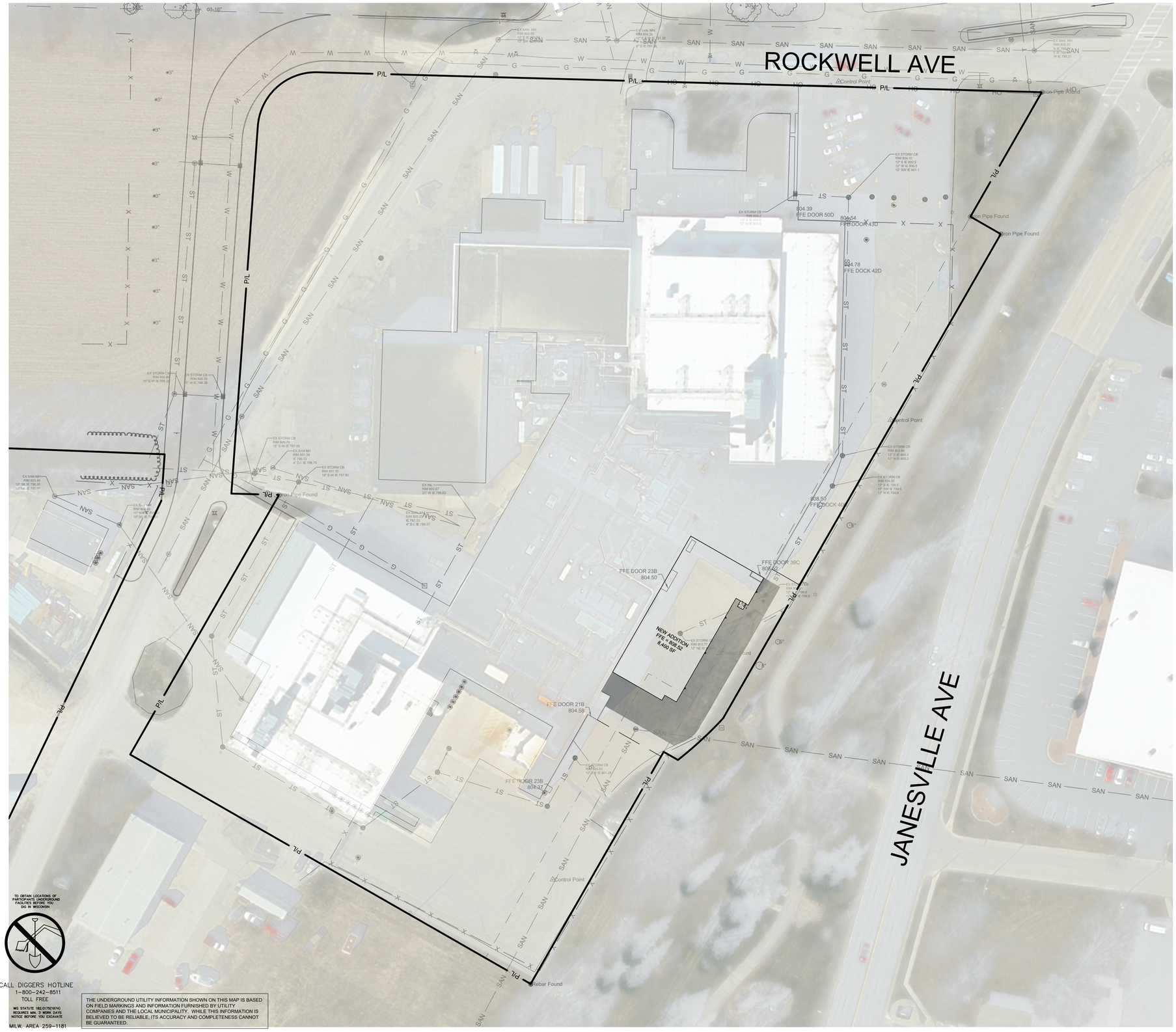
PROJECT NO:	24066
DESIGN DATE:	2026.01.06
PLOT DATE:	2026.03.24
DRAWN BY:	----
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
CS002

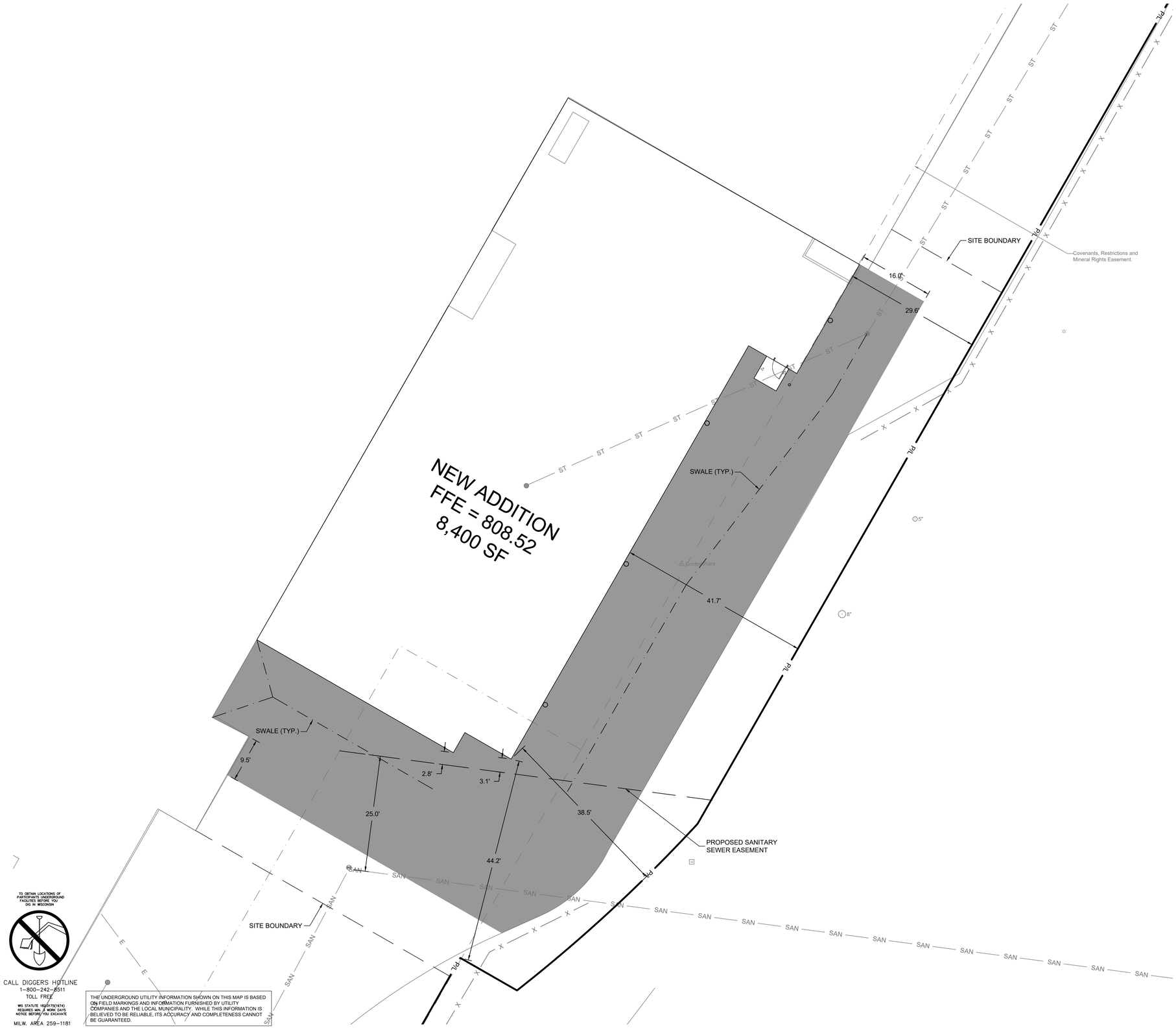
JRICCHIO
CS002
24066

i:\esi_design_serv\24066 - jones dairy farm expansion\060 CAD\030_Production Sheets\100_Civil\CS002 Site Preparation and Erosion Control.dwg

2026.03.24


ROCKWELL AVE
JANESVILLE AVE
P/L
PIL
ST
SAN
W
G
X
HO
Control Point
Iron Pipe Found
Rebar Found
EX STORM CB
RIM 804.10
12" S IE 800.5
12" SW IE 800.1
804.39
FFE DOOR 50D
804.54
FFE DOOR 43D
804.78
FFE DOOR 42D
808.50
FFE DOOR 41
FFE DOOR 39C
808.50
FFE DOOR 23B
804.50
FFE DOOR 21B
804.58
FFE DOOR 23B
804.37
NEW ADDITION
FFE = 808.50
6,400 SF
EX STORM CB
RIM 803.84
12" S IE 800.3
12" N IE 800.2
EX STORM CB
RIM 804.32
12" S IE 799.6
12" W IE 799.6
12" N IE 799.6
EX STORM CB
RIM 800.76
18" E,W IE 797.46
EX SAN MH
RIM 801.39
IE 796.22
4" D.I. IE 796.70
EX STORM CB
RIM 801.95
18" E,W IE 797.60
EX STORM CB
RIM 800.20
15" S,W IE 795.24
EX STORM CB
RIM 800.76
12" W IE 798.38
EX SAN MH
RIM 803.40
10" - IE 796.00
12" NE IE 795.97
EX SAN MH
RIM 803.55
12" E IE 800.05
12" SW IE 800.05
EX SAN MH
RIM 804.26
8" E IE 793.26
EX SAN MH
RIM 802.37
N IE 795.21
W IE 795.21
EX STORM CB
RIM 803.27
12" SW IE 799.37
4" D.I. IE 799.37
EX INL
RIM 802.67
21" W IE 798.63
EX STORM CB
RIM 803.27
12" SW IE 801.29
EX STORM CB
RIM 803.27
12" NE IE
EX STORM CB
RIM 803.27
12" NE IE
EX STORM CB
RIM 803.27
12" NE IE

2026.03.24



PROJECT INFORMATION			
TOTAL PROJECT AREA	17632	0.405 AC	
PROJECT DISTURBED AREA	14247	0.327 AC	
EXISTING IMPERVIOUS AREA	15700	0.360 AC	89.0 %
PROPOSED IMPERVIOUS AREA	15700	0.360 AC	89.0 %
TOTAL PARKING SPACES	----		
ADA PARKING SPACES	----		

LEGEND:

A / CS401 — 5" THICK CONCRETE WALK

B / CS401 — ASPHALT SURFACE

TO OBTAIN LOCATIONS OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

WIS STATUTE 182.0175(1974) REQUIRES MIN. 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

MILW. AREA 259-1181

THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. DIMENSIONS ARE FROM FACE OF CURB OR EDGE OF PAVEMENT.
6. WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO DRIVEWAY OPENINGS, SIDEWALK AND RAMPS, PAVING, AND CURB AND GUTTER SHALL BE COMPLETED PER MUNICIPAL AND/OR COUNTY REQUIREMENTS AND STANDARDS.
7. EARTHWORK SHALL BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

N

GRAPHIC SCALE
0 10 20

JONES DAIRY FARMS FACILITY EXPANSION
801 ROCKWELL AVE.
FORT ARKINSON WI

SITE PLAN

FOR BID PURPOSES

ISSUANCE	DATE
PC SUBMITTAL	03/24/2026

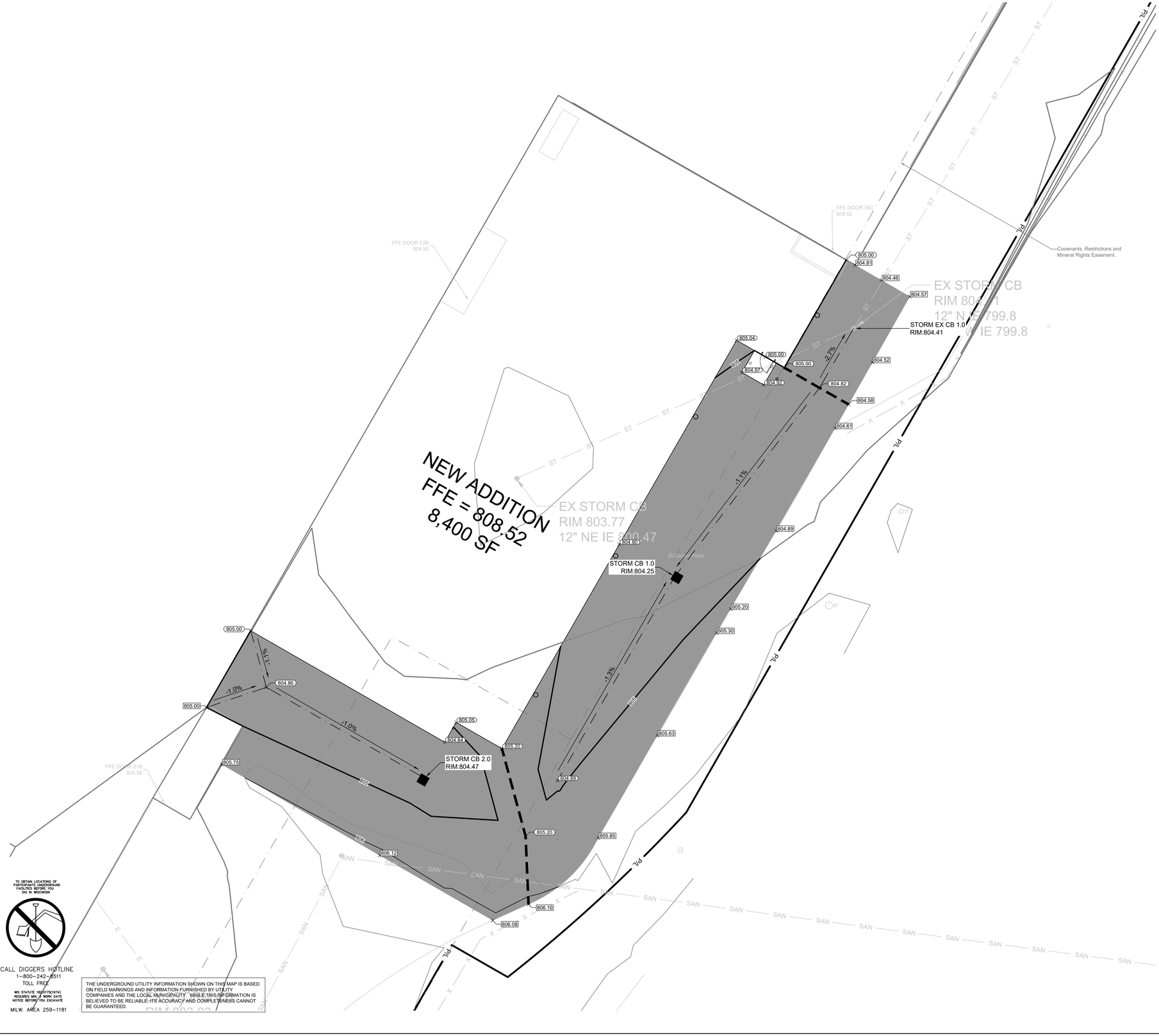
NO.	REVISION	DATE

PROJECT NO:	24066
DESIGN DATE:	2026.01.06
PLOT DATE:	2026.03.24
DRAWN BY:	----
CHECKED BY:	PJI
APPROVED BY:	----
SHEET NO:	CS101

JR|CCHIO
CS101
24066

i:\esi_design_serv\24066 - jones dairy farm expansion\060 CAD\030_Production Sheets\100_Civil\CS100 Overall Site Plan.dwg

2026.03.24



GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. DIMENSIONS ARE FROM FACE OF CURB OR EDGE OF PAVEMENT.
6. WORK WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO DRIVEWAY OPENINGS, SIDEWALK AND RAMPS, PAVING, AND CURB AND GUTTER SHALL BE COMPLETED PER MUNICIPAL AND/OR COUNTY REQUIREMENTS AND STANDARDS.
7. EARTHWORK SHALL BE IN ACCORDANCE WITH GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

JONES DAIRY FARMS FACILITY EXPANSION
801 ROCKWELL AVE.
FORT ARKINSON WI

GRADING PLAN

FOR BID PURPOSES

ISSUANCE	DATE
PC SUBMITTAL	03/24/2026

NO.	REVISION	DATE

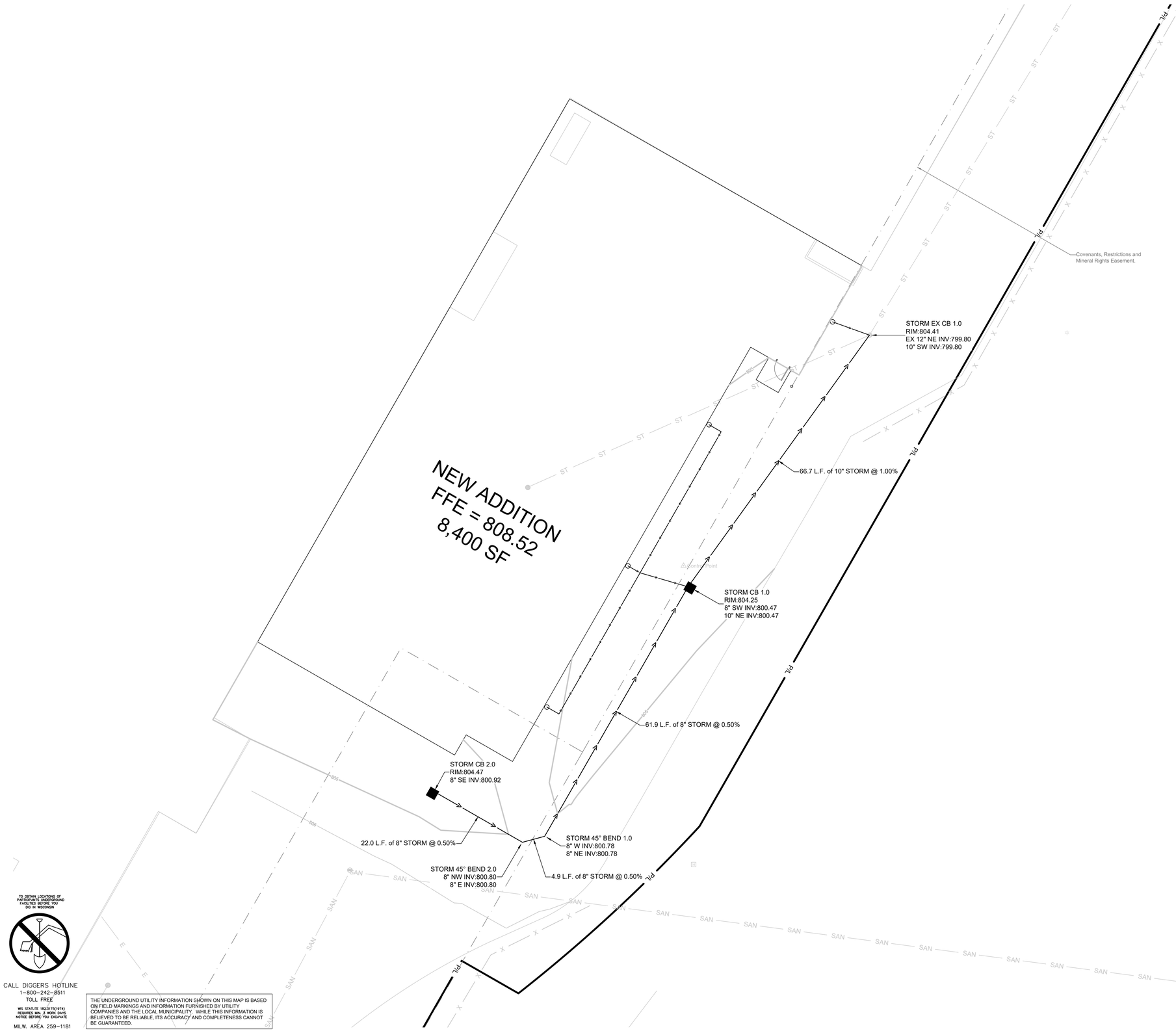
PROJECT NO:	24066
DESIGN DATE:	2026.01.06
PLOT DATE:	2026.03.24
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
CS200

JR|CCHIO
CS200
24066

i:\esi_design_serv\24066 - jones dairy farm expansion\060 CAD\030_Production Sheets\100_Civil\CS200 Grading Plan.dwg

2026.03.24



LEGEND:

PROPOSED STORM SEWER

PROPOSED ROOF DRAIN

C CS401 PROPOSED STORM INLET

GENERAL NOTES:

1. THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS DRAWING IS BASED ON FIELD LOCATIONS AND/OR RECORDS FURNISHED BY MUNICIPALITIES AND UTILITY COMPANIES. THE LOCATION AND ACCURACY OF WHICH CANNOT BE GUARANTEED. THERE MAY BE ADDITIONAL UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. VERIFY ACTUAL LOCATIONS AND INVERTS IN THE FIELD. ANY POTENTIAL ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. WORK TO BE COMPLETED IS INDICATED IN BOLD TYPE LINES AND EXISTING CONDITIONS ARE INDICATED BY LIGHT TYPE LINES.
4. ELECTRONIC CIVIL FILES ARE AVAILABLE UPON WRITTEN REQUEST. DO NOT USE ELECTRONIC CIVIL FILES TO LAYOUT FOUNDATIONS, COLUMN LINES, LIGHT POLES, OR OTHER NON CIVIL SITE WORK. REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS OF BUILDING AND ARCHITECTURAL FEATURES.
5. ALL UTILITIES WITHIN 5 FEET OF PAVED AREAS SHALL REQUIRE GRANULAR BACKFILL. SLURRY BACKFILL IS REQUIRED FOR ALL WORK IN PUBLIC RIGHT OF WAY.
6. PRIVATE STORM INLETS IN PAVEMENT SHALL REQUIRE DRAIN TILE STUBS OF 10 FEET IN TWO DIRECTIONS FOR SUBDRAINAGE. RIM GRADE FOR STORM INLETS IN CURB AND GUTTER ARE FLOW LINE GRADES.
7. WORK IN PUBLIC RIGHT OF WAY SHALL FOLLOW MATERIAL AND INSTALLATION REQUIREMENTS PER MUNICIPAL AND/OR COUNTY.
8. PRIVATE STORM SEWER 12-INCH DIAMETER OR LARGER SHALL BE HDPE. BELOW 12-INCH DIAMETER SHALL BE PVC SDR-35 ASTM D3034. PRIVATE WATER MAIN SHALL BE CLASS 235 DR 18 PVC CONFORMING TO AWWA C-900. PRIVATE SANITARY SEWER SHALL BE PVC SDR-35 ASTM D3034.
9. COORDINATE FINAL LOCATION AND DESIGN OF PRIVATE UTILITY SERVICES (ELECTRIC, GAS, PHONE, CABLE) WITH UTILITY COMPANIES.
10. IF PROJECT IS DESIGN BUILD MEP, THE GENERAL CONTRACTOR IS REQUIRED TO PROVIDE FINAL SEWER AND WATER DESIGN SHOWING LOCATION, INVERTS AND SIZES TO THE ENGINEER FOR FINAL REVIEW AND VERIFICATION PRIOR TO STARTING UNDERGROUND UTILITY CONSTRUCTION.
11. WATER MAIN CONNECTION: TAP WATER MAIN WITH SIZE AND LOCATION INDICATED ON PLAN IN ACCORDANCE WITH LOCAL WATER UTILITY REQUIREMENTS. COORDINATE CONNECTION WITH LOCAL WATER UTILITY. ALL JOINTS HALL BE RESTRAINED FROM CONNECTION OF WATER MAIN TO BUILDING WALL. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS. INSTALL MEGA-LUG OR APPROVED EQUAL TIGHT TO WALL FOR RESTRAINT FOR ALL BUILDING WALL PENETRATIONS AS APPROVED BY LOCAL PLUMBING INSPECTOR AND WATER UTILITY. INSTALL THRUST BLOCKING AND MEGA-LUG AT BEND BELOW FLOOR FOR ALL FLOOR PENETRATIONS.
12. INSTALL JOINT RESTRAINT AND CONCRETE THRUST BLOCKS AT ALL OFFSET FITTINGS (TEES, BENDS, DEAD ENDS, VALVES, REDUCERS) USING MEGA-LUG OR APPROVED EQUAL. CONCRETE THRUST BLOCKS SHALL BE INSTALLED PER FILE NO'S:44,45,46 FROM THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. SEE DETAIL FOR MINIMUM LENGTH OF RESTRAINED JOINT REQUIRED. SUBMIT JOINT RESTRAINT DETAILS FOR ALL JOINT TYPES INCLUDING PUSH-ON AND MECHANICAL CONNECTIONS.

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

GRAPHIC SCALE
0 10 20

JONES DAIRY FARMS FACILITY EXPANSION
801 ROCKWELL AVE.
FORT ARKINSON WI

UTILITY PLAN

FOR BID PURPOSES

ISSUANCE	DATE
PC SUBMITTAL	03/24/2026

NO.	REVISION	DATE

PROJECT NO:	24066
DESIGN DATE:	2026.01.06
PLOT DATE:	2026.03.24
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
CS300

JRICCHIO
CS300
24066

i:\esi_design_serv\24066 - jones dairy farm expansion\060 CAD\030_Production Sheets\100_Civil\CS300 Utility Plan.dwg

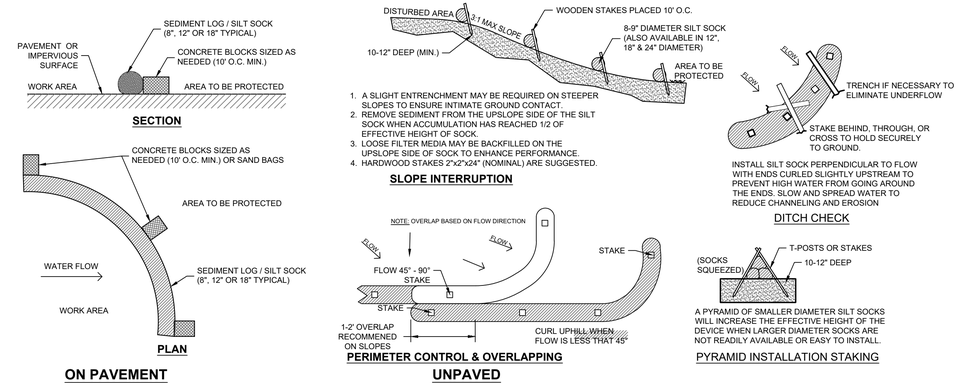
2026.03.24

EROSION CONTROL NOTES:

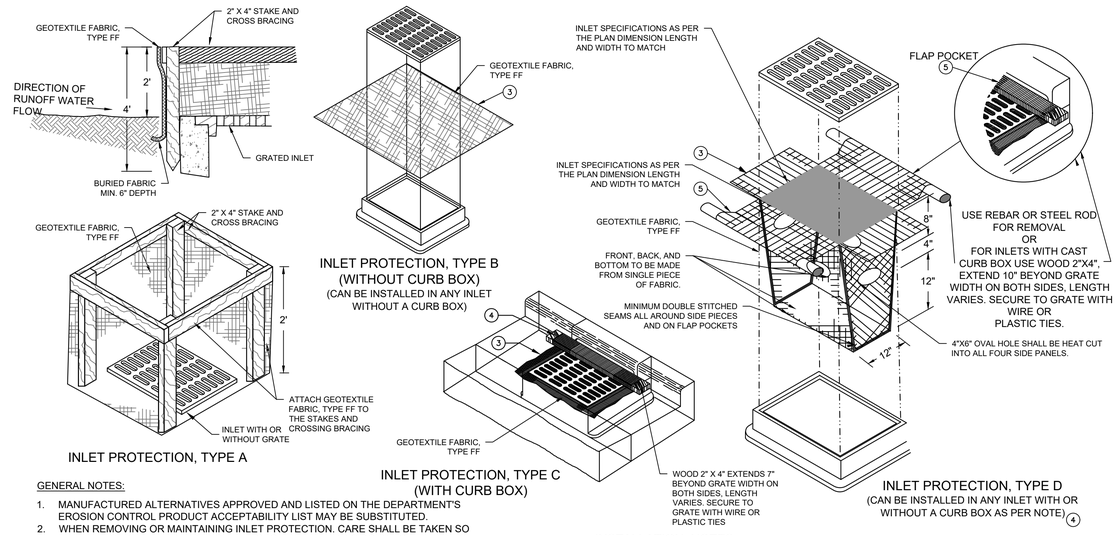
1. CONSTRUCTION SITE EROSION CONTROL AND SEDIMENTATION CONTROL SHALL COMPLY WITH THE REQUIREMENTS OF THE LOCAL MUNICIPALITY AND SHALL EMPLOY EROSION CONTROL METHODS AS SHOWN AND SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS.
2. ALL EROSION CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE SITE.
3. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED FOR STABILITY AND OPERATION AFTER A RAINFALL OF 0.5 INCHES OR MORE, BUT NO LESS THAN ONCE EVERY WEEK. MAINTENANCE OF ALL EROSION CONTROL STRUCTURES SHALL BE PROVIDED TO INSURE INTENDED PURPOSE IS ACCOMPLISHED. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP AND REMOVAL OF ALL SEDIMENT WHEN LEAVING PROPERTY. EROSION CONTROL MEASURES MUST BE IN WORKING CONDITION AT END OF EACH WORK DAY. DOCUMENT AND MAINTAIN RECORDS OF INSPECTIONS IN ACCORDANCE WITH WDNR NR216 REQUIREMENTS.
4. SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. SEDIMENT DEPOSITS SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN DEPOSITS REACH A DEPTH OF 6 INCHES. THE SILT FENCE SHALL BE REPAIRED OR REPLACED AS NECESSARY TO MAINTAIN A BARRIER.
5. FILTER FABRIC SHALL BE INSTALLED BENEATH INLET COVERS TO TRAP SEDIMENT PER INLET PROTECTION DETAIL IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS.
6. EROSION CONTROL MEASURES SHALL BE MAINTAINED ON A CONTINUING BASIS UNTIL SITE IS FULLY STABILIZED.
7. PERIODIC STREET SWEEPING SHALL BE COMPLETED TO MAINTAIN ADJACENT STREETS FREE OF DUST AND DIRT.
8. SILT FENCE SHALL BE INSTALLED IN HORSESHOE FASHION AROUND ANY TOPSOIL AND FILL STOCKPILES.
9. SITE DEWATERING. WATER PUMPED FROM THE SITE SHALL BE TREATED BY SEDIMENT BASINS OR OTHER APPROPRIATE MEASURES SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS. WATER MAY NOT BE DISCHARGED IN A MANNER THAT CAUSES EROSION OF THE SITE, ADJACENT SITES, OR RECEIVING CHANNELS.
10. WASTE AND MATERIAL DISPOSAL. ALL WASTE AND UNUSED BUILDING MATERIALS (INCLUDING GARBAGE, DEBRIS, CLEANING WASTES, WASTEWATER, TOXIC MATERIALS, OR HAZARDOUS MATERIALS) SHALL BE PROPERLY DISPOSED AND NOT ALLOWED TO BE CARRIED OFF-SITE BY RUNOFF OR WIND.
11. TRACKING. EACH SITE SHALL HAVE GRAVELED ROADS, ACCESS DRIVES AND PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY STREET CLEANING, TO THE SATISFACTION OF THE MUNICIPALITY, BEFORE THE END OF EACH WORKDAY. FLUSHING MAY NOT BE USED UNLESS SEDIMENT WILL BE CONTROLLED BY A SEDIMENT BASIN OR PRACTICE SPECIFIED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS. NOTIFY MUNICIPALITY OF ANY CHANGES IN STABILIZED CONSTRUCTION ENTRANCE LOCATION.
12. SEDIMENT CLEANUP. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF A STORM EVENT SHALL BE CLEANED UP BY THE END OF THE NEXT WORKDAY. ALL OTHER OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE CLEANED UP BY THE END OF THE WORKDAY.
13. ALL DISTURBED GROUND LEFT INACTIVE FOR SEVEN OR MORE DAYS SHALL BE STABILIZED BY TEMPORARY OR PERMANENT SEEDING, MULCHING, SODDING, COVERING WITH TARPS, OR EQUIVALENT PRACTICE FOUND IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARD. IF TEMPORARY SEEDING IS USED, A PERMANENT COVER SHALL ALSO BE REQUIRED AS PART OF THE FINAL SITE STABILIZATION. SEEDING OR SODDING SHALL BE REQUIRED AS PART OF THE FINAL SITE STABILIZATION.
14. SOIL OR DIRT STORAGE PILES SHALL BE LOCATED A MINIMUM OF TWENTY-FIVE FEET FROM ANY DOWNSLOPE ROAD, LAKE, STREAM, WETLAND, OR DRAINAGE CHANNEL. STRAW BALE OR FILTER FABRIC FENCES SHALL BE PLACED ON THE DOWN SLOPE SIDE OF THE PILES. IF REMAINING FOR MORE THAN THIRTY DAYS, PILES SHALL BE STABILIZED BY MULCHING, VEGETATIVE COVER, TARPS OR OTHER MEANS.
15. WHEN THE DISTURBED AREA HAS BEEN STABILIZED BY PERMANENT VEGETATION OR OTHER MEANS, TEMPORARY PRACTICES, SUCH AS FILTER FABRIC FENCES, STRAW BALES, SEDIMENT AND SEDIMENT TRAPS, FOUND IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARDS SHALL BE REMOVED.
16. NOTIFY THE LOCAL MUNICIPALITY HAVING JURISDICTION WITHIN TWO WORKING DAYS OF COMMENCING ANY LAND DEVELOPMENT OR LAND DISTURBING ACTIVITY.
17. OBTAIN PERMISSION FROM THE LOCAL MUNICIPALITY HAVING JURISDICTION PRIOR TO MODIFYING THE EROSION CONTROL PLAN.
18. REPAIR ANY SILTATION OR EROSION DAMAGE TO ADJOINING SURFACES AND DRAINAGE WAYS RESULTING FROM LAND DEVELOPMENT OR LAND DISTURBING ACTIVITIES.
19. KEEP A COPY OF THE EROSION CONTROL PLAN ON SITE.
20. CONTRACTOR SHALL, TO THE EXTENT POSSIBLE, MINIMIZE DISTURBANCE OF EXISTING VEGETATION DURING CONSTRUCTION.
21. CONTRACTOR SHALL, TO THE EXTENT POSSIBLE, MINIMIZE COMPACTION OF TOPSOIL AND PRESERVE TOPSOIL IN GREENSPACE AREAS.
22. WASH WATER FROM VEHICLES AND WHEEL WASHING SHALL BE CONTAINED AND TREATED PRIOR TO DISCHARGE.
23. CONTRACTOR SHALL MAINTAIN SPILL KITS ON-SITE.
24. PERMAMENT TURF SEEDING OF DISTURBED AREA MUST OCCUR PRIOR TO SEPTEMBER 15TH. IF ADEQUATE TIME IS NOT AVAILABLE TO APPLY PERMANENT SEEDING PRIOR TO SEPTEMBER 15TH, THEN DISTURBED AREAS SHALL BE TEMPORARILY SEEDED WITH AN ANNUAL RYE GRASS PER WDNR TECHNICAL STANDARD 1059, WHERE THE TEMPORARY SEEDING MUST OCCUR PRIOR TO OCTOBER 15TH.
25. IF TEMPORARY SEEDING IS NOT COMPLETED BY OCTOBER 15TH, APPLY SOIL STABILIZERS AND DORMANT SEED TO DISTURBED AREA PER WDNR TECHNICAL STANDARD 1050. INSPECT ANIONIC PAM APPLICATION AT A MINIMUM FREQUENCY OF EVERY TWO MONTHS AND REAPPLY AS NECESSARY

CONSTRUCTION SEQUENCE FOR EROSION CONTROL INCLUDES:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
2. INSTALL SILT FENCING AND INLET PROTECTION.
3. INITIATE STOCKPILING OF IMPORTED MATERIAL. PLACE SILT FENCE AROUND STOCKPILE(S).
4. STRIP TOPSOIL AND STOCKPILE.
5. PERFORM ROUGH SITE GRADING. STABILIZE FINISHED AREAS AS THE WORK PROGRESSES. USE EROSION MATTING WHERE CALLED FOR ON THE PLANS. PER WDNR TECHNICAL STANDARD 1059: AREAS THAT RECEIVE TEMPORARY SEEDING SHALL HAVE A MINIMUM TOPSOIL DEPTH OF 2 INCHES. AREAS THAT RECEIVE PERMANENT SEEDING SHALL HAVE A MINIMAL TOPSOIL DEPTH OF 4 INCHES.
6. PREPARE BUILDING PAD AND BEGIN FOUNDATIONS WORK FOR BUILDING.
7. INSTALL UTILITIES. INSTALL ANY ADDITIONAL INLET PROTECTION ON NEW STORM SEWER.
8. STABILIZE AREAS REMAINING AREAS WITHIN 7 DAYS OF COMPLETION OF FINAL GRADING AND TOPSOILING.
9. REMOVE EROSION CONTROL MEASURES ONLY WHEN SITE IS FULLY STABILIZED.



