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

CITY COUNCIL MEETING
IN PERSON AND VIA ZOOM
TUESDAY, MAY 19, 2026 – 7:00 PM
CITY HALL – SECOND FLOOR

https://us02web.zoom.us/j/5997866403?pwd=alcreldSbGpNUVI1VnR1RWF5bXovdz09&omn=85105919995

Meeting ID: 599 786 6403
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AGENDA

1. **Call meeting to order**

2. **Roll call**
3. **Pledge of Allegiance**

4. **Consent Agenda:** *The Consent Agenda outlined below is hereby presented for action by the City Council. Items may be removed from the Consent Agenda on the request of any one Council member. Items not removed may be adopted by one action without debate. Removed items may be taken up either immediately after the Consent Agenda or placed later on the agenda at the discretion of the Council President.*

    a. Review and possible action relating to the **minutes of the May 5, 2026 City Council meeting** (Ebbert, Clerk/Treasurer/Finance Director)

    b. Review and possible action relating to the **minutes of the May 12, 2026, Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)

    c. Review and possible action relating to **building, plumbing, and electrical permit report for April 2026** (Draeger, Building Inspector/Zoning Administrator)

    d. Review and possible action relating to the City Clerk-issued **License and Permit Report for May** (Ebbert, Clerk/Treasurer/Finance Director)

    e. Review and possible action relating to **City Sewer, Water, and Stormwater Utility Financial Statements** as of April 30, 2026 (Ebbert, Clerk/Treasurer/Finance

Director)

f. Review and possible action on a **Special Event: Fort Fall Fiesta,** September 12, 2026 from 12:00 - 4:00 p.m. at Jones Park (Ebbert, Clerk/Treasurer/Finance Director)

5. Public Hearings

6. Public Comment for Matters on the Agenda: *The City Council will receive comments from City residents. Comments are generally limited to three minutes per individual. Anyone wishing to speak is required to sign up in advance or state the following items for the record when called upon: name, address, and contact information. No action will be taken on any public comments unless the item is also elsewhere on the agenda.*

7. Petitions, Requests, and Communications

a. Review and possible action relating to a proclamation declaring **May 3-9, 2026, as Drinking Water Week** in the City of Fort Atkinson (Houseman, City Manager)

8. Resolutions and Ordinances

a. Review and possible action relating to a **Resolution for a Sustainable Funding Solution** to the state's Transportation Fund (Houseman, City Manager)

b. Review and possible action relating to a Resolution adopting **Standard Construction Specifications** (Navin, Director of Public Works)

c. First reading of an ordinance relating to 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)

9. Reports of Officers, Boards, and Committees

a. City Manager’s Report (Houseman, City Manager)

10. Unfinished Business

11. New Business

a. Review and possible action relating to the **Wisconsin Department of Transportation’s Carbon Reduction Program purchases** at a cost not to exceed $13,835.00 (Armstrong, City Electrician)

b. Review and Possible action regarding **professional services agreement** for Banker Road Development Water Modeling (Navin, Director of Public Works)

c. Review and possible action relating to a request to update the **Alcohol Beverage License Premise Description** for 14 Sherman LLC, dba Paddyshack Golf & Gaming Lounge for use at 201 S. Main Street (Ebbert, Clerk/Treasurer/Finance Director)

d. Review and possible action 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)

e. Review and possible action relating to **disallowance of a claim** against the City of Fort Atkinson, Bohling (Ebbert, City Clerk/Treasurer/Finance Director)

f. Review and possible action relating to the repairs to **Fire Department's Engine 8161 by Rennert's Fire Equipment Service** at a cost not to exceed $25,000 (Peterson, Fire Chief)

12. Miscellaneous

13. Public Comment for Matters Not on the Agenda: *The City Council will receive comments from City residents. Comments are generally limited to three minutes per individual. Anyone wishing to speak is required to sign up in advance or state the following items for the record when called upon: name, address, subject matter, and contact information. No action will be taken on any public comments.*

14. Claims, Appropriations and Contract Payments

a. Review and possible action relating to the **Verified Claims** presented by the Director of Finance and authorization of payment (Ebbert, Clerk/Treasurer/Finance Director)

15. Adjournment

Date Posted: May 15, 2026

CC: City Council; City Staff; City Attorney; News Media; Fort Atkinson School District; Fort Atkinson Chamber of Commerce
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101 N. Main Street
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CITY COUNCIL MEETING
IN PERSON AND VIA ZOOM
TUESDAY, MAY 5, 2026 – 7:00 PM
CITY HALL – SECOND FLOOR

MINUTES

1. Call meeting to order

President Jaeckel called the meeting to order at 7:00 pm.

2. Roll call

Present: Council members: Huckabee, Johnson, Lescohier, Price and President Jaeckel. Also present: City Manager, City Attorney, City Clerk/Treasurer/Finance Director, Director of Public Works, Director of Neighborhood and Building Services, Public Works Superintendent, Fire Chief, Museum Director, City Electrician, Wastewater Superintendent, Water Superintendent,

3. Pledge of Allegiance

President Jaeckel led the Pledge of Allegiance.

4. Consent Agenda

Lescohier moved, seconded by Huckabee to approve the Consent Agenda as listed items 4.a through 4.k. Motion carried.

*a. Review and possible action relating to the **minutes of the April 16, 2026, Economic Development Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)*

*b. Review and possible action relating to the **minutes of the April 21, 2026, City Council meeting** (Ebbert, Clerk/Treasurer/Finance Director)*

*c. Review and possible action relating to the **minutes of the April 28, 2026, Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)*

*d. Review and possible action relating to **Council Appointments** to Boards, Commissions and Committees (Jaeckel, Council President)*

*e. Review and possible confirmation of the City Manager's appointment of Peggy Huckabee to serve as the Council Representative on the **Plan Commission** (Houseman, City Manager)*

*f. Review and possible action relating to **Citizen Appointments** to Boards, Commissions and Committees (Houseman, City Manager)*

*g. Review and possible action on a **Special Event: Fort Youth Baseball Pre-Season Invite,** Friday, May 15, 2026, through Sunday, May 17, 2026 (Ebbert,*

Clerk/Treasurer/Finance Director)

h. *Review and possible action on a **Special Event: Annual Dairy Day at the MOOseum,** Saturday, June 13, 2026, from 11 a.m. to 2 p.m. (Ebbert, Clerk/Treasurer/Finance Director)*

i. *Review and possible action on a **Special Event: 50th Annual Ice Cream Social,** Saturday, July 4, 2026, from 1 p.m. to 3 p.m. at the Hoard Historical Museum (Ebbert, Clerk, Treasurer, Finance Director)*

j. *Review and possible action on a **Special Event: Built From Broken Foundation Recovery Wars,** Saturday, August 8, 2026, from 2:00-4:00 pm (Ebbert, Clerk/Treasurer/Finance Director)*

k. *Review and possible action on a **Special Event: Chamber of Commerce Community Picnic, Sunday, September 27, 2026, 11:00 am - 2:00 pm** (Ebbert, Clerk/Treasurer/Finance Director)*

5. Public Hearings

None.

6. Public Comment for Matters on the Agenda

7. Petitions, Requests, and Communications

a. ***Legislative Update** (Representative Joan Fitzgerald)*
No action was taken.

b. ***2025 Annual Tourism Report** (Fort Atkinson Chamber of Commerce, Logan McHone)*
No action was taken.

c. *Review and possible action relating to a Proclamation **Recognizing National Police Week, May 10-16, 2026 and Peace Officers' Memorial Day, May 15, 2026** (Houseman, City Manager)*
Huckabee moved, seconded by Johnson to approve the Proclamation recognizing National Police Week May 10-16, 2026 and Peace Officer's Memorial Day May 15, 2026. Motion carried.

d. *Review and possible action on a proclamation recognizing **EMS Week May 17-23, 2026 and International Firefighters Day May 4, 2026** in the City of Fort Atkinson (Houseman, City Manager)*
Lescohier moved, seconded by Johnson to approve the Proclamation recognizing EMS Week May 17-23, 2026 and International Firefighters Day May 4, 2026. Motion carried.

e. *Review and possible action relating to the proclamation for **National Public Works Week May 17 - May 23, 2026,** in the City of Fort Atkinson (Houseman, City Manager)*
Price moved, seconded by Johnson to approve the Proclamation for National Public Works Week May 17-23, 2026. Motion carried.

*f. Review and possible action relating to a proclamation declaring **May 22, 2026, as Wisconsin Wastewater Professionals Appreciation Day** (Houseman, City Manager)*
Huckabee moved, seconded by Lescohier to approve the Proclamation declaring May 22, 2026 as Wisconsin Wastewater Professionals Appreciation Day. Motion carried.

8. Resolutions and Ordinances

*a. Second and possible third/final reading of a proposed **Annexation Ordinance** relating to the annexation of a portion of the property located at 744 Jones Avenue (parcel number 226-0514-0434-004) to the City of Fort Atkinson from the Town of Koshkonong (PFA-2026-01) (Draeger, Director of Neighborhood and Building Services)*
Director Draeger stated that the subject parcel is currently located in the Town of Koshkonong, and the applicants are requesting annexation into the City. A zoning amendment is not required, as the area proposed for annexation will be combined with an existing parcel already zoned Industrial. Upon approval of the annexation, the two land areas will be consolidated into a single parcel through a Certified Survey Map (CSM). The Plan Commission reviewed this item at the meeting on April 14, 2026, and recommended that the City Council review and adopt the annexation ordinance. The City Council performed the first reading of the Annexation Ordinance at the meeting on April 21st.

Lescohier moved, seconded by Huckabee to suspend the rules and offer a third/final reading of the Ordinance annexing a portion of the property parcel 016-0514-0434-000, located adjacent to 744 Jones Avenue parcel 226-0514-0434-004 to the City of Fort Atkinson from the Town of Koshkonong. Motion carried.

Lescohier moved, seconded by Huckabee to approve the annexation ordinance for the parcel 016-0514-0434-000 property located at 744 Jones Avenue to the City of Fort Atkinson parcel 226-0514-0434-004 from the Town of Koshkonong. Motion carried.

9. Reports of Officers, Boards, and Committees

a. City Manager's Report (Houseman, City Manager)
No action was taken.

10. Unfinished Business
None.

11. New Business

a. Review and possible action related to the replacement of the Hoard Historical Museum's roof, a 2026 CIP project (Lee, Hoard Historical Museum Director)
Director Lee shared that the roof of the Hoard Historical Museum is in need of

replacement. The building's roof line is comprised of the original 1864 Hoard House, the various additions to the Hoard House as part of the Hoard Museum (1960s, 1990s, 2007) and the 1980 National Dairy Shrine. The bulk of the roof was replaced as part of the 2007 expansion. The replacement of the entire roofing is included in the City's approved 2026 budget as part of the Capital Improvement Projects budget. As with all Museum CIP projects, funds from the City of Fort Atkinson's Hoard Museum trust fund will be used to cover the expense.

Lescohier moved, seconded by Johnson to accept the proposal to replace the roof at the Hoard Historical Museum's roof at a cost not to exceed $141,640 through Reliable Roofing. Motion carried.

b. *Review and possible action related to entering into a **two-year Cross Connection Inspection Service contract** (Armstrong, Water Utility Superintendent)*
Superintendent Armstrong provided that the Water Utility is currently responsible for administering cross-connection control requirements, including notification, inspection, compliance tracking, and Wisconsin Department of Natural Resources regulatory reporting. A cross connection is a physical connection between a possible source of contamination and the public drinking water system piping. This connection, if not properly protected, can allow contaminants into the drinking water system. Contamination can occur due to backflow. Cross connection control is a critical component of maintaining the safety and integrity of the public water supply. Regular inspections are required to ensure compliance with state regulations and to prevent the risk of backflow contamination into the distribution system. The Water Utility's Capital Improvement Program (CIP) 2027 budget includes $19,500.00 for cross-connection program assistance. Staff intends to use operating funds from the 2026 budget in the outside services employed account (03-33-0092-3000) for the 2026 program costs of $18,690.05.

Lescohier moved, seconded by Price to authorize the City Manager to enter into a two-year contract with Hydro Corp for cross connection services in the amount of $18,690.05 for year 1 (2026) and $19,437.65 year 2 (2027) to ensure uninterrupted service and regulatory compliance for a cost not to exceed $38,127.70. Motion carried.

c. *Review and possible action relating to the **purchase of a bucket truck for the Electrical Department** at a cost not to exceed $137,400 (Armstrong, Electrician)*
Electrician Armstrong stated the City Council approved the Electrical Department's request to purchase a new bucket truck for a budgeted amount of $170,000 in the Capital Improvement Expenditures Budget for calendar year 2026. Staff requested the purchase of a new bucket truck to replace a 28-year-old truck that has served the city well and is at the end of its useful life. Staff obtained three quotes: Custom Truck One Source - $165,000, Runnion Equipment - $160,574 and Altec - $214,374. After reviewing the proposals and conducting additional research, staff identified an additional option from Custom Truck One Source: a 2023 Chevrolet 4x4 truck equipped with a Versalift, priced at $137,400.

Huckabee moved, seconded by Johnson to approve the purchase of the 2023 Chevrolet 5500 Bucket Truck from Custom Truck One Source of Union Grove, WI in the amount not to exceed $137,400 and authorize the City Manager to execute the contract. Motion carried.

d. *Review and possible action relating to a **Certified Survey Map** for the property located at 744 Jones Avenue (CSM-2026-07) (Draeger, Director of Neighborhood and Building Services)*

Director Draeger stated Jones Dairy Farm owns the subject properties, which are partially located in the Town of Koshkonong, with the majority of the land within the proposed Certified Survey Map (CSM) situated in the City. Jones Dairy Farm is petitioning to annex a small portion of its campus currently in the Town into the City to construct a wastewater treatment facility. The Plan Commission approved a Site Plan Review for a new wastewater pre-treatment plant at their meeting on April 28, 2026. The approval was conditioned on the City Council's approval of an Annexation Ordinance and the approval of the Certified Survey Map. City staff find that the proposed Certified Survey Map (CSM), overall, is consistent with the City's Land Division and Development Ordinance and is in conformance with the City's Comprehensive Plan. A few minor mapping adjustments are required to achieve full compliance. The applicant has acknowledged these revisions and has agreed to incorporate them into the final CSM.

Huckabee moved, seconded by Price to approve the Certified Survey Map with the following conditions:

• All corrections identified in the staff memo shall be incorporated into the final Certified Survey Map, subject to verification by City staff.

• Formal annexation of the property described in the Annexation Exhibit prior to applying signatures to the Final Certified Survey Map. Motion carried.

e. *Review and possible action relating to **disallowance of a claim** against the City of Fort Atkinson, Harris (Ebbert, City Clerk/Treasurer/Finance Director)*

Clerk Ebbert stated the League of Wisconsin Municipalities Mutual Insurance (LWMMI) is the City's insurance carrier for property, liability, and worker's compensation. Statewide Services, Inc administers liability the claims for LWMMI. When the City receives a claim against the City's insurance, Statewide Services performs an investigation and obtains facts relating to the claim, which can include interviewing employees and onsite investigation. After the investigation, Statewide Services makes a final determination and recommendation relating to the claim. On April 14, 2026, staff received a notice from an individual whose vehicle was damaged due to the 103 mph wind during the early morning hours of Tuesday, April 14, 2026. The notice was submitted to Statewide Service. The disallowance of the claim shortens the statute of limitations period to six months for any future lawsuit relating to this matter.

Lescohier moved, seconded by Johnson to disallow the claim against the City of Fort Atkinson pursuant to Wisconsin Statutes 893.80(1)(g). Motion carried.

12. Miscellaneous

None.

13. Public Comment for Matters Not on the Agenda

John Hausz, 104 Jefferson Street - referenced an article about State of Wisconsin managing weeds and his plans for his property and his weeds.

14. Claims, Appropriations and Contract Payments

*a. Review and possible action relating to the **Verified Claims** presented by the Director of Finance and authorization of payment (Ebbert, Clerk/Treasurer/Finance Director)*
Huckabee moved, seconded by Johnson to approve the list of Verified Claims as presented by the Director of Finance and authorize payment. Motion carried.

15. Adjournment

Johnson moved, seconded by Huckabee to adjourn. Meeting adjourned at 8:13 pm.

Respectfully submitted,
Michelle Ebbert
City Clerk/Treasurer/Finance Director

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

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, Council Representative Huckabee, Commissioners Ciccarelli, Shull, and Schultz.
Also Present: Clerk/Treasurer/Finance Director, Deputy Clerk, Director of Neighborhood and Building Services, Council President Jaeckel, and City Attorney.

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)*
Shull moved, seconded by Ciccarreli to approve the minutes of the April 28, 2026 Plan Commission meeting. Motion carried, 6-0.

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)*
Director Draeger presented the Conditional Use Permit application for the owners of Paddyshack Golf and Gaming to establish a seasonal outdoor patio at the corner of South Main Street and East Milwaukee Avenue. The proposal seeks to exceed the standard 90-day limit for temporary outdoor use, featuring a removable 24' x 7' seating area that maintains a 7-foot unobstructed sidewalk clearance to ensure safe pedestrian circulation. Approval of the extension is subject to the formal public hearing process and adherence to the operational standards of the Downtown Historic Mixed-Use District.

Public Hearing opened at 4:05 p.m.

After three calls and no comments, the public hearing was closed at 4:06 p.m.

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)
Director Draeger presented a proposal to rezone two institutional parcels to Multi-Family Residential-30 (MRH-30) to facilitate the development of a 96-unit residential complex consisting of four 24-unit buildings. Developed in coordination with City staff to address local housing needs, the project features one and two bedroom units with underground parking designed to minimize impervious surfaces and complement the nearby Fort Healthcare campus redevelopment. Following a public hearing on April 28, 2026, and a subsequent neighborhood meeting, the developer is working to address resident concerns regarding traffic and stormwater management, which will be formally evaluated during the required Site Plan Review, Conditional Use Permit, and DNR permitting processes.

Huckabee moved, seconded by Schultz to 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). After discussion among the Plan Commission, the motion carried 6-0.

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)*
Manager Houseman noted that the agenda is incorrect, and the project under review is an addition to the Jones Dairy Farm south plant. She indicated that all packet materials are correct.

Director Draeger presented a site plan for an 8,400-square-foot addition to the Jones Dairy Farm facility, located within the existing security fence at the southeast corner of the building. The project includes a minor side setback deviation to maintain alignment with the current industrial footprint and involves a coordinated utility easement adjustment to ensure continued municipal access to stormwater infrastructure. While traditional landscaping and rooftop screening were deemed impractical due to the site's industrial nature and existing visual buffers like the adjacent bike path, the expansion supports the long-standing business's growth and provides additional employment opportunities for the community.

Schultz moved, seconded by Ciccarreli to approve 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.

After discussion, the motion carried 6-0.

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)*
Director Draeger presented a concept plan to rezone a 12-acre parcel from RH-35 to MRH-30 to facilitate a two-phase, 112-unit multi-family development located near the STH 26 Bypass and Janesville Avenue. The project features seven identical two-story buildings with attached garages and surface parking, while retaining an existing single-family home on a newly created 1.9-acre lot. The project aligns with the Comprehensive Plan's goal of increasing housing supply, with staff suggesting improvements such as aligning the Janesville Avenue access point with Commerce Parkway, adding a multi-use trail connection to the Glacial River Trail, and diversifying building designs to enhance the site's layout.

No action taken.

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)*
Director Draeger presented a concept plan to combine two blighted parcels on South Main Street into a single 18,000-square-foot lot for a mixed-use development featuring 17 multi-family units and a 400-square-foot commercial space. The proposed U-shaped configuration consists of three buildings surrounding a central shared parking area, providing a welcome redevelopment opportunity at the southern edge of downtown within the Downtown Periphery Mixed Use (DPMU) District. To enhance the project, staff suggested refinements to the site layout, including the creation of a more prominent street edge along Main Street, a reevaluation of egress points relative to nearby intersections, and the use of high-quality, four-sided architectural design.

No action taken.

g. *Update on previously approved projects (Houseman)*
Manager Houseman provided the following updates:

- Jones Dairy Wastewater Treatment Facility has started foundation work.
- The townhomes at Ridgeview Estates are nearing occupancy.
- 5 of the 6 houses in the Maple Grove Subdivision are under construction, and the 6th will start soon.
- Ciccarreli asked about the timing of the South Main Street Pedestrian Path completion. Staff stated the project is scheduled for completion in October in conjunction with the road project.

4. Adjournment

Huckabee moved, seconded by Ciccarreli to adjourn. The motion carried 6-0, and the meeting

adjourned at 4:43 p.m.

Respectfully submitted,
Courtney Thom
Deputy Clerk

Permit Report

04/01/2026 - 04/30/2026

Permit Date	Permit #	Permit Location	Municipality	Owner Name	Permit Type	Permit Description	Estimated Project Cost	Total Fees
Group: Accessory Structure								
4/29/2026	26365	1441 Endl Blvd.	Fort Atkinson	Victor Castaneda	Accessory Structure	11' x 13' concrete slab for 10' x 12' gazebo	2,600	$85.00
								$85.00
								Group Total: 1
Group: Add/Alter Commercial								
4/13/2026	26291	525 Jefferson St.	Fort Atkinson	Matae LLC and B+ Properties, LLC	Add/Alter Commercial	Remodeling of building	40,000	$2,671.80
								$2,671.80
								Group Total: 1
Group: Commercial/ Industrial								
4/27/2026	26354	1200 Whitewater Ave.	Fort Atkinson	DONALD HUPKE	Commercial/ Industrial	storage shed	40,001	
								Group Total: 1
Group: Deck								
4/30/2026	26370	10 Harrison St.	Fort Atkinson	austin price	Deck	Replace deck and supports for front porch	13,010	$115.00
4/23/2026	26340	335 Martin St.	Fort Atkinson	LAURIE KIDD	Deck	NEW DECK	2,697	$121.00

4/20/2026	26323	1506 Agnes Rd.	Fort Atkinson	Roberta Long	Deck	Deck Addition	5,000	$149.00
4/20/2026	26322	1201 Iroquois Ct.	Fort Atkinson	Tim Erdman	Deck	Replace existing deck with a new deck	23,000	$141.00
4/3/2026	26263	845 Messmer St.	Fort Atkinson	Angela & Michael Edquist	Deck	Reframing an existing 241 SQ FT deck	48,763	$145.25
								$671.25

Group Total: 5

Group: Electrical

4/29/2026	26362	620 Washington St.	Fort Atkinson	Todd Overdahl	Electrical	Service Upgrade and Kitchen Remodel	6,629	
4/28/2026	26361	1600 Farmco Ln.	Fort Atkinson	City of Fort Atkinson	Electrical	Chiller and Split System Replacements	147,290	
4/27/2026	26356	407 Talcott Ave.	Fort Atkinson	Renee Garlock	Electrical	Service Rebuild. Existing-100A overhead service. New 100A overhead service. Replacing due to storm damage	4,500	$80.00
4/27/2026	26352	845 Messmer St.	Fort Atkinson	Angela Edquist	Electrical	Install Light Fixtures	820	$60.00
4/27/2026	26347	410 Hickory St.	Fort Atkinson	Tim & Tamara Waggoner	Electrical	Basement remodel and finishing	9,500	$98.65
4/24/2026	26343	613 Grove St.	Fort Atkinson	Marc Walker	Electrical	new home construction	293,000	

4/23/2026	26339	525 Jefferson St.	Fort Atkinson	Mike Foerster	Electrical	Wiring of offices - lighting and outlets	6,000	$425.30
4/20/2026	26320	1003 W Sherman Ave	Fort Atkinson	Kevin Marshall	Electrical	50A swim spa	1,000	$60.00
4/16/2026	26314	1143 Erick St.	Fort Atkinson	James Brueggeman	Electrical	New Basement Bathroom	10,000	$60.00
4/16/2026	26312	17 Talcott Ave.	Fort Atkinson	Gary Bergholtz	Electrical	Generac Generator Installation	14,486	$130.00
4/15/2026	26306	609 Grove St.	Fort Atkinson	Loos Homes	Electrical	New House	10,000	$231.20
4/15/2026	26305	608 Maple St.	Fort Atkinson	Loos Homes	Electrical	New House	10,000	$238.25
4/13/2026	26294	1531 S Main St.	Fort Atkinson	FIRESIDE DINNER THEATRE	Electrical	WASHER and DRYER installation	1,000	$60.00
4/13/2026	26293	500 S. Main St.	Fort Atkinson	FIRESIDE DINNER THEATRE	Electrical	WASHER and DRYER installation	1,900	$60.00
4/13/2026	26292	333 Maple St.	Fort Atkinson	FIRESIDE DINNER THEATRE	Electrical	WASHER and DRYER installation	1,700	$60.00
4/10/2026	26289	1420 Lakeview Dr.	Fort Atkinson	CHRIS HUTTER-CC%E BUILDING AND REMODELING	Electrical	NEW HOME	38,000	$307.80
4/7/2026	26279	845 MESSMER ST.	Fort Atkinson	Angela Edquist	Electrical	Add dedicated sump pump outlet, add 2 walk-in closet wall outlets, relocate wall sconce to ceiling, add	6,266	$180.00

						switch for vanity light, add new vanity outlet circuit in walk in closet, add outlet on master bedroom closet back wall, add switch leg for new kitchen bar ceiling light, add new hot tub electrical hookup, cleanup mechanical room electrical, change out existing 2 prong outlets to GFCI outlets (bedroom, living room, walk in closet-8) Not responsible for drywall repairs.		
4/4/2026	26264	1704 Montclair Pl.	Fort Atkinson	Aeryn Barry	Electrical	New duplex home	150	$436.55
								$2,487.75

Group Total: 18

Group: Erosion Control

4/6/2026	26269	744 Jones Ave	Fort Atkinson	Jones Dairy Farm	Erosion Control	New Wastewater Treatment Plant	3,400,000	$1,000.00
								$1,000.00

Group Total: 1

Group: Fence

4/17/2026	26316	1705 MONTCLAIR PL.	Fort Atkinson	RYAN MAKI	Fence	NEW FENCE along the South Property Line	2,300	$60.00
4/11/2026	26290	721 Florence St.	Fort Atkinson	Jessica Nysted	Fence	6' white PVC privacy fence in Residential backyard	11,000	$60.00
4/10/2026	26288	519 E MILWAUKEE AVE.	Fort Atkinson	Heather Peterson	Fence	Addition of fence to front, rear, and side yard.	2,600	$60.00
4/8/2026	26285	1202 Cheyenne Ct	Fort Atkinson	KEN LAUBE	Fence	NEW FENCE	11,000	$60.00
4/2/2026	26254	203 JACKSON ST.	Fort Atkinson	DANIEL HILL	Fence	NEW PRIVACY FENCE IN BACKYARD	12,800	$60.00
4/1/2026	26246	402 Raintree Dr	Fort Atkinson	Ruby Copeland	Fence	Adding two new panels - Existing fence blew over, redig post holes and reuse exiting panels customer wants to add two Individual panels of fence in same exiting fence	1,500	$60.00

						line with same materials		
								$360.00

Group Total: 6

Group: Fire Suppression

4/30/2026	26369	120 N Main St.	Fort Atkinson	Esperdell McGee	Fire Suppression	Installation of a Ansul 6-Gallon fire suppression system in a kitchen hood	1	

Group Total: 1

Group: HVAC

4/28/2026	26360	1600 Farmco Ln.	Fort Atkinson	City of Fort Atkinson	HVAC	Chiller Replacement & Split System Replacement	147,290	
4/27/2026	26353	13 Krause Ave.	Fort Atkinson	Evan Athy	HVAC	Replace Furnace and AC	14,883	$105.00
4/27/2026	26348	410 Hickory St.	Fort Atkinson	Tim & Tamara Waggoner	HVAC	Basement remodel and finish	3,675	$118.65
4/24/2026	26344	613 Grove St.	Fort Atkinson	Marc Walker	HVAC	new home construction	293,000	
4/21/2026	26332	506 East St.	Fort Atkinson	LENA LASS	HVAC	REPLAEMENT A/C	-2	$70.00
4/21/2026	26329	610 Barrie St.	Fort Atkinson	WAYNE NINNENMAN	HVAC	REPLACEMENT A/C	-2	$70.00
4/21/2026	26327	308 W Hilltop Tr.	Fort Atkinson	STEVE SIEGEL	HVAC	REPLACEMENT A/C	0	$70.00
4/21/2026	26326	1247 Elsie St.	Fort Atkinson	LOU BACHER	HVAC	REPLACEMENT A/C	0	$70.00

4/21/2026	26325	1603 Endl Blvd.	Fort Atkinson	CHRIS KETTERHAGEN	HVAC	REPLACEMENT FURNACE AND A/C	0	$105.00
4/21/2026	26324	121 N Main St.	Fort Atkinson	STEVE LEHMAN	HVAC	REPLACEMENT FURNACE AND A/C	0	$105.00
4/14/2026	26296	616 Maple St.	Fort Atkinson	Loos Homes	HVAC	Res NSF	14,000	$327.30
4/7/2026	26281	8 TALCOTT AVE.	Fort Atkinson	RALPH FULLER	HVAC	REPLACEMENT FURNACE	0	$70.00
4/7/2026	26280	1119 ERICK ST.	Fort Atkinson	ARDEL WESTPHAL	HVAC	REPLACEMENT FURNACE	0	$70.00
4/7/2026	26278	414 CLOVER LN.	Fort Atkinson	GLORIA HUNT	HVAC	REPLACEMENT FURNACE AND A/C	0	$105.00
4/7/2026	26277	1004 W CRAMER ST.	Fort Atkinson	EDITH LINDERT	HVAC	REPLACEMENT FURNACE AND A/C	0	$105.00
4/6/2026	26273	609 GROVE ST.	Fort Atkinson	Loos Homes	HVAC	Res NSF	12,000	$293.20
4/2/2026	26255	607 CHIPPEWA CT.	Fort Atkinson	LINDA HEIKKENEN	HVAC	A/C REPLACEMENT	0	$70.00
4/2/2026	26253	509 S HIGH ST .	Fort Atkinson	JILL KOPETSKY	HVAC	FURNACE REPLACEMENT	0	$70.00
4/2/2026	26252	919 ERICK ST.	Fort Atkinson	TROY SHARP	HVAC	REPLACEMENT FURNACE	0	$70.00
4/2/2026	26251	1704 Montclair Pl.	Fort Atkinson	Aeryn Barry	HVAC	Install 2 new Central air furnace and AC systems with duct work	27,948	$459.90
								$2,354.05

Group Total: 20

Group: New Duplex

4/1/2026	26249	1704 Montclair Pl.	Fort Atkinson	Tempo designer	New Duplex	New duplex	10,000	$695.90

								$695.90

Group Total: 1

Group: New Single Family

4/24/2026	26342	613 Grove St.	Fort Atkinson	Marc Walker	New Single Family	new construction house	293,000	

Group Total: 1

Group: Other

4/22/2026	26337	611 Rogers St.	Fort Atkinson	Bob & Fran Leslie	Other	replacing 2 entry doors. No structure or sizing changes.	19,448	$60.00
								$60.00

Group Total: 1

Group: Plumbing

4/27/2026	26349	410 Hickory St.	Fort Atkinson	Tim & Tamara Waggoner	Plumbing	Basement remodel and finishing	13,610	$79.50
4/24/2026	26345	613 Grove St.	Fort Atkinson	Marc Walker	Plumbing	new home construction	293,000	
4/21/2026	26330	525 Jefferson St.	Fort Atkinson	B+ Properties LLC	Plumbing	Add ADA Bathroom, change fixtures in 3 bathrooms, move water line	10,000	$110.00
4/20/2026	26321	616 Maple St.	Fort Atkinson	Loos Homes	Plumbing	Outside sewer & water laterals	2,998	$200.00
4/15/2026	26307	1143 Erick St.	Fort Atkinson	James Brueggeman	Plumbing	install new basement bathroom, 1-	4,000	$60.00

						toilet, 1-shower, 1-bathroom sink, 2- studar vents		
4/15/2026	26303	621 Grant St.	Fort Atkinson	Tyler Drake	Plumbing	Water Lateral Repair	3,700	$110.00
4/14/2026	26295	616 Maple St.	Fort Atkinson	Loos Homes	Plumbing	Res NSF	16,000	$218.30
4/8/2026	26286	1000 N Main St.	Fort Atkinson	Curtis Abendorth	Plumbing	Tub to pan conversion on the 1st floor - same size and location of area	1,175	$60.00
4/8/2026	26284	621 GRANT ST.	Fort Atkinson	JOCELYN STROMMAN	Plumbing	REPLACE WATER HEATER	500	$60.00
4/6/2026	26275	609 Grove St.	Fort Atkinson	Loos Homes	Plumbing	outside sewer & water laterals	3,000	$200.00
4/6/2026	26274	1231 W SHERMAN AVE.	Fort Atkinson	Kathleen Fieweger	Plumbing	Water heater replacement	1,000	$60.00
4/6/2026	26272	609 GROVE ST.	Fort Atkinson	Loos Homes	Plumbing	Res NSF	16,000	$245.20
								$1,403.00

Group Total: 12

Group: Private Driveway

4/6/2026	26271	613 Barrie St	Fort Atkinson	Shelly Wangerom	Private Driveway	Replace existing driveway.	10,000	$50.00
4/4/2026	26266	303 Memorial Dr	Fort Atkinson	Michael Baker	Private Driveway	Widening driveway by 4' (still under 24') between sidewalk and garage as well	6,000	$50.00

						as a walkway from driveway to front entry and backyard patio		
								$100.00

Group Total: 2

Group: Right of Way Opening Permit

4/30/2026	26368	609 GROVE ST	Fort Atkinson		Right of Way Opening Permit	NEW GAS AND ELECTRIC SERVICE WR#5209076 & WR#5209102	0	$50.00
4/29/2026	26366	218 N Main Street	Fort Atkinson	Peter Miller	Right of Way Opening Permit	Close sidewalk until May 5th for 218 N Main facade work - signage shall be placed at the nearest intersections informing pedestrians that sidewalk is closed ahead. Closed signage shall be placed at the hazard area. Sidewalk must be reopened at the end of each work day	0	$50.00
4/29/2026	26364	252 W Blackhawk Dr.	Fort Atkinson	BlackHawk Ridege Investments,	Right of Way Opening Permit	Remove existing asphalt and replace with	4,200	$50.00

				LLC, Jessica Kubly,manager		concrete sidewalk and approach		
4/9/2026	26287	820 dempster st	Fort Atkinson	sherry siegel	Right of Way Opening Permit	30 feet of sidewalk	0	$50.00
4/1/2026	26242	Parcel: 226-0514-0413-069	Fort Atkinson	Jones Dairy Farm	Right of Way Opening Permit	Sidewalk Replacement - Corner of Walton and W Milwaukee	0	$50.00
								$250.00

Group Total: 5

Group: Roofing/Siding

4/27/2026	26355	219 Janesville Ave.	Fort Atkinson	Aaron Phillips	Roofing/Siding	Roof Replacement	12,800	$60.00
4/27/2026	26351	806 Caswell St.	Fort Atkinson	Brian Zahn	Roofing/Siding	Rubber Roof Replacement	6,270	$60.00
4/27/2026	26346	341 Foster St.	Fort Atkinson	Jeff Markham	Roofing/Siding	Roof Replacement	8,493	$60.00
4/22/2026	26338	522 Shah Ave.	Fort Atkinson	Maureen Millard	Roofing/Siding	remove and replace shingles	10,000	$60.00
4/22/2026	26336	117 W Milwaukee Ave.	Fort Atkinson	Harriet Scherer	Roofing/Siding	Roof Replacement	7,900	$60.00
4/21/2026	26335	403 Janesville Ave.	Fort Atkinson	Direct Business Media LLC	Roofing/Siding	Roof Replacement	4,400	$60.00
4/21/2026	26334	1620 Janesville Ave.	Fort Atkinson	Burim Rexhepi	Roofing/Siding	Roof Replacement	8,500	$60.00
4/21/2026	26333	622 Robert St.	Fort Atkinson	Cathleen Erdman	Roofing/Siding	Roof Replacement	63,100	$60.00
4/20/2026	26319	411 West Cramer Street Fort Atkinson, WI 53538	Fort Atkinson	Flor Hernandez	Roofing/Siding	Complete roof tear off and reroofing with IWS and	20,000	$60.00

						asphalt shingles.		
4/16/2026	26315	1216 ORCHARD LN.	Fort Atkinson	TOM HUNN	Roofing/Siding	NEW ROOF	15,000	$60.00
4/16/2026	26309	1600 JAMESWAY AVE.	Fort Atkinson	TROY HANSEN	Roofing/Siding	NEW ROOF	15,000	$60.00
4/14/2026	26302	322 Maple St.	Fort Atkinson	Mark D. Schnell	Roofing/Siding	Roof Replacement	16,626	$60.00
4/14/2026	26301	423 E Milwaukee Ave.	Fort Atkinson	Mitch Reynolds	Roofing/Siding	Siding, Windows, and Gutter replacements	50,762	$60.00
4/14/2026	26300	428 Robert St.	Fort Atkinson	Stacey Judd	Roofing/Siding	Siding and Gutter Replacement	23,849	$60.00
4/8/2026	26283	1333 Adrian Blvd.	Fort Atkinson	RALPH WELTER	Roofing/Siding	ROOF	5,000	
4/8/2026	26282	1106 Riverside Dr.	Fort Atkinson	ROGER RUMPPE	Roofing/Siding	ROOF	5,000	
4/2/2026	26261	705 Cherokee Ln.	Fort Atkinson	Joseph Ruhnke	Roofing/Siding	Roof Replacement	24,279	$60.00
4/2/2026	26260	74 Jackson St.	Fort Atkinson	Joseph Stradusky	Roofing/Siding	Roof Replacement	20,604	$60.00
4/2/2026	26259	455 Cherokee Ln.	Fort Atkinson	Gerald McGowan	Roofing/Siding	Roof Replacement	22,693	$60.00
4/2/2026	26257	711 W Sherman Ave.	Fort Atkinson	James Kirchberg	Roofing/Siding	Roof and Window Replacement	13,096	$60.00
4/2/2026	26256	210 Hickory St.	Fort Atkinson	Brenda	Roofing/Siding	Roof and Window Replacement	14,097	$60.00
								$1,140.00

Group Total: 21

Group: ROW and Driveway

4/19/2026	26318	1217 Talcott St.	Fort Atkinson	Joseph A Bies	ROW and Driveway	Replace city gutter and tear out asphalt driveway and replace with concrete	7,400	$50.00
4/14/2026	26297	101 Healy Ln	Fort Atkinson	Peter MIller	ROW and Driveway	new concrete apron, sidewalk, and driveway	0	$50.00
4/6/2026	26267	1112 Harriette St	Fort Atkinson	John Dalby	ROW and Driveway	replacing 240 sf of asphalt driveway with concrete and 60 LF of city sidewalk and City apron	1	$50.00
								$150.00

Group Total: 3

Group: Sign

4/29/2026	26363	407 Janesville Ave.	Fort Atkinson	Samuel Lombardo	Sign	Add vinyl stickers to existing sign panels. No change to existing sign structure.	1,000	$55.00
								$55.00

Group Total: 1

Group: Single Family Alteration/Addition

4/27/2026	26350	410 Hickory St.	Fort Atkinson	Tim & Tamara Waggoner	Single Family Alteration/Addition	Basement remodel & finishing	74,715	$353.25
4/16/2026	26313	1143 Erick St.	Fort Atkinson	James Brueggeman	Single Family Alteration/Addition	New Basement Bathroom	10,000	$60.00

4/14/2026	26298	1204 Shawnee St.	Fort Atkinson	Jacqualyn Brown / Lisa Jaeck	Single Family Alteration/Addition	update bathroom fixtures / walls	2,700	$60.00
								$473.25

Group Total: 3

Group: Windows/Doors

4/14/2026	26299	1410 Commonwealth Dr.	Fort Atkinson	Carol Ann Christie	Windows/Doors	Window replacements	11,593	$60.00
4/2/2026	26258	306 Martin St.	Fort Atkinson	Tamara Buchli	Windows/Doors	Window Replacement	16,826	$60.00
								$120.00

Group Total: 2

Group: Zoning

4/23/2026	26341	1315 Commonwealth Dr	Fort Atkinson	Tony Gugel	Zoning		800	$60.00
4/16/2026	26310	200 S Main St	Fort Atkinson	Blackhawk Senior Residence	Zoning	Updating equipment on existing mounts	150,000	$1,535.00
								$1,595.00

Group Total: 2

								$15,672.00

Total Records: 108 **5/6/2026**

Jedidiah Draeger
Director of Neighborhood and Building Services

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Michelle Ebbert, Clerk/Treasurer/Finance Director**

RE: **Review and possible action relating to the City Clerk-issued License and Permit Report for May (Ebbert, Clerk/Treasurer/Finance Director)**

BACKGROUND

The following is a list of the Licenses and Permits issued by the City Clerk for the period of April 21, 2026 through May 19, 2026 per the City of Fort Atkinson Municipal Code of Ordinances.

DISCUSSION

BEEKEEPING

None

OPERATOR

Licensing Period – July 1, 2024 – June 30, 2026

Applicant		Place of Employment	Recommended Approval by Police Department	Cost
Alexis	Parise	Brickhouse Pizza	Y	$15

Licensing Period – July 1, 2026 – June 30, 2028

Applicant		Place of Employment	Recommended Approval by Police Department	Cost
Robin	White	American Legion	Y	$30
Danielle	Nelson	Paddy Coughlins	Y	$30
Alexis	Parise	Brickhouse Pizza	Y	$30
Kassity	Voelker	Brickhouse Pizza	Y	$30
Nicolette	Kennedy	Brickhouse Pizza	Y	$30
Gillian	Rippl	Brickhouse Pizza	Y	$30
Jenn	Meza Perez	Brickhouse Pizza	Y	$30

Sophia	Douglas	Brickhouse Pizza	Y	$30
Madison	Koehler	Brickhouse Pizza	Y	$30
Telsa-Rae	Singers	Brickhouse Pizza	Y	$30
Fiona	Gaffney	Fort 88 Smokehouse	Y	$30
Faith	Elford	American Legion	Y	$30
Todd	Brom	Bienfang's Bar	Y	$30
Albion	Mane	Fort 88 Smokehouse	Y	$30
Christopher	Ott	The Fireside Inc	Y	$30
Scott	Fritsche	The Fireside Inc	Y	$30
Wendy	Janecek	The Fireside Inc	Y	$30
Rochelle	Roller	The Fireside Inc	Y	$30
Brian	Frohmader	Bienfang's Bar	Y	$30
Daniel	Patterson	10-62 Saloon	Y	$30
Timothy	Garant	Generals	Y	$30
Olivia	Christ	Paddy Coughlins, 10-62, & Paddy Shack	Y	$30
Steve	Lawrence	Kwik Trip 1506	Y	$30
Denise	Strauss	Kwik Trip 1506	Y	$30
Nancy	Mortensen	Kwik Trip 1506	Y	$30
Jennifer	Ziebell	Kwik Trip 1506	Y	$30
Natalie	Furan	Kwik Trip 1506	Y	$30
Sommer	Versailles	Kwik Trip 1506	Y	$30
Jocelyn	Edginston	Kwik Trip 1506	Y	$30
Dzejljan	Vedziovski	Kwik Trip 1506	Y	$30
Paul	Jurek	Kwik Trip 1506	Y	$30
Alexis	Kersten	Kwik Trip 1506	Y	$30
Danielle	Drays	Kwik Trip 1506	Y	$30
Cheyenne	Anderson	Kwik Trip 1506	Y	$30
Mackenzie	Wurm	Kwik Trip 1506	Y	$30
Christina	Sweeney	Creamery 201	Y	$30
Sofia	Unate	Salamone's	Y	$30
Tammie	Schenck	Kwik Trip 439	Y	$30
Aleca	Camarena-Straight	Kwik Trip 439	Y	$30
Kaden	Ganser	Kwik Trip 439	Y	$30
Deborah	Miller	Kwik Trip 439	Y	$30
Susan	Crandall	Kwik Trip 439	Y	$30
Cassidy	Clark	Kwik Trip 439	Y	$30
Sheila	Mishleau	Kwik Trip 439	Y	$30
Mary	Hookstead	Kwik Trip 439	Y	$30
Terri	Wegner	Kwik Trip 439	Y	$30
James	Rodriguez	Kwik Trip 439	Y	$30
Patrick	Brown	Kwik Trip 439	Y	$30
Grant	Brown	Kwik Trip 439	Y	$30
Shannon	Hoots	Kwik Trip 439	Y	$30

Kathleen	Mech	Kwik Trip 439	Y	$30
Jean	McDermott	Bienfang's Bar	Y	$30
Dayna	Roberts	Bienfang's Bar	Y	$30
Dennis	Geszvain	Café Carpe	Y	$30
Shaughn	Kennedy	Paddy Shack	Y	$30
Jason	Henze	Rock River Lanes	Y	$30
Angela	Henze	Rock River Lanes	Y	$30
Sachin Kumar	Satapara	Ruhani Gas	Y	$30
Bhikhubhui	Patel	FA Gas	Y	$30
Michael	Baker	FA Gas	Y	$30
Hailey	Kamppi	Riverstone	Y	0- agent
Aliyah	Noh	Riverstone	Y	$30
Dominique	Sookikian	Riverstone	Y	$30
Andrew	Koehler	St Joseph Catholic Church	Y	$30
Jessica	Boeve	Bienfang's Bar	Y	$30
Nicole	Frank	Paddy Coughlins, 10-62, & Paddy Shack	Y	$30
Michael	Huettl	St Joseph Catholic Church	Y	$30
Tammy	Kingston	Soups On	Y	$30
Julene	Jaeckel	Soups On	Y	$30
Andrew	Jaeckel	Soups On	Y	$30
Marlene	Sobolik	Bienfang's Bar	Y	$30
Harmony	Biskupski	Brock's Riverwalk	Y	$30
Thomas	Hunn	Bienfang's Bar	Y	$30
Susan	Teubert	Send to home address	Y	$30
Mara	McGlynn	Brock's Riverwalk	Y	$30
Rosa	Gonzalez	Family Dollar	Y	$30
Michelle	Ebbert	Lion's Club	Y	$30
Micah	Fromader	Lion's Club	Y	$30
Korry	Jahnke	American Legion	Y	$30
Gary	Moen	Lion's Club	Y	$30
James	Glynn	Lion's Club	Y	$30
William	Roberts	Lion's Club	Y	$30
John	Anderson	Lion's Club	Y	$30
Heather	Hake	Pick 'N Save	Y	$30
Terry	Payne	Pick 'N Save	Y	$30
Sephan	Getchell	Pick 'N Save	Y	$30
Marnie	Wolf	Pick 'N Save	Y	$30
Maria	Borzik	Pick 'N Save	Y	$30
Jodi	Black	Pick 'N Save	Y	$30
Victoria	Cook	Pick 'N Save	Y	$30
Peggy	Bermann	Pick 'N Save	Y	$30

Karl	Wetzel	Pick 'N Save	Y	$30
Kimmy	Schollmeyer	Pick 'N Save	Y	$30
Kurtis	Yager	Pick 'N Save	Y	$30
Kellie	Todd	Pick 'N Save	Y	$30
John	Kammer	Bienfang's Bar	Y	$30
Debra	Edwards	Send to home address	Y	$30
Megan	Goyer	Bienfang's Bar	Y	$30
Jenni	Seisser	Bienfang's Bar	Y	$30
Samuel	Vondra	Mangiami	Y	$30
Angel	Norrell	Fat Boyz	Y	$30
Eric	Webber	Mangiami	Y	0- agent
Kalie	Carole	Bienfang's Bar	Y	$30
Gabriella	Alvarado	Brock's Riverwalk	Y	$30
Prisma	Sanchez	Speedy 3 LLC	Y	$30
Kayla	Pucheta	Speedy 3 LLC	Y	$30
Montanna	Hatton	Fort 88 Smokehouse	Y	$30
Keri	Koegel	Riverfront Café	Y	$30
Elizabeth	Ehrke	Creamery 201	Y	$30
Melissa	Nelson	American Legion	Y	$30
Abraham	Cortez	La Cabana	Y	$30
Gabrielle	Morales	Fort 88 Smokehouse	Y	$30

MOBILE MERCHANT

None

DOOR-TO-DOOR RESIDENTIAL / DIRECT SELLER

Sabrina	Morgan	Trugreen	Y	$50
Anavah	Cronick	Trugeen	Y	$50

FINANCIAL ANALYSIS

In accordance with the City's Ordinances and Fee Schedule, a total of $100 was collected for Direct Sellers Permits, and $3,310 was collected for Operator's licenses.

RECOMMENDATION

These licenses have been issued by the City Clerk's Office in accordance with the City's Ordinances. No further action by the City Council is necessary.

ATTACHMENTS

None

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Michelle Ebbert, Clerk/Treasurer/Finance Director**

RE: **Review and possible action on a Special Event: Fort Fall Fiesta, September 12, 2026 from 12:00 - 4:00 p.m. at Jones Park (Ebbert, Clerk/Treasurer/Finance Director)**

BACKGROUND

The City of Fort Atkinson is committed to supporting quality special events throughout the community. The Special Event Guide and Application was created to assist with planning events in the city and to allow appropriate contact information be obtained and forwarded to Departments. The planning guide is designed to assist members of the community in the planning, preparation and running of events and programs in Fort Atkinson.

The Special Event Guide defines a special event as a planned extraordinary occurrence or temporary aggregation of attractions, open to the public, that (a) is conducted on public property, (b) is conducted on private property and has a substantial impact on public property, (c) has activities that request special temporary licenses; or (d) require special city services, whether open to the public or not, including but not limited to, any of the following: street closures, provisions of barricades, garbage cans, stages or special no parking signs, special electrical services, or special police protection. Special events include, but not limited to, neighborhood and community festivals, parades, processions, fairs, and bicycle or foot races.

DISCUSSION

Event: Fort Fall Fiesta
Date and Hours of Event: Saturday, September 12, 2026 12:00 – 4:00 p.m.
Set up Time: 9:00 a.m. - 12:00 p.m.
Tear Down Time: 4:00 p.m.
Location: Jones Park, Janesville Avenue
Contact Person: Whitney Townsend
Estimated Number of Attendees: 850

The application and event information was routed to all City Departments without comments or concerns.

FINANCIAL ANALYSIS

There is no financial impact to the City of Fort Atkinson for the event.

RECOMMENDATION

Staff recommends that City Council approve the Unity Project: Fort Fall Fiesta on Saturday, September 12, 2026, from 12:00 p.m. to 4:00 p.m.

ATTACHMENTS

1. 2025 Fiesta Map
2. Fort Fiesta 2026 App

FORT ATKINSON

Fiesta

SATURDAY SEPTEMBER 13TH

SET UP BEGINS AT 10:00AM

EVENT 12:00-4:00PM

Jones Park, Fort Atkinson

unity PROJECT



Booth #	Organization	Own Table
1	Unity Project	
2	Fort Atkinson Chamber	
3	WWBIC	
4	Fort Atkinson Club	
5	FCCU	Y
6	Latino Academy of Workforce Development	
7	Jefferson County Literacy Council & Jefferson County Head Start	
8	MMG Law	
9	Madison College	
10	School District of Fort Atkinson	
11	BASE	
12	Balloon Twisting	
13	Face Painting	Y
14	Molina Healthcare	
15	Rock River Community Clinic	
16	Terra Staffing	
17	ADRC	
18	201 Waterfront Dental	
19	Fort Park and Rec	
20	Baha'I' Community	
21	New Beginnings/ APFV	
22	Jefferson County Health Department	
Vendors	Artex Alma	
	Veronica Cruz-Bags	
Kids Activities	Humane Society Animals	
	Fort Healthcare and Railyard	Y
	Bounce House and Obstacle Course	
	Balloon Twisting and Face Painting	
Food	La Morenita	
	FUMC Congregation	
	LuLu's Cravings	
	La Chucheria	
	Concessions-Lemonade, Hot Dogs, Water/Soda	

CITY OF FORT ATKINSON
Special Event Application
Fee: $25.00

Name of Business/Group Organizing Event: The Unity Project

Contact Person for Event: Whitney Townsend

Phone Number: Email [redacted]

Day of Event Contact Person (if different from above): Phon [redacted]

Special Event Details

Event Name: 9th Annual Fort Fiesta

Event Date (mm/dd/yyyy): 09/12/2026

Event Location: Jones Park

Estimated Number of Attendees: 850 | Hours of Event: 12;00-4:00pm

Event Setup Time: 8:00am | Event Tear Down Time: 4:00pm

Event Description: The Unity Project hosts the Fort Atkinson Fiesta each year to bring together English and Spanish speakers within our community for an afternoon of food, music, dancing and children's activities. La Morenita taco truck will serve food along with First United Methodist Church and Lulu's Cravings. A local DJ will take requests for a mix of Hispanic and local favorites. The Cub Scouts, Humane Society and BASE will have fun activities for the whole family. The event will also feature 30 exhibitors who offer services or opportunities to the Hispanic community. The past two years has also featured a domino tournament and Quineanera fashion show.

Goal/Purpose of Event: The Fort Fiesta was originally created by former Park and Recreation director Scott Lastusky. He observed the lack of Hispanic children utilizing the city's parks and Park & Rec programming. The Unity Project now hosts the bilingual festival to promote a sense of acceptance and belonging among all members of the community. The Census Bureau reports that the Hispanic/Latino population is growing quickly in Wisconsin. Events like the Fort Fiesta is an example of diversity and inclusion that should be echoed in all areas of our community, from education to business. This event has had 2,727 visitors in the past 3 years, drawing people from Whitewater, Janesville, and Lake Mills.

Attach a map of the event including: Designated parking areas and available number of spaces*, directional signage for events (i.e. parking guidance), pedestrian street crossing locations, location of any traffic control barricades or personnel to ensure safe coordination of vehicles and pedestrians

** If limited parking available, provide proof of permission from neighboring businesses/property to utilize their parking*

Check all applicable boxes:

☑ I am renting a city park

Attach copy of paid park rental from Parks & Recreation Department. Equipment rentals are reservable through the Parks & Recreation office 920-397-9910. You are responsible for picking up, setting up, tearing down, and return of equipment. Each park is equipped with picnic tables and garbage/recycling receptacles, and additional are available upon request. If additional cans are requested, the event coordinator will need to pick up additional can liners from Park & Recreation office. The event coordinator is responsible for trash and recycling disposal. If there is no dumpster on site, a dumpster may be required and is the responsibility of the event coordinator.

☑ I am renting city equipment

Please secure and submit payment for requested equipment prior to submitting Special Event Application.
*Attach a map with a location for drop off of equipment with this application.

8’ white plastic table (43 available; $4.50/each)	Qty 20
Metal folding chair (190 available; $0.75/each)	Qty ____
Additional Picnic Table ($15/each; includes delivery & pick up)*	Qty ____
Additional Garbage/Recycling Can*	Qty ____
Barricades*	Qty ____
Traffic Cones*	Qty ____

☑ Electrical Access

The City Electrican may reach out to you to address any needs/concerns.

Please specify if you have any requests or requirements beyond current access:

Continued

☑ I will be having music	(Per City Ordinance 17.03) no person shall cause or allow loud, excessive or unusual noise that will disturb the comfort and quiet repose of persons in the vicinity. All music shall terminate as of 10:00 p.m. City noise ordinance must be followed Start Time of Music: 12:00pm End Time of Music: 4:00pm
☐ I will be closing a street(s)*	Barricades can be provided by Public Works upon request ** Provide proof of permission from neighboring businesses/properties if street closure impacts daily activity*
☐ I will be selling beer and/or wine*	Alcohol license and licensed bartender(s) required. Contact City Clerk (920) 397-9901 prior to submitting this application. **Restroom Plan also required with sales of beer and/or wine. Refer to the Special Event Guide.*
☑ I will be erecting a tent, canopy or other temporary structure.*	**Event coordinator is responsible for ensuring that the temporary structure is safely installed. Event Coordinator is required to contact Diggers Hotline at least 4 business days prior to the event. Diggershotline.com, 1-800-242-8511*
☐ I am having a walk/race*	**See map instructions above. In addition to the previously listed map requirements, clearly mark your walk/race route on the map.*

By signing, I agree to the following statements:

I understand I am responsible for a fire safety and medical plan. I understand it is my responsibility to read the Special Events Guide. I understand I may be required to provide Proof of Insurance. I understand that I may need to contact multiple Departments to arrange for assistance. I understand I am responsible for timely clean up after the event. I understand that additional charges may apply and that I can be billed after my event.

Responsible Party Signature: Whitney Townsend

Submission Date: 04/21/2026

For Office Use Only:

Date Received: _____

Date Paid: _____

Council Approval / Denial Date: _____

Date applicant notified of Council action and any event stipulations: _____

Event Stipulations:

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Rebecca Houseman, City Manager**

RE: **Review and possible action relating to a proclamation declaring May 3-9, 2026, as Drinking Water Week in the City of Fort Atkinson (Houseman, City Manager)**

BACKGROUND

The City of Fort Atkinson is joining communities across North America in celebrating Drinking Water Week, May 3-9, 2026. Led by the American Water Works Association (AWWA), the annual observance highlights the importance of safe, reliable drinking water and recognizes the tireless efforts of water professionals who keep it flowing around the clock.

DISCUSSION

Drinking Water Week is an opportunity to recognize the professionals who make that service possible and to reflect on the continued work it takes to maintain and strengthen the system the City depends on.

Most of the work that keeps drinking water safe happens quietly in the background. Water is routinely treated, tested and monitored to meet strict safety standards. Equipment is checked, systems are maintained, and data is scrutinized so any potential issues can be addressed early.

FINANCIAL ANALYSIS

This proclamation is not expected to financially impact the City.

RECOMMENDATION

Staff recommends the City Council approve the proclamation declaring May 3-9, 2026 as Drinking Water Week in the City of Fort Atkinson.

ATTACHMENTS

1. 2026 Drinking Water Week-Water Utility Proclamation

PROCLAMATION
RECOGNIZING DRINKING WATER WEEK
MAY 3-9, 2026

WHEREAS, water is the most valuable and vital natural resource, and the City of Fort Atkinson is committed to guaranteeing access to clean water and ensuring the health and safety of all those living in and visiting the City; and

WHEREAS, drinking water serves a vital role in daily life, serving an essential purpose to health, hydration and hygiene needs for the quality of life our citizens enjoy; and

WHEREAS, the hard work performed by the entire water sector, designing capital projects, operators ensuring the safety and quality of drinking water or a member of a pipe crew maintaining the infrastructure communities rely on to transport high quality drinking water from its source to consumers' taps; and,

WHEREAS, the citizens of the City of Fort Atkinson are called upon to help protect our source waters from pollution, practice water conservation and get involved with their water by familiarizing themselves with it; and

NOW, THEREFORE, I, Kyle Jaeckel, as City Council President of the City of Fort Atkinson, and my Council colleagues, do hereby proclaim May 3-9, 2026, as Drinking Water Week in the City of Fort Atkinson. I urge all citizens to join to recognize the substantial contributions Water Utility professionals make to protecting our health and safety, and advancing quality of life for all.

Proclaimed this 19th day of May, 2026

CITY OF FORT ATKINSON

_____
Kyle Jaeckel, Council President

ATTEST:

_____
Michelle Ebbert, City Clerk/Treasurer/Finance Director

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Rebecca Houseman, City Manager**

RE: **Review and possible action relating to a Resolution for a Sustainable Funding Solution to the state's Transportation Fund (Houseman, City Manager)**

BACKGROUND

Transportation infrastructure is the backbone of Wisconsin. Quality roads allow for economic growth, improved public safety, reduced congestion, and increased connectivity between our communities. Local units of government in Wisconsin own and maintain approximately 90% of the public road miles in the state, including city and village streets, county highways, and town roads. Wisconsin's economy, rooted in manufacturing, agriculture, and tourism, relies on a safe, reliable, and well-maintained transportation network.

DISCUSSION

From 2000 to 2025, the Consumer Price Index increased by 90.7%, outpacing the state's sizable investment in General Transportation Aids (GTAs) which increased 60.4%. From 2020 to 2023, the Producer Price Index for concrete rose 20.2% while GTAs rose 4.0%.

Cities and villages only have an average of 14.0% to 15.7% of their transportation expenses covered by GTAs, a figure that has declined in recent years. While growth in local transportation aids has slowed, so have transportation revenues. This has necessitated General Purpose Revenue (i.e., general tax dollars) to be transferred to the Transportation Fund to backfill the cost of our largest needs.

Exploring and adopting long-term solutions will ensure local aids and state projects may be funded now and in the future.

Wisconsin's cities and villages maintain 20% of the state's local roads on just 6% of the state's landmass, yet 40% of local traffic takes place on these roads, a figure that increases when accounting for county and state highways running through cities and villages. Wisconsinites use these roads every day. Ensuring roads keep up with the needs of Wisconsinites will strengthen the economy and enhance the quality of life for residents.

The League of Wisconsin Municipalities is encouraging their members to adopt the attached

Resolution and distribute it to Wisconsin elected officials with the goal of gaining support for a sustainable transportation funding solution. This is part of a broader strategy to highlight the funding gap for transportation in Wisconsin's cities and villages.

FINANCIAL ANALYSIS

Adoption of this resolution is not expected to have a financial impact on the City. However, this resolution, along with others adopted by local units of government throughout Wisconsin, may encourage the State Legislature and Governor to consider additional funding in the future.

RECOMMENDATION

Staff recommends the City Council adopt the Resolution supporting a sustainable transportation funding solution and direct the City Clerk to distribute the Resolution to the elected officials representing the City of Fort Atkinson and Jefferson County.

ATTACHMENTS

1. 5.19.26 Transportation Funding Resolution

RESOLUTION NO. _____

RESOLUTION REGARDING
TRANSPORTATION FUNDING

WHEREAS, local units of government in Wisconsin own and maintain approximately 90% of the public road miles in the state, including city and village streets, county highways, and town roads; and

WHEREAS, Wisconsin's economy—rooted in manufacturing, agriculture, and tourism—relies on a safe, reliable, and well-maintained transportation network; and

WHEREAS, local governments greatly appreciate the one-time infusions of General Purpose Revenue, primarily sales and income taxes, and other revenue provided in recent state budgets, which have enabled the initiation and continuation of the successful and popular Local Roads Improvement Program Supplemental (LRIP-S); and

WHEREAS, despite modest increases from the state over the years, transportation aids to local governments remain insufficient to keep pace with inflation and rising construction costs, leaving many communities funded below 2000 levels in real dollars; and

WHEREAS, local governments throughout Wisconsin continue to struggle to perform even routine maintenance, pavement preservation, and safety improvements, resulting in deteriorating roads and bridges; and

WHEREAS, the inaugural inventory and assessment of small bridges between 6 to 20 feet found about 10% of the nearly 17,000 structures to be in poor or severe condition; and

WHEREAS, levy limits and other fiscal constraints prevent local governments from independently filling the funding gap created by inadequate state transportation aids; and

WHEREAS, absent sustainable state funding, many communities have been forced to address their shortfalls by significantly increasing borrowing, deferring essential projects, or imposing local vehicle registration ("wheel") taxes; and

WHEREAS, Wisconsin motorists currently pay among the lowest transportation user fees in the Midwest, while neighboring states and dozens of others nationwide have enacted long-term revenue measures to keep their transportation systems competitive; and

WHEREAS, Wisconsin is increasingly relying on General Purpose Revenues to make needed investments, potentially pitting transportation against other vital services, such as education; and

WHEREAS, continued lack of growing, dedicated, and predictable revenue places Wisconsin at a growing economic disadvantage by threatening the efficiency of freight movement, the safety of travelers, and the attractiveness of our state to businesses and residents; and

WHEREAS, both Wisconsin's aging Interstate highway system—largely constructed in the 1950s and 1960s—and our extensive network of state and local roads require predictable, adequate, and sustainable funding to meet current and future needs;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fort Atkinson strongly urges the Governor of Wisconsin and the State Legislature to enact a comprehensive, sustainable transportation funding solution that:

1. Provides adequate and reliable revenue growth for the efficient long-term planning and execution of state and local transportation programs;

2. Includes responsible and prudent use of General Purpose Revenue and bonding;

3. Adjusts any new and existing transportation user fees and other revenue mechanisms to sustain purchasing power in order to maintain and improve Wisconsin's transportation infrastructure; and

4. Ensures transportation continues to deliver for Wisconsin by adequately funding reconstruction, preservation, and safety investments on the state and local systems.

BE IT FURTHER RESOLVED that the clerk is hereby directed to transmit a copy of this resolution to the Governor's office, all members of the Wisconsin State Senate and Assembly representing districts within Jefferson County, the City of Fort Atkinson and the League of Wisconsin Municipalities.

Adopted by the City Council of the City of Fort Atkinson this 19th day of May, 2026.

_____

Kyle Jaeckel, City Council President

Attest:

_____

Michelle Ebbert, Clerk/Treasurer/Finance Director

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Zach Navin, Director of Public Works**

RE: **Review and possible action relating to a Resolution adopting Standard Construction Specifications (Navin, Director of Public Works)**

BACKGROUND

Historically, the City has not had a document consisting of all construction standard specifications. Each proposed project specifications were approved individually. City staff have completed a comprehensive review and update to the City's Standard Specifications for public works and utility improvements. These specifications govern how streets, curb and gutter, sidewalks, utilities, and similar infrastructure are constructed for both City projects and private development.

DISCUSSION

Formally adopting the updated Standard Specifications by resolution provides clear direction and transparency. Doing so ensures consistency in construction requirements, clarifies expectations for contractors, developers, and residents, strengthens the City's ability to enforce standards; and reduces the risk of disputes related to undocumented or informal agreements.

While certain technical standards may be administered by staff, adoption by the City Council establishes a clear public record that the specifications are officially approved and in effect.

FINANCIAL ANALYSIS

There is no financial impact associated with this resolution.

RECOMMENDATION

Staff recommends City Council approve the resolution adopting the updated Standard Specifications as presented.

ATTACHMENTS

1. Fort_Atkinson_Standard_Specifications_Adoption_Resolution
2. StandardSpecification_April2026REV

RESOLUTION NO. ____

A RESOLUTION ADOPTING STANDARD SPECIFICATIONS FOR PUBLIC WORKS AND UTILITY IMPROVEMENTS

WHEREAS, the City of Fort Atkinson operates under a Council–Manager form of government pursuant to Wisconsin Statutes, under which the City Council establishes policy and the City Manager and departmental staff administer such policy; and

WHEREAS, the Department of Public Works is charged with the planning, design, construction, review, and inspection of public infrastructure within the City of Fort Atkinson; and

WHEREAS, the City maintains Standard Specifications to ensure consistent, safe, and cost-effective construction of streets, utilities, sidewalks, curb and gutter, and related public improvements; and

WHEREAS, City staff have completed an update to the City's Standard Specifications to reflect current engineering standards, materials, construction practices, and regulatory requirements; and

WHEREAS, formal adoption of the Standard Specifications provides clarity to contractors, developers, and the public, and establishes a clear record of Council approval and enforceability.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Fort Atkinson that:

1. The City of Fort Atkinson Standard Specifications for Public Works and Utility Improvements, dated May 19, 2026, are hereby adopted and approved.
2. All prior editions of the City's Standard Specifications are hereby repealed and superseded as of the effective date of this Resolution.
3. The adopted Standard Specifications shall apply to all applicable public and private construction activities within the City, including City projects, development projects, permits, and contracts, unless otherwise approved by the City.
4. The Director of Public Works and/or City Engineer, under the administrative authority of the City Manager, are authorized to issue written interpretations and clarifications of the Standard Specifications and to make minor, non-substantive, or technical revisions that do not materially alter construction

standards, create new policy, or significantly affect costs. Any substantive revisions shall be presented to the Common Council for approval.

5. This Resolution shall take effect immediately upon adoption.

Adopted this ___ day of _____, 2026.

CITY OF FORT ATKINSON

_____

Kyle Jaeckel, City Council President

ATTEST:

_____

Michelle Ebbert, Clerk/Treasurer/Finance Director

STANDARD CONSTRUCTION SPECIFICATIONS



April 2026

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PREFACE

These Standard Construction Specifications were prepared with the purpose of providing convenient reference to City of Fort Atkinson requirements as they relate to sanitary and storm sewer, water mains, building services, roadways, multi-use trails, erosion control, and restoration.

This document shall serve as a guide for persons associated with the establishment of new developments, rehabilitation/maintenance projects, and City projects located in the City of Fort Atkinson. This document applies to prospective developers, design engineers, material suppliers, and construction contractors.

The specifications may not address all conditions of a project. In these cases, the Director of Public Works or their Designee shall authorize the use of substitute or “or-equal” item of material or equipment.

The City of Fort Atkinson requires Design Plan and Profile drawings for all proposed utility mains and structures, and a complete specification manual for all public bid projects. The specification manual shall include bidding requirements, contract forms, conditions of contract, general requirements, technical specifications, and any other pertinent information related to the project.

For more information, refer to the “City of Fort Atkinson Land Division and Development Ordinance” or as “Chapter 70 of the City of Fort Atkinson Municipal Code of Ordinances, Jefferson County, Wisconsin”. This Ordinance was adopted on February 17, 2022, and replaces the “Platting Code Subdivision Ordinance” adopted on September 7, 1993.

CITY CONTACTS

Department	Name	Email	Phone
City Manager	Rebecca Houseman	rhouseman@fortatkinsonwi.gov	(920) 397-9901
Director of Public Works	Zach Navin	znavin@fortatkinsonwi.gov	(920) 397-9901
City Engineer	Andrew Burt	aburt@ruekert-mielke.com	(262) 953-4153
Director of Neighborhood and Building Services	Jedidiah Draeger	jdraeger@fortatkinsonwi.gov	(920) 397-9901
Director of Parks and Recreation	Ben Dayton	bdayton@fortatkinsonwi.gov	(920) 397-9910
Wastewater Utility Superintendent	Erin Sweeney	esweeney@fortatkinsonwi.gov	(920) 397-9917
Water Utility Superintendent	Jeff Armstrong	jarmstrong@fortatkinsonwi.gov	(920) 397-9916
City Electrician	Nick Armstrong	narmstrong@fortatkinsonwi.gov	(920) 397-9903
Public Works Operations Superintendent	Tom Williamson	twilliamson@fortatkinsonwi.gov	(920) 397-9909

DEFINITION OF TERMS

AASHTO: American Association of State Highway and Transportation Officials.

ASTM: American Society for Testing and Materials.

As-Built Drawings: Design plans reviewed in the field and revised to show actual construction dimensions and quantities. The plan shall specify the location of all improvements where installed and include a description of the item including the type, make, materials used and any unusual characteristics. A single digital CAD file (.dwg) shall be provided to City at the end of construction. The CAD file shall be to scale and represent as-built conditions including the following, each on a separate layer name: building footprint; internal walkways; internal site parking; other impervious areas (i.e. gravel, crushed stone, asphalt, concrete, etc.); lot lines or parcel lines; lot/plat dimensions; and street names.

Building or Structure: Anything constructed or erected, the use of which requires more or less permanent location on ground or attached to something having permanent location on the ground. This does not include public utility fixtures and appurtenances.

Storm Water Technical Standards, Models and Best Management Practices (BMP's): Wisconsin Department of Natural Resources (WDNR) "Technical Standards" and tools used to plan, design, install, and maintain erosion/sediment control and storm water management practices to comply with Ch. NR 151 of the Wisconsin Administrative Code. More information can be found at: http://dnr.wi.gov/topic/stormwater/standards/index.html

Contract Documents: Includes the notice to bidders, instructions to bidders, bid proposal, affidavit of organization and authority, listing of subcontractors, bid bond, contract, performance bond, detailed specifications, general specifications, standard specifications, state specifications, construction plans, special provisions, wage rates, agency permits addenda, and notice to proceed. Also included are any contract change orders and agreements that are required to complete construction in an acceptable manner, including any authorized extensions, all of which constitute one instrument.

Contractor: An individual, company, firm, or other party or organization who contracts to construct all or a portion of a project.

Design Engineer: A professional engineer registered in the State of Wisconsin responsible for the design and preparation of contract documents.

Developer: Any person, firm, corporation, agent, partnership, or entity that seeks to improve land in accordance with the City's development regulations.

Development: A change to improved or unimproved real estate.

Easement: The area of land set aside or over or through which a liberty, privilege or advantage in land, distinct from ownership of the land, is granted to the public or some particular person or part of the public.

Erosion Control: Any method or means of controlling sediment carried in runoff from a construction site, as specified in the technical standards: http://dnr.wi.gov/topic/stormwater/standards/const_standards.html.

"Or Equal": An item determined by the City Engineer or Utility Director to be functionally equal to an item named within the approved plans and specifications.

Inspector: An authorized representative of the City assigned to provide detailed observation of construction and to serve as a liaison between the Contractor and the City. The inspector shall have no responsibility to the Contractor or Developer. The inspector will not supervise, direct, control or have

authority over or be responsible for the Contractor's means, methods, techniques, sequences, or procedures of construction or safety precautions and programs incident thereto or for failure of Contractor to comply with any laws or regulations. Inspector shall not be responsible for Contractor's failure to perform the work. Inspector shall not be responsible for any acts, or omissions, of the Contractor, subcontractor, supplier or other individual/entity performing the work.

Owner: Any government, firm, association, partnership, private corporation, public or quasi-public corporation, or a combination of any of them, or other legal entity having sufficient proprietary interest in the land to be subdivided to commence and maintain proceedings to subdivide.

Parcel: A lot or tract of land.

Punch List: A list of project-related items requiring corrective action before final payment or acceptance of the completed project.

Right-of-Way (ROW): A public way dedicated to the public for its intended use.

Standard Specifications (SWS): Refers to the Standard Specifications for Sewer and Water Construction in Wisconsin, current edition, and its revisions.

State Specifications: Refers to the Standard Specifications for Highway and Structure Construction, State of Wisconsin, Department of Transportation, current edition, and its supplements.

Subdivider: Any person, firm, corporation, partnership, or other entity that divides or proposes to divide, by plat or certified survey map.

Substitute: Any material proposed by the Contractor that does not meet the requirements of an "or equal" but is functionally equivalent to that named and is an acceptable substitute therefor.

Utility: Refers to the City of Fort Atkinson Water, Storm Water, or Wastewater Utility.

Wisconsin Administrative Code: The rules of administrative agencies having rule-making authority in the State of Wisconsin.

GENERAL

Specifications

The “Standard Specifications for Sewer and Water Construction in Wisconsin”, (SWS) Current Edition, with all addenda, will govern all utility work performed with the City and hereinafter will be referred to as the “Standard Specifications” or “SWS”. Reference to “State Specifications” shall be the “Standard Specifications for Highway and Structure Construction of State of Wisconsin, Department of Transportation”.

Substitute Materials

In the event the Contractor wishes to substitute a material for a named material or equipment. The Contractor shall identify all changes, related costs, additional time, and operational changes, in writing, prior to evaluation by the Director of Public Works or their Designee. The Contractor shall provide all necessary data, and information requested by the Director of Public Works. The Contractor shall bear any and all costs in providing the required data and evaluation by the Director of Public Works or their Designee. The Contractor shall not install any alternate/substitute materials without prior approval by the Director of Public Works or their Designee.

Existing Utilities

Developer is responsible for calling Digger’s Hotline and contracting with private locator to locate all underground utilities, both public and private, within proposed work area. Developers shall survey underground utilities and make them part of the proposed plans.

- Existing utilities that are potentially in conflict with proposed work or as directed by the Director of Public Works or their Designee shall be verified by Utility Line Opening (ULO). Cost for ULO’s are by Developer.
    - Perform the excavation according to Wisconsin State Statue 182.0175.
    - Perform the utility line openings as soon as possible to allow for review relevant design information and make necessary revisions to design and/or coordinate relocation with existing utility.
    - ULO’s within public right-of-way shall be approved by Director of Public Works or their Designee prior to commencing with work.
    - Notify the utility owner a minimum of 3 days before the work so they may be present.
    - Backfill the excavation with suitable backfill material, and thoroughly compact.

Work Schedule/noise Abatement

The Contractor/Developer, Design Engineer, or Agent thereof shall schedule a preconstruction conference with the City.

- Contractor shall submit a detailed work schedule to the City prior to the preconstruction conference.
- Construction shall be Monday through Friday, 7:00 am to 7:00 pm. Saturday work shall be at the approval and discretion of the City.
- No work on Sundays or holidays.

- Alterations to the planned work schedule require approval of the Director of Public Works or their Designee.
- Contractor will be responsible for maintaining all construction equipment in good working order for the duration of all approved construction activities

Project Completion and Acceptance

The Design Engineer, Developer, or Contractor/Developer shall initiate the acceptance of public improvements by notifying the City/Utility. The notification must be made in writing.

- The City/Utility shall conduct a final inspection, prepare a punch list of the deficiencies, and send it to the design engineer, developer, or contractor.
- Noted deficiencies shall be remedied to meet the City/Utility's requirements.
- Costs for any inspection and re-inspection will be incurred by Contractor/Developer.
- When all project related items have been addressed and/or corrected, the Contractor/Developer shall provide digital as-built file representing final construction.
- The City/Utility will then move to accept the project. Formal acceptance of the project, as complete, shall be provided in writing to the Contractor/Developer.

Easement and Construction License Agreement

The Developer shall obtain written permission from any off-site Property Owners if any work, materials, or equipment is proposed to be staged or take place outside of the project limits. The Contractor shall obtain and provide the City with copies of any, and all, appropriate lien release documents, for each agreement/easement grantor, indicating successful completion of any and all project related tasks. Said documents must be received prior to release of funds in the Letter of Credit.

Permits

The Developer shall obtain the necessary permits/approvals required for construction. Copies of these documents shall be provided to the City for review. The Contractor shall obtain all permits not provided by the Developer and shall be responsible for required fees. The Contractor shall give notice as required in SWS 1.2.8.

Highway/roadway

Construction within the right-of-way of any State, County, or Township Highway shall be governed by the applicable controlling agency and any issued permits, and the appropriate sections of the Specifications.

- Contractor shall be responsible for any and all requirements and permits of the controlling agencies.

Soil Borings

- Contractor is responsible to for contacting all utilities, as well as Digger's Hotline, before performing soil boring work.
- Contractors shall obtain permission from the City or Property Owners prior to performing subsurface investigations.

- Permits may be required, by State or County agencies, for work within streets or highways other than the City owned roadways.
- Soil borings shall not be taken within pavement or shoulder areas without the City's permission.
- All boring holes shall be completely filled after the work has been completed. Surface restoration material and methodology shall be approved by Director of Public Works or their Designee prior conducting soil borings.

Preconstruction Conference

Contractor shall schedule a preconstruction conference at a time and location selected by the City. The conference shall be attended by authorized representatives of the Contractor and City.

Safety

Contractor shall follow all necessary State and Federal safety regulations at all times.

- Contractor shall have a written safety program establishing safe practices and procedures, for the protection of persons and/or property. The submitted safety plan shall be followed throughout the construction period.
- City personnel shall follow the Contractor's specified written safety program.

Property Damage

All damaged private and public property (eg. landscape, trees, fences, culverts, and utility poles), including existing streets and underground utilities, shall be restored to the existing condition prior to construction. Contractor shall bear any and all related repair expense unless otherwise specified by the City.

Warranty

Contractor and/or Developer shall leave the entire system, for which they are responsible, in good working order and shall, at their expense, repair, reconstruct, remodel, and/or make whole, all defective labor and materials that may develop for a period of one-year (or the approved warranty period) from project final acceptance. The warranty period shall begin once final acceptance, by the City, has been given in writing. In no case will the warranty commence prior to the City's formal approval and acceptance of the completed work. Warranty provisions shall not prevent any claim, or claims, against the Developer, Developer's representative, Contractor, or subcontractors for negligence.

SECTION 01 14 19

USE OF SITE

PART 1 - GENERAL

1.01 SUMMARY

A. This Section includes requirements for Contractor's use of lands provided by Owner for the Work.

1.02 PROTECTION OF WORK

A. Openings and surface obstructions: Protect with barricades, signs, or other devices.

B. Street barricades, signs or other devices: Erect and maintain for public safety and convenience. Follow applicable Laws and Regulations. Generally, mark hazards within Work limits and on detours and around Work with well-painted, well-maintained barricades, reflectors, electric lights, flashers, and warning and directional signs in quantity and size to protect life and property. Locate and use safeguards to meet changing Work conditions.
1. Streets closed to through traffic: Place barricades at adjacent intersections.
2. Streets totally closed: At Director of Public Works' or their Designee's request, install snow fence across full width of streets or alleys.

C. Flagmen: Use when construction obstructs or endangers a traffic lane, and no marked detour is provided. Flagman shall direct traffic through or around congested area. Add flagging personnel at Director of Public Works' or their Designee's request.

D. Snow removal: Immediately remove snow from sections of streets obstructed by construction.

E. Property access: Do not block or unnecessarily interfere with pedestrian or vehicular access to property without Director of Public Works' or their Designee's approval.

F. Drainage: Do not obstruct. Prevent sediment from entering sewers.
1. Storm or groundwater from Site: Convey to a storm sewer inlet, or, with Director of Public Works' or their Designee's approval, another point of disposal. Use a continuous pipe of ample capacity and free of obstructions.
2. Sanitary sewerage: Convey by closed pipe or hose to a sanitary sewer inlet, or, with Director of Public Works' or their Designee's approval, to another point of disposal.
3. Existing structures: Restore to a condition at least equal to condition before disturbance. Obtain Director of Public Works' or their Designee's approval.

G. Facilities access: Maintain access to fire hydrants, fire alarm and police call boxes, water and gas valves, catch basins, and sewer, water utility and other manholes. If Work obstructs or interferes with any facility, coordinate with facility owner, and remove obstruction or interferences expeditiously.

H. Fencing.
1. Barrier fence: Plastic snow fence, 4-feet high, secured to driven steel posts at 10-feet maximum centers. Install at drip line of trees or locate a distance of 1.5 feet per inch diameter of tree away from the tree trunk, whichever is greater, wherever indicated on Drawings to protect trees.
2. Erect before construction activity begins and remove after Site Work is Substantially Complete, and after Director of Public Works or their Designee approval.

1.03 PROPERTY DAMAGE

1.04 SITE RESTRICTIONS

A. Cooperate with Owner's operating personnel and provide safe and appropriate access at all times. During construction, operation and normal maintenance of existing facilities will be Owner's responsibility.

B. Protect trees, shrubs, lawns, fencing and other existing features designated to remain. Maintain protection until landscaping Work is completed. Pay for reparation.

C. Utility pipe lines:
1. When, in Director of Public Works or their Designee's judgment, Contractor has obstructed or closed a street or is conducting operations at a greater scale than is necessary, Director of Public Works or their Designee may require Contractor to finish sections with work-in-progress before starting additional sections.
2. Length of open trench. Do not exceed:
   a. 250 feet at any one time.
   b. 100 feet opened in advance of completed pipe laying operations.
   c. Obstructing more than 1 street by one trench at any one time.

1.05 SITE ACCESS

A. Stay within public right-of-ways and easement limits.

B. Reasonable temporary access must be maintained to residences at all times. Notify residences of progression of operations prior to temporary closure of driveways. A minimum of 24 hours notice shall be given to a property owner before temporarily closing a driveway. Maintain access to all driveways during non-working hours.

C. Provide a minimum 48 hour written notice to Director of Public Works or their Designee and residents prior to commencing with mobilization, pipe laying, and at other stages of construction as determined by the Owner or Director of Public Works or their Designee.

D. Maintain emergency access at all times to all parcels.

E. Maintain access for garbage pickup at all times.

F. Maintain access for mail delivery at all times.

G. Maintain access for school buses.

1.06 EASEMENTS

A. Fulfill Owner's responsibilities regarding construction operations, access, maintenance, restoration, notice, traffic control as stated in the documents provided.

1.07 APPROVAL OF EASEMENT RESTORATION

A. Before final payment the Contractor shall send a notice, with correct names and addresses entered, to all easement grantors by certified mail, return receipt requested. Send an identical copy to the Owner and Director of Public Works or their Designee.

B. Owner will furnish Contractor with names and addresses of easement grantors.

C. Upon receipt of a notice of deficiency, Owner or Owner's representative will examine Site, and direct Contractor to complete all Work necessary to satisfy the terms of the Contract. Should Contractor refuse to comply, Owner may have the Work done by contract or force account and deduct the cost thereof from monies due Contractor. Should conditions exist which preclude the Contractor from completing satisfactory restoration, Owner may require Contractor to furnish a bond in a sum sufficient to cover any legal claims for damages. Owner may waive requirement if satisfied that Work has been completed in agreement with the Contract Documents and terms of the license or easement.

PART 2 - PRODUCTS (NOT USED)

PART 3 - EXECUTION (NOT USED)

SECTION 01 45 16.13

CONTRACTOR'S QUALITY CONTROL

PART 1 - GENERAL

1.01 CONTRACTOR'S QUALITY CONTROL

A. As a condition of acceptance, arrange, conduct, and pay for tests necessary to demonstrate satisfactory performance of equipment and systems installed under the Contract Documents. Make adjustments, repairs and corrections necessary to meet the requirements of the Specifications including the instructions of the supplier of any piece of equipment.

B. Conduct tests at full operating conditions and pressures equal to normal conditions of use. Except as Director of Public Works or their Designee may approve, no piece of equipment shall be tested for acceptance until the system of which the equipment is a part is complete and ready in all respects for use. Director of Public Works' or their Designee's approval shall not relieve Contractor from Contractor's obligations and responsibilities under the Contract Documents.

C. Inform all Subcontractors, Suppliers and other persons in connection with the testing of equipment and systems.

D. Contractor is responsible for the accuracy, fitting and protection of all Work. Verify measurements, locations, and quantities before proceeding with installations.

E. For each Specification section, inspect prevailing conditions before starting Work. Notify Director of Public Works or their Designee of conditions that may adversely affect proper completion.

F. Install and erect Work level, plumb, and neatly fitted.

G. Scales for weighing materials: Tested by a Sealer of Weights and Measures and shall bear a current stamp of approval.

PART 2 - PRODUCTS (NOT USED)

PART 3 - EXECUTION (NOT USED)

END OF SECTION

SECTION 01 57 23

TEMPORARY DEWATERING

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Groundwater control system.

B. Removal of water encountered during excavating and construction.

1.02 RELATED SECTIONS

A. 31 25 00 - Erosion and Sedimentation Control.

1.03 REFERENCES

A. Wisconsin Department of Natural Resources Private Water Supply Section, Box 7921, Madison, Wisconsin 53707.

1.04 DESIGN REQUIREMENTS

A. Design and operate dewatering system to prevent removal of existing soils. Dewater open excavations from outside their structural limits and from a point below bottom of excavation.

B. Prevent water from rising above any footing, foundation, or bottom of trench until Work has been backfilled, protect 24-hours a day, weekends, and holidays.

C. Coordinate design and installation of sheeting, shoring, and bracing to facilitate water removal.

D. Dewatering methods and groundwater removal shall not damage existing property and structures, both on and near the Site, including private wells and water supplies.

1.05 PERFORMANCE REQUIREMENTS

A. Maintain groundwater table at least 1 foot below bottom of excavations and trenches (under normal excavating and pipe laying conditions).

B. Maintain water removal operations to accommodate work performed by others within Site.

1.06 REPAIRS

A. Protect existing property and structures from subsidence, flooding, and other damage, and be responsible to act during emergencies.

B. Assume responsibility for damage or loss arising from removal or disturbance of groundwater. Loss or damage includes but is not limited to reduction in water supply; substantial decrease in well capacity, water quality, or water levels; subsidence of soil; or damage to foundations, structures, and other property.

C. If a private well or water supply is interrupted or detrimentally affected during dewatering operations, provide potable water to the affected user until water supply is restored.

D. Contractor's indemnification responsibilities include claims relating to dewatering operations.

E. If Contractor fails to promptly respond to any claim arising from dewatering operations, or fails to correct damage resulting from dewatering operations, Owner may, after 7 days written notice to Contractor and without assuming Contractor's liability under the Contract Documents, proceed to correct the damage as Owner may deem necessary, and the costs thereof will be deducted from Contract Price. Owner's authority to act on behalf of Contractor will assume Contractor's dewatering activities were the causative factor of such damage.

1.07 REGULATORY REQUIREMENTS

A. If dewatering wells are used, seal and abandon following DNR requirements.

B. Obtain well permit from DNR Private Water Supply Section if dewatering wells will be installed or operated for which the single or aggregate capacity will exceed 70 gallons per minute.

C. Obtain written permission from authority having jurisdiction before using storm sewers, ditches, or other existing drainage facilities for water disposal.

D. Review of proposed groundwater control system by Director of Public Works or their Designee does not relieve Contractor of responsibility to comply with requirements of authorities having jurisdiction over Work.

PART 2 - PRODUCTS (NOT USED)

PART 3 - EXECUTION

3.01 WATER REMOVAL

A. Maintain groundwater levels so construction occurs in dry conditions until backfilling is completed. Prevent flotation of structures from hydrostatic uplift forces. Provide reliable and adequate backup equipment.

B. Remove temporary structures and equipment from Site at Work completion.

C. Operate and maintain groundwater control system on a 24-hour-a-day and 7-days-per-week basis.

3.02 WATER DISPOSAL

A. Convey groundwater removed from Site through pipes to the point of discharge. Do not convey water in open ditches or trenches. Locate discharge point on vegetated or stabilized ground.

B. Follow 31 25 00 for disposal of dewatering discharge.

C. Prevent flooding damage to property.

D. Do not use existing drainage facilities in a manner which will obstruct their normal function or cause flooding or damage.

E. Upon completion of Work, remove temporary facilities and equipment and restore existing facilities as originally found.

END OF SECTION

SECTION 01 60 00

PRODUCT REQUIREMENTS

PART 1 - GENERAL

1.01 SUMMARY

A. Deliver products in original packaging. Show manufacturer's label on packages. Unidentifiable materials will be rejected.

B. Use materials and equipment which have National Board of Fire Underwriters (U.L.) listings and label service.

C. Follow manufacturer's instructions for delivery, storage, handling, protection, and installation.

1.02 STORAGE

A. Store materials on or off-Site following Laws and Regulations, manufacturer's instructions, and these requirements.

B. Protect materials stored on-Site from elements and incidental damage by watertight coverings or sheds with raised floors and suitably provided with barriers. Do not store materials on-Site which may interfere with construction or cause damage to property and structures.

C. CITY assumes no responsibility for materials stored on CITY’s property or in CITY's buildings on or off-Site.

1.03 HANDLING AND PROTECTION

A. Protect materials against damage during shipping and until the time of Owner’s possession of Work. After installation, protect materials from damage during subsequent construction activities. Repair or replace damaged Work as requested by Director of Public Works or their Designee.

PART 2 - PRODUCTS (NOT USED)

PART 3 - EXECUTION (NOT USED)

END OF SECTION

SECTION 01 74 23

FINAL CLEANING

PART 1 - GENERAL

1.01 SUMMARY OF WORK

A. Remove waste and surplus materials, rubbish, and construction facilities from Site.

B. Clean ditches and storm sewers.

C. Sweep paved areas.

PART 2 - PRODUCTS (NOT USED)

PART 3 - EXECUTION (NOT USED)

END OF SECTION

SECTION 31 11 00

CLEARING AND GRUBBING

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Surface debris removal.

B. Plant life and grass removal.

C. Tree and shrub removal.

D. Tree and shrub root system removal.

1.02 QUALITY ASSURANCE

A. Regulatory requirements:
   1. Conform to applicable local code for disposal of debris.
   2. Coordinate Work with utility companies.

PART 2 - PRODUCTS (NOT USED)

PART 3 - EXECUTION

3.01 PROTECTION

A. Do not disturb buried utilities, benchmarks, nor adjacent property.

3.02 CLEARING

A. Clear areas required for access to Site and execution of Work.

B. Clear undergrowth and deadwood without disturbing subsoil, in affected area.

C. Remove debris, rock, and extracted plant life from Site.

D. Unless shown as a Contract requirement, do not remove trees without City's approval.

END OF SECTION

SECTION 31 22 00

GRADING

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Topsoil removal, stockpiling, and replacement.

B. Rough grading, leveling.

C. Ditches, swales.

D. Storm water management facilities.

E. Bioretention facilities.

F. Infiltration facilities.

G. Rock Excavation.

H. Borrow.

1.02 RELATED SECTIONS

A. 01 45 16.13 - Contractor's Quality Control.

B. 31 25 00 - Erosion and Sedimentation Controls.

1.03 REFERENCES

A. Technical Standard: Wisconsin Department of Natural Resources (DNR) Storm Water Post-construction Technical Standards: http://dnr.wi.gov/topic/stormwater/standards/postconst_standards.html.

B. ASTM D4318 - Standard Test Methods for Liquid Limit, Plastic Limit and Plasticity Index of Soils.

C. ASTM D698 - Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort.

1.04 DEFINITIONS

A. Rock excavation:
1. It is assumed that all excavations to levels and dimensions required by the Contract Documents are earth excavation. Earth excavation includes removal and disposal of all materials encountered except rock/sound bedrock which is defined as natural materials which:
a. cannot be excavated with a minimum 3/4 cubic yard capacity backhoe without drilling or blasting;

b. cannot economically remove with a one-tooth ripper on a D8 Caterpillar (or equivalent);
c. requires the use of special equipment such as a pneumatic hammer;
d. requires the use of explosives (after requiring written permission of Owner).

2. Examples of materials classified as rock are bedrock, rock in ledges, and rock-hard cementitious aggregate deposits.
3. Presence of rock as defined above shall be confirmed by Geotechnical Engineer prior to commencing with rock excavation.
4. Do not proceed with rock excavation work until Director of Public Works or their Designee has taken the necessary measures to determine quantity of rock excavation required to complete the Work. Measurements will be taken after being properly stripped of earth by the Contractor.
5. Excavation in weathered bedrock layer as shown in boring logs and discussed in geotechnical report will not be considered as rock excavation.

B. Unclassified excavation: Follow State Specifications 205. Work to perform construction of roadway to subgrade will include unclassified excavation.

C. Excavation below subgrade: Deposits below proposed finished grade of frost-heave material, unstable silty soils, water bearing soil, topsoil containing considerable amounts of humus or vegetable matter, or other undesirable foundation material.

D. Borrow: Material imported from off-Site includes soil or a mixture of soil, stone, gravel or other materials of a character and quality for purposes intended, free from sod, stumps, logs, brush, and other organic, perishable, and deleterious matter. Material shall fulfill Contract requirements and be approved by Director of Public Works or their Designee.

1.05 PERFORMANCE REQUIREMENTS

A. Minimum soil bearing capacity of road subgrades: 2500 PSF.

1.06 QUALITY ASSURANCE

A. Use approved soils engineer to verify quality of all soils.

PART 2 - PRODUCTS

2.01 MATERIALS

A. Fill materials:
1. Satisfactory soil or a mixture of satisfactory soil, stone, gravel or other acceptable materials of a character and quality satisfactory for purpose intended.
2. Free of deleterious, organic, or frozen matter.
3. Contain no chemicals that may result in materials being classified as contaminated.
4. Low - expansive with maximum Liquid Limit and Plasticity Index following ASTM D4318 of 30 and 15, respectively, unless specifically tested and determined to have low expansive properties and are approved by soils engineer.
5. Top 12 inches of compacted fill; maximum three-inch particle diameter.
6. All underlying compacted fill; maximum six-inch particle diameter.
7. Tested and approved by soils engineer before placement.
8. Use non-organic soils for embankments for storm water management facilities. Follow Technical Standard 1001.
9. Storm water facility core trench or keyway use same material as embankment.

B. Detention pond liner:
   1. Follow Technical Standard 1001 Appendix D.

PART 3 - EXECUTION

3.01 PREPARATION

A. Identify designed lines, levels, contours, and datum.

B. Remove vegetation, organic or other deleterious materials from areas to be cut and filled.

C. Remove a minimum of six inches of parent material (including all vegetation, stumps, etc.) beneath the proposed base of embankments.

D. Remove and stockpile topsoil from areas within grading limits.

E. Proof roll subgrades in presence of soils engineer prior to placement of fill materials to detect soft, wet, or unstable materials to be undercut. Correct any such areas.

F. Control erosion of soil. Follow Sections 01 57 13 and 31 25 00.

G. All compacted fill, subgrades, and grades shall be underlain by suitable bearing material.

H. Scarify top six to ten inches of subgrades.

I. Moisture condition subgrade soils as necessary and recompact to minimum density required for fill materials prior to placement of fill materials.

J. Recompact and retest previously compacted intermediate fill surfaces damaged by weather or construction equipment before resumption of filling operations.

K. Moisture condition all soils designated for use as fill material before placement.

3.02 Preparation of bioretention areas.

A. Identify designed lines, levels, contours and datum.

B. Remove vegetation, organic or other deleterious materials from areas to be cut and filled.

C. Remove and stockpile topsoil from areas within grading limits.

D. Control erosion of soil. Follow Section 31 25 00.

E. Scarify top six to ten inches of subgrades.

F. Pre-mix engineered soil mix on site: Follow Technical Standard 1004.

3.03 TOLERANCES

A. Minimum tolerances after compaction:
   1. Pavement subgrade: plus 1 inch to minus 1 inch.
   2. All other areas: plus, or minus 2 inches.

3.04 EARTHWORK CONSTRUCTION – BIORETENTION AREAS

A. Follow Technical Standard 1004.

B. Water each soil lift after placement until just saturated and allow to settle for 24 hours before placement of subsequent lift on top.

C. Perform construction work in bioretention areas with light-weight, wide-tracked equipment to minimize disturbance and compaction.

3.05 EARTHWORK CONSTRUCTION – INFILTRATION AREAS

A. Follow Technical Standard 1003.

3.06 EARTHWORK CONSTRUCTION

A. Provide sufficient drainage of completed or partially completed earthwork to prevent damage or loss due to rainfall, surface water or any other cause. Recondition or remove unstable materials resulting from improper operations, inadequate drainage, or overwatering, and restore or replace with stable material.

B. Undercut or underfill all areas to depth necessary to provide specified amount of topsoil to be placed and finished to grade lines and sections shown on Drawings.

C. Place materials in fill areas in uniform level lifts.
1. Sandy/gravely materials: 10–12-inch lifts maximum.
2. Clayey/silty materials: 6–8-inch lifts maximum.
3. Rock materials: Lifts not exceeding approximate average size of larger rocks, provided individual pieces are placed to prevent nesting and all voids filled with smaller stones and satisfactory soil or rock fines forming dense and compact mass.
4. Director of Public Works or their Designee is final judge of soil types.
5. Select compaction equipment specifically designed for soil compaction based upon type of material being compacted and layer thickness.

D. Materials placed in upper 1 foot of embankments or within 1 foot of piping or other structures; maximum 3-inch particle diameter.

E. In the immediate vicinity of minor structures and Underground Facilities, in holes, around and under isolated individual rock fragments, and elsewhere where embankment and filling materials cannot be or are not reached by normal compaction equipment, compact with machine-operated pneumatic or mechanical tampers, or with hand methods, as required to ensure intimate contact between the backfill material and the structure and to provide thorough compaction.

F. Blend embankments and slopes uniformly into adjacent areas.

G. Blend areas along exterior grading limits into existing ground grades 5 feet within Site at maximum 3 horizontal to 1 vertical slope.

H. Excavation Below Subgrade must be authorized by Director of Public Works or their Designee before Contractor's operation. 12 inches to 24 inches maximum.

I. Minimize dispersion of dust from grading operations by application of water or other approved dust control materials at Contractor's expense.

J. All earthwork shall be considered unclassified.

3.07 COMPACTION REQUIREMENTS

A. In areas where materials are moisture-density testable (including storm water facility embankments):
1. Tested for compaction as follows:
a. Moisture and density: Follow ASTM D698 (Standard Proctor).
2. Shall meet the following moisture content, density, and deflection requirements, each of which has equal weight and each of which must be satisfied:
a. Moisture content at the time of compacting the materials shall be prepared to within minus 1 to plus 3 percent of optimum moisture content for cohesive soils and minus 3 to plus 3 percent of optimum moisture content for granular soils. Material which does not contain sufficient moisture to obtain proper compaction shall be wetted, and thoroughly mixed. Material containing an excess of moisture shall be dried by manipulation, aeration, drainage, or other means before being compacted.
b. After compaction of each layer, the density shall be at least:
1) Minimum 95 percent of maximum dry density for pavement subgrades, to a depth of 1 foot below established subgrade elevation as determined by following ASTM D698 (Standard Proctor).
2) Minimum 95 percent of maximum dry density for fill depths less than twenty feet as determined by following ASTM D698 (Standard Proctor).
3) Where structural fills exceed twenty feet in height, portions below twenty feet shall have minimum 98 percent of maximum dry density as determined by following ASTM D698 (Standard Proctor).
c. In addition to moisture-density testing, each compacted layer shall be observed by soils engineer for deflection or reaction under moving loaded triaxle dump truck to verify that no soft or pumping areas remain in any layer or foundation soil. Correct any such areas.

B. In areas where materials are not moisture-density testable because rock fragments in material prevent moisture-density testing:
1. Tested for compaction as follows:
a. Shall meet the following moisture content and deflection requirements, each of which has equal weight and each of which must be satisfied:
1) Moisture content at the time of compaction shall allow the material to be readily compacted to form a dense and compact mass, free of pumping. This may require aeration or wetting to achieve.
2) Each compacted layer shall be observed by soils engineer for deflection or reaction under moving loaded triaxle dump truck to verify that no soft or pumping areas remain in any layer or foundation soil. Correct any such areas.

C. Bioretention areas.
1. Compaction avoidance: Follow Technical Standard 1004.
2. Compaction remediation: Follow Technical Standard 1004.

D. Infiltration areas.
1. Compaction mitigation: Follow Technical Standard 1003.

3.08 DETENTION POND LINERS

A. Follow Technical Standard 1001 including Appendix D.

3.09 EXCAVATED MATERIAL

A. Remove surplus excavation from Site.

B. Stockpiling: As space permits, stockpile excavated materials which are suitable and necessary for reuse on-site. Do not locate stockpiles in areas which will interfere with other work or could result in damage to structures and property. No runoff from stockpiles may enter waterways unless sedimentation control is provided.

3.10 ROCK EXCAVATION

A. Contractor is solely responsible for means and methods of rock removal. No blasting will be allowed.

B. When rock is encountered, notify Director of Public Works or their Designee and strip rock of all earth and shale. Allow Director of Public Works or their Designee time to make measurements of rock before proceeding with rock removal. Any rock removed prior to being measured by Director of Public Works or their Designee shall not be considered rock excavation.

3.11 PROTECTION

A. Employ measures to prevent cave-ins or loose soil from falling into excavation.

B. Protect bottom of excavations and soil adjacent to and beneath foundations from freezing.

C. Protect subsurface utilities encountered. Notify Director of Public Works or their Designee when encountered. Record location and repair, as necessary.

3.12 FIELD QUALITY CONTROL

A. Arrange soil technician access to Site to:
1. Inspect all excavated subgrade surfaces.
2. Verify earthwork compliance.

B. Employ a third party qualified testing service to:
1. Monitor the Work.
2. Verify soil bearing pressures
3. Perform compaction testing.
4. Verify compaction means and acceptability.

C. Make daily reports to Director of Public Works or their Designee.

D. Perform representative compaction tests at disturbed and fill areas.

E. Proof roll compacted fill surfaces under utilities, structures, driveways, and pavements.

F. If compaction is unsatisfactory, direct testing service to make additional in-place density and moisture tests to determine the extent of recompaction Work required. Perform corrective compaction.

G. Immediately advise Director of Public Works or their Designee of surfaces with inadequate soil bearing values.

3.13 FINAL CLEANUP

A. Follow State Specifications 104.

B. At grading completion, remove all temporary erosion control structures and devices (ponds, pipes, dikes, riprap, etc.) except Site perimeter silt fence. Reconstruct affected areas to finished grading plan contours and placement specifications.

END OF SECTION

SECTION 31 25 00

EROSION AND SEDIMENTATION CONTROLS

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Products and practices to temporarily and permanently control surface water runoff, soil, and sediment during and after construction.

1.02 RELATED SECTIONS

A. 32 90 00 - Restoration

B. 33 05 00 - Common Work Results for Utilities.

C. 34 71 00 - Roadway Construction.

1.03 REFERENCES

A. Technical Standard: Wisconsin Department of Natural Resources (DNR) Storm Water Construction Technical Standards: http://dnr.wi.gov/topic/stormwater/standards/const_standards.html

B. SWS Chapter 2.8.0

C. PAL: Wisconsin Department of Transportation Erosion Control Product Acceptability List: http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/pal/default.aspx

1.04 REGULATORY REQUIREMENTS

A. Comply with laws prohibiting pollution of any lake, stream, river, or wetland by dumping refuse, rubbish, dredge material, or debris therein.

B. Construction project activities that disturb **one acre or more** of land through clearing, grading, excavating, or stockpiling of fill material require coverage under DNR Construction Site Storm Water Runoff General Permit.

C. One and two family residential sites, and sites greater than one acre including both private and public infrastructure sites require coverage under the City of Fort Atkinson Erosion Control Permit.

1.05 QUALITY CONTROL

A. Construct and maintain erosion sediment control measures following the appropriate Technical Standard.

B. When facilities are erected as shown on Drawings, contact Director of Public Works or their Designee for an inspection. Check facilities weekly and within 24 hours following rainfall events over 1/2 inch. Make needed repairs within 24 hours.

C. Director of Public Works or their Designee will be sole judge of the adequacy of Contractor's erosion control efforts and the City may suspend or limit the Contractor's operations pending adequate performance of any temporary or permanent erosion control measures requested by Director of Public Works or their Designee.

PART 2 - PRODUCTS

2.01 SLOPE INTERRUPTION OR PERIMETER CONTROL

A. Silt Fence. Follow Technical Standard 1056.

B. Manufactured perimeter control and slope interruption products. Follow Technical Standard 1071 Class II. Use PAL listed products and submit product data.

C. Sediment bale barrier. Follow Technical Standard 1055.

D. See Section 01 14 19 for barrier, tree protection or security fencing.

2.02 EROSION MATS

A. Non-channel erosion mat Class 1 Urban, Type A. Follow Technical Standard 1052.

B. Channel erosion mat Class 1, Type B. Follow Technical Standard 1053.

C. Use PAL-listed product(s) and submit product data.

2.03 SILT CURTAIN (DOT SILT SCREEN)

A. Follow Technical Standard 1070.

2.04 TURBIDITY BARRIER

A. Follow Technical Standard 1069.

2.03 GEOTEXTILE FABRIC

A. For subgrade reinforcement under riprap and stone tracking pad: Follow State Specification 645.2. Use Type R.

B. Use PAL-listed product(s) and submit product data.

2.04 STONE TRACKING PAD

A. Follow Technical Standard 1057.

2.05 DITCH CHECKS

A. Follow Technical Standard 1062 and as follows:
1. Manufactured. Use PAL-listed product and submit product data.

2.06 DUST CONTROL

A. Follow Technical Standard 1068. If using soil tackifier or stabilizer, or chlorides, submit product data.

2.07 SOIL TACKIFIERS AND STABILIZERS

A. Interim sediment control by water application. Follow Technical Standard 1051. Use PAL-listed product(s) and submit product data and applicator name.

B. Land application. Follow Technical Standard 1050. Use PAL-listed product(s) and submit product data for PAL-listed product.

C. Perform bench test in field with manufacturer's representative to verify proposed polymer reacts effectively with each site-specific representative soil found on the site. Provide certification from manufacturer's representative.

2.08 MULCH

A. For temporary construction Site erosion control follow Technical Standard 1058.

2.09 SEDIMENT TRAP

A. Follow Technical Standard 1063. Submit product data for PAL-listed components.

2.10 SEDIMENT BASIN

A. Follow Technical Standard 1064.

2.11 SEEDING

A. For temporary construction Site erosion control follow Technical Standard 1059.

B. For permanent landscaping follow 32 90 00.

2.12 INLET PROTECTION

A. Follow Technical Standard 1060. Use PAL-listed product(s) and submit product data.

2.13 DEWATERING

A. Follow Technical Standard 1061.

B. For temporary dewatering follow 01 57 23.

2.14 RIPRAP

A. Follow State Specifications 606.2. Use Riprap Light classification.

PART 3 - EXECUTION

3.01 GENERAL

A. Install temporary devices before construction activities begin and completely remove above and below grade after Site is stabilized and after Director of Public Works' or their Designee's approval.

B. Proceed carefully with construction adjacent to stream channels to avoid washing, sloughing, or deposition of materials into stream. If possible, dike-off work area and reduce volume and velocity of water that crosses disturbed areas with planned Engineering works (diversion, detention basins, berms).

C. Unless noted on Drawings, do not remove trees and surface vegetation.

D. Expose the smallest practical area of soil at any given time through construction scheduling. Make the duration of such exposure before application of stabilization measures as short as practicable.

3.02 SLOPE INTERRUPTION OR PERIMETER CONTROL INSTALLATION

A. Silt fence: Follow Technical Standard 1056.

B. Manufactured products: Follow Technical Standard 1071.

C. Sediment bale barrier: Follow Technical Standard 1055 and State Specification 628.3.3.

3.03 EROSION MAT INSTALLATION

A. For non-channel erosion mat follow Technical Standard 1052.

B. For channel erosion mat follow Technical Standard 1053.

3.04 SILT CURTAIN (SILT SCREEN) INSTALLATION

A. Follow Technical Standard 1070.

3.05. TURBIDITY BARRIER

A. Follow Technical Standard 1069.

3.06 GEOTEXTILE FABRIC

A. Follow State Specifications 645.3.

3.07 STONE TRACKING PAD

A. Follow Technical Standard 1057.

B. Install at points of vehicular access at the construction Site.

C. Inspect daily and repair as necessary or upon Director of Public Works or their Designee's request.

3.08 DITCH CHECKS

A. Follow Technical Standard 1062.

B. Entrench manufactured products a minimum of 2-inches on bare soil.

3.09 CONSTRUCTION SITE DIVERSION

A. Follow Technical Standard 1066.

3.10 DUST CONTROL

A. Follow Technical Standard 1068.

3.11 GRADING FOR EROSION CONTROL - TEMPORARY

A. Follow Technical Standard 1067.

3.12 SOIL TACKIFIERS & STABILIZERS

A. Follow Technical Standard 1051 for interim sediment control for water application.

B. Follow Technical Standard 1050 for land application.

3.13 MULCHING

A. For temporary construction Site erosion controls follow Technical Standard 1058.

3.14 SEDIMENT TRAP

A. Follow Technical Standard 1063.

3.15 SEDIMENT BASIN

A. Follow Technical Standard 1064.

3.16 SEEDING

A. For temporary construction Site erosion control follow Technical Standard 1059.

B. For permanent landscaping follow 32 90 00.

3.17 INLET PROTECTION

A. Follow Technical Standard 1060.

3.18 DEWATERING

A. Follow Technical Standard 1061 for removing sediment from water generated from dewatering activities, including trench dewatering.

B. Choose dewatering sediment removal method following Technical Standard 1061 and its Dewatering Practice Selection Matrix Figure 2.

C. Modify dewatering method as necessary for actual field soil conditions.

D. Follow 01 57 23 for dewatering and groundwater control systems.

3.19 RIPRAP INSTALLATION

A. Follow State Specifications 606.3.

END OF SECTION

SECTION 31 32 19

GEOGRID FOR SOIL STABILIZATION

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Geogrid reinforcement of embankments, base course, subbase course, or subgrade.

1.02 RELATED SECTIONS

A. 34 71 00 - Roadway Construction.

1.03 REFERENCES

A. American Association of State Highway and Transportation Officials (AASHTO):
1. AASHTO Recommended Practice for Geosynthetic Reinforcement of the Aggregate Base Course of Flexible Pavement Structures, AASHTO PP46-01, April 2001 Interim Edition of the AASHTO Provisional Standards.
2. Standard Specification for Highway Bridges (1997 Interim).
3. AASHTO Guide for Design of Pavement Structures (1993).

B. American Society of Civil Engineers (ASCE).
1. Giroud, J.P., and Han, J. (2004). "Design method for geogrid-reinforced unpaved roads. Part I - Development of design method." Journal of Geotechnical and Geoenvironmental Engineering, 130 (8), 775-786.
2. Giroud, J.P., and Han, J. (2004). "Design method for geogrid-reinforced unpaved roads. Part II - Calibration and applications." Journal of Geotechnical and Geoenvironmental Engineering, 130 (8), 787-797.

C. American Society for Testing and Materials (ASTM):
1. ASTM D1388-96 - Standard Test Method for Stiffness of Fabrics, Option A.
2. ASTM D4355 - Standard Test method for Deterioration of Geotextiles by Exposure to Light, Moisture and Heat in a Xenon Arc Type Apparatus.
3. ASTM D4759 - Standard Practice for Determining the Specification Conformance of Geosynthetics.
4. ASTM D5732 - Standard Test Method for Stiffness of Nonwoven Fabrics Using the Cantilever Test.
5. ASTM D6637 - Standard Test Method for Determining Tensile Properties of Geogrids by the Single or Multi-rib Tensile Method.
6. ASTM D7748 - Standard Test Method for Flexural Rigidity of Geogrids, Geotextiles and Related Products.

D. European Committee For Standardization (EN) EN 12224 Weathering Resistance-Resistance to loss of load capacity when subjected to ultra-violet light and weathering assessment in accordance with ISO 13434: 1999 7.2.

E. Geosynthetic Research Institute (GRI):
1. GRI-GG2-05 - Standard Test Method for Geogrid Junction Strength.
2. GRI-GG1-87 - Standard Test Method for Geogrid Rib Tensile Strength.

F. International Standards Organization (ISO)
1. ISO 10319: 1996 Wide width Tensile Tests, Radial stiffness determined from tensile stiffness measured in any in-plane axis.
2. ISO 13434: 1999 Guidelines for the Assessment of Durability of Geosynthetics.
3. ISO 12960 Resistance to loss of load capacity when subjected to chemically aggressive environments as part of a durability assessment in accordance with ISO 13434: 1999 7.3.

G. U.S. Army Corps of Engineers (USACOE)
1. Draft specification for Grid Aperture Stability by In-Plane Rotation.
2. CW-02215 Determination of Percent Open Area.

1.04 DEFINITIONS

A. Aperture stability (also known as torsional rigidity or torsional stiffness): In-plane torsional rigidity measured by applying a 20 kg/cm moment to central junction of 225mm square specimen restrained at perimeter following U.S. Army Corps of Engineers Methodology for Measurement of Torsional Rigidity, (Kinney, T.C. Aperture stability Modulus ref 3, 3-1-2000).

B. Base reinforcement: Placement of a geogrid beneath or within the aggregate base course of a flexible pavement system to improve the system stiffness.

C. Chemical degradation resistance: Resistance to loss of load capacity following ISO 12960 testing as part of a durability assessment following ISO 13434: 1999 7.3.

D. Geogrid: Polymeric grid formed by a regular network of integrally connected tensile elements with apertures of sufficient size to allow interlocking with surrounding soil, rock, or earth to function primarily as reinforcement.

E. Junction efficiency: Load transfer capability following GRI-GG2-05 and GRI-GG1-87 or ASTM D6637: Percentage of ultimate tensile strength.

F. Junction strength: Breaking tensile strength of junctions when tested following GRI-GG2 as modified by AASHTO Standard Specification for Highway Bridges, 1997 Interim, using a single rib having the greater of 3 junctions or 8 inches and tested at a strain rate of 10 percent per minute based on this gauge length.

G. Radial stiffness: Determined from tensile stiffness measured in any in-plane axis from testing following scope of ISO 10319: 1996.

H. Subgrade improvement: Placement of a geogrid immediately over soft subgrade soil to improve bearing capacity and mitigate deformation of subgrade soil.

I. Ultraviolet light and weathering resistance: Resistance to loss of load capacity following EN 12224 as part of a durability assessment following ISO 13434: 1999 7.2.

1.05 PERFORMANCE REQUIREMENTS

A. Subgrade improvement applications: Reinforcement benefit attributed to geogrid shall be as derived by Giroud-Han Method (2004). Appropriate partial safety factors shall be applied to results obtained using geogrids having properties or characteristics outside the range of rigorous model validation.

B. Base reinforcement applications: The structural enhancement attributed to proposed geogrid material shall be supported by evaluation and documentation of testing of the specific geogrid conducted in representative, laboratory conditions with repetitive loading applied by a circular plate or a passing wheel load of at least 4,500 pounds per single wheel or 9,000 pounds per dual wheel.

1.06 QUALITY ASSURANCE

A. Before geogrid installation, arrange a pre-installation conference at Site. Notify Director of Public Works or their Designee at least three (3) business days before meeting. A representative of geogrid supplier shall be available on an “as needed” basis during construction.

1.07 DELIVERY, STORAGE, AND HANDLING

A. Storage and protection:
1. Prevent excessive mud, wet concrete, epoxy, or other deleterious materials from contacting or affixing to geogrid materials.
2. Store at temperatures above minus-20 degrees F.
3. Rolled materials may be laid flat or stood on end.
4. Do not leave geogrid materials directly exposed to sunlight for longer than manufacturer’s recommended time.

PART 2 - PRODUCTS

2.01 MANUFACTURER

A. Tensar Corporation, Morrow, GA, or their designated representative.

B. Approved equal.

2.02 MATERIALS

A. Structural soil reinforcement Bi-Axial geogrid: Integrally formed and deployed as a single layer having the following characteristics:

Bi-Axial Geogrid Type	Test Method	Units	BX Type 2
Index Properties:			
Aperture shape			rectangular
Minimum Aperture Dimensions (nominal)		inches	1.0x1.3
Maximum Aperture Dimensions (nominal)		inches	1.5x1.5
Minimum rib thickness (nominal)		inches	0.05x.0.05
Tensile strength @ 2% strain	ASTM D6637-01	Lb/ft	410x620
Tensile strength @ 5% strain	ASTM D6637-01	Lb/ft	810x1,340
Ultimate tensile strength	ASTM D6637-01	Lb/ft	1,310x1,970
Structural Integrity:			
Junction efficiency	GRI-GG2-05	%	93
Flexural stiffness	ASTM D7748/ASTM D5732-01	mg/cm	750,000
Aperture stability	USACOE torsional rigidity	n-m/deg	0.65
Durability:			
Resistance to installation damage (SC/SW/GP soil)	ASTM D6637-01	%	95 / 93 / 90
Resistance to long-term degradation	ASMT D6637-01	%	100
Resistance to UV degradation	ASTM D4355-05	%	100

PART 3 - EXECUTION

3.01 EXAMINATION

A. Check geogrid upon delivery to verify proper material has been received. Ensure material is free of damage from manufacturing, shipping, and handling.

3.02 PREPARATION

A. Prepare subgrade soil following Drawings.

B. Do not allow vehicle traffic of any kind on subgrade or geogrid before base course placement.

3.03 INSTALLATION

A. Follow manufacturer's installation guidelines.

B. Temporarily secure geogrid in place with ties, staples, pins, sandbags, or backfill as required by fill properties, fill placement procedures, or weather conditions.

3.04 GRANULAR FILL PLACEMENT OVER GEOGRID

A. Place granular fill material in lifts and compact following 34 71 00. Place, spread, and compact granular fill material so development of wrinkles, and movement of geogrid is minimized.

B. Place at least 8 inches of loose fill over geogrid before allowing tracked vehicle traffic. Minimize tracked vehicle turning to prevent tracks from displacing fill and damaging geogrid. When substrate carries traffic with minimal rutting, rubber-tired equipment may travel upon at speeds less than 5 MPH. Avoid sudden braking and sharp turning movements.

C. Use static compaction devices. Do not use vibratory compaction equipment.

3.05 INSPECTION

A. Director of Public Works or their Designee may randomly inspect geogrid before, during, or after (using test pits) installation.

3.06 REPAIR

A. Replace damaged geogrid rolls, regardless of whether before, during, or after installation.

B. Repair or replace damage and defects (i.e., frayed coating, separated junctions, separated layers, tears, etc.).

C. Replacement includes the defective area plus 3 feet past all four sides of affected area.

3.07 PROTECTION

A. Follow manufacturer's recommendations for sunlight protection and exposure.

END OF SECTION

SECTION 31 41 33

TRENCH SHIELDING

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Open-cut pipeline trench cave-in and ground movement prevention measures.

1.02 SYSTEM DESCRIPTION

A. Use sheeting and bracing equipment and procedures that protect life, property, and the Work. Prevent trench cave-in, ground movement, disturbance of completed Work, and disturbance of surface or subsurface structures.

PART 2 - PRODUCTS

2.01 PORTABLE TRENCH BOX OR SLIDING TRENCH SHIELD

A. Provide a minimum 6-inch horizontal clearance between pipe and inside face of shield.

B. Use models approved by Wisconsin Department of Commerce; and applicable Laws and Regulations.

PART 3 - EXECUTION

3.01 PORTABLE TRENCH BOX OR SLIDING TRENCH SHIELD

A. Move trench box or shield ahead in a manner to avoid pulling already jointed pipe apart, and to avoid creating voids around the pipe wall.

B. Accurately reposition pipe that moves because of trench box or shield movement.

C. Immediately fill pipe zone area voids between the undisturbed trench wall and the trench box or shield when a trench box or shield is positioned. Use crushed stone chips or granular backfill.

D. Where a concrete cradle or envelope is required:
1. Provide a spacer between concrete and shield.
2. Use tar paper or equal bond-breaking material to separate the spacer and concrete, and to permit shield movement without disturbing pipe, cradle, or envelope.

3.02 CLOSED SHEETING

A. Position to prevent soil from entering the trench from below or through sheeting.

B. Closed sheeting may be set in place rather than driven if ground conditions are suitable and if trench is adequately spot braced prior to sheeting placement. Immediately fill voids behind sheeting with approved granular backfill.

C. Where sheeting is driven below the top of a concrete cradle or envelope, use tar paper or equal material to break the bond between the concrete and sheeting to permit sheeting removal.

D. Protect existing above and below grade property, facilities, piping and structures, including those located off-site.

3.03 SHEETING AND BRACING REMOVAL

A. Remove all components that are within 3 feet below the established street grade or the existing surface grade, whichever is lower. This includes sections ordered left in place.

B. Remove before trenches are flooded and after backfilling is complete or at an elevation to permit safe removal.

C. Remove bracing, except that ordered left in place, when backfilling has reached the respective level of such bracing.

END OF SECTION

SECTION 32 90 00

RESTORATION

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Topsoil.

B. Permanent seeding. Includes nurse crops.

C. Sodding.

D. Plantings.

E. Fertilizing.

F. Maintenance.

G. Mulching.

H. Edging.

I. Restoring utility company trenches.

1.02 RELATED SECTIONS

A. 31 25 00 - Erosion and Sedimentation Control. Includes temporary seeding (cover crop) for erosion control.

1.03 REFERENCES

A. ASNS: American Standard for Nursery Stock, ANSI; Z60.1 by the American Association of Nurserymen.

B. Technical Standard: Wisconsin Department of Natural Resources (DNR) Storm Water Construction Technical Standards: http://dnr.wi.gov/topic/stormwater/standards/const_standards.html

C. DNR Specification: Wisconsin Department of Natural Resources Specifications S100-Compost: http://dnr.wi.gov/topic/stormwater/documents/specifications S100Compost.pdf.

1.04 DEFINITIONS

A. Weeds: Bent grass, bermuda grass, bindweed, bird's-foot trefoil, blackberry, brome grass, canada thistle, chickweed, crabgrass, cress, crown vetch, dandelion, foxtail, garlic mustard, horsetail, jimsonweed, johnson grass, lambs quarter, leafy spurge, morning glory, mustard, narrow-leaved cattail, nimble will, nutgrass, nut sedge, perennial sorrel, poison ivy, poison oak, purple loosestrife, quack grass, ragwort, reed canary grass, rush grass, spotted knapweed, sweet clover, tansy, teasel, wild parsnip.

B. Plants: Living trees, shrubs, and herbaceous plants specified in this Section.

C. Defective: See General Conditions 1.02. Includes plants that are dead, show disease, weakness, or probability of death.

D. Full growing season: Period from April 15 to November 15.

1.05 DELIVERY STORAGE AND HANDLING

A. Ship, store, and handle seed to ensure protection from moisture, heat, rodents, and other conditions that jeopardize viability and cause germination before installation. Discard damaged seeds.

B. Deliver and store plant plugs to protect from drying winds and direct sunlight. Store plugs in shaded locations and maintain moist packing soil until planting.

C. Dig and handle plant stock to prevent injuries to trunk, branches, and roots. Prevent tops from drying during transport. Handle plants by earth balls or containers.

1.06 SCHEDULING

A. Perform permanent turf grass seeding between March 15 and October 1. Outside these dates temporarily stabilize Site following 31 25 00. Dormant seed between November 15 and December 15.

B. Perform native plant seeding in spring before June 15 or after September 15 and before ground is snow-covered. Between June 15 and September 15 temporarily stabilize Site following 31 25 00.

C. Plant native plant plugs between March 30 and August 31.

D. Apply herbicide between April 1 and October 1.

1.07 WARRANTIES

A. Correction Period: One year that begins on date Project is completed. Period shall be extended for defective Work that is corrected or removed and replaced.

B. Defects and damage due to animal depredation and weather extremes are excluded from warranty.

1.08 MAINTENANCE

A. Perform all maintenance for landscaping until Project is completed. For native plant seeding and plug work, perform initial part of approved 3-year Maintenance Instructions.

B. After Project is completed, Developer will perform maintenance procedures presented in approved Maintenance Instructions submitted by Contractor.

PART 2 - PRODUCTS

2.01 WATER

A. Free from impurities harmful to plants.

2.02 TOPSOIL

A. Site-salvaged humus-bearing soil or imported humus-bearing loam-type soil with a pH level between 6.0 and 7.0. Soil shall be free of roots, sticks, branches and stones greater than 1/2-inch diameter

2.03 SEEDING MATERIALS

A. Permanent turf grass seed: Deluxe 50 seed mix by Reinders, Inc., Waukesha, WI, Phone: 262-524-0200.

C. Temporary cover crop seed: Follow 31 25 00.

B. Nurse crop seed: Annual oats or annual ryegrass.

C. Turf grass seed fertilizer: 18-12-6 Starter Fertilizer - 25% PCSU (Polymer-Coated Sulfur-Coated Urea) - SGN (Size Guide Number) 215 and shall be applied in strict accordance with the manufacturer's written instructions.

D. Soil stabilizer: Land application. Follow Technical Standard 1050. Use PAL-listed product(s).

E. Erosion control mats. Follow 01 57 13.

2.04 SODDING MATERIALS

A. Sod:
1. Dense, well-rooted permanent and desirable grasses, weed free with lush appearance cut in uniform commercial strips. Thickness should be full and uniform, approximately 3/4-inch or more.
2. If sod is in dry condition before cutting, ensure that sufficient water is applied to sod 12 hours before cutting to provide a sod strip well moistened throughout cutting depth.

B. Sod fertilizer:
1. Granular or liquid, marked with content analysis.
2. 3-1-2 nitrogen-phosphorous-potassium ratio.
3. At least 50 percent of nitrogen content in organic, slow-release form.

C. Anchorage stakes at least 6 inches long.

2.05 NATIVE PLANT PLUG MATERIALS

A. Plant plugs: See Drawings for planting schedule and locations.
1. Size: Minimum 2-1/4 inches in diameter and 4-3/4 inches deep.
2. Root systems shall be well developed throughout the soil volume, but not overly root bound.
3. Plant tops should be adequately developed, viable, healthy, and sufficiently hardened for outdoor planting.

B. Starter mix backfill material: Compost, peat moss and topsoil at a ratio of two parts topsoil to one part compost/peat moss blend by volume.
   1. Compost: Follow DNR Specification S100.
   2. Peat moss: Brown to black color with at least 75-percent partially decomposed stems and leaves.

C. Fertilizer: None.

D. Mulch: Shredded hardwood bark from disease-free trees.

E. Staples: 6-inch U-shaped wire erosion control mat staples.

2.06 PLANTING MATERIALS

A. Use nursery-grown stock for trees, shrubs, and herbaceous plants. Refer to Appendix A for list of approved plantings. Deviation from the approved current tree list shall be reviewed and approved by the Director of Public Works or their Designee and Parks Director.
   1. Follow ANSI Z60.1.
   2. Hardy under climatic conditions similar to Project location.
   3. Typical of species or variety and have a normal habit of growth.
   4. Sound, healthy and vigorous, well branched and densely foliated when in leaf, and have healthy, well-formed tops and well-developed root systems.
   5. Free of disease, inspect pests, eggs or larvae.
   6. Grow container-grown stock long enough for root system to hold soil together, firm and whole. No plants shall be loose in container.
      a. If specified plant material is not obtainable within 150-mile distance, submit nonavailability list with proposal for equivalent material and impact on
      b. Measurement: Dimensions of trees and shrubs shall conform to ANSI Z60.1.
      c. Plants shall conform to measurements specified. Plants larger than specified may be used with Director of Public Works or their Designee approval and no increase Contract Price. For larger plants, increase root spread or soil ball in proportion to plant size.

B. Starter mix backfill material: Compost, peat moss and topsoil at ratio of two parts topsoil to one part compost/peat moss blend by volume.
   1. Compost: Follow DNR Specification S100.
   2. Peat moss: Brown to black color consisting of at least 75 percent partially decomposed stems and leaves.

C. Fertilizer: Granular or liquid 3-year slow release packets marked with content analysis.
   1. 10-15-10 nitrogen-phosphorous-potassium ratio for trees and shrubs, 5-10-10 for herbaceous plants.
   2. At least 50 percent of nitrogen content in organic, slow-release form.

D. Mulch: Shredded hardwood bark from disease-free trees.

E. Planting accessories:
   1. Staking: Provide stakes of solid durable wood approximately 2 by 2 inch, or steel, and of required length. Use good quality galvanized steel wire (11-12 gauge for trees 4 inch in diameter or less; 9-10 gauge for larger trees) and a suitable turnbuckle for adjusting wire tension. Wrap wire with 0.5-inch plastic hose at contact point with tree.