A SEDIMENT LOG - SILT SOCK ON PAVEMENT
SCALE:1" = 1'



GENERAL NOTES:

1. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.
2. WHEN REMOVING OR MAINTAINING INLET PROTECTION. CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.
3. FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL
4. FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
5. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.
6. INLET PROTECTION SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD #1060
7. THIS DRAWING IS BASE ON WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8 E 10-2

INSTALLATION NOTES

TYPE B & C
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACES AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

B INLET PROTECTION - WDNR TS-1060
SCALE:1" = 1'

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

JONES DAIRY FARMS FACILITY EXPANSION
801 ROCKWELL AVE.
FORT ARKINSON WI

DETAILS

FOR BID PURPOSES

ISSUANCE	DATE
PC SUBMITTAL	03/24/2026

NO. REVISION	DATE

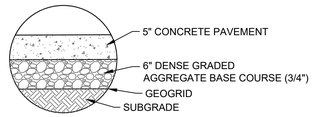
PROJECT NO:	24066
DESIGN DATE:	2026.01.06
PLOT DATE:	2026.03.24
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
CS400

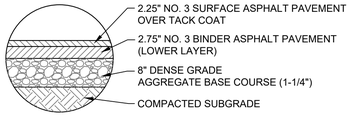
JRICCHIO
CS400
24066

i:\esi_design_serv\24066 - jones dairy farm expansion\060 CAD\030_Production Sheets\100_Civil\CS400 Details.dwg

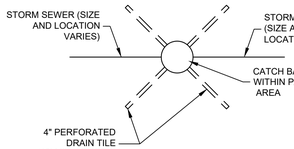
2026.03.24



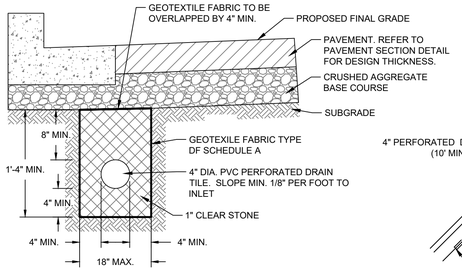
A CONCRETE SIDEWALK SECTION
SCALE:1" = 1'



B ASPHALT PAVEMENT SECTION
SCALE:1" = 1'



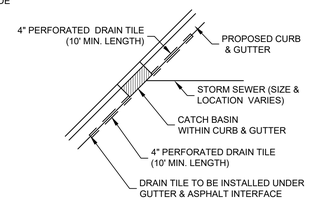
CATCH BASIN
WITHIN LOW POINT OF PAVEMENT AREA



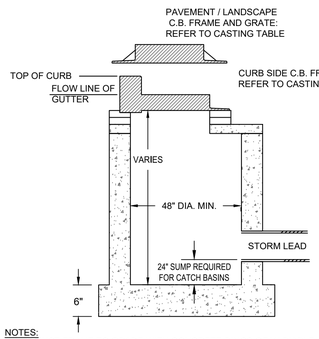
CURB INLET LOCATION
SECTION

NOTE:

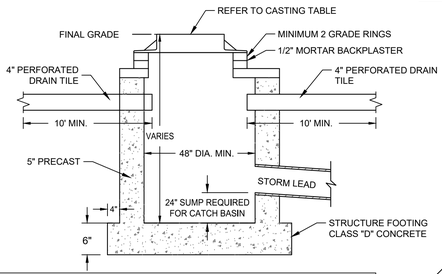
DRAIN TILE SHALL HAVE TWO (2)
SEGMENTS POSITIONED ALONG THE
GUTTER & ASPHALT INTERFACE.



CURB INLET WITHIN CURB & GUTTER
PLAN



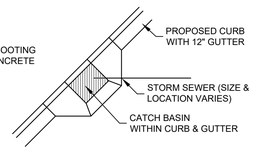
NOTES:
1. ADJUST FRAME TO GRADE WITH CONCRETE RINGS OF VARIABLE THICKNESS. MAXIMUM RING HEIGHT = 6". MINIMUM RING HEIGHT = 2". CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING.
2. CONCRETE AND REINFORCEMENT STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION C-478.
3. 3" MIN. BEDDING OF STONE UNDER BASE REQUIRED , ADDITIONAL BEDDING STOME MAY BE REQUIRED ON WET SUB-GRADE.
4. UNLESS NOTED ON THE PLANS CONTRACTOR IS RESPONSIBLE FOR ALL CATCH BASIN SIZING AND SHALL PROVIDE A SHOP DRAWING TO THE SIGMA GROUP, INC. BEFORE THEY ARE RELEASED FOR PRODUCTION.



CATCH BASIN / INLET CASTING TABLE

	IF 18" CURB & GUTTER		IF 24" CURB & GUTTER		IF 30" CURB AND GUTTER	
	CASTING	GRATE	CASTING	GRATE	CASTING	GRATE
CURB INLET	NEENAH R-3067	A	NEENAH R-3067	A	NEENAH R-3228H	C
AREA INLET	NEENAH R-2050	C				

C INLET AND CATCH BASIN
SCALE:1" = 1'



CONCRETE BUMP OUT TO BE
APPLIED FOR 12" GUTTER PAN

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

JONES DAIRY FARMS FACILITY EXPANSION
801 ROCKWELL AVE.
FORT ARKINSON WI

DETAILS

FOR BID PURPOSES

ISSUANCE	DATE
PC SUBMITTAL	03/24/2026

NO. REVISION	DATE

PROJECT NO:	24066
DESIGN DATE:	2026.01.06
PLOT DATE:	2026.03.24
DRAWN BY:	JTR
CHECKED BY:	PJI
APPROVED BY:	----

SHEET NO:
CS401

JRICCHIO
CS401
24066

2026.03.24

GENERAL:

1. EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY, AND NO RESPONSIBILITY IS ASSUMED BY THE OWNER OR ENGINEER FOR THEIR ACCURACY OR COMPLETENESS.
2. CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. CONTRACTOR SHALL HAVE SITE MARKED BY DIGGER'S HOTLINE AND SHALL HAVE PRIVATE UTILITIES MARKED BY A PRIVATE UTILITY LOCATOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL VERIFY ALL ELEVATIONS, LOCATIONS, AND SIZES OF EXISTING UTILITIES AND SHALL CHECK ALL UTILITY CROSSINGS AND PROPOSED CONNECTIONS FOR CONFLICTS/DISCREPANCIES PRIOR TO INITIATING CONSTRUCTION. REPORT ANY CONFLICTS OR DISCREPANCIES TO THE ENGINEER SO REDESIGN MAY OCCUR IF NEEDED.
3. LENGTHS OF ALL UTILITIES ARE TO CENTER OF STRUCTURES OR FITTINGS AND MAY VARY SLIGHTLY FROM PLANS. LENGTHS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.

SITE CLEARING:

1. EXCEPT FOR STRIPPED TOPSOIL OR OTHER MATERIALS INDICATED TO REMAIN ON OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM PROJECT SITE.
2. MINIMIZE INTERFERENCE WITH ADJOINING ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES DURING SITE-CLEARING OPERATIONS.
3. SALVABLE IMPROVEMENTS: CAREFULLY REMOVE ITEMS INDICATED TO BE SALVAGED AND STORE ON OWNER'S PREMISES WHERE INDICATED.
4. UTILITY LOCATOR SERVICE: NOTIFY UTILITY LOCATOR SERVICE FOR AREA WHERE PROJECT IS LOCATED BEFORE SITE CLEARING.
5. DO NOT COMMENCE SITE CLEARING OPERATIONS UNTIL TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE IN PLACE.
6. PROTECT AND MAINTAIN BENCHMARKS AND SURVEY CONTROL POINTS FROM DISTURBANCE DURING CONSTRUCTION.
7. LOCATE AND CLEARLY FLAG TREES AND VEGETATION TO REMAIN OR TO BE RELOCATED.
8. PROTECT EXISTING SITE IMPROVEMENTS TO REMAIN FROM DAMAGE DURING CONSTRUCTION; RESTORE DAMAGED IMPROVEMENTS TO THEIR ORIGINAL CONDITION, AS ACCEPTABLE TO OWNER.
9. LOCATE, IDENTIFY, DISCONNECT, AND SEAL OR CAP OFF UTILITIES INDICATED TO BE REMOVED; ARRANGE WITH UTILITY COMPANIES TO SHUT OFF INDICATED UTILITIES.
10. EXISTING UTILITIES: DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED BY THE OWNER AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY UTILITY SERVICES.
11. FILL DEPRESSIONS CAUSED BY CLEARING AND GRUBBING OPERATIONS WITH SATISFACTORY SOIL MATERIAL UNLESS FURTHER EXCAVATION OR EARTHWORK IS INDICATED; PLACE FILL MATERIAL IN HORIZONTAL LAYERS NOT EXCEEDING A LOOSE DEPTH OF 8 INCHES, AND COMPACT EACH LAYER TO A DENSITY EQUAL TO ADJACENT ORIGINAL GROUND.
12. REMOVE SOD AND GRASS BEFORE STRIPPING TOPSOIL.
13. STRIP TOPSOIL TO WHATEVER DEPTHS ARE ENCOUNTERED IN A MANNER TO PREVENT INTERMINGLING WITH UNDERLYING SUBSOIL OR OTHER WASTE MATERIALS.
14. STOCKPILE TOPSOIL MATERIALS AWAY FROM EDGE OF EXCAVATIONS WITHOUT INTERMIXING WITH SUBSOIL. GRADE AND SHAPE STOCKPILES TO DRAIN SURFACE WATER. COVER TO PREVENT WINDBLOWN DUST.
15. REMOVE EXISTING ABOVE- AND BELOW-GRADE IMPROVEMENTS AS INDICATED AND AS NECESSARY TO FACILITATE NEW CONSTRUCTION.
16. SAWCUT ALL PAVEMENTS FULL DEPTH PRIOR TO REMOVAL; SAWCUTS SHALL BE IN STRAIGHT LINES PERPENDICULAR AND/OR PARALLEL TO EXISTING PAVEMENT JOINTS AND PAVEMENT EDGES.
17. REMOVE SURPLUS SOIL MATERIAL, UNSUITABLE TOPSOIL, OBSTRUCTIONS, DEMOLISHED MATERIALS, AND WASTE MATERIALS INCLUDING TRASH AND DEBRIS, AND LEGALLY DISPOSE OF THEM OFF OWNER'S PROPERTY.
18. SEPARATE RECYCLABLE MATERIALS PRODUCED DURING SITE CLEARING FROM OTHER NONRECYCLABLE MATERIALS. STORE OR STOCKPILE WITHOUT INTERMIXING WITH OTHER MATERIALS AND TRANSPORT THEM TO RECYCLING FACILITIES.

STORM DRAINAGE:

1. ALL PRIVATE STORM SEWER WORK SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) PLUMBING CODE - CHAPTERS SPS 382 AND SPS 384 AND LOCAL MUNICIPAL REQUIREMENTS.
2. ALL PUBLIC STORM SEWER WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION (STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS.
3. PVC SEWER PIPE AND FITTINGS: ASTM D 3034, SDR 35, WITH BELL-AND-SPIGOT ENDS WITH RUBBER GASKETED JOINTS IN ACCORDANCE WITH CHAPTER 8.10.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. JOINTS SHALL CONFORM TO ASTM D-3212.
4. REINFORCED CONCRETE PIPE: ASTM C76 WITH BELL AND SPIGOT ENDS AND GASKETED JOINTS WITH ASTM C443 RUBBER GASKETS IN ACCORDANCE WITH CHAPTER 8.6.0 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
5. HDPE PIPE: ADS N12 PIPE AS APPROVED ON THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES PLUMBING PRODUCT REGISTER.
6. CATCH BASINS: STANDARD PRECAST CONCRETE CATCH BASINS CONFORMING TO CHAPTER 3.6.0 OF THE STANDARD SPECIFICATIONS AND IN GENERAL CONFORMANCE WITH FILE NO. 26 OF THE STANDARD SPECIFICATIONS. DEPTH AND DIAMETER AS INDICATED ON PLANS. CATCH BASIN SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
7. FRAMES AND GRATES: AS INDICATED ON PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING SPECIFIED FRAME/GRATE IS COMPATIBLE WITH STRUCTURE; IF NOT, NOTIFY ENGINEER.
8. MANHOLES: STANDARD PRECAST REINFORCED CONCRETE MANHOLES CONFORMING TO ASTM C478, SECTION 8.39.0 OF THE STANDARD SPECIFICATIONS AND CONFORMING TO FILE NOS. 12, 13 AND 15 OF THE STANDARD SPECIFICATIONS. DIAMETER AND DEPTH AS INDICATED ON PLANS. MANHOLE SIZES TO BE VERIFIED BY CONTRACTOR AND SHOP DRAWINGS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING STRUCTURES.
9. MANHOLES AND CATCH BASINS DEEPER THAN FOUR FEET SHALL BE PROVIDED WITH MANHOLE STEPS CONFORMING TO SECTION 8.40.0 OF THE STANDARD SPECIFICATIONS.
10. SEWERS SHALL BE INSTALLED IN CONFORMANCE WITH SECTION 3.2.0 OF THE STANDARD SPECIFICATIONS. INSTALL PROPER SIZE INCREASERS, REDUCERS AND COUPLINGS WHERE DIFFERENT SIZES OR MATERIALS OF PIPES AND FITTINGS ARE CONNECTED. INSTALL TRACER PIPE OVER NON-METALLIC PIPING IN ACCORDANCE WITH SPS SECTION 382.30(11)(H) AND 382.36(7)(D).
11. PROVIDE AND INSTALL CLEANOUTS IN ACCORDANCE WITH SPS CHAPTER 382.35. INSTALL CLEANOUTS AND RISER EXTENSIONS FORM SEWER PIPES TO PROPOSED GRADE. INSTALL PIPING SO CLEANOUTS OPEN IN DIRECTION OF FLOW IN SEWER PIPE. USE LIGHT DUTY, TOP LOADING CLASSIFICATION CLEANOUTS IN EARTH OR UNPAVED FOOT TRAFFIC AREAS; USE MEDIUM DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN PAVED FOOT TRAFFIC AREAS; USE HEAVY DUTY, TOP-LOADING CLASSIFICATION CLEANOUTS IN VEHICULAR TRAFFIC AREAS. SET CLEANOUT FRAMES AND COVERS IN PAVEMENT AREAS FLUSH WITH PAVEMENT SURFACE.
12. CLASS B COMPACTED TRENCH SECTION (FILE NO. NO. 4 OF STANDARD SPECIFICATIONS) SHALL BE UTILIZED. BEDDING AND COVER MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 8.43.0 OF THE STANDARD SPECIFICATIONS.
13. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
14. MANHOLE INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.0 OF THE STANDARD SPECIFICATIONS. SET MANHOLE RIMS TO ELEVATIONS INDICATED ON PLANS.
15. CATCH BASIN INSTALLATION SHALL BE IN ACCORDANCE WITH SECTION 3.6 OF THE STANDARD SPECIFICATIONS. CATCH BASIN EXCAVATION AND PREPARATION SHALL BE IN ACCORDANCE WITH SECTION 3.5.4(A) AND (B) OF THE STANDARD SPECIFICATIONS. FRAMES AND GRATES SHALL BE SET TO THE ELEVATIONS SHOWN ON THE PLANS.
16. AFTER INSTALLATION OF SEWER PIPE CLEAN ALL DEBRIS FROM SEWER AND INSPECT INTERIOR OF PIPING TO DETERMINE WHETHER LINE DISPLACEMENT OR OTHER DAMAGE HAS OCCURRED. CONDUCT DEFLECTION TESTING OF INSTALLED PIPE IN ACCORDANCE WITH SECTION 3.2.6(I)4 OF THE STANDARD SPECIFICATIONS; REPLACE ANY PIPE SECTION NOT PASSING THE DEFLECTION TESTING USING NEW PIPE MATERIALS.

EARTH MOVING:

1. ALL EARTH WORK SHALL BE DONE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER PRESENTED IN THE SITE GEOTECHNICAL REPORT, GEOTECHNICAL ENGINEER RECOMMENDATIONS MADE IN THE FIELD AND THESE SPECIFICATIONS. IN CASE OF CONFLICT BETWEEN THESE SPECIFICATIONS AND THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER SHALL GOVERN.
2. CONTRACTOR SHALL PROVIDE MATERIAL TEST REPORTS FROM A QUALIFIED TESTING AGENCY INDICATING TEST RESULTS FOR CLASSIFICATION ACCORDING TO ASTM D2487 AND LABORATORY COMPACTION CURVES ACCORDING TO ASTM D 1557 FOR EACH ON-SITE AND OFF-SITE SOIL MATERIAL PROPOSED FOR FILL AND BACKFILL.
3. CONTRACTOR SHALL PROVIDE PREEXCAVATION PHOTOS OR VIDEOS SHOWING EXISTING CONDITIONS OF ADJOINING STRUCTURES AND SITE IMPROVEMENTS THAT MIGHT BE MISCONSTRUED AS DAMAGE CAUSED BY EARTHWORK OPERATIONS.
4. OLD BUILDING FOUNDATIONS, BUILDING REMNANTS OR UNSUITABLE BACKFILL MATERIAL SHALL BE COMPLETELY REMOVED FROM WITHIN AND A MINIMUM OF 10 FEET BEYOND THE NEW BUILDING PAD AREAS. THE RESULTING EXCAVATION SHALL BE BACKFILLED WITH COMPACTED ENGINEERED FILL.
5. FOUNDATIONS, FOUNDATION WALLS OR CONCRETE FLOOR SLABS SHALL BE REMOVED TO A MINIMUM OF TWO FEET BELOW PROPOSED SUBGRADE WITHIN PROPOSED PARKING AND GREENSPACE AREAS. BASEMENT SLABS LOCATED BELOW 2 FEET FROM PLANNED SUBGRADE ELEVATION MAY BE LEFT IN PLACE BUT SHALL BE BROKEN INTO MAXIMUM 6 INCH PIECES TO FACILITATE DRAINAGE.
6. SATISFACTORY SOILS FOR FILL: ASTM D 2487 SOIL CLASSIFICATION GROUPS GW, GP, GM, SW, SP, AND SM OR A COMBINATION OF THESE GROUPS; FREE OF ROCK OR GRAVEL LARGER THAN 3 INCHES IN ANY DIMENSION, DEBRIS, WASTE, FROZEN MATERIALS, VEGETATION, AND OTHER DELETERIOUS MATTER OR ANY SOIL GROUP OR COMBINATION OF GROUPS APPROVED OF BY THE PROJECT GEOTECHNICAL ENGINEER.
7. UNSATISFACTORY SOILS FOR FILL: SOIL CLASSIFICATION GROUPS GC, SC, CL, ML, OL, CH, MH, OH, AND PT ACCORDING TO ASTM D 2487 OR A COMBINATION OF THESE GROUPS UNLESS DEEMED SATISFACTORY BY THE PROJECT GEOTECHNICAL ENGINEER. UNSATISFACTORY SOILS ALSO INCLUDE SOILS NOT MAINTAINED WITHIN 3 PERCENT OF OPTIMUM SOIL MOISTURE CONTENT AT THE TIME OF COMPACTION.
8. AGGREGATE BASE COURSE BENEATH PAVEMENTS: SHALL BE 1-1/4" DENSE GRADED BASE COURSE CONFORMING TO SECTION 305 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION.
9. ENGINEERED FILL: NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND; ASTM D 2940; WITH AT LEAST 90 PERCENT PASSING A 1-1/2-INCH (37.5-MM) SIEVE AND NOT MORE THAN 12 PERCENT PASSING A NO. 200 SIEVE OR ANY SOIL DEEMED ACCEPTABLE FOR ENGINEERED FILL BY THE PROJECT GEOTECHNICAL ENGINEER. ENGINEERED FILL SHALL BE FREE OF ORGANIC, FROZEN, OR OTHER DELETERIOUS MATERIAL AND HAVE A MAXIMUM PARTICLE SIZE LESS THAN 3 INCHES. CLAY FILLS SHALL HAVE A LIQUID LIMIT OF LESS THAN 49 AND PLASTICITY INDEX BETWEEN 11 AND 25.
10. BEDDING COURSE FOR SEWERS AND WATER SERVICE: NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND CONFORMING TO THE REQUIREMENTS OF SECTION 8.43.2 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
11. DRAINAGE COURSE BENEATH BUILDING SLABS: NARROWLY GRADED MIXTURE OF WASHED, CRUSHED STONE, OR CRUSHED OR UNCRUSHED GRAVEL; ASTM D 448; COARSE-AGGREGATE GRADING SIZE 57; WITH 100 PERCENT PASSING A 1-1/2-INCH (37.5-MM) SIEVE AND 0 TO 5 PERCENT PASSING A NO. 8 SIEVE.
12. TRENCH BACKFILL MATERIAL SHALL BE GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 8.43.4 OF THE STANDARD SPECIFICATIONS BENEATH AND WITHIN FIVE FEET OF PAVEMENT AREAS; COMPACTED SPOIL BACKFILL IN ACCORDANCE WITH SECTION 8.43.5 OF THE STANDARD SPECIFICATIONS MAY BE USED BENEATH LANDSCAPE AREAS.
13. PIPE COVER MATERIAL: CONFORM TO SECTION 8.43.3 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
14. PREVENT SURFACE WATER AND GROUND WATER FROM ENTERING EXCAVATIONS, FROM PONDING ON PREPARED SUBGRADES, AND FROM FLOODING PROJECT SITE AND SURROUNDING AREA.
15. SHORING, SHEETING AND BRACING: SHORE, BRACE OR SLOPE BANKS OF EXCAVATION TO PROTECT WORKMEN, BANKS, ADJACENT PAVING, STRUCTURES, AND UTILITIES TO MEET OSHA REQUIREMENTS. DESIGN OF TEMPORARY SUPPORT OF EXCAVATION IS THE RESPONSIBILITY OF THE CONTRACTOR.
16. EXCAVATE TO SUBGRADE ELEVATIONS REGARDLESS OF THE CHARACTER OF SURFACE AND SUBSURFACE CONDITIONS ENCOUNTERED. UNCLASSIFIED EXCAVATED MATERIALS MAY INCLUDE ROCK, SOIL MATERIALS, AND OBSTRUCTIONS. NO CHANGES IN THE CONTRACT SUM OR THE CONTRACT TIME WILL BE AUTHORIZED FOR ROCK EXCAVATION OR REMOVAL OF OBSTRUCTIONS.
17. PROOF-ROLL SUBGRADE BELOW THE BUILDING SLABS AND PAVEMENTS WITH FULLY LOADED TANDEM AXLE DUMP TRUCK OR RUBBER TIRED VEHICLE OF SIMILAR SIZE AND WEIGHT, TYPICALLY 9 TONS/AXLE, WHERE COHESIVE SOILS ARE ENCOUNTERED OR WITH A SMOOTH DRUMMED VIBRATORY ROLLER WHERE GRANULAR SOILS ARE PRESENT. DO NOT PROOF-ROLL WET OR SATURATED SUBGRADES AND PROOFROLL IN DRY WEATHER. PROOF ROLL IN PRESENCE OF PROJECT GEOTECHNICAL ENGINEER OR TECHNICIAN. SOILS THAT ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD (TYPICALLY >1") SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED ENGINEERED FILL. IN PAVEMENT AREAS WHERE UNDERCUTS ARE PERFORMED, THE EDGES OF THE OVEREXCAVATIONS SHALL BE FEATHERED INOT THE SURROUNDING SUITABLE SOIL SO THAT EDGE FAILURE OF THE OVEREXCAVATED AREA DOES NOT OCCUR.
18. DUE TO CLAYEY SOILS, IF UNDERCUTS OCCUR WITHIN PAVEMENT AREAS AND THEY ARE BACKFILLED WITH GRANULAR SOILS, THE BOTTOM OF THE OVEREXCAVATION SHALL BE SLOPED TO A DRAINTILE THAT IS IN KIND SLOPED TOWARD THE NEAREST STORM SEWER. MINIMUM SLOPES OF SUCH DRAINTILES SHALL BE 0.5%.
19. CONVENTIONAL DISKING AND AERATION TECHNIQUES SHALL BE USED TO DRY SOILS BEFORE PROOF ROLLING. ALLOT FOR PROPER DRYING TIME IN PROJECT SCHEDULE.
20. ENGINEERED FILL SHALL BE PLACED IN MAXIMUM LIFTS OF EIGHT INCHES OF LOOSE MATERIAL AND COMPACTED WITHIN 3% OF OPTIMUM SOIL MOISTURE CONTENT VALUE AND A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST ASTM D1557. EACH LIFT OF COMPACTED ENGINEERED FILL SHALL BE OBSERVED AND TESTED BY A QUALIFIED GEOTECHNICAL ENGINEER OR TECHNICIAN.
21. EXISTING OLD FILL MATERIAL SHALL BE REMOVED BELOW FOOTINGS OR FOUNDATION SUPPORTING FILL. ENGINEERED FILL BELOW FOOTINGS SHOULD HAVE AN IN-PLACE DENSITY OF 95% OF THE MAXIMUM DRY DENSITY AND A MOISTURE CONTENT WITHIN 3% OF OPTIMUM AS DETERMINED BY ASTM D1557. ENGINEERED FILL BELOW FOOTINGS SHALL BE EVALUATED BY IN-FIELD DENSITY TESTS DURING CONSTRUCTION.
22. WHERE UNSUITABLE BEARING SOILS ARE ENCOUNTERED IN A FOOTING EXCAVATION, THE EXCAVATION SHALL BE DEEPENED TO COMPETENT BEARING SOIL AND THE FOOTING LOWERED OR AN OVEREXCAVATION AND BACKFILL PROCEDURE PERFORMED. OVEREXCAVATION AND BACKFILL TREATMENT REQUIRES WIDENING THE DEEPENED EXCAVATION IN ALL DIRECTIONS AT LEAST 6 INCHES BEYOND THE EDGE OF THE FOOTING FOR EACH 12 INCHES OF OVEREXCAVATION DEPTH. THE OVEREXCAVATION SHALL BE BACKFILLED UP TO FOOTING BASE ELEVATION IN MAXIMUM 8 INCH LOOSE LIFTS WITH SUITABLE GRANULAR FILL MATERIAL AND COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AND A MOISTURE CONTENT WITHIN 3% OF OPTIMUM AS DETERMINED BY ASTM D1557. SOILS AT FOUNDATION BEARING ELEVATION IN THE FOOTING EXCAVATIONS SHALL BE OBSERVED AND TESTED BY A QUALIFIED GEOTECHNICAL ENGINEER OR TECHNICIAN.
23. A MINIMUM OF FOUR INCHES OF DRAINAGE COURSE MAT SHALL BE PLACED BELOW BUILDING FLOOR SLABS. DRAINAGE COURSE SHALL BE COMPACTED TO A MINIMUM OF 95% COMPACTION WITH RESPECT TO THE MODIFIED PROCTOR (ASTM D1557)
24. UTILITY TRENCHES FOR SEWER AND WATER SHALL CONFORM TO CLASS B COMPACTED TRENCH SECTION IN ACCORDANCE WITH FILE NO. 4 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
25. BACKFILL UTILITY TRENCHES IN 4 TO 6 INCH LOOSE LIFTS COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557. BACKFILL SHALL BE MOISTURE CONDITIONED TO BE WITH 3% OF OPTIMUM MOISTURE CONTENT AS DETERMINED BY ASTM D1557.
26. UTILITY BEDDING PLACEMENT: CONFORM TO SECTION 3.2.6 OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, LATEST EDITION. BEDDING MATERIAL SHALL BE COMPACTED TO A MINIMUM OF 90% COMPACTION WITH RESPECT TO THE MODIFIED PROCTOR (ASTM D1557).
27. COMPACTION TESTING OF UTILITY TRENCHES SHALL BE PERFORMED ONE FOR EVERY 200 CUBIC YARDS OF BACKFILL PLACED OR ONE FOR TEST PER 200 LINEAR FEET OF TRENCH FOR EACH LIFT, WHICHEVER IS LESS.
28. AGGREGATE BASE COURSE BENEATH PAVEMENTS SHALL BE PLACED AND COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY WITH A MOISTURE CONTENT WITHIN 3% OF OPTIMUM AS DETERMINED BY ASTM D1557. AGGREGATE BASE SHALL BE OBSERVED AND TESTED BY A QUALIFIED GEOTECHNICAL ENGINEER OR TECHNICIAN.
29. GRADING GENERAL: UNIFORMLY GRADE AREAS TO A SMOOTH SURFACE, FREE OF IRREGULAR SURFACE CHANGES. COMPLY WITH COMPACTION REQUIREMENTS AND GRADE TO CROSS SECTIONS, LINES, AND ELEVATIONS INDICATED. SLOPE GRADES TO DIRECT WATER AWAY FROM BUILDINGS AND TO PREVENT PONDING.
30. TESTING AGENCY: CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT GEOTECHNICAL ENGINEERING TESTING AGENCY TO PERFORM FIELD QUALITY-CONTROL TESTING.
31. FOOTING SUBGRADE TESTING: EACH ISOLATED FOOTING SHALL INCLUDE AT LEAST ONE TEST PROBE. TEST PROBES SHALL BE PERFORMED EVERY 20 LINEAR FEET IN CONTINUOUS FOOTINGS.
32. BUILDING SLAB AREA TESTING: AT SUBGRADE AND AT EACH COMPACTED FILL AND BACKFILL LAYER, AT LEAST 1 TEST PER LIFT FOR EVERY 2500 SQ. FT. OR LESS OF BUILDING SLAB, BUT IN NO CASE FEWER THAN 3 TESTS.
33. PAVEMENT AREA TESTING: AT SUBGRADE AND AT EACH COMPACTED FILL AND BACKFILL LAYER, AT LEAST ONE TEST FOR EVERY LIFT FOR EVERY 2,500 SQUARE FEET OF PAVEMENT AREA, BUT IN NO CASES FEWER THAN 3 TESTS.
34. FOUNDATION WALL BACKFILL: AT EACH COMPACTED BACKFILL LAYER, AT LEAST 1 TEST PER LIFT FOR EACH 50 FEET OR LESS OF WALL LENGTH, BUT NO FEWER THAN 2 TESTS.
35. WHEN TESTING AGENCY REPORTS THAT SUBGRADES, FILLS, OR BACKFILLS HAVE NOT ACHIEVED DEGREE OF COMPACTION SPECIFIED, SCARIFY AND MOISTEN OR AERATE, OR REMOVE AND REPLACE SOIL TO DEPTH REQUIRED; RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION IS OBTAINED.
36. DISPOSAL: REMOVE SURPLUS SOIL AND WASTE MATERIAL, INCLUDING UNSATISFACTORY SOIL, TRASH, AND DEBRIS, AND LEGALLY DISPOSE OF IT OFF OWNER'S PROPERTY.

CONCRETE PAVING:

1. THE COMPOSITION, PLACING AND CONSTRUCTION OF CONCRETE PAVEMENTS SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF SECTIONS 415, 416, 501, 601, AND 602 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION (WISDOT STANDARD SPECIFICATIONS) AND LOCAL MUNICIPAL REQUIREMENTS AND SPECIFICATIONS.
2. CONTRACTOR SHALL PROVIDE PRODUCT DATA FOR EACH TYPE OF PRODUCT INDICATED - INCLUDE TECHNICAL DATA AND TESTED PHYSICAL AND PERFORMANCE PROPERTIES; JOB-MIX DESIGNS; CERTIFICATION THAT MIX MEETS OR EXCEEDS WISDOT STANDARD SPECIFICATIONS; AND MATERIAL CERTIFICATES CERTIFYING COMPLIANCE WITH WISDOT STANDARD SPECIFICATIONS.
3. MANUFACTURER QUALIFICATIONS: MANUFACTURER OF READY-MIXED CONCRETE PRODUCTS WHO COMPLIES WITH ASTM C 94/C 94M REQUIREMENTS FOR PRODUCTION FACILITIES AND EQUIPMENT AND APPROVED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
4. CONCRETE GRADE: GRADE A, CONFORMING TO SECTION 501.3.2.2.1 OF THE WISDOT STANDARD SPECIFICATIONS
5. AGGREGATES: CONFORM TO SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS. PROVIDE AGGREGATES FROM A SINGLE SOURCE.
6. WATER: ASTM C 94/C 94M AND SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
7. AIR-ENTRAINING ADMIXTURE: ASTM C 260 AND SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
8. CHEMICAL ADMIXTURES: PER SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
9. CURING MATERIALS IN ACCORDANCE WITH SECTION 415.3.12 OF THE WISDOT STANDARD SPECIFICATIONS.
10. EXPANSION JOINT MATERIAL: CONFORM TO SECTION 415.2.3 OF THE WISDOT STANDARD SPECIFICATIONS.
11. MEASURE, BATCH, AND MIX CONCRETE MATERIALS AND CONCRETE IN ACCORDANCE WITH SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS.
12. GENERAL EXECUTION: CONFORM TO SECTION 415 OF THE WISDOT STANDARD SPECIFICATIONS.
13. PROOFROLL SUBGRADE AND AGGREGATE BASE AS OUTLINED IN EARTH MOVING SPECIFICATION PRIOR TO PLACEMENT OF PAVEMENTS.
14. SET, BRACE, AND SECURE EDGE FORMS, BULKHEADS, AND INTERMEDIATE SCREED GUIDES FOR PAVEMENT TO REQUIRED LINES, GRADES, AND ELEVATIONS. INSTALL FORMS TO ALLOW CONTINUOUS PROGRESS OF WORK AND SO FORMS CAN REMAIN IN PLACE AT LEAST 24 HOURS AFTER CONCRETE PLACEMENT.
15. CLEAN FORMS AFTER EACH USE AND COAT WITH FORM-RELEASE AGENT TO ENSURE SEPARATION FROM CONCRETE WITHOUT DAMAGE.
16. JOINTS GENERAL: FORM CONSTRUCTION, ISOLATION, AND CONTRACTION JOINTS AND TOOL EDGINGS TRUE TO LINE WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. CONSTRUCT TRANSVERSE JOINTS AT RIGHT ANGLES TO CENTERLINE, UNLESS OTHERWISE INDICATED. CONFORM TO SECTION 415 OF THE WISDOT STANDARD SPECIFICATIONS
17. CONSTRUCTION JOINTS: SET CONSTRUCTION JOINTS AT SIDE AND END TERMINATIONS OF PAVEMENT AND AT LOCATIONS WHERE PAVEMENT OPERATIONS ARE STOPPED FOR MORE THAN ONE-HALF HOUR UNLESS PAVEMENT TERMINATES AT ISOLATION JOINTS.
18. ISOLATION JOINTS: FORM ISOLATION JOINTS OF PREFORMED JOINT-FILLER STRIPS ABUTTING CONCRETE CURBS, CATCH BASINS, MANHOLES, INLETS, STRUCTURES, WALKS, OTHER FIXED OBJECTS, AND WHERE INDICATED.
19. CONTRACTION JOINTS: FORM WEAKENED-PLANE CONTRACTION JOINTS, SECTIONING CONCRETE INTO AREAS AS INDICATED. CONSTRUCT CONTRACTION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE-FOURTH OF THE CONCRETE THICKNESS TO MATCH JOINTING OF EXISTING ADJACENT CONCRETE PAVEMENT.
20. EDGING: TOOL EDGES OF PAVEMENT, GUTTERS, CURBS, AND JOINTS IN CONCRETE AFTER INITIAL FLOATING WITH AN EDGING TOOL TO A 1/4-INCH RADIUS. REPEAT TOOLING OF EDGES AFTER APPLYING SURFACE FINISHES. ELIMINATE TOOL MARKS ON CONCRETE SURFACES.
21. CURBING: COMPLY WITH SECTION 601 OF THE WISDOT STANDARD SPECIFICATIONS.
22. SIDEWALKS: COMPLY WITH SECTION 602 OF THE WISDOT STANDARD SPECIFICATIONS.
23. MOISTEN AGGREGATE TO PROVIDE A UNIFORM DAMPENED CONDITION AT TIME CONCRETE IS PLACED.
24. FINISH CURBING IN ACCORDANCE WITH SECTION 601.3.5 OF THE WISDOT STANDARD SPECIFICATIONS.
25. FINISH SIDEWALK AND PATIO IN ACCORDANCE WITH SECTION 602.3.2.3 OF THE WISDOT STANDARD SPECIFICATIONS (LIGHT BROOM FINISH).
26. FINISH CONCRETE VEHICULAR PAVEMENTS AND PADS IN ACCORDANCE WITH SECTION 415.3.8 OF THE WISDOT STANDARD SPECIFICATIONS (ARTIFICIAL TURF DRAG FINISH).
27. PROTECT AND CURE SIDEWALK IN ACCORDANCE WITH SECTION 602.3.2.6 OF THE WISDOT STANDARD SPECIFICATIONS.
28. PROTECT AND CURE CURBING IN ACCORDANCE WITH SECTION 601.3.7 OF THE WISDOT STANDARD SPECIFICATIONS.
29. PROTECT AND CURE VEHICULAR CONCRETE PAVING IN ACCORDANCE WITH SECTION 415.3.12 OF THE WISDOT STANDARD SPECIFICATIONS.
30. REMOVE AND REPLACE CONCRETE PAVEMENT THAT IS BROKEN, DAMAGED, OR DEFECTIVE OR THAT DOES NOT COMPLY WITH REQUIREMENTS IN THIS SECTION.
31. PROTECT CONCRETE FROM DAMAGE. EXCLUDE TRAFFIC FROM PAVEMENT FOR AT LEAST 7 DAYS AFTER PLACEMENT.
32. MAINTAIN CONCRETE PAVEMENT FREE OF STAINS, DISCOLORATION, DIRT, AND OTHER FOREIGN MATERIAL. SWEEP CONCRETE PAVEMENT NOT MORE THAN TWO DAYS BEFORE DATE SCHEDULED FOR SUBSTANTIAL COMPLETION INSPECTIONS.