2. Tree wrappings: Use 2-ply waterproofed crepe tree wrapping paper, laminated with a layer of pliable asphaltic material.
3. Rodent protection: Metal commercial window screening material.
4. Anti-desiccant: Emulsion to create film on plant surfaces permeable enough to allow transpiration.

2.07 LANDSCAPING COMPONENTS

A. Herbicide: Short-duration 2 to 2-1/2 percent active ingredient glyphosate, Roundup.

B. Weed barrier: Equal to DeWitt's "Weed Barrier" (NEW PRO#5), black, woven plastic sheet.

C. Splash blocks: Precast formed concrete, minimum 18-inch length.

D. Edging:
1. Aluminum: minimum 4 inches high by 3/16 inch thick staked in place. Mill-finish natural aluminum, black.
2. Medium density polyethylene with UV inhibitors: 5 inches high and staked in place. Black.

E. Goose protection netting: Nylon mesh netting and steel fence posts. Minimum 3 feet above grade.

PART 3 - EXECUTION

3.01 TOPSOIL

A. Preparation:
1. Eliminate uneven areas and low spots. Remove debris, roots, branches, stones more than 1/2-inch in size.
2. Scarify subgrade to 6 inches depth by ripping, tilling, disking, or other method where topsoil is scheduled and where equipment used for hauling and spreading topsoil has compacted subsoil.
3. Minimize compaction during grading operations by utilizing equipment having low unit pressure ground contact and by limiting repeat passes over the same areas in areas to receive topsoil.

B. Placement depths:
1. Turf grass seed and sod subgrade: 6 inches.
2. Planting beds: 12 inches.
3. Native seed and native plant plugs: 6 inches.

C. Installation:
1. Use topsoil in relatively dry state. Place during dry weather.
2. Fine grade topsoil eliminating rough or low areas. Break down clods and lumps with appropriate equipment that creates uniformly textured soil. Maintain levels, profiles, and contours of subgrade.
3. Remove stone, roots, and branches exceeding 3/4-inch sieve, and foreign material, and clods that cannot be broken down while spreading.
4. Manually spread topsoil uniformly around trees, plants, and buildings to prevent damage.
5. Lightly compact placed topsoil, to negate any detrimental differential settling.

D. Finish grade tolerance: Plus-or-minus 1/2-inch.

3.02 TURF GRASS SEEDING

A. Preparation:
1. Before seeding, disk, harrow, drag, and rake to form a level and loose seed bed. Lightly roll topsoil before final raking to eliminate soft spots and mounds.
2. Notify Director of Public Works or their Designee to allow inspection after fine grading and before seeding.

B. Permanent installation:
1. Broadcast seed uniformly by hand or with combination seeder-cultipacker machine such as Brillion or Truax. If by hand, press seed into surface with cultipacker or roller to maximum 1/4-inch depth. If seedbed contains clods or is too loose, lightly roll (not on slopes).
2. Sowing rate:
   a. Turf grass: 4.5 pounds per 1000 square feet. Double rate for dormant seeding.
   b. Temporary cover crop: Follow 31 25 00.
3. Uniformly apply fertilizer and lightly disc or harrow into soil in conjunction with final topsoil preparation, before seeding.
4. Fertilizer rate: 7 pounds per 1000 square feet.
5. Place erosion mats within 24 hours after completing seeding. Follow 31 25 00.
6. Protect seeded areas to prevent damage to completed installation.

C. Maintenance:
1. Water seeded areas as follows:
   a. First day (after seeding and fertilizing): 1-1/2 inches water.
   b. Days 2-14 (or until complete germination, whichever comes last): 1/2 inches water every other day.
   c. As needed after complete germination to maintain a uniform stand of healthy grass.
   d. Natural rain events may substitute for watering but perform additional watering on rain-event days to achieve stipulated water amounts.
2. Lawn areas shall receive at least two 2-inch mowing before acceptance. Do not allow grass height to exceed 4 inches.
3. Reseed areas that show inadequate catch and bare spots exceeding two square feet. Bare spots shall not exceed three percent of total seeded areas.
4. Correct damage from erosion, gullies, washouts, traffic, or other causes by filling with topsoil, tamping, fertilizing, and reseeding.
5. Protect grass areas during maintenance period.

3.03 NATIVE PLANT SEEDING

A. Preparation:
1. Do not seed until topsoil has been chemically treated to eliminate weeds. Follow Article 3.01.
2. Before seeding, till under any existing temporary cover crop to a minimum depth of 6 inches.
3. Disk, harrow, drag, and rake to form a level and loose seed bed. Lightly roll before final raking of topsoil to eliminate soft spots and mounds.
4. Notify Director of Public Works or their Designee to allow inspection after fine grading and before seeding.

B. Permanent installation:
1. Broadcast seed uniformly by hand or with combination seeder/cultipacker machine such as Brillion or Truax Trillion. If done by hand, press seed into surface using cultipacker or roller to maximum depth of 1/4 inch. If seedbed contains clods or is too loose, lightly roll.
2. Seed sowing rates:
a. Native plant seed: Follow manufacturer's recommendations.
b. Nurse crop:
1) Annual oats: 1.5 pounds per 1000 square feet if seeded before June 15. 3 pounds per 1000 square feet if seeded after September 15.
2) Annual ryegrass: 0.2 pounds per 1000 square feet if seeded before June 15. 0.6 pounds per 1000 square feet if seeded after September 15.
c. Temporary cover crop: Follow 01 57 13.l
d. Calibrate equipment used to deliver seed to specified seeding rates.
3. Fertilizer: None.
4. Place erosion mats within 24 hours after completing seeding. Follow 31 25 00.
5. Protect seeded areas to prevent damage to completed installation.

C. Maintenance:
1. For native plant seed placed before June 15, water as follows; natural rain events may substitute for watering, but perform additional watering on rain event days to achieve stipulated water amounts:
a. First day (after seeding and mulching): 1-1/2 inches water.
b. Days 2 - 45: 1/2-inch water every other day.
c. As needed after germination to maintain uniform stand of healthy vegetation.
2. Do not water native plant seed placed after September 15.
3. Achieve 90-percent vegetation with native species or nurse crop species, as verified by Director of Public Works or their Designee. At no time during maintenance period shall more than 10 percent of seeded area be dominated by weed species.
4. Reseed areas that show inadequate germination and bare spots exceeding 25 square feet. Bare spots shall not exceed 3 percent of total seeded areas.
5. Correct damage resulting from erosion, gullies, washouts, traffic, or other causes by filling with topsoil, tamping, refertilizing, and reseeding.
6. Chemically treat areas dominated by weed species at least two times before reseeding. Follow Article 3.01.
7. Protect seeded areas during maintenance period.

3.04 SODDING

A. Preparation:
1. Ensure area is free from stones, roots, and undesirable materials. Loosen soil to at least one inch deep.
2. Apply fertilizer uniformly over soil before sodding then work fertilizer into soil while preparing.

B. Installation:
1. Moisten earth bed to loosened depth if not already sufficiently moist. Place sod within 24 hours of being cut in strips of commercial size where possible (no pieces smaller than 18 by 24 inches). Stagger joints and place tightly against previously laid strip. Roll sod or lightly tamp with wooden or metal tampers.

2. Stake every 18 to 36 inches along length of strips on slopes steeper than 4H:1V and in drainage components. Stakes should hold sod firmly in place. Lay sod perpendicular to direction of slope so end joints alternate.
3. Clear excess soil from sod surface.
4. Repair and resod damage resulting from erosion, gullies, washouts or other causes.
5. Protect sodded areas during maintenance period. Maintain sodded areas by watering for at least 30 days to prevent drying and shrinking. Resod and maintain areas that dry out or fail to establish.

3.05 NATIVE PLANT PLUG INSTALLATION

A. Preparation:
   1. Before planting, till under any existing temporary cover crop to at least 6 inches deep.
   2. Disk, harrow, drag, and rake to form a level and loose seed bed. Lightly roll topsoil before final raking to eliminate soft spots and mounds.
   3. Notify Director of Public Works or their Designee to allow inspection after fine grading and before planting.

B. Installation:
   1. Install plugs in auger-drilled holes that are within plus 0.75 and minus 0.25 inches of plug diameter and depth.
   2. Space plant plugs one-foot apart.
   3. In wetland or shoreline areas with potential for high wave action, secure plugs in place with 8-inch U-shaped wire erosion control blanket staples.

C. Maintenance:
   1. Care for plants after planting. This includes watering, weeding, and other Work necessary to keep plants neat and healthy.
   2. Perform watering at 10 to 14-day intervals between May 15 and October 15. Intervals may lengthen or shorten depending upon weather conditions.
   3. At the end of the first full growing season after planting, at least 75 percent of individual plugs installed shall be present as live individuals and 75 percent of species installed shall be present and alive.
   4. Survival percentages shall be established by sampling of one square meter quadrants located at regular intervals along transects. The quantity of quadrants shall be as needed to represent 0.2 percent of the total planting area in each planting zone, and there shall be at least one randomly located transect in each planting zone.

3.06 TREE PLANTING

A. Terrace restrictions:
   1. Minimum horizontal separation of 10 feet from any underground utility.
   2. Minimum terrace width of 6 feet.
   3. Minimum horizontal separation of 10 feet from driveway openings.
   4. Minimum horizontal separation of 5 feet from carriage walks.
   5. Minimum horizontal separation of 30 feet from traffic control devices, street lights, and utility poles.
   6. Minimum horizontal separation of 10 feet from fire hydrants.
   7. Minimum horizontal separation of 40 feet from large trees, and 20 feet from low clearance trees.

8. Additional separation for tall trees.
9. Low clearance trees may be required in areas of overhead utility lines.
10. Existing damaged, or neglected, tree replacement shall be approved by the City.
11. Future street construction and site distance requirements shall be considered in terrace tree placement.
12. All tree placement shall be reviewed and approved by the Director of Public Works or their Designee, or City Arborist.

B. Parkway Width:
1. No trees will be planted where the grass terrace between the sidewalk and curb is less than 5 feet wide.

C. Planting Depth: The planting depth is determined by root collar. All new plantings should be placed so that the root collar is even with the soil surface or 1 to 2 inches above the surface.

D. Spacing: Depending on growth characteristics of species, trees will be planted thirty-five (35) to fifty (50) feet apart unless otherwise approved by the City Forester and UFC.

E. Transplanted Trees: When planting bare root trees, care must be taken to prevent unnecessary injury to roots. All damaged roots should be pruned.

F. Tree selection.
1. Select the right tree for the right place:
2. Carefully review all aspects of the site.
3. Closely review the soils ability of moisture to drain through the soil.
4. How much physical space is available above ground and below ground?
5. Don't plant a tree that will grow to a height of more than thirty (30) feet under power lines.
6. Consider environmental factors such as exposure to sunlight and road salt.
7. Choose tree species which match, or are adaptable to, growing conditions of the area.

G. Installation:
1. Excavate tree pit to minimum three times root ball diameter and at least the same depth or the full extent of the root system of bare root trees. Dispose of subsoil dug from plant pit.
2. Leave a pedestal in the center of the hole to rest the root system.
3. All banks of the hole shall be loosened by shovel and trees should be planted at their original soil level at the root collar.
4. Find the root collar and plant the tree even or 1 to 2 inches high. It is recommended to remove burlap and/or wire prior to planting.
5. Use good quality soil as backfill. Discard any rocks and debris from the soil before backfilling.
6. Water the soil with a garden hose. Do not pack the soil down manually; water will do this naturally. Fill in voids with more-soil after watering. New trees shall be watered as part of the planting process the day they are planted and then regularly for the first two years after planting, utilizing techniques such as hose, water spikes, watering bags, etc. The goal is to ensure that newly planted trees receive the equivalent of 1 inch of rainfall per week.
7. Create a 4" deep mulch bed using wood chips.
   a. Mulch should not touch the trunk directly to prevent mold and bacteria from forming. Apply heavier at edges to create a "saucer" effect. All newly

planted trees shall be wood chip mulched and protected with a minimum 12-*inch* plastic boot.

8. Staking: Stake trees 3-inch caliper or less. Provide wide belt-like material when supporting the tree to avoid injuring the bark, Trees need to move in the wind, so allow some "play" in the support system to allow the trunk to sway without being uprooted.
9. Prune any broken, dead or dying limbs without damaging the branch collar at the time of planting. Routine pruning should be started one year after planting. Do not use pruning paint or wound dressing on the pruning cuts.
10. Wait until one year after planting to fertilize.
11. Additional Care. Pruning, mulching and fertilizing should be provided as needed.

12. Prune each tree following ANSI Z60.1-1900 to retain required height and spread on Drawings. Remove dead wood or suckers and broken or badly bruised branches. Prune with clean sharp tools.
13. Wrap trees immediately after planting. Wrap trunks of trees spirally from ground to first branch and secure adequately without attaching directly to tree trunk or branches. Overlap wrap approximately 2 inches, make neat and snug. Inspect tree trunks for injury, improper pruning and insect infestation and take corrective measures before pruning.
14. Apply rodent protection material around tree trunks, with bottom of material resting on ground surface and top extending a minimum 4 feet above surrounding ground, or up to lowest branches on small trees. Wrap material loosely and attach to itself.
15. Place weed barrier fabric beneath mulch around individual trees in lawn areas. Lay fabric flat on soil and fit as close to tree trunks as possible. Overlap adjoining fabric sheets by 4 inches and secure to ground with metal pins.
16. After planting operations are completed, apply specified mulch to 4-inch depth. Spread evenly around base of individual trees in lawn areas.
17. After trees are in place for at least two but not longer than five days, remove twine, rope, and labels.

3.06 PLANTINGS

A. Installation:

1. Excavate plant pit to minimum two times root ball or container diameter. Dispose of subsoil dug from plant pit.
2. Remove containers or top 1/2 of burlap from balled and burlapped stock before planting. Check container plants for girdling roots before planting. Replace plant if girdling is evident.
3. Set plant stock on firm layer of undisturbed subsoil. Plumb and center in pit with top of root collar at or slightly above ground level. Place plant in pit with best side towards most prominent view.
4. Backfill pit with plant starter mix around base and sides of root ball or soil mass, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 1/2 full, water thoroughly before placing remainder of backfill. Once absorbed, complete backfilling with plant starter mix and tamp lightly to grade.
5. Add fertilizer packets to plant pit at rate following manufacturer’s recommendations before backfilling is complete. Place packets at least 6 inches below final grade of backfill material.

6. Prune each shrub following ANSI Z60.1-1900 to retain required height and spread on Drawings. Remove dead wood or suckers and broken or badly bruised branches. Prune with clean sharp tools.
7. Place weed barrier fabric beneath mulch in planting beds. Lay fabric flat on soil and fit as close to plants as possible. Overlap adjoining fabric sheets by 4 inches and secure to ground with metal pins.
8. After planting operations are completed, apply specified mulch to 4-inch depth (2 inches around herbaceous plants). Spread evenly over entire planting bed area.
9. After plantings are in place for at least two but not longer than five days, remove twine, rope, and labels.

B. Maintenance:
1. Care for plants after planting. This includes watering, weeding, cultivating, pruning, spraying for insects and disease, tightening stakes, retying wrapping, re-mulching, and other work necessary to keep plants neat and healthy.
2. Perform complete watering at 10 to 14-day intervals between May 15 and October 15. Intervals may lengthen or shorten depending upon weather conditions.

END OF SECTION

SECTION 33 05 00

COMMON WORK RESULTS FOR UTILITIES

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Bedding, cover and backfill.

B. Location aids.

C. Insulation.

D. Polyethylene film wrap.

E. Connections between dissimilar pipes.

F. Excavation in pavement.

G. Excess excavated material.

H. Trench surface restoration.

1.02 RELATED SECTIONS

A. 01 43 26 – Testing and Inspecting Agency Qualifications.

B. 01 57 23 - Erosion and Sedimentation Control.

C. 31 11 00 – Clearing and Grubbing.

D. 32 90 00 - Restoration.

E. 33 11 00 - Water Utility Distribution Piping.

F. 33 30 00 - Sanitary Sewerage.

G. 33 40 00 - Storm Drainage.

H. 34 71 00 - Roadway Construction.

PART 2 - PRODUCTS

2.01 UTILITY PIPE AND APPURTENANCE MATERIALS

A. Water Utility Distribution Piping: Follow 33 11 00.

B. Sanitary Sewerage: Follow 33 30 00.

C. Storm Drainage: Follow 33 40 00.

2.02 BEDDING AND COVER MATERIALS

A. Crushed stone chips: Follow SWS 8.43.2(a).

B. Cover: Same material as bedding.

2.03 BACKFILL

A. Granular: Follow SWS 8.43.4.

B. Spoil: Follow SWS 8.43.5.

C. Flowable fill or aggregate slurry mix: Follow SWS 8.43.8.
1. 1,350 lbs. sand.
2. 750 lbs. 1 stone.
3. 1,150 lbs. 2 stone.
4. 25 gals. (0-0.5 gal.) water per cubic yard.
5. No additional water will be allowed. The above weights are damp weights.

2.04 LOCATION AIDS

A. Warning tape:
1. "Terra Tape Standard" by Reef Industries, Inc. or "Shieldtec" standard non-detectable tape by Empire Level Manufacturing Corporation.
2. Tape shall read:
   a. Water: "CAUTION WATER LINE BURIED BELOW".
   b. Sanitary: "CAUTION SEWER LINE BURIED BELOW".
   c. Storm: "CAUTION SEWER LINE BURIED BELOW".
   d. Non-potable water: "CAUTION RECLAIMED WATER - DO NOT DRINK".
3. Color: Follow State Statutes 182.0175 and American National Standards Institute (ANSI) Uniform Color Code:
   a. Water: Blue.
   b. Sanitary: Green.
   c. Storm: Green.
   d. Non-potable water: Purple.
4. Width: 3 inches.

B. Tracer wire:
1. Follow SWS 2.11.0.
2. For open-cut: Copper-Clad Steel (CCS) tracer wire insulated with a high-density polyethylene (HDPE) jacket.
3. Splices: Copperhead Drycon or City approved equal.
4. Color:
   a. Water: Blue.
   b. Sanitary: Green.
   c. Storm and storm manifold: Brown.
   d. Non-potable water: Purple.

C. Location boxes for tracer wire access.
1. Buried:
   a. SnakePit Access Point by Copperhead Industries.
   b. Cover: Marked "SEWER" or "WATER" to match buried pipeline. Two-terminal switchable lid.

c. Include hardwood blocking.

D. Ground rod for tracer wire.
1. Copperhead Industries.
2. Ground rod with 12-AWG wire (ANO-12).

2.05 SURFACE RESTORATION

A. Pavement: Follow 34 71 00.

B. Lawn: Follow 32 90 00.

C. Curb and gutter: Follow 34 71 00.

D. Concrete sidewalk: Follow 34 71 00.

E. Temporary seeding: Follow 01 57 13.

2.06 INSULATION

A. Follow SWS 8.50.0.

2.07 POLYETHYLENE FILM WRAP

A. Follow SWS 8.21.0.

PART 3 - EXECUTION

3.01 CONNECTING DISSIMILAR PIPE MATERIALS

A. Follow pipe manufacturers' recommendations and design details.

3.02 EXCAVATION IN PAVEMENT

A. Pavement sawing: Initially saw concrete or asphalt pavements or concrete bases at least 3 inches deep before shattering. Saw, cut with spades, or use another approved method before removing pavement.

B. Sealed surface pavement: Cut evenly along excavation edges before removal to avoid excess removal or ragged, uneven edges.

C. Utility trench cut locations: Follow SWS File No. 1 Drawing.

D. Bridging: Furnish and install trench bridging over open trenches crossing roadways when requested by Director of Public Works or their Designee. Use steel plates, composite timber construction, or prefabricated structural steel members. Do not fabricate structural steel bridging on job Site. Design to support HS-20-wheel loading. Secure installed bridging against shifting. Do not leave bridging in roadway during winter months without Director of Public Works' or their Designee's approval.

3.03 UTILITY PIPE AND APPURTENANCE INSTALLATION

A. Water Utility Distribution Piping: Follow 33 11 00.

B. Sanitary Sewerage: Follow 33 30 00.

C. Storm Drainage: Follow 33 40 00.

3.04 POLYETHYLENE FILM WRAP

A. Follow SWS 4.4.4.

B. All ductile iron or cast iron.
1. Mains.
2. Laterals.
3. Fittings.

3.05 LOCATION AIDS

A. Warning tape: Place 12 inches below finished grade for:
1. All water mains and services.
2. All storm sewers, sump lines, and laterals. No tape for sump manifold pipe.

B. Tracer wire:
1. Attach with tape every ten (10) feet to:
   a. All water mains and services.
   b. All storm sewers, sump lines, sump manifold pipe, and laterals.
2. Do not splice between location boxes without Director of Public Works' or their Designee's approval except at laterals and services.

C. Install location boxes at:
1. Water mains and services.
   a. Behind every hydrant.
   b. At each curb stop and at a maximum spacing of 500 feet.
2. Sewers, laterals, and sump lines.
   a. 600 feet maximum intervals.
   b. Sanitary, storm wires can be placed in same location box.
   c. For manifold pipe place near cleanout at upstream end and just outside curb inlet at downstream end.

D. Install ground rods at:
1. Water services.
   a. At each curb stop locator box.
1. Hydrants.
   a. At each hydrant locator box.

E. Demonstrate continuity of tracer wires to Director of Public Works or their Designee and Water Utility Supervisor. Provide a temporary above-ground wire between adjacent location boxes. Connect ohm meter in a series loop with tracer wire and above-ground wire. Circuit resistance shall not exceed 5 ohms.

F. Test locating. Contact Director of Public Works at (920) 397-9909 to locate all storm and sanitary utilities. Contact Water Utility Supervisor at (920) 397-9916 to locate all water mains.
1. After completion of continuity test.
2. Before acceptance for use.
3. Before asphalt paving.

3.06 EXCAVATED MATERIAL

A. Remove surplus excavated material from Site. Surplus excavated material for which Owner does not designate a disposal site shall be disposed at Contractor's cost. Follow submittal requirements for each disposal site utilized. After delivery to the designated location, such material shall be graded level by Contractor.

3.07 INSULATION

A. Follow SWS 4.17.2 and SWS Drawing File No. 48 when requested by Director of Public Works or their Designee or when depth of cover is less than 4-1/2 feet over sanitary sewer, water main, and force main.

3.08 BEDDING AND COVER

A. Follow SWS 3.2.6(b) Class B. Sanitary sewer and water main.

B. Follow SWS 3.2.6(a) Class C. Storm sewer.

3.09 TRENCH BACKFILLING AND CONSOLIDATION

A. Material:
1. For new construction: from 5 feet behind existing back-of-curb or edge-of-pavement to and including paved areas and driveways; and to within 15 inches of the finished pavement elevation:
   a. Granular. Follow 34 71 00.
   b. Remaining 15 inches shall be 1-1/4 inches crushed limestone. Follow 34 71 00.
2. For existing roadways: from 5 feet behind existing back-of-curb or edge of pavement to and including paved areas and driveways; and within 15 inches of the finished pavement elevation:
   a. Flowable fill or aggregagte slurry mix. Follow SWS 8.43.8.
   b. Unless a full roadway reconstruct is specified; then granular backfill, approved by the Director of Public Works or their Designee, and compacted to 95% of a modified proctor is acceptable.
   c. Remaining 15 inches shall be 1-1/4 inches crushed limestone. Follow 34 71 00.
3. Other areas: Spoil.
4. Around and over Underground Facilities: Follow respective owner's requirements.

B. Consolidation:
1. Mechanically compact trench backfill. Follow SWS 2.6.14(b) except Contractor shall furnish and pay for compaction testing services that follow 01 43 26.

2. Trench compaction testing frequency: 1 test per 100 linear feet, per fill layer, per street until acceptable process for achieving consistent passing test results is established.

3.10 SURFACE RESTORATION

A. Pavement: Follow 34 71 00.

B. Lawn: Follow 32 90 00.

C. Curb and gutter: Follow 34 71 00.

D. Concrete sidewalk: Follow 34 71 00.

E. Temporary seeding: Follow 01 57 13.

3.11 CLEARING AND GRUBBING

A. Follow 31 11 00. Cleanly prune damaged trees.

3.12 CLEANUP

A. Clean dirt and construction material from haul roads:
1. At end of each working day.
2. As needed during the day to avoid creating hazards or complaints.
3. As requested by Owner.

END OF SECTION

SECTION 33 11 00

WATER UTILITY DISTRIBUTION PIPING

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Water mains, control, and distribution appurtenances.

1.02 RELATED SECTIONS

A. 33 05 00 - Common Work Results for Utilities.

1.03 REFERENCES

A. Wisconsin Administrative Code Chapters:
1. NR 105 - Surface Water Quality Criteria and Secondary Values for Toxic Substances.
2. NR 106 - Procedures for Calculating Water Quality Based Effluent Limitations for Point Source Discharges to Surface Waters.

B. ASTM International.
1. ASTM C478 Standard Specification for Precast Reinforced Concrete Manhole Sections.
2. ASTM C858 Standard Specification for Underground Precast Concrete Utility Structures.
3. ASTM C913 Standard Specification for Precast Concrete Water and Wastewater Structures.
4. ASTM C923 - Standard Specification for Resilient Connectors Between Reinforced Concrete Manhole Structures, Pipes and Laterals.

C. American Water Works Association (AWWA):
1. AWWA C104 - Cement-Mortar Lining for Ductile-Iron Pipe and Fittings.
2. AWWA C110 - Ductile-Iron and Gray-Iron Fittings.
3. AWWA C150 - Thickness Design of Ductile-Iron Pipe.
4. AWWA C151 - Ductile-Iron Pipe Centrifugally Cast.
5. AWWA C502 - Dry Barrel Fire Hydrants.
6. AWWA C504 - Rubber Seated Butterfly Valves.
7. AWWA C509 - Resilient Seated Gate Valves for Water Supply Service.
8. AWWA C550 - Protective Interior Coatings for Valves and Hydrants.
9. AWWA C900 - Polyvinyl Chloride (PVC) Pressure Pipe and Fabricated Fittings 4 In. Through 12 In. for Water Distribution.
10. AWWA C905 - Polyvinyl Chloride (PVC) Pressure Pipe and Fabricated Fittings 14 In. Through 48 In.

PART 2 - PRODUCTS

2.01 LEAD REDUCTION

A. Products and parts thereof with wetted surfaces in contact with drinking water shall meet or exceed the requirements of Public Law 111-380-Reduction of Lead in Drinking Water Act, which is an amendment to the Safe Drinking Water Act. Brass castings shall be visibly stamped or labeled as “NL”.

B. Brass alloy used for water system castings shall have a zinc content that is below 15%. Brass castings that are visibly stamped or labeled as “NL-A” shall not be used and will be rejected.

2.02 MANUFACTURER

A. All components shall be manufactured in the U.S.A.

2.03 WATER MAIN PIPE AND APPURTENANCES

A. Pipe, 3-inch and larger. Provide one type from following:
1. PVC:
   a. For 4 through 12-inch diameter: Follow AWWA C900, CIOD Class 235 pressure pipe with DR 18 or less.
   b. For 14 through 48-inch diameter: Follow AWWA C905, CIOD Class 235 pressure pipe with DR 18 or less.
   c. Integral elastomeric bell and spigot joints.
   d. Follow SWS 8.20.0.

B. Resilient wedge valves (less than 16-inches):
1. Follow AWWA C509 including:
   a. Nonrising stem.
   b. Mechanical joint.
   c. Actuator: 2-inch square wrench nut.
   d. Opens counterclockwise.
   e. Stem seals: O-ring.
   f. Epoxy interior and exterior coating following ANSI/AWWA C550.
   g. Stainless steel bolts.
   h. Follow SWS 8.27.0.
2. Mueller Company.
3. American Flow Control Series 2500 (formerly Waterous).

C. Butterfly valves (16 inches or larger):
1. Follow AWWA C504 and SWS 8.28.0 including:
   a. Nonrising stem.
   b. Mechanical joint.
   c. Actuator: 2-inch square wrench nut.
   d. Opens counterclockwise.
   e. Stem seals: O-ring.
   f. Epoxy interior and exterior coating following ANSI/AWWA C550.
   g. Stainless steel bolts.
2. M&H (450)
3. Pratt (Groundhog HP250).
4. Clow (2810-F5365).

D. Valve enclosures:
1. Boxes:
   a. Cast iron assembly, size DD, cover marked "WATER".
   b. Manufacturers: Tyler Union, Series 6860, 3-Piece, Screw Type.
   c. Extension sections for valves greater than 8 feet.
   d. Follow SWS 8.29.0.
   e. Valve box adapters: Adaptor, Inc. or approved equal.

E. Valve stem extenders:
1. For valve depth greater than 8 feet.

2. Securely attached to valve operator.
3. Extend to within 4 - 6 feet below finished grade.
4. For 6 feet and longer provide one-piece, solid shaft.
5. Stainless steel or epoxy-coated iron with stainless steel pins or bolts.
6. Spacer ring at 3 inches below operating nut. Stainless steel pins or bolts.

F. Hydrant assembly.
1. Follow AWWA C502 and SWS 8.26.0:
   a. Bury depth: 7'-0" minimum.
   b. Opens clockwise.
   c. Break-flange.
   d. 5-1/4-inch minimum main valve opening, Two (2) National Standard 2-1/2-inch hose nozzles.
   e. Painted factory yellow.
   f. Mechanical joint connection.
   g. Barrel extensions: Same manufacturer as hydrants. One (1) per hydrant.
   h. Compact fittings in accordance with C153 are acceptable.
   i. Manufactured within 24 months of construction and stored properly.
2. Mueller Centurion A423.
3. Hydrant lead:
   a. PVC: Same as main.
   b. Anchoring tee. Clow F1217 or Tyler Union C-153.
4. Marker Flag:
   a. 5 feet long.
   b. Fiberglass, alternating red and white with reflectorized coloring.
   c. Spring load action.

G. Fittings: Follow SWS 8.22.0.:
1. Joints:
   a. Buried: Mechanical.
2. Pressure rating:
   a. Full body: 250 PSI.
   b. Compact: 350 PSI.
3. Material:
   a. Ductile iron:
      1) Class 52 wall thickness.
      2) Bituminous exterior coating following ANSI/AWWA C110/A21.10.
      3) Cement lined and bituminous coated interior following ANSI/AWWA C104/A21.4.
      4) Cor-Blue tee bolts.

H. Service lines, valves, and fittings.
1. Lines:
   a. 2-inch and smaller shall follow SWS 8.24.0 and:
      1) Polyethylene (HDPE) SDR 9 CTS, conforming to ASTM D2743, AWWA C901 and shall have NSF 14 certification. For new services and reconnections when existing is polyethylene.
      2) Type K copper tubing. For reconnections when existing is copper tubing.
2. Corporation valves for HDPE:
   a. Must withstand 150 PSI pressure test.
   b. Use compression fittings with stainless steel stiffeners.
   c. Mueller B-25008N.
   d. Ford FB1001.
3. Corporation valves for copper:

a. Must withstand 150 PSI pressure test.
b. Compression fittings: Mueller B-25008N.

4. Curb valves for HDPE:
   a. Must withstand 150 PSI pressure test.
   b. Use compression fittings with stainless steel stiffeners.
   c. (3/4-inch and 1-inch): Mueller H-15155 or Ford B44-M.
   d. (1 ½-inch and 2-inch): Mueller B-25155 or Ford B44-M.
5. Curb valves for copper:
   a. Must withstand 150 PSI pressure test.
   b. Compression fittings: Mueller H-15155.
6. Curb boxes:
   a. Screw-on style. Minneapolis pattern with pentagon lid.
   b. Mueller H-10300 with four (4) foot stationary rod and guide ring. Stainless steel bolts.
7. Teflon tape on threaded joints.
8. Valve stem extension.

I. PVC main tapping saddle for service lines 2-inch and smaller:
1. Double strap.
2. Ford FS202 or Smith-Blair 372.

J. Tapping sleeves with gate valve 24-inch and under:
1. All stainless steel.
2. Smith-Blair 663.
3. Ford Fast-Tap.

K. Buttress concrete: Class F following SWS 8.35.3. Use one of the following:
1. Ready-mixed.

L. Restrained joints:
1. EBAA Iron MEGALUG corresponding to pipe material.

M. Combination air valve.
1. Val-Matic Combination Clean Water Valve, model 202C.2
2. 2-Inch NPT, single body type.
3. Shut off valve.

2.04 INCIDENTAL CONSTRUCTION

A. Follow 33 05 00 for:
1. Bedding.
2. Cover.
3. Backfill.
4. Location aids.
5. Trenchless utilities.
6. Insulation.
7. Polyethylene film.
8. Surface restoration.

PART 3 - EXECUTION

3.01 WATER MAIN INSTALLATION

A. Follow SWS Part IV.

B. For ductile iron, provide electric continuity using strapping or metallic retainer glands.

C. PVC pipe:
1. Remove beveled pipe end at connections to mechanical joint or flanged fittings.
2. Use tapping saddles for services.
3. Demonstrate continuity of tracer wires in accordance with 33 05 00.
4. Minimum depth of cover from finish grade to the top of the main pipe shall be six and one half (6.5) feet.
5. No water main shall be installed with cover depths greater than eight (8) feet unless approved by the Director of Public Works or their Designee.
6. No water main shall be laid through any trench having cinders, rubbish, rock, or any other material which may cause injury or disintegration of the pipe.

D. Valves:
1. Set valve boxes 3/8-inch to 1/2-inch below asphaltic binder course upon initial installation.
2. One riser ring shall be utilized to make the final adjustments to 1/4-inch to 3/8-inch below surface elevation only when approved by Water Utility Supervisor.
   a. Final adjustment of valve boxes shall be completed in presence of Water Utility Supervisor prior to surface course paving. Provide Water Utility Supervisor minimum of 24-hour notice.
3. Valve boxes shall not be asphalt ramped.
4. Provide poly-wrap valve and valve box extending to 6 inches above asphalt binder course.
5. Hydrant valve shall be secured to anchoring tee.

E. Hydrants:
1. Secure hydrant valves directly to main lines with:
   a. Mechanical joint anchoring type hydrant tees.
2. Provide minimum 6 feet cover over lead.
3. Provide EBAA Iron MEGALUG at hydrant valve and at the hydrant.
4. One (1) continuous length of pipe shall be used between hydrant and valve. If length between valve and hydrant is greater than 20 feet, all joints shall be restrained in manner approved by the City of Fort Atkinson Water Department.
5. Position centerline of lowest hydrant outlet nozzle 18 to 21 inches above finish grade.
6. Barrels shall be polyethylene wrapped with tape.
7. Shall be located a minimum distance away from building of 1.5 times the height of nearest building wall.
8. Shall be located 350 feet apart (residential districts) and 300 feet apart in (commercial, industrial and multi-family districts) or other approved distances by the Utility.
9. Locate a minimum horizontal distance of 10 feet from all driveway approaches and streetlights, utility poles, and pedestals.
10. Shall be located 3 feet behind back of curb,
11. If hydrant shoe is below water table, provide hydrant with plugged weep holes and mark with City approved identifying disks.
12. Hydrants shall be supported upon a precast concrete or hardwood block.
13. Each hydrant shall be braced against the far end of the trench by a poured in place concrete buttress. Do not block/cover weep hole.
14. Where a hydrant is set in soil that allows drainage, drainage shall be provided at the bases of the hydrant by placing crushed stone from the bottom of the trench to at least 6 inches above waste opening in the hydrant and to a distance of 1 foot around the base elbow.

15. Hydrants set in clay, rock, or other impervious soil, shall have a drainage pit 2 feet in diameter and 3 feet deep excavated below the hydrant base and filled with compacted crushed stone.
    a. Stone shall be placed under and around the elbow and concrete base to a level of 6 inches above the waste opening. No drainage system shall be connected to a sanitary sewer.

F. Buttresses: Follow SWS 4.3.13.

G. Services:
1. Wet tap service connections at normal operating system pressure.
2. No service laterals laid through any trench having cinders, rubbish, rock, or any other material, which may cause damage to or premature failure of the service pipe.
    a. Adequate means of protection shall be provided by backfilling with sand, or other material insulation, to be approved by the City.
3. Service pipes passing through curb or retaining walls shall be adequately safeguarded. Adequate channel space, or pipe casing, not less than two times the diameter of the service connection.
    a. Space between the service pipe and channel, or pipe casing, shall be filled and lightly caulked with, mastic cement, or other resilient material.
4. For 2 inches and smaller follow SWS Part V and:
    a. Provide curb valve and box at existing curb box location. Shown on Drawings.
5. Services shall be installed a minimum of ten (10) feet from existing or future driveway locations.
6. New services shall extend a minimum of six (6) feet beyond right of way line with a whip tail from the curb stop shutoff.
7. Water services are to be centered on the lot (within five (5) feet of center).
8. Services shall be staked prior to construction.
9. Provide a two (2) by six (6) inch hardwood marker at end of service from invert of service to two (2) feet above finished grade.
10. Unused water services shall have the corporation stop turned off and the service (and all appurtenances) removed to the corporation stop.
11. Test services following SWS 5.5.18.

H. Pressure test before services 2 inches and smaller are installed. Follow SWS 4.15.0.
1. A City Representative must always be present during the testing process.
2. Contractor has the option to test the entire new water main as one continuous test section or in segments per his discretion.
3. Contractor shall furnish all labor, equipment, and material to complete all testing.

I. Disinfect pipelines following SWS 4.3.12 and 4.16.0.
1. Contractor shall furnish, and bond, chlorine tablets at the top of each pipe, on the spigot end, as it is placed.
2. Pipe installed outside of the water main segments shall be disinfected by swabbing with a five (5)% hypochlorite solution and thoroughly flushed. The entire interior surfaces of all pipes and fittings shall be thoroughly swabbed.
3. Contractor shall use extreme care to ensure the cleanliness of all water main materials.
4. Contactor shall be responsible for the cost of sterilization work, including re-chlorination if necessary, flushing, sampling, and processing of bacteriological samples.

J. Flushing/filling of water main.
1. Water for testing/flushing of mains shall be made available by the City of Fort Atkinson Water Utility subject to its requirements and charges.

2. Contractor shall notify the City/Utility of flushing/filling schedule and obtain a meter to be used.
3. All flushing/filling of new mains shall be completed by Contractor.

K. After successful pressure test, bacteriological water sampling, and laboratory testing shall be done following SWS 4.16.0 by: Contractor with Wisconsin DNR-certified independent laboratory.
1. A safe water sample shall be obtained from each of the segments hydrostatically tested. Contractor shall collect two water samples for testing, 24 hours apart, the result in safe bacteriological laboratory testing.
2. Samples shall be taken from connection to intersecting mains.
3. Samples must be proven by a Wisconsin DNR-certified independent laboratory.
3. The City of Fort Atkinson Utility shall receive a copy of the bacteriological test results prior to placing water main in service.
4. Unsatisfactory test results: failed segments of water main shall be sterilized by the Contractor and samples taken until 2 consecutive passing results are obtained within a 24-hour period.

L. Water wasted from pipeline and/or tower that may reach bodies of surface water may not contain any substances in concentrations that adversely affect the water following Wisconsin Administrative Code NR 105 and 106. For chlorine, no total residual chlorine may be measured in water being discharged to a surface water. Advise Utility of proposed discharge schedule to arrange DNR-required measurements. Contractor shall provide and operate a “de-chlorination” unit for this project when flushing of main is taking place.

M. Connections to existing mains and services: Make after all services are installed, tests passed, and safe sample report is received by Owner.

N. Restrained joints: Follow manufacturer's recommendations for length of pipe to be restrained in each direction from horizontal bends, vertical bends or offsets, tees, reducers, and dead ends.

O. Combination air valve.
1. Install per manufacturer’s instruction.

3.02 INCIDENTAL CONSTRUCTION

A. Follow 33 05 00 for:
1. Connecting dissimilar pipe materials.
2. Excavation in pavement.
3. Bedding.
4. Cover.
5. Backfill.
6. Location aids.
7. Insulation.
8. Polyethylene film.
9. Excess excavated material.
10. Surface restoration.

3.03 WATER MAIN ABANDONMENT

A. Water Main
1. Description: Abandon and plug a segment of existing water main by “cutting it off” from the active water system. The work also includes securely capping or plugging the cut end of the active main.
2. Materials: See Part 2.
3. Construction:
   a. Prior to proceeding with the cut-off, perform the required water main shut-off notifications.
   b. When authorized to proceed, isolate, and shut-off the existing water main.
   c. Cut of the water main at the location designated for abandonment.
   d. Install a concrete pipe plug or restrained plug in the end of the existing main which is to be abandoned.
   e. On the end of the water main which is to remain in-service: Install a restrained mechanical joint cap over the cut end of the existing water main, or within 2 feet of a fitting or live-tap. Otherwise, install a restrained mechanical joint plug fitting into a new or existing fitting located at the end of the main.
   f. If the water main cut off work is intended to remove and replace an existing fitting, valve, or segment of pipe, cut off as designated, remove the existing material, and replace it with the new fittings and/or the lengths of pipe and solid sleeves necessary to reconnect to the existing main.
   g. Disinfect any associated materials by swabbing methods in accordance with Water Utility.

B. Valve Box
1. Description: Abandon valve boxes within the project limits that are set upon valves no longer in service. Place the abandoned valve in the closed position prior to abandoning the box. Completely remove the valve box whenever possible.
2. Materials: See Part 2.
3. Construction:
   a. Proceed with work only after the existing water main has been abandoned.
   b. Remove the top casting of the valve box to a point at least 3 feet below the final elevation, and then backfill the opening.

C. Hydrant
1. Description: Abandon fire hydrants within the project limits that are no longer in service.
2. Materials: See Part 2.
3. Construction:
   a. Proceed with work only after the existing water main has been abandoned.
   b. Excavate to the bottom of the hydrant and disassemble from the hydrant lead.
   c. Remove the hydrant. Salvage all hydrants and deliver to Water Utility.
   d. Backfill the opening with existing material and compact.

END OF SECTION

SECTION 33 30 00

SANITARY SEWERAGE

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Sanitary sewer mains, force mains and maintenance and collection appurtenances.

1.02 RELATED SECTIONS

A. 33 05 00 - Common Work Results for Utilities.

1.03 REFERENCES

A. American Society for Testing and Materials (ASTM):
1. ASTM C76 - Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe.
2. ASTM C361 - Standard Specification for Reinforced Concrete Low-Head Pressure Pipe.
3. ASTM C478 - Standard Specification for Precast Reinforced Concrete Manhole Sections.
4. ASTM C923 - Standard Specification for Resilient Connectors Between Reinforced Concrete Manhole Structures, Pipes, and Laterals.
5. ASTM D2241 - Standard Specification for Poly(Vinyl Chloride) (PVC) Pressure Rated Pipe (SDR Series).
6. ASTM D2321 - Standard Practice for Underground Installation of Thermoplastic Pipe for Sewers and Other Gravity Flow Applications.
7. ASTM D2513 - Standard Specification for Polyethylene (PE) Gas Pressure Pipe, Tubing, and Fittings.
8. ASTM D2657 - Standard Practice for Heat Fusion Joining of Polyolefin Pipe and Fittings.
9. ASTM D3034 - Standard Specification for Type PSM Poly(VinylChloride) (PVC) Sewer Pipe and Fittings.
10. ASTM D3251 - Standard Specification for Butt Heat Fusion Polyethylene (PE) Plastic Fittings for Polyethylene (PE) Plastic Pipe and Tubing.
11. ASTM D3350 - Standard Specification for Polyethylene Plastics Pipe and Fittings Materials.
12. ASTM F679 - Standard Specification for Poly(Vinyl Chloride) (PVC) Large Diameter Plastic Gravity Sewer Pipe and Fittings.

B. American Association of State Highway and Transportation Officials (AASHTO):
1. AASHTO M198 - Standard Specification for Joints for Concrete Pipe, Manholes, and Precast Box Sections Using Preformed Flexible Joint Sealants.
2. AASHTO T99 - Standard Method of Test for Moisture-Density Relations of Soils Using a 2.5-kg (5.5-lb) Rammer and a 305-mm (12-in.) Drop.

C. United States Department of the Interior-Bureau of Reclamation. Standard Specifications for Reinforced Concrete Pressure Pipe.

D. American Water Works Association (AWWA):
1. AWWA C104 - Cement-Mortar Lining for Ductile-Iron Pipe and Fittings.
2. AWWA C110 - Ductile-Iron and Gray-Iron Fittings.
3. AWWA C151 - Ductile-Iron Pipe Centrifugally Cast.
4. AWWA C900 - Polyvinyl Chloride (PVC) Pressure Pipe and Fabricated Fittings 4 In. Through 12 In. for Water Distribution.
5. AWWA C905 - Polyvinyl Chloride (PVC) Pressure Pipe and Fabricated Fittings 14 In. Through 48 In.

E. City of Fort Atkinson Standard Construction Specifications dated October 2020.

PART 2 - PRODUCTS

2.01 GRAVITY SANITARY SEWER

A. Pipe. If not shown on Drawings, use one type from following:
1. Polyvinyl chloride and fittings solid wall:
a. 4 through 15 inches: Type PSM, Follow ASTM D3034, SDR 35.
b. 18 through 27-inches: Type PSM. Follow ASTM F-679
c. Follow SWS 8.3.0 and 8.10.0.
d. Integral bell type flexible elastomeric joints.

B. Bulkhead and Plug: Follow SWS 3.2.25.

C. Structures:
1. Manholes:
a. Follow SWS 3.5.0. and SWS 8.39.0.
b. Follow ASTM C478.
c. If not shown on Drawings: 48-inch inside diameter (minimum) with eccentric cones.
2. Steps:
a. Follow SWS 3.5.4.(g).
b. Do not locate over pipe penetrating manhole wall. Follow SWS Drawing File No. 13.
3. Frame: Follow SWS Drawing File No. 14A approximate weight 385 pounds.
a. Neenah R-1550.
4. Cover: Type “B” self-sealing, concealed pick hole, no vents.
5. Manhole frame/chimney rubber seal shall follow ASTM C923 and one of the following (not required with Cretex Pro-Ring grade adjusters) :
a. Internal/External Adaptor Seal by Adaptor, Inc.
b. Cretex External X-85.
c. Bands for sealing the sleeve against the manhole shall be fabricated of stainless-steel conforming to ASTM W240, Type 304. Screws, bolts, and nuts used on the band shall be stainless steel conforming to ASTM F593 and F594, Type 304.
d. All materials shall be installed per the manufacturer’s instructions and tested per SWS 3.5.4(1)(a).
6. Pipe to manhole connection: Follow SWS 3.5.7.
a. Flexible watertight pipe to manhole seal conforming to ASTM C923.
b. Kor-N-Seal or approved equal.

7. Frame and chimney sealants: No adhesive between frame and Cretex grade adjuster.
8. Flat decks - HS20 loading.
9. Grade adjusters for castings:
    a. Cretex Pro-Ring. Interior and exterior dimension of ring shall match top dimensions of the manhole cone section.
    b. Do not use bricks, stones, wood, or pieces thereof.
10. External joint wrap:
    a. Mac Wrap (Mar Mac Construction Products Inc.).
    b. Esky-Wrap.
    c. Cadilloc External Pipe Joint (U.P. Peninsula Rubber Company, Inc.).

D. Control (Sampling/Gauging) Manholes
1. Follow SWS 3.5.8(e) for gauging manholes.
2. Follow SWS 3.5.8(f) for sampling manholes.

E. Risers:
1. Follow SWS 3.2.26. Precast concrete.

F. Laterals:
1. Follow SWS 5.3.10 and SWS 5.3.11 and same material as main.
2. 6 inches.
3. Connection to new main: Wyes.
4. Connection to existing main: Inserta Tee.

2.02 FORCE MAIN AND PRESSURE SEWER

A. Coordinate with Director of Public Works or their Designee to determine approved products.

2.03 INCIDENTAL CONSTRUCTION

A. Follow 33 05 00 for:
1. Bedding.
2. Cover.
3. Backfill.
4. Location aids.
5. Trenchless utilities.
6. Insulation.
7. Polyethylene film.
8. Surface restoration.

PART 3 - EXECUTION

3.01 GRAVITY SANITARY SEWER INSTALLATION

A. Before starting, bulkhead and/or plug the connection to existing sewer. Leave in place until new sewer has been cleaned and accepted.

B. Follow SWS Part III.

C. Connections to existing sewers and/or manholes.
   1. Contractor shall make connection to existing sewers, force mains, and/or manholes as shown on the approved plans, in conformance with SWS 3.2.27.
   2. Contractor shall verify alignment, and grade, of existing sewers in existing manholes, and replace, or restore, flow line bench, as necessary.
   3. Connections to existing manholes shall be made in accordance with SWS 3.5.7.
      a. Field tapped holes for manhole connections shall be made by coring the manhole except connections to brick or block manholes may be made by punching out the opening. Mortar annular space between all pipes and manhole cores.
      b. Provide flexible watertight connectors in accordance with manufacturer's written instruction.

D. Set manhole frames initially to 3/8-inch to 1/2-inch below binder pavement. Adjust final rim grade to within 3/8-inch to 1/2-inch below the finish grade after completion of curb and gutter and before asphalt placement. Adjust rim with Cretex Pro-Ring grade adjusters.
   1. Final adjustment of manhole frames shall be completed in presence of Director of Public Works or their Designee prior to surface course paving. Provide Public Works Director minimum of 24-hour notice.

E. Control Manhole: Required for industrial buildings, select commercial, or as directed by Director of Public Works or their Designee.

F. Chimney:
   1. Height: Minimum 6 inches to maximum of 15 inches of grade adjusters.
   2. Top-frame to top-of-first-step: Maximum 31 inches.
   3. No steps in chimney.

G. Laterals. Follow SWS Part V and:
   1. 1/4-inch per foot minimum slope.
   2. Lateral locations on Drawings are tentative.
   3. Laterals shall be placed a minimum of 10 feet from an existing or proposed driveway location.
   4. Contractor shall furnish and install a marker board over the end of each lateral installed.
      a. Marker shall be a minimum of 2"x6"x12' hardwood plank, painted green,
      b. Marker shall extend a minimum of 3 feet above finish grade and to bottom of service.
   5. No laterals may be connected at or within 5 feet of a manhole.
   6. Laterals connected to in manholes via horizontal directional drilling shall be subject to requirements of visible beam lamping to identify uniformity of bore and must be air tested.
      a. Provide test tee at end of lateral.
   7. Sanitary laterals shall have a maximum depth of 13 feet at the property line, while still providing basement drainage.
   8. Unused laterals shall be eliminated by cured-in place liner, and/or capped and grouted solid at the mainline sewer.

H. Air test: Follow SWS 3.7.3.

I. Go-No-Go Test: Follow SWS 3.2.6(i)4.

J. Manhole chimney seals:
1. Prepare chimney, cone, mortar, and frame following seal manufacturer's requirements.
2. Install seals following AASHTO M198 for type B butyl rubber caulk.
3. Install FlexRib Seals with hydraulic installation tool.
4. Test all seals in Director of Public Works' or their Designee's presence following SWS 3.5.4(f)1.a.
5. Extend internal manhole seals from manhole frame to manhole corbel.

K. Use external joint wrap on all manhole joints.

L. Sanitary sewer televising:
1. All newly installed sanitary sewers, including point repairs, shall be televised prior to acceptance.
2. Follow SWS 7.1.2.
3. Televising to be performed after manhole and pipe installation is complete, including backfill and testing, but before paving.
4. Contractor shall ensure all lines are flushed and clean prior to televising.
5. Sewer spans not accepted shall be re-cleaned and re-televised.
6. Cost of cleaning and video recording shall be the responsibility of the Contractor.
7. Contractor shall install sewer plug, or bulkhead, in downstream manhole and shall remain in place throughout the cleaning and televising process, and until final acceptance by the City.
8. Televising shall only be performed by The City of Fort Atkinson Staff, or The Expediters, Inc., 400 N. Summit Drive, Oconomowoc, WI 53066. (800) 657-0879.

3.02 FORCE MAIN AND PRESSURE SEWER INSTALLATION

A. Coordinate with Director of Public Works or their Designee.

3.03 INCIDENTAL CONSTRUCTION

A. Follow 33 05 00 for:
1. Connecting dissimilar pipe materials.
2. Excavation in pavement.
3. Bedding.
4. Cover.
5. Backfill.
6. Location aids.
7. Insulation.
8. Polyethylene film.
9. Excess excavated material.
10. Surface Restoration.

3.04 SANITARY SEWER ABANDONMENT

A. Sewer main 15" diameter or larger that have not been removed.
1. Description: Abandon and plug a segment of existing sanitary sewer main by bulkheading and filling with cellular concrete.
2. Materials:

a. Bulkhead: Brick or concrete masonry, or any Director of Public Works or their Designee approved commercial grade concrete.
b. Cellular concrete: Follow SWS 8.35.5 with minimum 500 psi compressive strength.

3. Construction:
a. Do not proceed until ordered by Director of Public Works or their Designee.
b. Abandon sewer at locations designated in the plan or as directed by Director of Public Works or their Designee.
c. Bulkhead and fill the abandoned sewer pipe with cellular concrete.
d. If the sewer cannot be filled from existing manholes, tap the sewer where necessary and fill from these locations.

B. Sewer main less than 15" diameter that have not been removed.
1. Description: Abandon and plug a segment of existing sanitary sewer main by bulkheading each end.
2. Materials:
a. Bulkhead: Brick or concrete masonry, or any Director of Public Works or their Designee approved commercial grade concrete.
3. Construction:
a. Do not proceed until ordered by Director of Public Works or their Designee.
b. Abandon sewer at locations designated in the plan or as directed by Director of Public Works or their Designee.
c. Bulkhead sewer pipe at each end.

C. Manhole
1. Description: Abandon sanitary sewer manholes as shown in the Drawings or as designated by Director of Public Works or their Designee.
2. Materials: Follow 02 41 19 paragraph 3.06.
3. Construction: Follow 02 41 19.

D. Sewage force main.
1. Description: Abandon and plug a segment of existing force main by "cutting it off" from the system. The work also includes securely capping or plugging the cut end of the main.
2. Materials: Concrete plug or restrained plug.
3. Construction:
a. Prior to proceeding with the cut-off, notify the Director of Public Works or their Designee.
b. When authorized to proceed, isolate and shut-off the existing force main.
c. Cut of the force main at the location designated for abandonment.
d. Install a concrete pipe plug or restrained plug in the end of the existing main which is to be abandoned.

END OF SECTION

SECTION 33 40 00

STORM DRAINAGE

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Storm sewer and storm water facility mains, maintenance, and collection appurtenances.

B. Underdrains.

1.02 RELATED SECTIONS

A. 33 05 00 - Common Work Results for Utilities.

1.03 REFERENCES

A. American Society for Testing and Materials (ASTM):
1. ASTM C76 - Standard Specification for Reinforced concrete Culvert Storm Drain, and Sewer Pipe.
2. ASTM C361 - Standard Specifications for Reinforced Concrete Low-Head Pressure Pipe.
3. ASTM C443 - Standard Specification for Joints for Concrete Pipe and Manholes, Using Rubber Gaskets.
4. ASTM C478 - Standard Specification for Precast Reinforced Concrete Manhole Sections.
5. ASTM C497 - Standard Test Methods for Concrete Pipe, Manhole Sections, or Tile.
6. ASTM C506 - Standard Specification for Reinforced Concrete Arch Culvert, Storm Drain and Sewer Pipe.
7. ASTM C507 - Standard Specification for Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe.
8. ASTM C698 - Standard Test Methods for Laboratory Compaction Characteristics of Soil using Standard Effort.
9. ASTM A760 - Standard Specification for Corrugated Steel Pipe, Metallic Coated for Sewers, and Drains.
10. ASTM D2321 - Standard Practice for Underground Installation of Thermoplastic Pipe for Sewers and Other Gravity Flow Applications.

B. American Association of State Highway and Transportation Officials (AASHTO):
1. AASHTO M252 - Standard Specification for Corrugated Polyethylene Drainage Pipe.
2. AASHTO M294 - Standard Specification for Corrugated Polyethylene Pipe, 300- to 1500- mm (12- to 60-in.) Diameter.
3. AASHTO Section 30 - Standard Specification for Highway Bridges, Division II, Section 30, Thermoplastic Pipe.
4. AASHTO M36 - Standard Specification for Corrugated Steel Pipe, Metallic-Coated for Sewers, and Drains.

C. United States Department of the Interior - Bureau of Reclamation. Standard Specifications for Reinforced Concrete Pressure Pipe.

D. American Water works Association (AWWA):
1. AWWA C900 - Polyvinyl Chloride (PVC) Pressure Pipe and Fabricated fittings 4 In. Through 12 In. for Water Distribution.
2. AWWA C905 - Polyvinyl Chloride (PVC) Pressure Pipe and Fabricated fittings 14 In. Through 48 In.

PART 2 - PRODUCTS

2.01 STORM SEWER

A. Main lines:
1. Concrete pipe.
a. Joints: Rubber-gasket following SWS 3.2.11.
b. Reinforced concrete pipe (RCP): Follow ASTM C76 and SWS 8.6.0.
c. Where shown on Drawings.
2. High density polyethylene (HDPE):
a. Follow AASHTO M252 and M294 Type S. Class III-A.
b. Joints:
1) Follow AASHTO requirements for water tightness.
2) Reinforced integral bell and gasketed spigot pipe end.
3) Double bell couplings.
c. Smooth interior.
d. Dual wall.
e. Advanced Drainage System, Inc. N-12 Dual Wall Pipe or approved equal.

B. Structures:
1. Manholes:
a. Follow SWS 3.5.0 and SWS 8.39.0.
b. Follow ASTM C478.
c. If not shown on Drawings: 48-inch inside diameter (minimum).
2. Manhole joints:
a. Rubber O-ring gasket.
b. Two continuous rings of butyl rubber sealant.
1) EZ-Stik.
2) Kent Seal.
3) Approved equal.
3. Catch basin:
a. Follow SWS 3.6.0 for precast. 2’ x 3’.
4. Steps:
a. Plastic steps shall be provided in accordance with SWS 3.5.4(g).
b. Manholes and catch basins less than 4 feet do not require steps.
5. Catch basin frame and cover: Neenah R-3246 with Type C grate or approved equal.
6. Manhole frame and cover: Neenah R-1550 with Type “B” self-sealing, concealed pick hole, no vents.
7. Low profile frame and cover: Neenah R-1689 with Type “B” self-sealing, concealed pick hole, no vents.
8. Beehive inlet frame and grate: Neenah R-2560-D3.
9. Concrete block: Follow State Specifications 519.2.2 (salt resistant pink block).
10. Inlet and catch basin mortar: Follow State Specifications 519.2.3.
11. Pipe to manhole connection: SWS 3.5.7 and mortared only.

12. Grade adjusters for castings:
    a. Cretex Pro-Ring. Interior and exterior dimension of ring shall match dimensions of the manhole cone section or catch basin.
    b. Do not use bricks, stones, wood, or pieces thereof.
    c. Adhesive/sealant: per Cretex requirements.
13. Flat decks:
    a. HS20 design loading.
    b. Offset opening.
    c. City approval required.

C. Apron endwalls: Follow State Specifications 520 through 525 for apron endwalls and same material as pipe.

D. Pipe grates: Follow SWS 8.16.0. All pipe inlet and outlet sections greater than 18-inches.
1. Grate shall be hinged on top and locked.
2. Vertical on inlets.
3. Horizontal on outlets.
4. 6-inch bar spacing.
5. Padlock with two keys. Master Lock or approved equal.

E. Culvert pipe:
1. Concrete pipe.
    a. Joints: Rubber-gasket following SWS 3.2.11.
    b. Reinforced concrete pipe (RCP): Follow ASTM C76 and SWS 8.6.0.
    c. Reinforced concrete horizontal elliptical pipe: Follow ASTM C507 and SWS 8.6.0.
    d. Where shown on Drawings.
2. Other material approved by Director of Public Works or their Designee.

2.02 UNDERDRAINS

A. Follow State Specifications 612.

2.03 SUMP MANIFOLD

A. Pipe. If not shown on Drawings, use one type from following:
1. Polyvinyl chloride and fittings solid wall:
    a. 4 through 15 inches: Type PSM. Follow ASTM D3034, SDR 35.
    b. Follow SWS 8.3.0 and 8.10.0.
    c. Cleanout frost sleeve: Schedule 40 PVC with Sioux Chief Model 850-4T adjustable access cover set with screw connection. Cast iron. Large model.

B. Sump laterals:
1. Follow SWS 5.3.10 and SWS 5.3.11 and same material as manifold.
2. 4 inches.
3. Connection to manifold: Wyes.
4. Adapt sump lateral to existing sump with PVC reducer and transition coupling for a watertight seal.

C. Drain basin:
1. Nyloplast light duty drain basin or approved equal.
2. 12 inches.
3. 12-inch solid drop-in grate.

2.04 INCIDENTAL CONSTRUCTION

A. Follow 33 05 00 for:
1. Bedding.
2. Cover.
3. Backfill.
4. Location aids.
5. Insulation.
6. Polyethylene film.
7. Surface restoration.

PART 3 - EXECUTION

3.01 STORM SEWER INSTALLATION

A. Follow SWS Part III.

B. Manhole depths shown on the approved plans are approximate.
1. Final rim grades shall be adjusted within 3/8 to 1/2-inch below the existing and proposed pavement grades after the curb and gutter is completed.
2. Manholes shall be initially set to 3/8 to 1/2-inch below binder pavement grade.
3. Neenah R-1979 series adjusting rings shall be used to adjust manhole rims from binder grade to within 3/8 to 1/2-inch below surface pavement grade.
4. Wood shims are not permitted.

C. Cretex Pro-Ring adjustment rings: 6-inch minimum to 15-inch maximum adjusting rings furnished for each manhole. Do not bond to frame.

D. Manhole frame: center on top of cone section.

E. Catch basins.
1. Dual catch basins shall be installed with 10-foot separation and a summit between structures.
2. Install initially to match binder pavement grade, leaving out a 5-foot section of curb on each side of the basin and the entire curb between dual inlets.
a. Provide temporary asphalt flume to direct runoff into catch basin.
b. Adjust to match surface grade at final pavement placement, flume removed, and granular backfill shall be compacted in 6-inch lifts or thoroughly flushed.
c. CLSM (slurry) may be used in place of compacted or flushed granular backfill.
d. Provide new concrete curb and gutter.

F. Before testing, repair or replace piping, valves, fittings, structures, or other parts of system which have visible defects or leakage even if leakage or pressure loss may be below allowable limits.

G. Go-No-Go Test: Follow SWS 3.2.6(i)4.

H. Storm sewer stubs: Bulkhead following SWS 3.2.25(a).

I. Storm sewer televising:
1. All newly installed storm sewers shall be televised prior to acceptance.
2. Follow SWS 7.1.2.
2. Televising to be performed after manhole and pipe installation is complete, including benches, backfill, and testing, but before paving.
3. Contractor shall ensure all lines are flushed and clean prior to televising.
5. Use self-propelled crawler camera with pan-tilt capability.
4. Sewer spans not accepted shall be re-cleaned and re-televised.
5. Cost of cleaning and video recording shall be the responsibility of the Contractor.
6. Contractor shall install sewer plug, or bulkhead, in downstream manhole and shall remain in place throughout the cleaning and televising process, and until final acceptance by the City.
7. Televising shall only be performed by The City of Fort Atkinson Staff, or The Expediters, Inc., 400 N. Summit Drive, Oconomowoc, WI 53066. (800) 657-0879.

3.02 UNDERDRAIN INSTALLATION

A. Follow State Specifications 612.

3.03 SUMP MANIFOLD INSTALLATION:

A. As shown on drawings and:
1. Pitch to inlet or manhole.
2. Bed and cover PVC following SWS 3.2.6.i.
3. Provide cleanouts.

3.04 INCIDENTAL CONSTRUCTION

A. Follow 33 05 00 for:
1. Connecting dissimilar pipe materials.
2. Excavation in pavement.
3. Bedding.
4. Cover.
5. Backfill.
6. Location aids.
7. Insulation.
8. Polyethylene film.
9. Excess excavated material.
10. Surface restoration.

3.05 STORM SEWER ABANDONMENT

A. Sewer main.
1. Description: Abandon and plug a segment of existing storm sewer main by bulkheading and filling with cellular concrete.
2. Materials:
a. Bulkhead: Brick or concrete masonry, or any Director of Public Works or their Designee approved commercial grade concrete.
b. Cellular concrete: Follow SWS 8.35.5 with minimum 500 psi compressive strength.

3. Construction:
   a. Do not proceed until ordered by Director of Public Works or their Designee.
   b. Abandon sewer at locations designated in the plan or as directed by Director of Public Works or their Designee.
   c. Bulkhead and fill the abandoned sewer pipe with cellular concrete.
   d. If the sewer cannot be completely filled from existing manholes, tap the sewer where necessary and fill from these locations.