ASPHALTIC PAVING:

1. THE COMPOSITION, PLACING AND CONSTRUCTION OF ASPHALTIC PAVEMENTS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTIONS 450, 455, 460, 465, AND 475 OF THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION (WISDOT STANDARD SPECIFICATIONS).
2. CONTRACTOR SHALL PROVIDE PRODUCT DATA FOR EACH TYPE OF PRODUCT INDICATED - INCLUDE TECHNICAL DATA AND TESTED PHYSICAL AND PERFORMANCE PROPERTIES; JO

Autodesk Docs://Jones Dairy Farm - 50-1572-26 - Fort Atkinson WI\50-1572-26 ARCH R24.rvt 5/1/2026 8:56:21 AM

EXISTING WASTEWATER FACILITY

IRON PIPE SET

MAG NAIL SET

INDUSTRIAL DR.

PUBLIC R.O.W. VARIES

ROCKWELL AVE.

100' PUBLIC R.O.W.

LOT 1 CSM 1535

VACATED INDUSTRIAL DRIVE NO. 893592

INDUSTRIAL DRIVE NO. 893592

ROCKWELL AVE. NO. 893592

NO POINTS DRILLED FIELD)

N02°30'00"E 40.01'

S89°57'46"W 40.96'

SITE BENCHMARK: RR SPIKE WASHOUT ON HYDRANT

PARCEL 3 14 4 CSM 29575 VOL 85 PG 42

#1001

EXISTING FACILITY

AREA 'A (NEW)'

SILOS

TRANSFORMER PAD

BUFFERED MECHANICAL

GENERATOR

CHAIN LINK FENCE

GATE

10' WATERMAIN EASEMENT 29575 CSM

15' INGRESS/EGRESS EASEMENT 29575 CSM

17' EASEMENT 91943

RAILROAD TRACKS

12' WEPCO EASEMENT NO. 769735

(E) 10' WEPCO EASEMENT NO. 661791

10' WEPCO EASEMENT NO. 854962

EASEMENT DOC NO. 854750

LOT 2 CSM 14 14 17 91943

LOT 1 CSM 14 14

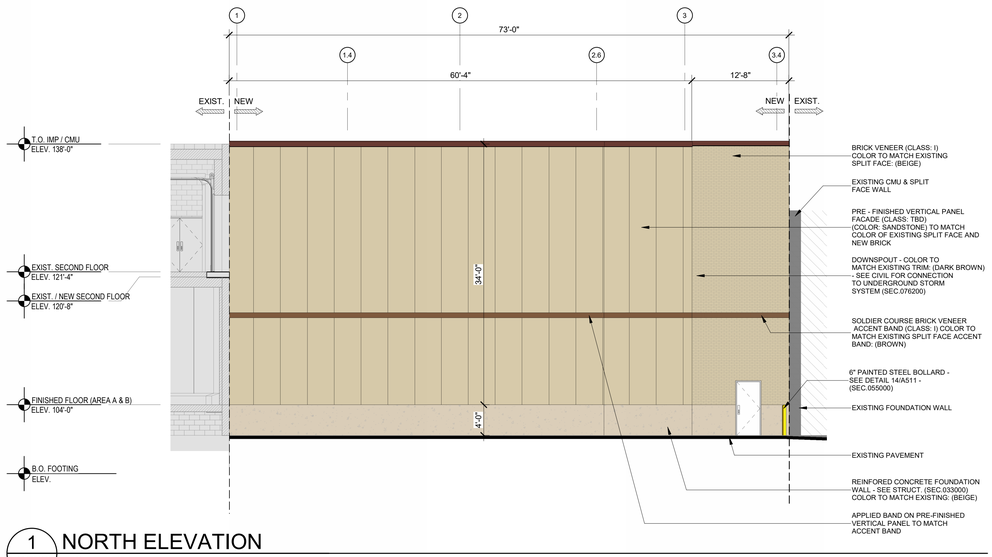
CATCH BASIN RIM=803.16

CATCH BASIN RIM=803.12 INV=800.18 12" HDPE SW

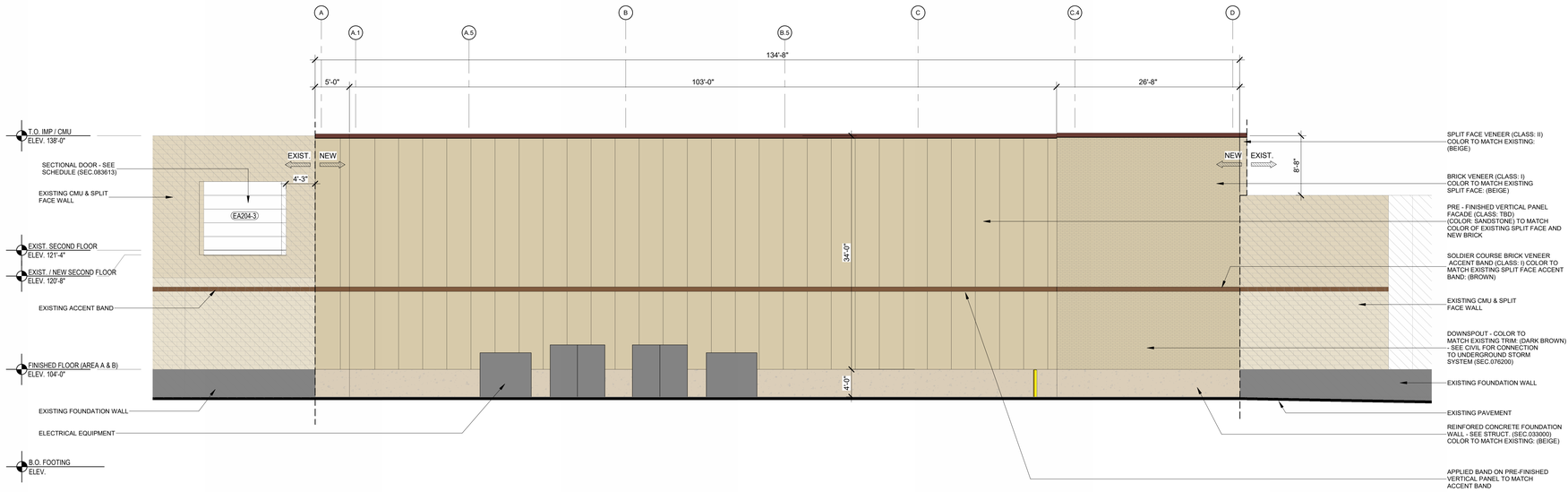
CATCH BASIN RIM=803.12 INV=800.18 12" RCP

CATCH BASIN RIM=803.12 INV=800.18 12" HDPE

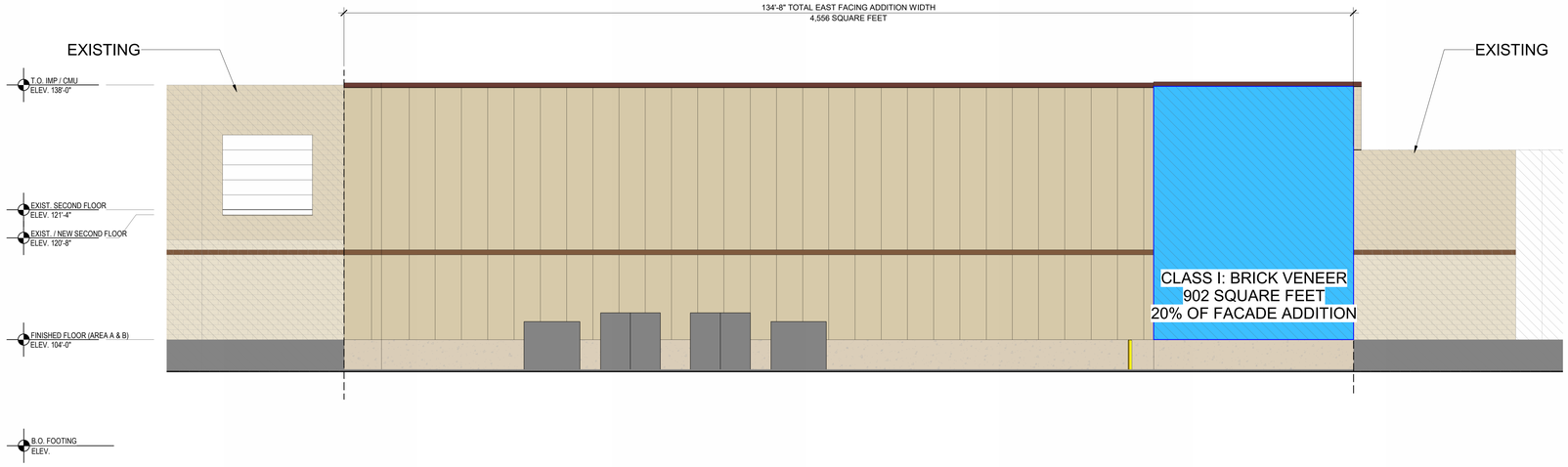
Autodesk Docs://Jones Dairy Farm - 50-1572-26 - Fort Atkinson WI\50-1572-26 ARCH R24.rvt 5/1/2026 8:56:31 AM



1 PC300 NORTH ELEVATION
1/8" = 1'-0"



2 PC300 EAST ELEVATION
1/8" = 1'-0"



3 PC300 EAST ELEVATION (FACING JANESVILLE AVE) - PERCENTAGES
1/8" = 1'-0"

FINISHES

1. **VERTICAL PRE-FINISHED PANEL FACADE**: COLOR : SANDSTONE - TO ACCENT COLOR OF EXISTING SPLIT FACE & NEW BRICK
2. **BRICK** : TO MATCH EXISTING - COLOR: BEIGE
3. **EXPOSED FOUNDATION WALL** : TO MATCH EXISTING - COLOR: BEIGE
4. **TRIM & ACCENT:** TO MATCH EXISTING - COLOR: BEIGE & BROWN

ESI DESIGN SERVICES
950 Walnut Ridge Drive | Hartland, WI 53029 | 262.369.3353 T | 262.369.3550 F

JONES DAIRY FARM

JONES DAIRY FARM EXP. & WW.T.F.
JONES DAIRY FARM
801 ROCKWELL AVENUE,
FORT ATKINSON, WISCONSIN, 53538

REVISIONS

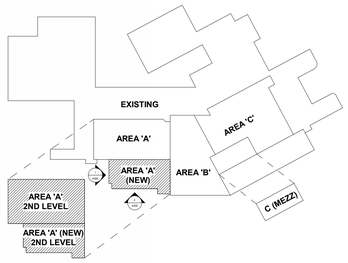
DATE:	JOB NO.
10/09/2025	50-1572-26
DWG By: Author	**CHK'D By:** Checker

SHEET TITLE
BUILDING ELEVATIONS - OVERALL

PRELIMINARY

SHEET NUMBER
PC300

ARCHITECTURAL



KEY PLAN

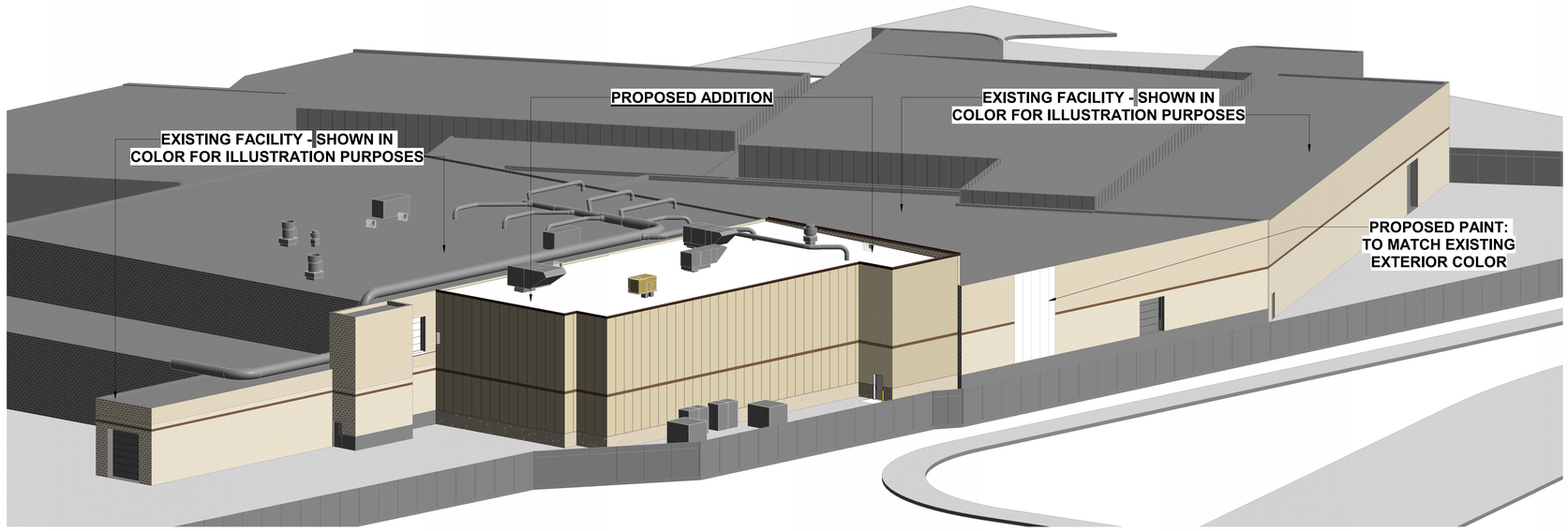
THIS DRAWING IS AN UNPUBLISHED WORK OWNED BY ESI DESIGN SERVICES, INC. AND IS PROTECTED BY COPYRIGHT, TRADE SECRET AND OTHER LAWS. NO PART OF THIS DRAWING IS TO BE REPRODUCED, PUBLICLY DISPLAYED, DISTRIBUTED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, NOW KNOWN OR HEREAFTER INVENTED, WITHOUT THE PRIOR WRITTEN PERMISSION OF ESI DESIGN SERVICES, INC. AND NO RIGHTS ARE TO BE PREPARED BY ANY BUILDINGS OR OTHER STRUCTURES CONSTRUCTED BASED HEREON, WITHOUT THE EXPRESS WRITTEN PERMISSION OF ESI DESIGN SERVICES, INC. THIS DRAWING MAY CONTAIN MATERIAL OWNED BY THIRD PARTIES AND USED HERE WITH PERMISSION

UNPUBLISHED WORK © 2025 ESI DESIGN SERVICES, INC. ALL RIGHTS RESERVED

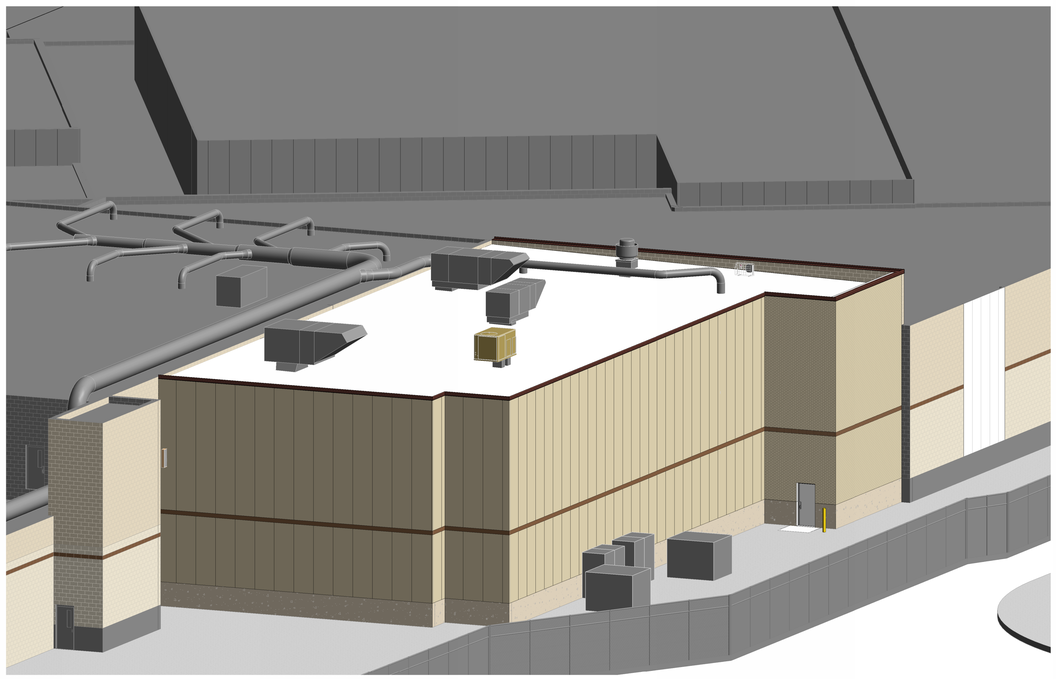
Autodesk Docs://Jones Dairy Farm - 50-1572-26 - Fort Atkinson WI\50-1572-26 ARCH R24.rvt 5/1/2026 8:56:46 AM

FINISHES

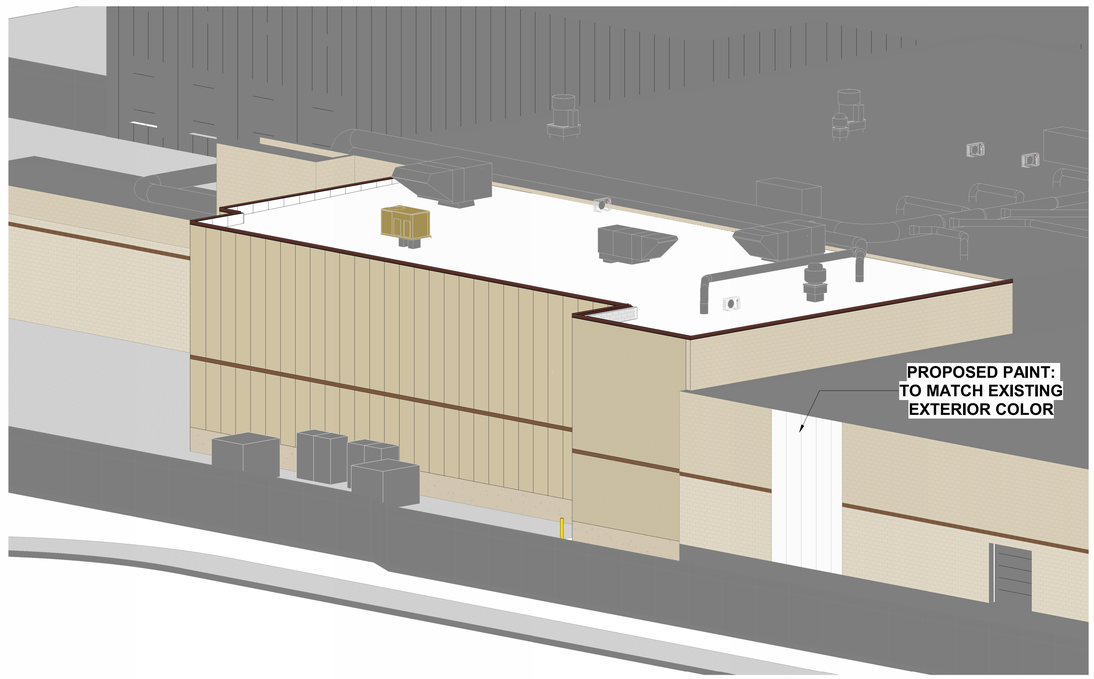
1. **VERTICAL PRE-FINISHED PANEL FACADE**: COLOR : SANDSTONE - TO ACCENT COLOR OF EXISTING SPLIT FACE & NEW BRICK
2. **BRICK** : TO MATCH EXISTING - COLOR: BEIGE
3. **EXPOSED FOUNDATION WALL** : TO MATCH EXISTING - COLOR: BEIGE
4. **TRIM & ACCENT:** TO MATCH EXISTING - COLOR: BEIGE & BROWN



1 PC301 ISOMETRIC VIEW



2 PC301 ISOMETRIC VIEW



3 PC301 ISOMETRIC VIEW

ESI DESIGN SERVICES
960 Walnut Ridge Drive | Hartland, WI 53029 | 262.369.3353 T | 262.369.3359 F

JONES DAIRY FARM

JONES DAIRY FARM EXP. & WW.T.F.
JONES DAIRY FARM
801 ROCKWELL AVENUE,
FORT ATKINSON, WISCONSIN, 53538

REVISIONS

DATE:	JOB NO.
10/09/2025	50-1572-26
DWG By: Author	CHK'D By: Checker

SHEET TITLE
BUILDING ISOMETRICS - OVERALL

PRELIMINARY

SHEET NUMBER
PC301

ARCHITECTURAL

THIS DRAWING IS AN UNPUBLISHED WORK OWNED BY ESI DESIGN SERVICES, INC. AND IS PROTECTED BY COPYRIGHT, TRADE SECRET AND OTHER LAWS. NO PART OF THIS DRAWING IS TO BE REPRODUCED, PUBLICLY DISPLAYED, DISTRIBUTED OR ANY DERIVATIVE WORKS ARE TO BE PREPARED BY ANY PERSON OR ENTITY OTHER THAN ESI DESIGN SERVICES, INC. AND NO DERIVATIVE WORKS ARE TO BE PREPARED OR ANY BUILDINGS ARE TO BE CONSTRUCTED BASED THEREON, WITHOUT THE EXPRESS, WRITTEN PERMISSION OF ESI DESIGN SERVICES, INC. THIS DRAWING MAY BE LOANED BY PRIME PARTIES AND USED HERE WITH PERMISSION.

UNPUBLISHED WORK © 2025 ESI DESIGN SERVICES, INC. ALL RIGHTS RESERVED

DOCUMENT NO.	SANITARY SEWER EASEMENT

For good and valuable consideration, the receipt of which is hereby acknowledged, MOORE'S FOOD PRODUCTS, INC., grantor, quit claims to the CITY OF FORT ATKINSON, a municipal corporation, the following described real estate in JEFFERSON COUNTY, State of Wisconsin:

See attached exhibit.

This document is meant to supplement and amend Sanitary Interceptor Sewer Easement Document No. 774952, being page 645-646 of volume 608, recorded in the office of the Register of Deeds of Jefferson County on the 9th day of March, 1981.

RECORDING AREA

NAME AND RETURN ADDRESS
Ryan Robinson, President
800 Jones Ave
Fort Atkinson, WI 53538

Affiant's Signature (type name below)

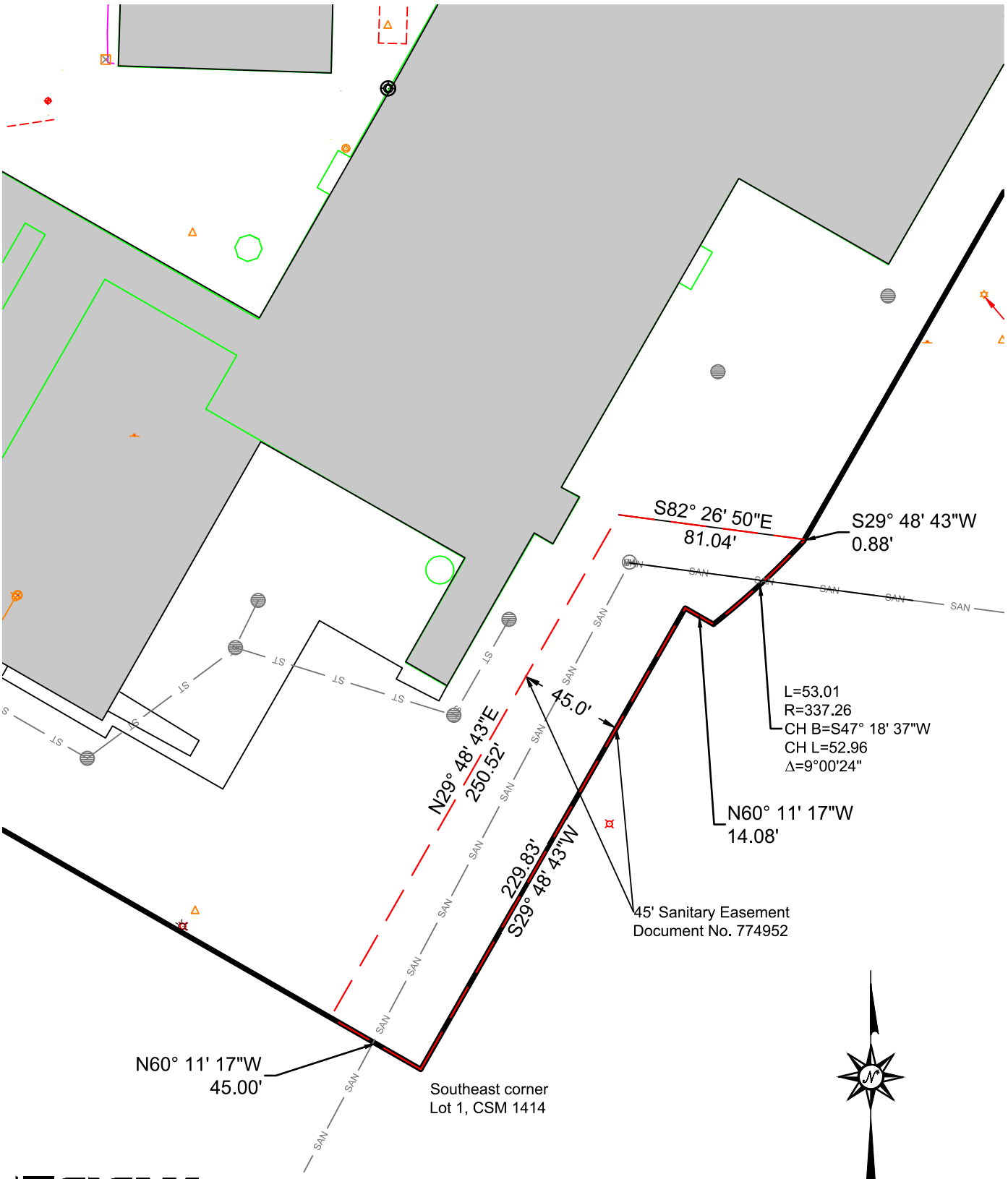
STATE OF WISCONSIN
COUNTY OF _____ ,, SS.
Subscribed and sworn to (or affirmed) before me this day of , .

Notary Public, State of Wisconsin
My commission (expires) (is):

This instrument is drafted by Kevin Slottke

*Grantor/Grantee as described in Wisconsin State Statutes 706.01(6) WRDA/WRPLA version VI-00/00/0000

Sanitary Sewer Easement
Amendment to Document No. 774952



THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

Bearing Reference:
Wisconsin State Plane
Coordinate System. South Zone

24066 drafted by Kevin Slottke, PLS

Sheet 1 of 1

DOCUMENT NO. 774952

VOL 608 PAGE 645

STATE BAR OF WISCONSIN—FORM 3
QUIT CLAIM DEED
THIS SPACE RESERVED FOR RECORDING DATA

STATE OF WISCONSIN } ss.
Jefferson County }

Received for record this 9th day of March A. D., 19 81 at 2:30 o'clock P. M. and recorded Vol. 608 of Records, page 645.

Janet A. Schifferl Register

Deputy

RETURN TO

City

Tax Key No. _____

MOORE'S FOOD PRODUCTS, INC.

quit-claims to

CITY OF FORT ATKINSON, a Municipal Corporation

the following described real estate in Jefferson County, State of Wisconsin:

An easement 45 feet in width for the purpose of installing and maintaining a sanitary interceptor sewer in and across the following tract of land recorded in Vol. 599, Page 745 of Deeds and located in Lot 1, CSM #1414 in the N.W. 1/4 of the N.W. 1/4 of Sec. 9, T5N, R14E, City of Fort Atkinson, Jefferson County, Wisconsin, described as: Beginning at the Southeasterly corner of Lot 1, CSM #1414 recorded in Vol. 4 of certified surveys on Pages 444 and 445, in said Sec. 9; thence N28°-11'-51"E, 282.00 feet along the East line ofsaid Lot 1; thence N61°-48'-09"W, 45.00 feet; thence S28°-11'-51"W, 282.00 feet to the Southwesterly line of said CSM #1414; thence S61°-48'-09"E, 45.00 feet to the point of beginning.

As part of the consideration for the granting of said easement hereinabove described, the Grantee, City of Fort Atkinson, Wisconsin, agrees to comply with the conditions hereto attached.

Exempt # 2

Parcel (21-7) & (21-12)

This is not (is) (is not) homestead property.

Dated this 31st day of January, 19 81.

MOORE'S FOOD PRODUCTS, INC.

_____ (SEAL)

OFFICIAL SEAL
CORA MCALISTER
NOTARY PUBLIC - CALIFORNIA
My Commission Expires July 16, 1982

_____ (SEAL)

BY: _____ (SEAL)

BY: _____ (SEAL)

F-28.220

AUTHENTICATION

Signatures authenticated this 31st day of February, 19 81

Cora McAlister

*_____

TITLE: MEMBER STATE BAR OF WISCONSIN

(If not, _____ authorized by §706.06, Wis. Stats.)

This instrument was drafted by

Donald L. Smith, City Attorney

City of Fort Atkinson

(Signatures may be authenticated or acknowledged. Both are not necessary.)

ACKNOWLEDGMENT

STATE OF WISCONSIN } ss.
Jefferson County.

Personally came before me, this _____ day of January, 1981 the above named _____

_____

_____

_____

_____

to me known to be the person s who executed the foregoing instrument and acknowledged the same.

_____

*_____

Notary Public Jefferson County, Wis.
My Commission is permanent. (If not, state expiration date: _____, 19 ____.)

MOORE'S FOOD PRODUCTS, INC.

CONDITIONS FOR EASEMENT

1. Building over the easement is permitted. There will be no restriction on building, development, parking or transportation corridors on this easement.

2. The easement will be restored to preconstruction conditions.

3. The City will be liable for any damages caused by the sewer both during and after construction, also any damages caused by future maintenance to the sewer.

4. The City will install a sealed manhole lid to prevent gas and liquid leaks.

CITY OF FORT ATKINSON

By: Dennis Siegle
Dennis L. Siegle, P.E.
Acting City Engineer

By: R. C. Martin
Robert C. Martin
City Manager

Dated: January 28, 1981

PLAT OF SURVEY

CLIENT
ESI Design Services

SITE ADDRESS
801 West Rockwell Avenue (Parcel 1); Industrial Drive (Parcel 2); and 1001 Industrial Drive (Parcel 3), City of Fort Atkinson, Jefferson County, Wisconsin.

LEGAL DESCRIPTION
Parcel 1:
Lot 1, Certified Survey Map No. 1535 recorded in Volume 5 Certified Surveys of Jefferson County at pages 42 and 43 and Lots 1 and 2, Certified Survey Map No. 1414 recorded in Volume 4 Certified Surveys of Jefferson County at pages 444 and 445 and other lands, all in the Northeast 1/4 of the Northwest 1/4 of Section 9, Township 5 North, Range 14 East, City of Fort Atkinson, Jefferson County, Wisconsin, to-wit: Commencing at a 4" diameter aluminum monument at the North 1/4 corner of said Section 9; thence South 89° 57' 46" West, along the north line of said Northwest 1/4, also being the centerline of Rockwell Avenue, 321.19 feet; thence South 28° 11' 51" West, 56.75 feet to a 1 - 1/4" iron pipe at the Northeast corner of said Lot 1, Certified Survey Map No. 1535 and the point of beginning; thence continue South 28° 11' 51" West, along the westerly line of the Chicago & Northwestern Railroad, 123.25 feet to a 1" iron pipe; thence South 61° 48' 09" East, along said westerly line, 30.00 feet to a 1" iron pipe; thence South 28° 11' 51" West, along said westerly line 479.49 feet to a railroad spike; thence along said westerly line, being the arc of a curve, concave northwesterly, having a radius of 334.99 feet and a chord that bears South 45° 41' 45" West, 52.96 feet to a railroad spike; thence North 61° 48' 09" West, along said westerly line, 14.08 feet to a railroad spike; thence South 28° 11' 51" West, along said westerly line, 229.83 feet to a 3/4" iron rod at the Southeast corner of said Lot 1, Certified Survey Map No. 1414; thence North 61° 48' 09" West, along the southerly line of said Lot 1, 396.49 feet to a railroad spike at the Southwest corner thereof; thence North 28° 11' 51" East, along the easterly line of Industrial Drive, 24.00 feet to a 1" iron pipe at the Southwest corner of Lot 3, said Certified Survey Map No. 1414; thence South 61° 48' 09" East, along the southerly line of said Lot 3, 146.45 feet to a railroad spike at the Southeast corner thereof; thence North 28° 11' 51" East, along the easterly line of said Lot 3, 259.16 feet to a 1" iron pipe at the Northeast corner thereof; thence North 61° 48' 09" West, along the northerly line of said Lot 3, 97.95 feet to a railroad spike; thence South 89° 57' 46" West, along said northerly line and its extension, 95.97 feet to a 1" iron pipe on said easterly line of Industrial Drive; thence North 02° 30' 00" East, along said easterly line, 316.45 feet to a 1" iron pipe at a point of curvature; thence along said easterly line, being the arc of a curve, concave southeasterly, having a radius of 50.00 feet and a chord that bears North 46° 13' 53" East 69.13 feet to a 1" iron pipe at the point of tangency; thence North 89° 57' 46" East, along the southerly line of said Rockwell Avenue, 622.28 feet to the point of beginning.
Property Address: 801 West Rockwell Avenue, Fort Atkinson

Parcel 2:
A part of Lot 1, Certified Survey Map No. 2022 recorded in Volume 6 Certified Surveys of Jefferson County at pages 308 and 309 in the Northeast 1/4 and Northwest 1/4 of the Northwest 1/4 of Section 9, Township 5 North, Range 14 East, City of Fort Atkinson, Jefferson County, Wisconsin, to-wit: Commencing at a 4" diameter aluminum monument at the Northwest corner of said Section 9; thence South 02° 53' 08" East, along the west line of said Northwest 1/4, 365.00 feet to a 1" iron pipe at the Northwest corner of Certified Survey Map No. 3440; thence South 89° 24' 31" East, along the north line of said Certified Survey Map No. 3440, 737.19 feet to a 1" iron pipe at the Northeast corner thereof and the point of beginning; thence South 02° 53' 08" East, along the east line of said Certified Survey Map No. 3440, 401.45 feet to a 1" iron pipe at the Southeast corner thereof; thence South 89° 49' 39" East, along the northerly line of Butler Drive, 618.86 feet to a 1" iron pipe at a point of curvature; thence along said northerly line, being the arc of a curve, concave northwesterly having a radius of 25.00 feet and a chord that bears North 58° 39' 58" East (Recorded as N56°39'56"E), 27.60 feet to a 1" iron pipe on the westerly line of Industrial Drive; thence along said westerly line, being the arc of a curve, concave easterly, having a radius of 387.58 feet and a chord that bears North 23° 35' 33" East, 5.87 feet to a 1" iron pipe at the point of tangency; thence North 24° 01' 35" East, along said westerly line, 365.55 feet to a 1" iron pipe; thence North 02° 30' 00" East, along the westerly line, 40.01 feet to a 1" iron pipe on the north line of said Lot 1, Certified Survey Map No. 2022; thence North 89° 24' 31" West, along said north line, 815.10 feet to the point of beginning.
Property Address: Industrial Drive, Fort Atkinson

Parcel 3:
Lot 3 as designated on Certified Survey Map No. 1414, recorded May 13, 1980, in Volume 4 at Pages 444 and 445 of Certified Survey Maps, Jefferson County Records as Document No. 769124, being a part of the Northwest ¼ of Section 9, Township 5 North, Range 14 East, City of Fort Atkinson, Jefferson County, Wisconsin.
Property Address: 1001 Industrial Drive, Fort Atkinson

MUNICIPAL ZONING
Site is zoned: M-2 (Heavy Industrial/Industrial Park)
Minimum front yard & street side yard setback: 10 feet
Minimum side yard setback 10 feet/30 feet aggregate total - When abutting a Residential district 30 feet
Minimum rear yard setback 15 feet - When abutting a Residential district 50 feet
Maximum height 65 feet.

LAND AREA
The Land Area of Parcel 1 is 333,180 square feet or 7.6488 acres.
The Land Area of Parcel 2 is 291,521 square feet or 6.6924 acres.
The Land Area of Parcel 3 is 37,312 square feet or 0.8566 acres.
The Land Area of the subject property is 662,013 square feet or 15.1977 acres.