B. Manhole.
1. Description: Abandon storm sewer manholes as shown in the Drawings or as designated by Director of Public Works or their Designee.
2. Materials: Follow 02 41 19 paragraph 3.06.
3. Construction: Follow 02 41 19.

C. Inlets.
1. Description: Storm sewer inlets to be abandoned shall be removed completely and backfilled with granular material.
2. Materials: Follow 02 41 19 paragraph 3.04.
3. Construction: Remove completely.

END OF SECTION

SECTION 34 71 00

ROADWAY CONSTRUCTION

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Earthwork.

B. Base course.

C. Pavement and surface course.

D. Incidental construction:
1. Curb and gutter.
2. Sidewalks.
3. Curb ramps.
4. Drive approaches, and driveways.
5. Pavement sawing.
6. Traffic control.
7. Restoration.

1.02 RELATED SECTIONS

A. 01 22 00 - Unit Prices.

B. 01 43 26 - Inspection and Testing Agency Qualifications.

C. 31 22 00 - Grading.

D. 31 32 19 - Geogrid for Soil Stabilization.

1.03 REFERENCES

A. ASTM D698 - Standard Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort.

B. American Association of State Highway and Transportation Officials (AASHTO):
1. AASHTO T22 - Standard Method for Compressive Strength of Cylindrical Concrete Specimens.
2. AASHTO T23 - Standard Method of Test for Making and Curing Concrete Test Specimens in the Field.
3. AASHTO T52 - Standard method of Test for Air Content of Freshly Mixed Concrete by the Pressure Method.

1.05 REGULATORY REQUIREMENTS

A. Pay for local, county or state permits for Work on rights-of-way. Damage to pavements and to all property, public and private, due to this Work shall be repaired to same condition before construction by Contractor.

1.06 QUALITY MANAGEMENT PROGRAM

A. As a condition of acceptance, arrange, conduct, and pay for tests necessary to demonstrate satisfactory compliance with Contract Documents. Adjust at the plant necessary to meet requirements of Specifications including the instructions.

B. Lab testing:
1. Test material from the plant at least once a day. Supply test results to Director of Public Works or their Designee within 4 hours of start of production.
2. Meet the following parameters:
a. Air voids (Va): Follow State Specifications 460.2.8.3.1.6 and follow State Specification - Additional Special Provision 460.2.1 issued under ASP-6.
b. Voids in the mineral aggregate (VMA): Follow State Specifications Table 460-1.
c. Gradations: Job mix formula (JMF): Follow Paragraph 1 of State Specification - Additional Special Provision 460.2.8.2.1.5 issued under ASP-6.

C. Density testing:
1. Take a minimum one test per location per layer per day and one test during first 40 tons and additional tests per 100 tons asphalt.
a. Use nuclear method.
b. Targets specified hereinafter.
2. Locations will be at Director of Public Works' or their Designee's request.

D. Results and reports:
1. Make field adjustments to keep material within specified tolerances. If test results fall out of tolerance, increase testing frequency until material is within specification.
2. Submit test reports within 48 hours to Director of Public Works or their Designee.

PART 2 - PRODUCTS

2.01 EMBANKMENTS

A. Follow State Specifications 207. Do not use logs, stumps, brush, perishable material, frozen material, or humus-bearing materials. No large stones or lumps within 24 inches of the surface within a one-to-one slope distance of the edge of shoulder.

2.02 EXCAVATION BELOW SUBGRADE (EBS) BACKFILL

A. Breaker run: State Specification 311, maximum particle size three inches.

B. Pulverized asphaltic pavement with 100 percent passing a 1-1/4-inch sieve.
1. Breaker run after all excess pulverized material has been used.

C. Geotextile subgrade stabilization material: Follow 31 32 19.

2.03 BASE COURSE AND CRUSHED AGGREGATE SHOULDERS

A. Follow State Specifications 305.

B. Roadway and shoulders:
1. 1-1/4-inch crushed limestone.
2. Pulverized asphaltic pavement with 100 percent passing a 1-1/4-inch sieve.

C. Curb and gutter:
1. 1-1/4-inch crushed limestone.
2. Pulverized asphaltic pavement with 100 percent passing a 1-1/4-inch sieve.

D. Drive approach, concrete pad, sidewalk, and shoulders: 3/4-inch crushed limestone.

E. Reclaimed asphaltic pavement: Follow State Specifications 305.2.2.2.

2.04 ASPHALTIC CONCRETE (HMA) PAVEMENT

A. Asphaltic pavements shall conform to State Specifications 460.2.7, and the following:

Street Classification	Binder	Surface
Residential	3 LT 58-28 S	5 LT 58-28 H
Collector Streets	3 LT 58-28 S	5 LT 58-28 H
Arterial and Industrial Streets	3 HT 58-28 S	4 HT 58-28 S

. Tack coat: Follow State Specification 455.2.5 asphaltic material CSS-1h.

2.05 INCIDENTAL CONSTRUCTION

A. Concrete curb and gutter:
1. Follow State Specifications 601.
2. Do not add calcium chloride.

B. Concrete sidewalks, and ramps:
1. Follow State Specifications 602.2.
2. Do not add calcium chloride.

C. Curb ramps.
1. Detectable warning field color: Unpainted.
2. Follow State Specifications 602.2. Neenah R-4984.

D. Drive approaches, and driveways.
1. Concrete:
   a. Follow State Specifications 501.
   b. Do not add calcium chloride.

E. Pavement marking: Follow State Specifications 646 and:
1. Epoxy.
2. Glass beads: Follow State Specifications 646.2.3.

F. Traffic Control: Follow State Specifications 643.

G. Restoration: Follow 32 90 00.

2.06 SOURCE QUALITY CONTROL

A. Asphaltic paving materials scale: Follow State Specification 450.3.1.1.1.

B. Concrete paving materials scale: Follow State Specification 501.3.4.5.2.

C. Base course materials scale: Follow State Specifications 109.1.4.

PART 3 - EXECUTION

3.01 EARTHWORK

A. Follow 31 22 00.

B. Roadway and drainage excavation. Follow State Specifications 205.3 for:
1. Common excavation.
2. Excavation below subgrade.
3. Overhaul: No allowance for overhaul.

C. Embankment: Follow State Specifications 207.3.
1. Maximum layer thickness: 8 inches.
2. Compaction: Special.
   a. 95 percent of maximum density determined by ASTM D698 (Standard Proctor).
   b. Also allow Director of Public Works or their Designee to inspect prepared subgrade and to witness proof roll test by fully loaded dump truck. Reconstruct where deflection is greater than 1/2-inch.

D. Preparation of roadway foundation: Follow State Specifications 211.3.

3.02 BASE COURSE AND CRUSHED AGGREGATE SHOULDERS

A. Crushed aggregate base course: Follow State Specifications 301 and 305.
1. Compaction: Special.
   a. 95 percent of maximum density determined by ASTM D698 (Standard Proctor).
   b. Also allow Director of Public Works or their Designee to inspect prepared subgrade and to witness proof roll test by fully loaded dump truck. Reconstruct where deflection is greater than 1/2-inch.
2. Allowable deviation from design grade: 1/2-inch.
3. Utility structures: Refer to Division 33 Utilities.
4. Layer thickness:
   a. Roadway and shoulders: 10-inches minimum or pavement design, whichever is thicker.
   b. Curb and gutter: 6-inches.
   c. Drive approach, concrete pad, sidewalk, and shoulders: 6-inches.

3.03 PAVEMENT PULVERIZING SHAPING AND GRADING

A. Follow State Specification 325 and:
1. Remove and stockpile excess pulverized materials to Owner approved location.
2. At completion of each working day, ramp ends of pulverized material flush to adjacent pavement for all traffic lanes.

3. Excavate and remove topsoil and unstable subgrade materials and replace with on-Site sound material.
4. Grade, shape, and compact pulverized materials.
5. Redistribute materials as needed within project to fill areas with insufficient materials, low areas, and settled utility trenches.
6. Move excess material to other areas within the project.
7. Use new crushed stone base material only when existing materials are depleted, and Director of Public Works or their Designee approves.
8. Allow Director of Public Works or their Designee to inspect new base course before paving.
9. Allowable deviation from design grade: 1/2-inch.
10. Utility structures: Set to finish course elevation.
11. Compaction: Standard compaction.
    a. Allow Director of Public Works or their Designee to inspect prepared base course and to witness proof roll test by a fully loaded dump truck. Reconstruct where deflection is greater than1/2-inch.
12. Depth: Full depth of existing asphalt pavement and existing base material.

B. Abutting existing pavement:
1. Provide full depth saw cut at match lines.
2. Provide butt joint at locations specified in field. Anticipate 25 feet length.
3. Pulverize existing pavement within construction limits.
4. Stockpile pulverized materials at location secured by Contractor.
5. Over-excavate, remove, and dispose of earth material over butt joint length.
6. Taper thickness of removed materials from 4 inches at match line to 0 inches at opposite end of butt joint.
7. Re-spread pulverized materials over excavated area.
8. Remove sufficient material to maintain minimum pavement and base thickness as specified herein at saw cut.

3.04 PAVEMENT MILLING

A. Follow State Specification 330 except:
1. Remove milled materials.
2. At completion of each working day, ramp ends of milled material flush to adjacent pavement for all traffic lanes.
3. Allow Director of Public Works or their Designee to inspect before paving overlay.
4. Utility structures: Set to finish course elevation.

B. Abutting existing pavement:
1. Provide full depth saw cut at match lines.
2. Provide butt joint at locations specified in field. Anticipate 25-foot length.
3. Mill existing pavement within construction limits.

3.05 EXCAVATED MATERIAL

A. Remove surplus excavated material from Site. Surplus excavated material for which Owner does not designate a disposal Site shall be disposed at Contractor's cost. See submittal requirements for each disposal Site utilized. After delivery to the designated location, such material shall be graded level by Contractor.

3.06 PAVEMENT AND SURFACE COURSES

A. Tack coat: Follow State Specification 455.3.2.
   1. Apply between each layer of asphaltic concrete.
   2. Allow to cure before paving.

B. Mill butt joints: Mill and dispose of 1-1/2 inches of existing pavement at locations shown. Minimum width three feet.

C. Asphaltic concrete pavement: Follow State Specifications 450 and 460.
   1. Do not use 460.2.8.3 Department Testing.
   2. Maximum variations:
      a. 1/8-inch across a 5 feet straight edge.
      b. Thickness: Within 1/4-inch of design.
      c. Finish elevation: Within 1/4-inch of design.
   3. Temperatures:
      a. Asphaltic concrete at placement: Between 265- and 330-degrees Fahrenheit.
      b. Subgrade: Above 32 degrees Fahrenheit for a minimum of 24 hours prior to placement.
      c. Air temperature: Follow State Specifications 450.3.2.1.2.3.
         1) Cold weather paving plan will not be accepted.
   4. Layer thickness:
      a. Binder: 2.25 inches minimum or pavement design, whichever is thicker.
      b. Surface: 1.75 inches minimum or pavement design, whichever is thicker.
   5. Compaction: Follow State Specifications 460.3.3 Maximum Density Method and follow Paragraph 1 of State Specification - Additional Special Provision 460.3.3.1 issued under ASP-6, except minimum density shall not be less than:
      a. 93 percent for binder courses.
      b. 93 percent for surface courses.
   6. Saw cut, excavate, and remove unstable binder course, base course, and subgrade materials. Replace removed materials. Clean binder pavement by sweeping or flushing before applying surface pavement.
   7. Allow Director of Public Works or their Designee to inspect binder course before applying surface course.
   8. Joints: All longitudinal joints shall be hot seams.

3.07 INCIDENTAL CONSTRUCTION

A. Concrete curb and gutter: Follow State Specification 601.3.
   1. Joints.
      a. Construct expansion joints at:
         1) 3 feet from inlets or catch basins.
         2) End of curves.
         3) 150 feet maximum intervals.
      b. Construct contraction joints at 10 feet spacing.
         1) Minimum spacing: 6 feet.
         2) Maximum spacing: 20 feet.
         3) Match abutting concrete joints.
         4) Depth: Minimum 2 inches.
   2. Curing:
      a. Apply impervious coating within one hour of placement.
      b. Coat all sides of curb including exposed surface after forms removed.

c. Apply two coats in perpendicular directions.

3. Spot replacement of curb and gutter:
   a. Provide 2 No. 4 epoxy coated bars, 2 feet in length, in pan of existing curb and gutter.

B. Sidewalks: Follow State Specifications 602.3.
1. Joints.
   a. Provide expansion joints abutting existing construction and structures with 1/2-inch expansion joint filler.
   b. Provide contraction joints at spacing equal to width of walk and:
      1) Minimum 3 feet.
      2) Maximum 12 feet.
      3) Depth: Minimum 1-inch.
      4) Width: Approximately 1/8-inch.
2. Curb ramps: Follow State Specifications 602.3.
   a. Detectable warning fields shall be constructed at all curb ramps, sidewalk street crossings, and multi-use trail street crossings.
3. Curing:
   a. Follow State Specifications 415.3.12.
   b. Apply impervious coating within one hour of placement.
   c. Coat all sides of sidewalk including exposed surface after forms removed.
   d. Apply two coats in perpendicular directions.

C. Concrete drive approaches: Follow State Specifications 415.
1. No driveway shall be constructed within 5 feet if the nearest lot line, and/or within 10 feet of a sanitary sewer lateral, water service, or fire hydrant.
2. Joints.
   a. Expansion Joints abutting curb or walk: Use 1/2-inch expansion joint filler.
   b. Contraction Joints: Locate at midpoint of drive, perpendicular to curb.
      1) Minimum spacing 6 feet.
      2) Maximum spacing 12 feet.
3. Curing.
   a. Follow State Specifications 415.3.12.
   b. Apply impervious coating within one hour of placement.
   c. Coat all sides of concrete drive approach including exposed surface after forms removed.
   d. Apply two coats in perpendicular directions.

D. Pavement sawing. Follow State Specifications 690.3. Cut depth: Full pavement thickness.

E. Pavement marking: Follow State Specifications 646.3.
1. Apply same day on pavements open to traffic: State Specifications 646.3.1.
2. Pavement surface temperature:
   a. Epoxy: Above 50 degrees Fahrenheit.
3. Provide clean pavement to ensure proper bonding.

F. Traffic control: Follow State Specification 643.3.
1. Warning lights: Type A.

G. Restoration: Follow 32 90 00.

END OF SECTION

APPENDICES

APPENDIX A – MULTI-USE TRAIL STANDARDS

MULTI-USE TRAIL STANDARDS

PURPOSE

The City of Fort Atkinson may require the installation and connection of multi-use trails throughout the community. These standards are meant as a guide for consistent design and construction, the protection and safety of general public, the mitigation of conflicts between path users and neighboring private property owners, and the reduction of long-term maintenance costs.

GENERAL RULES

- Owner/Developer shall be responsible for the cost of design and installation of any required trails.
- These standards shall apply.
    - Exceptions may be granted by the Director of Public Works or their Designee.
        - Any deviation to the design pursuant to these standards shall conform with safety guidelines found in the “Guide for the Development of Bicycle Facilities” by the American Association of State Highway and Transportation Officials” (AASHTO).
- In the absence of the Director of Public Works or their Designee, a Committee of the Building Inspector, Police Chief and Fire Chief shall determine compliance with these standards.

LOCATION CRITERIA

- Multi-use trails shall connect residential areas to other residential areas, park and recreation areas, public transit locations, retail and commercial centers, and major activity centers.
- New trails should be located to connect existing trails to form an integrated system.
- Trails located immediately adjacent to roadways shall be minimized, except as directed by the Comprehensive Plan, and /or the Director of Public Works or their Designee.
- Trails adjacent to roadways shall be separated from the roadway to the maximum extent practicable.

DESIGN

Multi-use trail design shall be part of a development design and/or layout, and the trail/corridor shall conform to AASHTO Guidelines and the following City design standards.

- The trail corridor shall be a minimum 20 feet wide.
    - Accommodate a minimum 8-foot wide8-foot-wide paved surface.
    - Provide for safe passage of two-way traffic.
- A straight (non-curved) path alignment shall conform to a 2% crown slope.
- A curved path alignment shall conform to.
    - A super-elevation of 3%.
    - Minimum radii of curvature in accordance to AASHTO guidelines.
    - Transition the super-elevation of the curve to a straight route, or reverse curve with a 25-foot minimum tangent.
- Areas of reduced sight distance.
    - A double yellow line shall be used to indicate no passing and no traveling to the left of the center line.

- A yellow centerline shall be used 100 feet from an intersection.
- Permanent marking (e.g. signage, paint striping, and name plates) shall be installed with the installation of the pavement.

- Maximum lineal grade of no less the 0.5% and no more than 5%, or per the table in the AASHTO Guidelines, subject to Director of Public Works or their Designee approval.
- If site conditions prevent the opportunity to accommodate a 2 to 4% slope away from the trail to a distance of 6 feet from the path's edge of pavement, then the Director of Public Works or their Designee may grant a waiver. To grant a waiver, the following conditions must exist:
  - Extreme site conditions that prevent conformance with 11.04.8#8, and the waiver shall only apply to the section of path where the extreme site conditions exist.
  - The maximum slope allowed, from the edge of trail base, shall be 3 to 1.
  - Only in severe topographical cases shall the gradual slope be waived on both sides of the trail. In those cases, accommodations shall be made to drain the trail along the lineal length of path, and not to the edge of cross section.
  - Where down slope exists immediately adjacent to the trail, a decorative safety rail shall be installed between slope and trail, with rail design approved by Director of Public Works or their Designee.
- Maintain a minimum of 6-foot horizontal distance from trees, poles, walls, fences or other obstructions.
  - A waiver may be granted by the City if an obstruction is unavoidable, or the obstruction is necessary for the safety of general public (e.g. a guardrail, or bridge).
- Trail pavement shall accommodate a minimum of 10-foot vertical clearance from overhead wires, tree branches, structural members of underpasses, or other obstructions.
- Stream crossings, or wetlands, shall be avoided. If unavoidable, the trail corridor shall minimize disturbance of natural features.
  - Crossing at the narrowest point.
- Owner/Developer shall be responsible for obtaining any permits required by Wisconsin Department of Natural Resources (WDNR), or any other government agency.
- Sheet drainage from streams, or wetlands, across the trail's surface shall be prohibited.
  - Design shall include a bridge, or piping.
  - Shall be designed to accommodate the 10-year recurrence interval flood without raising the upstream or downstream hydraulic grade line by more than 0.001 foot.
  - WDNR permit required design.
    a) Design, and sizing, shall require the review and approval of the WDNR.
  - WDNR permit not needed.
    a) Design, and sizing, shall require review and approval of the Director of Public Works or their Designee.
- Bridge required to cross a drainage way.
  - Owner/Developer shall obtain all necessary permits.
  - Design shall be reviewed and approved by the WDNR, other government agency, or the Director of Public Works or their Designee.
  - Bridge shall have a minimum width of 10 feet.
  - Developer/Sub divider shall be responsible for cost of bridge design, materials, and installation.
- Edge of pavement shall be a minimum of 5 feet from any property line in private ownership.
- Trail shall intersect a sidewalk and street pavement at a right angle, or radial, to sidewalk or street pavement.
- All trails shall connect to a subdivision sidewalk or to street pavement.
- Trail intersections shall meet the requirements of the American with Disabilities Act (ADA), Wisconsin State Statue 66.0909, pertinent federal and state laws, and be subject to the approval of Director of Public Works or their Designee.

- The Director of Public Works or their Designee, Police Chief, and/or Fire Chief may require the design, and installation of bollards, or a gate system, at trail entrances.
  - Bollards, or gate system, shall prevent motor vehicle access to the path.
  - Retain free flow of bicycles or pedestrians.
  - Lock system shall allow emergency vehicle access.

APPENDIX B – CITY APPROVED PLANTINGS

APPROVED STREET TREE LIST

MULTI-STEM TREES ARE PROHIBITED.

SIZE	NAME	VARIETY	MATURE HEIGHT / FT.
SMALL	Crab Apple	Purple Prince	15 - 20
		Red Baron	15 - 20
		Snow Drift	15 - 20
		Velvet Pillar	15 - 20
	Japanese Tree Lilac	Ivory Silk	15 - 25
		Regent	15 - 25
		Snow Cap	15 - 25
	Dogwood	Kousa	25 - 40
	Linden	Summer Sprite	10 - 20
	Flowering Cherry	Snow Goose	15 - 25
	Service Berry	Autumn Brilliance	15 - 25
		Robin Hill	15 - 25
	Horn Beam a/k/a Iron Wood	Hop	15 - 25
		American	15 - 25
MEDIUM	Elm	Frontier	25 - 40
		New Horizon	25 - 40
	Horn Beam	European	30 - 40
	Pear	Callery	25 - 35
		Cleveland	30 - 40
	Linden	Shamrock	30 - 40
		Corinthian	30 - 40
	Choke Cherry	Amur	30 - 40
LARGE	Elm	Accolade	40 - 60
	Gingko	Autumn Gold (male only)	40 - 50
	Hackberry	Common	40 - 60
	Horse Chestnut		50 - 75
	Kentucky Coffee Tree		60 - 75
	Linden	Little Leaf	50 - 75
	Locust	Sky Line	30 - 45
	Oak	Swamp White	40 - 50
	Planetree	Bloodgood London	40 - 50

Approved list is subject to change. Contact Director of Public Works or their Designee for latest approved list.

APPROVED FLOWERING SHRUBS/FLOWERS LIST

Flowering Shrubs and Flowers	
1	Serviceberry
2	Barberry
3	Cletara
4	Dogwood
5	Compact Burning Bush
6	Hydrangea
7	Nine Bark
8	Potentilla
9	Sumac
10	Azalea
11	Wild Rose
12	Spirea
13	Lilac
14	Viburnum
15	Weigela
16	Boxwood
17	Rhosoendron
18	Holly

Approved list is subject to change. Contact Director of Public Works or their Designee for latest approved list.

APPENDIX C –STANDARD DETAILS

- Erosion Control
- Pavement
- Utility
- Landscaping

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Jedidiah Draeger, Director of Neighborhood and Building Services**

RE: **First reading of an ordinance relating to 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)**

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.

A Public Hearing was conducted during the Plan Commission meeting on April 28, 2026, where residents from the surrounding neighborhood actively participated and provided thoughtful input regarding traffic circulation, stormwater management, and pedestrian connectivity. In response to these concerns, a detailed comment-and-response document was prepared and included within the packet to comprehensively address neighborhood feedback.

At the request of City Staff, the developer engaged an independent third-party consultant, Traffic Analysis & Design, Inc. (TADI), to prepare a comprehensive Traffic Impact Study. The analysis evaluated existing traffic conditions associated with the proposed development concept and further examined potential impacts at the maximum density permitted within the requested MRH-30 zoning classification. The study concluded that even at the highest density allowed under the proposed zoning designation, the existing transportation infrastructure is capable of adequately supporting the development.

In addition to the formal public hearing process, the developer hosted a neighborhood meeting on May 6, 2026, to introduce the project team, provide additional information regarding the proposal, and facilitate an open dialogue with nearby residents. Staff found the meeting to be productive and constructive, resulting in meaningful discussion and community engagement.

Following its review of the application materials, public input, and supporting studies, the Plan Commission voted at its May 12, 2026 meeting to recommend approval of the proposed Zoning Map Amendment to the City Council.

DISCUSSION

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.

The City's Comprehensive Plan's Future Land Use Map shows the two parcels to be in the Planned Mixed Use land use category, 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.

Overall, the proposed Zoning Map Amendment is in alignment with adopted City plans and ordinances.

FINANCIAL ANALYSIS

There is no direct financial impact to the City by approving the proposed Zoning Map Amendment; however, the development of the site into new multifamily residential units will increase the overall tax base and increase tax revenue in the long term.

RECOMMENDATION

City staff recommend that the City Council perform the first reading of this ordinance and direct the City Manager to prepare the Ordinance for a second reading at the meeting on June 2, 2026.

ATTACHMENTS

1. Zoning and Conceptual Site Plan Packet 1_Redacted

2. Future Land Use Map(6.6.2023)
3. Area Map
4. Fort Atkinson Multifamily TIA 2026-04-28
5. 4.28.26 Public Hearing Concerns and Responses
6. FA Neighborhood Meeting Notice from Pre 3 5.6.26
7. Ord. ZMA 550 McMillen St.

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 BTRGMAIL GRELEEINC.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.

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 —

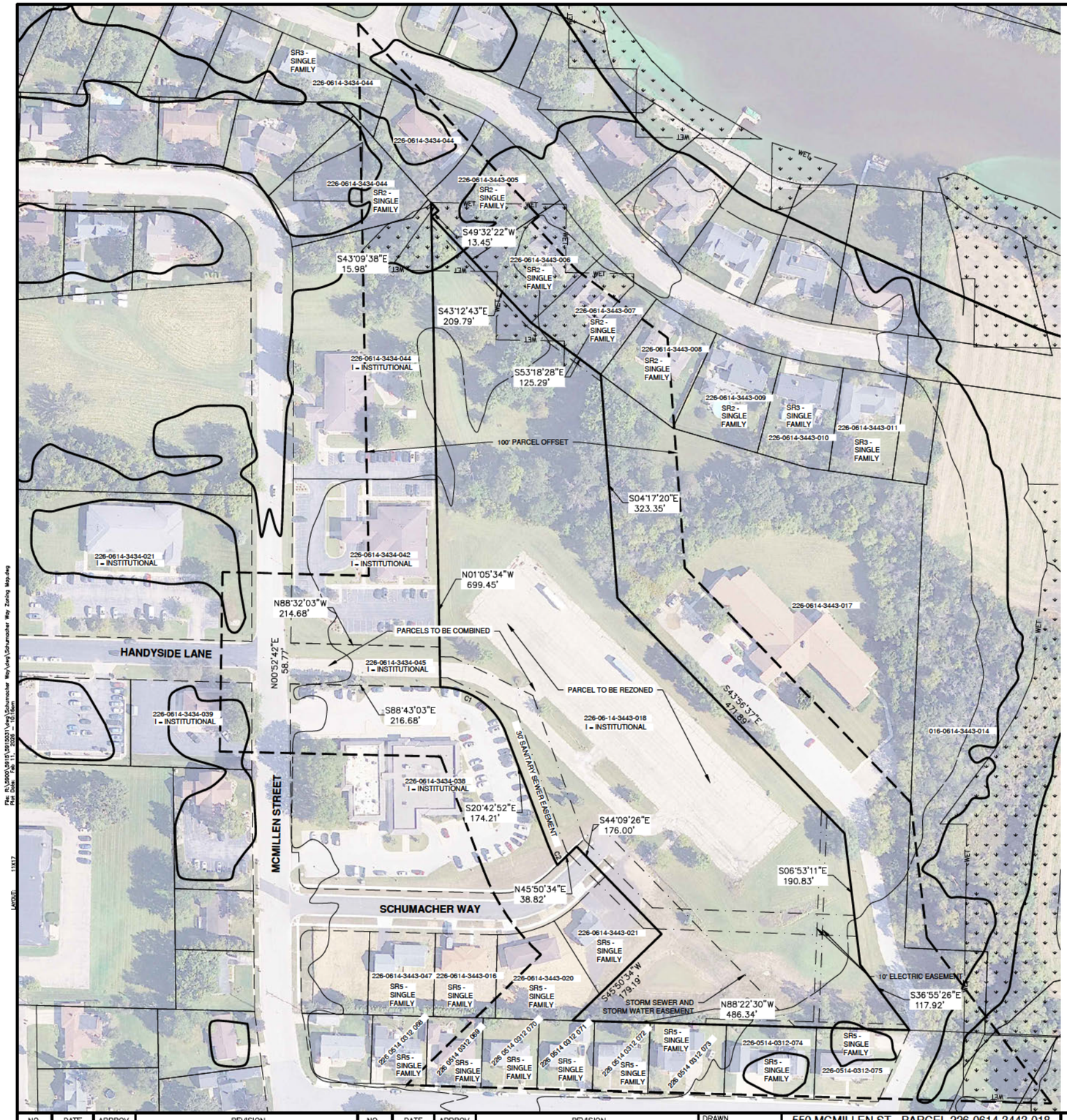
550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

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 —

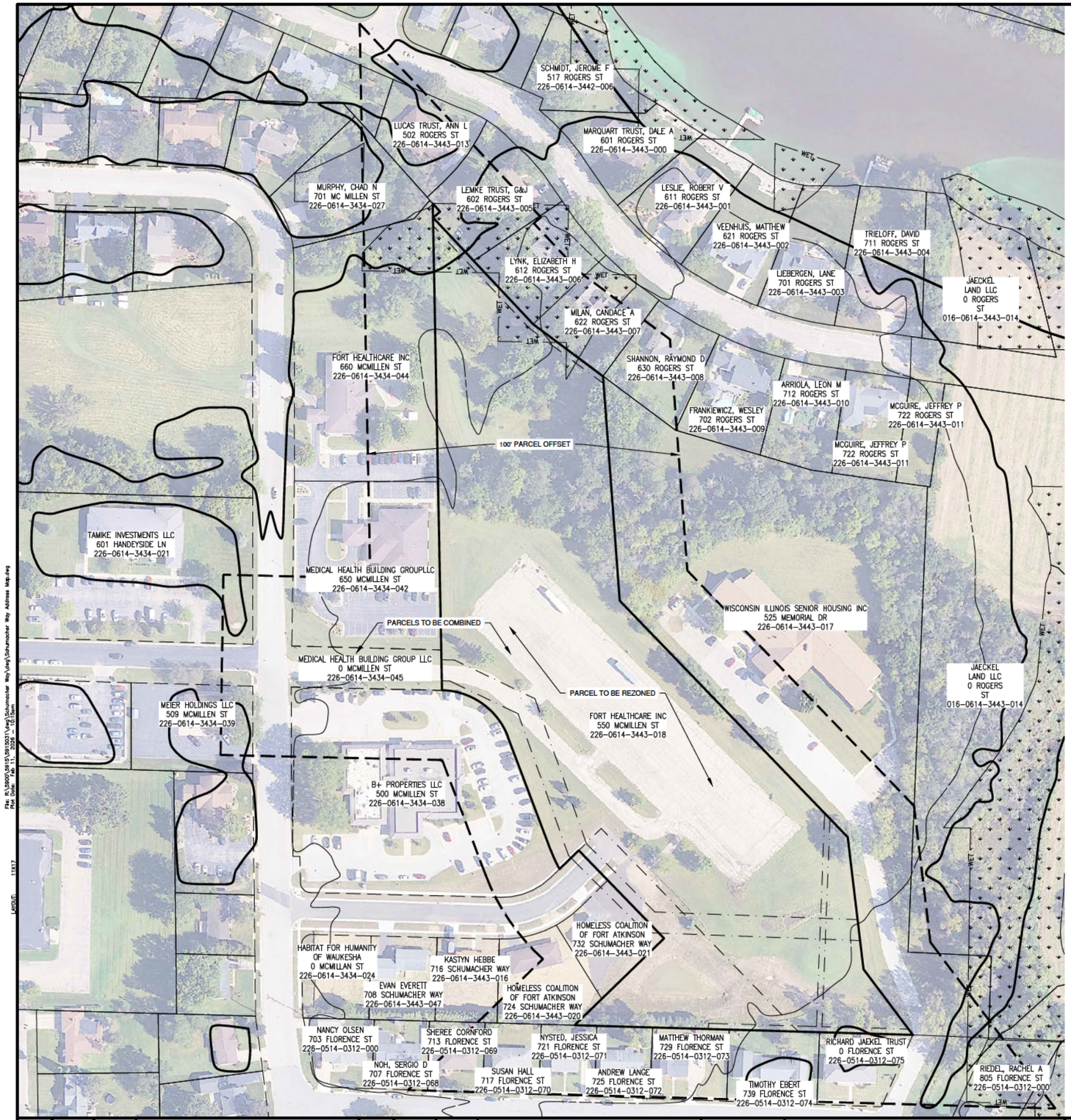
550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

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. —

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SHEET NO. 1



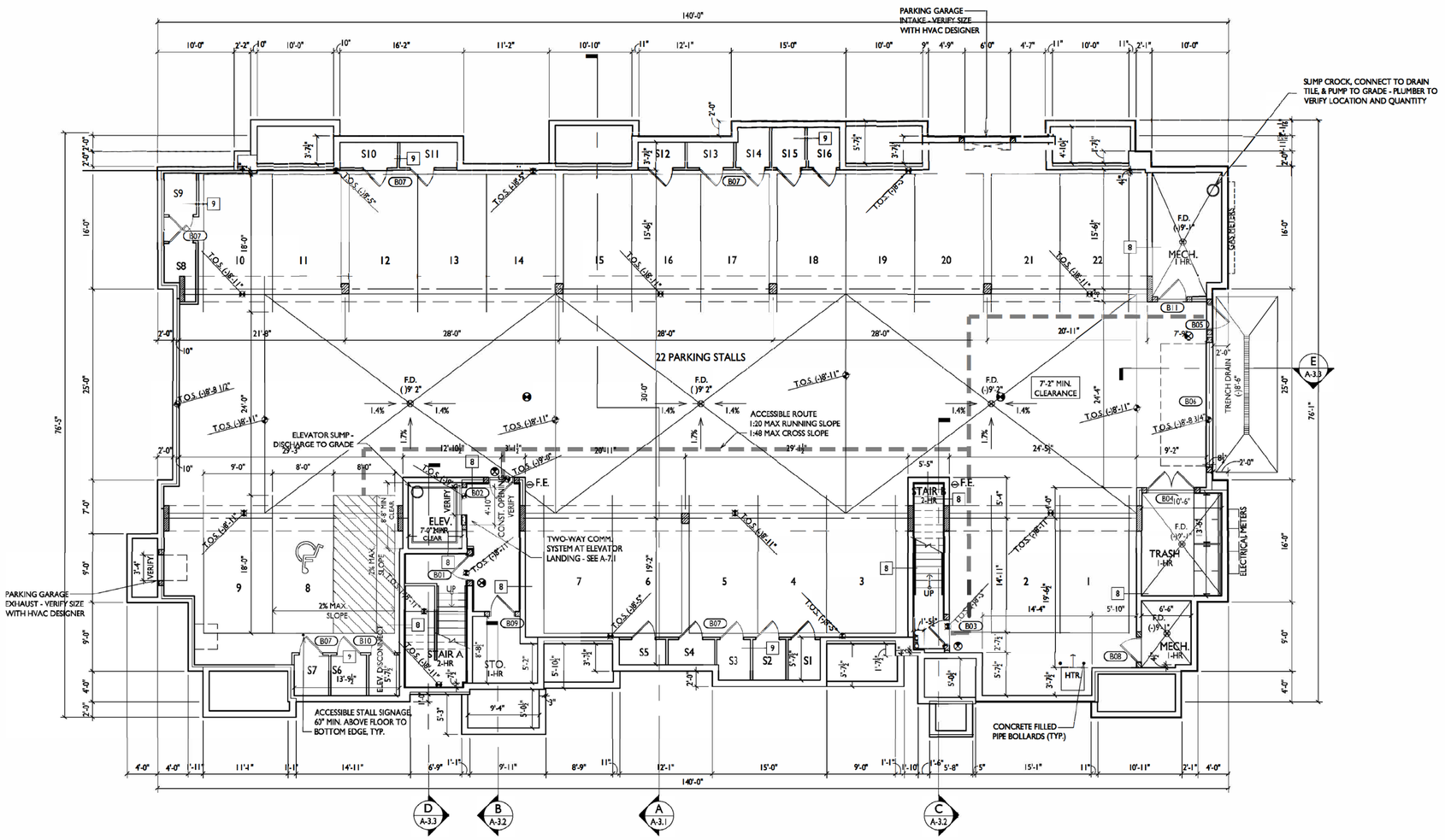
1 A-2.2 NORTH ELEVATION

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

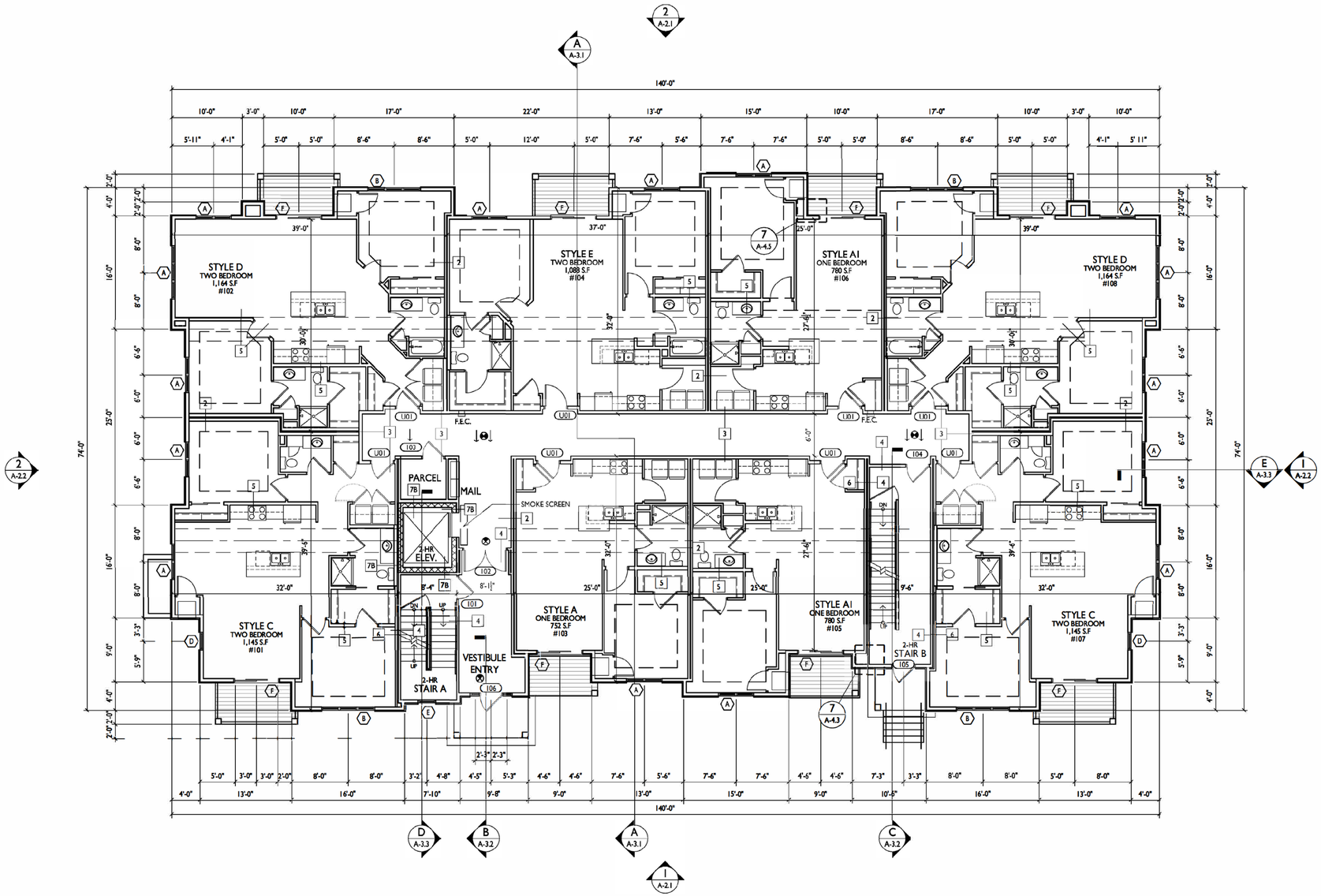
108 Whistle Street
Marshall, WI

SHEET TITLE
Basement Plan

SHEET NUMBER
A-1.0

PROJECT NO. 2002

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1 FIRST FLOOR PLAN

1/8" = 1'-0"

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Middleton, WI 53562

1/A-5.1 | 1/A-5.2

1ST FLOOR

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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

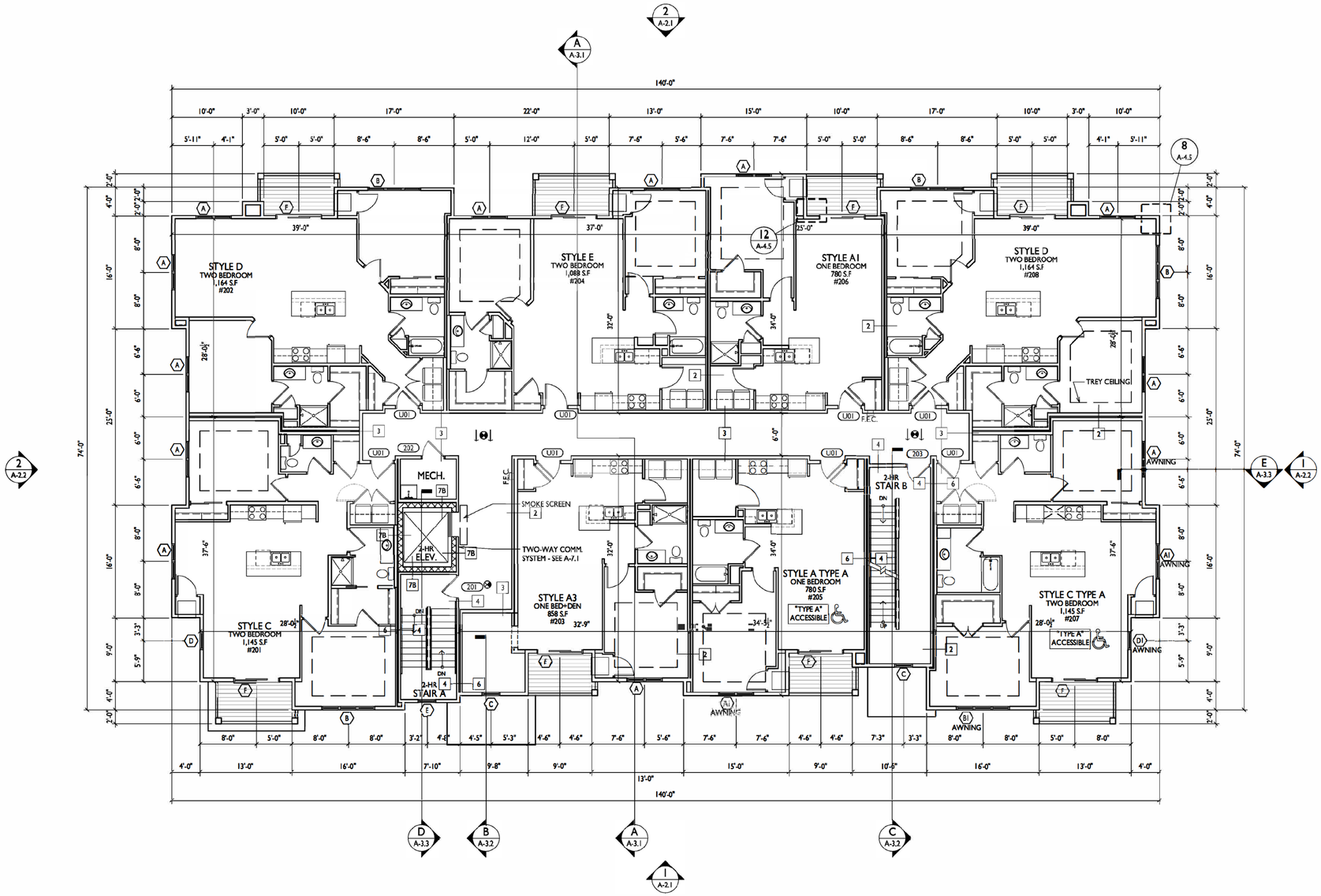
SHEET TITLE
First Floor Plan

SHEET NUMBER

A-1.1

PROJECT NO. 2002

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1 SECOND FLOOR PLAN

1/8" = 1'-0"

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Middleton, WI 53562

1/A-5.3 | 1/A-5.4

2ND FLOOR

ISSUED
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Whistling Ridge
Building #3

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Marshall, WI

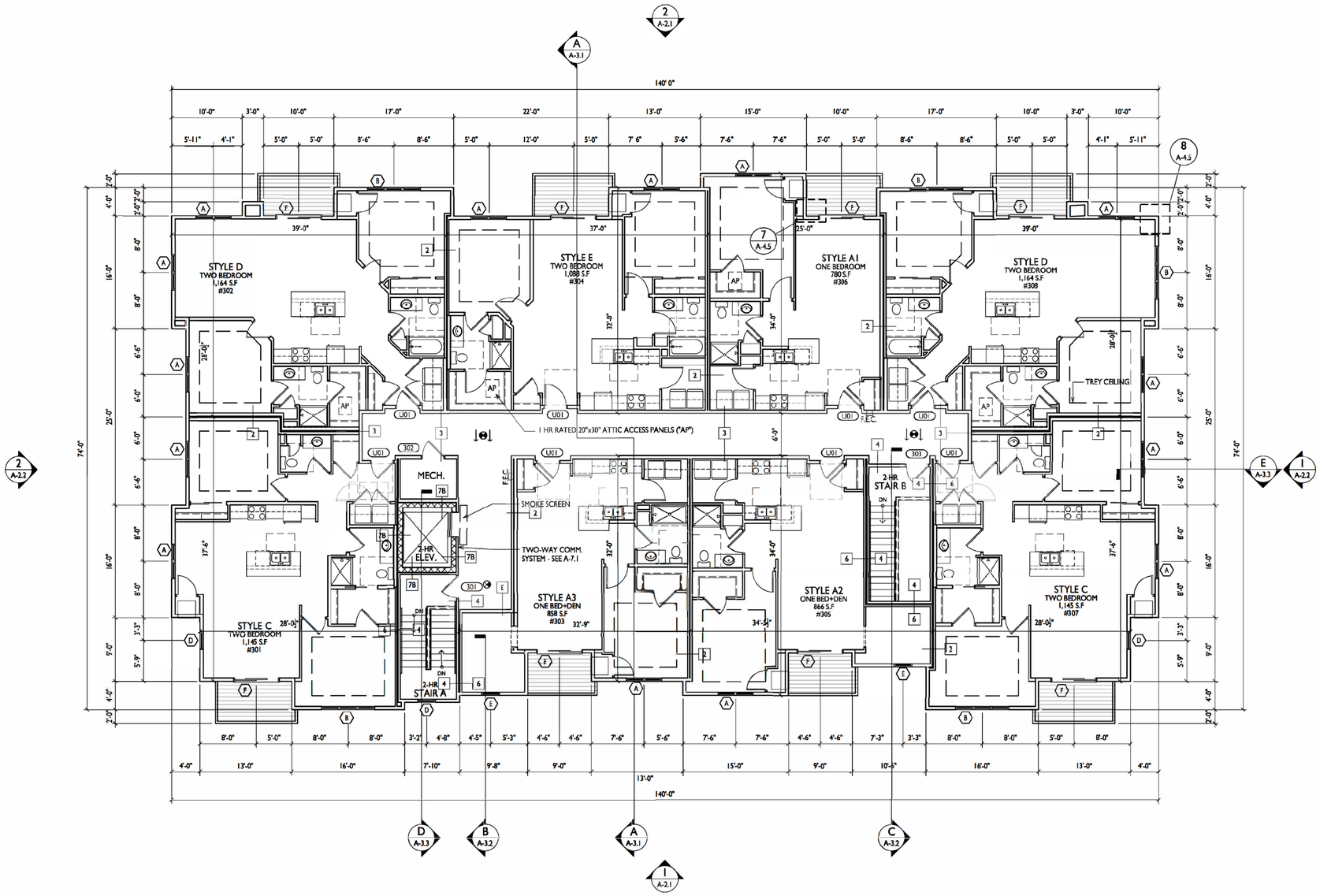
SHEET TITLE
Second Floor Plan

SHEET NUMBER

A-1.2

PROJECT NO. 2002

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1 THIRD FLOOR PLAN
A-1.3
1/8" = 1'-0"

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Middleton, WI 53562

1/A-5.5 | 1/A-5.6
3RD FLOOR

ISSUED
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PROJECT TITLE
Whistling Ridge
Building #3

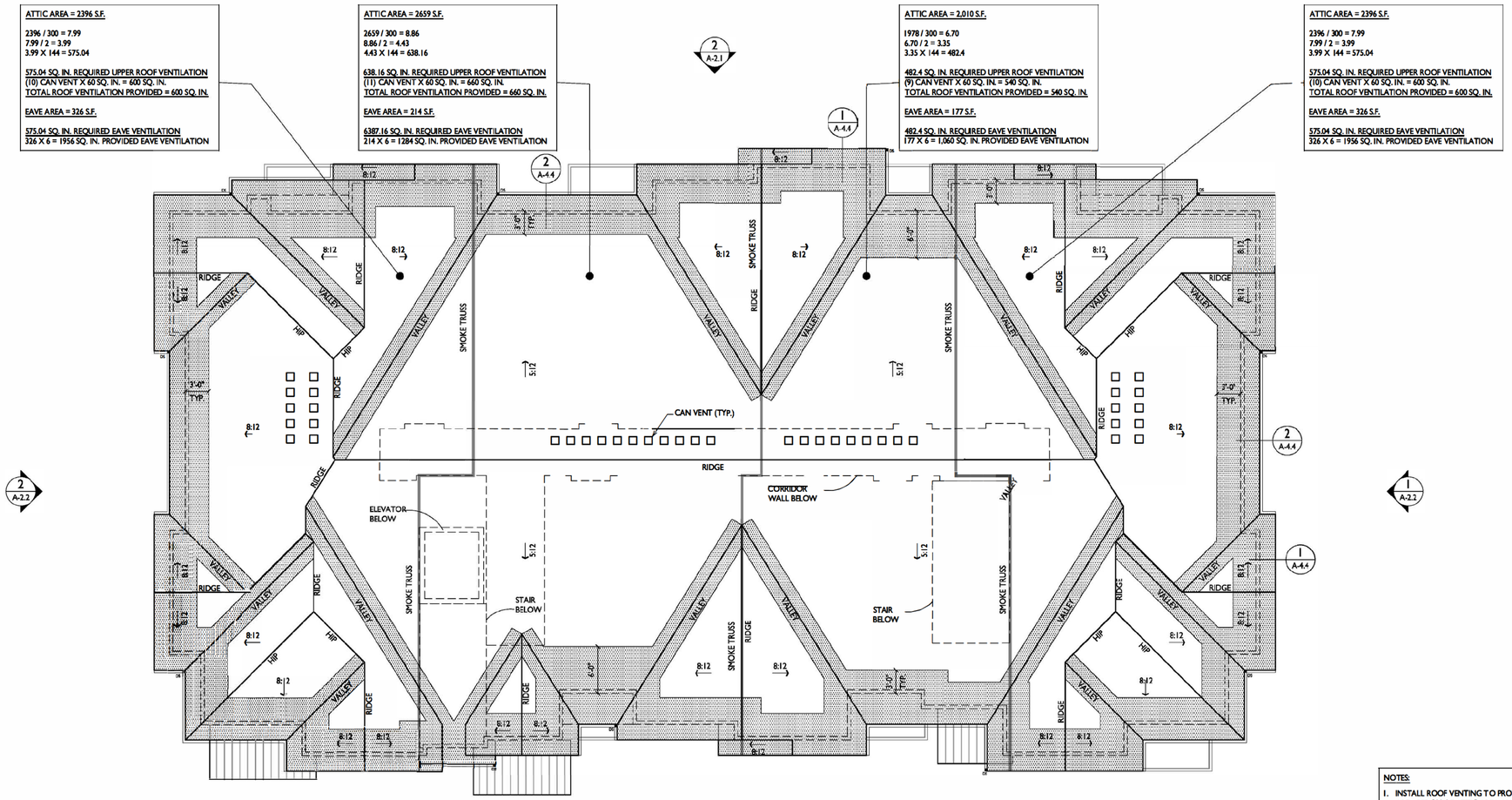
108 Whistle Street
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SHEET TITLE
Third Floor Plan

SHEET NUMBER
A-1.3

PROJECT NO. 2002

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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.

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PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Roof Plan

SHEET NUMBER
A-1.4

PROJECT NO. 2002

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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		

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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Elevations

SHEET NUMBER
A-2.1

PROJECT NO. 2002

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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"

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PROJECT TITLE

Whistling Ridge
Building #3

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Marshall, WI

SHEET TITLE

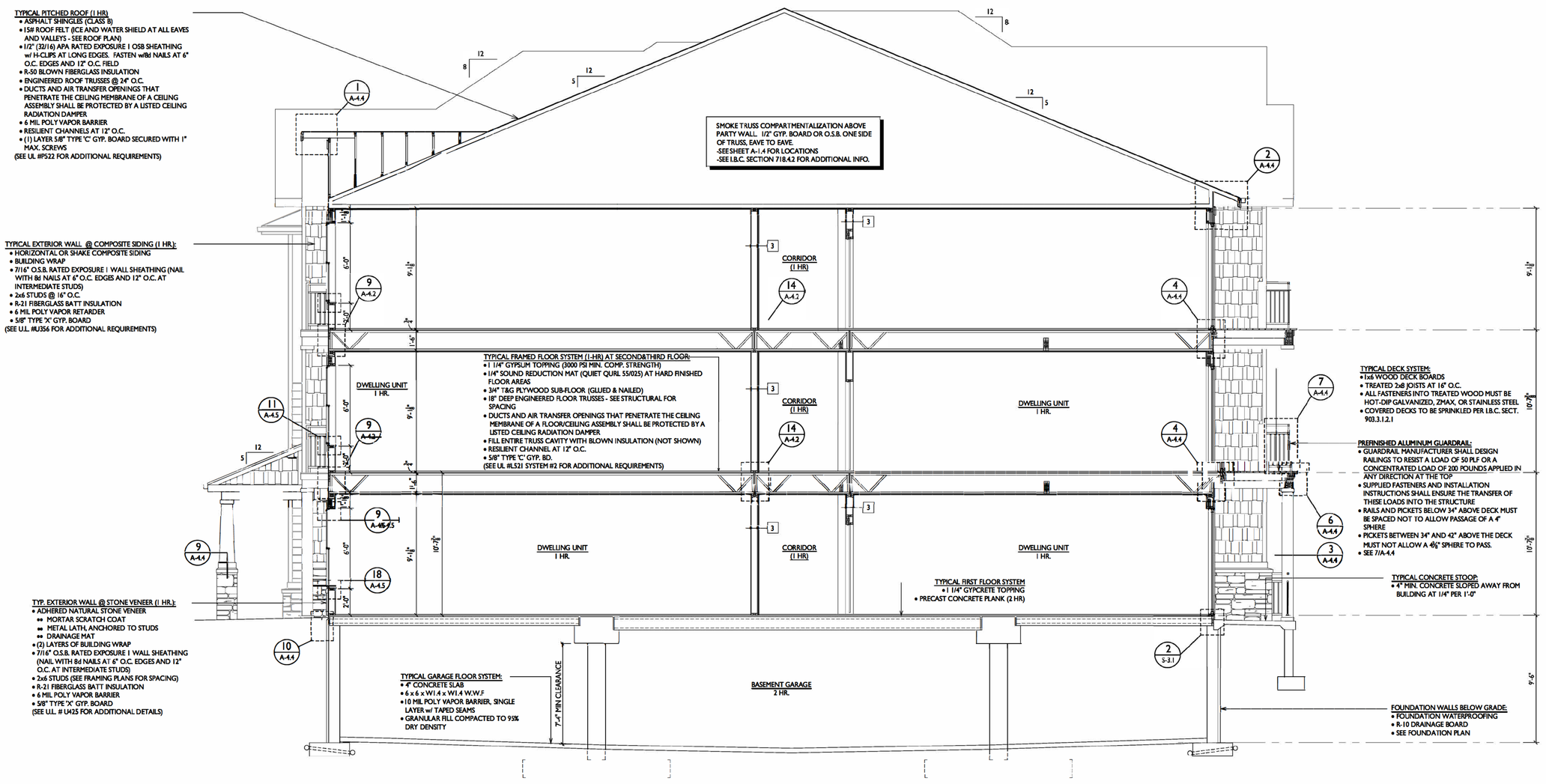
Elevations

SHEET NUMBER

A-2.2

PROJECT NO. 2002

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A A-3.1 BUILDING SECTION

1/4"=1'-0"

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PROJECT TITLE
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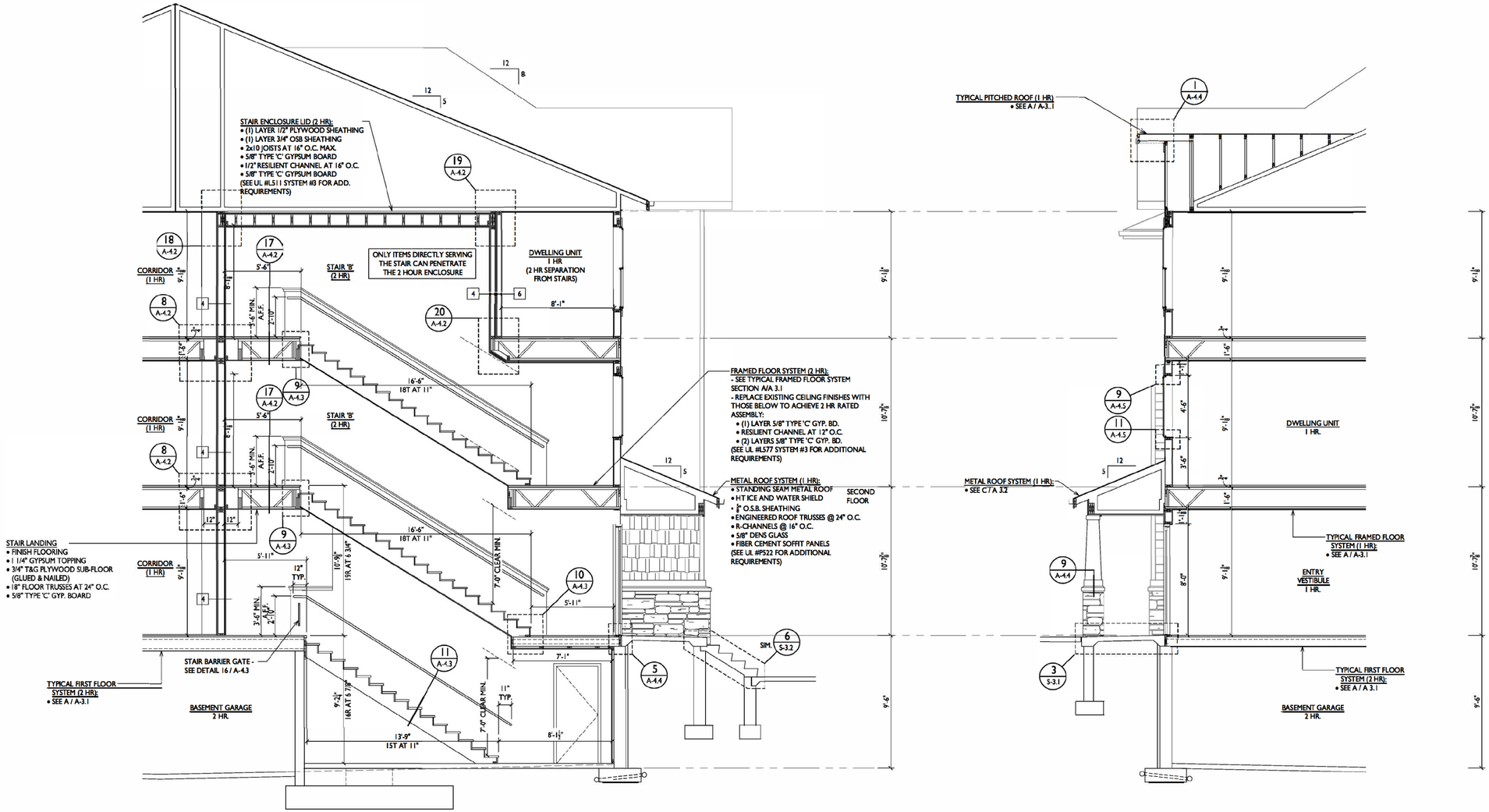
108 Whistle Street
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SHEET TITLE
Building Section

SHEET NUMBER
A-3.1

PROJECT NO. 2002

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

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

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8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued for Plan Review - September 11, 2025

PROJECT TITLE
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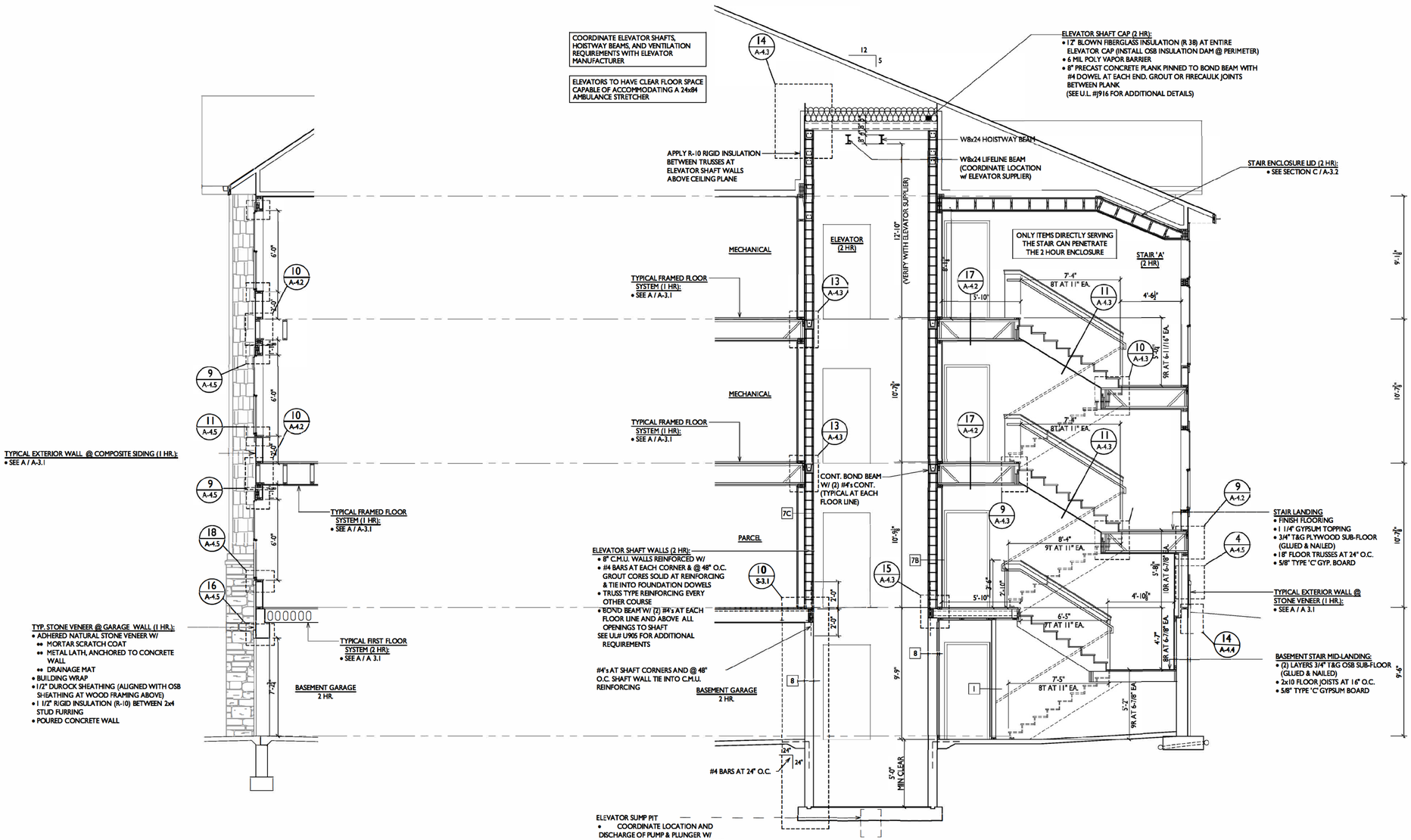
108 Whistle Street
Marshall, WI

SHEET TITLE
Building Sections

SHEET NUMBER
A-3.2

PROJECT NO. 2002

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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"

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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

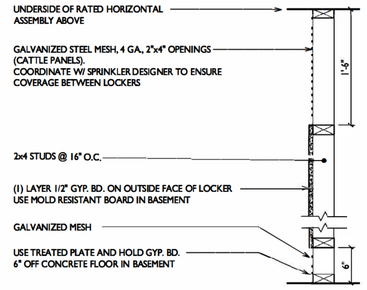
SHEET NUMBER
A-3.3

PROJECT NO. 2002

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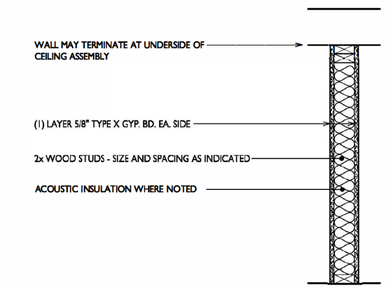
GENERAL SECTION / DETAIL NOTES:

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

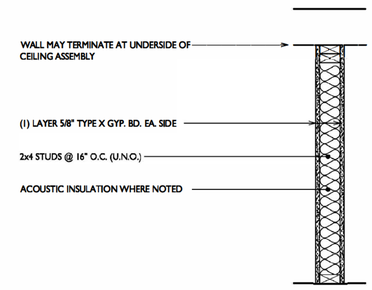
9 / A-4.1



WALL TYPE: 5
1 HR RATED BEARING WALL

5 / A-4.1

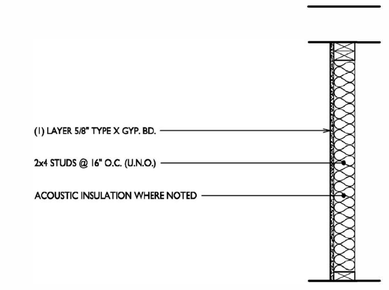
1 HR FIRE PARTITION U.L. DESIGN NO. U305



WALL TYPE: 1
UNRATED PARTITION

1 / A-4.1

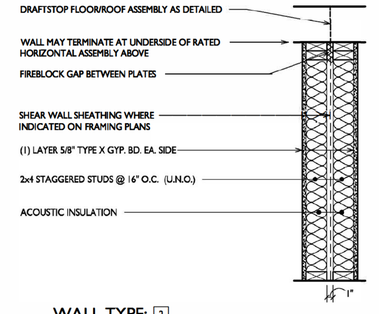
UNRATED WOOD STUD WALL



WALL TYPE: 6
FURRED WALL

6 / A-4.1

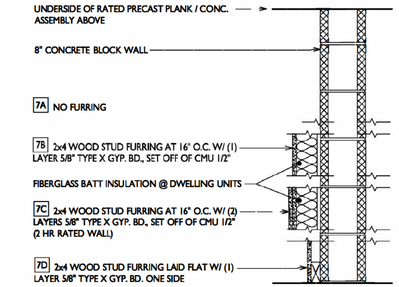
BEARING WALLS 1 HR RATED U.L. DESIGN NO. U341



WALL TYPE: 2
DWELLING UNIT SEPARATION WALL

2 / A-4.1

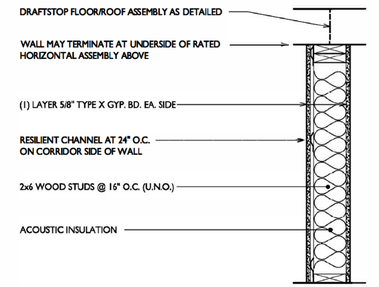
1 HR FIRE PARTITION U.L. DESIGN NO. U341
STC RATING - 53



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

7 / A-4.1

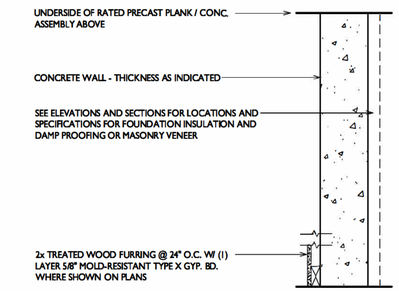
PER I.B.C. TABLE 720.1(2) ITEM 3 - 2 HR



WALL TYPE: 3
CORRIDOR WALL

3 / A-4.1

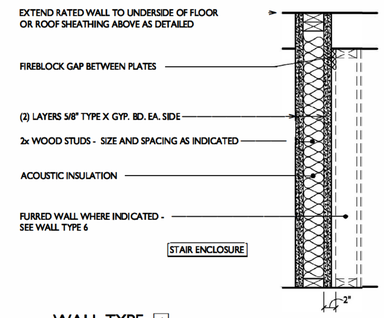
1 HR FIRE PARTITION U.L. DESIGN NO. U305
STC RATING - 53



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)

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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

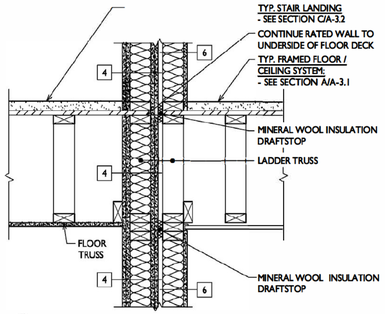
108 Whistle Street
Marshall, WI

SHEET TITLE
Wall Types & General Notes

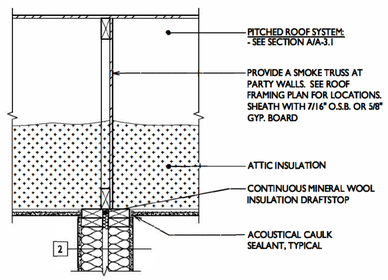
SHEET NUMBER
A-4.1

PROJECT NO. 2002

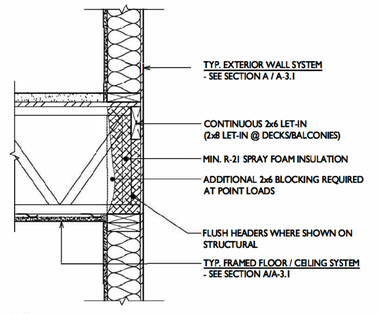
© Knothe & Bruce Architects, LLC



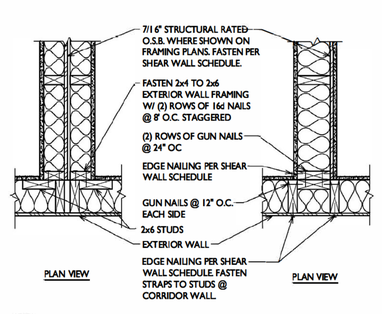
17 A-4.2 FIRE BARRIER @ FLOOR / CEILING
1" = 1'-0"



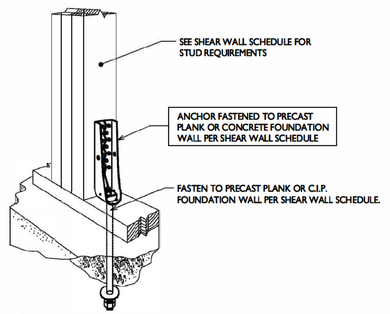
13 A-4.2 UNIT SEPARATION WALL @ ROOF/CEILING
1" = 1'-0"



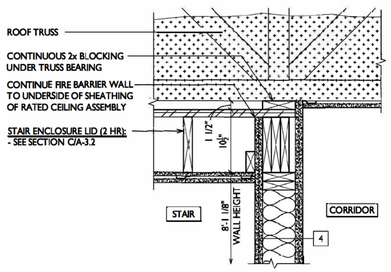
9 A-4.2 EXTERIOR RIM @ FLOOR TRUSS BEARING
1" = 1'-0"



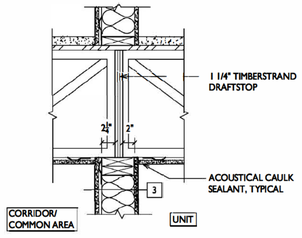
5 A-4.2 SHEAR WALL TRANSFER @ EXT. WALL
N.T.S.