FLOOD NOTE
According to the flood insurance rate map of the County of Jefferson, Community Panel No. 55055C0311F, effective date of February 4, 2015, this site falls in Zone X (Areas determined to be outside the 0.2% annual chance floodplain).

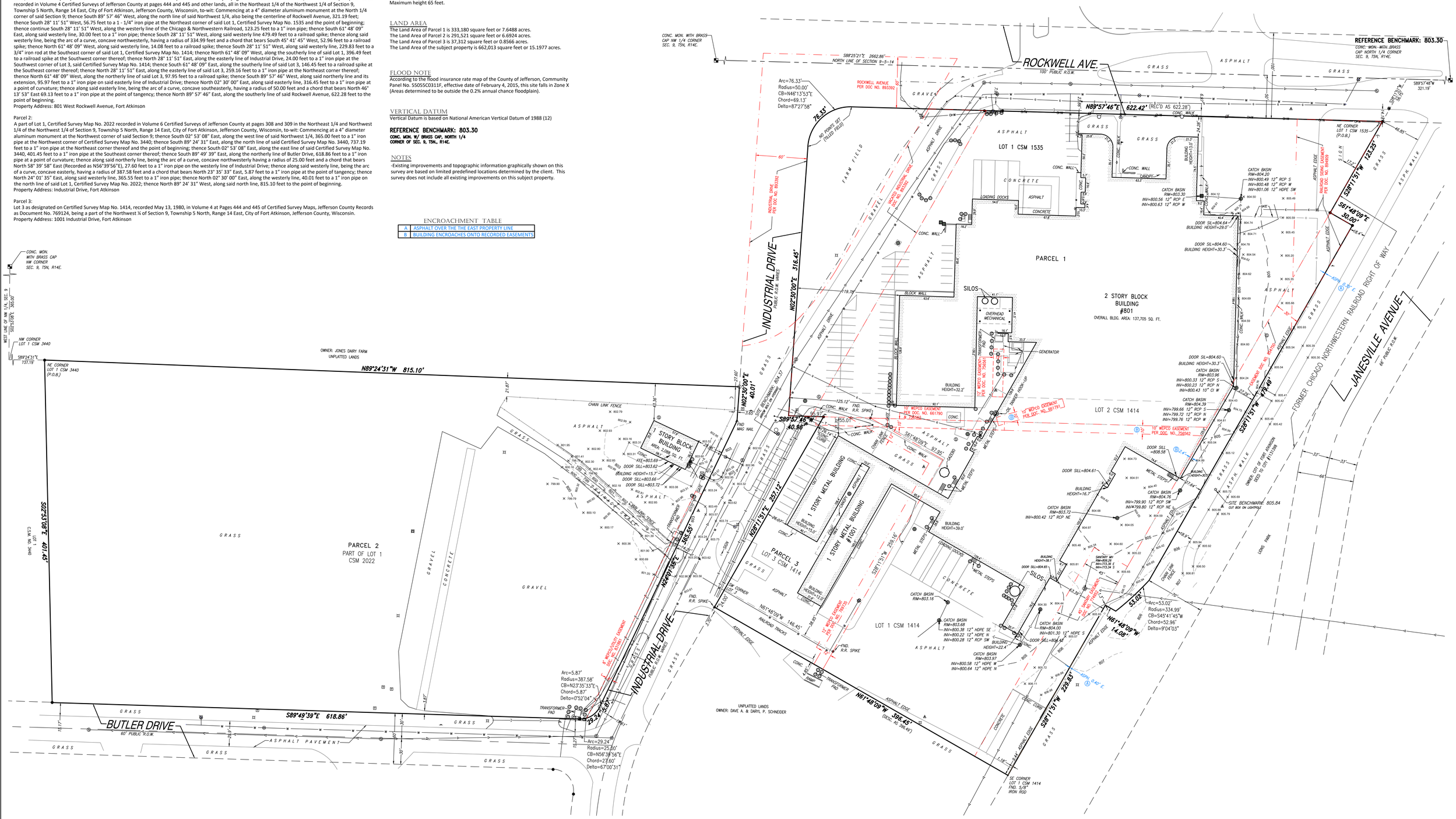
VERTICAL DATUM
Vertical Datum is based on National American Vertical Datum of 1988 (12)

REFERENCE BENCHMARK: 803.30
CONC. MON. W/ BRASS CAP, NORTH 1/4 CORNER OF SEC. 9, T5N., R14E.

NOTES
-Existing improvements and topographic information graphically shown on this survey are based on limited predefined locations determined by the client. This survey does not include all existing improvements on this subject property.

ENCROACHMENT TABLE

A	ASPHALT OVER THE THE EAST PROPERTY LINE
B	BUILDING ENCROACHES ONTO RECORDED EASEMENTS



VICINITY MAP



GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

LEGEND

- INDICATES FOUND 1" IRON PIPE
- INDICATES SET 1" IRON PIPE
- INDICATES FOUND CHISELED CROSS
- SANITARY MANHOLE
- SANITARY CLEANOUT OR VENT
- M.I.S. MANHOLE
- UNKNOWN MANHOLE
- STORM MANHOLE
- INLET (ROUND)
- INLET (SQUARE)
- CURB INLET
- STORM SEWER END SECTION
- GAS VALVE
- GAS METER
- WATER VALVE
- HYDRANT
- WATER MANHOLE
- WATER SERVICE CURB STOP
- WELL HEAD
- STAND PIPE
- WALL INDICATOR VALVE
- POST INDICATOR VALVE
- LIGHT POLE
- SPOT/YARD LIGHT
- UTILITY POLE
- GUY POLE
- GUY WIRE
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC METER
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- CABLE PEDESTAL
- CONTROL BOX
- FIBER OPTIC SIGN
- TRAFFIC LIGHT
- COMMUNICATION MANHOLE
- BOLLARD
- SOIL BORING/MONITORING WELL
- WATER SURFACE
- WETLANDS FLAG
- MARSH
- FLAGPOLE
- PARKING METER
- SIGN
- MAILBOX
- RAILROAD CROSSING SIGNAL
- HANDICAP SPACE
- CONIFEROUS TREE
- DECIDUOUS TREE
- SANITARY SEWER
- STORM SEWER
- WATERLINE
- MARKED GAS MAIN
- MARKED ELECTRIC
- OVERHEAD WIRES
- MARKED TELEPHONE
- MARKED CABLE TV LINE
- MARKED FIBER OPTIC
- FENCE

I Certify that I have surveyed the above described property (Property), and the above map is correct to the best of my professional knowledge and belief and shows the size and location of the Property, its exterior boundaries, the location and dimensions of all visible structures thereon, boundary fences, apparent easements and roadways and visible encroachments, if any. This survey is made for the exclusive use of the present owners of the Property, and also those who purchase, mortgage, or guarantee the title thereto, within one (1) year from date hereof.

Date: June 27, 2025

WISCONSIN JOHN P. KONOPACKI S-2461 SUMMIT, WI LAND SURVEYOR

John P. Konopacki
Professional Land Surveyor
Registration Number S-2461

CHAPUT LAND SURVEYS
234 W. Florida Street
Milwaukee, WI 53204
414-224-8068
www.chaputlandsurveys.com

Date	Revision description

This document is an instrument of professional service, and may be protected by the surveyors work product doctrine or surveyor / client privilege. The information shown hereon is intended solely for the use of the client and client directed third parties. Chaput Land Surveys is a division of Pinnacle Engineering.

DRAFTED BY: KGD
Drawing No. 1978.00A

City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

CONCEPT PLAN REVIEW
REPORT TO THE PLAN COMMISSION

DATE: May 12, 2026
PROPERTY ADDRESS: 1911 Janesville Avenue
PARCEL NUMBER: 226-0514-1742-001
OWNER: V&J Investment Properties, LLC
APPLICANT: Pelton Builders

FILE NUMBER: Concept Plan only
EXISTING ZONING: RH-35, Rural Holding
PROPOSED ZONING: MRH-30, Multi-Family Residential
EXISTING LAND USE: Row cropping and farmhouse
REQUESTED USES: Multi-Family Housing

BACKGROUND

Section 15.10.44 of the City of Fort Atkinson Zoning Ordinance outlines the procedures for concept plan informal review. Any discussion or conclusions at this stage are non-binding for both the applicant and the city and should be viewed as preliminary guidance for moving forward. The Plan Commission will review and provide comments on the concept plan, but will not take formal action.

REQUEST OVERVIEW

The applicant proposes to split the existing 12-acre parcel into two new parcels and rezone the property from RH-35 to MRH-30 to accommodate seven multi-family buildings totaling 112 units in two separate phases. The subject property is located on the far southern edge of Fort Akinson near the Klement Business Park and STH 26 Bypass/Janesville Avenue interchange. The property is currently being used for farming and includes one single-family home. The Glacier River Trail borders the property to the west, Klement Towing (in the Town of Koshkonong) borders the property to the north, and the Klement Business Park is located directly to the east.

The proposed development includes:

- Phase 1:
    - Four 16-unit Multi-Family Buildings (64 units)
    - New access point to Janesville Avenue
    - Stormwater management area
    - Surface parking
    - Internal circulation driveways
- Phase 2:
    - Three 16-unit Multi-Family Buildings (48 units)
    - Surface parking

- Internal circulation driveways

Each building is proposed to be identical at two stories in height with individual unit attached garages and entries. Additional surface parking is provided for each adjacent to the building, and internal circulation driveways connect each other.

The existing single-family home on the property is proposed to remain, and a new parcel is proposed to be created to include 1.9 acres surrounding it. The multi-family buildings are proposed to the north, west, and south of the new parcel.

The applicant is seeking Plan Commission review of the Concept Plan only, as an initial step toward a potential future Zoning Map Amendment, Group Development, Certified Survey Map, and Site Plan Review. Formal applications and submissions are anticipated following the concept review and feedback provided by the Plan Commission.

APPROVAL PROCESS REVIEW:
The existing property is zoned RH-35, which is primarily an agricultural zoning district. During the rewrite of the Zoning Ordinance, this property was assigned to the RH-35 district to reflect the existing use, but it was understood that a future development was likely to occur. However, it was unknown what exact future development may take place, so the property was not pre-zoned to a more intensive district. Instead, it was intended that a Zoning Map Amendment would be required as part of any future project.

The proposed multi-family development project will require a Zoning Map Amendment to the MRH-30 zoning district, which is designed to accommodate larger-scale, multi-building projects. Apartments (13-16 units per building) are permitted by-right land use in the MRH-30 zoning district. However, to accommodate multiple principal buildings on the same lot, a Group Development will be required. This process mirrors that of a Conditional Use Permit and will require a public hearing and meeting pre-identified standards within Section 15.06.02. Additionally, as noted above, a Certified Survey Map will be required to split the existing property into two parcels. Finally, Site Plan Review will be required to approve the development details in accordance with the various performance standards within the Zoning Ordinance. Each of these processes could potentially occur at separate meetings or in conjunction with one another as part of future approval steps.

SITE PLAN REVIEW NOTES:

Land Use
Combined, Phases 1 and 2 are proposed to include seven 16-unit multi-family buildings. Apartments (13-16 units per building) are permitted by-right land use in the MRH-30 zoning district. Land use requirements look to be met if the Zoning Map Amendment to MRH-30 takes place.

Bulk Dimensional Standards

Lot configuration, impervious surface coverage, setbacks, building height, and building separation standards all look to be met within the concept plan for the MRH-30 zoning district.

Group Development
Under the Group Development section, applicants must demonstrate how the development complements the design and layout of nearby buildings and enhances, rather than detracts from, the desired character of the surrounding area. Additionally, all buildings must be of compatible architectural quality. Finally, building configuration shall allow for the potential future subdivision of the parcel for each individual building. The concept plan looks to meet these requirements.

Access and Visibility
The proposed access point is located along Janesville Avenue and is offset from the existing intersection of Commerce Parkway and Janesville Avenue. It's recommended that these intersections align to create a four-way intersection for safety purposes. Additionally, per the Janesville Avenue Corridor Plan adopted in 2025, a potential trail connection was identified on this lot to connect Commerce Parkway with the Glacial River Trail. It is recommended that the applicant explore a multi-use path east-west through the site.

Parking and Loading
1.5 parking spaces are required per unit = 168 parking spaces required for the project (both phases). 182 parking spaces are proposed (84 garage spaces + 84 surface spaces). The minimum and maximum parking requirements look to be met.

Throat depth, parking stall dimensions, and drive aisle dimensions all look to be met. Curbing will be required within the internal circulation areas on future plan sets. No bicycle parking is indicated, but will be required.

Exterior Lighting
No plans are provided at this time, but this will be a requirement for Site Plan review and approval.

Outdoor Storage and Screening
Dumpster enclosures are identified within the plan set, but additional details will be required as part of the Site Plan. All building mechanicals will be required to be identified and screened on future plan sets.

Landscaping
No plans are provided at this time, but this will be a requirement for Site Plan review and approval.

Exterior Building Design
Based on example images from other developments provided by the applicant, the exterior

design standards look to be met. However, it's encouraged that the Plan Commission provide feedback on the proposed building design. In particular, there is a desire to see differentiation between the design of each building to avoid monotonous development patterns.

Outdoor Recreational Space
Based on the 112 units, somewhere in the range of 2,800-5,000 square feet of usable outdoor recreation space for tenants will be required. This could potentially be accommodated on the north end of Phase 1 and the south end of Phase 2.

PUBLIC NOTICE:
A public hearing notice is not required for a Concept Plan, but is required for Zoning Map Amendment and Group Development review and action, which will happen at a future date.

COMPREHENSIVE LAND USE PLAN (2019):
The property is identified on the Comprehensive Plan Future Land Use as Planned Mixed Use. This land use category includes a carefully designed blend of commercial, office, multi-family residential, and/or community facility land uses. The property is also located within the Southwest Economic Opportunity District Planning Area. It's identified as Mixed-Use on the plan.
The proposed land use and zoning are consistent with the Comprehensive Plan.

DISCUSSION
The subject property has been identified for future development for many years. It was unknown whether that future development would be industrial, commercial, mixed-use, or multi-family residential. As such, it was identified as Planned Mixed Use within the Comprehensive Plan to provide flexibility for what the market may respond with. While this development will be inherently isolated today, it could end up being part of a more vibrant developed area in the future when properties to the north and east develop. Very little, if any, development is possible west of the Glacial River Trail (wetlands), so a natural buffer will be provided for this project long-term.
Additionally, based on several studies and reports, the City of Fort Atkinson lacks an adequate housing supply and is experiencing sustained housing demand. The development of 112 new multi-family units will not solve the existing situation. Still, it will play a pivotal role in increasing supply, diversifying the housing stock, and providing moderately priced new units for existing or new residents.

A few suggested tweaks to the plans could improve them. This includes:

- Shifting the two buildings closest to Janesville Avenue as part of Phase 1 to the north so that the driveway access point is aligned with Commerce Parkway to the east.
- The addition of a multi-use trail connection east-west through the site from Commerce Parkway to the Glacial River Trail.
- The addition of outdoor recreation space for tenants on the North side of Phase 1 and

South side of Phase 2.

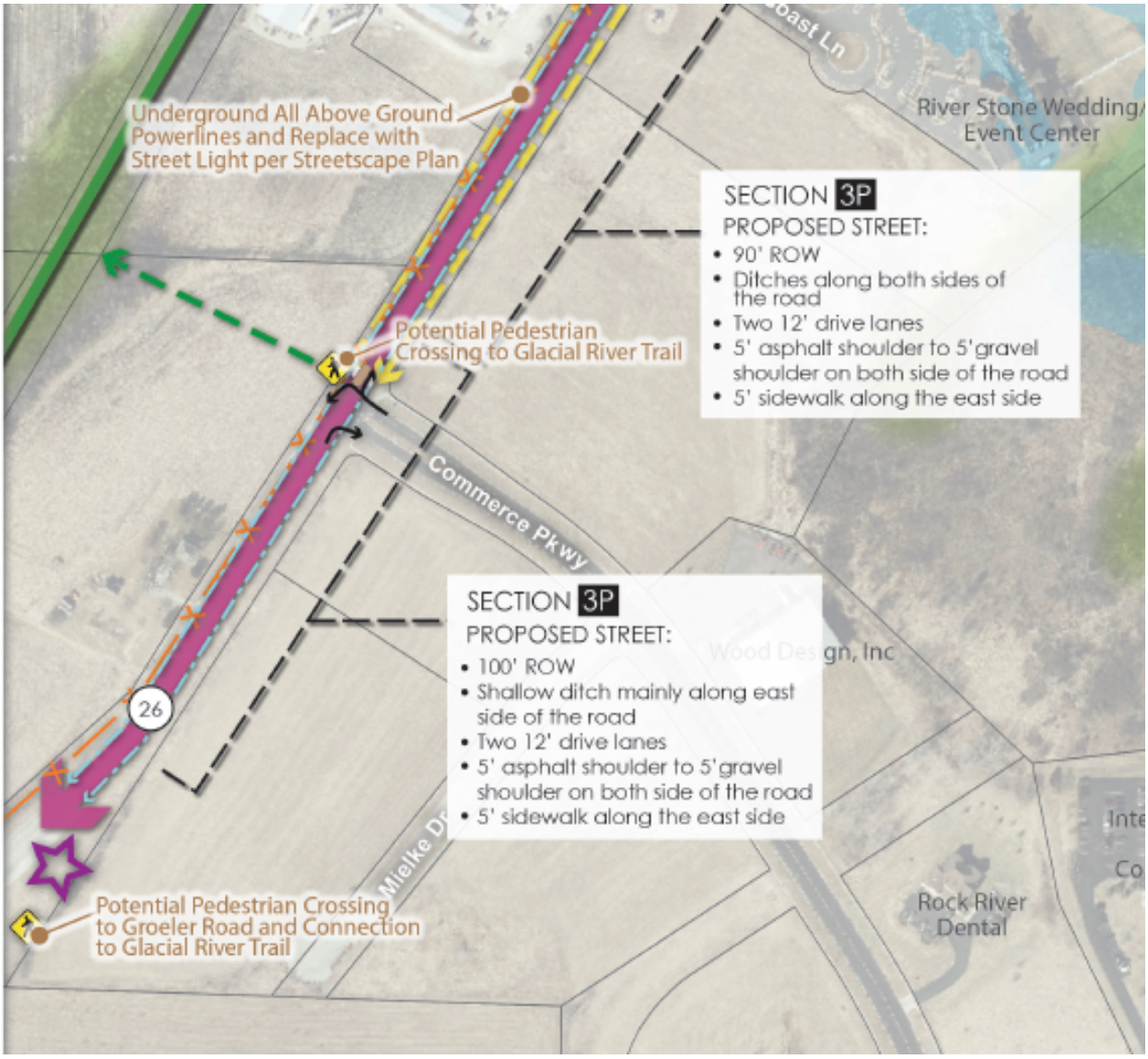
- Differentiated building designs to avoid a monotonous development pattern of the same exact buildings throughout the site.

RECOMMENDATION

Plan Commission takes no action on the Concept Proposal stage. Formal action is taken during the CUP, ZMA, and CSM review and approval processes. City Staff support this proposal as a concept plan and recommends that the Plan Commission provide feedback to staff and the applicant for incorporation into the next phases of the project.

ATTACHMENTS

1. Map
2. 2026-04-13 Fort Atkinson - Site Plan (with Imag)
3. Rendering 1
4. Rendering 2


Underground All Above Ground Powerlines and Replace with Street Light per Streetscape Plan
Potential Pedestrian Crossing to Glacial River Trail
SECTION 3P
PROPOSED STREET:
• 90' ROW
• Ditches along both sides of the road
• Two 12' drive lanes
• 5' asphalt shoulder to 5'gravel shoulder on both side of the road
• 5' sidewalk along the east side
Commerce Pkwy
SECTION 3P
PROPOSED STREET:
• 100' ROW
• Shallow ditch mainly along east side of the road
• Two 12' drive lanes
• 5' asphalt shoulder to 5'gravel shoulder on both side of the road
• 5' sidewalk along the east side
26
Potential Pedestrian Crossing to Groeler Road and Connection to Glacial River Trail
River Stone Wedding/ Event Center
Rock River Dental

©Vierbicher Associates, Inc.

PHASE 2

PHASE 1 – HAMMERHEAD

PROPOSED 16-UNIT APARTMENT
16 GARAGE PARKING STALLS
14 PARKING STALLS
2 HANDICAP STALLS

DUMPSTER ENCLOSURE

MAILBOX LOCATION

STORMWATER MANAGEMENT

APARTMENT SIGN

STATE ROAD 26

COMMERCE PARKWAY

GRAPHIC SCALE, FEET
0 30 60 120

PARKING STALL REQUIREMENTS:

PER CITY OF FORT ATKINSON ZONING ORDINANCE FIGURE 15.06.06a
1.5 STALLS ARE REQUIRED PER DWELLING UNIT FOR MULTIPLEX/APARTMENTS.

7 – 16 UNITS = 168 STALLS
168 TOTAL STALLS REQUIRED

84 TOTAL GARAGE PARKING STALLS ARE PROVIDED

84 SURFACE STALLS ARE PROVIDED
14 SURFACE HANDICAP STALLS ARE PROVIDED

182 TOTAL STALLS PROVIDED

PARKING ISLAND REQUIREMENT:

PARKING ISLANDS ARE REQUIRED EVERY 180' AND AT RIGHT ANGLES.

SITE PLAN LEGEND

- PROPERTY BOUNDARY
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED BUILDING
- PROPOSED SIGN
- PROPOSED HANDICAP PARKING

13 Apr 2026 - 11:27a R:\Pellon\260249 - Fort Atkinson Multi Family\CADD\Fort Atkinson - Site Plan.dwg by: kfen

vierbicher
advisors / engineers / surveyors

SITE CONCEPT

FORT ATKINSON MULTI-FAMILY
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WISCONSIN

REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

DATE 2026-04-13
DRAFTER KFEN
CHECKED NPFA
PROJECT NO. 260249
SHEET 1 OF 1





City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

CONCEPT PLAN REVIEW
REPORT TO THE PLAN COMMISSION

DATE: May 15, 2026
FILE NUMBER: Concept Plan only
PROPERTY ADDRESS: 311 S. Main St.
EXISTING ZONING: DPMU - Downtown Periphery Mixed Use
PARCEL NUMBER: 226-0514-0323-089 and 226-0514-0323-090
PROPOSED ZONING: No change
OWNER: Blackhawk Phase III
EXISTING LAND USE: Vacant Building
APPLICANT: Andrew Logan
REQUESTED USES: Mixed Use Building and Apartments

BACKGROUND

Section 15.10.44 of the City of Fort Atkinson Zoning Ordinance outlines the procedures for concept plan informal review. Any discussion or conclusions at this stage are non-binding for both the applicant and the city and should be viewed as preliminary guidance for moving forward. The Plan Commission will review and provide comments on the concept plan, but will not take formal action.

REQUEST OVERVIEW

The subject property is located along South Main Street, near the Y-intersection of Main Street and Whitewater Avenue. The BP gas station is located to the north; Hard and Soft Fishing is located to the south, and single-family homes and St. Peter's Church are located to the east. Overall, the property is located on the far southern extent of Fort Atkinson's downtown. As such, the property is zoned Downtown Periphery Mixed Use (DPMU).
The applicant is proposing to combine two existing parcels into one new 18,000 square foot parcel to accommodate a mixed-use development that includes 17 multifamily units and a small commercial space. The concept design includes three total buildings:

- **Building 1:** 400 sf of commercial space facing Main Street and 5 residential units along the north property line
- **Building 2:** 6 residential units along the east property line
- **Building 3:** 6 residential units along the southern property line

The configuration is a U-shape with proposed access from Main Street and shared parking areas in the center of the combined lots.



Each building appears to be identical at two stories in height with individual unit entries on the bottom floor and balconies on the upper floor. A total of 18 onsite parking stalls are shown within the central area.

Today, the applicant is seeking Plan Commission review of the Concept Plan only, as an initial step toward a potential future Planned Unit Development and Certified Survey Map. Formal applications and submissions are anticipated following the concept review and feedback provided by the Plan Commission.

APPROVAL PROCESS REVIEW:

The existing property is zoned DPMU, which is intended to accommodate a mix of uses, support potential redevelopment and infill development, and serve as a transition area between the historic central business district and adjacent lower-density residential neighborhoods.

Mixed-use buildings are permitted by right within this district; however, standalone residential buildings are not a permitted land use. The proposed concept is generally viewed by staff as a singular, cohesive development that could align with the intent of a mixed-use project in this zoning district. That said, because the proposal includes multiple buildings on a single site, it would require approval through a Group Development process under a Conditional Use Permit (CUP) to address the site layout and allow the multiple structures to function as one coordinated development. A Planned Unit Development (PUD) process may still be appropriate to provide flexibility related to land use and design considerations, depending on how the project is refined through review.

Additionally, as noted above, a Certified Survey Map will be required to combine the two existing parcels into one. These processes may be reviewed at separate meetings or coordinated together as part of a comprehensive approval package in future steps.

SITE PLAN REVIEW NOTES:

Overall Layout



Redevelopment opportunities along Main Street don't occur very often, so it's important to take the time to ensure they are accomplishing the City's goals, while working within the confines of a constrained site. One of the key objectives for downtown within the City's Comprehensive Plan is to create a vibrant place with buildings and destinations located along a pedestrian-oriented corridor.

The existing layout is auto-oriented in nature. It prioritizes parking and vehicle access over the creation of a street edge along Main Street. It's recommended that the layout be further evaluated to accomplish key City objectives in this area. A potential idea could be a reconfiguration that provides access near the northwest corner of the property and the centralized parking area is accessed from that driveway. This would allow for continuous building frontage along Main Street, the southern property line, and the eastern property line. By shifting the approach, the building creates a street edge along Main Street that looks, feels, and functions much more like the blocks to the North than the blocks to the South. An example of this idea is shown in the diagram.

Land Use

Combined, the concept illustrates three total buildings on the site. While the northern building incorporates both commercial and residential components, the eastern and southern buildings are currently depicted as residential-only structures.

As noted previously, staff generally views the proposal as a singular, cohesive development that could be consistent with the intent of a mixed-use project within the DPMU zoning district. However, because the concept includes multiple buildings on a single parcel, approval through a Group Development process under a Conditional Use Permit (CUP) would be required to address site organization and allow the buildings to function as a unified development. A Planned Unit Development (PUD) process may also be used to provide flexibility in how the overall development is configured and to address land use and design considerations as the project is refined.

Within the DPMU district, mixed-use buildings are permitted by right, and there are two general mixed-use categories allowed. Based on the current concept, the northern building would most closely align with an "Apartment with Limited Commercial" configuration, in which commercial uses are limited to the lesser of 33% of the ground floor area or 5,000 square feet.

Bulk Dimensional Standards

The DPMU district has flexible setback standards that permit buildings up to the property line along the front and side yards, with a minimum 10' rear yard setback. It additionally provides flexibility for greater use of the lot in terms of impervious surface and building coverage. Finally, it permits buildings up to 40' in height. Many of the bulk dimensional standards appear to be met with the concept plan, but additional details will be required to confirm. In the event of a PUD, flexibilities can be granted if the project does not meet one or more of the standards.

Access and Visibility

The proposed access point is located along Main Street within the center of the site. It's recommended that this be reevaluated. A potential alternative could be to provide access at the northwest corner of the site into the property. This would help avoid potential conflicts with the Y-intersection at Main Street and Whitewater Avenue and/or could be combined with the gas station access point on the property to the north.

Additionally, per the Main Street Corridor Plan adopted in 2025, the intersection is planned to be reconfigured in the future. This will assist with the number of traffic turning movements and conflicts in this area. However, this is a long-term plan and may not come to fruition for many years. Overall, further limiting access points near the existing intersection of Main Street and Whitewater Avenue would be recommended.



Parking and Loading
1.5 parking spaces are required per unit = 26 parking spaces are required for the project. Additionally, commercial parking requirements are 1 space per 400 square feet = 1 parking space is required for the project.
The minimum and maximum parking requirements are not currently met with the concept (18 shown), but this standard could be granted flexibility through the PUD process.
Very little detail is shown regarding access size, throat depth, parking stall dimensions, drive aisle dimensions, or curbing. It is currently unknown if these standards are met. No bicycle parking is indicated, but will be required.

Exterior Lighting
No plans are provided at this time, but this will be a requirement for Site Plan review and approval.

Outdoor Storage and Screening
Dumpster enclosures and all building mechanicals will be required to be identified and screened on future plan sets.

Landscaping
No plans are provided at this time, but this will be a requirement for Site Plan review and approval.

Exterior Building Design
If the reconfiguration occurs, the rendering provided by the applicant could front along Main Street, rather than being hidden within the centralized parking area. If the layout stays as-is, it’s recommended that the Main Street façades be further enhanced from what’s provided with high-quality materials (brick, stone, glass, etc.) and additional articulation. Likewise, it's

recommended that four-sided architectural enhancements be included for each building due to the visibility of each building façade on the property.

Outdoor Recreational Space
Based on the 17, 1-bedroom units, 300 square feet of usable outdoor recreation space for tenants will be required. This could potentially be waived as a flexibility granted with a PUD due to site constraints and proximity to public open spaces in the area.

PUBLIC NOTICE:
A public hearing notice is not required for a Concept Plan, but is required for Planned Unit Development review and action, which will happen at a future date.

COMPREHENSIVE LAND USE PLAN (2019):
The property is identified on the Comprehensive Plan Future Land Use as Downtown. This land use category includes pedestrian-oriented commercial, office, community facility, and residential uses in Fort Atkinson's historic downtown, usually with on-street parking and minimal building setbacks. The property is also located within the Historic Downtown Planning Area. Opportunities within this plan include expanding housing options and ensuring compatible design with downtown character.

The proposed land use is consistent with the Comprehensive Plan, but the layout and orientation could be improved to better align with the plan.

DISCUSSION
The subject properties are currently blighted, and a proposed redevelopment is a welcome addition to Main Street. A mixed-use building is highly desirable, along with 17 new housing units in downtown Fort Atkinson. With some potential reevaluation of the site layout and configuration, this could be a model development for future redevelopment in and around downtown.

A few suggested tweaks to the plans that could improve them include:

- The creation of a prominent street edge along Main Street
- Consider the location of the egress in relation to the intersections to the North and South
- Improving the architecture to include 4-sided design using high-quality materials and articulation

Overall, City staff supports this proposal and believes that it will be a welcome addition to the City of Fort Atkinson.

RECOMMENDATION

Plan Commission takes no action on the Concept Proposal stage. Formal action is taken during the CUP, ZMA, and CSM review and approval processes. City Staff support this proposal as a concept plan and recommends that the Plan Commission provide feedback to staff and the applicant for incorporation into the next phases of the project.

ATTACHMENTS

1. Current building on site
2. Site and Unit Layout
3. Rendering
4. A-502 311 Rev 1
5. A-503 311 Rev 1
6. A-504 311 Rev 1
7. A-505 311 Rev 1
8. A-506 311 Rev 1
9. A-100 311 Rev 1
10. A-101.1 311 Rev 1
11. A-200 311 Rev 1
12. A-200.1 311 Rev1
13. A-201 311 Rev 1
14. A-201.1 311 Rev1
15. A-202 311 Rev 1
16. A-202.1 311 Rev 1
17. A-301 311 Rev 1
18. A-301.1 311 Rev 1
19. A-501 311 Rev 1
20. Application and Cost Recovery Agreement_Redacted



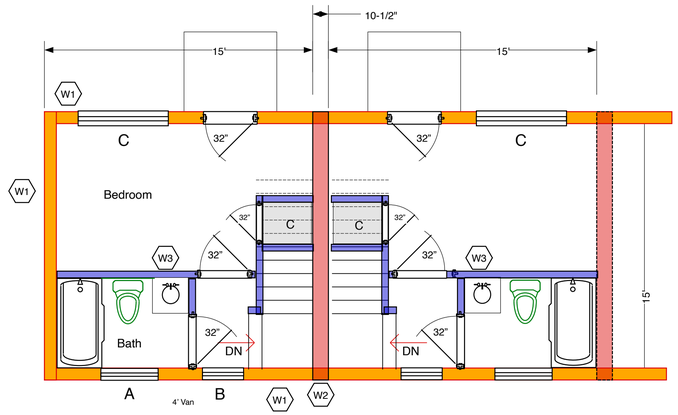


Site Plan

SCALE : 1/8" = 1'-0"

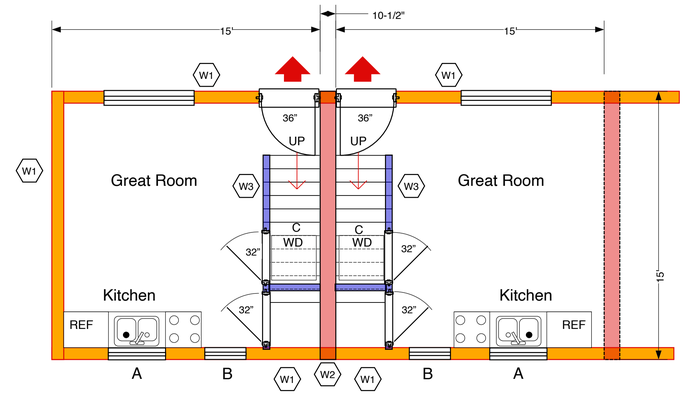
NORTH

0' 4' 8' 16' 24' 32'



Typical Unit Second Floor Plan

SCALE : 1/4" = 1'-0"



Typical Unit First Floor Plan

SCALE : 1/4" = 1'-0"

PRELIMINARY
Review Purposes
2/10/2026

PROJECT INFORMATION:
New R2 Multi-Family Apartment Building.

BUILDING INFORMATION:
New construction Type VB Wood Framed Construction
2 Story
Slab on grade with perimeter foundation
Fully sprinklered with NFPA 13R system

REQUIRED SEPARATIONS FOR USES
IBC 508.5: M space on street store front units to be separated from living units with 1 hour construction.
Walls separating living units to be 1 hour construction.
IBC 420.2: Fire partitions are required between living units in R2. IBC 708.3 In VB R2 the fire partition can be 1/2 hour rated.

CONSTRUCTION TYPE: VB - 2 Stories.
IBC Table 601 Interior load bearing and non load bearing walls have 0 hr. rating requirements.
Floor construction and secondary members to have 0 hr. rating requirements.
IBC 705.5 Exterior walls that are over 10' away from lot line to be 0 hr rated.
IBC 705.8 Exterior wall openings limited to 45% of wall area when 10' -15' from lot line.

Exiting Requirements for R2 Units
R2 building protected with sprinklers.
IBC 1006.3.4 & 1006.2.1:One exit is allowed when the single exit is within 125' of the most remote corner of the living unit
IBC 1006.2.1:Max number of people using that exit 20.

ALL DIMENSIONS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO ORDERING ANY STRUCTURAL MEMBERS.

E: Indicates existing elements to remain.

ERD: Existing Reference dimension to be used to determine bid and as an RD during construction. Field verify, existing to remain.

RD: Reference Dimension. Approximate dimension to hold. Other more critical dimensions are used to determine final RD. Field verify and contact Architect if discrepancy affects critical dimensions.

CD: Critical Dimension. This dimension is critical for structural or other purposes and must be maintained. Field verify prior to ordering materials. contact Architect if discrepancy affects critical dimensions.

FV: Field Verify Dimension and conditions. Base bid on this dimension. Field verify and contact Architect if discrepancy affects critical dimensions or design. Take photos of all FV conditions to record the conditions encountered.

ALARMS REQUIRED:
Install Smoke and Carbon Monoxide alarms as required by UDC and local ordinances.

Wall Schedule	
W1	New 2x6 Exterior Wall. See exterior elevations for locations of different exterior materials.
W2	Interior double stud fire wall
W3	New 2x4 - 16" o/c interior framed wall with DW.
W4	New 2x6 Exterior Wall at attics. See exterior elevations for locations of different exterior materials.

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER **INFO:**
Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE
DATE	2/15/26

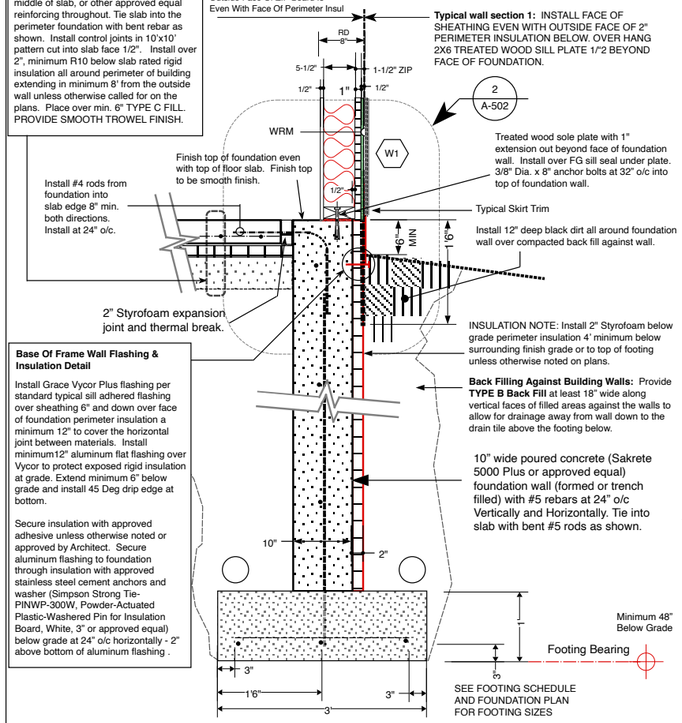
SHEET NO:

A-100

of



TYPICAL ALL NEW INTERIOR CONCRETE FLOORS:
5" thick 28 day 4000 PSI concrete with Fibermesh or 10x10 10/10 WWM placed at middle of slab, or other approved equal reinforcing throughout. Tie slab into the perimeter foundation with bent rebar as shown. Install control joints in 10'x10' pattern cut into slab face 1/2". Install over 2", minimum R10 below slab rated rigid insulation all around perimeter of building extending in minimum 8' from the outside wall unless otherwise called for on the plans. Place over min. 6" TYPE C FILL. PROVIDE SMOOTH TROWEL FINISH.