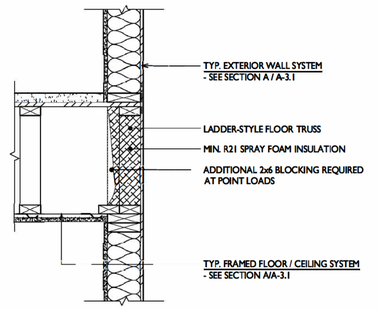
1 A-4.2 SHEAR WALL HOLDOWN ANCHOR
N.T.S.



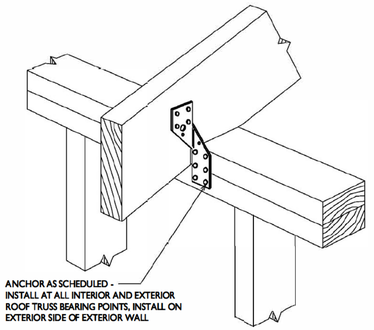
18 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



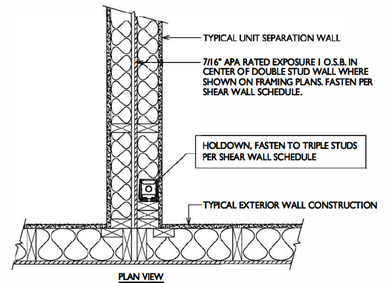
14 A-4.2 CORRIDOR WALL @ BEARING
1" = 1'-0"



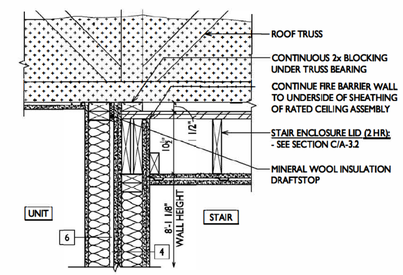
10 A-4.2 EXTERIOR RIM @ FLOOR LADDER TRUSS
1" = 1'-0"



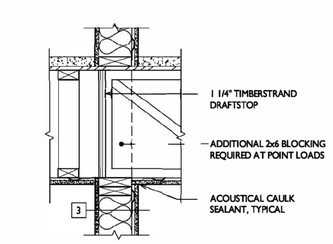
6 A-4.2 TRUSS ANCHOR
N.T.S.



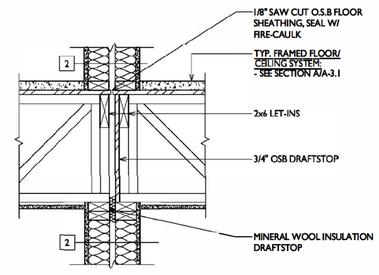
2 A-4.2 HOLDOWN ANCHOR AT EXTERIOR WALL INSTERSECTION
N.T.S.



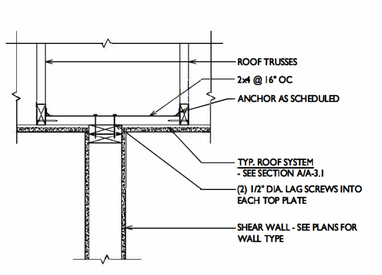
19 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



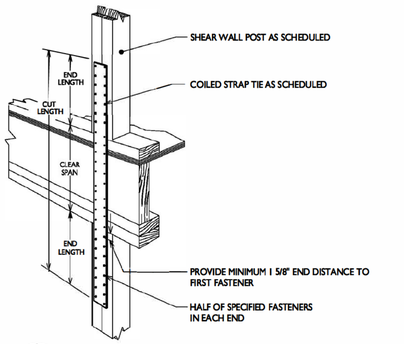
15 A-4.2 CORRIDOR WALL @ MIXED BEARING
1" = 1'-0"



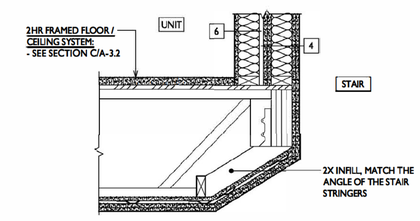
11 A-4.2 UNIT SEPARATION WALL @ BEARING
1" = 1'-0"



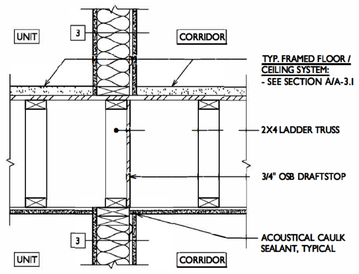
7 A-4.2 SHEAR WALL CONNECTION TO ROOF
N.T.S.



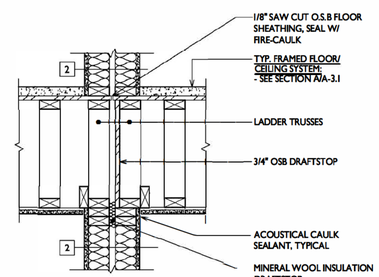
3 A-4.2 SHEAR WALL STRAP TIE
N.T.S.



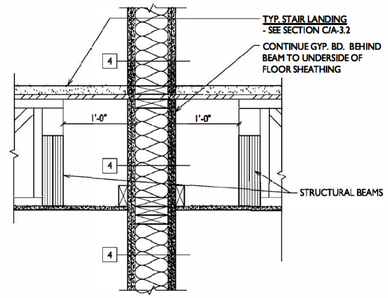
20 A-4.2 CEILING AT UNIT/STAIR AT THIRD FLOOR
1" = 1'-0"



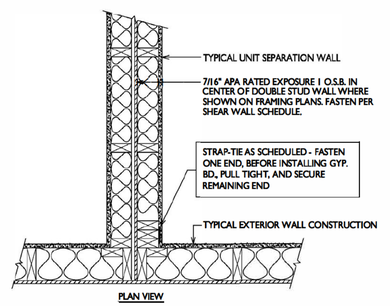
16 A-4.2 CORRIDOR WALL @ NON-BEARING
1" = 1'-0"



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.

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8401 Greenway Blvd., Suite 900
Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

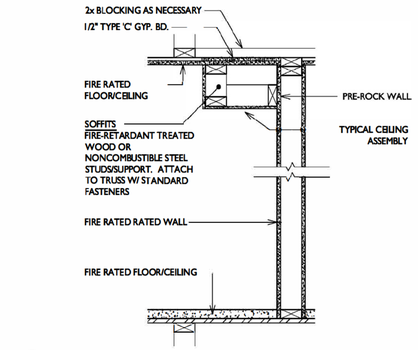
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

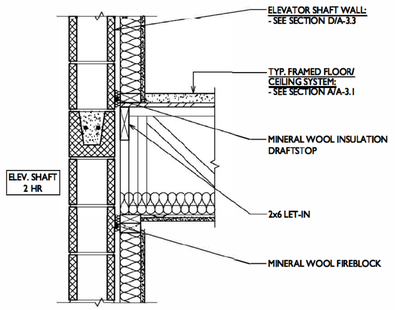
SHEET NUMBER
A-4.2

PROJECT NO. 2002

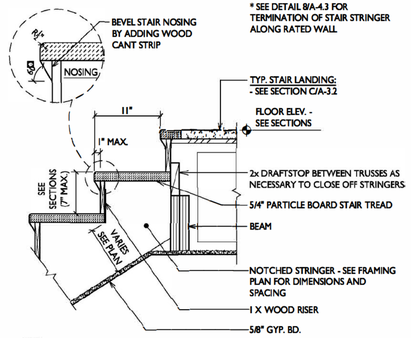
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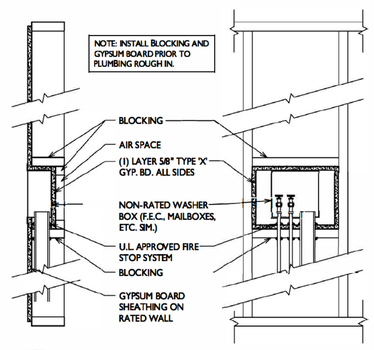
17 A-4.3 CONCEALED SPACES
N.T.S.



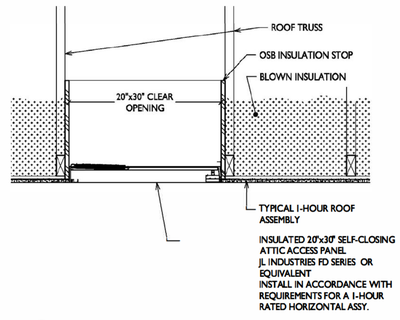
13 A-4.3 TRUSS BEARING @ ELEV. SHAFT
1" = 1'-0"



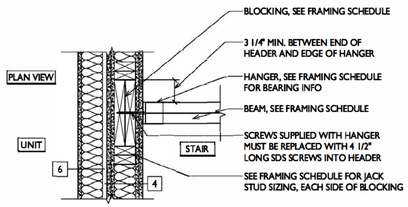
9 A-4.3 TYP. STAIR CONSTRUCTION
1" = 1'-0"



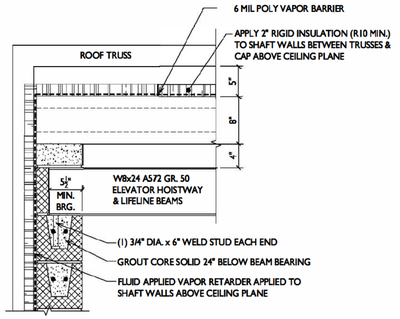
5 A-4.3 1 HR RATED @ WALL PENETRATIONS
1" = 1'-0"
INCLUDING WASHER BOXES, FIRE EXTINGUISHER CABINETS, MAILBOXES, ETC.



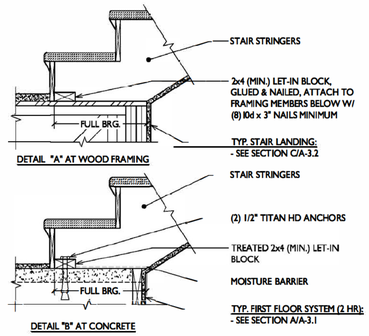
1 A-4.3 1 HR ATTIC ACCESS PANEL
1" = 1'-0"



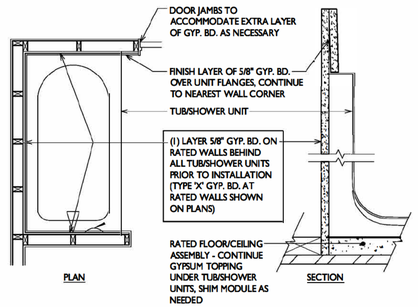
18 A-4.3 HANGER AT 2 HR FIRE BARRIER
1" = 1'-0"



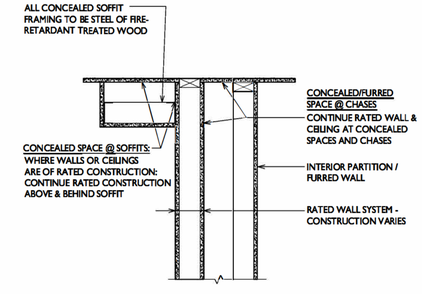
14 A-4.3 ELEVATOR HOISTWAY / LIFELINE BEAM BEARING
1" = 1'-0"



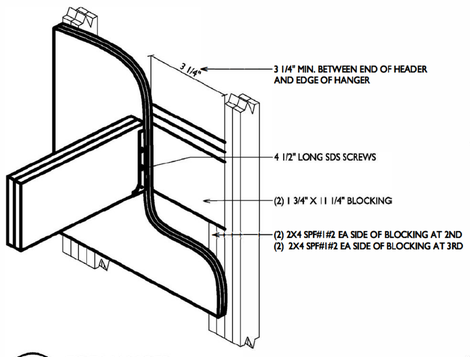
10 A-4.3 STRINGER TO LANDING CONNECTION
1" = 1'-0"



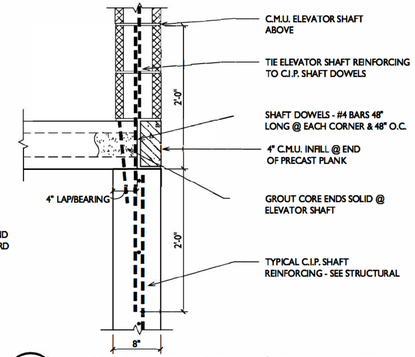
6 A-4.3 GYP. BD. @ ALL BATHTUBS/SHOWERS
N.T.S.



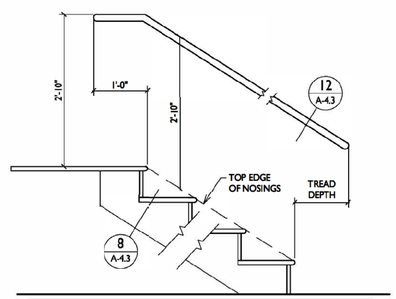
2 A-4.3 CONCEALED SPACES
N.T.S.



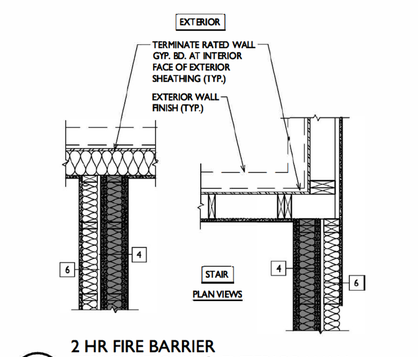
19 A-4.3 FIRE HANGER
1" = 1'-0"



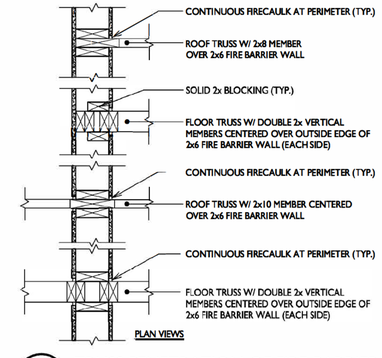
15 A-4.3 PRECAST INTERSECTON @ ELEV. SHAFT
1" = 1'-0"



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

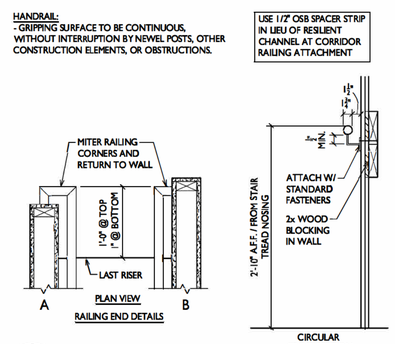


7 A-4.3 2 HR FIRE BARRIER TERMINATIONS @ EXTERIOR WALL
3/4" = 1'-0"

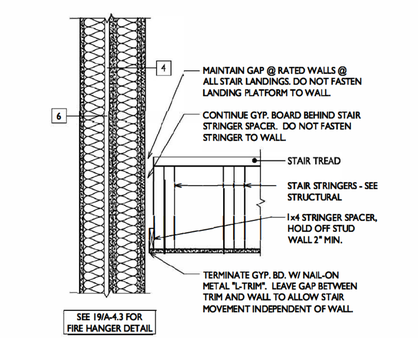


3 A-4.3 TRUSS PENETRATION OF FIRE BARRIER
1" = 1'-0"

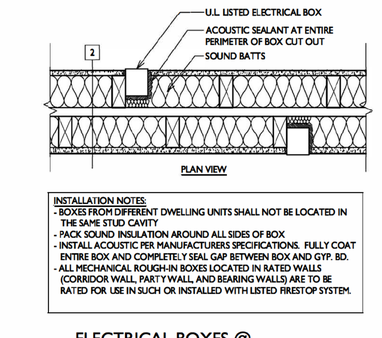
16 A-4.3 STAIR BARRIER GATE
1/2" = 1'-0"



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.

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PROJECT TITLE
Whistling Ridge Building #3

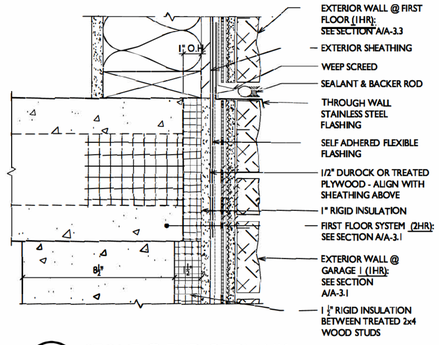
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

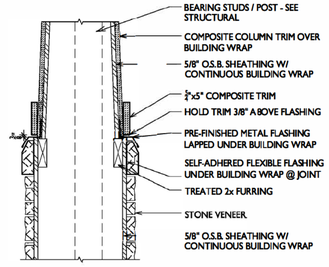
SHEET NUMBER
A-4.3

PROJECT NO. 2002

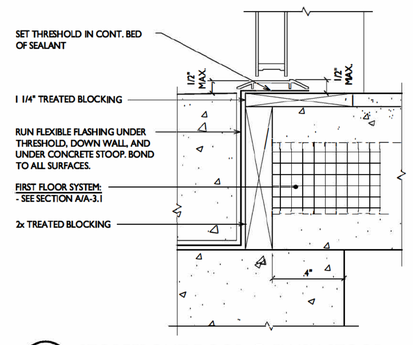
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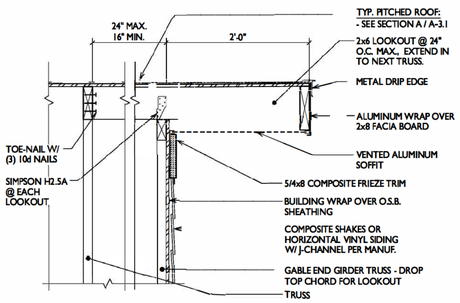
12 A-4.4 **STONE @ END OF PLANK**
3" = 1'-0"



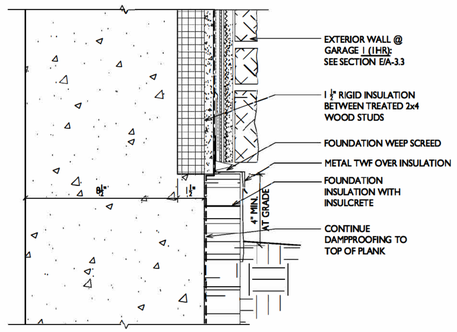
9 A-4.4 **COLUMN @ STONE VENEER**
1" = 1'-0"



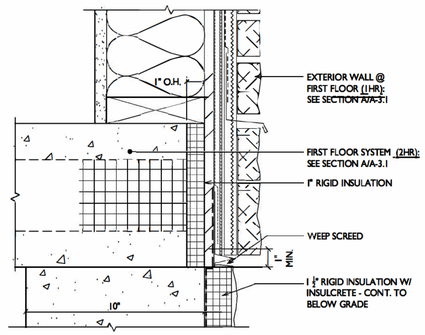
5 A-4.4 **STOREFRONT DOOR @ FLUSH STOOP**
3" = 1'-0"



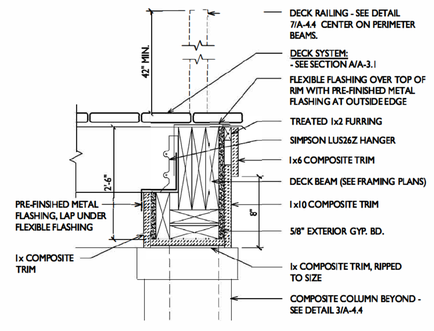
1 A-4.4 **ROOF RAKE @ SIDING**
1" = 1'-0"



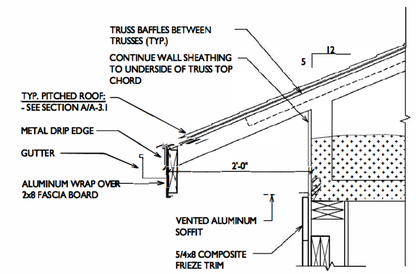
13 A-4.4 **STONE W/ LEDGE @ GRADE**
3" = 1'-0"



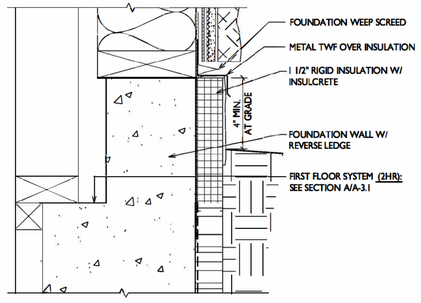
10 A-4.4 **STONE / INSULCRETE TRANSITION**
3" = 1'-0"



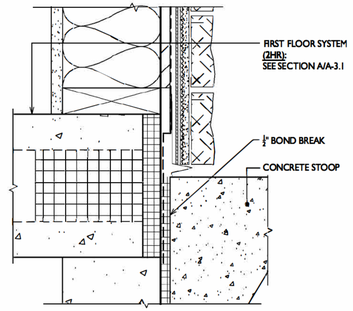
6 A-4.4 **DECK / BALCONY EDGE**
1 1/2" = 1'-0"



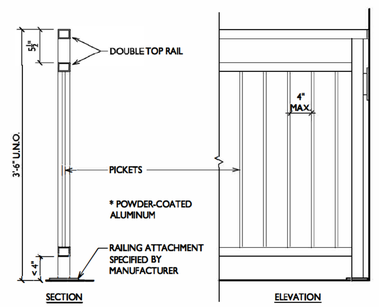
2 A-4.4 **ROOF EAVE DETAIL**
1" = 1'-0"



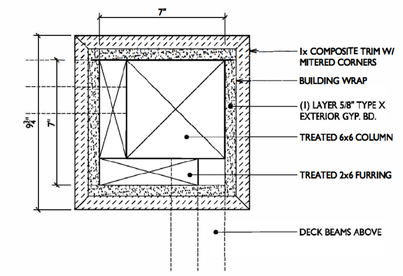
14 A-4.4 **STONE W/ FRAMING @ GRADE**
3" = 1'-0"



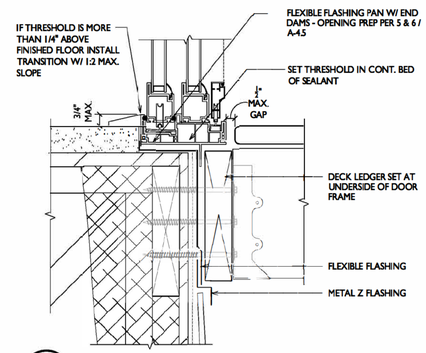
11 A-4.4 **WALL @ DROPPED STOOP**
3" = 1'-0"



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"

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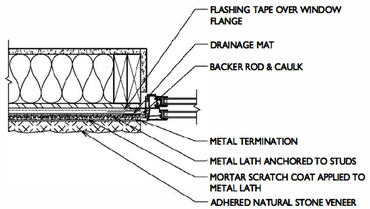
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SHEET TITLE
Details

SHEET NUMBER
A-4.4

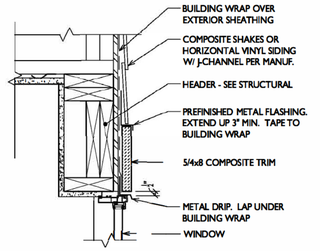
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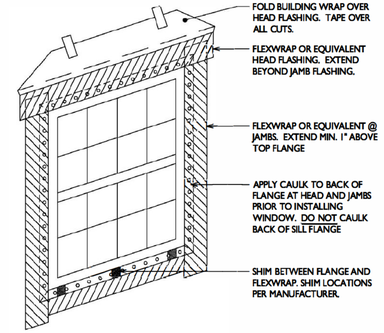


17 A-4.5 WINDOW JAMB @ STONE VENEER
1 1/2" = 1'-0"

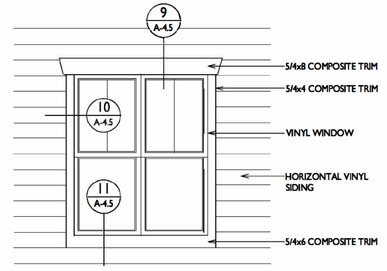
13 A-4.5 NOT USED



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

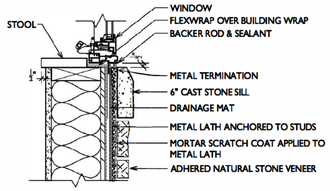


5 A-4.5 OPENING FLASHING
1 1/2" = 1'-0"



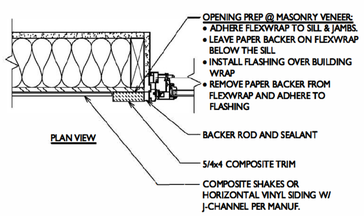
1 A-4.5 WINDOW ELEVATION AT HORIZONTAL VINYL SIDING
3/8" = 1'-0"

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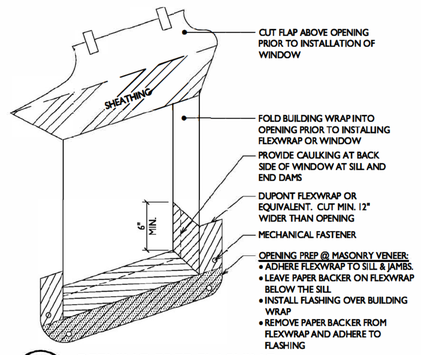


18 A-4.5 WINDOW SILL @ STONE VENEER
1 1/2" = 1'-0"

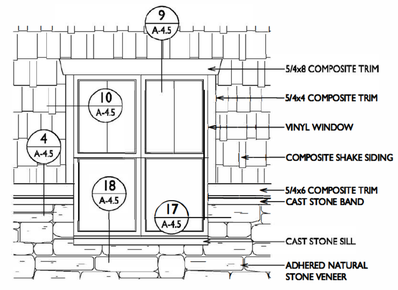
14 A-4.5 NOT USED



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

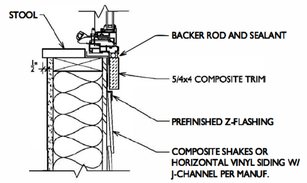


6 A-4.5 OPENING PREP FLASHING
1 1/2" = 1'-0"



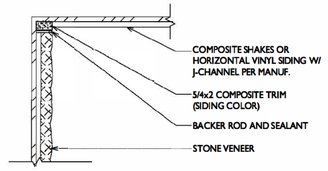
2 A-4.5 WINDOW ELEVATION AT SHAKE SIDING / STONE VENEER TRANSITION
3/8" = 1'-0"

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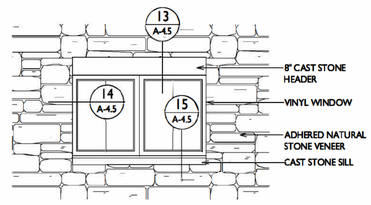


15 A-4.5 NOT USED

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

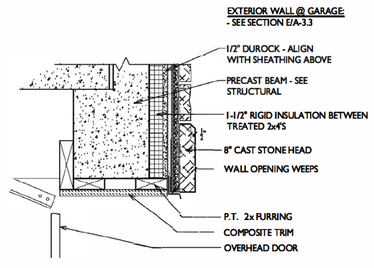


7 A-4.5 STONE / SIDING TRANSITION
1 1/2" = 1'-0"

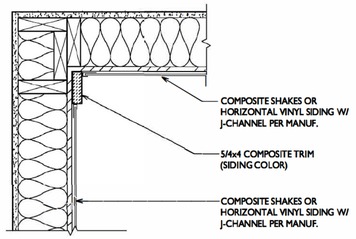


3 A-4.5 WINDOW ELEVATION AT STONE VENEER
3/8" = 1'-0"

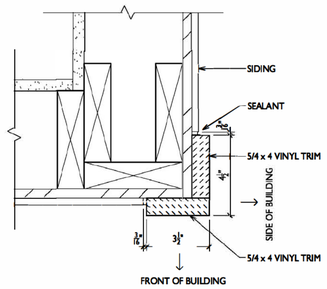
PROJECT TITLE
Whistling Ridge Building #3



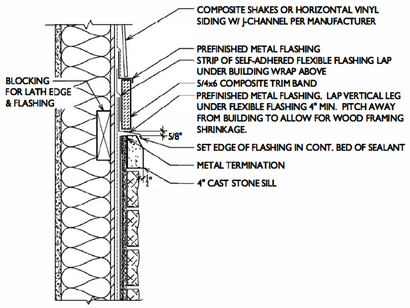
16 A-4.5 OVERHEAD DOOR AT GARAGE
1 1/2" = 1'-0"



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"

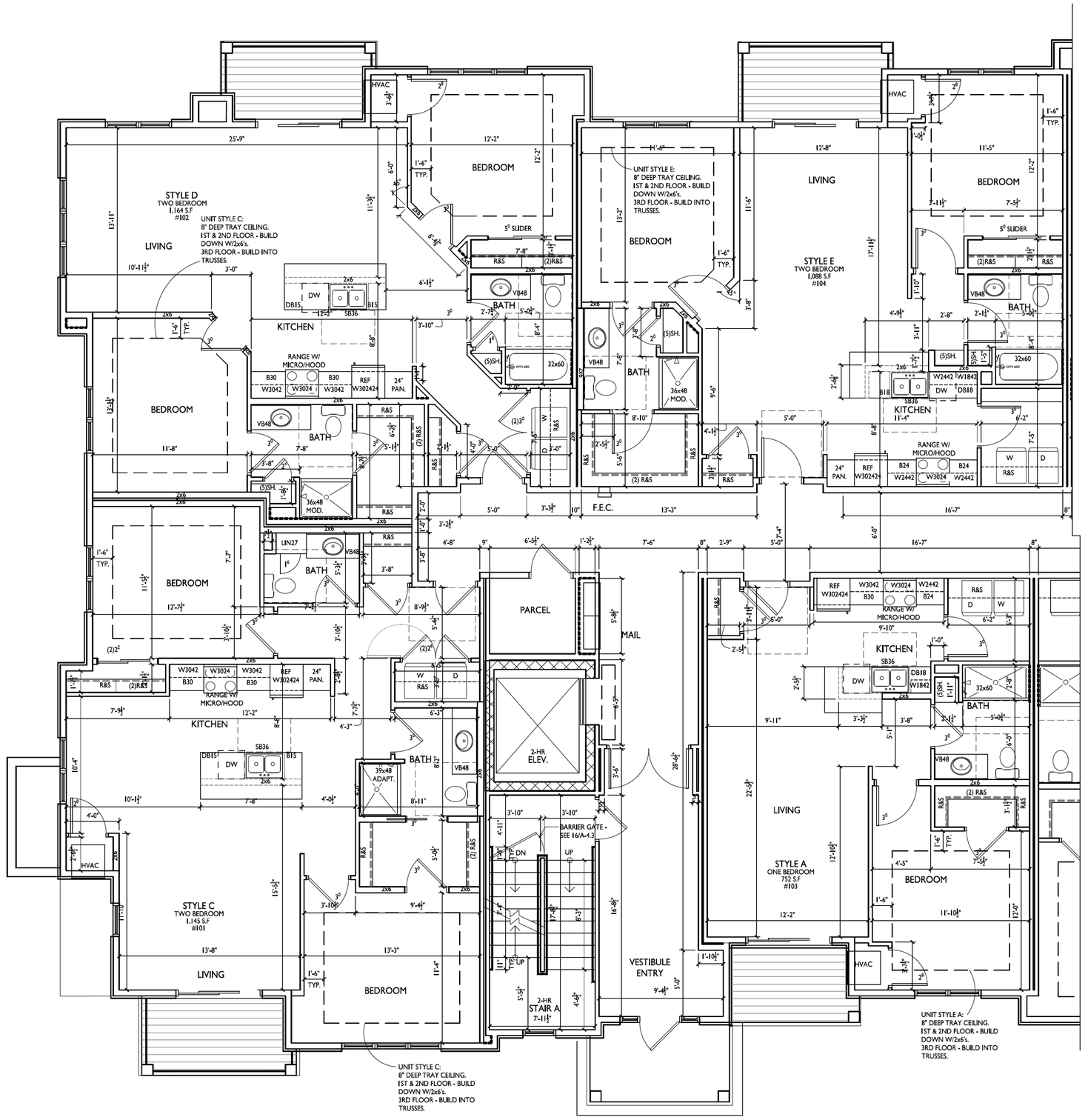
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A-4.5

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1 A-5.1 ENLARGED FIRST FLOOR PLAN

1/4" = 1'-0"

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1ST FLOOR

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Whistling Ridge Building #3

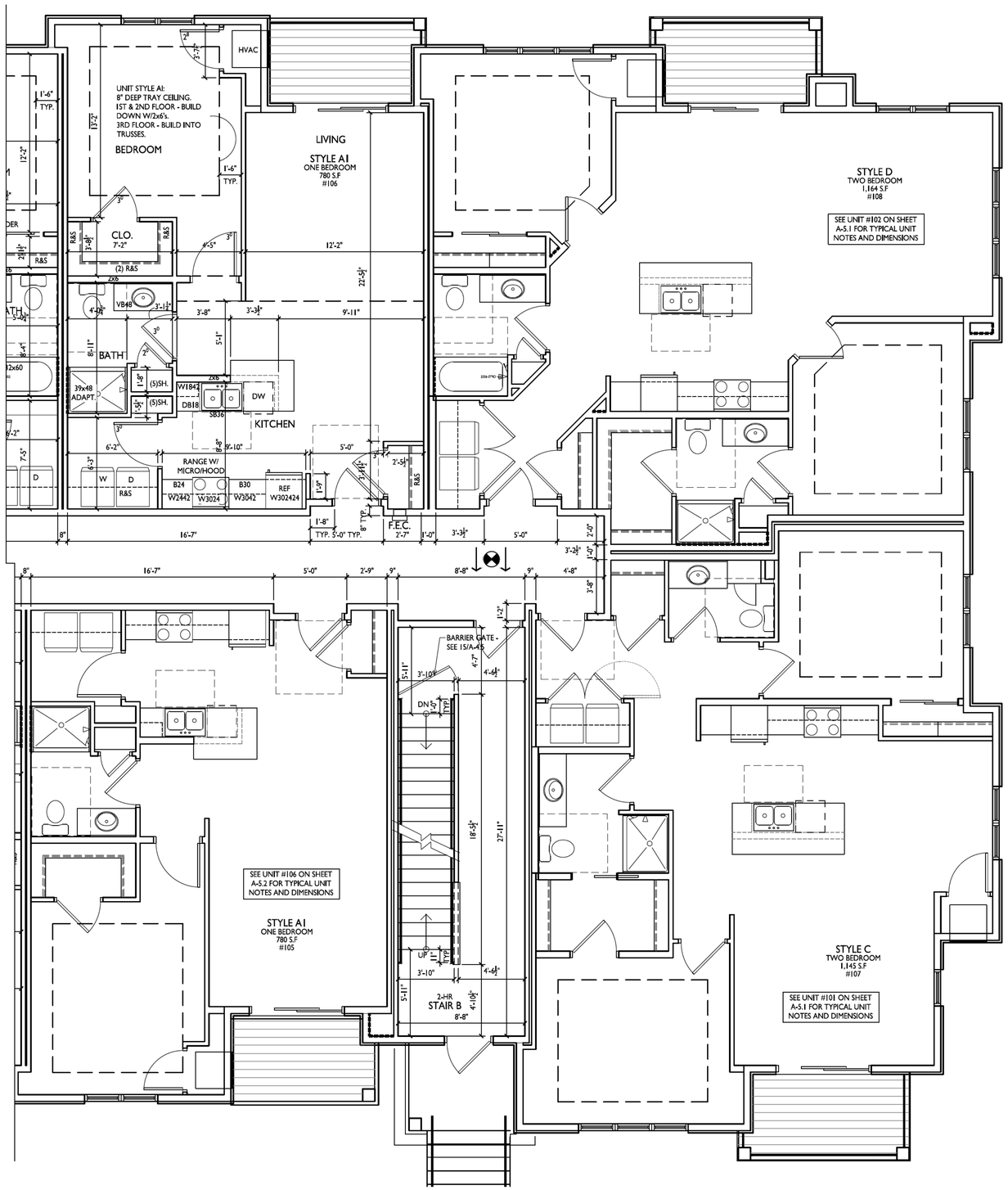
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SHEET TITLE
Enlarged First Floor Plan

SHEET NUMBER
A-5.1

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1 A-5.2 ENLARGED FIRST FLOOR PLAN

1/4" = 1'-0"

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1ST FLOOR

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Whistling Ridge
Building #3

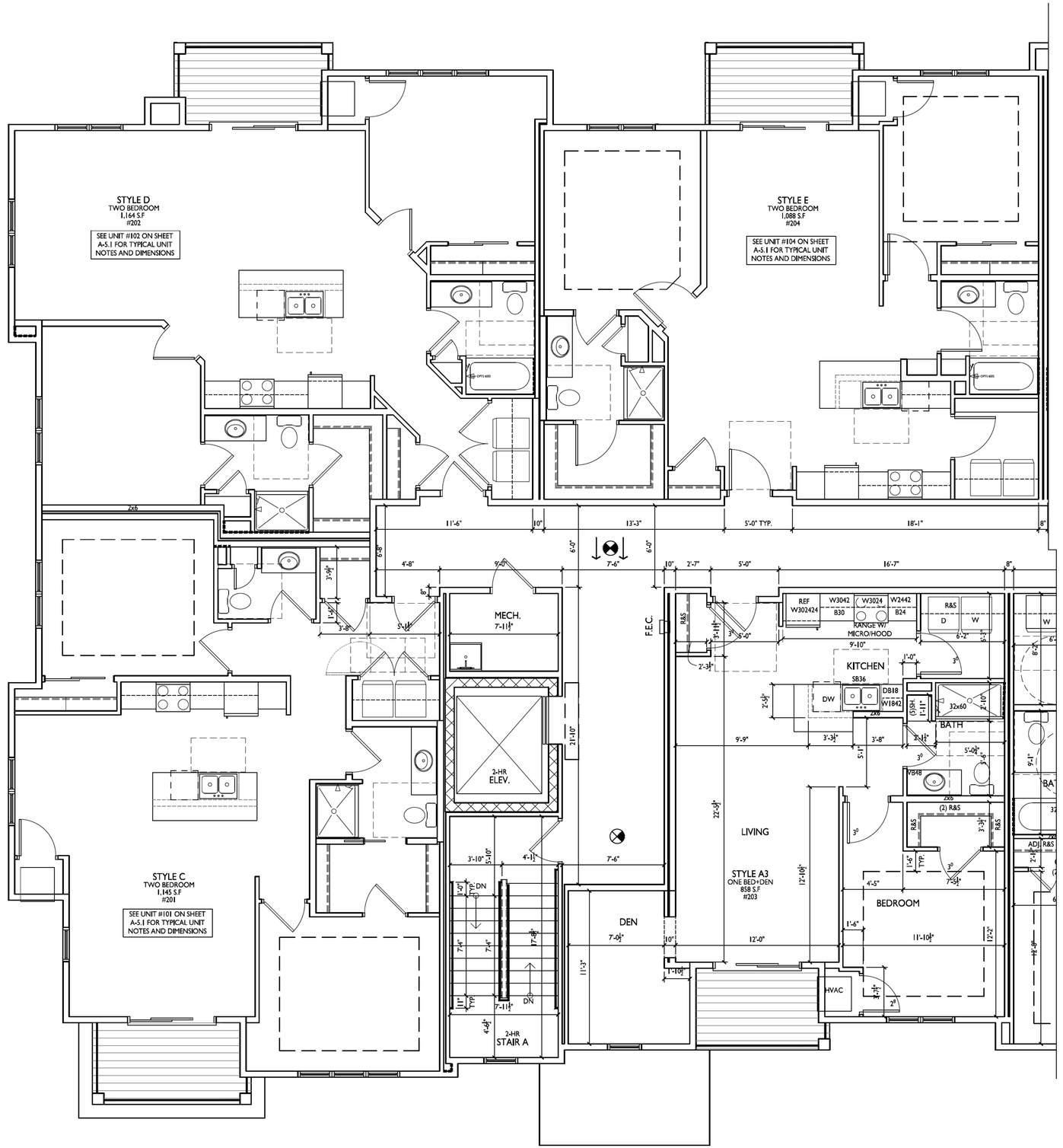
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SHEET TITLE
Enlarged First
Floor Plan

SHEET NUMBER
A-5.2

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1 A-5.3 ENLARGED SECOND FLOOR PLAN

1/4" = 1'-0"

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PROJECT TITLE
Whistling Ridge Building #3

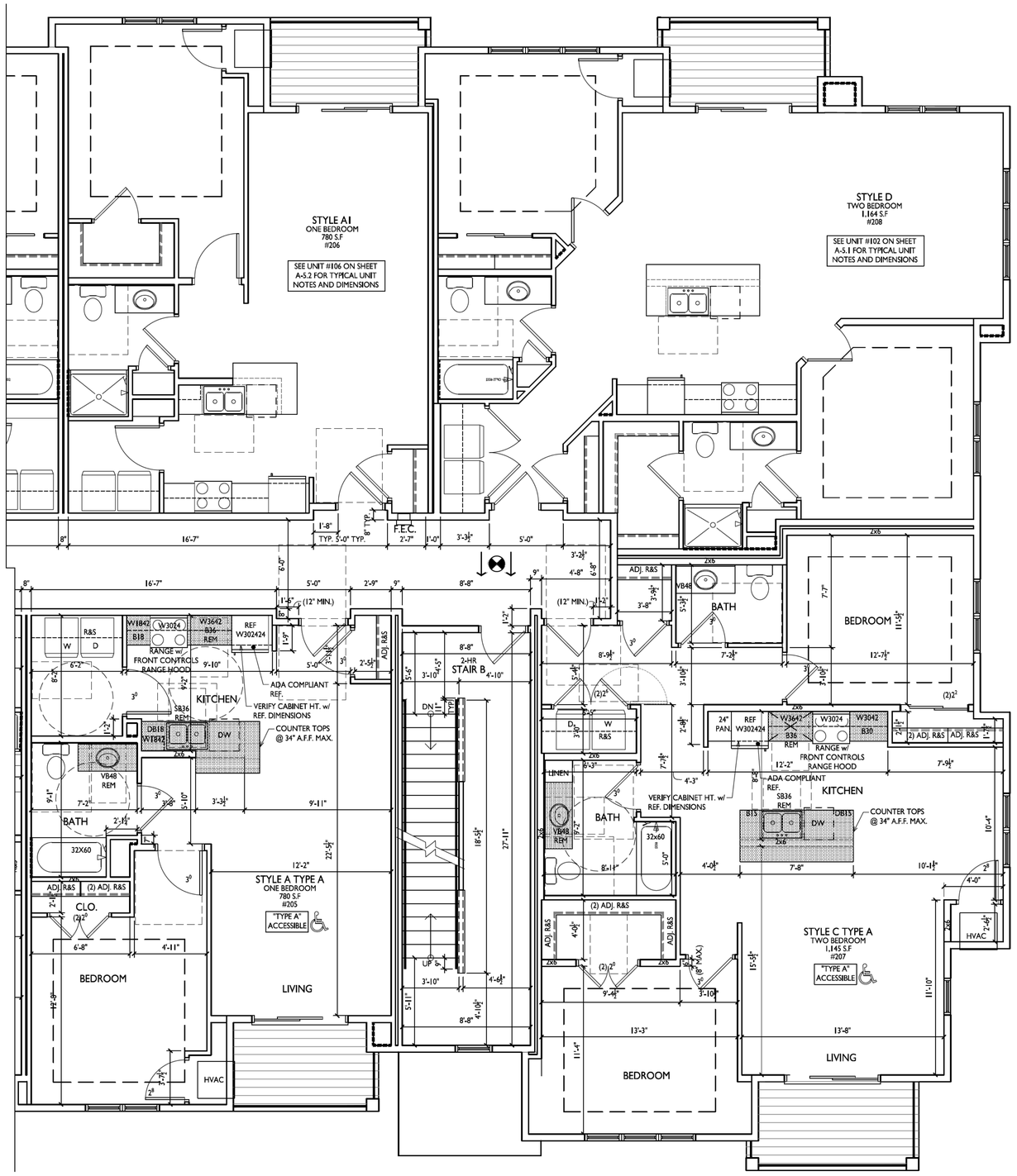
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SHEET TITLE
Enlarged Second Floor Plan

SHEET NUMBER
A-5.3

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1 A-5.4 ENLARGED SECOND FLOOR PLAN

1/4" = 1'-0"

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2ND FLOOR

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Whistling Ridge Building #3

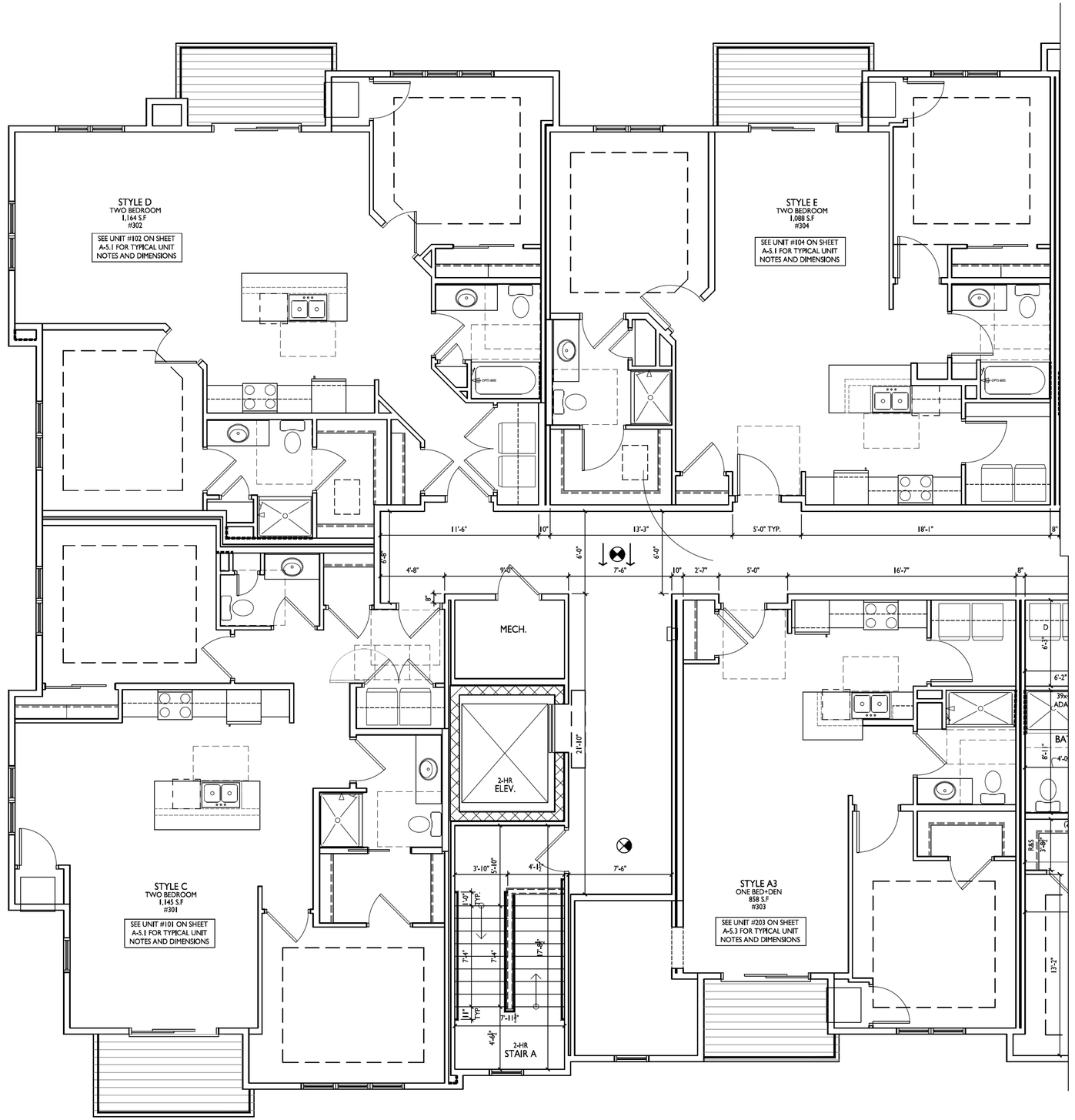
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SHEET TITLE
Enlarged Second Floor Plan

SHEET NUMBER
A-5.4

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1 A-5.5 ENLARGED THIRD FLOOR PLAN

1/4" = 1'-0"

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3RD FLOOR

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Whistling Ridge
Building #3

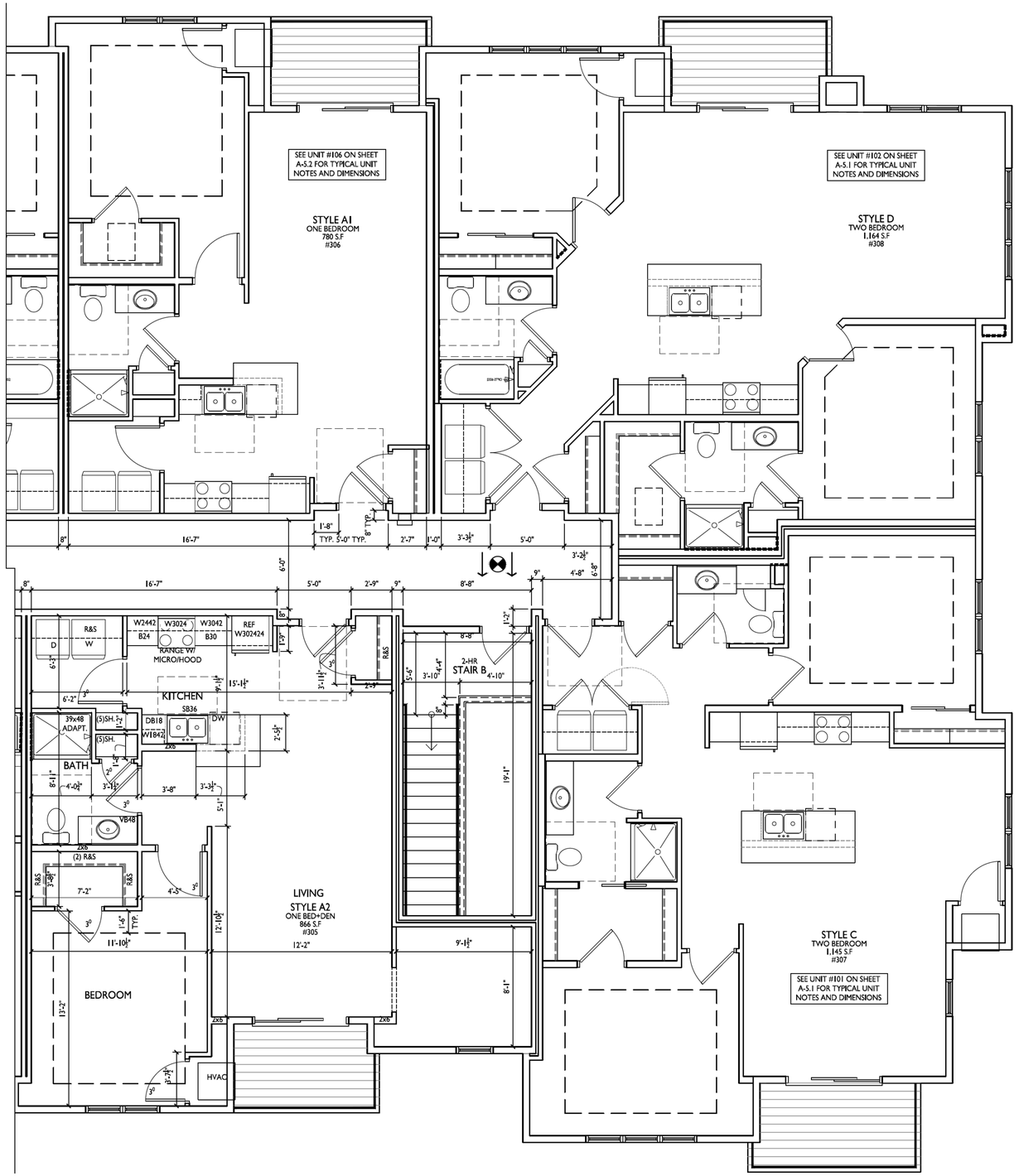
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SHEET TITLE
Enlarged Third
Floor Plan

SHEET NUMBER
A-5.5

PROJECT NO. 2002

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1 A-5.6 ENLARGED THIRD FLOOR PLAN

1/4" = 1'-0"

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3RD FLOOR

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Whistling Ridge
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Marshall, WI

SHEET TITLE
Enlarged Third
Floor Plan

SHEET NUMBER
A-5.6

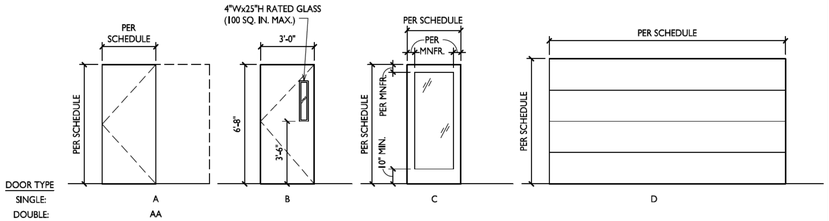
PROJECT NO. 2002

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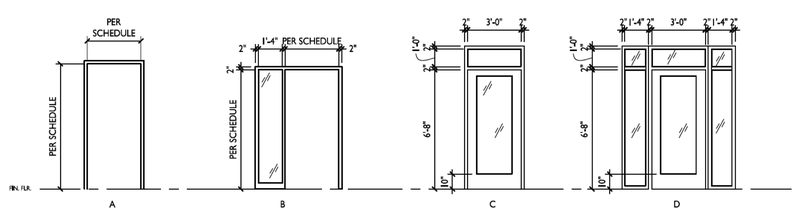
DOOR & SIGNAGE SCHEDULE

	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								

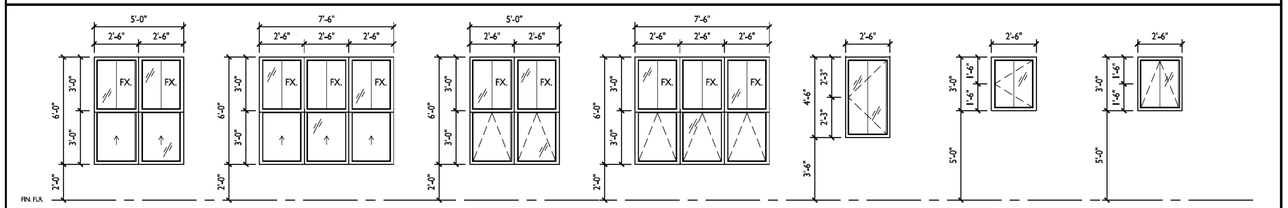
DOOR ELEVATIONS



DOOR FRAME ELEVATIONS



WINDOW SCHEDULE (U-VALUE .27 MINIMUM)



SIZE (W X H): (2) 2-6 x 6-0
DAYLIGHT (SF) : 19.68
VENTILATION (SF): 10.0

SIZE (W X H): (3) 2-6 x 6-0
DAYLIGHT (SF) : 29.52
VENTILATION (SF): 15.0

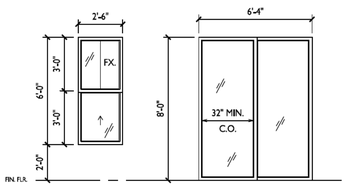
SIZE (W X H): (2) 2-6 x 6-0
DAYLIGHT (SF) : 19.68
VENTILATION (SF): 2.60

SIZE (W X H): (3) 2-6 x 6-0
DAYLIGHT (SF) : 29.52
VENTILATION (SF): 3.90

SIZE (W X H): 2-6 x 4-6
DAYLIGHT (SF) : 9.48
VENTILATION (SF): 9.56

SIZE (W X H): 2-6 x 3-0
DAYLIGHT (SF) : 4.67
VENTILATION (SF): 4.84

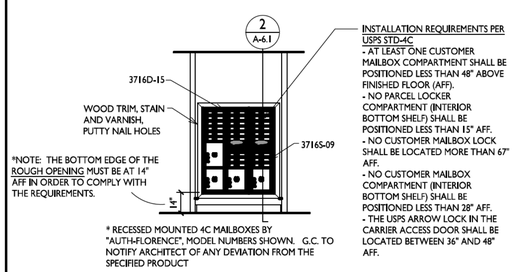
SIZE (W X H): 2-6 x 3-0
DAYLIGHT (SF) : 4.67
VENTILATION (SF): 1.30



SIZE (W X H): 2-6 x 6-0
DAYLIGHT (SF) : 9.84
VENTILATION (SF): 5.0

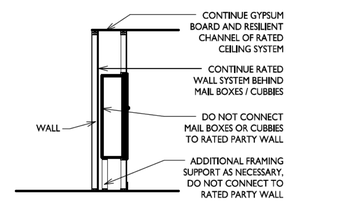
SIZE (W X H): 6-4 x 6-8
DAYLIGHT (SF) : 31.27
VENTILATION (SF): 15.54

MAILBOXES



* RECESSED MOUNTED 4C MAILBOXES BY "AUTH-FLORENCE", MODEL NUMBERS SHOWN. G.C. TO NOTIFY ARCHITECT OF ANY DEVIATION FROM THE SPECIFIED PRODUCT

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



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

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).

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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

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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:

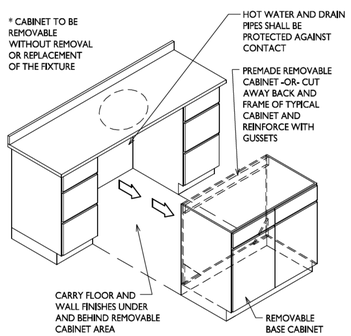
1. PROVIDE 30"x48" CLEAR FLOOR SPACE FOR PARALLEL APPROACH AT SINK AND APPLIANCES AS SHOWN ON PLANS.
2. PROVIDE SLIDE-IN RANGE.

LAUNDRY - SEE DETAILS HC8 / A7.2:

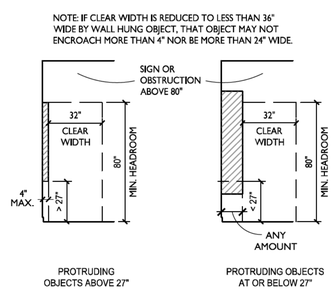
1. WASHERS AND DRYERS TO HAVE FLEXIBLE HOSE AND VENT (METAL) CONNECTIONS ALLOWING UNITS TO SLIDE FORWARD TO BE FLUSH WITH OUTSIDE FACE OF LAUNDRY CLOSET WHERE APPLICABLE.
2. SEE DETAILS FOR CLEARANCES FOR THE DIFFERENT TYPES OF WASHERS AND DRYERS (FRONT LOADING VS. TOP LOADING).