Base Of Frame Wall Flashing & Insulation Detail

Install Grace Vycor Plus flashing per standard typical sill adhered flashing over sheathing 6" and down over face of foundation perimeter insulation a minimum 12" to cover the horizontal joint between materials. Install minimum12" aluminum flat flashing over Vycor to protect exposed rigid insulation at grade. Extend minimum 6" below grade and install 45 Deg drip edge at bottom.

Secure insulation with approved adhesive unless otherwise noted or approved by Architect. Secure aluminum flashing to foundation through insulation with approved stainless steel cement anchors and washer (Simpson Strong Tie-PINWP-300W, Powder-Actuated Plastic-Washered Pin for Insulation Board, White, 3" or approved equal) below grade at 24" o/c horizontally - 2" above bottom of aluminum flashing .

RIGID INSULATION FOR PERIMETER AND BLOW GRADE INSULATION.
Owens Corning XPS Insulation or approved equal.
WALLS: FOAMULAR® & FOAMULAR® NGX™ LT30 on walls UNDER FLOOR SLAB: FOAMULAR® & FOAMULAR® NGX™ 400.
WALLS: Prepare walls per manufacturer's requirements and install with fasteners spaced evenly as required by job side conditions to hold in place until backfilling.
Walls and floors: Install so board edges are butted together tightly and fit tightly around openings and penetrations. Install with approved joint tape if required to hold in place during slab installation.
Protect insulation boards and do not compress during rebar/mesh installation and while installing concrete slab.

FIELD LOCATE DRAINAGE TILE PER SOIL ENGINEER'S AND ARCHITECT'S APPROVAL.
Install continuous foundation drainage system all around. Install 3" perforated plastic drainage pipe in and outside of footings below slab. Run bleeders through foundation at 8'-0" o/c all around. Connect to the existing drain tile and sump. Locate in the field.

Alternate drainage can be footing form drainage system installed per manuf. requirements.

Foundation Depth Minimum Requirements:
Place foundation on undisturbed soil only. Excavate to depth required to reach acceptable bearing. Obtain Architects approval of bearing surface prior to placement. Review foundation plans and site plans for locations of deep foundation requirements due to site slope and topography. Provide a minimum 48" frost coverage from grade to bearing of foundation wall. Grade surrounding building at exterior wall to be kept 6" below finish floor elevation at all times.

Foundation Code Minimum Requirements:
1.Per table 21.18-a un-reinforced 10" thick concrete wall can be 9'-0" tall. The foundation details call for reinforcing. This is a non engineered wall section allowable under UDC.
2.Per Comm 21.15(a) Non engineered foundation of this size are allowed per assumed 2000 PSF soil bearing capacity.
3.Step all footings as required to provide a minimum 48" frost coverage all around. Measure out from foundation wall 48" on sloping grade and provide a minimum 48" coverage below that point. Verify all stepped footing dimensions shown on the drawing in the field with field measurements.
4.Verify that all bearing surfaces for footings are undisturbed soil or approved compacted soil. Remove all unsuitable material in bearing areas and provide compacted fill to a minimum 90% compaction.

1 A502 TYPICAL FOUNDATION AND SLAB ON GRADE DETAIL

Scale: 1" = 1'-0"

FILL SCHEDULE - UNLESS OTHERWISE NOTED:

TYPE A Misc. Fill above existing grade with (commonly referred to as traffic bond) 3/4" Base crusher run crushed limestone rock, free from vegetation and other deleterious substances. Course aggregate shall consist of sound, tough, durable particles or fragments of stone and gravel capable of compaction to 95% density. Compact in maximum 12" lifts under Type C fill.. Install over existing undisturbed soil after removal of any top soil. Compact existing exposed undisturbed soil prior to installation of fill. Install Type A material between undisturbed existing soil, to 6" below slab insulation. Install Type C Fill a minimum 6" thick layer under slab.

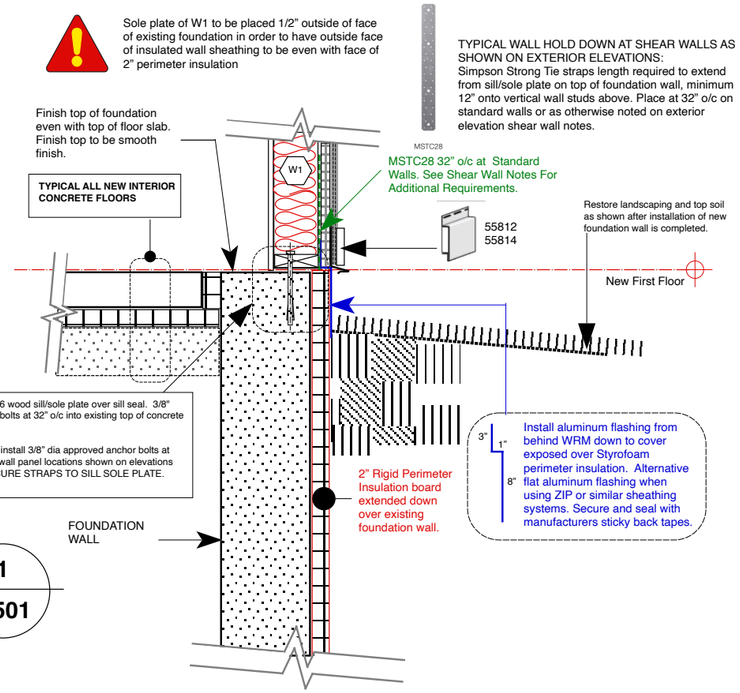
TYPE B Back Filling Against Building Walls: Provide a layer of Pit Run washed stone size 1" at least 18" wide along vertical faces of filled areas against the any new and existing foundation walls to allow for drainage away from wall down to the drain tile. Install only after all water proofing and perimeter insulation is in place and inspected by the Architect. Compact as required to insure no settlement.

TYPE C Drainage Fill Under Slabs: Provide Washed Stone 1" and 3/4" for a minimum of 6" over compacted Type A Fill or compacted undisturbed soil.

EXISTING SITE CONDITIONS. THE SITE INCLUDES AN AREA WHERE THE ORIGINAL BUILDING WAS DEMOLISHED AND REMOVED. THE FOUNDATION AND BASEMENT OF THE ORIGINAL BUILDING WERE REMOVED AND FILLED. VERIFY THAT THERE ARE NO VOIDS UNDER NEW FOOTINGS AND THAT THE FILL IN THE AREA OF THE FOOTINGS AND FLOOR SLABS HAVE BEEN COMPACTED.

Sole plate of W1 to be placed 1/2" outside of face of existing foundation in order to have outside face of insulated wall sheathing to be even with face of 2" perimeter insulation

TYPICAL WALL HOLD DOWN AT SHEAR WALLS AS SHOWN ON EXTERIOR ELEVATIONS:
Simpson Strong Tie straps length required to extend from sill/sole plate on top of foundation wall, minimum 12" onto vertical wall studs above. Place at 32" o/c on standard walls or as otherwise noted on exterior elevation shear wall notes.



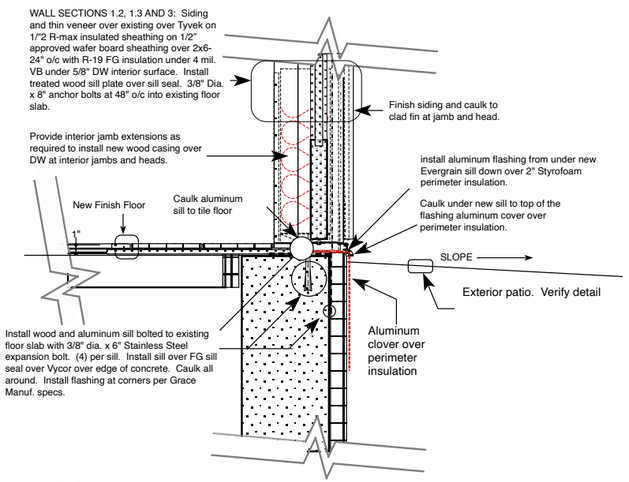
Base Of Frame Wall Flashing & Insulation Detail

SEE TYPICAL FLASHING DETAILS AND WALL TYPE INFORMATION

1 A501

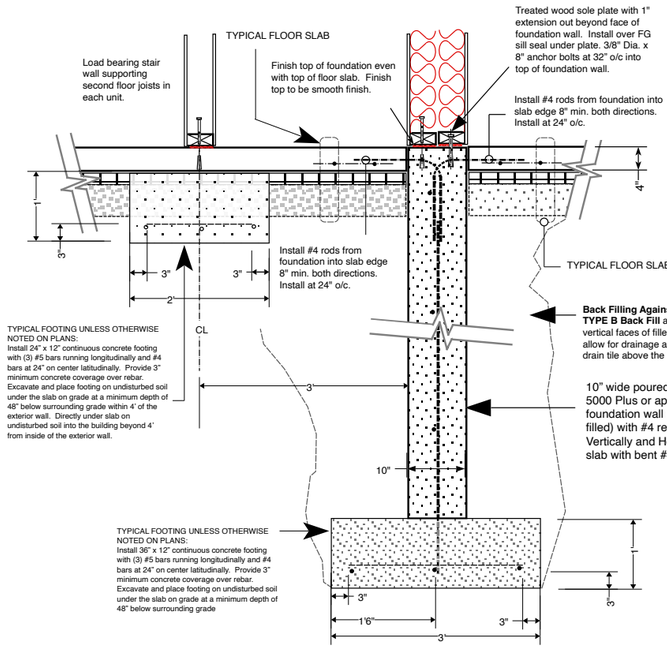
2 A502 TYPICAL CONDITION AT EXTERIOR WALL FINISH TERMINATION AT TOP OF FOUNDATION

Scale: 1-1/2" = 1'-0"



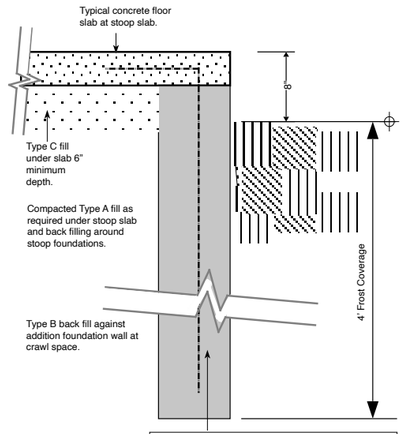
3 A502 Section At Patio Door Door Sill Condition

Scale: 1-1/2" = 1'-0"



4 A502 TYPICAL FOUNDATION AND SLAB AT INTERIOR UNIT DIVISION WALL

Scale: 1" = 1'-0"



PRELIMINARY Review & Bidding Purposes 3/11/2026

4 A502 STOOP FOUNDATION

Scale: 1-1/2" = 1'-0"

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
Jefferson Office:
109 E Milwaukee Street
Jefferson, WI. 53549
414-852-3555
Mailing Address &
Milwaukee Area Office:
4037 S. Kansas Ave.
St Francis, WI 53235
craige1033@gmail.com

OWNER INFO:
Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

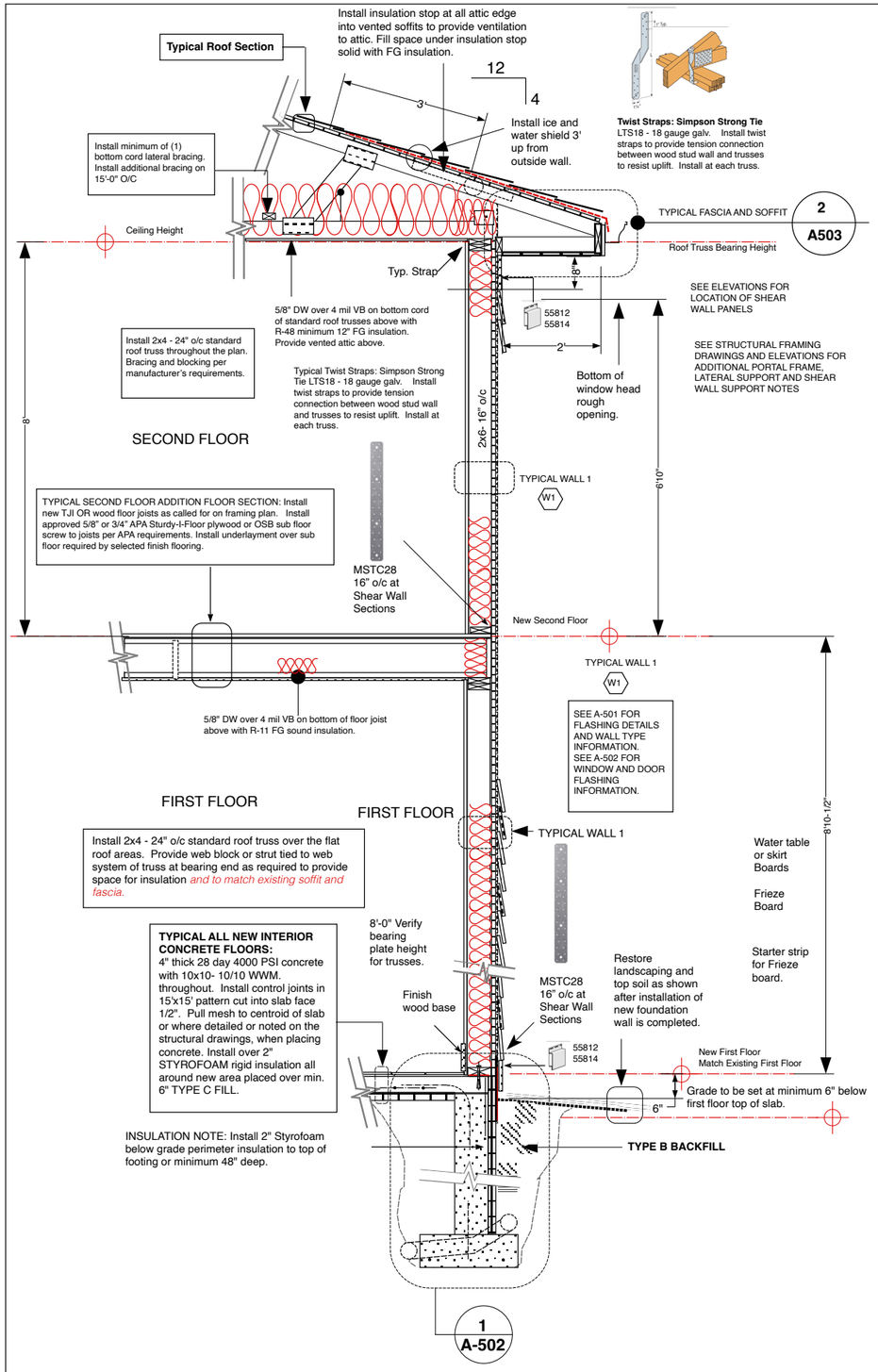
PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS

DATE	
PAPER SIZE	

SHEET NO:
A-502



1 / A-503 Typical 2 Story Wall Section At 2x6 Frame Wall 1

Scale: 3/4" = 1'-0"

Twist Straps: Simpson Strong Tie
LTS18 - 18 gauge galv. Install twist straps to provide tension connection between wood stud wall and trusses to resist uplift. Install at each truss.

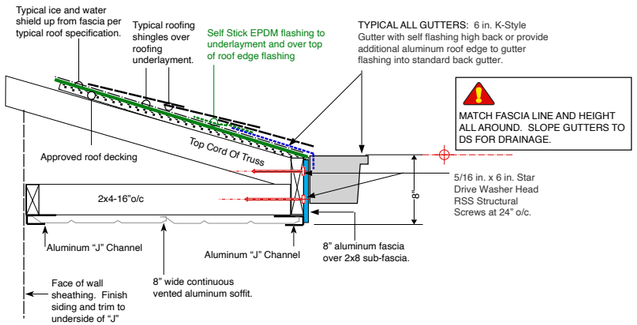
NOTE TO TRUSS MANUFACTURER: ALL TRUSS BEARING POINTS ARE TO BE REVIEWED AND APPROVED BY THE ARCHITECT PRIOR TO MANUFACTURE OF TRUSSES. MANUFACTURER IS TO REVIEW ALL OVERHANG REQUIREMENTS AND INSURE THAT ALL TRUSSES ARE ADJUSTED TO ACCOUNT FOR DIFFERENCES IN LOAD BEARING CONDITIONS AT THE WALL

Sole plate of W1 to be placed 1" outside of face of existing foundation in order to have outside face of insulated wall sheathing to be even with face of 2" perimeter insulation

RECOMMENDED MINIMUM FASTENING SCHEDULE FOR APA PANEL ROOF SHEATHING (Increased nail schedules may be required in high wind zones.)

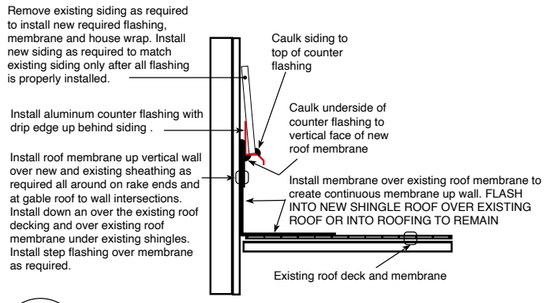
Panel Thickness[b] (in.)	Nailing[c][d] Size	Maximum Spacing (in.) Supported Panel Edges[e]	Intermediate
5/16 - 1	8d	6	12[a]
1-1/8	8d or 10d	6	12[a]

(a) For spans 48 inches or greater, space nails 6 inches at all supports.
(b) For stapling asphalt shingles to 5/16-inch and thicker panels, use staples with a 15/16-inch minimum crown width and a 1-inch leg length. Space according to shingle manufacturer's recommendations.
(c) Use common smooth or deformed shank nails with panels to 1 inch thick. For 1-1/8-inch panels, use 8d ring- or screw-shank or 10d common smooth-shank nails.
(d) Other code-approved fasteners may be used.
(e) Fasteners shall be located 3/8 inch from panel edges.



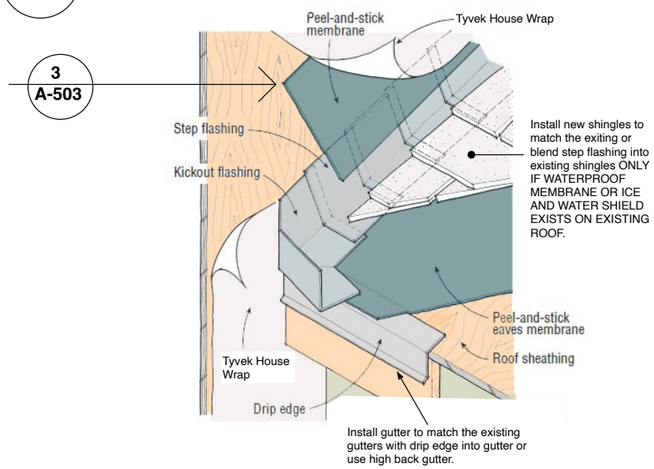
2 / A-503 TYPICAL SOFFIT AND FASCIA

Scale: 1-1/2" = 1'-0"



3 / A-503 FLASHING DETAIL AT EXISTING ROOF TO NEW 2ND FLOOR WALL

Scale: 1" = 1'-0"



WALL SHEATHING ALTERNATIVE NOTE:

Approved Sheathing Systems:
ZIP Sheathing System is an approved sheathing system for the project.

1" R-MAX sheathing is also approved for the project. Corners used for lateral support to have approved 1/2" CDX Plywood or approved equal under 1/2" R-MAX.

WATER RESISTANT MEMBRANE NOTE:

Approved ZIP sheathing system installed with tapes and sealing per manufacturer's requirements to provide WRM on exterior surface under exterior finish material. If R-MAX sheathing is used, tape per manufacturers requirements. Install Tyvek or approved Fluid applied air and moisture barrier over R-MAX exterior surface under exterior finish wall.

ALTERNATE BID: Install Tyvek over ZIP system under all exterior finished siding.

NOTE: Install approved Fluid Applied WRM over sheathing at all stone veneer exterior wall finish.

GOVERNING CODE IS: State Of WI UDC

CARPENTRY REQUIREMENTS:

ALL LUMBER TO BE NO 2 OR BETTER UNLESS OTHERWISE SHOWN ON THE PLANS. ALL WORK TO BE DONE IN COMPLIANCE WITH THE DETAILS AND SCHEDULES IN THE CODE.

INSTALL FIRE STOPPING AND BLOCKING AS REQUIRED IN ALL AREAS IDENTIFIED BY THE CODE. DIVIDE THE ATTIC FROM THE GARAGE WITH FIRE SAFE MATERIAL OR 5/8" DW. INSTALL SOLID FIRE STOP BLOCKING IN ALL INTERIOR AND EXTERIOR WALLS AT THE 8'-0" HEIGHT IN ALL WALLS OVER 8'-0" HIGH.

ALL HEADERS TO BE PER THE UDC TABLES IN CHAPTER 21 UNLESS OTHERWISE NOTED IN THE PLANS.

PROVIDE AND INSTALL TICO CLIPS OR APPROVED HURRICANE ANCHORS TO HOLD DOWN THE ROOF TRUSSES AND MAKE CONNECTION TO DOUBLE TOP PLATES ALL AROUND.

TRUSS MANUFACTURER TO SUBMIT SHOP DRAWINGS SHOWING THE LAY OUT AND DESIGN OF THE ROOF FOR APPROVAL PRIOR TO FABRICATION. ALL LOADS TO BE PER UDC AND TO TAKE INTO ACCOUNT THE POTENTIAL FOR DRIFTING. TRUSSES BOTTOM CORD TO HAVE 2X4 BRACING RUNNING PERPENDICULAR TO TRUSSES AT 10' O/C MAXIMUM. PROVIDE DIAGONAL BRACING ACROSS THE TRUSSES PER MANUFACTURER REQUIREMENTS BUT NOT LESS THAN ONE PER EACH BAY SECURED TO EXTERIOR WALL.

INSTALL MISC. ROOF RAFTERS AT IN FILL AND BUILT OVER AREAS AS SHOWN ON THE PLANS AND SIZED PER CODE LOAD AND RAFTER TABLES.

FILL SCHEDULE - UNLESS OTHERWISE NOTED:
TYPE A Misc. Fill above existing grade with (commonly referred to as traffic bond) 3/4" Base crusher run crushed limestone rock, free from vegetation and other deleterious substances. Course aggregate shall consist of sound, tough, durable particles or fragments of stone and gravel capable of compaction to 95% density. Compact in maximum 12" lifts under Type C fill.. Install over existing undisturbed soil after removal of any top soil. Compact existing exposed undisturbed soil prior to installation of fill. Install Type A material between undisturbed existing soil, to 6" below slab insulation. Install Type C Fill a minimum 6" thick layer under slab.

TYPE B Back Filling Against Building Walls: Provide a layer of Pit Run washed stone size 1" at least 18" wide along vertical faces of filled areas against the foundation walls to allow for drainage away from wall down to the drain tile. Install only after all water proofing and perimeter insulation is in place and inspected by the Architect. Compact as required to insure no settlement.

TYPE C Drainage Fill Under Slabs: Provide Crushed Stone 1" and 3/4" for a minimum of 6" over compacted fill or compacted undisturbed soil.

TYPICAL ROOF SECTION:

INSTALL SHINGLES: BY ELK 30 YEAR OR APPROVED EQUAL. INSTALL ALL SHINGLES AND FLASHING IN ACCORDANCE WITH GOOD WATERPROOFING PRACTICES AS DESCRIBED BY THE ASPHALT ROOFING MANUFACTURERS ASSOCIATION'S DESIGN AND APPLICATION METHODS RESIDENTIAL ASPHALT ROOFING MANUAL.
INSTALL ICE SHIELD 36" UP FROM OUTSIDE WALL ALL AROUND AND IN ALL VALLEYS
INSTALL NEW METAL VALLEYS
INSTALL NEW METAL ROOF VENTS
INSTALL NEW HIP RIDGE FLASHINGS AND UNDERLAYMENT

ROOF SHEATHING:
APA Rated Plywood Sheathing Panel Span Rating 40/20 or approved equal. 5/8" minimum thickness for maximum 24" span.

ALTERNATE ROOFING: INSTALL APPROVED METAL ROOF PER MANUFACTURER'S SPECIFICATIONS OVER TYPICAL ROOF TRUSSES. PROVIDE ALL REQUIRED ROOF DECKING, UNERLAYMENTS, COVER BOARDS, PER MANUF.

TYPICAL FASCIA DETAIL: New aluminum fascia and gutter design and line up heights as required all around for proper drainage. Provide aluminum flashing or high back gutter up onto the roof under the ice and water shield and over the underlayment. Install ice and water shield per MANUF. Requirements. Install aluminum fascia over 2x8 sub-fascia. Provide 1/2" drip edge extension of fascia beyond bottom of soffit.
TYPICAL SOFFIT: Install continuous vented aluminum soffit with "L" channel at wall and back of fascia. Install aluminum to match in areas without vented soffit. Provide all trims and caulking to match.

INSULATION NOTE:

Side walls to have minimum R-16 Fiberglass insulation with 4mil Vapor Barrier on inside surface of wall. Seal all Vapor Barrier joints all around.

Roof insulation to be approved minimum R-48 FG insulation with venting at soffit and through attic. Provide minimum 2" air space or use with Rafter Venting systems between all truss cords and rafter ends to vent soffit into attic. Install 4 mil vapor barrier on underside of ceiling joists and seal to all side wall vapor barriers.

Provide R-19 FG sound insulation in all new bedroom and bathroom walls. Provide sound caulk at sole plate to subfloor. Install sound caulk at all inside corners behind DW. Install additional sound insulation as needed to provide continuous sound insulation around all electric switch and outlet boxes.

TYPICAL TJI FLOOR SECTION: Install TJI Joists at 16" o/c or 24" o/c per Manufacturer's structural design and approved by the Architect. Adjust sub floor appropriately per joist spacing. Install approved APA Sturdy-I-Floor plywood or OSB sub floor glue and screw to joists per APA requirements. Select and install underlayment per finish floor requirements.

PRELIMINARY Review & Bidding Purposes 3/11/2026

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
Jefferson Office:
109 E Milwaukee Street
Jefferson, Wi. 53549
414-852-3555
Mailing Address &
Milwaukee Area Office:
4037 S. Kansas Ave.
St Francis, WI 53235
craige1033@gmail.com

OWNER INFO:
Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

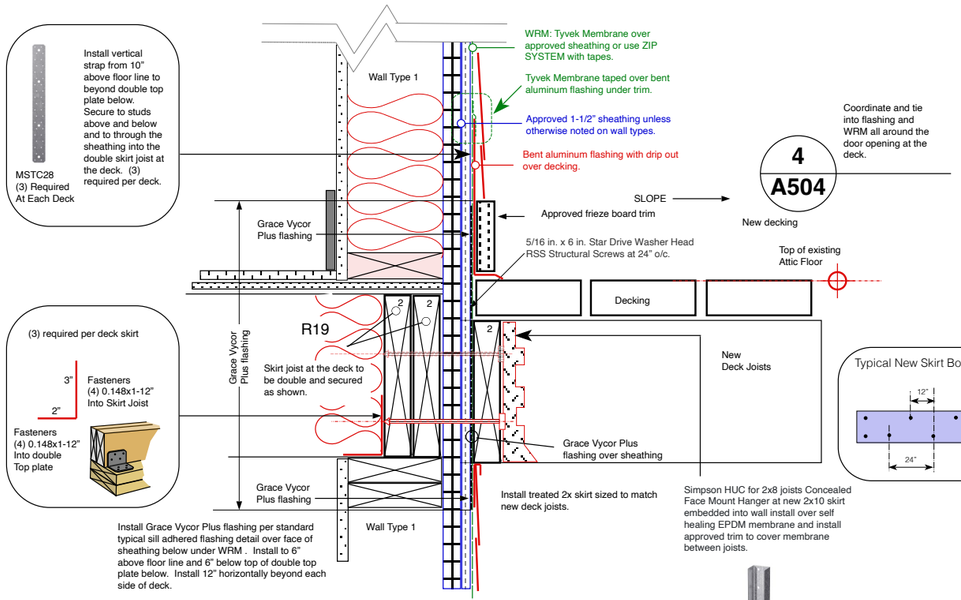
© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS

DATE

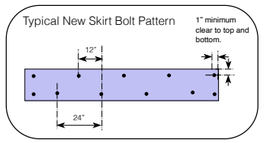
PAPER SIZE D

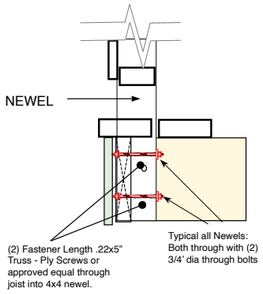
SHEET NO:
A-503



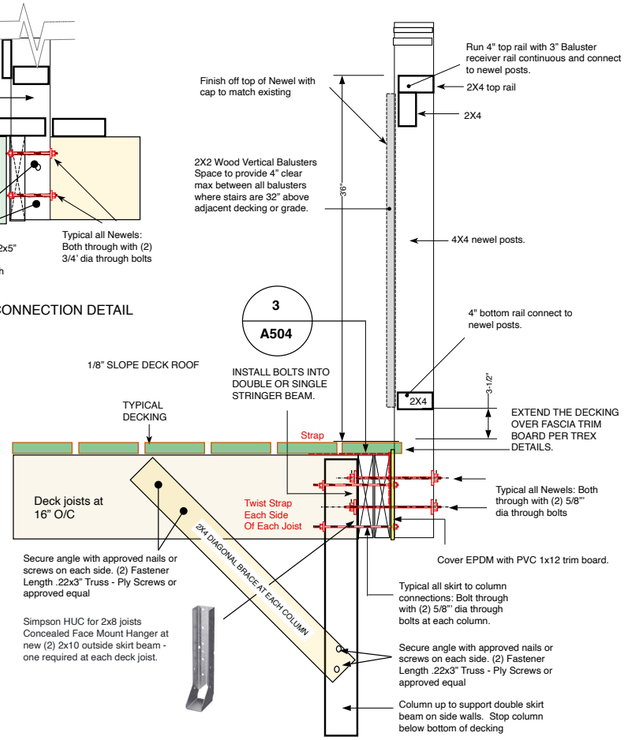
TYPICAL CONDITION AT EXTERIOR WALL FINISH AT OUTSIDE DECK

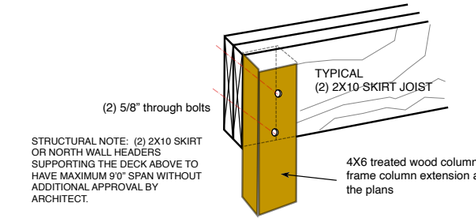
1
A504





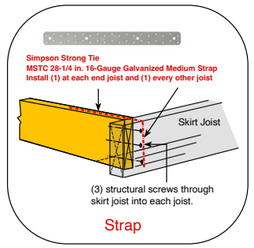
NEWEL CONNECTION DETAIL





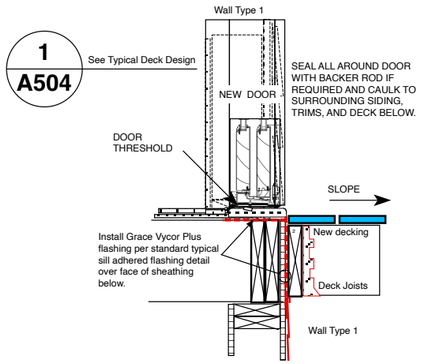
COLUMN TO DECK SKIRT BEAM CONNECTION DETAIL

3
A504
NTS



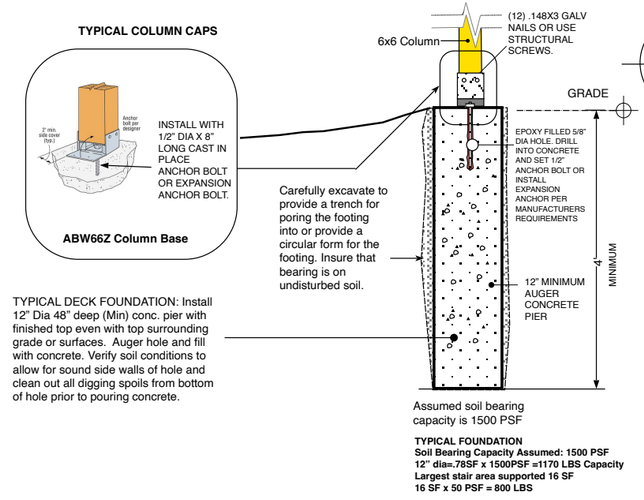
TYPICAL OUTSIDE DECK SKIRT BEAM SUPPORT RAILING DETAIL AND CONNECTION

2
A504



FLASHING AT DOOR AT OUTSIDE DECK

4
A504



TYPICAL PIER FOUNDATION

5
A504

PROJECT TEAM:
ARCHITECTS
The Architectural Firm
Jefferson Office:
109 E Milwaukee Street
Jefferson, Wi. 53549
414-852-3555
Mailing Address &
Milwaukee Area Office:
4037 S. Kansas Ave.
St Francis, WI 53235
craige1033@gmail.com
OWNER REP INFO:
Logan JS, LLC
1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

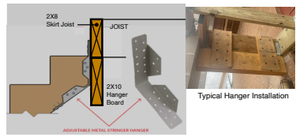
© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE

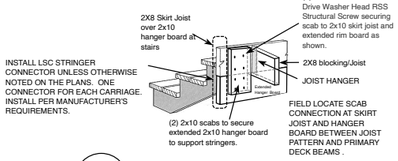
DATE	
PAPER SIZE	D Size

SHEET NO:
A-504

PRELIMINARY
Review Purposes
3/11/26



Typical Hanger Installation

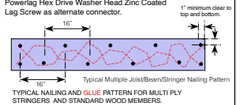


INSTALL LSC STRINGER CONNECTOR UNLESS OTHERWISE NOTED ON THE PLANS. ONE CONNECTOR FOR EACH CARRIAGE. INSTALL PER MANUFACTURER'S REQUIREMENTS.

1 A-505 TYPICAL STRINGER BEARING
NTS

APPROVED METHOD TO SECURE MULTI-LAYER MEMBER

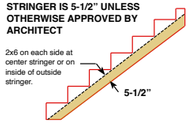
ACCEPTABLE CONNECTORS:
Install with the typical nailing pattern using 3" x.131 framing nails or approved equal.
Install typical nailing pattern using Spax 1/4"x3" Powerlag Hex Drive Washer Head Zinc Coated Lag Screw as alternate connector.



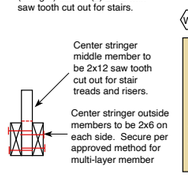
TYPICAL NAILING AND GLUE PATTERN FOR MULTI PLY STRINGERS AND STANDARD WOOD MEMBERS.

Apply approved construction cement glue to the area where you want to secure the plies of the beams together. Place glue in pattern as shown. Secure the plies together while glue sets or secure them together with fasteners prior to glue setting. Secure members together for 30 minutes to an hour to bond beams together. Insure that temperatures are within the specification required range for the glue. Gorilla Heavy Duty Construction Adhesive or equal.

NOTE: MINIMUM STRINGER DEPTH BETWEEN TREAD CUT AT RISER TO BOTTOM OF STRINGER IS 5-1/2" UNLESS OTHERWISE APPROVED BY ARCHITECT



Alternate: Center carriage (stringer) can be (2) 2x12 with saw tooth cut out for stairs.



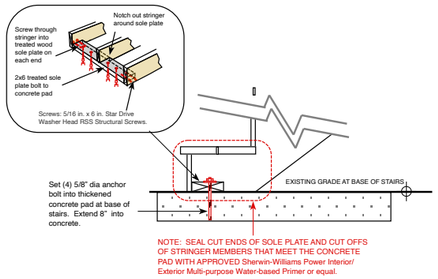
Center stringer middle member to be 2x12 saw tooth cut out for stair treads and risers.

Center stringer outside members to be 2x6 on each side. Secure per approved method for multi-layer member

Outside stringer Outside member to be 2x12 saw tooth cut out for stair treads and risers.

(2) 5/16 in. x 4 in. Star Drive Washer Head RSS Structural Screws into each stud at carriage.

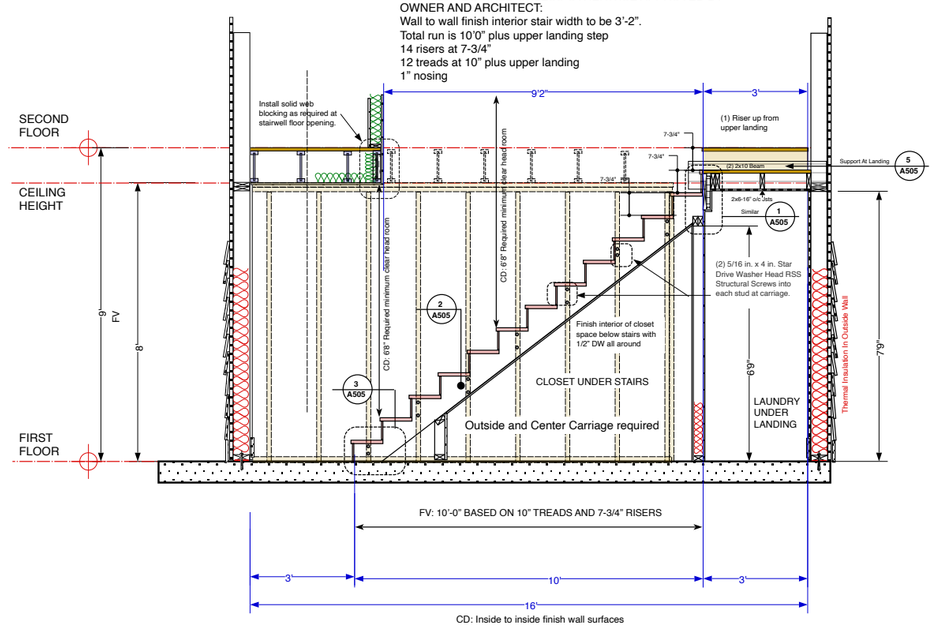
2 A505 TYPICAL STRINGER STRUCTURAL DESIGN
NTS



NOTE: SEAL CUT ENDS OF SOLE PLATE AND CUT OFFS OF STRINGER MEMBERS THAT MEET THE CONCRETE PAD WITH APPROVED Sherwin-Williams Power Interior/ Exterior Multi-purpose Water-based Primer or equal.

3 A505 STAIR STRUCTURAL CONNECTIONS AT FLOOR SLAB
NTS

Stair Size REQUIRED UNLESS OTHERWISE APPROVED BY OWNER AND ARCHITECT:
Wall to wall finish interior stair width to be 3'-2".
Total run is 10'0" plus upper landing step
14 risers at 7-3/4"
12 treads at 10" plus upper landing
1" nosing



CD: Inside to inside finish wall surfaces

STAIR STRUCTURAL NOTES:

INTERIOR WALL MOUNTED CARRIAGE EACH SIDE: (1) 2x12 cut to support risers and treads cut outs secured to side stairwell 2x4 - 16" o/c stud walls. Secure into each stud with (2) 5/16 in. x 4 in. Star Drive Washer Head RSS Structural Screws.

INTERIOR MIDDLE CARRIAGE: Install (2) 2x12 Microllam cut out for risers and treads. Continuous glue and screw Microllams together using approved method with 5/16 in. x 4 in. Star Drive Washer Head RSS Structural Screws at 16" o/c alternating pattern accounting for cut outs.

INTERIOR STAIR TREADS: 1 in thick with pine engineered core or approved equal. Unfinished Pine Plain Cut Engineered Stair Tread. Install with 1" extended rounded front nosing.

INTERIOR STAIR RISERS: 1X pine or board or approved equal cut to fit between top of tread and underside of tread and nosing above.

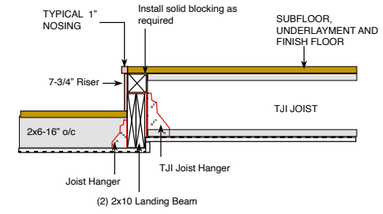
STAIRWELL MINIMUM REQUIRMENTS

INTERIOR AND EXTERIOR STAIRS: At least 36 inches in width. Handrails and associated trim may project a maximum of 4.5 inches into the required width at each side of the stairway. The minimum clear width at and below the handrail, including at treads and landings, may not be less than 31.5 inches where a handrail is installed on one side, and 27 inches where handrails are provided on both sides.
ADJUST FINAL RISER SIZE TO ACCOUNT FOR FINAL FLOOR TO FLOOR HEIGHT. ALL RISER HEIGHTS TO BE THE SAME. RISERS TO BE MAXIMUM 7-3/4".

HEADROOM: Stairways shall be provided with a minimum headroom clearance of 6'8" measured vertically from a line parallel to the nosing of the treads to the ceiling. The headroom clearance shall be maintained over a landing that is at the top or bottom of a stairway for a minimum distance of 36 inches in the direction of travel of the stairway.

HAND RAILING ON LEFT HAND SIDE GOING UP STAIRS. Minimum HR on one side. Verify with Owner if (2) HR are required.
Size of HR gripping surface shall have a maximum whole diameter of 2 inches.
The clearance between a handrail and the wall surface shall be at least 1-1/2 inches.
Handrails shall be located at least 30 inches, but no more than 38 inches above the nosing of the treads

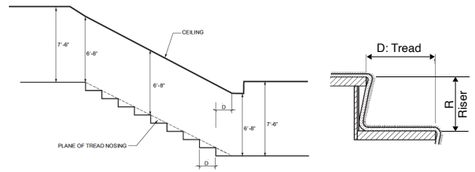
4 A-505 STAIRWELL AND STAIR STRUCTURE
SCALE : 1/2" = 1'-0"



5 A505 STAIR UPPER LANDING AT STEP
NTS

PRELIMINARY Review & Bidding Purposes 3/11/2026

General Means Of Egress Requirements For Stairways: IBC 2021 Code Requirements
1011.2 Wall to wall width and capacity of stairway.
Minimum width of stairs shall be not less than 36" unless otherwise noted on plans.
Minimum width of stairs serving occupant loads more than 50 shall not be less than 44" .
Minimum head room to be 80" from nosing to ceiling directly above and kept at that minimum clearance for the length of the stairway.



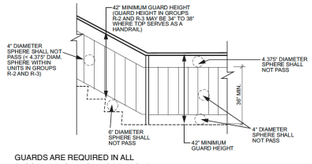
THIS PROJECT FEATURES A STAIRWAY SERVICING A SINGLE R2 LIVING UNIT.

General Means Of Egress Requirements For Stairways: IBC 2021 Code Requirements
1011.2 Wall to wall width and capacity of stairway.
Minimum width of stairs shall be not less than 36" unless otherwise noted on plans.
Minimum width of stairs serving occupant loads more than 50 shall not be less than 44".
Minimum head room to be 80" from nosing to ceiling directly above and kept at that minimum clearance for the length of the stairway.

Riser height and tread depth in residential occupancies:
Maximum riser height: 7-3/4" the minimum tread depth: 10"
Stair treads shall be uniform in size and riser difference not to exceed 3/8"
Nosing not to exceed 1-1/4" where nosings are called for on plans
Landing minimum width equal to stair width and minimum length to match existing landing.
All risers to be fully closed or openings in risers shall not be more than 4" high.

Hand railing:
HR to be provided on one side of stairs.
HR to be placed above stair nosing between 34" and 42". Height to be uniform throughout the installation.
HR to project into stair sides a maximum 4-1/2" or as much as to allow for a minimum 36" clear distance between handrails.
HR to be provided with 1-1/2" clear space between rail and wall
HR to be a minimum of 1-1/4" in diameter and a maximum of 2" in diameter

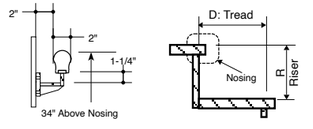
Guard Railings: 36" height in side individual R2 living units unless otherwise noted on plans.
GR used as HR in residential units shall not be less than 34" and more than 38" height.
Openings in GR shall not be larger than 4" unless otherwise shown on plans.
Exterior deck GR in R2 building to be 42" high.

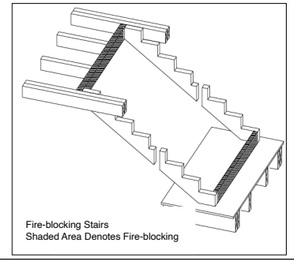


GUARDS ARE REQUIRED IN ALL FLOOR AREAS 30" OR MORE ABOVE SURROUNDING SURFACES

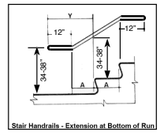
TYPICAL GUARD RAIL REQUIREMENTS

VERIFY FINAL RAILING DESIGN WITH OWNER PRIOR TO ORDERING MATERIALS
OBTAIN ARCHITECT REVIEW AND APPROVAL OF ALL FINAL CONNECTIONS AND GR/HR DESIGN INCLUDING ALL ADA EXTENSIONS.



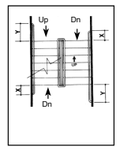


Fire-blocking Stairs
Shaded Area Denotes Fire-blocking



Stair Handrails - Extension at Bottom of Run

If handrails are not continuous, they shall extend at least 12" beyond the top riser and (Y) at least 12" plus the width of one tread (A) beyond the bottom riser.



Typical Hand Rail Location and Extension, FV with Architect based on actual on existing conditions:
X: 12 in minimum handrail extension required at each top riser.
Y: minimum handrail extension of 12 in plus the width of one tread that is required at each bottom riser.

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
Jefferson Office:
109 E Milwaukee Street
Jefferson, WI. 53549
414-852-3555
Mailing Address &
Milwaukee Area Office:
4037 S. Kansas Ave.
St Francis, WI 53235

craige1033@gmail.com

OWNER INFO:
Logan JS, LLC
1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

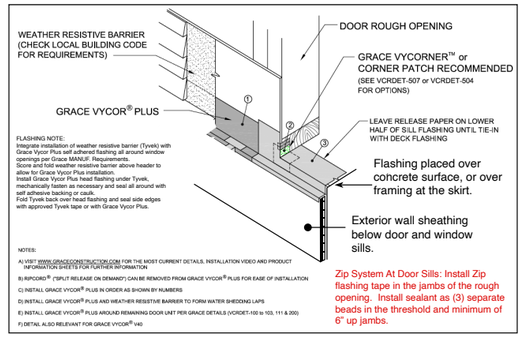
PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

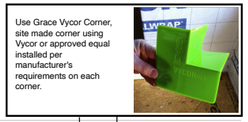
© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

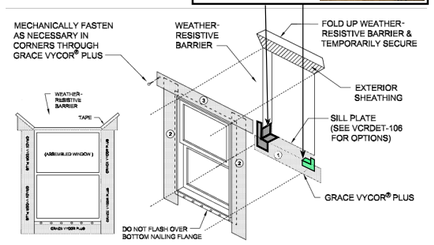
REVISIONS	DATE

DATE	
PAPER SIZE	D Size

SHEET NO:
A-505



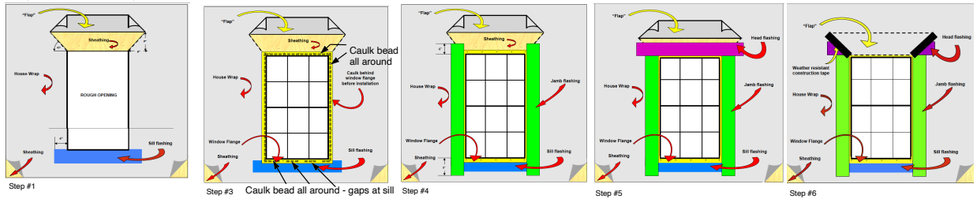




TYPICAL EXTERIOR DOOR SILL SELF-ADHERED FLASHING DETAILS

Use Manufacturer's Required Installation Details To Install Flashing At All Windows & Doors.

Flange Type Window Flashing Installation Specifications.



Step #1

a. Cut the building paper at a 45o angle to a point 9" up and 9" out from the upper corners of the rough opening.
b. This will make a "flap" that will be used to cover the head flashing in Step #6.

Step # 2: Install sill flashing extending 4" beyond the rough opening on each side.

Step #3

Caulk bead all around - gaps at sill

a. Apply a continuous bead of caulking on the back side of the window flange. Allow for (3) 2" gaps under bottom flange to allow moisture to exit from underside of window unit out over sill flashing.
b. Install the window according to the manufacturers specifications.

Step #4

a. Install jamb flashing over the window flange on each side.
b. Extend the jamb flashing 4" above the rough opening and 8" below the rough opening.
c. Do not let sill flashing extend beyond jamb flashing.

Step #5

a. Install head flashing over the window flange.
b. Extend the head flashing 8" beyond the rough opening on each side.

Step #6

a. Allow the building paper "flap" to drape over the head flashing.

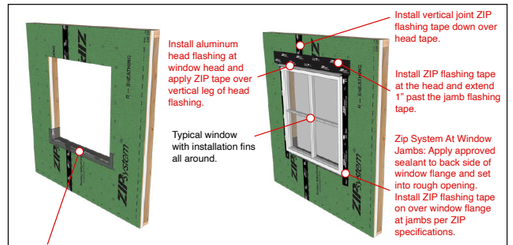
Step #7

a. Apply weather resistant tape over the 45o angle cut in the building paper.

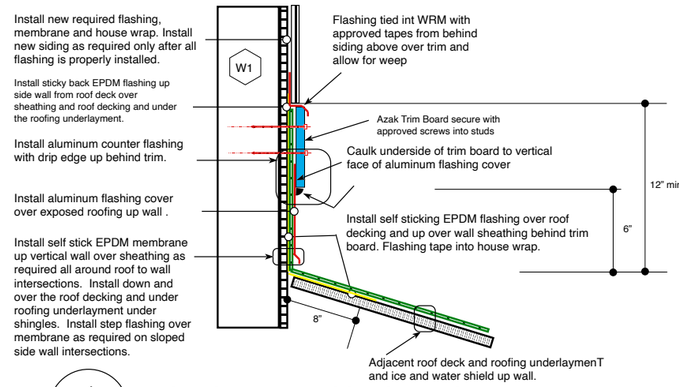
WRB: WATER RESISTANT BARRIER - TYVEK OR APPROVED EQUAL INSTALLED PER MANUFACTURER'S REQUIREMENTS AND TIED INTO ALL FLASHINGS.

Alternate Product for Wall Sheathing:

Huber Engineered Woods, Zip System R-Sheathing = 1-12" thick Insulated Panel. Shear wall bracing on exterior walls and corner bracing can use the same panel.

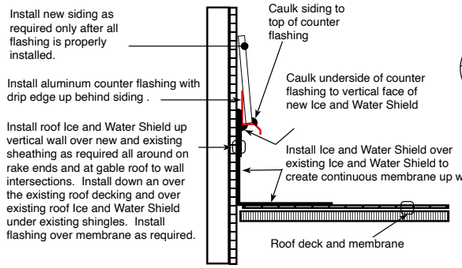


WHEN ZIP SYSTEM WALL SHEATHING AND ROOF DECK IS USED, FOLLOW ALL MANUFACTURER'S REQUIREMENTS PER ZIP SYSTEM INSTALLATION MANUAL.



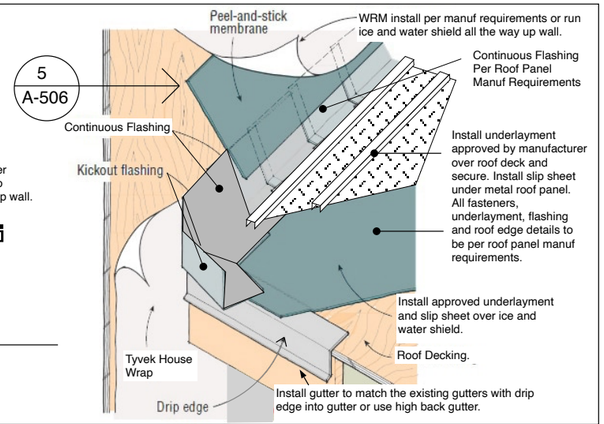
4 / A-506 FLASHING DETAIL AT ROOF TO VERTICAL WALL

Scale: 1" = 1'-0"



5 / A-506 FLASHING DETAIL AT ROOF TO WALL

Scale: 1" = 1'-0"



EXTERIOR WALL SIDING WHEN USING VINYL:
CertainTeed Classic Vinyl Siding, Double 5" Clapboard, (SIDING BID TO BE BASED On STANDARD COLOR - Desert Tan) Base Bid trims to be standard Vinyl 3-12" Lineal System all around window heads and jambs.

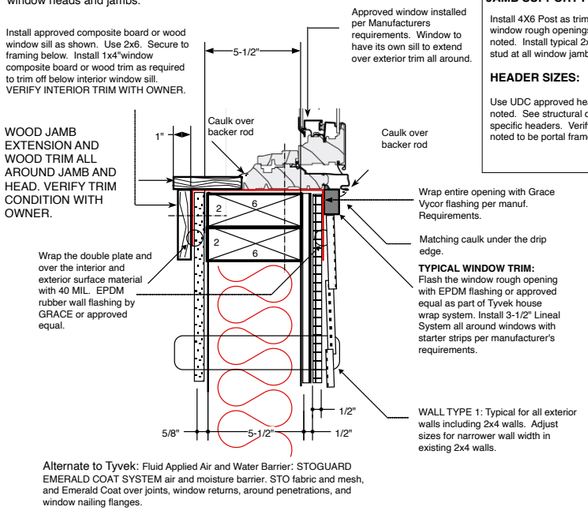
VERIFY EXTERIOR TRIM DESIGN SHOWN ON EXTERIOR ELEVATIONS.
Verify INTERIOR TRIM DESIGN AS APPROVED BY OWNER.

JAMB SUPPORT POSTS DETAIL:

Install 4X6 Post as trimmer stud at OH Garage door and at window rough openings greater than 8' unless otherwise noted. Install typical 2x6 trimmer stud and 2x6 full length stud at all window jamb rough openings under 8' width.

HEADER SIZES:

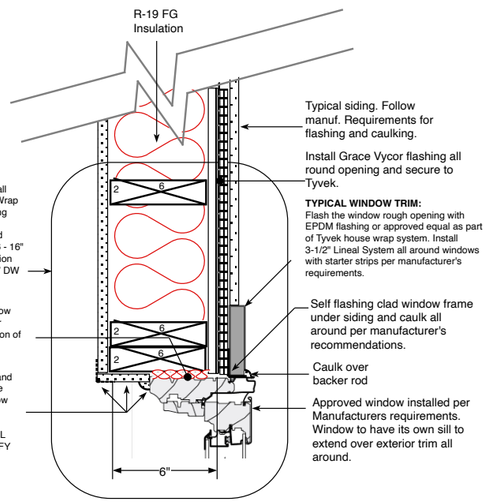
Use UDC approved header size for spans unless otherwise noted. See structural details for additional information on specific headers. Verify connection requirements when noted to be portal frame design.



Alternate to Tyvek: Fluid Applied Air and Water Barrier: STOGUARD EMERALD COAT SYSTEM air and moisture barrier. STO fabric and mesh, and Emerald Coat over joints, window returns, around penetrations, and window nailing flanges.

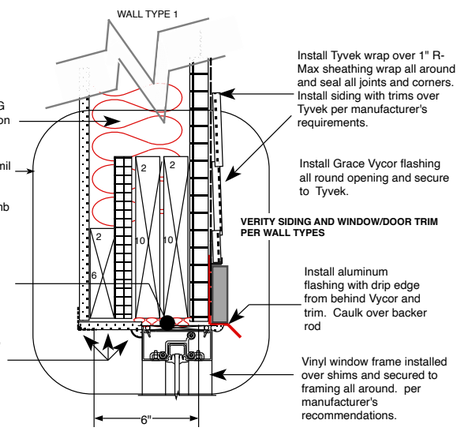
1 / A-506 TYPICAL WINDOW SILL AT 2X6 EXTERIOR FRAME WALL

Scale: 3" = 1'-0"



2 / A-506 2x6 EXTERIOR FRAME WALL JAMB SECTION

Scale: 3" = 1'-0"



3 / A-506 2x6 EXTERIOR FRAME WALL HEADER SECTION

Scale: 3" = 1'-0" SMILAR AT DOOR CONDITION

PRELIMINARY Review & Bidding Purposes 3/11/2026

PROJECT TEAM:
ARCHITECTS
The Architectural Firm
Jefferson Office:
109 E Milwaukee Street
Jefferson, Wi. 53549
414-852-3555
Mailing Address &
Milwaukee Area Office:
4037 S. Kansas Ave.
St Francis, WI 53235
craige1033@gmail.com
OWNER INFO:
Logan JS, LLC
1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

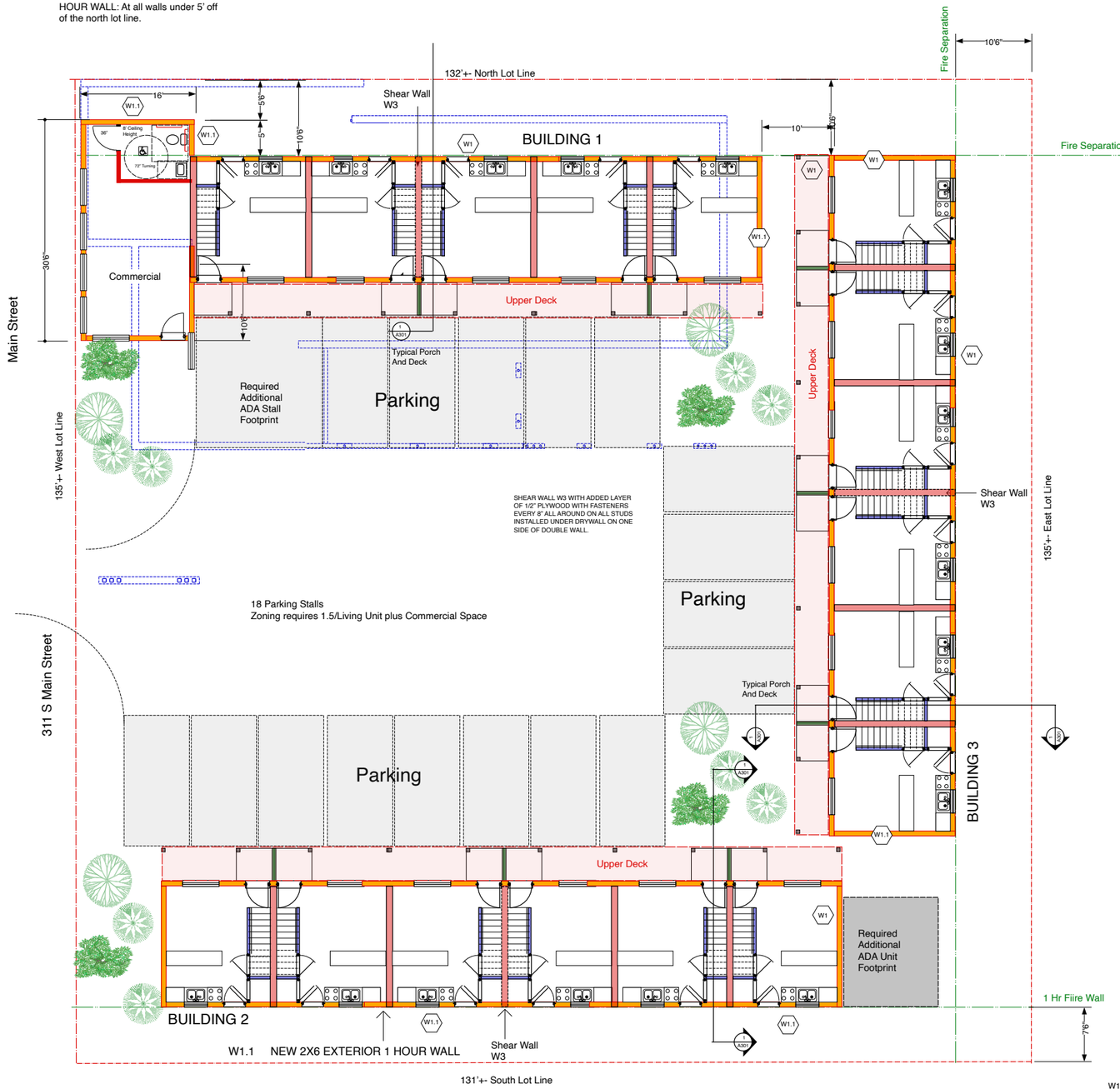
REVISIONS	DATE

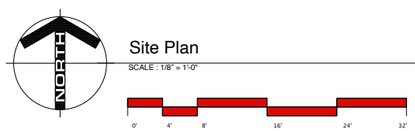
DATE	
PAPER SIZE	Arch D

SHEET NO:

A-506

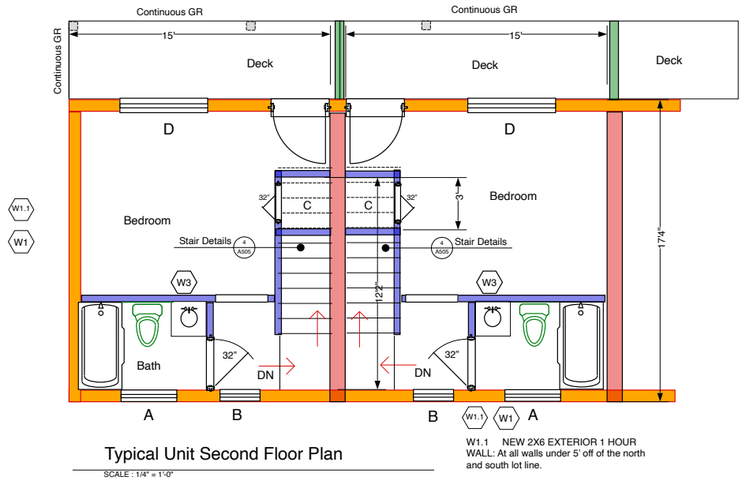
W1.1 NEW 2X6 EXTERIOR 1 HOUR WALL: At all walls under 5' off of the north lot line.





Site Plan

SCALE : 1/8" = 1'-0"

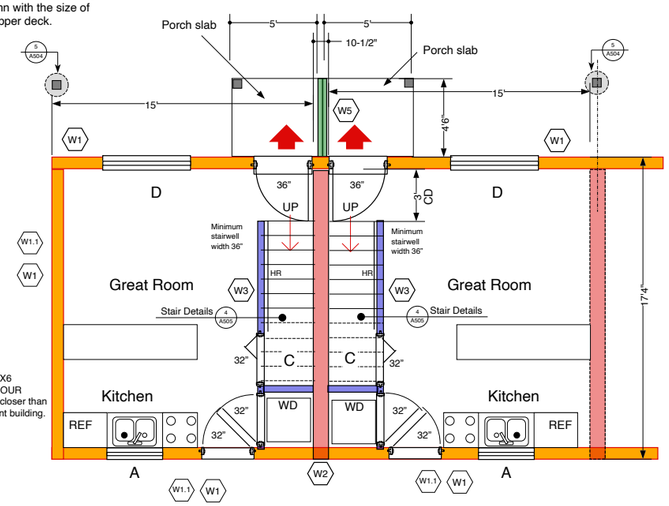


Typical Unit Second Floor Plan

SCALE : 1/4" = 1'-0"

W1.1 NEW 2X6 EXTERIOR 1 HOUR WALL: At all walls under 5' off of the north and south lot line.

Verify the location of the column with the size of the upper deck.



W1.1 NEW 2X6 EXTERIOR 1 HOUR WALL: At walls closer than 10' from adjacent building.

Typical Unit First Floor Plan

SCALE : 1/4" = 1'-0"

W1.1 NEW 2X6 EXTERIOR 1 HOUR WALL: At all walls under 5' off of the north and south lot line.

PROJECT INFORMATION:
New R2 Multi-Family Apartment Building.

BUILDING INFORMATION:
New construction Type VB Wood Framed Construction
2 Story
Slab on grade with perimeter foundation
Fully sprinklered with NFPA 13R system

REQUIRED SEPARATIONS FOR USES
IBC 508.5: M space on street store front units to be separated from living units with 1 hour construction.
Walls separating living units to be 1 hour construction.
IBC 420.2: Fire partitions are required between living units in R2. IBC 708.3 In VB R2 the fire partition can be 1/2 hour rated.

CONSTRUCTION TYPE: VB - 2 Stories.
IBC Table 601 Interior load bearing and non load bearing walls have 0 hr. rating requirements.
Floor construction and secondary members to have 0 hr. rating requirements.
IBC 705.5 Exterior walls that are over 10' away from lot line to be 0 hr rated.
IBC 705.8 Exterior wall openings limited to 45% of wall area when 10' -15' from lot line.

Exiting Requirements for R2 Units
R2 building protected with sprinklers.
IBC 1006.3.4 & 1006.2.1:One exit is allowed when the single exit is within 125' of the most remote corner of the living unit
IBC 1006.2.1:Max number of people using that exit 20.

SPRINKLER REQUIREMENT
Building to be fully protected by sprinkler system. IBC 903.3.1.2.3:Attic do not have to be sprinklered. Deck and porch areas to be protected with wall mounted freeze protected heads covering those areas. Sprinkler system enter to be in the commercial unit on the NW side of the building.

ALL DIMENSIONS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO ORDERING ANY STRUCTURAL MEMBERS.

E: Indicates existing elements to remain.

ERD: Existing Reference dimension to be used to determine bid and as an RD during construction. Field verify, existing to remain.

RD: Reference Dimension. Approximate dimension to hold. Other more critical dimensions are used to determine final RD. Field verify and contact Architect if discrepancy affects critical dimensions.

CD: Critical Dimension. This dimension is critical for structural or other purposes and must be maintained. Field verify prior to ordering materials. contact Architect if discrepancy affects critical dimensions.

FV: Field Verify Dimension and conditions. Base bid on this dimension. Field verify and contact Architect if discrepancy affects critical dimensions or design. Take photos of all FV conditions to record the conditions encountered.

ALARMS REQUIRED:
Install Smoke and Carbon Monoxide alarms as required by UDC and local ordinances.

Wall Schedule	
W1	New 2x6 Exterior Wall. See exterior elevations for locations of different exterior materials.
W2	Interior double stud fire wall
W3	New 2x4 - 16" o/c interior framed wall with DW.
W4	New 2x6 Exterior Wall at attics. See exterior elevations for locations of different exterior materials.
W5	New 2x4 Exterior Privacy wall at the decks.
W6	New 2x4-24" o/c with 5/8" Type X DW on each side fire break wall in the attic.

PRELIMINARY Review & Bidding Purposes 3/11/2026

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER INFO:
Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

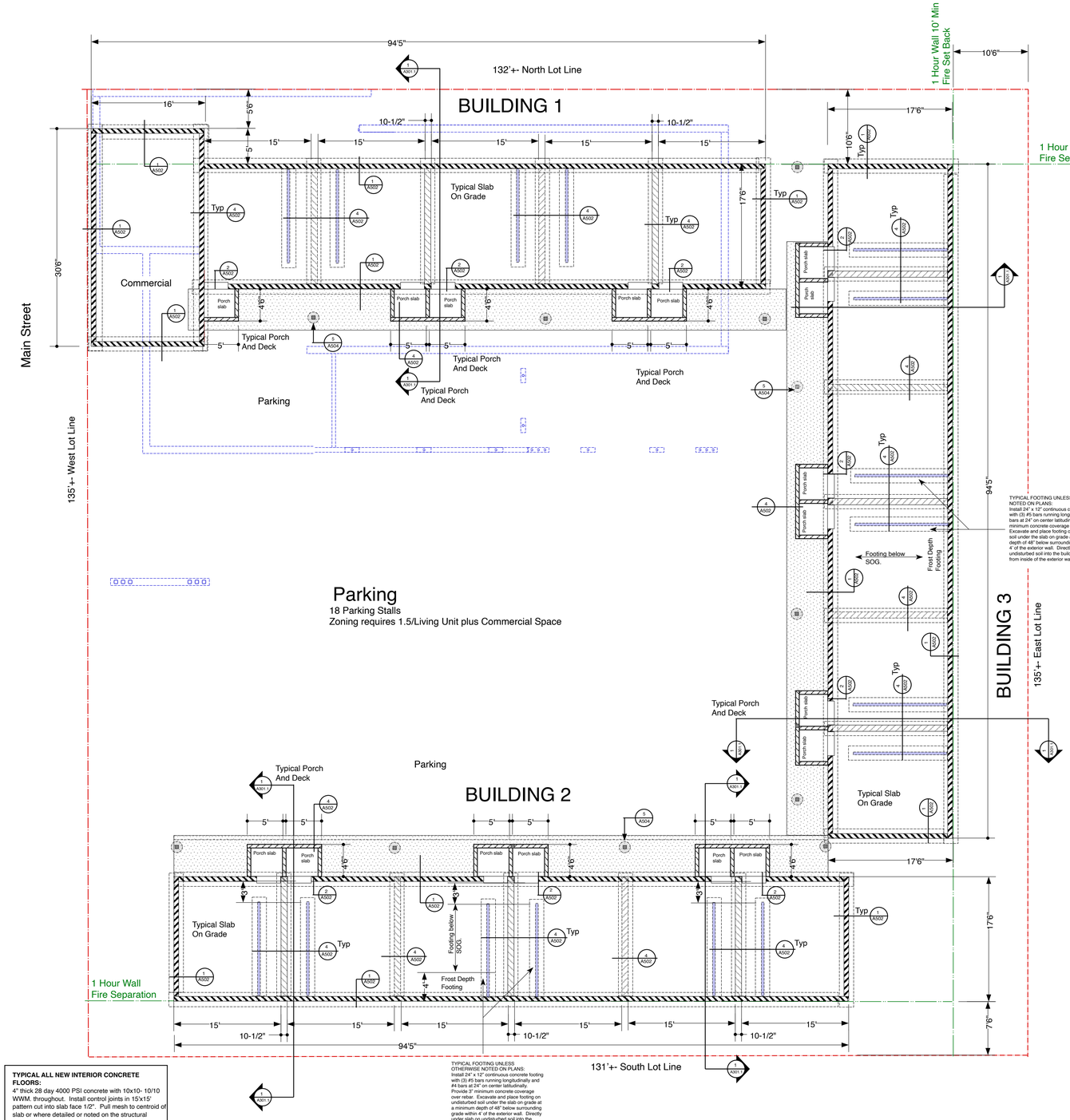
REVISIONS	DATE

DATE

SHEET NO:

A-100

of



TYPICAL ALL NEW INTERIOR CONCRETE FLOORS:
4" thick 28 day 4000 PSI concrete with 10x10- 10/10 WWM. throughout. Install control joints in 15'x15' pattern cut into slab face 1/2". Pull mesh to centroid of slab or where detailed or noted on the structural drawings, when placing concrete. Install over 2" STYROFOAM rigid insulation all around new area placed over min. 6" TYPE C FILL.

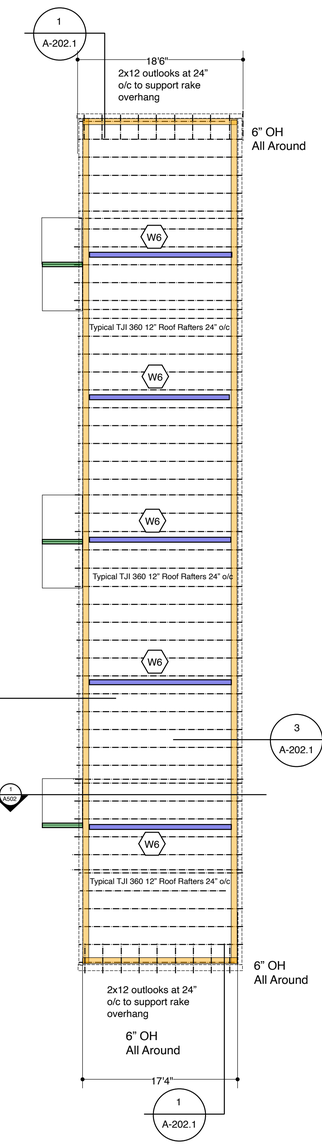
TYPICAL FOOTING UNLESS OTHERWISE NOTED ON PLANS:
Install 24" x 12" continuous concrete footing with (3) #5 bars running longitudinally and #4 bars at 24" on center latitudinally. Provide 3" minimum concrete coverage over rebar. Excavate and place footing on undisturbed soil under the slab on grade at a minimum depth of 48" below surrounding grade within 4' of the exterior wall. Directly under slab on undisturbed soil into the building beyond 4' from inside of the exterior wall.