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

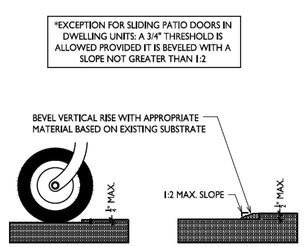
1. PROVIDE 30"x48" MANEUVERING CLEAR FLOOR SPACE IN FRONT OF BATHROOM FIXTURES AS INDICATED ON FLOOR PLANS AND IN DETAIL.S.
2. PROVIDE A 30"x48" CLEAR FLOOR SPACE WITHIN THE BATHROOM OUTSIDE THE SWING OF THE DOOR. IF TWO DOORS ARE PROVIDED, CFS NEEDS TO BE OUTSIDE THE SWING OF ONLY ONE DOOR.
3. ALL BATHTUBS 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.



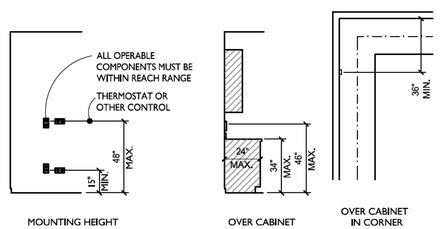
HC5 / A-7.1 REMOVABLE BASE CABINET
N.T.S.



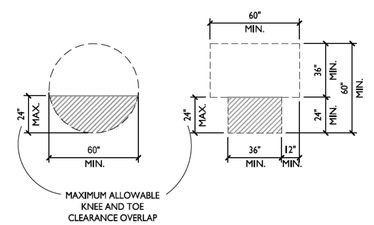
HC4 / A-7.1 PROJECTING OBJECTS
N.T.S.



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.

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ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

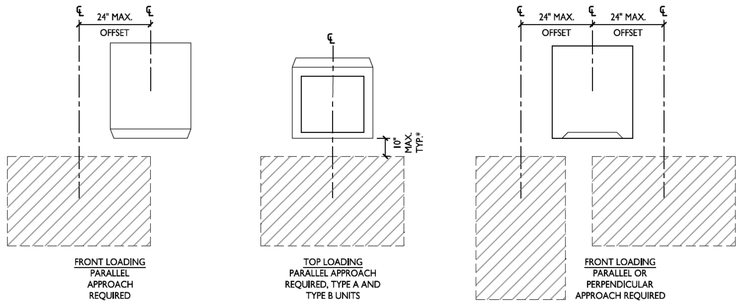
108 Whistle Street
Marshall, WI

SHEET TITLE
Accessibility Requirements

SHEET NUMBER
A-7.1

PROJECT NO. 2002

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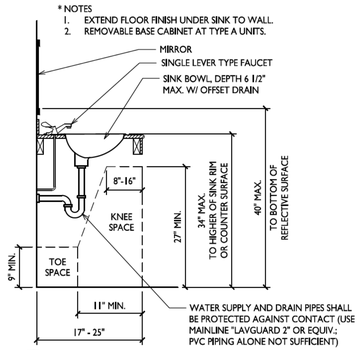
FRONT LOADING @ TYPE A UNITS

TOP LOADING @ TYPE A AND TYPE B UNITS

FRONT LOADING @ TYPE B UNITS

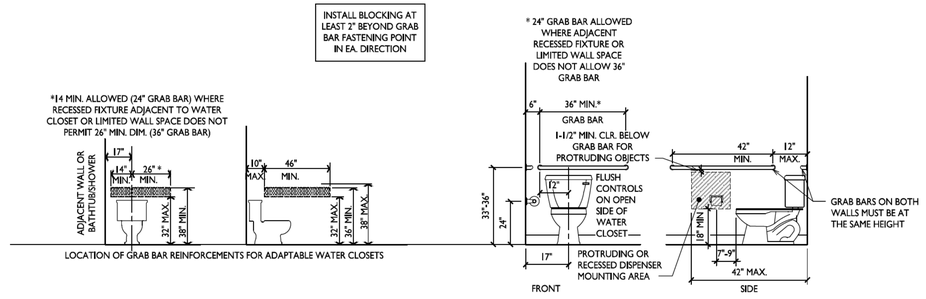
HC8 A-7.2 LAUNDRY EQUIPMENT CLEARANCES

N.T.S.



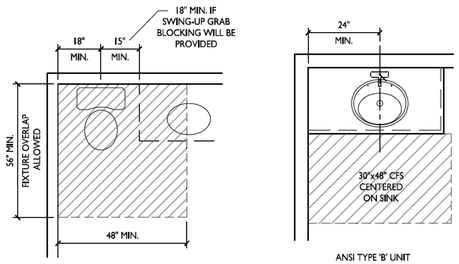
HC7 A-7.2 VANITY KNEE / TOE CLEARANCE

N.T.S.



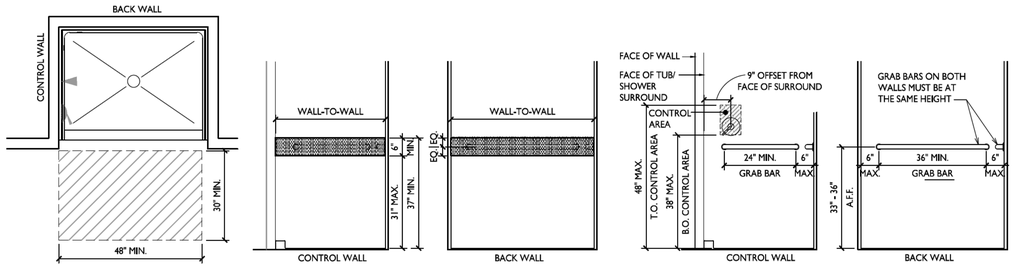
HC6 A-7.2 TOILET GRAB BARS AND BLOCKING

N.T.S.

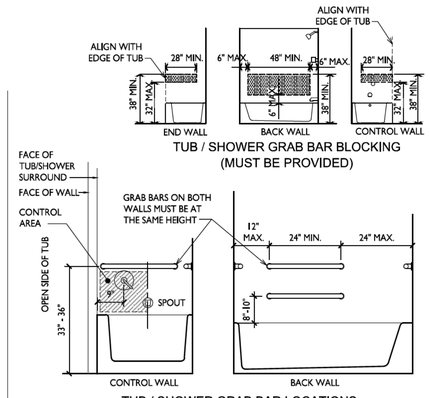


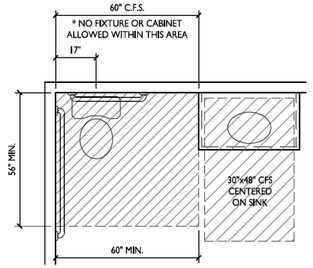
TOILET CLEAR FLOOR SPACE IN DWELLING UNITS

LAVATORY IN DWELLING UNITS

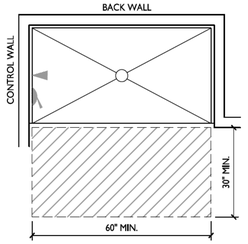


ADAPTABLE SHOWER

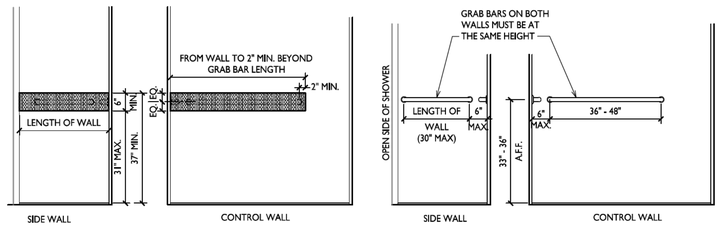




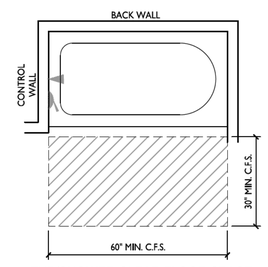
COMMON AREA BATHROOM



CLEAR FLOOR SPACE



STANDARD SHOWER



TUB/SHOWER CLEAR FLOOR SPACE

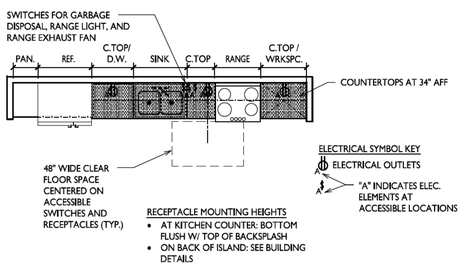
BATHTUB / SHOWER

HC10 A-7.2 BATHROOM FIXTURE CLEARANCES

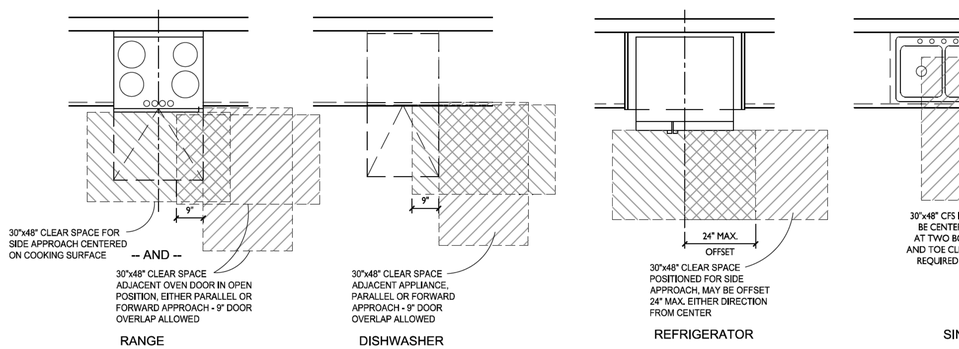
N.T.S.

HC9 A-7.2 BATHTUB / SHOWER GRAB BAR BLOCKING AND CLEAR FLOOR SPACE

N.T.S.



KITCHEN RECEPTACLE LOCATIONS



HC11 A-7.2 KITCHEN CLEARANCES

N.T.S.

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ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

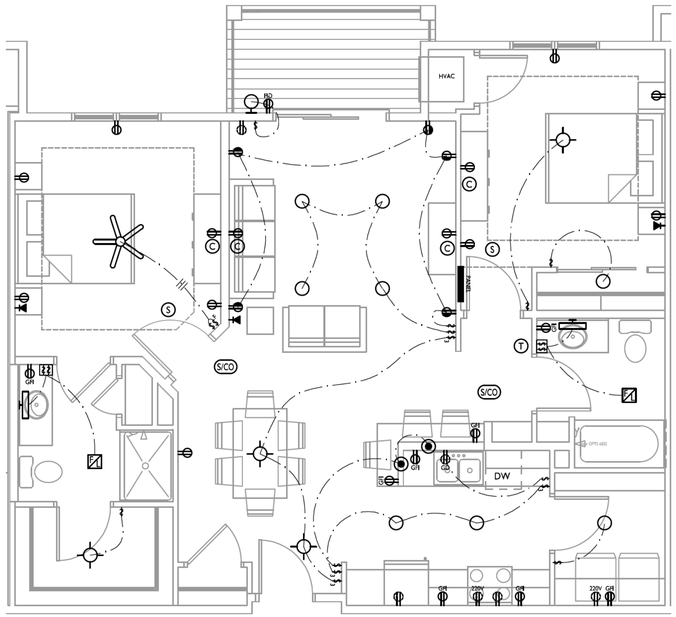
108 Whistle Street
Marshall, WI

SHEET TITLE
Accessibility
Details

SHEET NUMBER
A-7.2

PROJECT NO. 2002

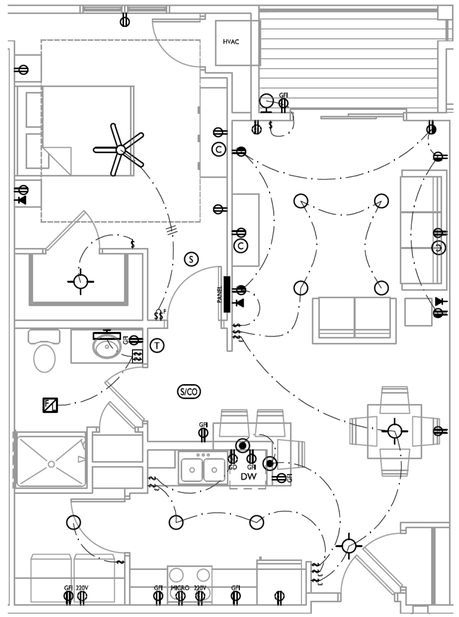
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2 A-8.1

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.

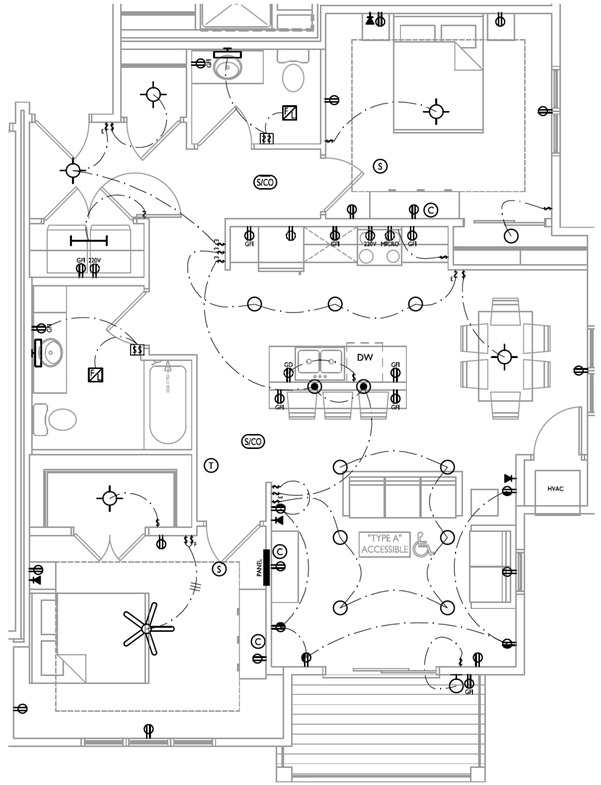
TYPICAL MOUNTING HEIGHTS (A.F.F.)

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.

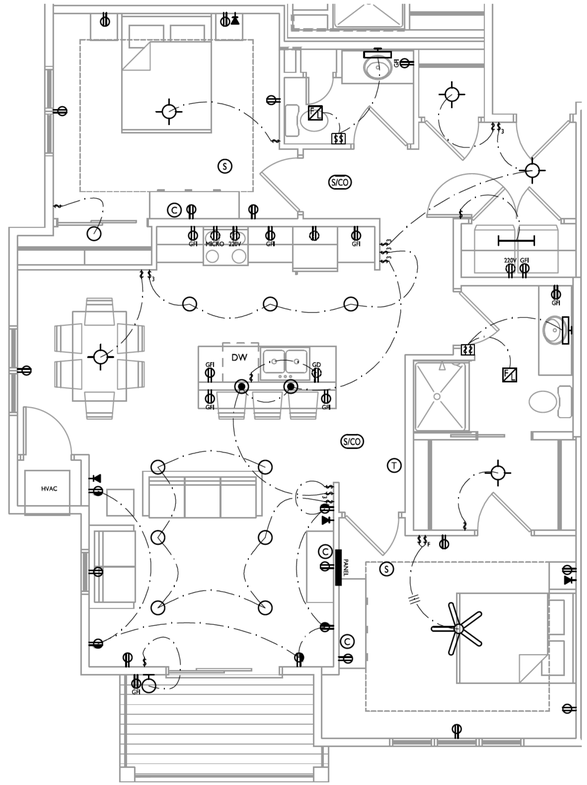
- PANEL — ELECTRICAL PANEL
- DUPLEX RECEPTACLE
- HALF-SWITCHED RECEPTACLE
- GFI RECEPTACLE
- WEATHERPROOF RECEPTACLE
- GARBAGE DISPOSAL RECEPTACLE
- 220V — 220V RECEPTACLE
- CEILING RECEPTACLE
- C — CABLE JACK
- T — THERMOSTAT
- PHONE JACK
- EXHAUST FAN / LIGHT
- S — SMOKE DETECTOR
- CO — CARBON MONOXIDE 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

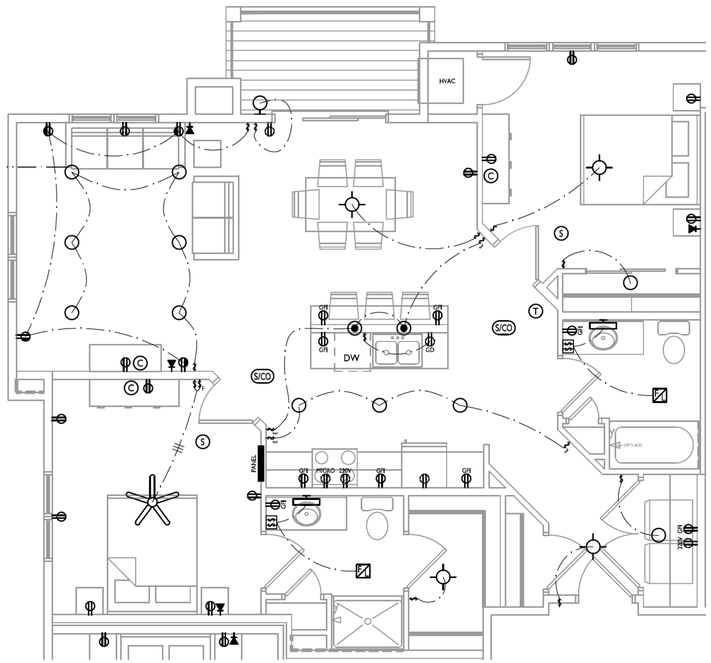
1/4"=1'-0"



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"

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ISSUED
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PROJECT TITLE
Whistling Ridge
Building #3

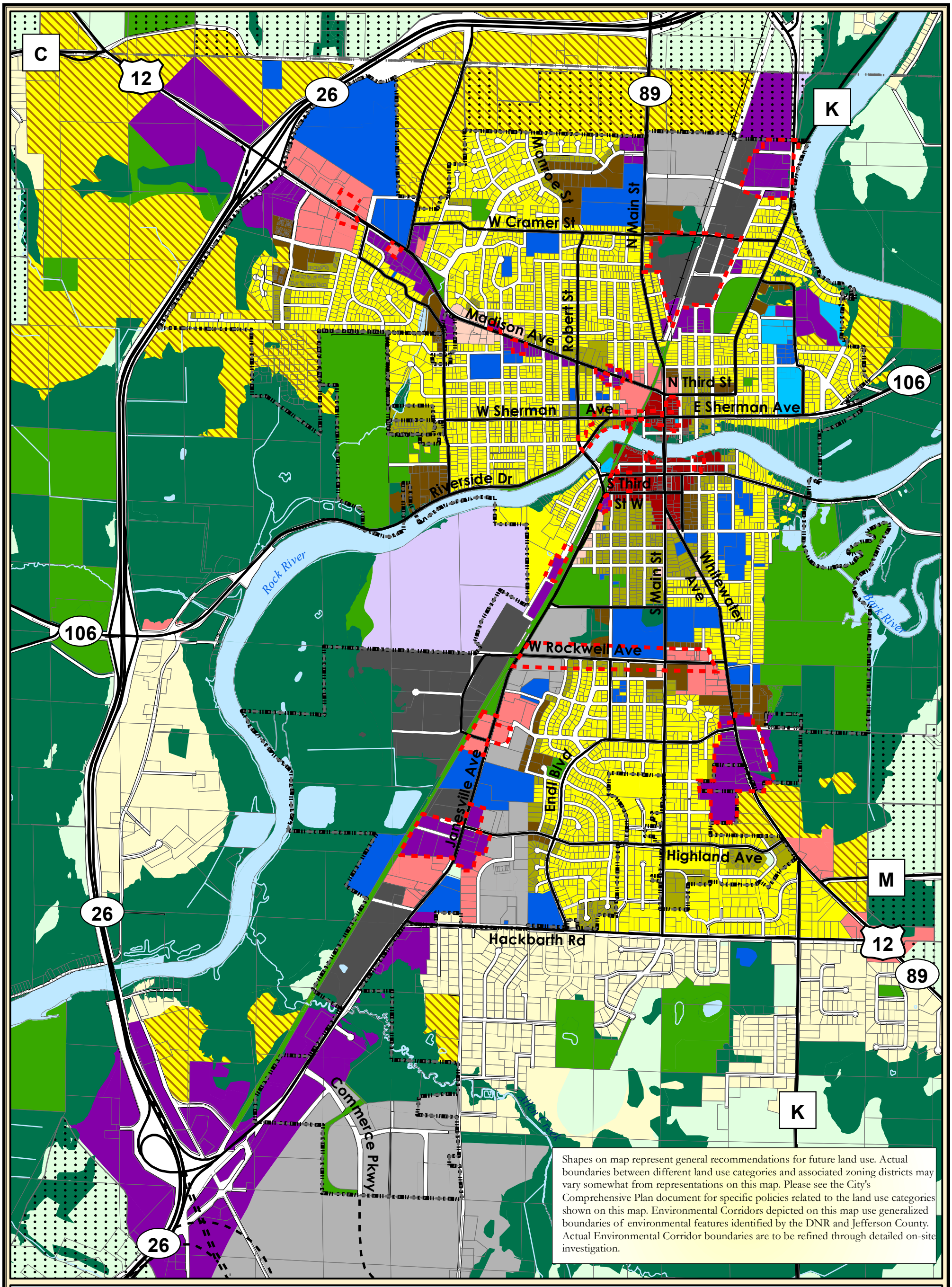
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Marshall, WI

SHEET TITLE
Device Placement
Plan

SHEET NUMBER
A-8.1

PROJECT NO. 2002

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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


E Cramer St
Clarence St
Jefferson St
Heth St
Clover Ln
ROGERS ST
Rogers St
Co Rd K
Hake St
HAKE ST
McMillen St
Handeyside Ln
Ralph St
CURTIS CIR
SCHUMACHER WAY
High St
GLENVIEW CT
FLORENCE ST
Florence
Memorial Dr
Wilcox St
N FOURTH ST
Armenia St
J McMillen St
Edgewater Rd
State Hwy 26
N 3rd St
N High St
E SHERMAN AVE
State Hwy 106

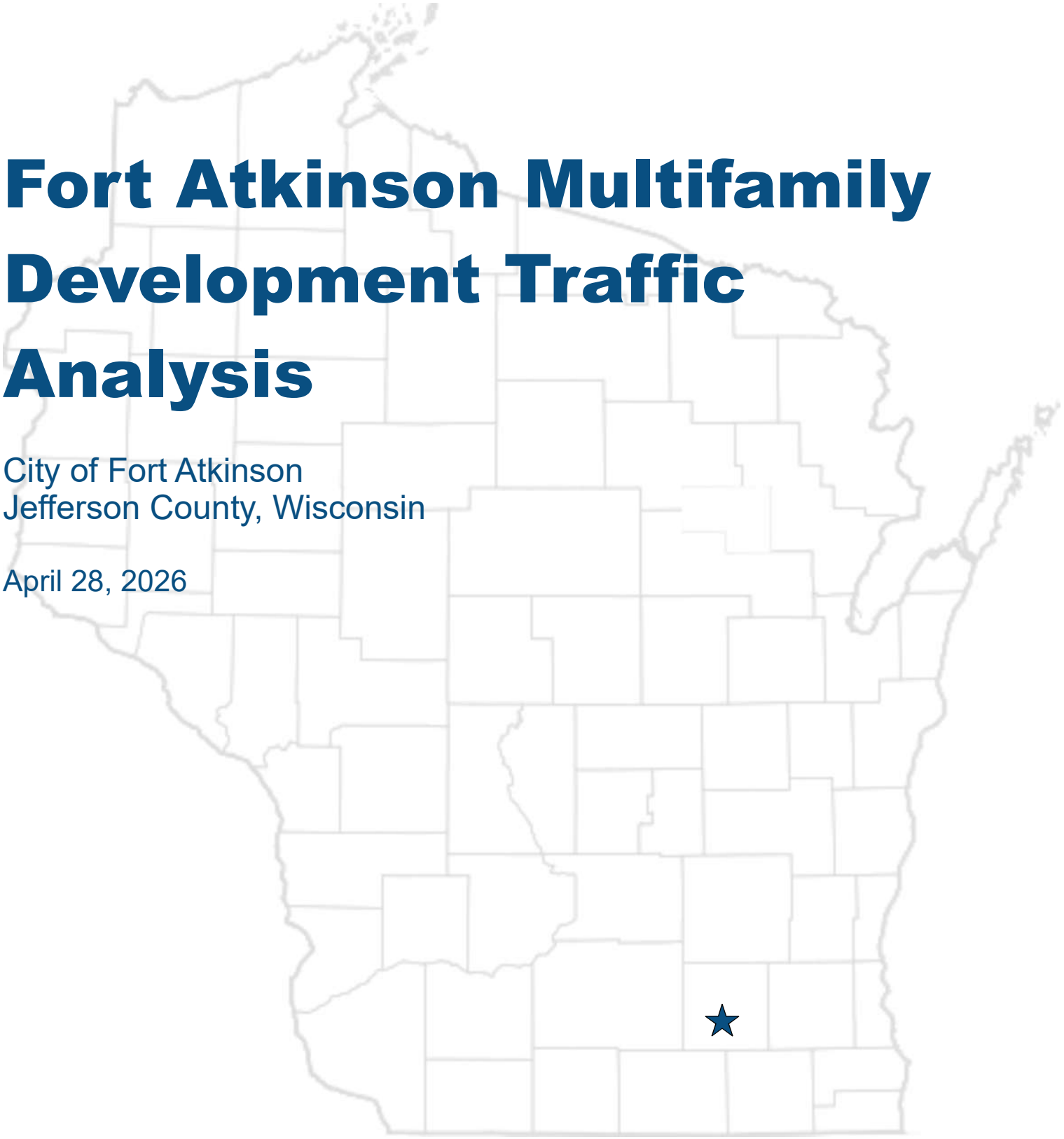
TRAFFIC ANALYSIS & DESIGN, INC.

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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.
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Contact Person: Brad Treml

PREPARED BY:
TADI
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Phone: (614) 483-1297
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"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
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Existing Turning Movement Counts

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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.

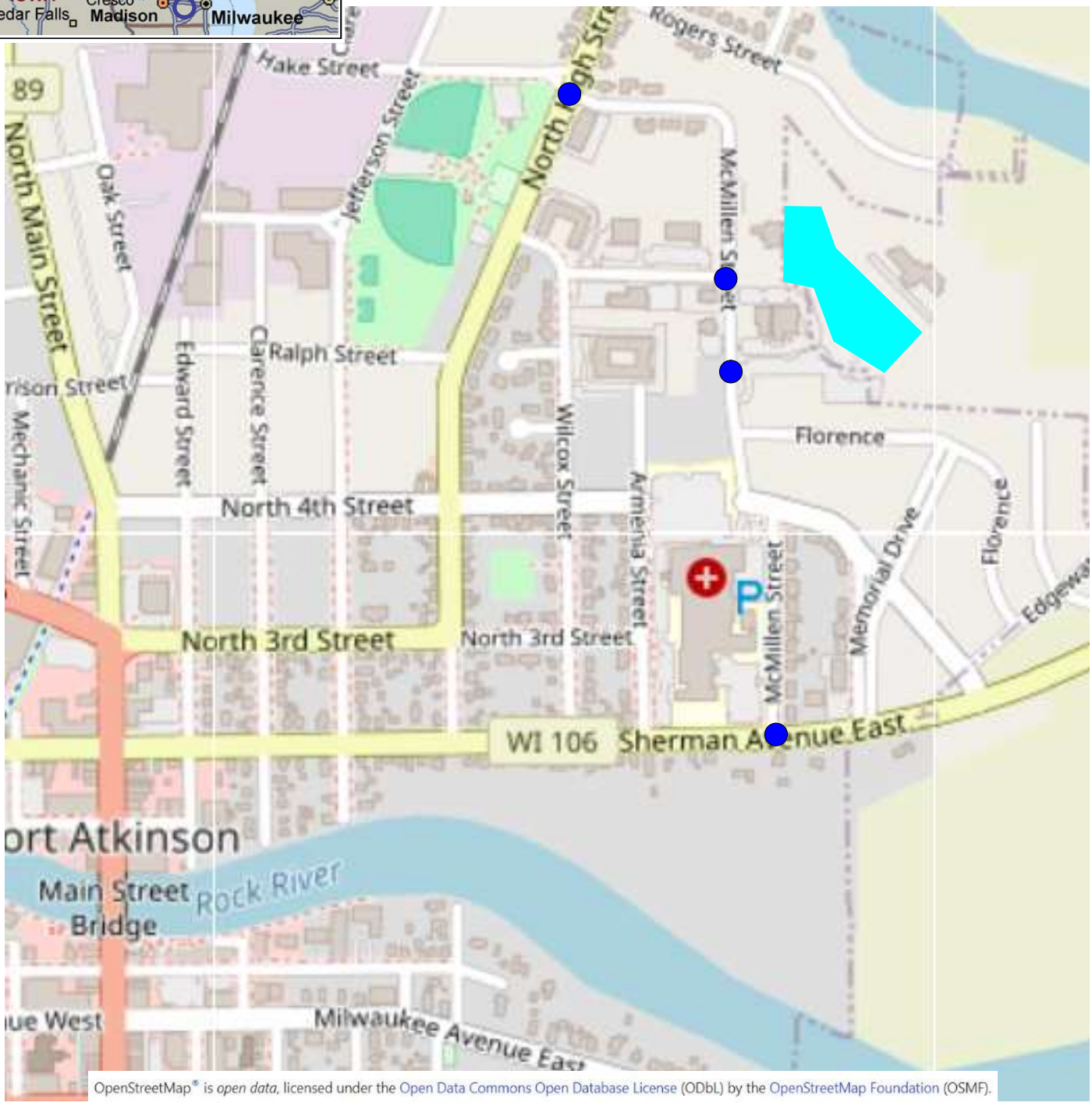
PART F – CONCLUSION

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

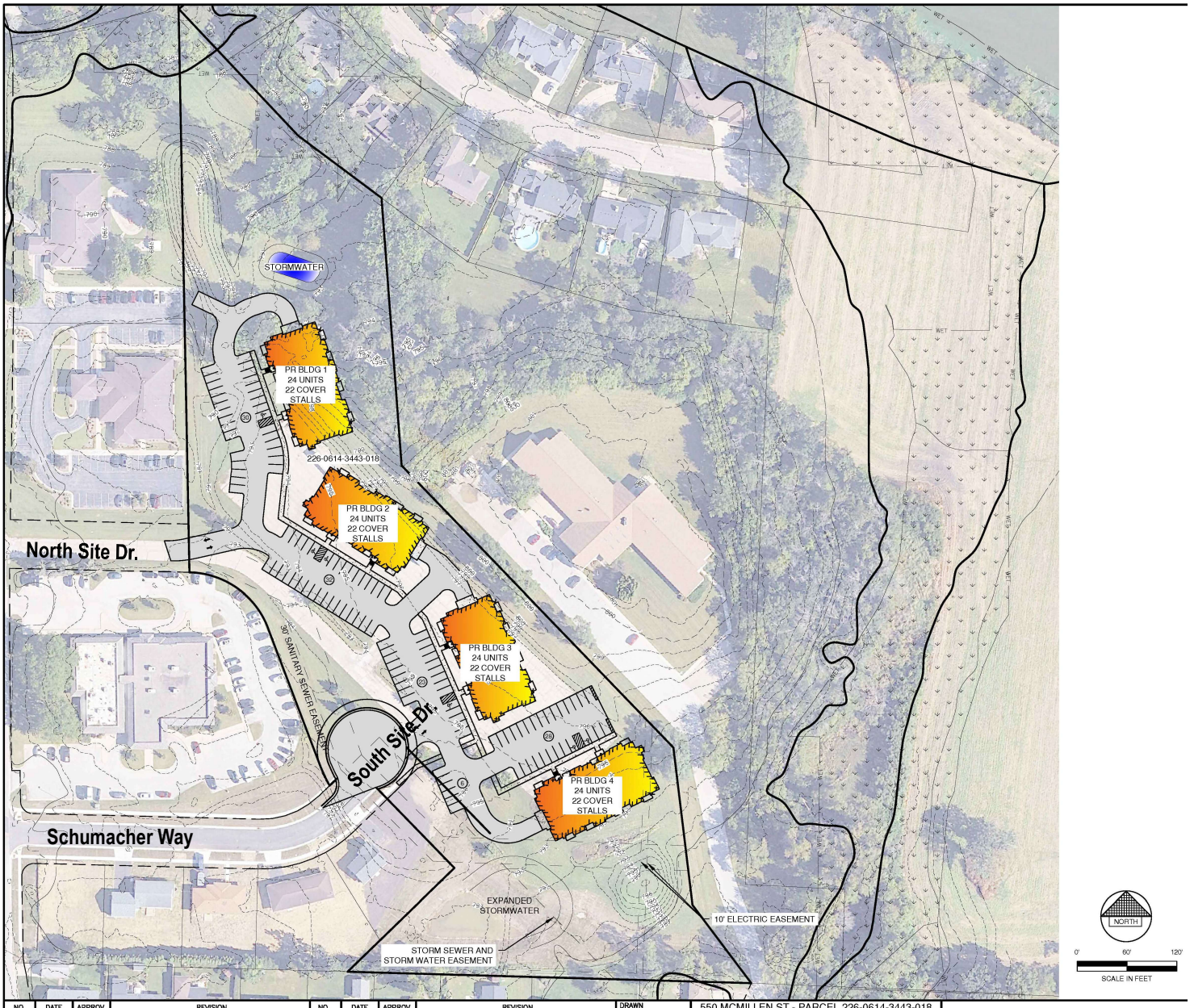


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N
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EXHIBIT 1
SITE LOCATION MAP

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.

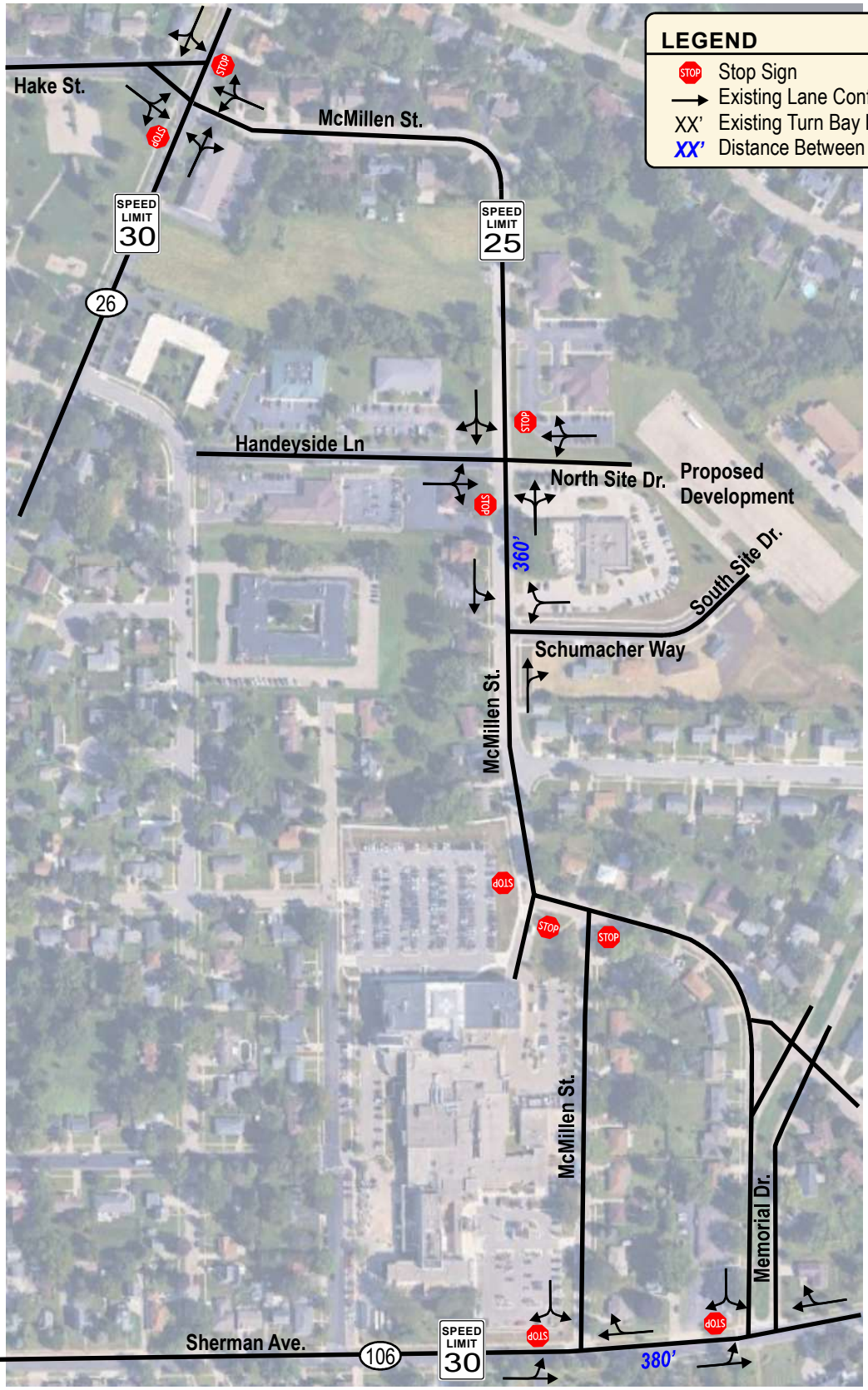
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EXHIBIT 2
CONCEPTUAL SITE PLAN

FORT ATKINSON, WISCONSIN

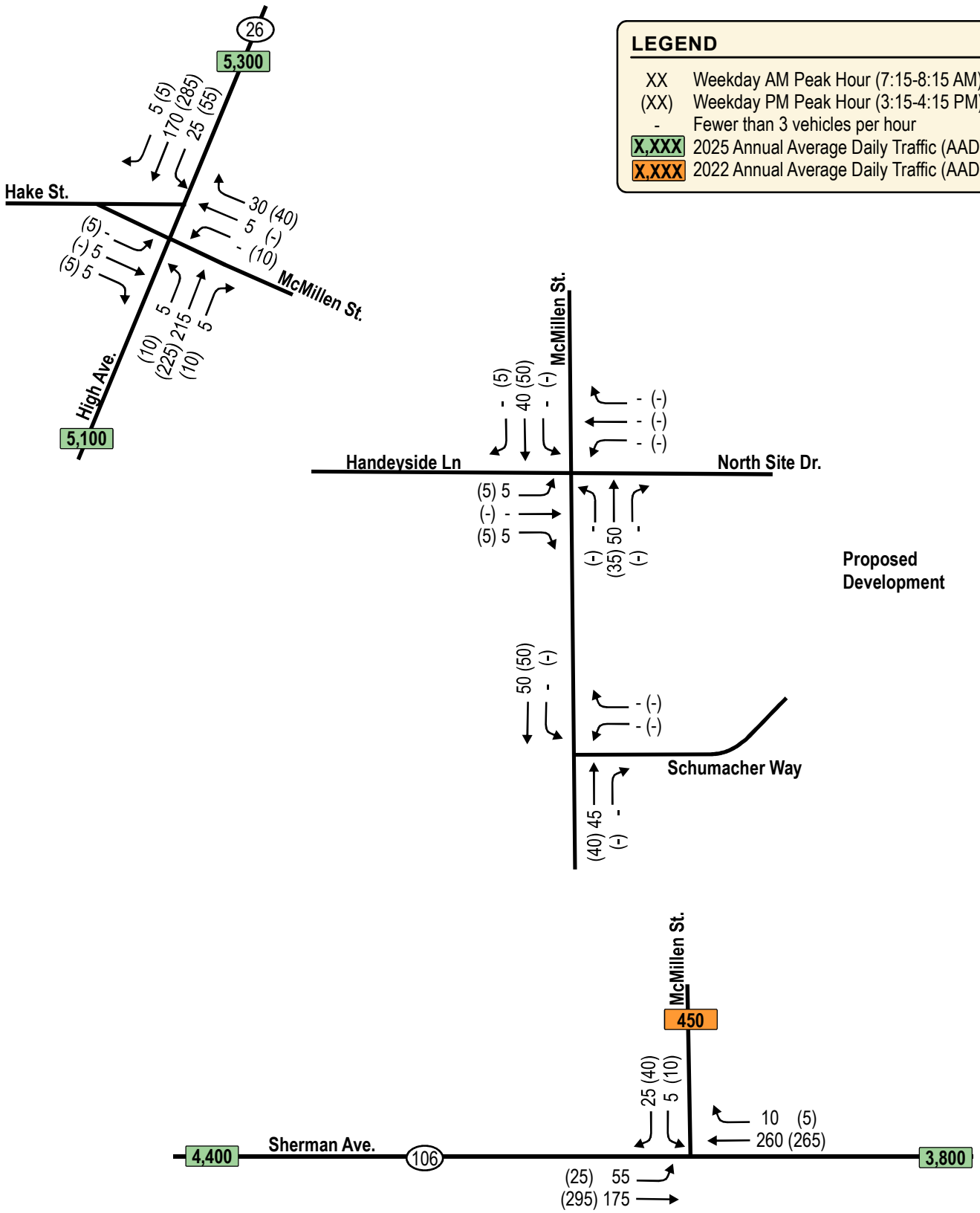


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EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

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EXHIBIT 4
YEAR 2026 EXISTING TRAFFIC VOLUMES

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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.

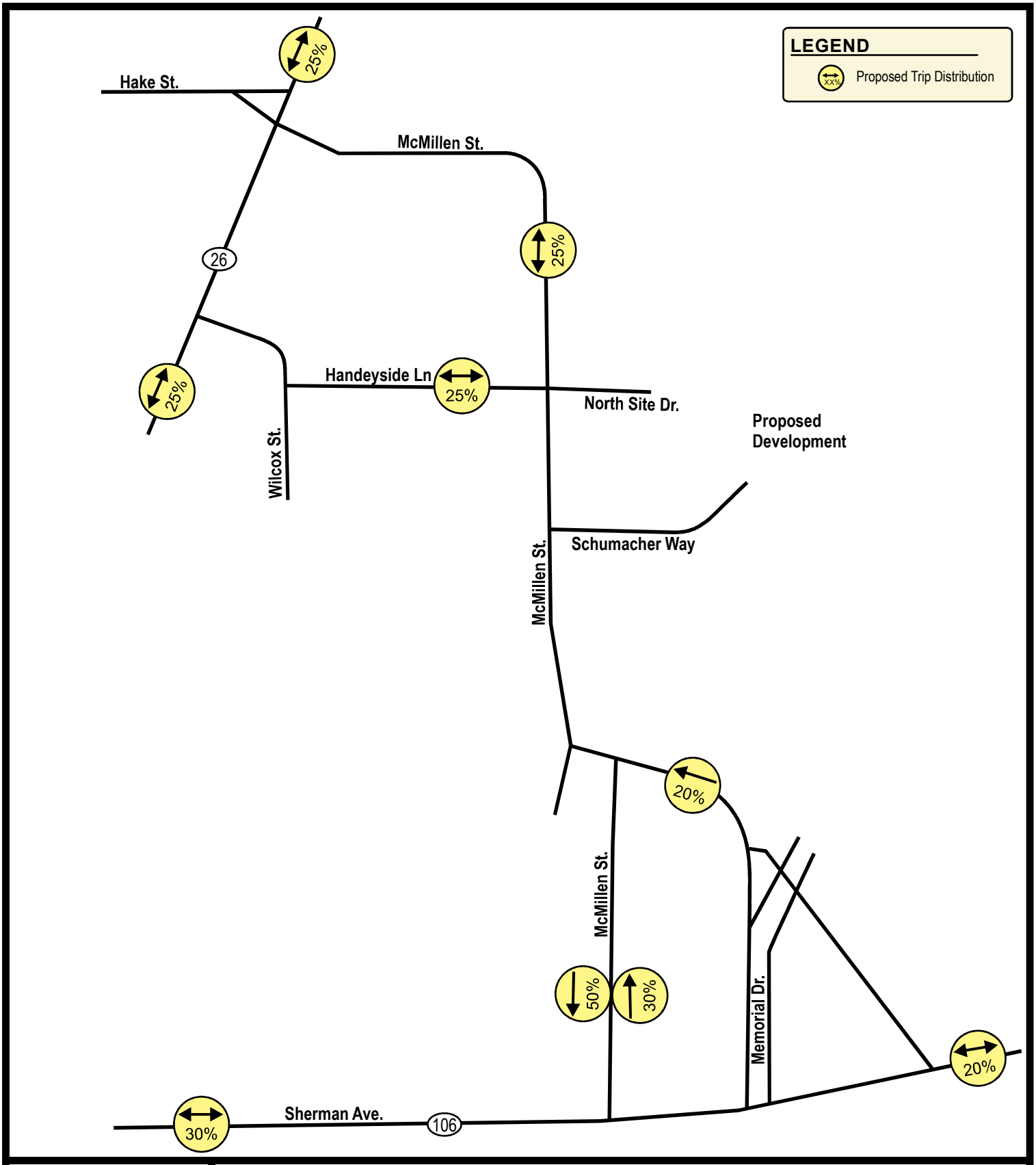
TRIP DISTRIBUTION

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.

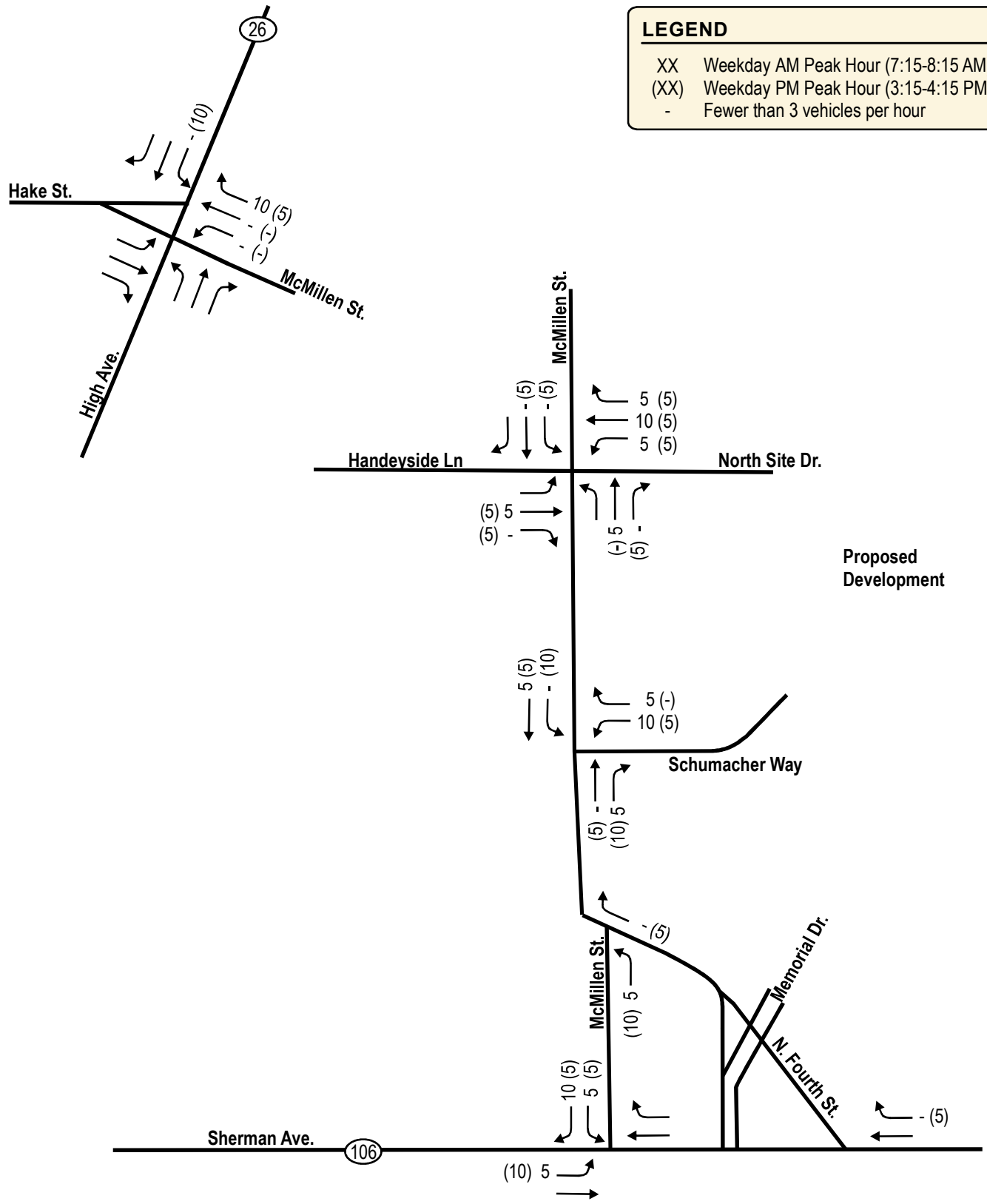


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3648 ~ 4/21/26

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EXHIBIT 6
DEVELOPMENT TRIP DISTRIBUTION PERCENTAGES

FORT ATKINSON, WISCONSIN

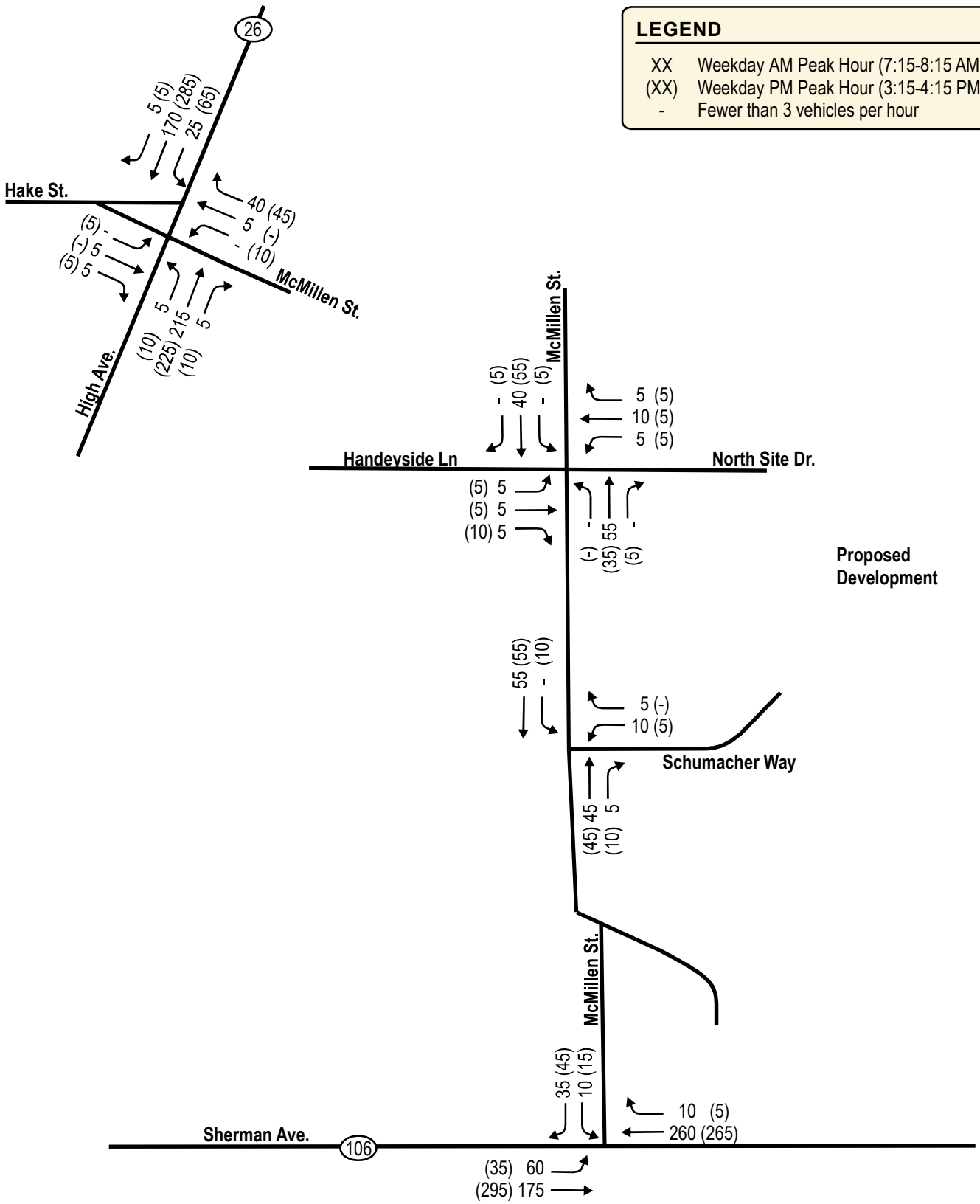


TADI
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N
NOT TO SCALE

EXHIBIT 7
ON-SITE DEVELOPMENT NEW TRIPS

FORT ATKINSON, WISCONSIN

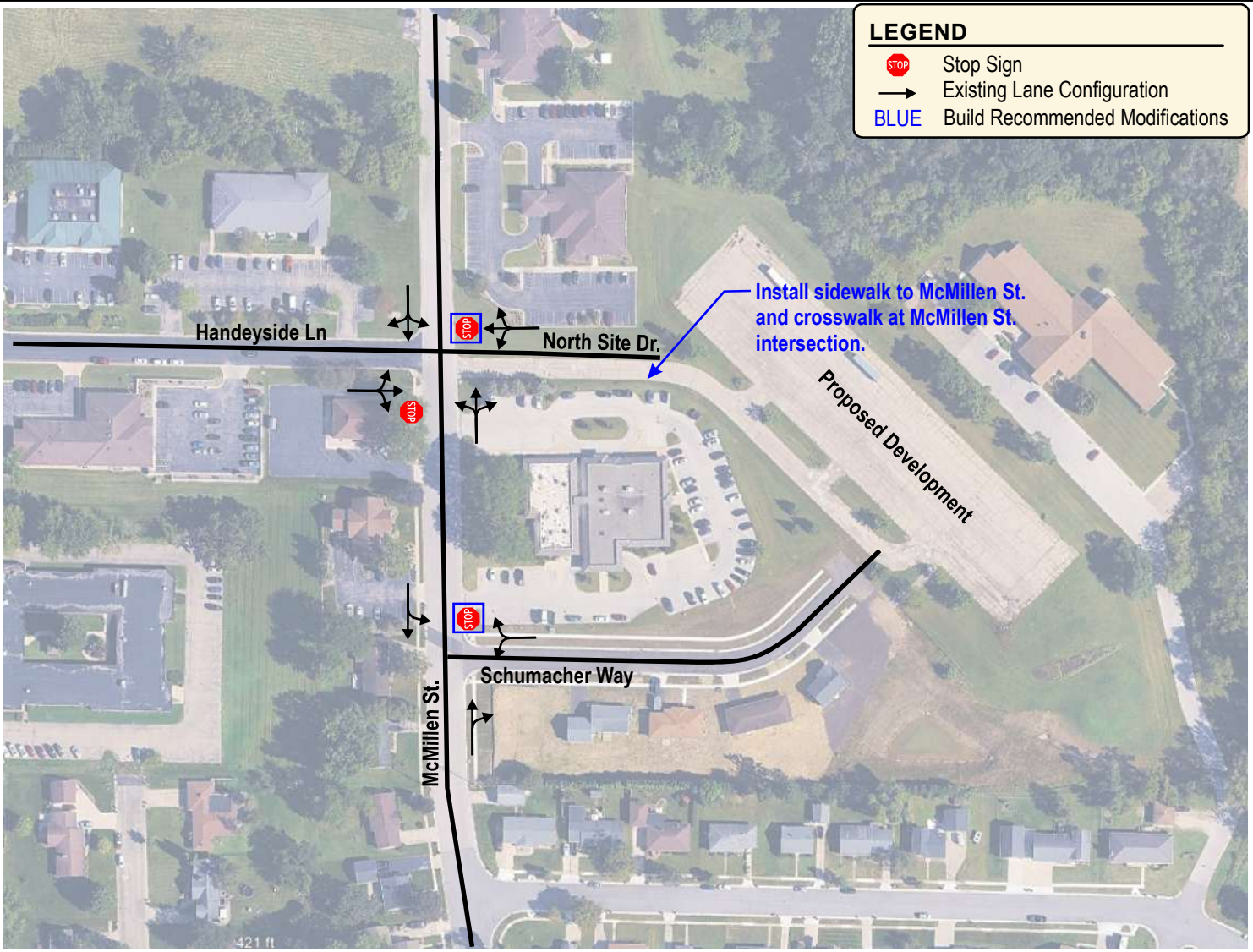


TRAFFIC ANALYSIS & DESIGN, INC.
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N
NOT TO SCALE

EXHIBIT 8
BUILD TRAFFIC VOLUMES

FORT ATKINSON, WISCONSIN



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N
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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***

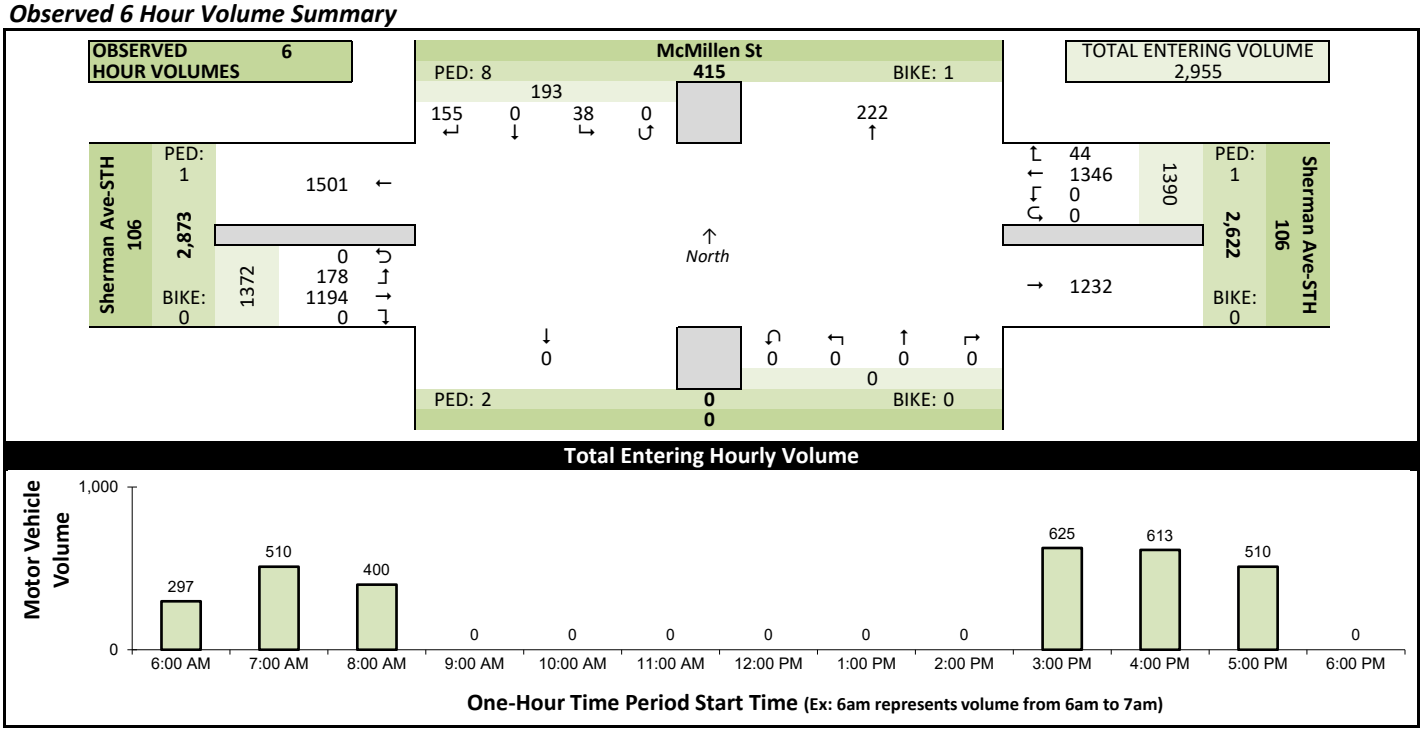
Site Information

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		

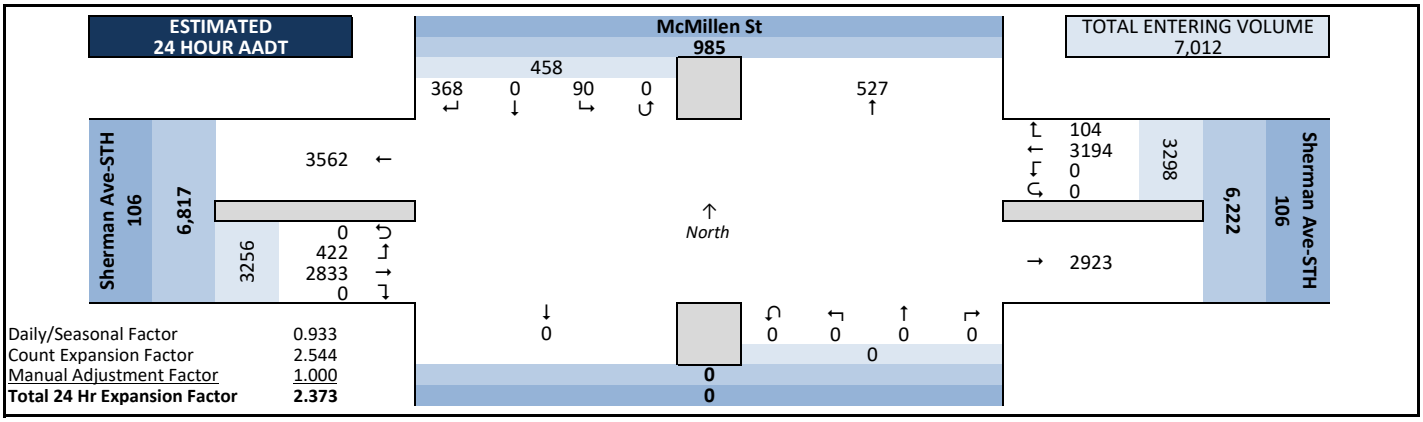
Count Information

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				
Observers: Midday Peak Period	0				
Observers: 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

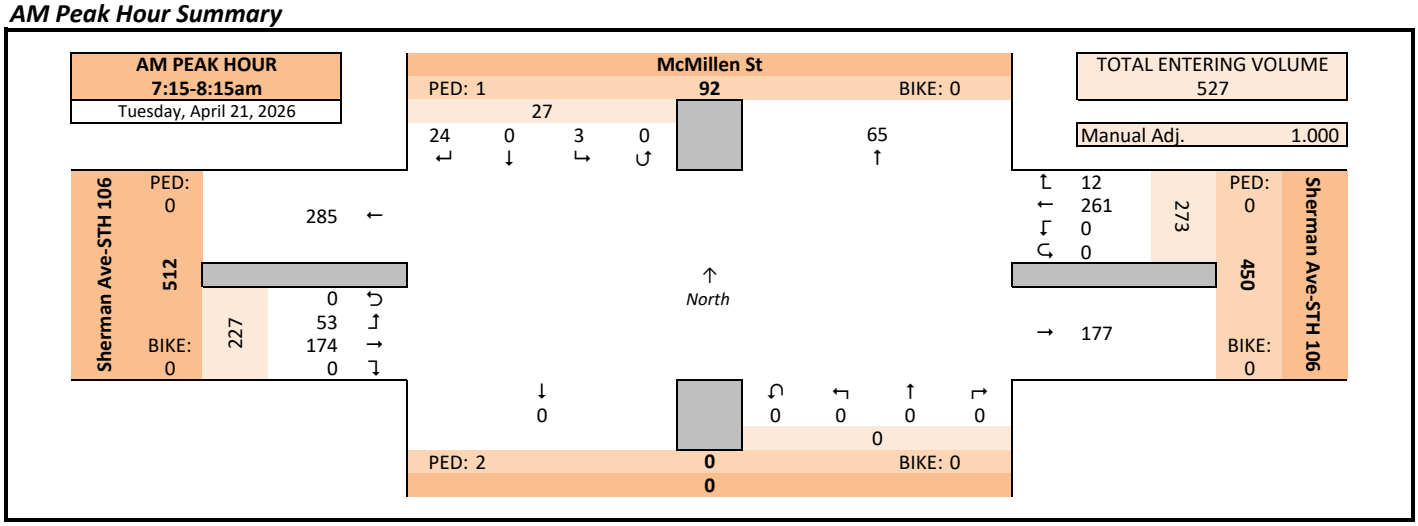
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Sherman Ave-STH 106 & McMillen St

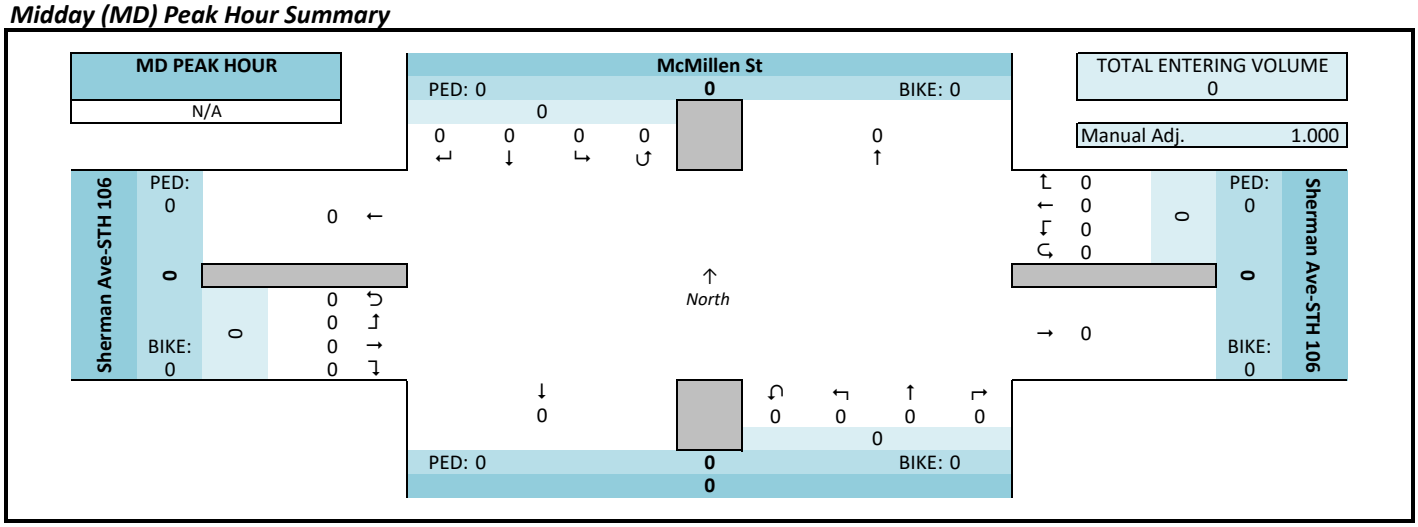
All Motor Vehicles



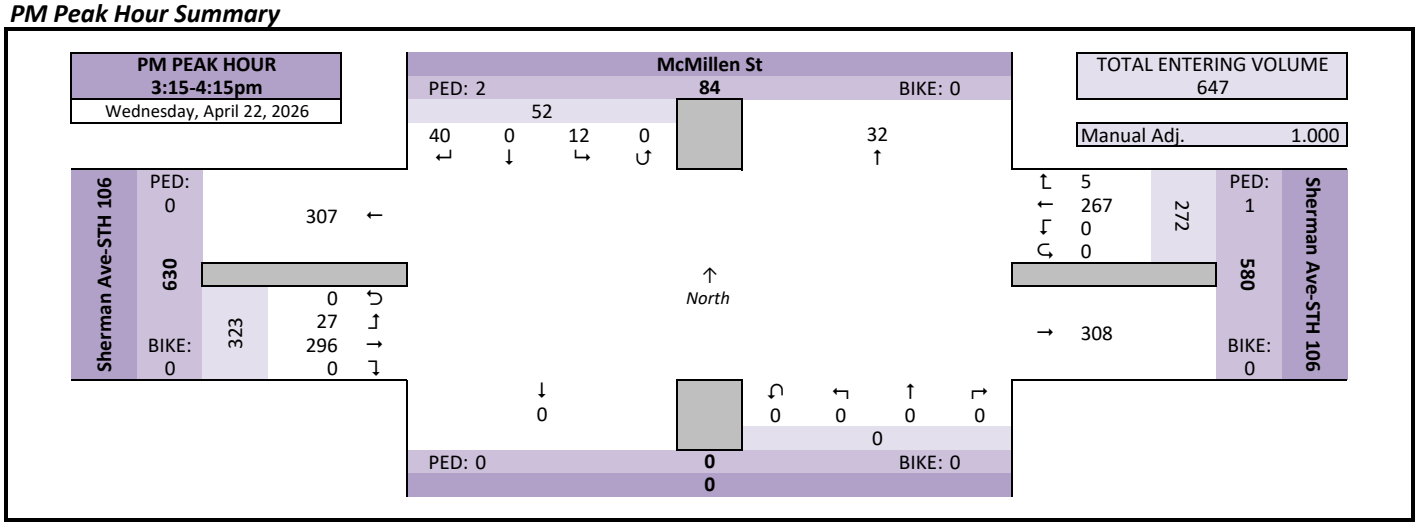
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

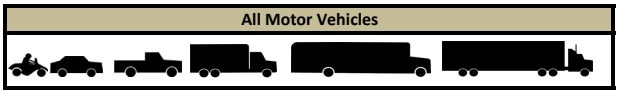


Intersection Traffic Volume Report

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 Volume
		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	
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

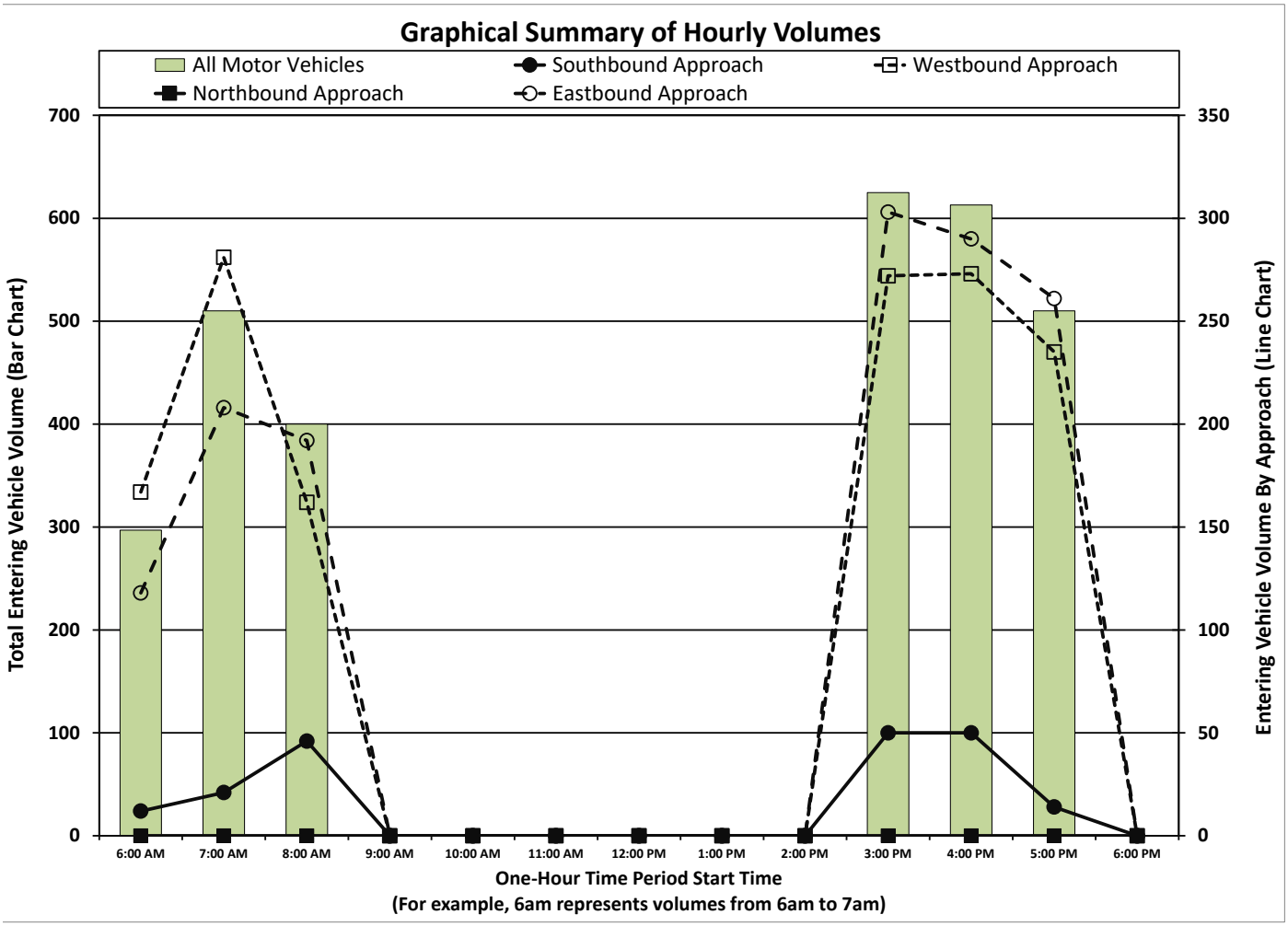
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Sherman Ave-STH 106 & McMillen St

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 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	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 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	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

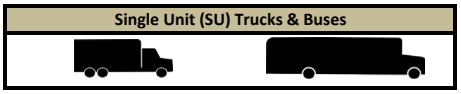
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

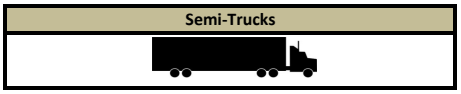
	Hourly Time Period	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	0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

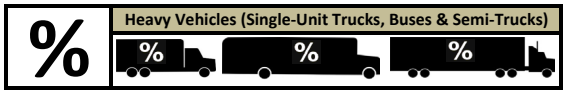
	Hourly Time Period Start Time	From North (↓) McMillen St Right	Thru	Left	U-Tn	Total	From East (←) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	From South (↑) 0 Right	Thru	Left	U-Tn	Total	From West (→) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	3	0	0	0	3	2	10	0	0	12	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

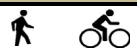
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Sherman Ave-STH 106 & McMillen St

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

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***

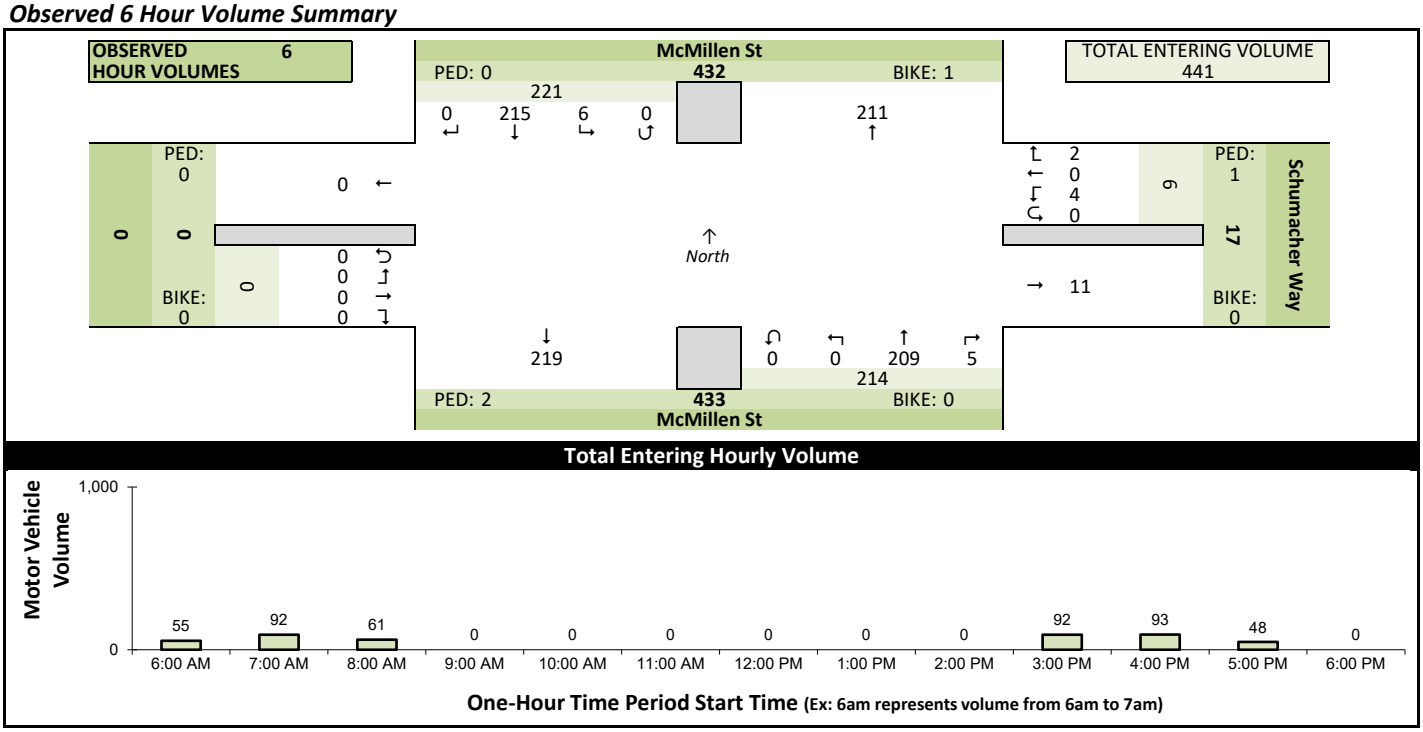
Site Information

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		

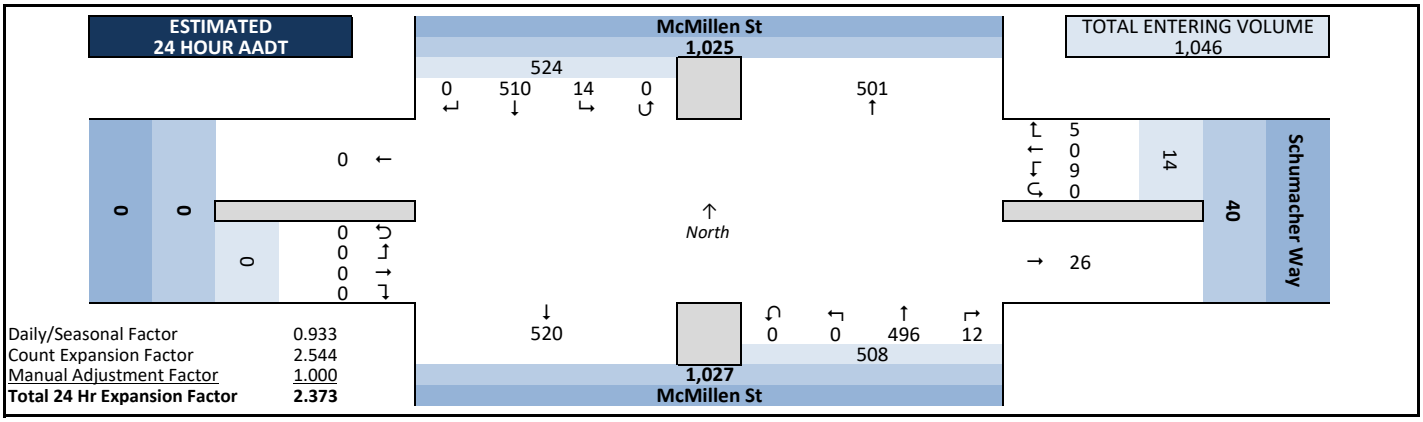
Count Information

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

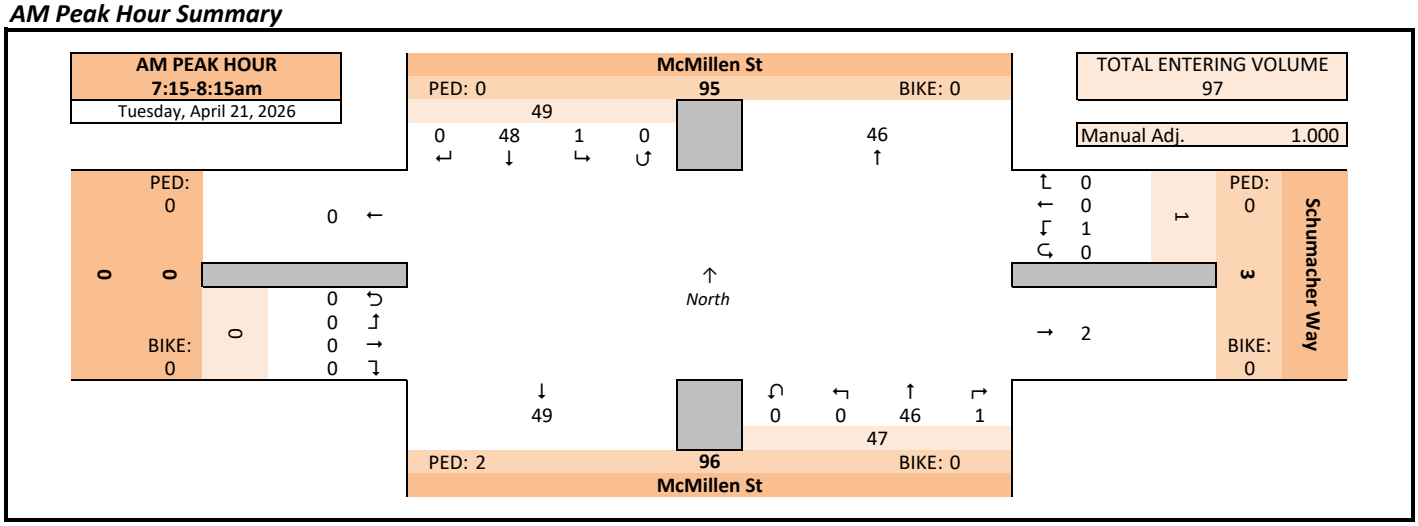
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way

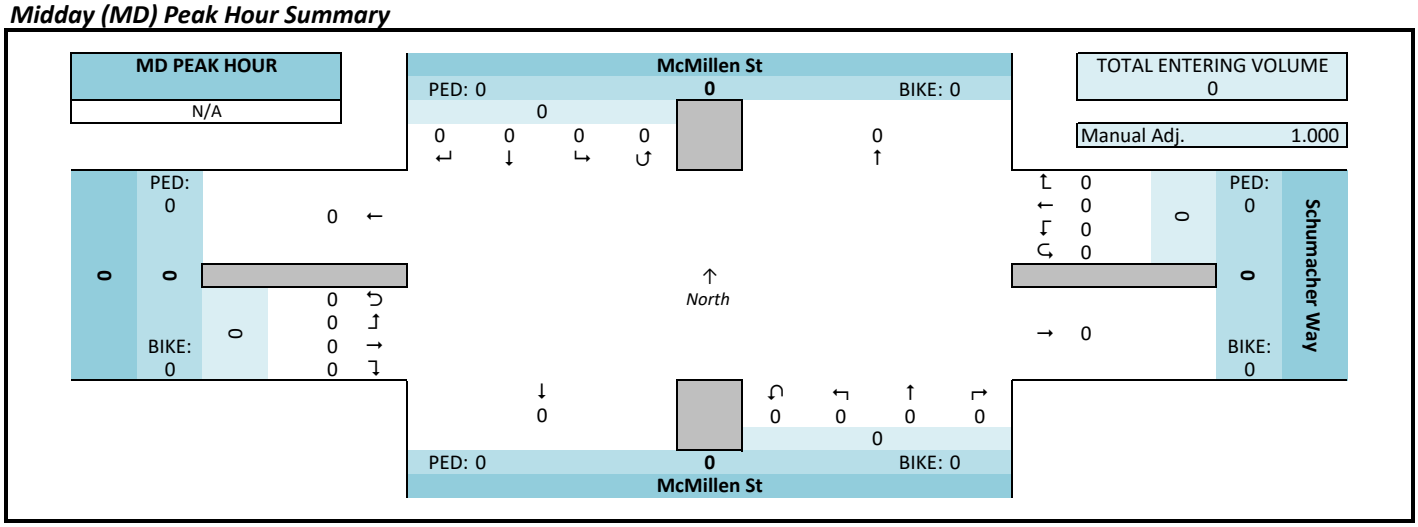
All Motor Vehicles



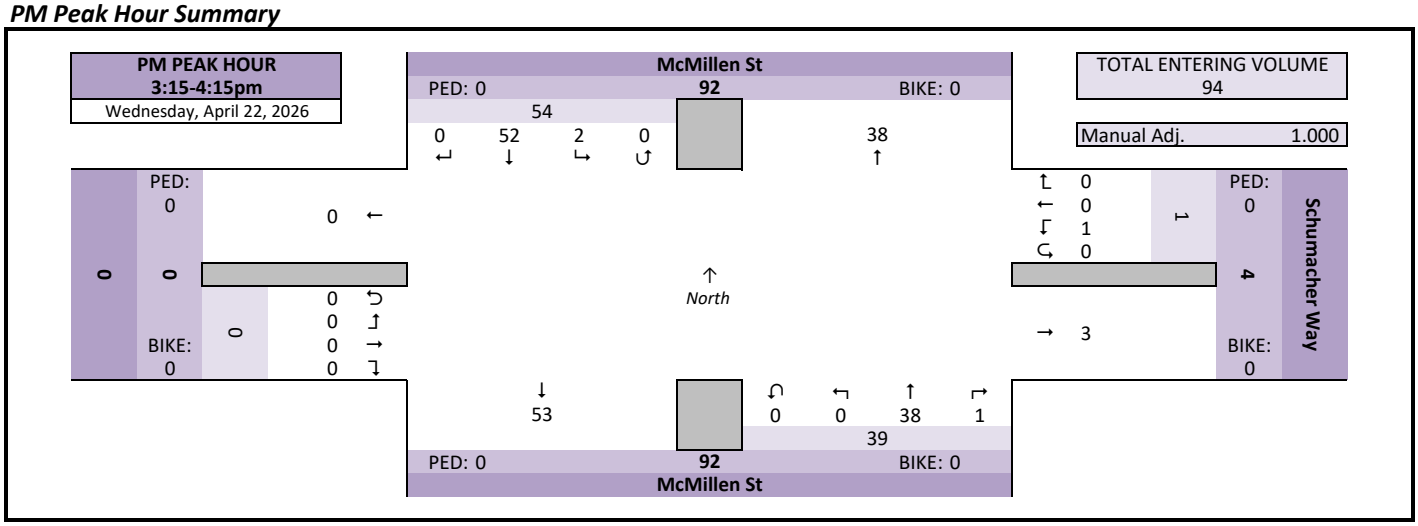
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

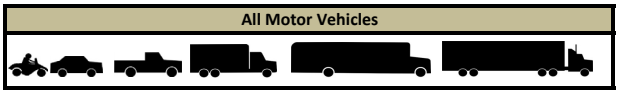


Intersection Traffic Volume Report

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

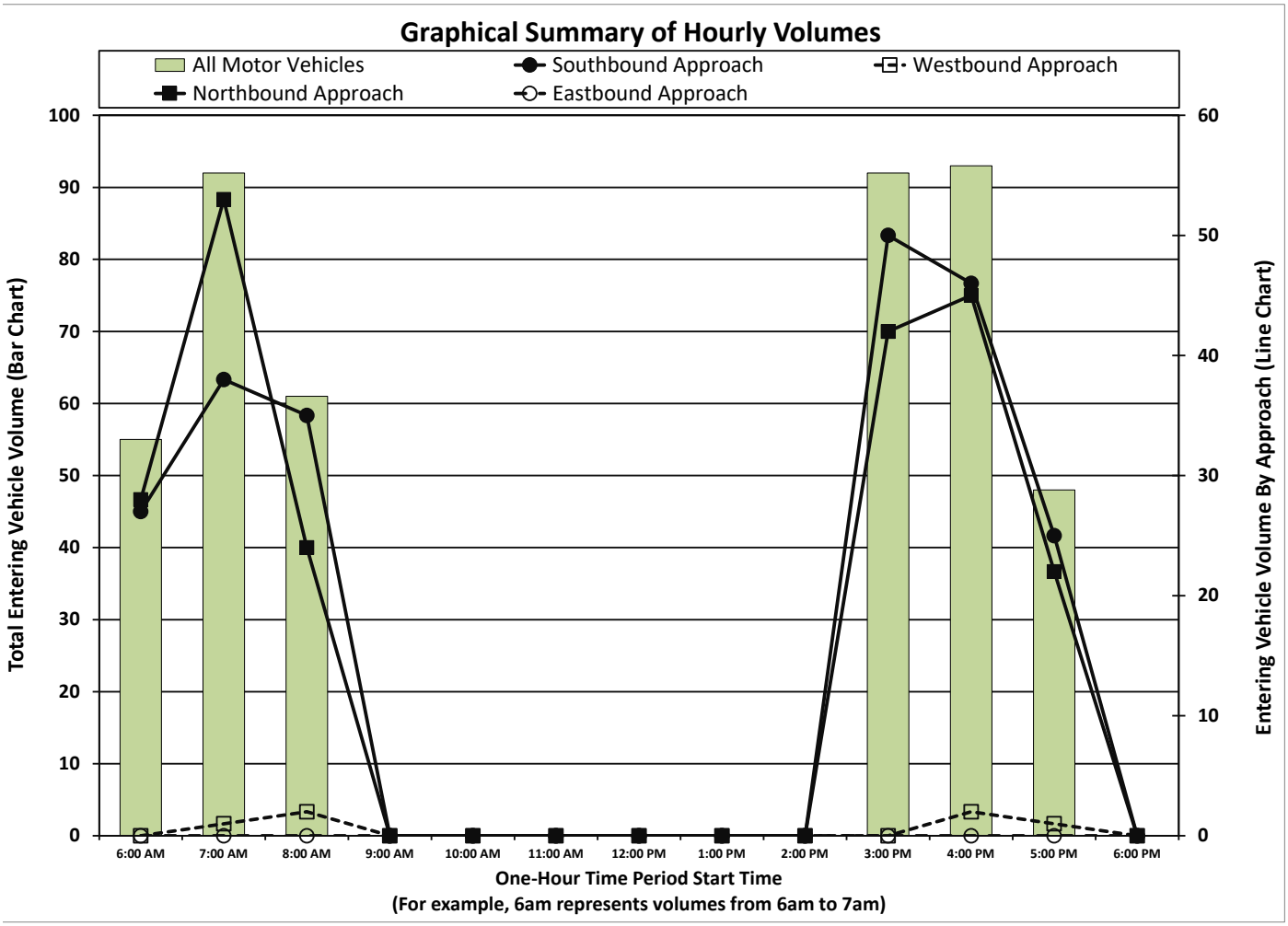
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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 E/W	Directional Volume Totals N/S
		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	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
	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
	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
	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	0	48	2	0	50	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	92	0	92
	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
	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
	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

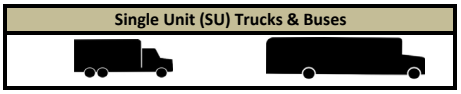
	Hourly Time Period Start Time	From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	46	1	0	47	0	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

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 & Schumacher Way



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

15-Minute Time Period		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					15-Min Totals	Hourly Sum
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		
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		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume
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	
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

Semi-Trucks



15-Minute Semi-Truck 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	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 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	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

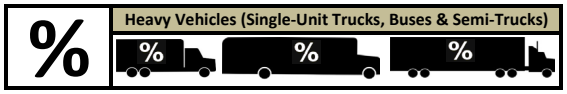
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	2	0	0	2	0	0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

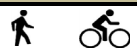
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

McMillen St & Schumacher Way

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

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			Schumacher Way			McMillen St			0			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	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***

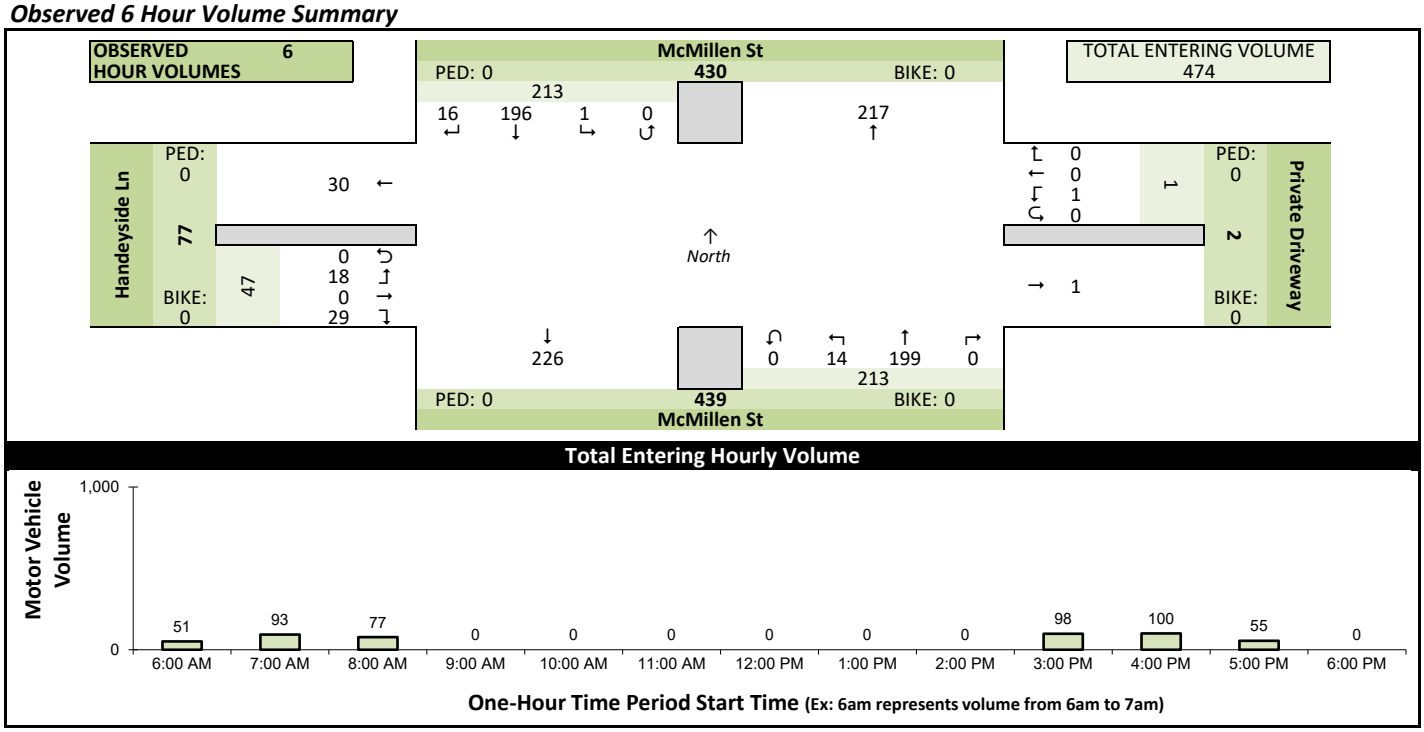
Site Information

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	

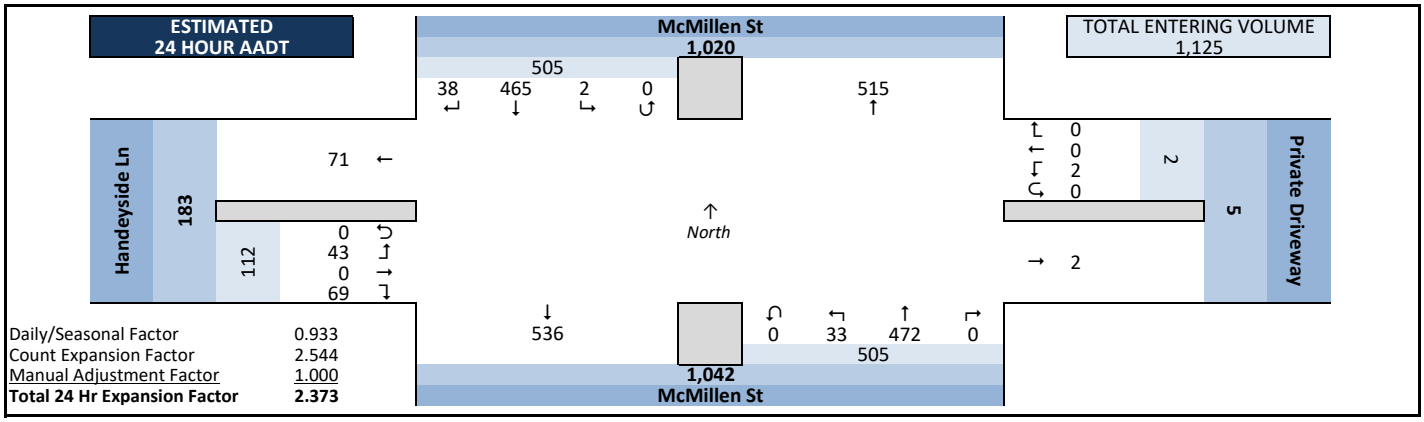
Count Information

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

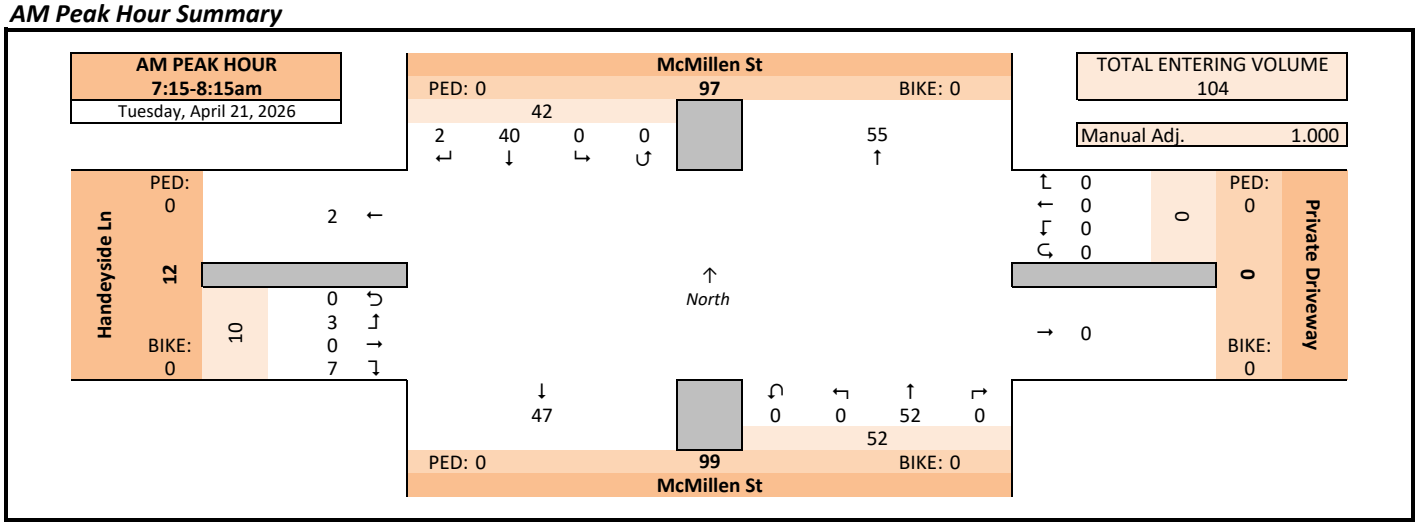
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln

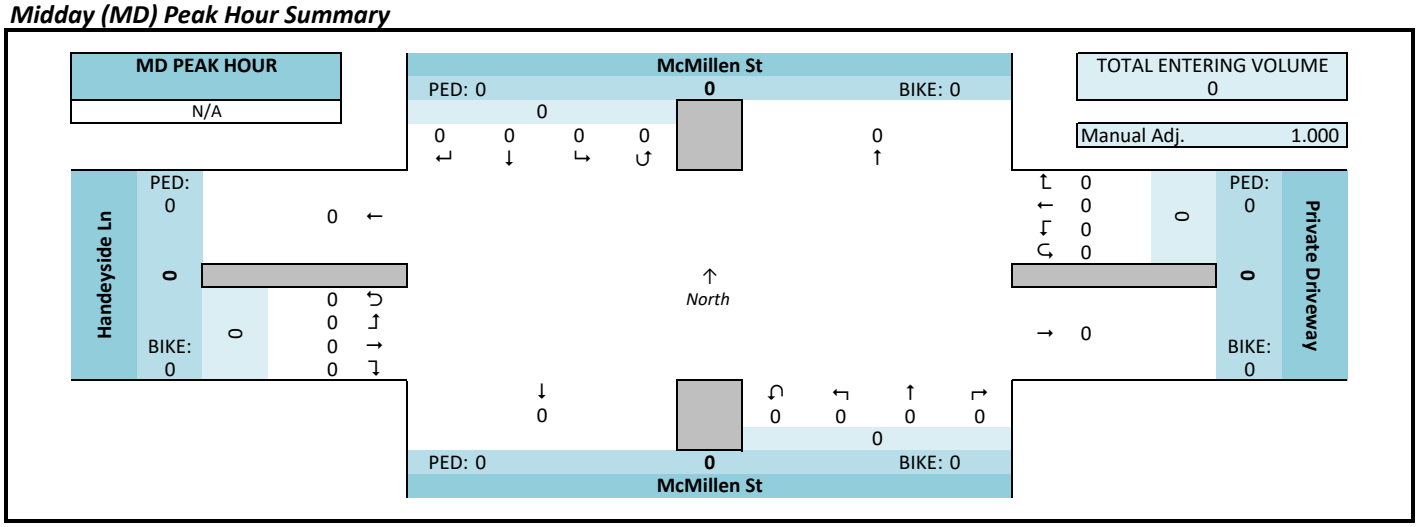
All Motor Vehicles



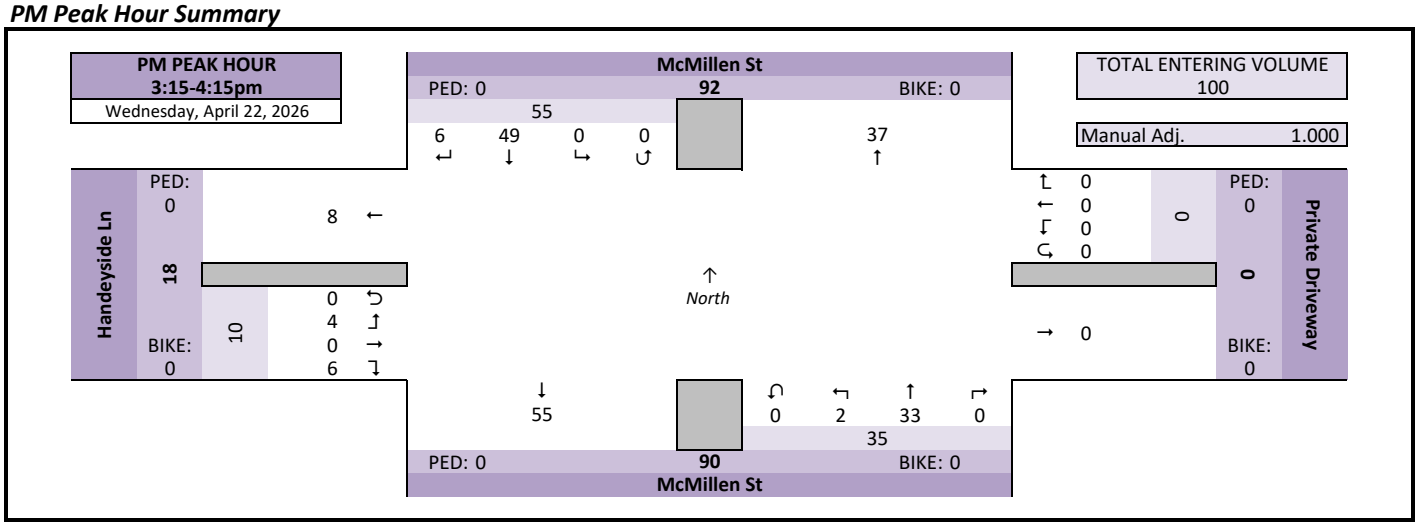
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

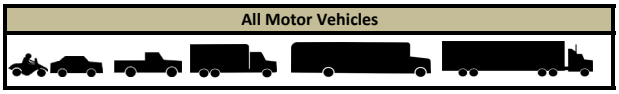


Intersection Traffic Volume Report

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

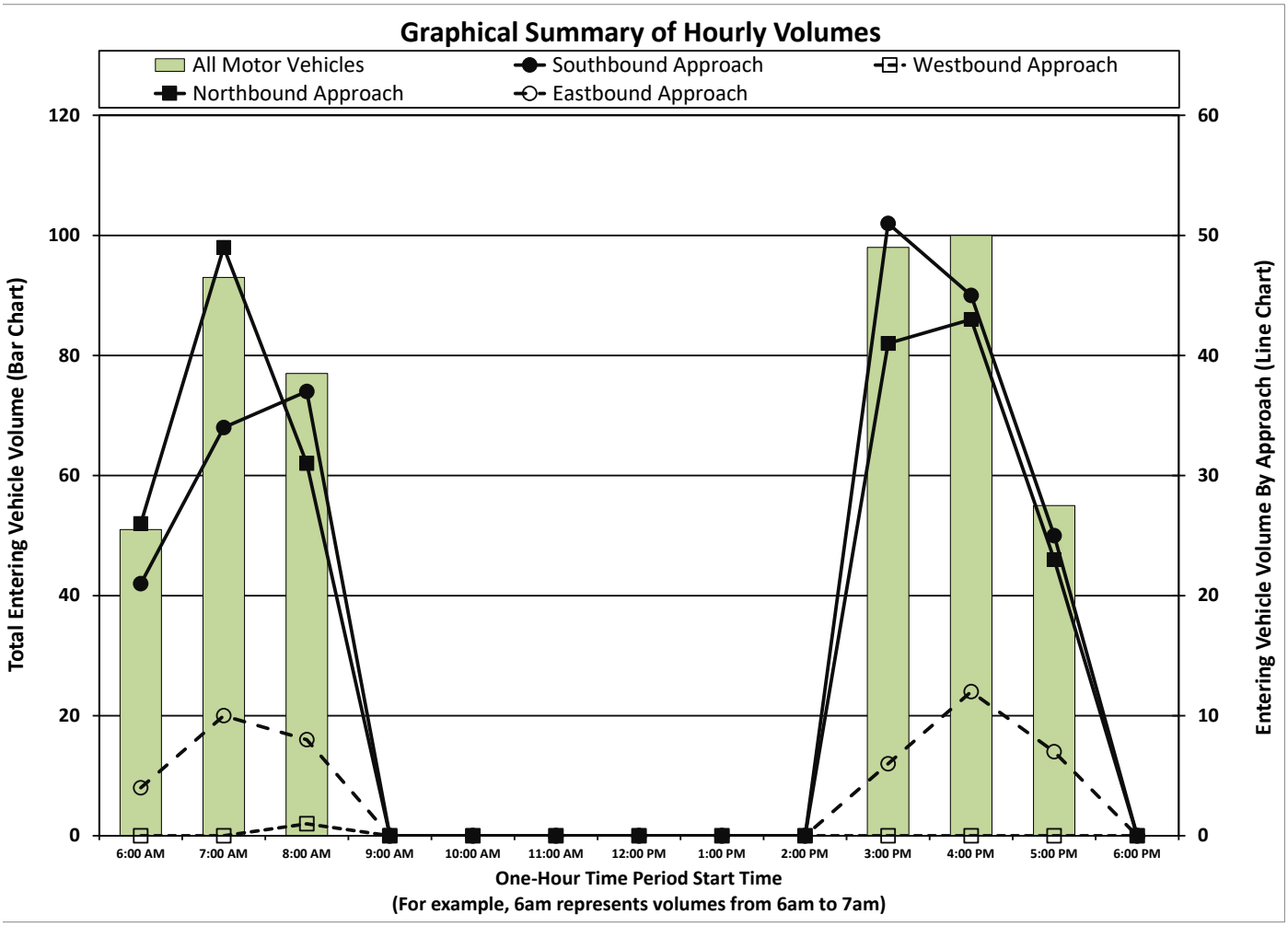
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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 E/W	Directional Volume Totals N/S
		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	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
AM	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
AM	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
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	6	45	0	0	51	0	0	0	0	0	0	37	4	0	41	4	0	2	0	6	98	6	92
PM	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
PM	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
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		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

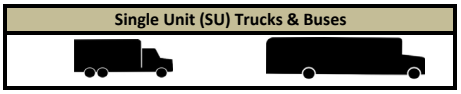
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

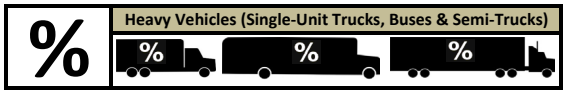
	Hourly Time Period Start Time	From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

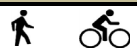
Intersection Traffic Volume Report

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***

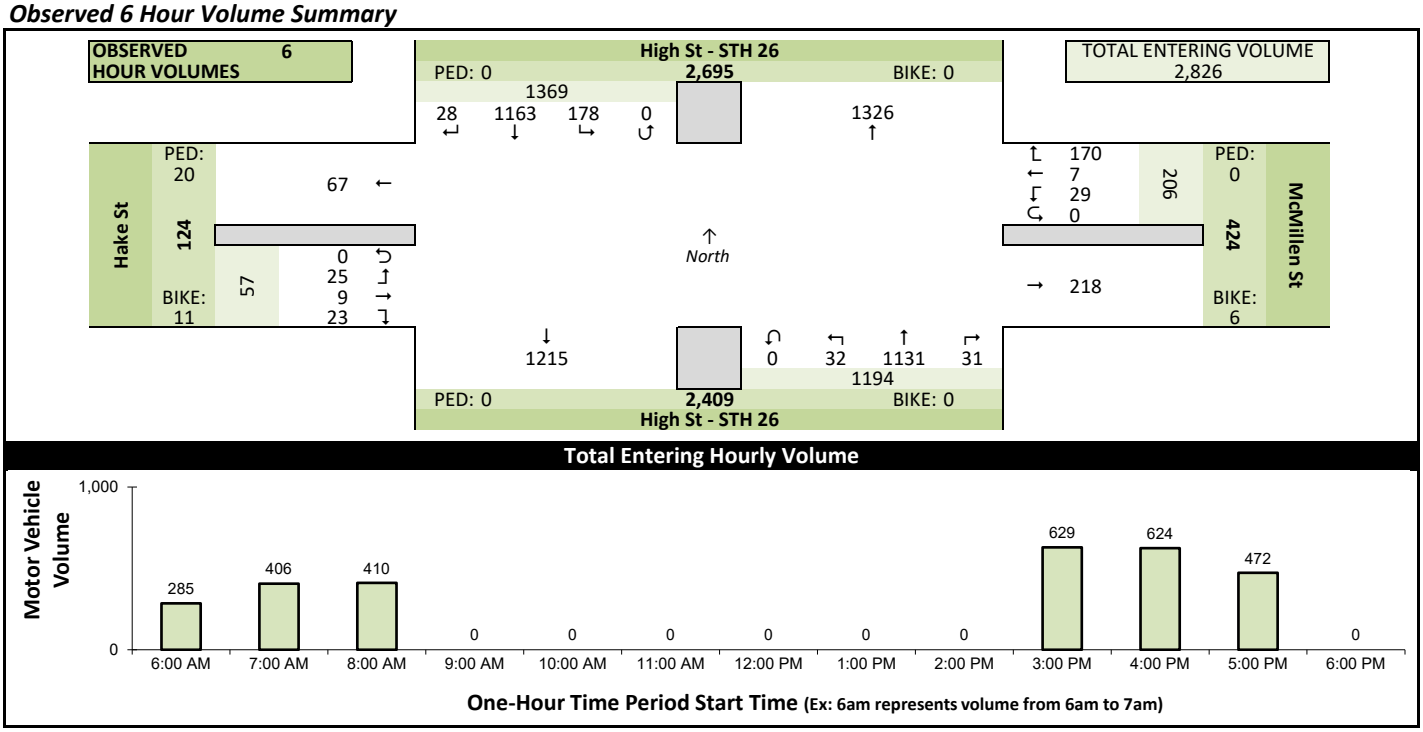
Site Information

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		

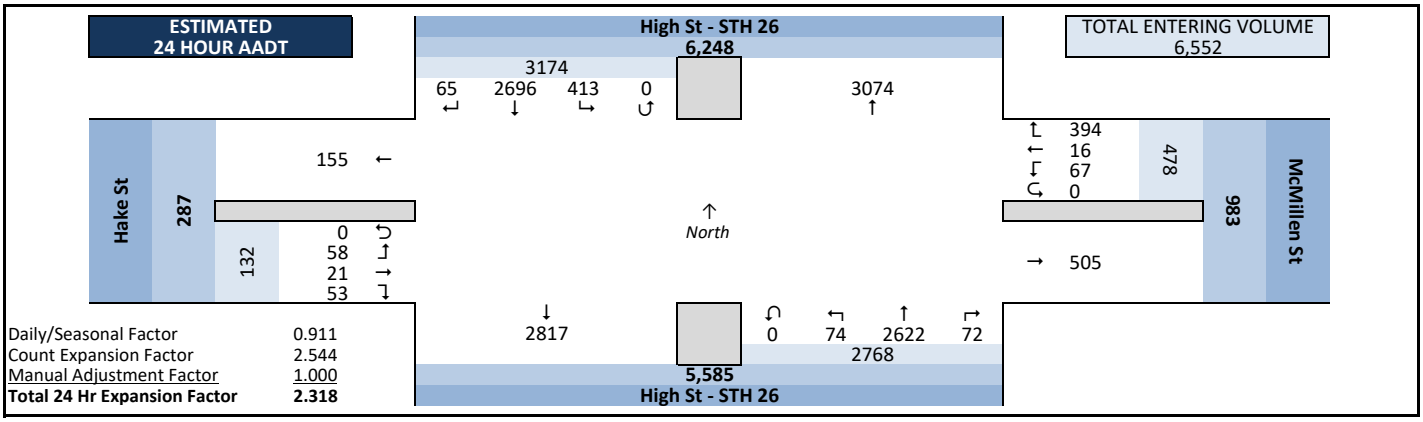
Count Information

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



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

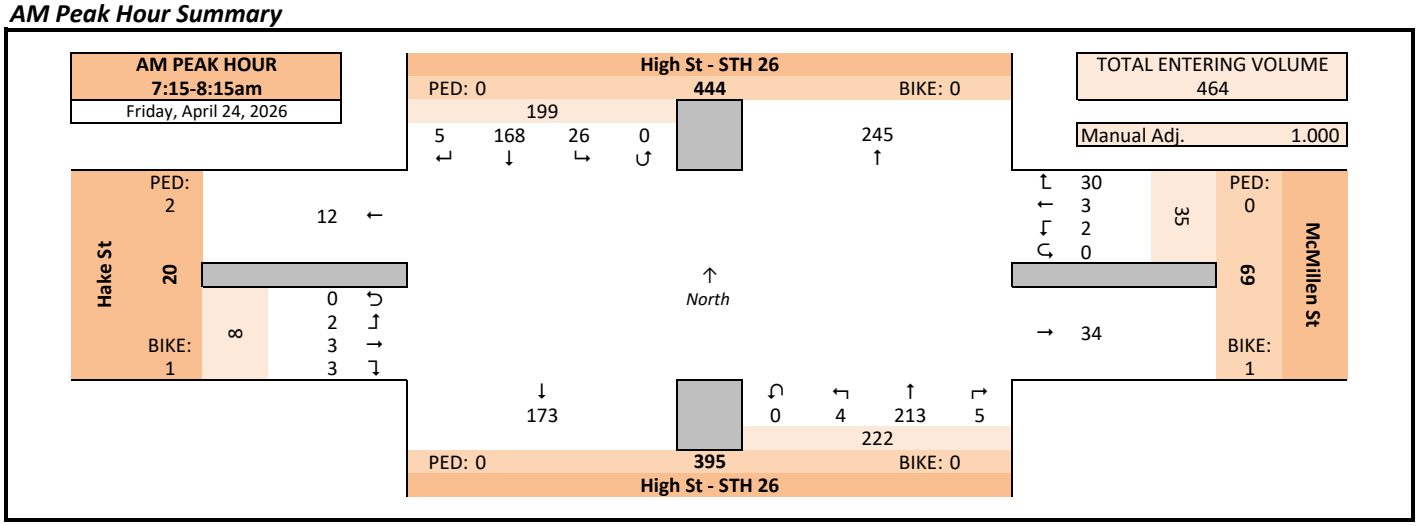
Count Basics			*Page 2 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St

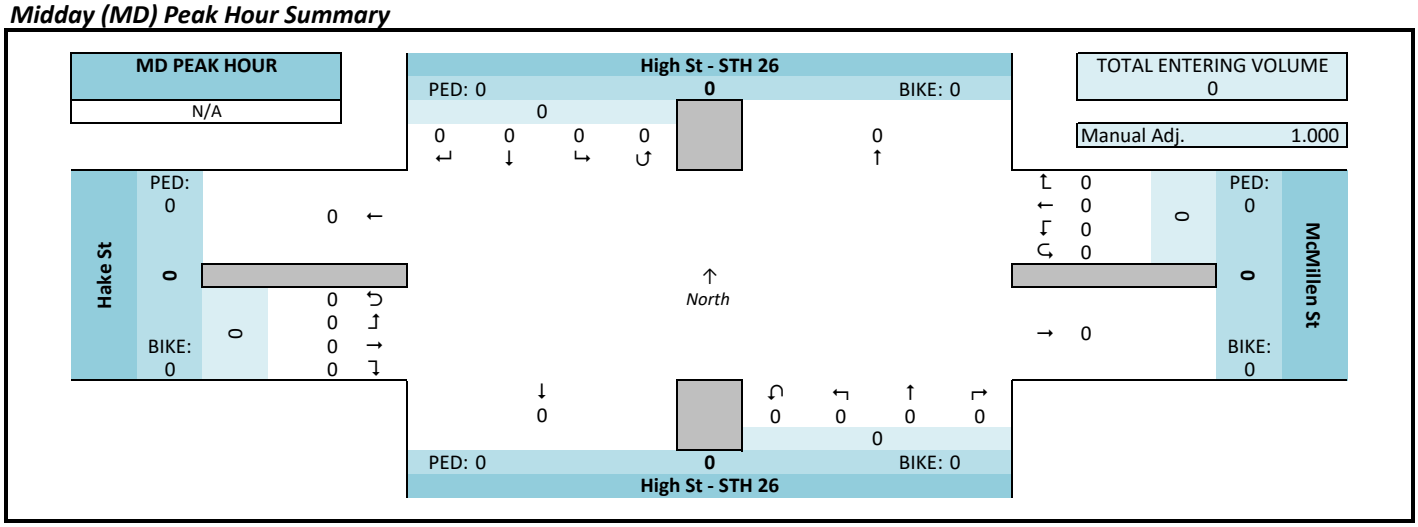
All Motor Vehicles



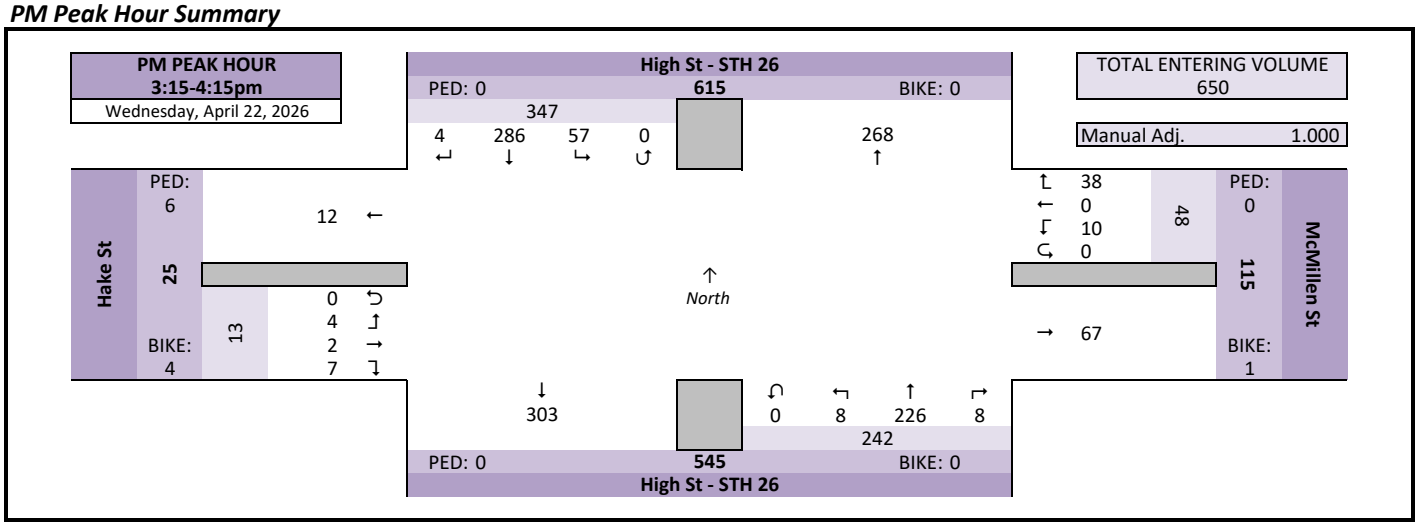
AM Peak Hour Summary



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

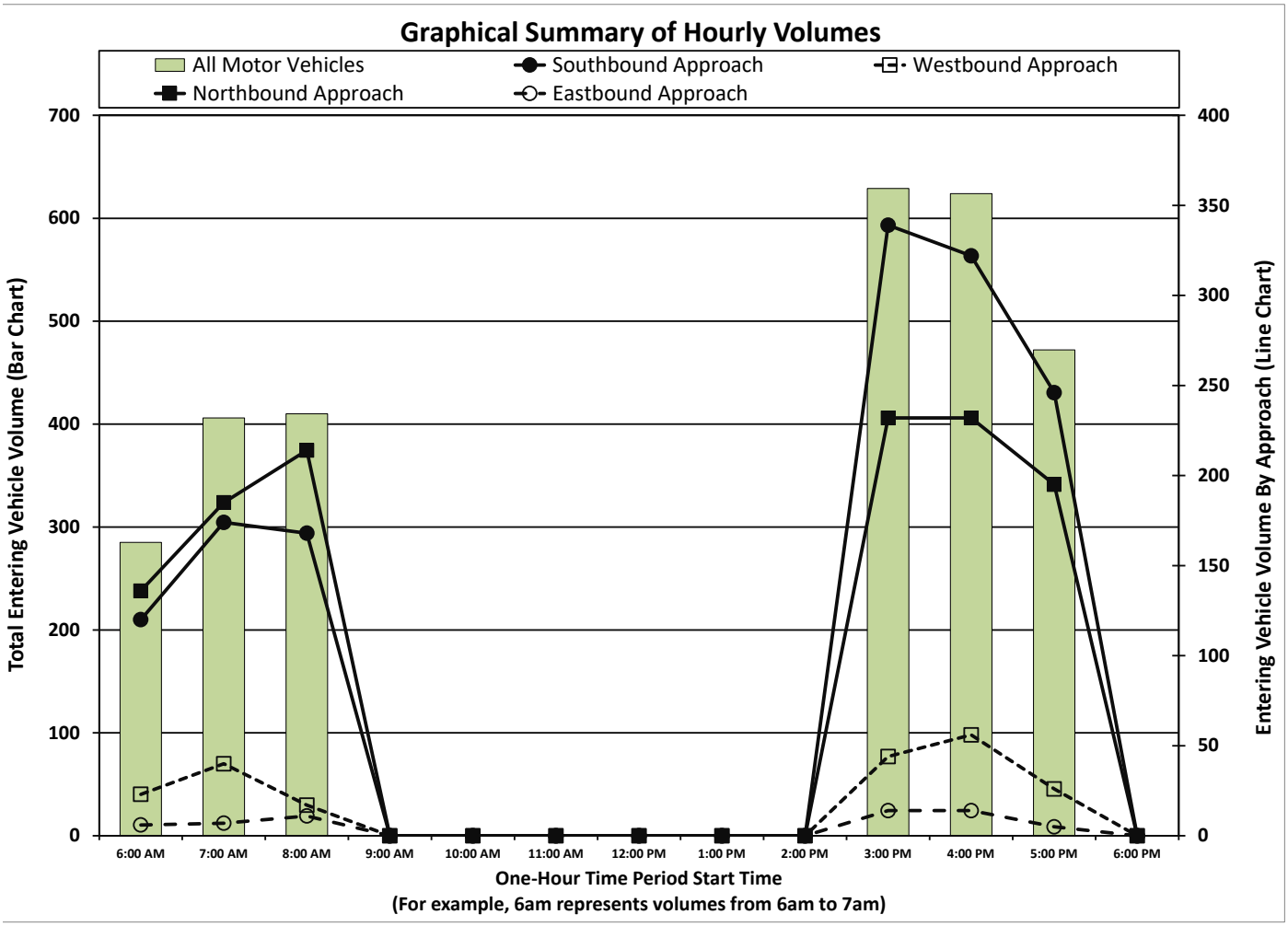
All Motor Vehicles



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

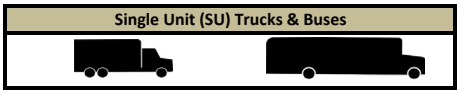
Hourly Time Period Start Time		From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	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 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	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 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	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

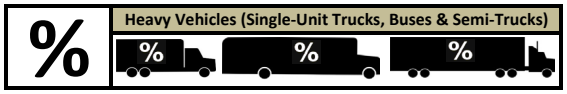
	Hourly Time Period Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	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 (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					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	2.8
	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 (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					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	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	

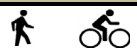
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

High St - STH 26 & McMillen St

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

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.**



ORDINANCE NO. ____

AN ORDINANCE
TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF FORT ATKINSON

NOW, THEREFORE, the City Council of the City of Fort Atkinson, Wisconsin, do ordain as follows:

Section 1. Section 15.02.03 of the City of Fort Atkinson Zoning Ordinance, adopting the Map of Standard Zoning Districts, is hereby amended to change the zoning classification of the following described property from **Institutional, to Multi-Family Residential-30.**

> OUTLOT 1, FORT HEALTHCARE ADDITION, RECORDED IN THE REGISTER OF DEEDS ON JUNE 29, 2024, IN DOCUMENT NUMBER 1484482. (PARCEL NUMBER 226-0614-3443-018)
>
> OUTLOT 1, CERTIFIED SURVEY MAP NO. 5180, RECORDED IN VOLUME 28 OF CERTIFIED SURVEY MAPS, PAGE 014, AS DOCUMENT NUMBER 1247124, BEING A PART OF ALL OF LOT 3, CERTIFIED SURVEY MAP 3084, RECORDED IN VOLUME 13 ON PAGES 34 AND 35, BEING A PART OF THE SOUTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 34, TOWN 6 NORTH, RANGE 14 EAST, CITY OF FORT ATKINSON, JEFFERSON COUNTY, STATE OF WISCONSIN. ALSO AN AFFIDAVIT IN DOC 1247647. (PARCEL NUMBER 226-0614-3434-045)

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall take effect upon passage, posting, or publication as provided by law.

Enacted by the City Council of the City of Fort Atkinson, Jefferson County, Wisconsin, this 2nd day of June, 2026.

CITY OF FORT ATKINSON

_____
Kyle Jaeckel, President

ATTEST:

_____
Michelle Ebbert, City Clerk/Treasurer/Finance Director

DRAFT

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Nick Armstrong, Electrician**

RE: **Review and possible action relating to the Wisconsin Department of Transportation's Carbon Reduction Program purchases at a cost not to exceed $13,835.00 (Armstrong, City Electrician)**

BACKGROUND

Following a February 2024 award from the Wisconsin Department of Transportation's Carbon Reduction Program, the Fort Atkinson City Council approved the purchase of traffic signal controls and materials during its January 20, 2026, meeting.

DISCUSSION

Two items were not eligible for reimbursement by the State of Wisconsin: the pedestrian countdown crossing LED housings and labor for installing the new traffic control equipment in the existing cabinets. It was originally understood by staff that the LED housings were not required for the operation of the signal controls and were considered optional. However, staff were recently notified by TAPCO's new sales representative that housings are required for the signal control to be mounted properly. Staff worked with TAPCO to obtain pricing for these items, as shown below. Staff also requested a quote for the installation of this equipment from TAPCO to ensure that the traffic control signals are installed by a contractor familiar with the product. The January approval was specifically for the purchase of the materials from TAPCO, which is why only a single quote was obtained.

FINANCIAL ANALYSIS

The total cost for these items is $13,835.00. These items will be paid for out of the operational budget,Traffic Control Supplies account.

RECOMMENDATION

Staff recommends the City Council approve the usage of funds from the Traffic Control Supplies account not to exceed $13,835.00 from TAPCO.

ATTACHMENTS

1. City of Fort Atkinson - CRP items not eligible for funding - Quote - 4-27

Traffic and Parking Control Co., LLC
5100 West Brown Deer Rd
Brown Deer, WI 53223
United States of America
Phone No.:800-236-0112
E-Mail: Tapcosales@tapconet.com

SALES QUOTE

SALES QUOTE DATE
4/22/2026
SALES QUOTE NUMBER
Q26006920
CUSTOMER NO.
C126

BILL TO
City of Fort Atkinson
Nick Armstrong
101 N. Main St
Fort Atkinson, WI 53538
United States of America

SHIP TO
City of Fort Atkinson
Nick Armstrong
101 N. Main St
Fort Atkinson, WI 53538
United States of America

Ext. Document No.	SHIP VIA	TERMS	SALESPERSON	VALID UNTIL
CRP EXTRAS	BEST RATE Prepaid & Add	Net 30 DAYS	Signal Service	5/22/2026

Item/Description	U/M	Quantity	Unit Price	Total Price
CRP grant items not eligible for funding				
122-50ST 16" Ped Body Yellow Egg Crate Visor SG7SZ10C1YBF10-04 Poly No Lens	Each	70	112.00	7,840.00
373-77771 Controller & MMU programming and Installation	Each	11	545.00	5,995.00

Subtotal:	**13835.00**
Invoice Discount:	0.00
Total Sales Tax:	0.00
Total:	**13,835.00**

All prices are listed in US Dollar (USD)
For terms and conditions, please visit https://www.tapconet.com/terms-conditions

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Zach Navin, Director of Public Works**

RE: **Review and Possible action regarding professional services agreement for Banker Road Development Water Modeling (Navin, Director of Public Works)**

BACKGROUND

The City has a computer based hydraulic model of it's water distribution system. Donohue & Associates previously utilized this model in 2023 to evaluate development along Banker Road. Because a portion of that development has occurred, staff is looking to re-evaluate the water system in this area to ensure infrastructure planning remains accurate for future development phases.