NORTH

Foundation Site Plan

SCALE : 1/8" = 1'-0"

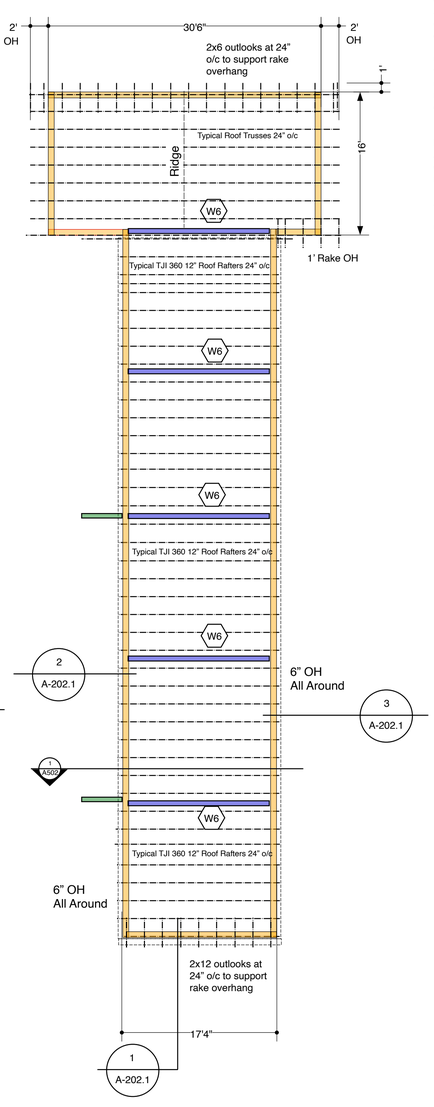
0' 4' 8' 16' 24' 32'



Roof Plan Typical For South And East

SCALE : 1/8" = 1'-0"

0' 4' 8' 16' 24' 32'



Roof Plan For North Building

SCALE : 1/8" = 1'-0"

ALL DIMENSIONS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO ORDERING ANY STRUCTURAL MEMBERS.

E: Indicates existing elements to remain.

ERD: Existing Reference dimension to be used to determine bid and as an RD during construction. Field verify, existing to remain.

RD: Reference Dimension. Approximate dimension to hold. Other more critical dimensions are used to determine final RD. Field verify and contact Architect if discrepancy affects critical dimensions.

CD: Critical Dimension. This dimension is critical for structural or other purposes and must be maintained. Field verify prior to ordering materials, contact Architect if discrepancy affects critical dimensions.

FV: Field Verify Dimension and conditions. Base bid on this dimension. Field verify and contact Architect if discrepancy affects critical dimensions or design. Take photos of all FV conditions to record the conditions encountered.

ALARMS REQUIRED:
Install Smoke and Carbon Monoxide alarms as required by UDC and local ordinances.

Wall Schedule	
W1	New 2x6 Exterior Wall. See exterior elevations for locations of different exterior materials.
W2	Interior double stud fire wall
W3	New 2x4 - 16" o/c interior framed wall with DW.
W4	New 2x6 Exterior Wall at attics. See exterior elevations for locations of different exterior materials.
W5	New 2x4 Exterior Privacy wall at the decks.
W6	New 2x4-24" o/c with 5/8" Type X DW on each side fire break wall in the attic.

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craig1033@gmail.com

OWNER **INFO:**
Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE

DATE	

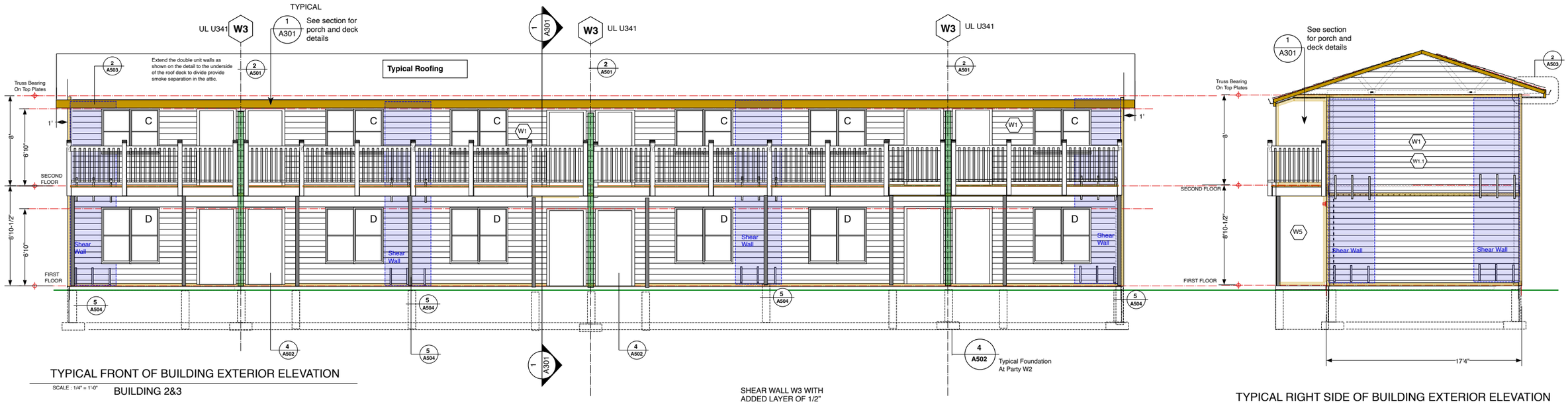
SHEET NO:

A-101.1

of

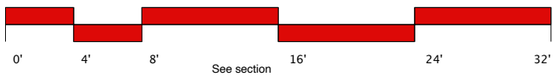
FLAT ROOF OPTION PAGE

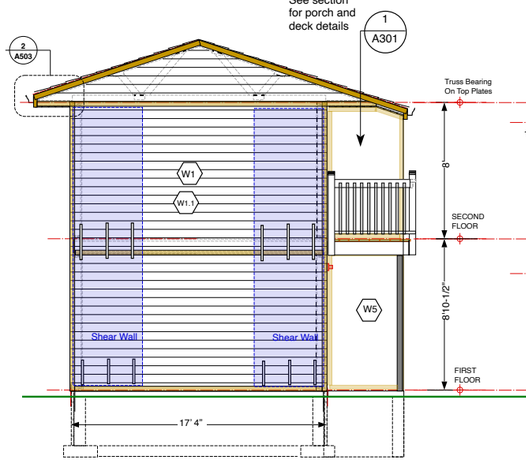
PRELIMINARY
Review & Bidding
Purposes
3/19/2026



TYPICAL FRONT OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0" BUILDING 2&3

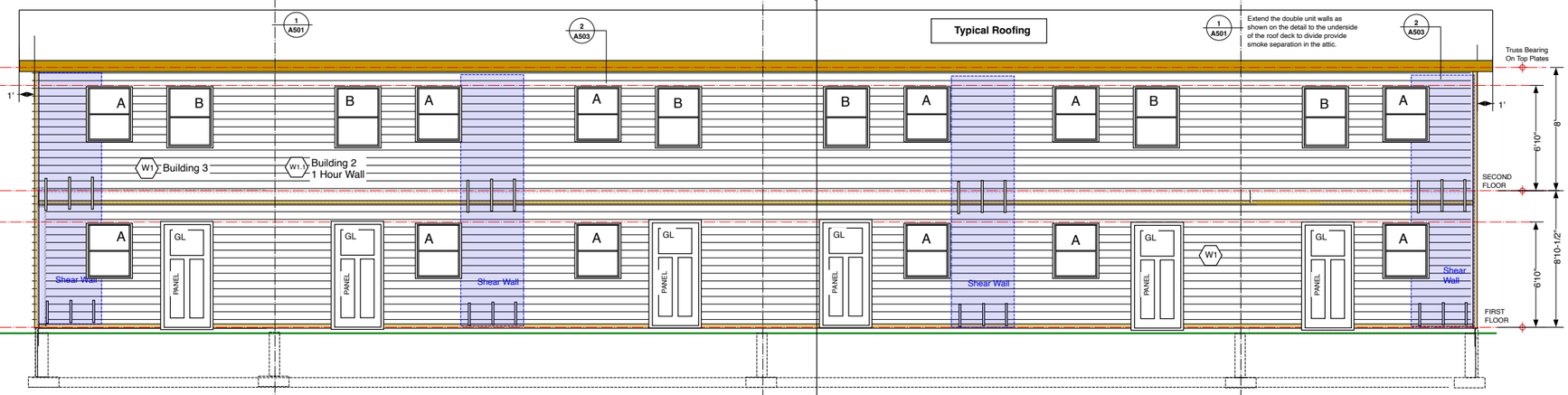




TYPICAL LEFT SIDE OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0" BUILDING 2&3

SHEAR WALL W3 WITH ADDED LAYER OF 1/2" PLYWOOD WITH FASTENERS EVERY 8" ALL AROUND ON ALL STUDS INSTALLED UNDER DRYWALL ON ONE SIDE OF DOUBLE WALL.



TYPICAL REAR OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0" BUILDING 2&3

South wall: 1600 SF of wall area
400 SF of unprotected openings.
(6) sets of 2nd Fl window at 22SF EA = 132 SF
(6) Sets of 1st Floor door/Window at 30 SF = 180 SF
Total is under 25% allowed: 312 SF

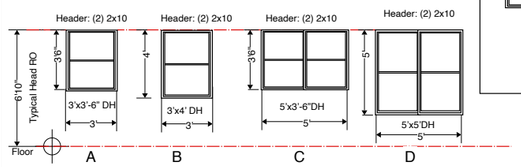
TYPICAL RIGHT SIDE OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0" BUILDING 2&3

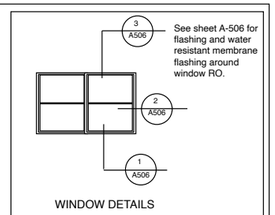
GLASS TO BE INNOVATIVE HIGH PERFORMANCE 3/4" THERMAL PANE WITH ARGON GAS AND LOW E COATING - REQUIRED MINIMUM U 0.29 OR APPROVED EQUAL.

WINDOWS TO BE MANUFACTURED BY ANDERSON WINDOWS - DOUBLE HUNG OR APPROVED EQUAL

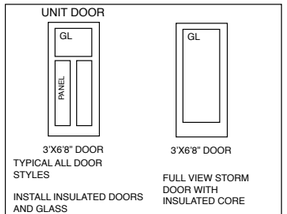
PROVIDE TEMPERED GLASS WHENEVER WINDOW SILL IS BELOW 36" ABOVE FLOOR LINE AND IN BATHROOMS.



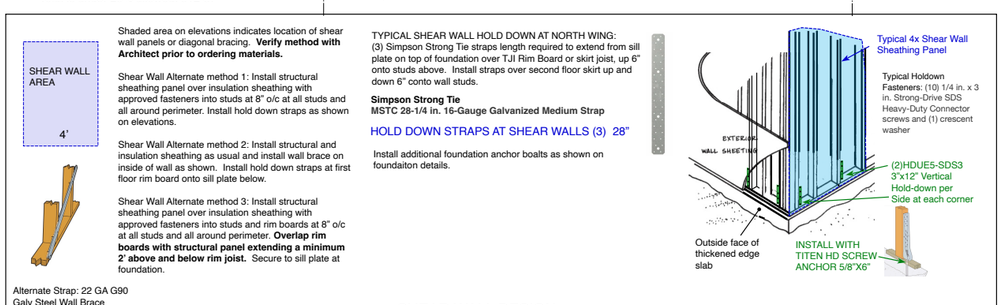
WINDOW SCHEDULE



WINDOW DETAILS



TYPICAL EXTERIOR DOORS



SHEAR WALL DESIGN

PRELIMINARY Review & Bidding Purposes 3/11/2026

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER INFO:
Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

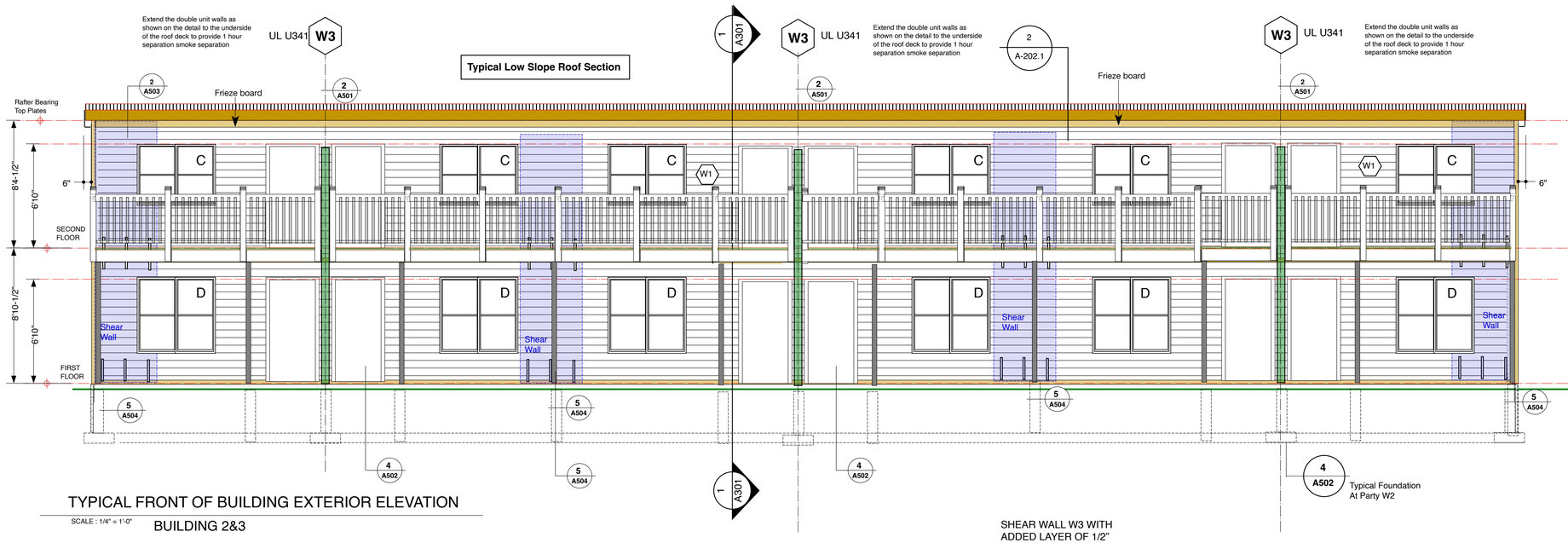
PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE

DATE	

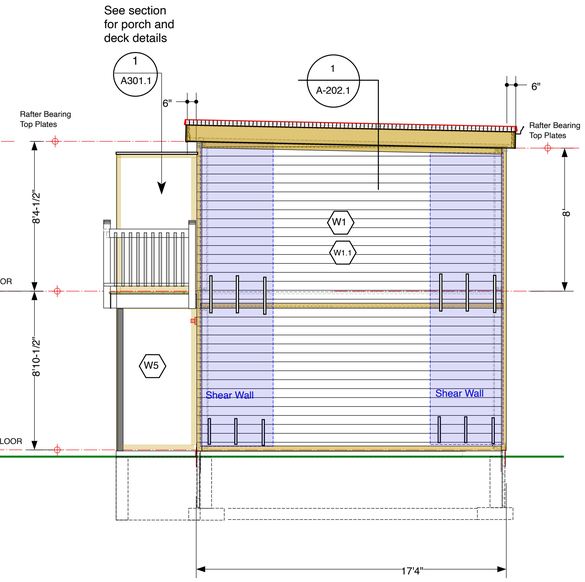
SHEET NO:
A-200
of



TYPICAL FRONT OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

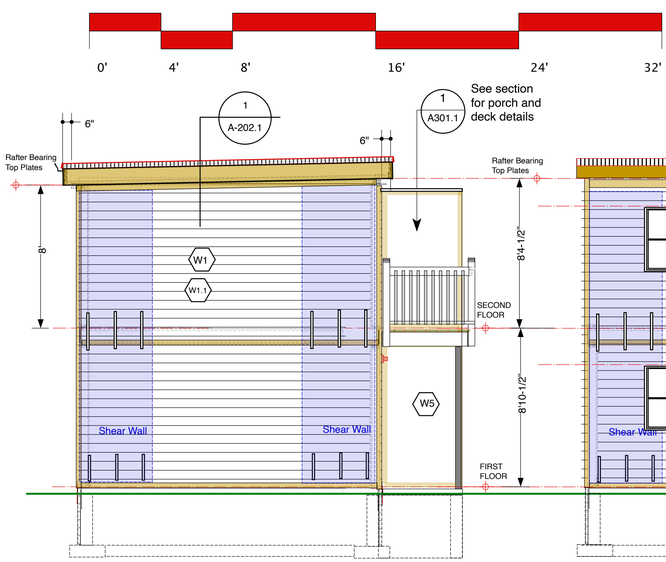
BUILDING 2&3



TYPICAL RIGHT SIDE OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

BUILDING 2&3



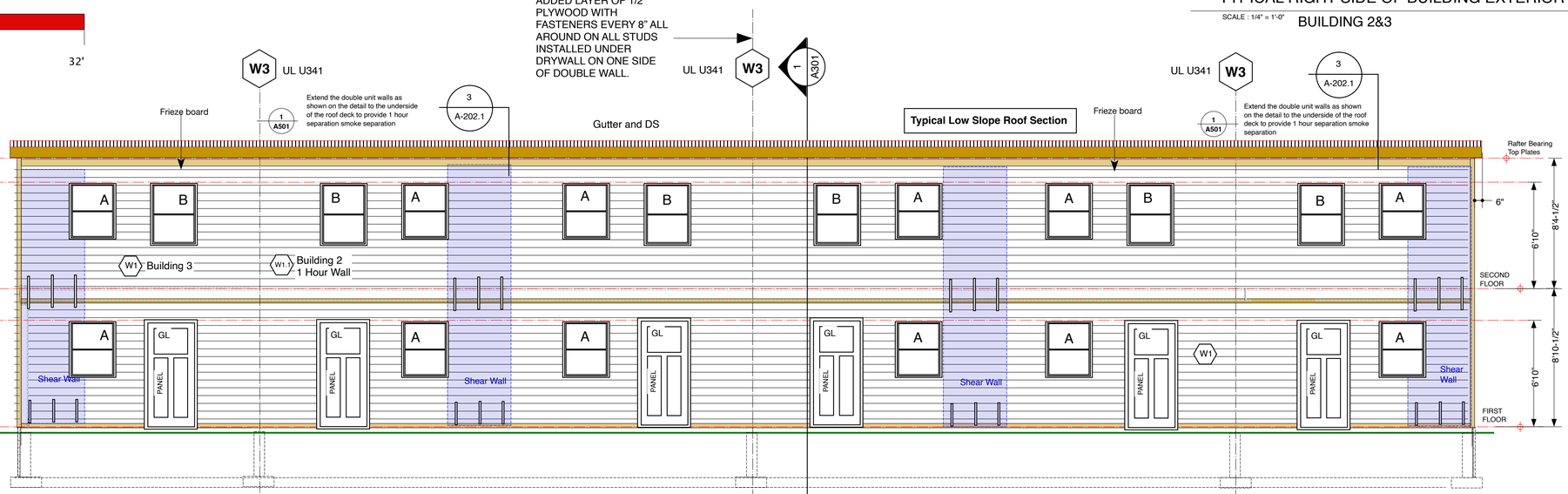
TYPICAL LEFT SIDE OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

BUILDING 2&3

SHEAR WALL W3 WITH ADDED LAYER OF 1/2" PLYWOOD WITH FASTENERS EVERY 8" ALL AROUND ON ALL STUDS INSTALLED UNDER DRYWALL ON ONE SIDE OF DOUBLE WALL.

Gutter and DS



TYPICAL REAR OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

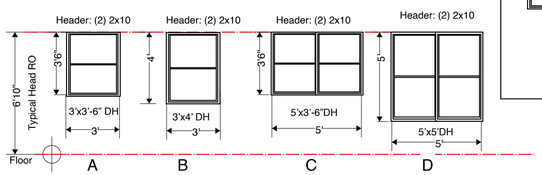
BUILDING 2&3

South wall: 1600 SF of wall area
400 SF of unprotected openings.
(6) sets of 2nd Fl window at 22SF EA = 132 SF
(6) Sets of 1st Floor door/Window at 30 SF = 180 SF
Total is under 25% allowed: 312 SF

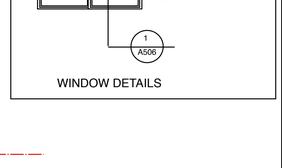
GLASS TO BE INNOVATIVE HIGH PERFORMANCE 3/4" THERMAL PANE WITH ARGON GAS AND LOW E COATING - REQUIRED MINIMUM U 0.29 OR APPROVED EQUAL.

WINDOWS TO BE MANUFACTURED BY ANDERSON WINDOWS - DOUBLE HUNG OR APPROVED EQUAL

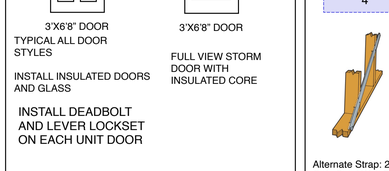
PROVIDE TEMPERED GLASS WHENEVER WINDOW SILL IS BELOW 36" ABOVE FLOOR LINE AND IN BATHROOMS.



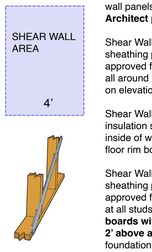
WINDOW SCHEDULE



WINDOW DETAILS



TYPICAL EXTERIOR DOORS



Alternate Strap: 22 GA G90 Galv Steel Wall Brace

Shaded area on elevations indicates location of shear wall panels or diagonal bracing. **Verify method with Architect prior to ordering materials.**

Shear Wall Alternate method 1: Install structural sheathing panel over insulation sheathing with approved fasteners into studs at 8" o/c at all studs and all around perimeter. Install hold down straps as shown on elevations.

Shear Wall Alternate method 2: Install structural and insulation sheathing as usual and install wall brace on inside of wall as shown. Install hold down straps at first floor rim board onto sill plate below.

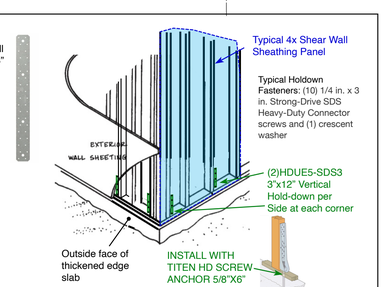
Shear Wall Alternate method 3: Install structural sheathing panel over insulation sheathing with approved fasteners into studs and rim boards at 8" o/c at all studs and all around perimeter. **Overlap rim boards with structural panel extending a minimum 2' above and below rim joint.** Secure to sill plate at foundation.

TYPICAL SHEAR WALL HOLD DOWN AT NORTH WING:
(3) Simpson Strong Tie straps length required to extend from sill plate on top of foundation over TJI Rim Board or skirt joist, up 6" onto studs above. Install straps over second floor skirt up and down 6" conto wall studs.

Simpson Strong Tie
MSTC 28-1/4 in. 16-Gauge Galvanized Medium Strap

HOLD DOWN STRAPS AT SHEAR WALLS (3) 28"

Install additional foundation anchor boalts as shown on foundaiton details.



SHEAR WALL DESIGN

PRELIMINARY Review & Bidding Purposes 3/19/2026

Low Slope Roof Option

PROJECT TEAM:

ARCHITECTS

The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER INFO:
Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

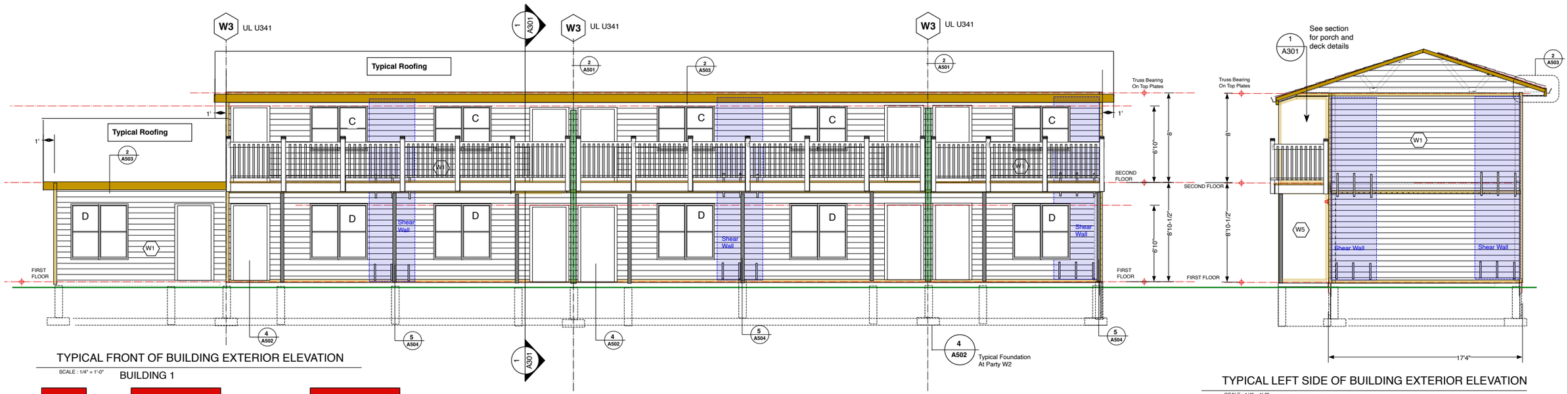
REVISIONS	DATE

DATE	

SHEET NO:

A-200.1

of



TYPICAL FRONT OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

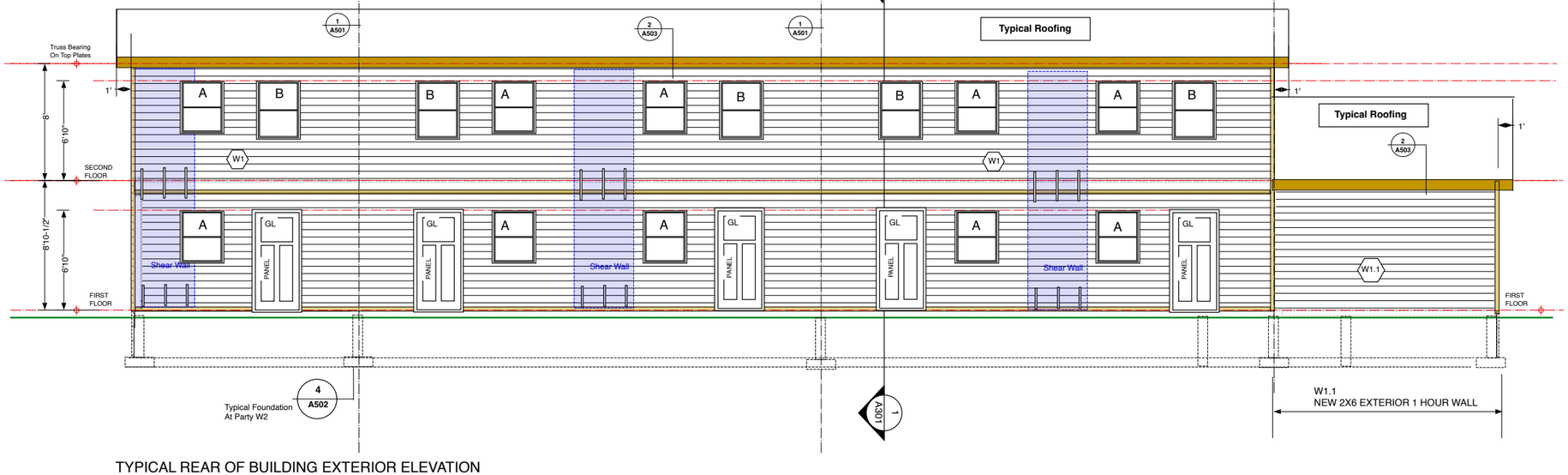
BUILDING 1

0' 4' 8' 16' 24' 32'

TYPICAL LEFT SIDE OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

BUILDING 1



TYPICAL REAR OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

BUILDING 1

PROJECT TEAM:

ARCHITECTS

The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER INFO:

Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE

DATE	

SHEET NO:

A-201

of

PRELIMINARY
Review & Bidding
Purposes
3/11/2026



TYPICAL FRONT OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

BUILDING 1

TYPICAL LEFT SIDE OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

BUILDING 1

TYPICAL REAR OF BUILDING EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

BUILDING 1

PROJECT TEAM:

ARCHITECTS

The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER INFO:

Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE

DATE	

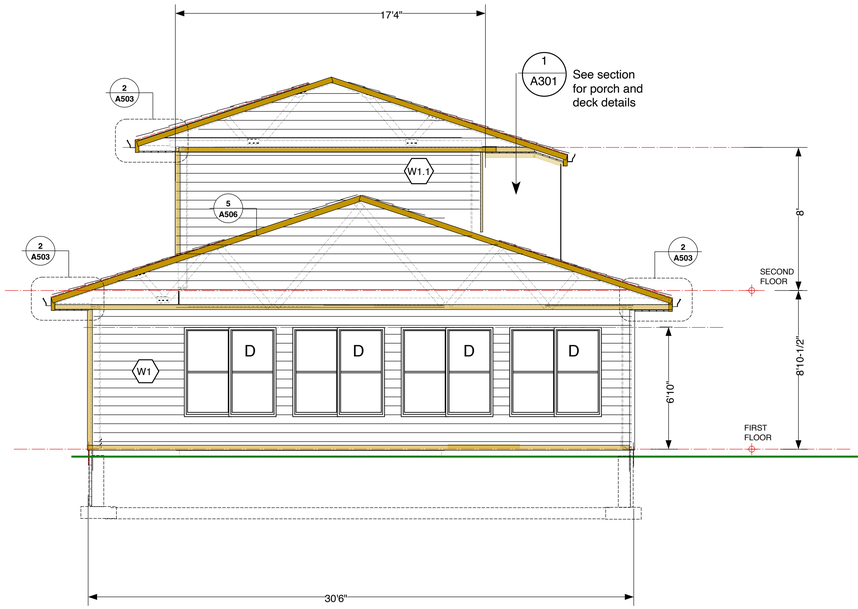
SHEET NO:

A-201.1

of

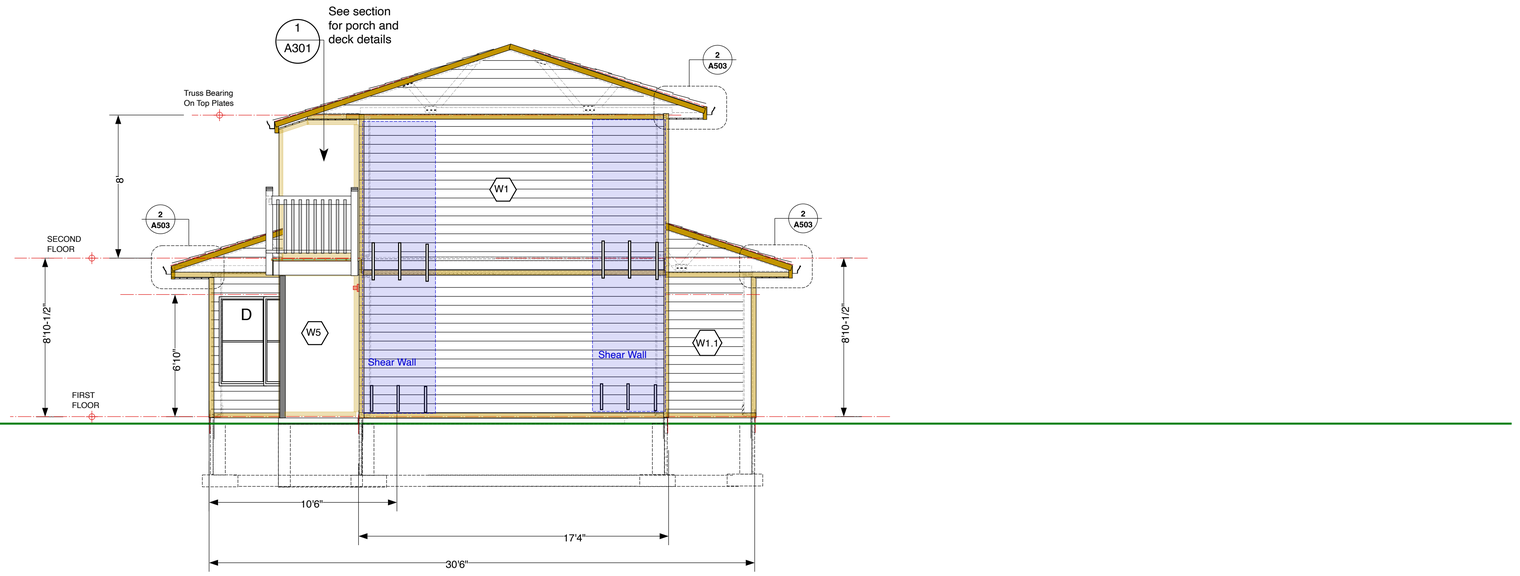
PRELIMINARY Review & Bidding Purposes 3/19/2026

Low Slope Roof Option



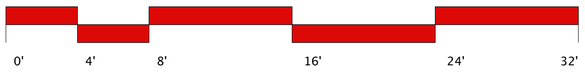
WEST SIDE OF BUILDING 1 EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"



EAST SIDE OF BUILDING 1 EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"



PRELIMINARY
Review & Bidding
Purposes
3/11/2026

PROJECT TEAM:

ARCHITECTS

The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER **INFO:**

Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

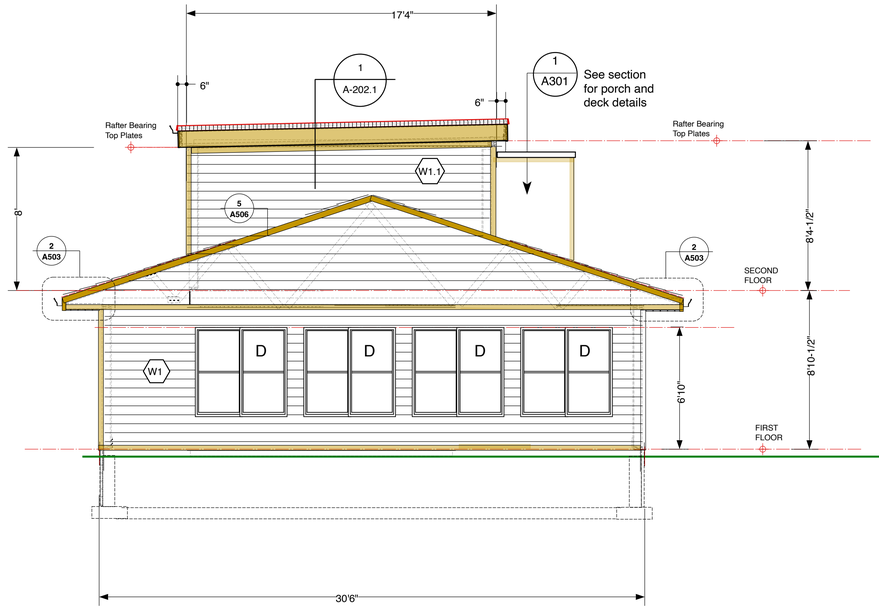
REVISIONS	DATE

DATE	

SHEET NO:

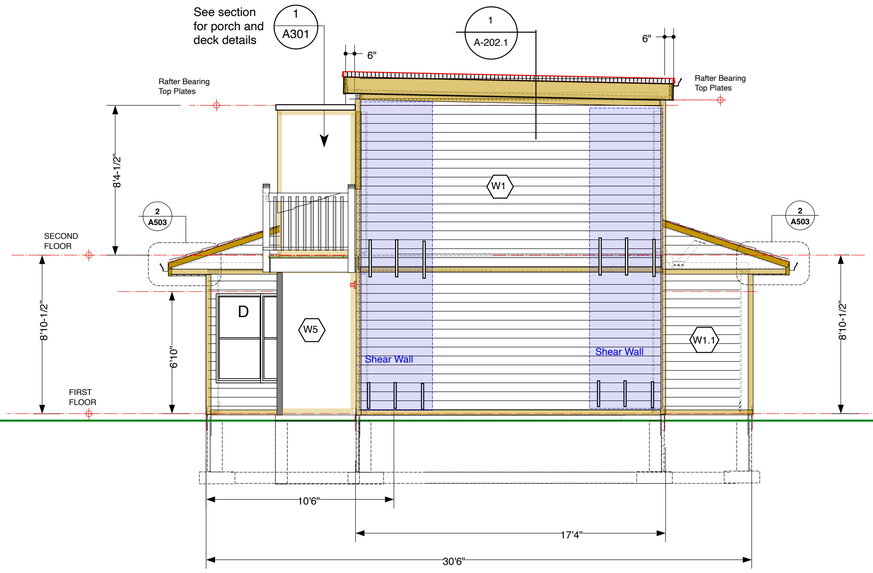
A-202

of



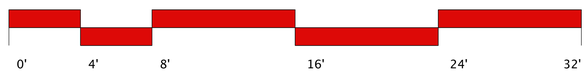
WEST SIDE OF BUILDING 1 EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

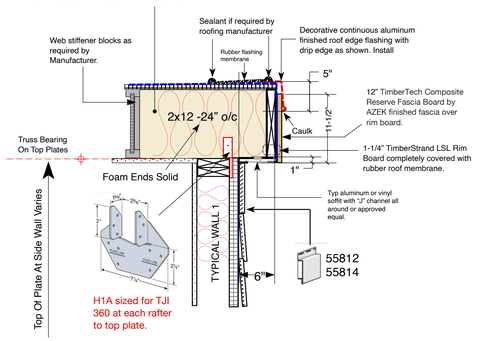


EAST SIDE OF BUILDING 1 EXTERIOR ELEVATION

SCALE : 1/4" = 1'-0"

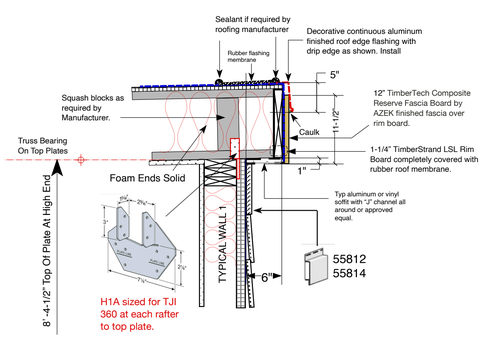


INSTALL 2X12 SOLID OUTLOOKS SECURED TO TJI WITH APPROVED HANGERS AT WEB STIFFENERS TO OH SIDE WALL AT RAKE END.



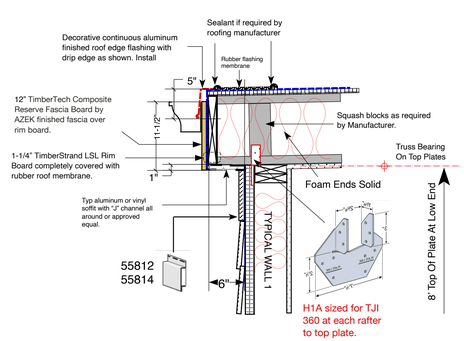
1 A-202.1 Side Wall Rake Fascia Condition Low Slope Roof

SCALE : 1" = 1'-0"



2 A-202.1 High End Wall Rake Fascia Condition Low Slope Roof

SCALE : 1" = 1'-0"



3 A-202.1 Low End Wall Rake Fascia Condition Low Slope Roof

SCALE : 1" = 1'-0"

PRELIMINARY
Review & Bidding
Purposes
3/19/2026

Low Slope Roof Option

PROJECT TEAM:

ARCHITECTS

The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER **INFO:**

Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE

DATE	

SHEET NO:

A-202.1

of

Install 2x4 - 24" o/c standard roof truss throughout the plan. Bracing and blocking per manufacturer's requirements.

1 / A501 — Extend the double unit walls as shown on the detail to the underside of the roof deck to divide provide smoke separation in the attic.

Typical Roof Section

EXTEND TRUS TAIL OVER DECK

Typical overhang At second floor

903.3.1.2.3 Attics: no sprinklers required.

Typical overhang At second floor

Truss Bearing On Top Plates

Typ Trim

SPRINLER

Typ Soffit Material

Soffit over deck

Window Head

5/8" Type X DW over 4 mil VB on bottom cord of standard roof trusses above with R-48 minimum 12" FG insulation. Provide vented attic above.

SECOND FLOOR

W1

W2 Non Rated Walls Inside Units

W3 Between Units

W1.1

2 / A501 — W3

6'10"

Typical Siding

W5

Typ Trim

2 / A504

8"

TYPICAL SECOND FLOOR ADDITION FLOOR SECTION: Install new TJI OR wood floor joists as called for on framing plan. Install approved 5/8" or 3/4" APA Sturdy-I-Floor plywood or OSB sub floor screw to joists per APA requirements. Install underlayment over sub floor required by selected finish flooring.

AT DOOR — 4 / A504 — 1 / A504

DECK

3'6"

Typ Trim

SECOND FLOOR

2x8-16" o/c

Typ Trim

SPRINLER

2 / A501 — UL U341 — W3

SHEAR WALL: SEE PLANS AND EXTERIOR ELEVATIONS FOR SHEAR WALL LOCATION AT SELECTED W3 WITH ADDED LAYER OF 1/2" PLYWOOD WITH FASTENERS EVERY 8" ALL AROUND ON ALL STUDS INSTALLED UNDER DRYWALL ON ONE SIDE OF DOUBLE WALL.

Typ Trim

Typical Siding

W5

4x4 Treated Wood Colm

8'10-1/2"

Verify the location of the column with the size of the upper deck.

TYPICAL ALL NEW INTERIOR CONCRETE FLOORS:
4" thick 28 day 4000 PSI concrete with 10x10- 10/10 WWM. throughout. Install control joints in 15'x15' pattern cut into slab face 1/2". Pull mesh to centroid of slab or where detailed or noted on the structural drawings, when placing concrete. Install over 2" STYROFOAM rigid insulation all around new area placed over min. 6" TYPE C FILL.

W1

W2 Non Rated Walls Inside Units

W3 1 Hour Wall Between Units

FIRST FLOOR

PORCH

3 / A502 — At Door

Slope 1:20

FIRST FLOOR

Typical Concrete Slab

W1.1 NEW 2X6 EXTERIOR 1 HOUR WALL: At walls closer than 10' from adjacent building.

TYPE B BACKFILL

1 / A502 — Typical Foundation

4 / A502 — Typical Foundation At Party W2

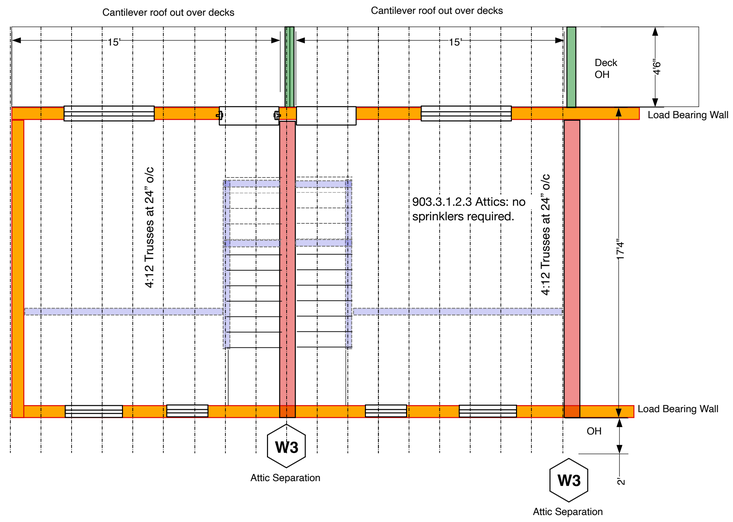
3 / A502

5 / A504 — At post

17'4"

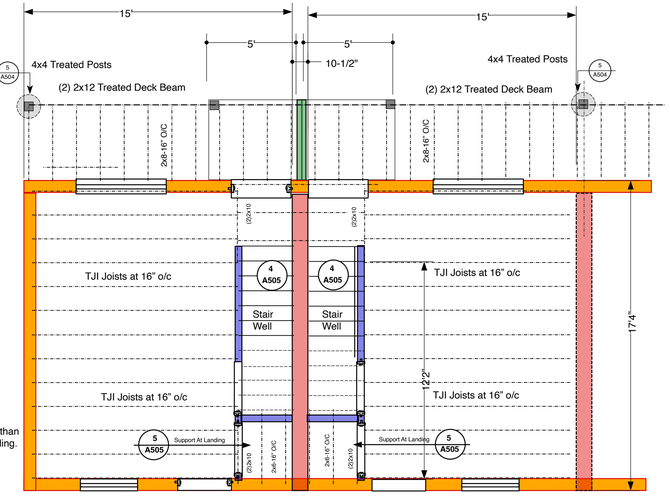
4'6"

1 / A-301 — Typical 2 Story Building Section Showing Deck And Porch



Typical Roof Framing Plan

SCALE : 1/4" = 1'-0"



Typical Unit Second Floor Framing Plan

SCALE : 1/4" = 1'-0"

PRELIMINARY Review & Bidding Purposes 3/11/2026

PROJECT TEAM:

ARCHITECTS

The Architectural Firm
Jefferson Office:
109 E Milwaukee Street
Jefferson, WI. 53549
414-852-3555
Mailing Address &
Milwaukee Area Office:
4037 S. Kansas Ave.
St Francis, WI 53235
craige1033@gmail.com

OWNER INFO:

Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS

DATE

PAPER SIZE D

SHEET NO:

A-301

Install 12" TJI 360 at 24" o/c throughout the plan. Bracing and blocking per manufacturer's requirements.

1 / A501 — Extend the double unit walls as shown on the detail to the underside of the roof deck to provide 1 hour separation smoke separation

Typical Low Slope Roof Section:
40 Mil Rubber roof membrane over approved cover board secured to sheathing per manufacturer's requirements. APA Rated Sheathing to be 3/4" T&G plywood roof decking. Fasteners: No. 8 x 2" screws @ 6" o.c. at edges and 6" or 12" o.c. at interior supports (for steel framing, No. 6 x 1-1/4" or No. 12 x 1-5/8" screws). Install decking over top of TJI roof rafters and provide bridging, Squash Blocks, and other blocking per TJI Manuf. requirements. Provide closed cell foam insulation approved for unventilated roof section

INSTALL ALUMINUM WALL CAP ON W5

Typical 6" overhang At second floor With Gutter — 3 / A-202.1

Typical 6" overhang At second floor — 2 / A-202.1

Rafter Bearing On Top Plates

Frieze board

6"

Typ Soffit Material

Foam Ends Solid

R-48 minimum closed cell foam insulation

5/8" Type X DW over 4 mil VB on bottom cord of standard roof trusses above with R-48 minimum closed cell foam insulation. Provide vented attic above.

Window Head

Typ Soffit Material

Typ Trim

SPRINLER

Soffit over deck

Aluminum Drip Edge Cap

8'4-1/2"

8'

6'10"

SECOND FLOOR

W1 — W1.1

W2 Non Rated Walls Inside Units

W3 Between Units

2 / A501 — W3

TYPICAL SECOND FLOOR ADDITION FLOOR SECTION: Install new TJI OR wood floor joists as called for on framing plan. Install approved 5/8" or 3/4" APA Sturdy-I-Floor plywood or OSB sub floor screw to joists per APA requirements. Install underlayment over sub floor required by selected finish flooring.

AT DOOR — 4 / A504 — 1 / A504

Typical Siding

W5

Typ Trim

DECK

36"

2 / A504

2x8-16" o/c

Typ Trim

SPRINLER

Typ Trim

2 / A501 — UL U341 — W3

SHEAR WALL: SEE PLANS AND EXTERIOR ELEVATIONS FOR SHEAR WALL LOCATION AT SELECTED W3 WITH ADDED LAYER OF 1/2" PLYWOOD WITH FASTENERS EVERY 8" ALL AROUND ON ALL STUDS INSTALLED UNDER DRYWALL ON ONE SIDE OF DOUBLE WALL.

TYPICAL ALL NEW INTERIOR CONCRETE FLOORS:
4" thick 28 day 4000 PSI concrete with 10x10- 10/10 WWM. throughout. Install control joints in 15'x15' pattern cut into slab face 1/2". Pull mesh to centroid of slab or where detailed or noted on the structural drawings, when placing concrete. Install over 2" STYROFOAM rigid insulation all around new area placed over min. 6" TYPE C FILL.

W2 Non Rated Walls Inside Units

W3 1 Hour Wall Between Units

FIRST FLOOR

Typical Siding

W5

PORCH

4x4 Treated Wood Colm

3 / A502 — At Door

Slope 1:20

Typical Concrete Slab

FIRST FLOOR

8'10-1/2"

TYPE B BACKFILL

1 / A502 — Typical Foundation

4 / A502 — Typical Foundation At Party W2

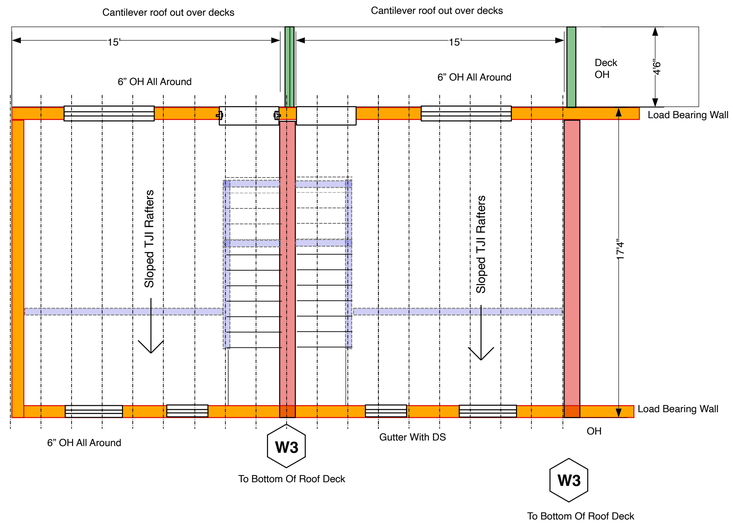
3 / A502

5 / A504 — At post

17'4"

4'6"

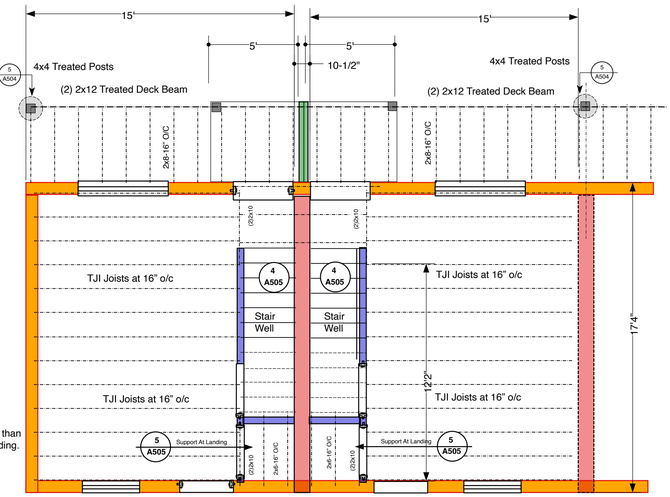
1 / A-301 — Typical 2 Story Building Section Showing Deck And Porch



Typical Roof Framing Plan

SCALE : 1/4" = 1'-0"

Verify the location of the column with the size of the upper deck.



W1.1 NEW 2X6 EXTERIOR 1 HOUR WALL: At walls closer than 10' from adjacent building.

Typical Unit Second Floor Framing Plan

SCALE : 1/4" = 1'-0"

PRELIMINARY Review & Bidding Purposes 3/19/2026

Low Slope Roof Option

PROJECT TEAM:

ARCHITECTS

The Architectural Firm
Jefferson Office:
109 E Milwaukee Street
Jefferson, WI. 53549
414-852-3555
Mailing Address &
Milwaukee Area Office:
4037 S. Kansas Ave.
St Francis, WI 53235
craige1033@gmail.com

OWNER INFO:

Logan JS, LLC

1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:

New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

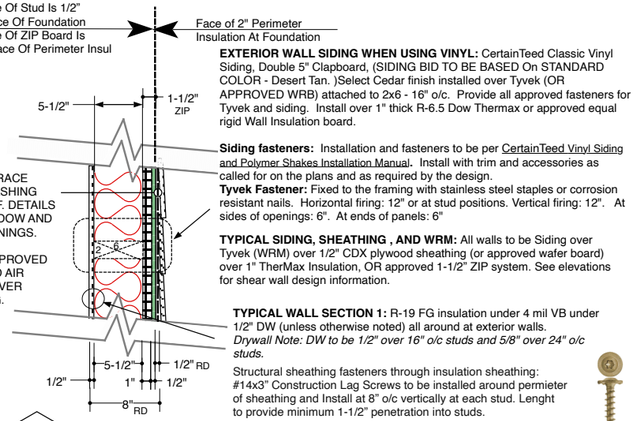
REVISIONS

DATE

PAPER SIZE D

SHEET NO:

A-301.1



EXTERIOR WALL SIDING WHEN USING VINYL: CertainTeed Classic Vinyl Siding, Double 5" Clapboard, (SIDING BID TO BE BASED On STANDARD COLOR - Desert Tan.)Select Cedar finish installed over Tyvek (OR APPROVED WRB) attached to 2x6 - 16" o/c. Provide all approved fasteners for Tyvek and siding. Install over 1" thick R-6.5 Dow Thermax or approved equal rigid Wall Insulation board.

Siding fasteners: Installation and fasteners to be per CertainTeed Vinyl Siding and Polymer Shakes Installation Manual. Install with trim and accessories as called for on the plans and as required by the design.
Tyvek Fastener: Fixed to the framing with stainless steel staples or corrosion resistant nails. Horizontal firing: 12" or at stud positions. Vertical firing: 12". At sides of openings: 6". At ends of panels: 6"

TYPICAL SIDING, SHEATHING , AND WRM: All walls to be Siding over Tyvek (WRM) over 1/2" CDX plywood sheathing (or approved wafer board) over 1" TherMax Insulation, OR approved 1-1/2" ZIP system. See elevations for shear wall design information.

TYPICAL WALL SECTION 1: R-19 FG insulation under 4 mil VB under 1/2" DW (unless otherwise noted) all around at exterior walls.
Drywall Note: DW to be 1/2" over 16" o/c studs and 5/8" over 24" o/c studs.

Structural sheathing fasteners through insulation sheathing: #14x3" Construction Lag Screws to be installed around permieter of sheathing and Install at 8" o/c vertically at each stud. Lenght to provide minimum 1-1/2" penetration into studs.



W1 **TYPICAL 2X6 EXTERIOR SIDING WALL SECTION**

W1.1 NEW 2X6 EXTERIOR 1 HOUR WALL

UL U305, U337, WHI 495-0702, GA WP 8130: Substitute 5/8" DensGlass® Fireguard® Sheathing and Fluid Applied WRM over DensGlass Install DensGlass per manufacturer's requirements. Install 5/8" Type X DW on interior.

DRYWALL FINISH BASE BID CONDITION: All drywall to be 1/2" unless otherwise noted. Finish to the levels listed below unless otherwise noted on room finish schedule or as specifically mentioned on the drawings. Install 5/8" DW on all 24" o/c members. Install minimum 1/2" DW on all 16" members. Install 5/8" Fire-core Type X DW on fire walls and ceilings between garage and living space.

WHEN DW RETURNS ARE USED AT WINDOWS AND DOORS: Install DW return all around jambs and head. Use corner bead at all openings as required. Caulk all around to window frame as required to fill gaps.

WET WALLS: Install DensShield Tile Backer Board by Georgia Pacific or approved equal behind all tile shower areas. Install per manufacturers requirements.

DW FINISH LEVELS:

ALL ROOMS: Level 4: All joints and interior angles shall have tape embedded in joint compound and two separate coats of joint compound applied over all flat joints and one separate coat of joint compound applied over interior angles. Fastener heads and accessories shall be covered with three separate coats of joint compound. All joint compound shall be smooth and free of tool marks and ridges.

STORAGE ROOMS, CLOSETS & JANITOR CLOSETS: Exposed DW ceiling with Level 4 finish - no texture.

TOILET ROOMS WITH EXPOSED DW WALLS: Exposed DW ceiling with Level 5 finish - no texture. Level 5: All joints and interior angles shall have taped embedded in joint compound and two separate coats of joint compound applied over all flat joints and one separate coat of joint compound applied over interior angles. Fastener heads and accessories shall be covered with three separate coats of joint compound. A thin skim coat (Ref: Terminology, Section II, page 2) of joint compound or a material manufactured especially for this purpose, shall be applied to the entire surface. The surface shall be smooth and free of tool marks and ridges. Note: It is recommended that the prepared surface be coated with a drywall primer prior to the application of finish paint. See painting specification in this regard.

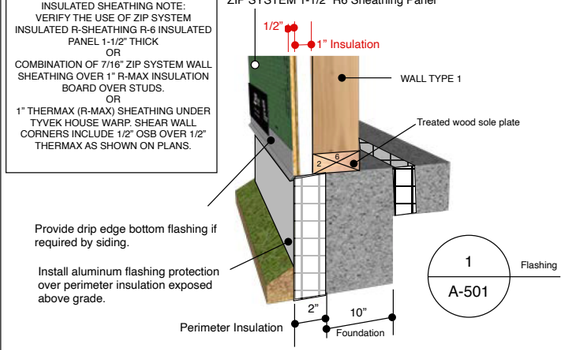
TEXTURE AND PRIMER: Prepared surface with a drywall primer prior to the application of final finishes. Primer can be part of the knock down spray on texture. Base Bid Texture: SHEETROCK® Brand Wall and Ceiling Spray Texture (Unaggregated) spatter/knockdown.

WHEN WOOD CASING IS USED: Install wood jambs and jamb extensions matching windows and doors. Provide and install wood trims as required and selected by Owner all around windows and doors. Provide and install matching window Stool and Apron at bottom of windows or wrap all around with matching casing as determined with Owner approval. Provide matching base and misc. trims as approved by Owner.

FIELD VERIFY WITH ARCHITECT:

INSULATED SHEATHING NOTE:
VERIFY THE USE OF ZIP SYSTEM INSULATED R-SHEATHING R-6 INSULATED PANEL 1-1/2" THICK
OR
COMBINATION OF 7/16" ZIP SYSTEM WALL SHEATHING OVER 1" R-MAX INSULATION BOARD OVER STUDS.
OR
1" THERMAX (R-MAX) SHEATHING UNDER TYVEK HOUSE WARP. SHEAR WALL CORNERS INCLUDE 1/2" OSB OVER 1/2" THERMAX AS SHOWN ON PLANS.

APPROVED SHEATHING SYSTEM
ZIP SYSTEM 1-1/2" R6 Sheathing Panel



SHEATHING ALTERNATIVE NOTE:

Approved Sheathing Systems:
ZIP Sheathing System, minimum R6 insulation value, with all sealants, tapes and flashings per manufacturer's requirements is an approved sheathing system for the project. Install per manufacturer's requirements including all tape, sealing and fastening. Provide continuous flashing at all window, door and other openings using ZIP tapes or approved EPDM per standard flashing details. Seal to foundations using Grace Vicor Plus or approved equal EPDM per standard flashing details.

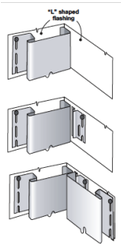
ALTERNATE: 1" R-MAX sheathing is also approved for the project when installed under 1/2" CDX or approved sheathing in place of 1-1/2' ZIP System. Corners used for shear support to be installed per details shown on exterior elevations. Install Tyvek or approved water and air barrier with all required tapes and sealants required by manufacturer at all exterior walls under siding.

WATER RESISTANT BARRIER (WRB) NOTE:

Approved ZIP sheathing system installed with tapes and sealing per manufacturer's requirements to provide WRM on exterior surface under exterior finish material. If R-MAX sheathing is used, tape per manufacturers requirements. Install Tyvek with all tapes and flashing as required by manufacturer, or approved Fluid applied air and moisture barrier over R-MAX exterior surface under exterior finish wall.

NOTE: Install approved Fluid Applied WRM over sheathing at any stone veneer or thin veneer exterior wall finish and provide drainage mat at all thin veneer stone or brick.

TYPICAL VINYL TRIM DETAILS



TYPICAL INSIDE FEDERAL CORNER:
Flash the corner with EPDM flashing or approved equal as part of Tyvek house wrap system. Position and secure the 5" lineal by butting the lineal up to the inside corner. Using a 5" lineal will create a symmetric 3-1/2" exposure in the corner.



TYPICAL OUTSIDE CORNER:
Flash the corner with EPDM flashing or approved equal as part of Tyvek house wrap system. Install Beaded SuperCorner Wide decorative beaded corner treatment with a foam backing and optional beaded insert per manufacturer's requirements.



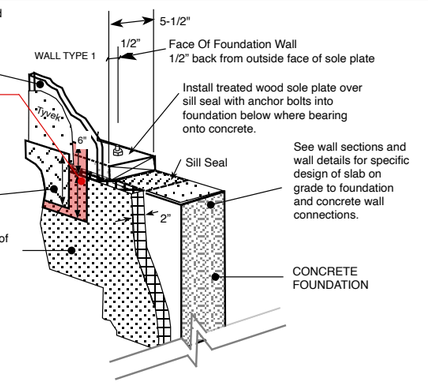
TYPICAL WINDOW TRIM:
Flash the window rough opening with EPDM flashing or approved equal as part of Tyvek house wrap system. Install 3-1/2" Lineal System all around windows with starter strips per manufacturer's requirements.

Approved sheathing and insulation board under WRM. See exterior elevations for shear wall support and structure.

Install Grace Vycor or approved EPDM over sheathing to perimeter insulation joint as shown. Install approved WRM with tape overlap out over Vycor and under aluminum face flashing.

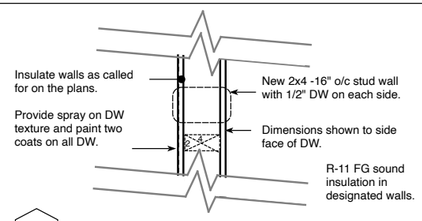
Install aluminum flashing over Tyvek down over 2" Styrofoam perimeter insulation for protection of insulation wherever exposed above grade.

2" perimeter insulation board over face of foundation wall to top of footing or minimum 2' below grade unless otherwise shown on details.

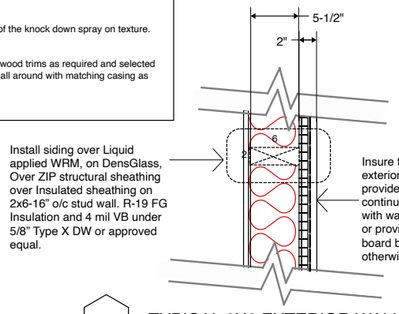


1 / A-501 **Typical Base Of Frame Exterior Wall Flashing & Insulation Detail**

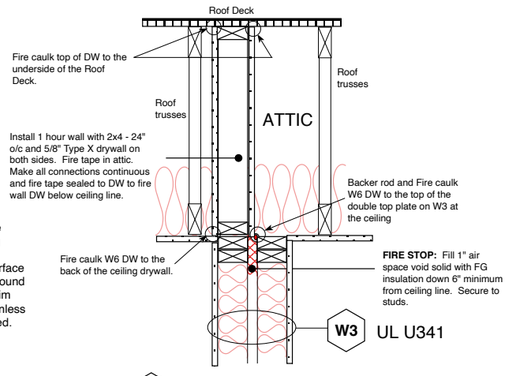
NTS



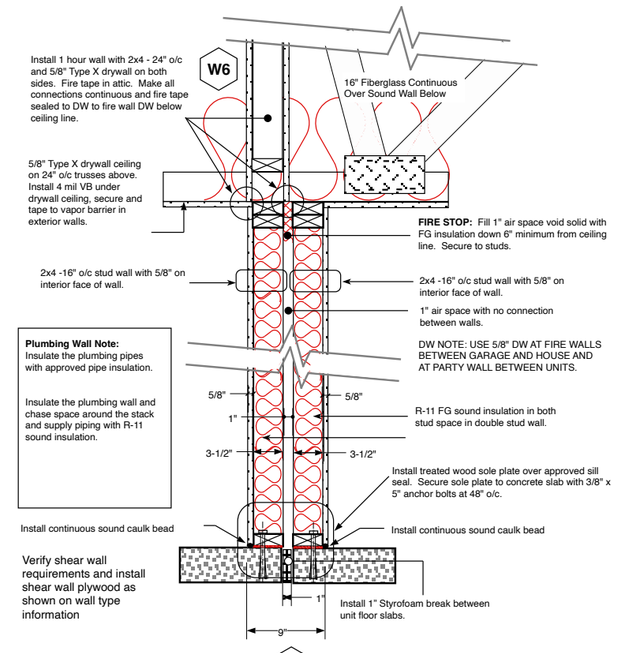
W2 NEW 2X4 INTERIOR FRAMED WALL



W1.1 TYPICAL 2X6 EXTERIOR WALL
UL U 305 1 Hour Rated With DensGlass.



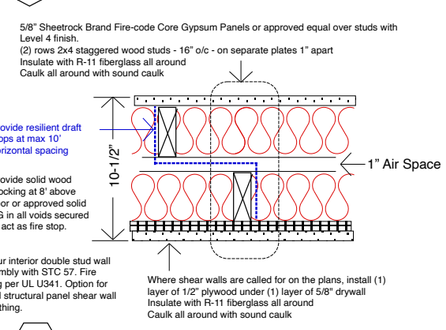
W6 Attic Separation Wall UL U305



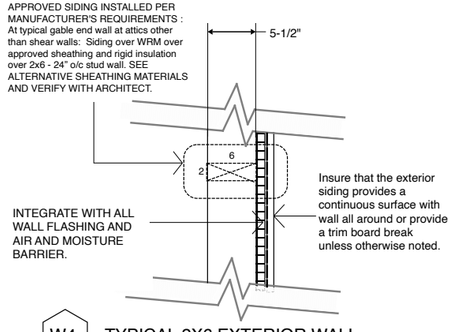
W3 UL U341

2 / A-501 **DOUBLE 2X4 INTERIOR PARTY WALL SECTION**

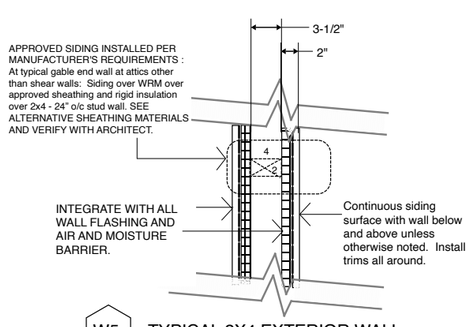
NTS



W3 DOUBLE STUD WALL SOUND WALL CONSTRUCTION
1 HOUR FIRE SEPARATION UL U341



W4 TYPICAL 2X6 EXTERIOR WALL
IN ATTIC AREAS AND GABLE ENDS



W5 TYPICAL 2X4 EXTERIOR WALL
DECK & PORCH DIVISION WALL

PRELIMINARY
Review & Bidding
Purposes
3/11/2026

PROJECT TEAM:

ARCHITECTS
The Architectural Firm
575 W Madison Street
Waterloo, Wi. 53594
414-852-3555
craige1033@gmail.com

OWNER INFO:
Logan JS, LLC
1 Milwaukee Ave. West
FORT ATKINSON, WI. 53538
Contract Contact:
Andrew Logan
(920) 723-8081
Palogan@gmail.com

PROJECT NAME:
New Apartment Buildings
311 S Main Street
For Atkinson, WI 53538

© All Rights To This Plan and Design Reserved By Craig T. Ellsworth, Architect. No Use Of This Information Without The Expressed Written Consent And Compensation Of The Architect.

REVISIONS	DATE
DATE	3/1/26

SHEET NO:
A-501
of

City of Fort Atkinson
City Manager's Office
101 N. Main Street
Fort Atkinson, WI 53538

CITY OF FORT ATKINSON
COST RECOVERY AGREEMENT

The City of Fort Atkinson may retain the services of professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and/or other experts) to assist in the City's review of a development proposal that may be scheduled for review and action by the Plan Commission and/or City Council. The submittal of a development proposal or land use application by an Applicant shall be construed as an agreement to pay for such professional services applicable to the proposal or application. The City may apply reasonable charges for these services to the Applicant through invoices. The City may delay acceptance of the proposal or application as complete, or may delay final approval of the proposal, until the Applicant pays such fees. In the event invoices become delinquent, finance charges will accrue at 1% per month, 30 days after the due date. Review fees invoiced to the Applicant, which are not paid in a timely manner, may be assigned by the City as a special assessment to the subject property. The Applicant hereby waives any notice and hearing requirements provided in Wis. Stats. § 66.0701 or any additions or amendments to this section. The City will provide notice to the applicant of the need to hire a professional consultant.

The Applicant is required to provide the City with an executed copy of this Cost Recovery Agreement as part of the land use application process. Applications are not considered complete and will not be considered by the Plan Commission without this executed Agreement.

*Application fees are non-refundable. Fees cover the costs associated with mailing public notices, postage, copies and staff review. Applicants must agree to pay all additional expenses the City may incur on their behalf for contracted services (attorney, planner, engineer and required studies.

Applicant Name: Andrew Logan
[redacted]

Project Name: Brown's Court

Parcel Number: 226-0514-0323-089

Dated this 5th **day of** March, **20**26.

Agreement signed and entered into by:

The City of Fort Atkinson

City Manager

Property Owner Information:

Owner Name: Black Hawk Phase III, LLC

Owner Signature:

Address: 1 Milwaukee Ave, West
[redacted]

Email Address: [redacted]

Applicant Information (if different):

Applicant Name:

Applicant Signature:

Address:

Phone Number:

Email Address:

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

City of Fort Atkinson Procedural Checklist for Site Plans Requirements per Section 15.10.42

This form is designed to be used by the Applicant as a guide to submitting a complete application for a site plan and by the City to process the application.

Name, company, and client (if applicable): Black Hawk Phase III, ILC
Andrew Logan, Managing Member

Phone number: [redacted] Email: [redacted]

Property address for site plan: 311 S. Main Street, Fort Atkinson

I Applicability

Site plan review and approval shall be required for changes to site characteristics (listed in Section 15.10.42).

II Application Requirements

The Applicant shall submit an electronic copy or paper copies, if required by the City, of the application. Applications for site plans shall contain all of the following, unless specific application requirements are waived in writing by the Zoning Administrator.

- ❑ Written description of the intended use describing in reasonable detail the following:
  - ❑ Existing zoning district(s) and proposed zoning district(s), if different.
  - ❑ Existing and proposed land uses.
  - ❑ Projected number of residents, employees, and/or daily customers.
  - ❑ Proposed number of dwelling units and density.
  - ❑ Demonstration of compliance with the applicable standards and requirements of the City of Fort Atkinson Municipal Code.
  - ❑ Demonstration of consistency with the Comprehensive Plan.
  - ❑ Fencing materials (Section 15.06.40).
  - ❑ Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.
- ❑ A small location map showing the subject property and illustrating its relationship to the nearest street intersection.
- ❑ Pre-Development Site Information.
  - ❑ Legal description of the subject property.
  - ❑ Existing property lines and setback lines.
  - ❑ Existing structures and paved areas.
  - ❑ Existing right of way lines with bearings and dimensions clearly labeled.
  - ❑ Existing easements and utilities.

- ❑ Existing and proposed topography with a maximum contour interval of 2 feet, except where existing ground is on a slope of less than 2 percent where one foot contours shall be shown.
- ❑ The outer edges of all natural resource areas (i.e. floodplains, shorelands, wetlands, drainageways, woodlands, steep slopes).

❑ Proposed Post-Development Site Information.

- ❑ Property lines and setback lines.
- ❑ Location of all proposed structures and use areas, including paved areas, building entrances, walks, drives, decks, patios, fences, utility poles, and drainage facilities.
- ❑ Proposed right of way lines with bearings and dimensions clearly labeled.
- ❑ Proposed access points onto public streets and access drives on the subject property.
- ❑ Location and dimension of all on-site parking (and off-site provisions if they are to be employed), including a summary of the number of parking stalls provided.
- ❑ Location of all proposed parking and traffic circulation areas.
- ❑ Location and configuration of all visibility triangles proposed on the subject property.
- ❑ Location and dimension of all loading and service areas on the subject property.
- ❑ Location of all outdoor storage areas and the design of all screening devices.
- ❑ Location of all rooftop, wall-mounted, and ground-mounted mechanical equipment, and the design of all screening devices.
- ❑ Location and type of all stormwater facilities and management approach to be employed and a copy of the proposed maintenance agreement.
- ❑ Location of snow storage areas, except for single family and two family residential.
- ❑ Proposed easement lines and dimensions with a key provided and explanation of ownership and purpose. Easement documents governing public access or cross access should be provided for review.
- ❑ Location and size of all gas, electric, water, storm and sanitary utilities serving the parcel.
- ❑ Location, type, height, size, and lighting of all signage on the subject property.
- ❑ In the legend, include the following data for the subject property: lot area, flood area, floor area ratio, impervious surface area, impervious surface ratio, and building heights.

❑ Detailed Landscaping Plan. If required, a landscape plan depicting the location, type, and size at time of planting and maturity of all landscaping features as required in Article VIII.

❑ Grading and Erosion Control Plan. Scaled drawing depicting existing and proposed grades, including retention walls and related devices, and erosion control measures. Written erosion control plan indicating pre-site disturbance elements, maintenance and inspection timing of same during construction, provisions for temporary stabilization during construction and final stabilization plan.

❑ Elevation Drawings.

- ❑ Elevations of proposed buildings or proposed remodeling of existing buildings showing finished exterior treatment and all rooftop, wall-mounted, and ground-mounted mechanical equipment.
- ❑ Depict exterior materials, texture, color, and overall appearance.
- ❑ Perspective renderings of the proposed project and/or photos of similar structures may also be submitted, but not in lieu of drawings showing the actual intended appearance of the building(s).

❑ Photometric Plan

City of Fort Atkinson
101 N. Main Street
Fort Atkinson, WI 53538

- ❑ Location, type, height, design, illumination power, and orientation of all exterior lighting on the subject property.
- ❑ Impact of lighting across the entire property to the property lines rounding to the nearest 0.10 foot candles.

❑ Operational Plan.

- ❑ Describe the proposed hours of operation and traffic generation.
- ❑ Procedures for snow removal, except for single and two family residential.

III Process Checklist

☑ Pre-Application conference with Staff (recommended)	Date: 3/2/25
☑ Application fee of $300.00 received by City Clerk	Date: 3/5/25
☑ Reimbursement of professional consultant costs agreement executed.	Date: 3/5/25
❑ Receipt of final application packet by Engineering	Date: _____
❑ City Staff input	Date: _____
❑ Review and action by Engineering and Zoning Administrator	Date: _____