DISCUSSION

Staff is proposing to enter into a professional services agreement with Donohue & Associates, Inc. to update hydraulic water modeling for the north-west side of the City, specifically the Banker Road development area. Now that staff has fire flow data and information regarding what has been installed, it is an optimal time to update this model. This modeling is a critical step in helping staff plan for future water utility infrastructure to support continued growth in this region, specifically on the east side of the planned relocation of Banker Road. This updated modeling and associated technical memo will provide staff the necessary information to budget and plan for future capital expenses, such as an appropriately sized booster station and elevated water tank to support future development.

FINANCIAL ANALYSIS

The total compensation for these services is a cost not to exceed $8,000 and will be paid for out of the Water Utility fund. Deliverables for this project will help City Staff with long term planning of the City's water utility infrastructure needs to support additional development.

RECOMMENDATION

Staff recommends that the City Council approve the professional services agreement with Donohue & Associates, Inc. for the Banker Road Development Water Modeling in the amount not to exceed $8,000.

ATTACHMENTS

1. Water Modeling Agreement

DONOHUE

PROFESSIONAL SERVICES AGREEMENT

Banker Road Development Water Modeling (Project)

This Agreement is by and between:

City of Fort Atkinson (Owner)
101 North Main Street
Fort Atkinson, WI 53538

and

Donohue & Associates, Inc. (Donohue)
3311 Weeden Creek Road
Sheboygan, WI 53081

Who agree as follows:

Owner hereby engages Donohue to perform the Services set forth in Part I for the compensation set forth in Part III. Donohue will be authorized to commence the Services upon execution and receipt of this Agreement from Owner. Owner and Donohue agree that this signature page, together with Parts I through IV attached, constitute the entire agreement for this Project.

APPROVED FOR OWNER

By: _____

Printed Name: _____

Title: _____

Date: _____

APPROVED FOR DONOHUE

By: _____

Printed Name: _____

Title: _____

Date: _____

Michael W. Gerbitz

Digitally signed by Michael W. Gerbitz
DN: C=US, E=mgerbitz@donohue-associates.com, O="Donohue & Associates, Inc.", OU=President, CN=Michael W. Gerbitz
Location: Sheboygan, Wisconsin
Reason: I am approving this document
Date: 2026.05.07 11:01:16-05'00'

PART I
PROJECT DESCRIPTION/SCOPE OF SERVICES/TIMING

A. PROJECT DESCRIPTION

The City of Fort Atkinson owns and maintains an existing computer-based hydraulic model of its water distribution system. The model is used to evaluate the effects of proposed changes to the system. Donohue utilized this model in 2023 to evaluate proposed development along Banker Road. A portion of this development has occurred, and the City wishes to engage Donohue to re-evaluate the water system in this area to plan for continued development.

B. SCOPE OF SERVICES

Services to be provided by Donohue for this Project under this Agreement are as follows:

1. Participate in a virtual meeting to define the scenario details the City would like modeled. Donohue will facilitate the meeting with the purpose of clearly identifying the conditions associated with the modeling scenario the City wishes to evaluate.
2. Obtain and review existing data from the City to further develop the conditions associated with the modeling.
3. Manipulate the hydraulic model to evaluate the identified scenario.
4. Prepare a draft Technical Memorandum to summarize the modeling results The memorandum will be delivered in electronic PDF format.
5. Conduct a virtual review meeting with the City to discuss comments and questions from the draft memorandum.
6. Incorporate review comments from the City and deliver the final Technical Memorandum in electronic PDF format.

C. PROJECT TIMING

1. Donohue shall be authorized to commence the Services set forth herein upon execution of this Agreement. Draft Technical Memorandum will be delivered within 6 weeks of authorization.

PART II
OWNER RESPONSIBILITIES

A. In addition to other responsibilities of Owner set forth in this Agreement, Owner shall:

1. Identify a person authorized to act as the Owner's representative to respond to questions and make decisions on behalf of Owner, accept completed documents, approve payments to Donohue, and serve as liaison with Donohue as necessary for Donohue to complete its Services.

2. Furnish to Donohue copies of existing documents and data pertinent to Donohue's Scope of Services, including but not limited to and where applicable: design and record drawings for existing facilities; property descriptions, land use restrictions, surveys, geotechnical and environmental studies, or assessments.

3. Owner shall be responsible for all requirements and instructions that it furnishes to Donohue pursuant to this Agreement, and for the accuracy and completeness of all reports, data, programs, and other information furnished by Owner to Donohue pursuant to this Agreement. Donohue may use and rely upon such requirements, instructions, reports, data, programs, and information in performing or furnishing services under this Agreement, subject to any express limitations or reservations provided by Owner applicable to the furnished items.

4. Provide to Donohue existing information regarding the existence and locations of utilities and underground facilities.

5. Provide Donohue safe access to premises necessary for Donohue to provide the Services.

6. Inform Donohue whenever Owner observes or becomes aware of a Hazardous Environmental Conditions, as defined in Part IV.4. of this Agreement, that may affect Donohue's Scope of Services or time for performance.

PART III
COMPENSATION, BILLING AND PAYMENT

A. Compensation for the work as defined in the Scope of Services (Part I) of this Agreement shall be a lump sum of $8,000.

B. Donohue will bill Owner monthly, with net payment due in 30 days. The invoice will contain a calculation of the amount of lump sum due based on percentage of Project completed during the billing period.

C. Donohue will notify Owner if Project scope changes require modifications to the above-stated contract value. Services relative to scope changes will not be initiated without written authorization from Owner.

PART IV - STANDARD TERMS AND CONDITIONS

1. STANDARD OF CARE. The standard of care for all professional engineering and related services performed or furnished by Donohue under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Services performed or furnished by Donohue shall be provided consistent with and limited to the standard of care applicable to such services. Professional services are not subject to, and Donohue does not provide, any warranty or guarantee, express or implied. Any warranties or guarantees contained in any purchase orders, requisitions, or notices to proceed issued by Owner are void and not binding upon Donohue. Notwithstanding any other representations made elsewhere in this Agreement or in the execution of the Project, this standard of care shall not be modified. Donohue shall act as an independent consultant at all times during the performance of its services, and no terms of this Agreement, either express or implied, shall create an agency or fiduciary relationship.

2. CHANGE OF SCOPE. The Scope of Services (Part I) set forth in this Agreement is based on facts known at the time of execution of this Agreement, including, if applicable, information supplied by Owner. For some projects involving conceptual or process development services, scope may not be fully definable during initial phases. As the Project progresses, facts discovered may indicate that the scope must be redefined. Donohue will promptly provide Owner with a written amendment to this Agreement to recognize such change.

3. RELIANCE ON OTHERS. Owner acknowledges and agrees that Donohue may rely, without independent verification, on the accuracy and completeness of data, specifications, certifications, performance claims, and other information or documentation furnished by, or published by, equipment and material manufacturers, suppliers, or vendors, provided such reliance is consistent with the applicable standard of care. Donohue shall not be responsible for errors, omissions, or inaccuracies in such third-party information unless Donohue had actual knowledge of such error, omission, or inaccuracy, or such reliance would not be reasonable under the circumstances. This provision applies to information provided directly to Donohue as well as information incorporated into product submittals, shop drawings, and O&M manuals.

4. HAZARDOUS ENVIRONMENTAL CONDITIONS. Unless expressly stated otherwise in the Scope of Services (Part I) of this Agreement, Donohue's services do not include any services relating to a Hazardous Environmental Condition, including but not limited to the presence at the Project site of asbestos, mold, PCBs, petroleum, hazardous substances or any other pollutant or contaminant, as those terms are defined in pertinent federal, state, and local laws. In the event Donohue or any other party encounters a Hazardous Environmental Condition, Donohue may at its option suspend performance of services until Owner: a) retains appropriate consultants or contractors to identify and remediate or remove the Hazardous Environmental Condition; and b) warrants that the Project site is in full compliance with all applicable environmental laws.

5. SAFETY. Unless specifically included as a service to be provided under this Agreement, Donohue specifically disclaims any authority or responsibility for general job site safety, or the safety of persons (other than Donohue employees) or property.

6. DELAYS. If performance of Donohue's services is delayed through no fault of Donohue, Donohue shall be entitled to an extension of time equal to the delay and an equitable adjustment in compensation.

7. TERMINATION/SUSPENSION. Either party may terminate this Agreement upon 30 days written notice to the other party. Owner shall pay Donohue for all services, including profit relating thereto, rendered prior to termination, plus any expenses of termination. If either party defaults in its obligations under this Agreement (including Owner's obligation to make required payments), the non-defaulting party may, after giving seven days written notice, suspend performance under this Agreement. The non-defaulting party may not suspend performance if the defaulting party commences to cure such default within the seven-day notice period and completes such cure within a reasonable period of time.

Donohue may terminate this Agreement upon seven days written notice if: a) Donohue believes that Donohue is being requested by Owner to perform services contrary to law or Donohue's responsibilities as a licensed professional; or b) Donohue's services for the Project are delayed, suspended, or interrupted for a period of at least 90 days for reasons not attributable to Donohue's performance of services; or c) Owner has failed to pay any amount due and owing to Donohue for a period of at least 60 days. Donohue shall have no liability to Owner on account of such termination.

8. OPINIONS OF CONSTRUCTION COST. Any opinion of construction costs prepared by Donohue is supplied for the general guidance of the Owner only. Since Donohue has no control over competitive bidding or market conditions, Donohue cannot guarantee the accuracy of such opinions as compared to contract bids or actual costs to Owner.

9. RELATIONSHIP TO CONTRACTORS. Donohue shall serve as Owner's professional representative for the services, and may make recommendations to Owner concerning actions relating to Owner's contractors. Donohue specifically disclaims any authority to direct or supervise the means, methods, techniques, sequences or procedures of construction selected or used by Owner's contractors. Donohue neither guarantees the performance of any construction contractor nor assumes responsibility for any contractor's failure to perform in accordance with the construction contract documents.

10. CONSTRUCTION REVIEW. For projects involving construction, Owner acknowledges that under generally accepted professional practice, interpretations of construction documents in the field are normally required, and that performance of construction-related services by the design professional for the Project permits errors or omissions to be identified and corrected at comparatively low cost. Performance of construction-related professional services by a third party or the Owner risks misinterpretation or alternate interpretation of the design intent. Owner agrees to hold Donohue harmless from any claims resulting from performance of construction-related professional services by firms or individuals other than Donohue.

11. BETTERMENT. If any item or component of the Project is required due to omission from the construction documents, Donohue's liability shall be limited to the reasonable costs of correction of the construction, less the cost to the Owner if the omitted item or component had been initially included in the construction contract documents. It is intended by this provision that Donohue will not be responsible for any cost or expense that provides betterment, upgrade, or enhancement of the Project.

12. INSURANCE. Donohue will maintain Professional Liability, Commercial General Liability, Automobile, Worker's Compensation, and Employer's Liability insurance coverage in amounts in accordance with legal and Donohue's business requirements. Donohue shall provide to Owner certificates demonstrating such coverage upon request. For projects involving construction, Owner agrees to protect Donohue's interests through appropriate property and liability insurance, and to require its construction contractor, if any, to include Donohue as an additional insured on Contractor's policies relating to the Project. Donohue's coverages referenced above shall, in such case, be excess over contractor's primary coverage.

13. INDEMNIFICATION. To the fullest extent permitted by law, Owner and Donohue each agree to indemnify the other party and the other party's officers, directors, partners, employees, and representatives, but not defend, from and against losses, damages, and judgments arising from claims by third parties, including reasonable attorneys' fees and expenses recoverable under applicable law, but only to the extent they are found to be caused by a negligent act, error, or omission of the indemnifying party or any of the indemnifying party's officers, directors, members, partners, agents, employees, or subconsultants in the performance of services under this Agreement. If claims, losses, damages, and judgments are found to be caused by the joint or concurrent negligence of Owner and Donohue, they shall be borne by each party in proportion to its negligence.

To the fullest extent permitted by law, Owner shall indemnify and hold harmless Donohue, its employees, agents, and representatives, and Donohue's subconsultants, from and against any loss, liability, claims and damages caused by, arising out of, or resulting from the presence at the Project site of asbestos, mold, PCBs, petroleum, hazardous substances, or any other pollutant or contaminant, as those terms are defined in pertinent federal, state, and local laws, except to the extent that the loss, liability, or damages are caused solely by the willful misconduct or negligence of Donohue, its agents or employees.

14. LIMITATIONS OF LIABILITY. No owner, shareholder, principal, employee or agent of Donohue shall have individual liability to Owner; and Owner covenants and agrees not to sue any such individual in connection with the services under this Agreement. Neither Donohue, Donohue's subconsultants, nor their agents or employees shall be jointly, severally or individually liable to the Owner in excess of the compensation paid pursuant to this Agreement or two hundred fifty thousand dollars ($250,000), whichever is greater, by reason of any act or omission, in tort or contract, including breach of contract, breach of warranty or negligence. To the fullest extent permitted by Laws and Regulations, Owner and Donohue waive against each other, and the other's employees, officers, directors, members, insurers, partners, and consultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement or the Project, from any cause or causes.

15. OWNERSHIP AND REUSE OF PROJECT DOCUMENTS. All documents and other deliverables, in all media, prepared by or on behalf of Donohue in connection with this Agreement are instruments of service, and Donohue shall hold the copyright to and all other ownership and property interests in such instruments of service. Upon payment for services rendered, Donohue grants Owner a license to use instruments of Donohue's services for the purpose of constructing, occupying or maintaining the Project. Owner shall not reuse any such documents or other deliverables pertaining to the Project for any purpose other than that for which such documents or deliverables were originally prepared. Owner shall not cause or allow the alteration of such documents or deliverables without written verification and approval by Donohue for the specific purpose intended, and any alteration by Owner shall be at the Owner's sole risk. Owner agrees to indemnify and hold harmless Donohue from all claims, damages, and expenses (including reasonable attorneys' and consultants' fees), arising out of such reuse or alteration by Owner or others acting through Owner.

16. ELECTRONIC MEDIA. Owner and Donohue may agree to transmit, and accept, Project-related correspondence, documents, text, data, drawings, information, and other files in electronic media or digital format, either directly, or through access to a secure Project website. Because data stored in electronic media format can deteriorate or be modified, the Owner agrees to perform acceptance tests within 60 days. Donohue will not be responsible to correct any errors or for maintenance of documents in electronic media format after the acceptance period.

17. AMENDMENT. This Agreement, upon execution by both parties hereto, can be amended only by a written instrument signed by both parties.

18. SUCCESSORS, BENEFICIARIES AND ASSIGNEES. This Agreement shall be binding upon and inure to the benefit of the owners, administrators, executors, successors, and legal representatives of the Owner and Donohue. The rights and obligations of this Agreement cannot be assigned by either party without written permission of the other party. This Agreement shall be binding upon and inure to the benefit of any permitted assignees.

19. NO THIRD-PARTY BENEFICIARY. Nothing contained in this Agreement, nor the performance of the parties hereunder, is intended to benefit, nor shall inure to the benefit of, any third party, including Owner's construction contractors, if any.

20. STATUTE OF LIMITATION. To the fullest extent permitted by law, parties agree that, except for claims for indemnification, the time period for bringing claims under this Agreement shall expire one year after Substantial Completion, as defined by the construction documents prepared by Donohue, or, if no construction documents are prepared, one year after the submittal date of Donohue's most recent invoice for this Agreement. Any action not brought within that one-year time period shall be barred, without regard to any other limitations period set forth by law or statute.

21. DISPUTE RESOLUTION. Owner and Donohue shall provide written notice of a dispute within a reasonable time and after the event giving rise to the dispute. Owner and Donohue agree to negotiate any dispute between them in good faith for a period of 30 days following such notice. The parties may mutually agree to submit any dispute to mediation, but doing so shall not be required or a prerequisite to exercising their rights at law .

22. CONTROLLING LAW. This Agreement is governed by the laws of the state in which the Project is located.

23. NO WAIVER. No waiver by either party of any default by the other party in the performance of any particular section of this Agreement shall invalidate any other section of this Agreement or operate as a waiver of any future default, whether like or different in character.

24. SEVERABILITY. The various terms, provisions and covenants herein contained shall be deemed to be separate and severable, and the invalidity or unenforceability of any of them shall not affect or impair the validity or enforceability of the remainder.

25. AUTHORITY. The persons signing this Agreement warrant that they have the authority to sign as, or on behalf of, the party for whom they are signing.

26. SURVIVAL. All express representations, indemnifications and limitations of liability included in this Agreement will survive its completion or termination for any reason.

Water System Modeling Update

Fort Atkinson, WI

Date 05/07/26

Levels of Effort (Hours) by Task

Labor Fees and Expenses by Task

Project Roles	PM	QA/QC	Hydraulic Modeler	Admin	Total Hours	Labor Fee	Expenses	Totals
Team Members	Cassity	Neath	Safford	Abrunner				
100 Model Update								
105 Project Management	2			1	3	$615		$615
110 Kick-off Meeting	1		1		2	$475		$475
115 Review Existing Data			2		2	$440	$30	$470
120 Review Customer Usage			2		2	$440		$440
125 Physical Model Update & Analysis			6		6	$1,320		$1,320
130 Establish Future Area Demands / Model limits			2		2	$440		$440
135 Run Model Analysis			6		6	$1,320		$1,320
140 Prepare Draft TM		1	4		5	$1,155		$1,155
145 Workshop #1	1		1	1	3	$580		$580
150 Incorporate review Comments			2		2	$440		$440
155 Prepare Final TM		1	2		3	$715	$30	$745
Totals	4	2	28	2	36	$7,940	$60	$8,000
Total Hours All Phases	4	2	28	2				

Labor Fee Summary by Phase

Total Labor Hours and Fee Summary

Project Roles	PM	QA/QC	Hydraulic Modeler	Admin
Team Members	Cassity	Neath	Safford	Abrunner
Hourly Labor Charge-Out Rates	$255	$275	$220	$105
Model Update	$1,020	$550	$6,160	$210
Totals	$1,020	$550	$6,160	$210

Labor Hours	Labor Fee	Total Fee
36	$7,940	$8,000
36	$7,940	$8,000

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Michelle Ebbert, Clerk/Treasurer/Finance Director**

RE: **Review and possible action relating to a request to update the Alcohol Beverage License Premise Description for 14 Sherman LLC, dba Paddyshack Golf & Gaming Lounge for use at 201 S. Main Street (Ebbert, Clerk/Treasurer/Finance Director)**

BACKGROUND

The State of Wisconsin regulates alcohol licensing for local governments through Chapter 125. Local governments are given the authority to issue licenses where alcohol is consumed in a public place in accordance with requirements set forth by Statute. A Class B license allows for on-site sale and on-site consumption (e.g. Restaurant, Bar, Bowling Alley, Tavern).

PREMISE DESCRIPTION

Applicants for municipal alcohol beverage licenses must describe the premises where alcohol beverages are sold, served, consumed, or stored. The description must include the building(s) and all rooms, used for sale, service, consumption, or storage of alcohol beverages and related records. Alcohol beverages may be sold, served, consumed or stored only on the premises described.

A licensee may request a change to its municipally licensed premises at any time. To change the licensed premise:

1. The licensee must file a written request to the municipality that issued the license for an amendment to the premise description.
2. If the request is to expand the premise, the expanded area (buildings, rooms or land) must be owned by or under the control of the licensee.
3. The extended premises must be connected to the existing licensed premises.
4. The municipal governing body may approve or deny the change. The request should be considered and acted upon by the municipal governing body.
5. If the change is approved, the municipal official will amend the alcohol beverage license and the amended license must be posted on the licensed premise.

Section 6-37 of the City's Code of General Ordinances regulates the service and consumption of alcohol in outdoor areas. The section of Code is included as an attachment for reference.

DISCUSSION

Mitch and Erin Patterson, owners of 14 Sherman LLC DBA Paddyshack Golf and Gaming Lounge at 201 S. Main Street have submitted documentation to adjust their premise description to allow for an enclosed, seasonal patio/sidewalk cafe that would permit consumption of alcohol. 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. 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.

The applicants are 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. This use is classified as Outdoor Entertainment within the Downtown Historic Mixed-Use (DHMU) District and requires a Conditional Use Permit issued by the Plan Commission.

The Plan Commission held a Public Hearing on May 12, 2026, without participation. The Conditional Use Permit is scheduled for Plan Commission review and possible action on May 26, 2026. The City Council may approve the change in premise description, subject to Plan Commission approval of the CUP with an effective date of May 27, 2026.

FINANCIAL ANALYSIS

There is no fee associated with a change in premise description. Approval of the change in premise description will support the applicant's business as well as attract additional residents and visitors to the City's downtown.

RECOMMENDATION

Staff recommends that the City Council approve the change in the Alcohol Beverage License Premise Description for 14 Sherman, LLC, dba, Paddyshack Golf & Gaming Lounge, for use at 201 S. Main Street to include the patio/sidewalk café along the north side of the property on E. Milwaukee Avenue effective May 27, 2026, subject to approval of a Conditional Use Permit by the Plan Commission on May 26, 2026.

ATTACHMENTS

1. Outdoor Patio Sidewalk Cafe Pictures and Sketch
2. Sec._6_37.___Service_consumption_of_alcohol_or_fermented_beverages_in_outdoor_areas


Paddy Shack
Paddy Shack
ENTRANCE


Paddy Shack
Paddy Shack
ENTRANCE

14' sidewalk
N
W
E
S
PADDYSHACK BUILDING
E Milwaukee Ave
Table
Table
Table
15'
6'
3'
Table
7'
4'
Side Door Entry
1/4"=1'
14' sidewalk

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Sec. 6-37. Service/consumption of alcohol or fermented beverages in outdoor areas.

The city council may approve the issuance of or amendment to the class B alcohol and fermented malt beverage licenses for the purpose of permitting service and consumption of alcohol or fermented beverages in outdoor areas only with the following conditions:

(a) Food, alcohol and fermented malt beverages shall only be served or consumed in areas delineated by suitable barricades, i.e., decorative chain and posts, that cordons the area off from the remainder of the outside area. Such barriers may be placed to allow the public to enter from the outside as well as from the building of the license holder.

(b) Alcohol or fermented malt beverages may only be served in the outdoor area by the license holder or an employee holding a valid operator's license.

(c) There shall be no loud music or dancing in the outdoor area.

(d) The outdoor area shall be supervised at all times by the license holder or an authorized employee.

(e) Any other condition the city council deems appropriate taking into account the surrounding neighborhood and the nature of the licensed premises.

(f) If the service and consumption of alcohol beverages is in an outdoor area extending onto the public sidewalk, the following additional conditions shall also apply:

1. The public sidewalk utilized for this purpose shall be abutting the license holder's property and said use shall not encroach on the sidewalk of neighboring property.
2. The sidewalk utilized for this purpose shall have an unobstructed width of 60 inches shall be maintained on public sidewalks for use by the general public.
3. No alcohol or fermented malt beverages or food shall be served after 10:00 p.m.
4. The entire outdoor area utilized for service and consumption shall be visible from the establishment.
5. Any public improvements necessary to accommodate the outdoor service area shall be approved by the director of public works and building inspector, and the costs thereof shall be paid by the license holder.
6. Service of food and/or alcoholic beverages in all sidewalk cafes shall be limited to persons seated at tables in the sidewalk cafe site. Food service shall be required to be available at all times the sidewalk cafe is open.
7. Public liability insurance covering the City of Fort Atkinson as well as the sidewalk cafe owner shall be required, the terms of which must be approved by the city clerk.
8. Each sidewalk cafe shall be responsible for policing the area of the sidewalk cafe to ensure that alcoholic beverages are not removed from the premises. All debris and unused food shall be removed by the owner before the close of business from the sidewalk cafe area.

(g) For purposes of this section, the term "sidewalk cafe" shall mean that portion of a restaurant/tavern that is immediately adjacent to and extends out onto a public sidewalk for the purpose of providing food and beverages to the owner's customers.

(h) No food, fermented malt or other alcoholic beverages may be served in a sidewalk cafe within the legal limits of the City of Fort Atkinson without strict compliance with the terms and conditions of this section.

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(i) This section does not limit the city council's authority to refuse/permit outdoor areas for service and consumption of alcohol or fermented malt beverages in individual cases even if the license holder meets the above-mentioned conditions. This policy is not intended to create a vested right for the benefit of class B license holders.

(j) Failure to abide by the terms and conditions may result in the termination of the right to serve food, fermented malt or other alcoholic beverages in a sidewalk café. The city reserves the right to take further steps in case of repeated violations including termination of a violator's class B alcohol and fermented malt beverage license. The city may also impose a forfeiture not to exceed $200.00 per violation of this section.

(Ord. No. 591, 6-18-02; Ord. No. 727, 3-17-15)

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Jedidiah Draeger, Director of Neighborhood and Building Services**

RE: **Review and possible action 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)**

BACKGROUND

Section 70.05.07 of the City of Fort Atkinson Land Division and Development Ordinance outlines the requirements for Condominium Submittal, Transmittal, and Review. This requires review and approval by the Plan Commission and City Council for conformance with state statutes and all design standards, improvements, and other requirements for Subdivision Plats and CSMs (as applicable).

The Plan Commission recommended that the City Council approve the Condo Plat at its April 28, 2026, meeting, subject to the corrections noted in the Plan Commission memo.

DISCUSSION

The proposed project involves subdividing an existing parcel to establish a condominium development that allows individual ownership of eight residential units while maintaining shared ownership of common site areas. The property is zoned MRM-12 with a Planned Unit Development (PUD) overlay, permitting multifamily residential use and design flexibility as approved through the PUD process. The parcel was originally created and rezoned in 2025 to support residential development consistent with the City's long-term planning goals.

The development includes eight residential units of varying sizes, each with an attached garage. The applicant is seeking approval of a Condominium Plat to establish ownership boundaries for the private units, limited common elements, and shared common elements across the site. As the City continues to experience strong demand for housing, the project contributes to expanding available housing options and is consistent with recent and ongoing development in the surrounding area.

In accordance with the Land Division and Development Code, the Condominium Plat is subject to Plan Commission and City Council review to ensure consistency with applicable ordinances,

regulations, and adopted plans. The underlying zoning regulations, including density, intensity, and bulk standards, were previously approved as part of the Ridgeview Estates Subdivision Plat and remain unchanged with this request. Additionally, all structures comply with the setback requirements established within the approved PUD.

Overall, the proposed Condominium Plat is in alignment with adopted City plans and ordinances. Staff recommends the Condominium Plat with the following amendments:

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”

FINANCIAL ANALYSIS
Approving a condominium plat does not create a direct financial impact on the City; however, this condominium plat results in the addition of eight individual parcels to the tax base, thereby supporting property tax revenue.

RECOMMENDATION
Staff and the Plan Commission recommend the City Council approve the Condominium Plat for Ridge View Estates Townhomes located at 1364 and 1356 Marigold Drive with the conditions outlined in the Staff memo.

ATTACHMENTS
1. CSM Application - Signed 3.26.26_Redacted
2. Declaration of Condo
3. Ridge View Estates Townhomes - Condo Plat_3-25-26-compressed-compressed
4. Area Map

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

City of Fort Atkinson Certified Survey Map Application

This form is designed to be used by the Applicant as a guide to submitting a complete application for review of a Certified Survey Map by the City to process the application.

APPLICANT Name, company, and client (if applicable): Intrepid Investments, LLC

Phone number: [redacted] Email: [redacted]

OWNER Name, company, and client (if applicable): Ridge View Place, LLC

Phone number: [redacted] Email: [redacted]

Postal address for proposed CSM: 1364 & 1356 Marigold Dr., Fort Atkinson, WI

Parcel Identification Numbers Involved: 226-0614-3322-001

Brief description of proposed division or combination and purpose: Condominium

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 and boundaries for the parcel(s)
  - ❑ Current zoning of the subject property and its environs, and the jurisdiction(s) whichmaintains that control.
  - ❑ All lot dimensions of the subject property.
  - ❑ A graphic scale and a north arrow.
- ❑ Legal Description
- ❑ All easements, setbacks or land restrictions on the parcel(s)

FORT • ATKINSON

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

II Process Checklist

- ❑ Application fee of $100 plus $10 per additional lot received by City Treasurer (Maximum $150) — Date: _____
- ❑ Receipt of complete application packet by Zoning Administrator — Date: _____
- ❑ City Staff Review — Date: _____
- ❑ Plan Commission Public Hearing, review and recommendation — Date: _____
- ❑ City Council review and action

Dated this 26 day of March, 20 26

Respectfully submitted,

K. K SA

(Signature of Applicant)

Document No.

DECLARATION OF CONDOMINIUM

Drafted by and return to:

Jack W. Rettler
Schloemer Law Firm, S.C.
143 S. Main Street
West Bend, WI 53095

Parcel Numbers

DECLARATION OF CONDOMINIUM

THIS DECLARATION OF CONDOMINIUM (this "Declaration") is made this _____ day of March, 2026, by Ridge View Place, LLC, a Wisconsin limited liability company (the "Declarant").

ARTICLE I
DECLARATION

Declarant hereby declares that it is the sole owner of the Land (as defined in Section 2.02), together with all improvements located thereon and all easements, rights, and appurtenances pertaining thereto (the "Property"), and further declares that the Property is hereby submitted to the condominium form of ownership as provided in Chapter 703, Wisconsin Statutes (the "Condominium Ownership Act").

ARTICLE II
NAME; DESCRIPTION OF PROPERTY

2.01. Name. The name of the condominium created by this Declaration (the "Condominium") is the "Ridge View Estates Townhomes".

2.02. Legal Description. The land comprising the Property (the "Land") is located in the City of Fort Atkinson, County of Jefferson, State of Wisconsin, and is legally described as follows:

Lot 2 of Certified Survey Map No. 6546, recorded as Document No. 1492838, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 33, Township 6 North, Range 14 East, City of Fort Atkinson, Jefferson County, Wisconsin.

2.03. Address. The address of the Condominium is 1364 and 1356 Marigold Drive, Fort Atkinson, Wisconsin.

ARTICLE III
DESCRIPTION OF UNITS

3.01. Identification of Units. The Condominium shall initially consist of 8 units (individually a "Unit" and collectively the "Units") located in the buildings (individually, a "Building" and, collectively, the "Buildings") identified on the condominium plat attached hereto as Exhibit A and made a part hereof (the "Condominium Plat"). The Condominium Plat shows floor plans for each Unit showing the layout, boundaries, and dimensions of each Unit. The Units shall be identified as Units 1 through 8, inclusive, as numbered on the Condominium Plat. The Condominium shall be subject to expansion. Each owner of a Unit is referred to as a "Unit Owner." Where a Unit has been sold under a land contract, the purchaser (and not the vendor) shall be the Unit Owner.

3.02. Boundaries of Units. The boundaries of each Unit shall be as follows:

(a) Upper Boundary. The upper boundary of the Unit shall be the interior lower surface of the supporting members of the roof above the highest level of the living area, extended to an intersection with the perimetrical boundaries.

(b) Lower Boundary. The lower boundary of the Unit shall be the upper surface of the unfinished floor of the lowest level of the Unit consisting of the garage and basement extended to an intersection with the perimetrical boundaries.

(c) Perimetrical Boundary. The perimetrical boundaries of the Unit shall be vertical planes of the inside surface of the studs supporting the interior walls, in either case extending to intersections with each other and with the upper and lower boundaries.

3.03. Description of Units. It is intended that the surface of each plane described above (be it drywall, tiles, wallpaper, paneling, carpeting, or otherwise covered) is included as part of each defined Unit. The Unit shall include, without limitation, all improvements now of hereafter located within such boundaries, including:

(a) Windows, doors, and garage doors (with all opening, closing, and locking mechanisms and all hardware) that provide direct access to or within the Unit.

(b) Interior lights and light fixtures.

(c) Cabinets.

(d) Floor, wall, baseboard, or ceiling electrical outlets and switches and the junction boxes serving them.

(e) Telephone, fax, cable television, computer, Internet, stereo, or other sound systems, if any, including outlets, switches, hardware, and other appurtenances serving them.

(f) Plumbing fixtures, hot water heaters, fire sprinklers, if any, water softeners, if any, and the piping, valves, and other connecting and controlling mechanisms and devices lying between the fixture and water or sewage lines serving more than one (1) Unit.

(g) The heating, ventilating, and air conditioning system, including the furnaces, air conditioning equipment, the control mechanisms, all vents from the Unit to the exterior of the Condominium, including vents for furnaces, clothes dryer, range hood, all other exhaust fans, and such other vents appurtenant to each Unit, condensers and all connections thereto serving each Unit.

Specifically not included as part of a Unit are those structural components of each Building and any portion of the plumbing, electrical, or mechanical systems of the Building serving more than one (1) Unit or another Unit, even if located within the Unit. Any structural components, plumbing, electrical, mechanical, and public or private utility lines running through a Unit that serve more than one Unit or another Unit are Common Elements.

ARTICLE IV
COMMON ELEMENTS; LIMITED COMMON ELEMENTS

4.01. Common Elements. The common elements (the "Common Elements") include the following:

(a) The Land;

(b) The private streets, pedestrian walkways, if any, situated on the Land;

(c) The foundations, columns, pilasters, girders, beams, supports, main walls (which shall be defined as exterior walls and surfaces, structural walls, roof trusses, and roofs);

(d) That part of the fire sprinkler system, if any, and its associated piping and operating mechanisms serving more than one Unit;

(g) Any other portion of the improvements to the Land that is not part of a Unit as described above; and

(h) Mailbox islands.

4.02. Limited Common Elements. Certain Common Elements as described in this Section shall be reserved for the exclusive use of the Unit Owners of one or more but less than all of the Units. Such Common Elements shall be referred to collectively as "Limited Common Elements." The following Common Elements shall be reserved for the exclusive use of one or more Unit Owners as described herein:

(a) All sidewalks, access ways, steps, stoops, decks, porches and patios attached to, leading directly to or from, or adjacent to each Unit;

(b) The paved driveway leading directly to and servicing a Unit; and

(c) The parking spaces identified on the Condominium Plat as designated and reserved for any Unit, if any.

4.03. Conflict Between Unit Boundaries; Common Element Boundaries.

(a) If any portion of the Common Elements shall encroach upon any Unit, or if any Unit shall encroach upon any other Unit or upon any portion of the Common Elements as a result of the duly authorized construction, reconstruction, or repair of a Building, or as a result of settling or shifting of a Building, then the existing physical boundaries of such Units or Common Elements shall be conclusively presumed to be the boundaries of such Units or Common Elements, regardless of the variations between the physical boundaries described in Sections 3.02 and 3.03 or elsewhere in this Declaration or shown on the Condominium Plat and the existing physical boundaries of any such Units or Common Elements.

(b) If any portion of the Common Elements shall encroach upon any Unit, or if any Unit shall encroach upon any other Unit or upon any portion of the Common Elements as a result of the duly authorized construction, reconstruction, or repair of a Building, or as a result of settling or shifting of a Building, then a valid easement for the encroachment and for its maintenance shall exist so long as such Building stands; provided, however, that if any such encroachment or easement materially impairs any Unit Owner's enjoyment of the Unit owned by such Unit Owner or of the Common Elements in the judgment of the board of directors of the Association (as defined below), such encroachment shall be removed or just compensation shall be provided to each injured Unit Owner within ninety (90) days of the discovery of the encroachment.

(c) Following any change in the location of the boundaries of the Units under this Section 4.03, the square footages of all affected Units or Common Elements shall continue to be determined by the square footages, if any, shown on the Condominium Plat for all purposes under this Declaration.

ARTICLE V
PERCENTAGE INTERESTS; VOTING

5.01. Percentage Interests. The undivided percentage interest in the Common Elements appurtenant to each Unit shall be a percentage equal to one divided by the total number of Units. Initially, each Unit's undivided interest in the Common Elements shall be 1/8th.

5.02. Conveyance, Lease, or Encumbrance of Percentage Interest. Any deed, mortgage, lease, or other instrument purporting to convey, encumber, or lease any Unit shall be deemed to include the Unit Owner's undivided percentage interest in the Common Elements and in the insurance proceeds or condemnation awards even though such interest is not expressly described or referred to therein.

5.03. Voting. The vote of each Unit at meetings of the Association (as defined in Article VI) shall be equal to the percentage of interest in the Common Elements pertaining to such Unit.

5.04. Multiple Owners. If there are multiple owners of any Unit, their votes shall be counted in the manner provided in the Bylaws.

5.05. Limitations on Voting Rights. No Unit Owner shall be entitled to vote on any matter submitted to a vote of the Unit Owners until the Unit Owner's name and current mailing address, and the name and address of the Mortgagee of the Unit, if any, has been furnished to the secretary of the Association. The bylaws of the Association may contain a provision prohibiting any Unit Owner from voting on any matter submitted to a vote of the Unit Owners if the Association has recorded a statement of condominium lien on the Unit and the amount necessary to release the lien has not been paid at the time of the voting.

ARTICLE VI
CONDOMINIUM ASSOCIATION

6.01. General. Following the conveyance of the first Unit to any person other than Declarant, all Unit Owners shall be entitled and required to be a member of an association of Unit Owners known as "Ridge View Estates Condominium Association, Inc." (the "Association"), which shall be responsible for carrying out the purposes of this Declaration, including exclusive management and control of the Common Elements and facilities of the Condominium, which may include the appointment and delegation of duties and responsibilities hereunder to a committee or subcommittee commissioned by the Association for that purpose. The Association shall be incorporated as a nonprofit corporation under the laws of the State of Wisconsin. The powers and duties of the Association shall include those set forth in the Association's articles of incorporation (the "Articles") and bylaws (the "Bylaws"), the Condominium Ownership Act, this Declaration, and Chapter 181, Wisconsin Statutes (the "Wisconsin Nonstock Corporation Law"). All Unit Owners, tenants of Units, and all other persons and entities that in any manner use the Property or any part thereof shall abide by and be subject to all of the provisions of all rules and regulations of the Association (collectively, the "Rules and Regulations"), this Declaration, the Articles, and Bylaws. The Association shall have the exclusive right to promulgate, and to delegate the right to promulgate, the Rules and Regulations from time to time and shall distribute to each Unit Owner the updated version of such Rules and Regulations upon any amendment or modification to the Rules and Regulations. Any new rule or regulation or any revision to an existing rule and regulation shall become effective immediately upon distribution to the Unit Owners unless otherwise stated in such amendment or modification.

6.02. Declarant Control. Notwithstanding anything contained in this Declaration to the contrary, the Declarant shall totally govern the affairs of the Condominium and pay all expenses thereof until a Unit has been sold to any person other than the Declarant. The Declarant may exercise any rights granted to, or perform any obligations imposed upon, Declarant under this Declaration through its duly authorized agent. After a Unit has been sold to any person other than the Declarant, except as provided in Section 6.03, the Declarant shall have the right to appoint and remove the officers of the Association and to exercise any and all of the powers and responsibilities assigned to the Association and its officers by the Articles, Bylaws, the Condominium Ownership Act, this Declaration, and the Wisconsin Nonstock Corporation Law from the date the first Unit of this Condominium is conveyed by the Declarant to any person other than Declarant, until the earliest of: (a) ten (10) years from such date, unless the statute governing

expansion of condominiums is amended to permit a longer period, in which event, such longer period shall apply; or (b) thirty (30) days after the conveyance of seventy-five percent (75%) of the Common Element interest to purchasers; or (c) thirty (30) days after the Declarant's election to waive its right of control.

6.03. Board of Directors. The affairs of the Association shall be governed by a board of directors. Initially, the board of Directors shall be appointed by the Declarant. Prior to the conveyance of twenty-five percent (25%) of the Common Element interest of the Condominium to purchasers, the Association shall hold a meeting, and the Unit Owners other than the Declarant shall elect at least twenty-five percent (25%) of the directors on the board of directors. Prior to the conveyance of fifty percent (50%) of the Common Element interest of the Condominium to purchasers, the Association shall hold a meeting, and the Unit Owners other than the Declarant shall elect at least thirty-three and one-third percent (33 1/3%) of the directors on the board of directors. For purposes of calculating the percentages set forth in Section 6.02 and this Section 6.03, the percentage of Common Element interest conveyed shall be calculated by dividing the number of Units conveyed by the total number of Units.

6.04. Maintenance and Repairs.

(a) Common Elements. The Association shall be responsible for the management and control of the Common Elements and shall maintain the same in good, clean, and attractive order and repair. In addition, the Association shall be responsible for snow plowing private streets, parking areas; and the maintenance, repair, and replacement of all outdoor amenities, including lawns, landscaping, bicycle paths, and parking areas.

(b) Units and Limited Common Elements. Each Unit Owner shall be responsible for the maintenance, repair, and replacement of all other improvements constructed within the Unit (including the electrical, heating, and air conditioning systems serving such Unit, and including any ducts, vents, wires, cables, or conduits designed or used in connection with such electrical, heating, or air conditioning systems), except to the extent any repair cost is paid by the Association's insurance policy described in Section 8.01. Each Unit Owner shall be responsible for the maintenance, repair, and replacement of all Limited Common Elements reserved to that Unit. Each Unit and its Limited Common Elements shall at all times be kept in good condition and repair. If any Unit or portion of a Unit for which a Unit Owner is responsible, or any Limited Common Element reserved to that Unit, falls into disrepair so as to create a dangerous, unsafe, unsightly, or unattractive condition, or a condition that results in damage to the Common Elements, the Association, upon fifteen (15) days' prior written notice to the Unit Owners of such Unit, shall have the right to correct such condition or to restore the Unit or its Limited Common Elements to its condition existing prior to the disrepair, or the damage or destruction if such was the cause of the disrepair, and to enter into such Unit for the purpose of doing so, and the Unit Owners of such Unit shall promptly reimburse the Association for the cost thereof. All amounts due for such work shall be paid within ten (10) days after receipt of written demand therefor, or the amounts may, at the option of the Association, be levied against the Unit as a Special Assessment under Section 6.07.

(c) Damage Caused by Unit Owners. To the extent (i) any cleaning, maintenance, repair, or replacement of all or any part of any Common Elements or the

Unit is required as a result of the negligent, reckless, or intentional act or omission of any Unit Owner, tenant, or occupant of a Unit, or (ii) any cleaning, maintenance, repair, replacement, or restoration of all or any part of any Common Element or the Unit is required as a result of an alteration to a Unit by any Unit Owner, tenant, or occupant of a Unit, or the removal of any such alteration (regardless of whether the alteration was approved by the Association or any committee thereof) or (iii) the Association is required to restore the Common Elements or the Unit following any alteration of a Common Element or Limited Common Element required by this Declaration, or the removal of any such alteration, the Unit Owner that committed the act or omission or that caused the alteration, or the Unit Owners of the Unit occupied by such tenant or occupant or responsible for such guest, contractor, agent, or invitee, shall pay the cost of such cleaning, maintenance, repair, replacement and restoration.

6.05. Common Expenses. Any and all expenses incurred by the Association in connection with the management of the Condominium, maintenance of the Common Elements and other areas described in Section 6.04, and administration of the Association shall be deemed to be common expenses (the "Common Expenses"), including, without limitation, expenses incurred for: landscaping and lawn care; snow shoveling and plowing; improvements to the Common Elements; common grounds security lighting; municipal utility services provided to the Common Elements; trash collection; and maintenance and management salaries and wages.

6.06. General Assessments. The Association shall levy monthly general assessments (the "General Assessments") against the Unit Owners for the purpose of maintaining a fund from which Common Expenses may be paid. The General Assessments against the Unit Owners shall be assessed in proportion to their percentage interests in the Common Elements, except that until occupancy permits have been issued for all Units, the General Assessments for insurance premiums shall be levied evenly against all Units for which occupancy permits have been issued. General Assessments shall be due in advance on the first day of each month, or in such other manner as the Association may set forth in the Bylaws. Any General Assessment not paid when due shall bear interest until paid, as set forth in the Bylaws and, together with interest, collection costs, and reasonable attorney fees, shall constitute a lien on the Unit on which it is assessed if a statement of condominium lien is filed within two (2) years after the assessment becomes due as provided in the Condominium Ownership Act. During the period of Declarant control of the Association under Section 703.15(2)(c) of the Wisconsin Statutes, no General Assessments shall be assessed against any Unit owned by Declarant. During the period of Declarant control, however, the General Assessments payable by any Unit Owner other than Declarant shall not exceed the amount that Unit Owner would be charged if Declarant's Units were subject to full General Assessments, based on the annual operating budget then in effect. During the period of Declarant control, Declarant shall pay the deficit if the total General Assessments payable by Unit Owners other than Declarant do not cover total Common Expenses. Furthermore, if the Association has established a statutory reserve account under Section 703.163 of the Wisconsin Statutes, (a) no reserve fund assessments shall be levied against any Unit until a certificate of occupancy has been issued for that Unit, and (b) payment of any reserve fund assessments against any Unit owned by Declarant may be deferred until the earlier to occur of (i) the first conveyance of such Unit, or (ii) five years from the date exterior construction of the Building in which the Unit is located has been completed.

6.07. Special Assessments. The Association may, whenever necessary or appropriate, levy special assessments (the "Special Assessments") against the Unit Owners, or

any of them, for deficiencies in the case of destruction or condemnation as set forth in Section 9.05 and Section 10.05; for defraying the cost of improvements to the Common Elements; for the collection of monies owed to the Association under any provision of this Declaration, including, without limitation, Section 6.04 and Article XIII, or for any other purpose for which the Association may determine a Special Assessment is necessary or appropriate for the improvement or benefit of the Condominium. Special Assessments shall be paid at such time and in such manner as the Association may determine. Any Special Assessment or installment not paid when due shall bear interest until paid, as set forth in the Bylaws and, together with the interest, collection costs, and reasonable attorney fees, shall constitute a lien on the Unit on which it is assessed if a statement of condominium lien is filed within two (2) years after the Special Assessment becomes due as provided in the Condominium Ownership Act.

6.08. Common Surpluses. If the surpluses of the Association (the "Common Surpluses") should be accumulated, other than surpluses in any construction fund as described in Section 9.06 and Section 10.06, such Common Surpluses may be credited against the Unit Owners' General Assessments in proportion to their respective percentage interests in the Common Elements or may be used for any other purpose as the Association may determine.

6.09. Certificate of Status. The Association shall, upon the written request of an owner, purchaser, or Mortgagee of a Unit (as defined below), issue a certificate of status of lien. Any such party may conclusively rely on the information set forth in such certificate.

6.10. Management Services. The Association shall have the right to enter into a management contract with a manager selected by the Association (the "Manager") under which services may be provided to the Unit Owners to create a community environment for the entire Condominium community. Such services may include, without limitation, provision of activity programs, community lounges, and housekeeping services. Certain of such services may be available only on a fee-for-services basis by agreement between the Manager and individual Unit Owners. All amounts payable by the Association to the Manager under the management contract shall be chargeable to the Owners as a Common Expense. The management contract shall be subject to termination by the Association under Section 703.35 of the Wisconsin Statutes.

ARTICLE VII
ALTERATIONS AND USE RESTRICTIONS

7.01. Unit Alterations.

(a) A Unit Owner may make improvements and alterations within its Unit; provided, however, that such improvements or alterations shall not impair the structural soundness or integrity or lessen the structural support of any portion of the Condominium and does not impair any easement. A Unit Owner may not change the dimensions of or the exterior appearance of a Unit or any portion of the Common Elements without obtaining the prior written permission of the Association, which permission may be denied in the sole discretion of the Association. Any approved improvement or alteration that changes the exterior dimensions of a Unit must be evidenced by recording a modification to this Declaration and the Condominium Plat before it shall be effective and must comply with the then applicable legal requirements for such amendment or addendum. Furthermore, any approved improvements or alterations must be accomplished in accordance with applicable laws and regulations, must not unreasonably interfere with the

use and enjoyment of the other Units and the Common Elements, and must not be in violation of any underlying mortgage, land contract, or similar security interest.

(b) A Unit Owner acquiring an adjoining part of another Unit may remove all or any part of the intervening partition wall or create doorways or other apertures therein. This may be done even if the partition wall may, in whole or in part, be a Common Element, provided that those acts do not impair the structural integrity or lessen the support of any portion of the Condominium, do not reduce the value of the Condominium, and do not impair any easement. The creation of doorways or other apertures is not deemed an alteration of boundaries.

(c) If a Unit Owner acquires all of one or more adjoining Units, the Unit Owner's percentage interest in the Common Elements shall be equal to the number of Units so combined divided by the total number of Units, and as otherwise provided in Section 5.01 above.

7.02. Separation, Merger and Boundary Relocation.

Boundaries between Units may be relocated upon compliance with Section 703.13(6) of the Condominium Ownership Act and with the written consent of the Association. A Unit may be separated into two or more units only upon compliance with Section 703.13(7) of the Condominium Ownership Act and with the written consent of the Association. Furthermore, two or more Units may be merged into a single unit only upon compliance with Section 703.13(8) of the Condominium Ownership Act and with the written consent of the Association. No boundaries of any Units may be relocated, no Unit may be separated, and no Units may be merged hereunder without the consent of all Owners and Mortgagees having an interest in the Unit or Units affected. Any Unit Owner applying for a boundary relocation, Unit separation, or merger of Units shall provide to the Association for review complete plans and specifications for the relocation, separation, or merger, accompanied by a signed statement from a Wisconsin-licensed structural engineer or professional engineer specializing in structural engineering certifying that the alteration described by the plans and specifications will not impair the structural integrity or strength of the building. Furthermore, each Unit Owner applying for a boundary relocation, Unit separation or merger shall pay for the Association's cost of application review and documentation, including, without limitation, any and all engineering, surveying, and legal fees incurred by the Association in considering such application and preparing any documentation, whether or not the application is ultimately approved. Where any boundary relocation, unit separation, or merger would require the approval of the municipality in which the Condominium is located, the applicant shall obtain such approval. The Association may recover any unpaid costs by imposing a Special Assessment against the applicant's Unit. Following any boundary relocation, Unit separation, or merger, the percentage interests in the Common Elements shall be reallocated as follows:

(A) In the case of a boundary relocation, the percentage interests that were formerly appurtenant to the Units whose boundaries are being adjusted shall be determined as follows: for each resulting Unit (the "Resulting Unit"), the percentage interests of the two Units whose boundary is being relocated shall be added together, and multiplied by a fraction, the numerator of which is the square

footage of the Resulting Unit, and the denominator of which is the square footage of both Resulting Units. The product is the new percentage interest for the Resulting Unit. Furthermore, votes in the Association that were formerly appurtenant to the Units whose boundaries are being adjusted shall be determined in the same manner.

(B) In the case of a Unit separation, the percentage interests appurtenant to each resulting Unit (the "Resulting Unit") shall be determined as follows: for each Resulting Unit, the percentage interest in the original Unit from which the Resulting Unit is created (the "Original Unit") shall be multiplied by a fraction, the numerator of which is the total square footage of the Resulting Unit, and the denominator of which is the total square footage of all Resulting Units that were originally part of the Original Unit. The product shall be the new percentage interest for the Resulting Unit. Furthermore, votes in the Association that were formerly appurtenant to the Original Unit that are to be assigned to the Resulting Units shall be determined in the same manner.

(C) In the case of the merger of two or more Units, the percentage interests appurtenant to the resulting Unit shall be the combined percentages of the Units from which the resulting Unit was created. Furthermore, votes in the Association appurtenant to the resulting Unit shall be the combined votes of the Units from which the resulting Unit was created.

(D) An amendment to the Declaration or the plat pursuant to these procedures shall require only the signatures of the Association and the Unit Owners and Mortgagees of the affected Units.

7.03. Use and Restrictions on Use of Unit. Each Unit shall be used for single-family residential purposes and for no other purpose unless otherwise authorized by the Association prior to the commencement of such use. A Unit shall be deemed to be used for "single-family residential purposes" if it is occupied by no more than one family (defined to include persons related by birth, marriage, or legal adoption) plus no more than three unrelated persons. No business, whether or not for profit, including, without limitation, any day care center, animal boarding business, products distributorship, manufacturing facility, sales office, or professional practice, may be conducted from any Unit. The foregoing restrictions as to residence and use shall not, however, be construed in such a manner as to prohibit a Unit Owner from:

(a) maintaining his or her personal professional library in his or her Unit;

(b) keeping his or her personal business or professional records or accounts in his or her Unit;

(c) handling his or her personal or business records or accounts in his or her Unit; or

(d) handling his or her personal business or professional telephone calls or correspondence from his or her Unit.

Nothing in this Section 7.03 shall authorize the maintaining of an office at which customers or clients customarily call and the same is prohibited.

7.04. Nuisances. No nuisances shall be allowed upon the Property, nor any use or practice that is unlawful or interferes with the peaceful possession and proper use of the Condominium by the Unit Owners or that would cause an increase in the premiums for insurance required to be maintained by the Association under Section 8.01. All parts of the Condominium shall be kept in a clean and sanitary condition, and no fire or other hazard shall be allowed to exist. No Unit Owner shall permit any use of its Unit or of the Common Elements that increases the cost of insuring the Condominium.

7.05. Lease of Units. Each Unit or any part thereof may be rented by written lease, provided that

(a) The term of any such lease shall not be less than four (4) months (with the exception of one (1), two (2) week rental, being permitted once annually);

(b) The Unit Owner has obtained the prior written approval of the Association to the proposed tenant and the terms of the proposed lease;

(c) The lease contains a statement obligating all tenants to abide by this Declaration, the Articles, the Bylaws, and the Rules and Regulations, providing that the lease is subject and subordinate to the same; and

(d) The lease provides that any default arising out of the tenant's failure to abide by the Declaration, the Articles, the Bylaws, and the Rules and Regulations shall be enforceable by the Association as a third-party beneficiary to the lease and that the Association shall have, in addition to all rights and remedies provided under the Declaration, the Articles, the Bylaws and the Rules and Regulations, the right to evict the tenant and/or terminate the lease should any such violation continue for a period of ten (10) days following delivery of written notice to the tenant specifying the violation.

The Association may withhold approval upon any reasonable basis, including, but not limited to: the failure of the lease terms to comply with all provisions of this Declaration, the Articles, the Bylaws, and the Rules and Regulations; the past failure of the tenant or its guests to abide by all provisions of this Declaration, the Articles, the Bylaws, and the Rules and Regulations; and the past use by the tenant or its invitees or guests of any part of the Condominium in a manner offensive or objectionable to the Association or other occupants of the Condominium by reason of noise, odors, vibrations, or nuisance.

During the term of any lease of all or any part of a Unit, each Unit Owner of such Unit shall remain liable for the compliance of the Unit, such Unit Owner and all tenants of the Unit with all provisions of this Declaration, the Bylaws and the Rules and Regulations of the Association, and shall be responsible for securing such compliance from the tenants of the Unit. The Association may require that a copy of each lease of all or any part of a Unit be filed with the Association. The restrictions against leasing contained in this Section 7.05 shall not apply to leases of the Units by the Declarant or leases of the Units to the Association.

7.06. Signs. No sign of any kind shall be displayed to the public view on any Unit without the written consent of the Association and, if Declarant owns at least one Unit, the Declarant. The Declarant reserves the right to erect signs, gates, or other entryway features surrounded with landscaping at the entrances to the Condominium and to erect appropriate signage for the sales of Units.

7.07. Garbage and Refuse Disposal. No Unit shall be used or maintained as a dumping ground for rubbish, trash, garbage, or waste. All clippings, rocks, or earth must be in containers.

7.08. Storage. Outdoor storage of disabled vehicles or personal property shall not be permitted. No firewood or wood pile shall be kept outside a structure unless it is neatly stacked and screened from street view. No vehicles shall be parked on any yard at any time.

7.09. Pets. Pets are permitted in accordance with the current applicable Rules and Regulations.

7.10. Landscaping. Unit Owners may not plant any decorative plants, vegetables, and shrubbery outside of their Unit without the prior written consent of the Association.

ARTICLE VIII
INSURANCE

8.01. Fire and Extended Loss Insurance. The board of directors of the Association shall obtain and maintain fire, casualty, and special form insurance coverage for the Common Elements, for the Unit as originally constructed as of the date the occupancy permit for the Unit was originally issued, and for the Association's service equipment, supplies and personal property. Each Unit Owner shall obtain and maintain fire, casualty, and special form insurance coverage for all of the Unit's contents and improvements to the Unit made after issuance of the original certificate of occupancy and all improvements located therein for not less than the full replacement value thereof. Insurance coverage for the Common Elements shall be reviewed and adjusted by the board of directors of the Association from time to time to ensure that the required coverage is at all times provided. The insurance maintained by the Association shall be written on the Condominium's Common Elements in the name of the Association as insurance trustee for the individual Unit Owners in their respective percentage interests in the Common Elements and may list each Unit Owner as an additional insured with respect to its Unit. The policy shall contain the standard mortgagee clause, which shall be endorsed to provide that any proceeds shall be paid to the Association, as insurance trustee, for the use and benefit of any Mortgagee as its interest may appear. All premiums for such insurance shall be Common Expenses. In the event of damage to or destruction of all or part of the Condominium insured hereunder, the proceeds of the insurance shall be paid to the Association, as insurance trustee, for the Unit Owners and the Mortgagees and distributed as provided in Article IX.

8.02. Public Liability Insurance. The board of directors of the Association shall obtain and maintain a comprehensive liability insurance policy insuring the Association, its officers, directors, and the Unit Owners against any liability arising out of the maintenance, repair, ownership, or use of the Common Elements. Liability coverage shall be for at least $1,000,000 per occurrence for personal injury and/or property damage or such higher limit as may be adopted from time to time by the Association. The insurance coverage shall be written on the

Condominium in the name of the Association as insurance trustee for the Association, its directors and officers, and for the individual Unit Owners in their respective percentage interests in the Common Elements. Such insurance policy shall contain a "severability of interest" or cross-liability endorsement, which shall preclude the insurer from denying the claim of a Unit Owner because of the negligent acts of the Association or other Unit Owners. All premiums for such insurance shall be Common Expenses. Each Unit Owner shall have the right to insure its own Unit for personal benefit.

8.03. Fidelity Insurance. Subsequent to the sale by Declarant of the first Unit, the Association shall require or maintain fidelity coverage against dishonest acts by any person responsible for handling the funds belonging to or administered by the Association. The Association shall be named insured and the insurance shall be in an amount of not less than fifty percent (50%) of the Association's annual operating expenses and reserves. All premiums for such insurance shall be Common Expenses.

8.04. Mutual Waiver of Subrogation. Nothing in this Declaration shall be construed so as to authorize or permit any insurer of the Association or a Unit Owner to be subrogated to any right of the Association or a Unit Owner arising under this Declaration. The Association and each Unit Owner hereby release each other to the extent of any perils to be insured against by either of such parties under the terms of this Declaration or the Bylaws, whether or not such insurance has actually been secured, and to the extent of their respective insurance coverage for any loss or damage caused by any such casualty, even if such incidents shall be brought about by the fault or negligence of either party for whose acts, omissions, or negligence the other party is responsible. All insurance policies to be provided under this Article by either the Association or a Unit Owner shall contain a provision that they are not invalidated by the foregoing waiver. Such waiver shall, however, cease to be effective if the existence thereof precludes either the Association or a Unit Owner from obtaining such policy.

8.05. Standards for All Insurance Policies. All insurance policies provided under this Article VIII shall be written by companies duly qualified to do business in the State of Wisconsin, with a general policyholder's rating of at least "A" and a financial rating of at least Class VII, as rated in the latest edition of Best's Key Rating Guide, unless the board of directors of the Association determines by unanimous vote or unanimous written consent that any policy may be issued by a company having a different rating.

ARTICLE IX
RECONSTRUCTION, REPAIR, OR SALE IN THE EVENT OF DAMAGE OR DESTRUCTION

9.01. Determination to Reconstruct or Repair. If all or any part of the Common Elements become damaged or are destroyed by any cause, the damaged Common Elements shall be repaired or reconstructed even if the cost of such repair or reconstruction exceeds the available insurance proceeds by an amount of up to $10,000.00 times the number of Units then making up the Condominium. Acceptance by a Unit Owner of a deed to a Unit shall be deemed to be consent to the authorization to the Association to so repair or reconstruct. If such authorization is challenged, whether through action taken at a meeting of Unit Owners or otherwise, the issue of whether to repair or reconstruct shall be put to a vote of all of the Unit Owners, and such repair or reconstruction shall be deemed approved if the votes appurtenant to any one Unit are cast in favor of such repair or reconstruction.

9.02. Plans and Specifications. Any reconstruction or repair shall, as far as is practicable, be made in accordance with the maps, plans, and specifications used in the original construction of the damaged Common Elements, unless (1) a majority of the first Mortgagees (one vote per mortgaged Unit) approve of the variance from such plans and specifications; and (2) the board of directors of the Association authorizes the variance in the case of reconstruction of or repair to the Common Elements. If a variance is authorized from the maps, plans, and specifications contained in the Condominium Plat or this Declaration, an amendment shall be recorded by the Association setting forth such authorized variance.

9.03. Responsibility for Repair. In all cases after a casualty has occurred to the Common Elements, the Association has the responsibility of reconstruction and repair, and immediately shall obtain reliable and detailed estimates of the cost to rebuild or repair.

9.04. Insurance Proceeds and Construction Fund. Insurance proceeds held by the Association as trustee pursuant to Section 8.01 shall be disbursed by the Association for the repair or reconstruction of the damaged Common Elements. The Association shall have no responsibility to repair, reconstruct, or replace any Unit or any improvements located within a Unit. Unit Owners and Mortgagees shall not be entitled to receive payment of any portion of the insurance proceeds unless there is a surplus of insurance proceeds after the damaged Property has been completely restored or repaired as set forth in Section 9.06.

9.05. Assessments For Deficiencies. If the proceeds of insurance are not sufficient to defray the costs of reconstruction and repair by the Association, a Special Assessment shall be made against the Unit Owners in sufficient amounts to provide funds for the payment of such costs. Such assessments on account of damage to Common Elements shall be in proportion to each Unit Owner's percentage interest in the Common Elements. All assessed funds shall be held and disbursed by the Association as trustee for the Unit Owners and Mortgagees involved.

9.06. Surplus in Construction Funds. All insurance proceeds and Special Assessments held by the Association as trustee for the purpose of rebuilding or reconstructing any damage to the Common Elements or any Property taken by eminent domain are referred to herein as "Construction Funds." It shall be presumed that the first moneys disbursed in payment of costs of reconstruction or repair are insurance proceeds. If there is a balance in the Construction Funds after payment of all costs of reconstruction or repair, such balance shall be divided among the Unit Owners according to their respective percentage interests in the Common Elements.

9.07. Damage or Destruction of Unit. Following any damage or destruction to any improvements located within any Unit, the Unit Owner shall repair and restore such Unit to its condition prior to the damage or destruction as soon as possible but in any case within two hundred seventy (270) days of the damage or destruction.

ARTICLE X
CONDEMNATION

10.01. Allocation of Award. Any damages for a taking of all or part of the Condominium shall be awarded as follows:

(a) Every Unit Owner shall be allocated the entire award for the taking of all or part of the respective Unit or any improvements located therein and for consequential damages to the Unit or improvements located therein.

(b) If no reconstruction is undertaken, any award for the taking of Common Elements shall be allocated to all Unit Owners in proportion to their respective percentage interest in the Common Elements.

10.02. Determination to Reconstruct Common Elements. Following the taking of all or part of the Common Elements, the Common Elements shall be restored or reconstructed.

10.03. Plans and Specifications for Common Elements. Any reconstruction shall, as far as is practicable, be made in accordance with the maps, plans and specifications used in the original construction of the taken Common Elements unless seventy-five percent (75%) of the Unit Owners and a majority of the first Mortgagees (one vote per mortgaged Unit) shall authorize a variance from such plans and specifications. If a variance is authorized from the maps, plans, or specifications contained in the Condominium Plat or this Declaration, an amendment shall be recorded by the Association setting forth such authorized variances.

10.04. Responsibility for Reconstruction. In all cases after a taking of all or part of the Common Elements, the responsibility for restoration and reconstruction shall be that of the Association and it shall immediately obtain reliable and detailed estimates of the cost to rebuild.

10.05. Assessments for Deficiencies. If the condemnation award for the taking of the Common Elements is not sufficient to defray the costs of reconstruction by the Association, Special Assessments shall be made against the Unit Owners in sufficient amounts to provide funds for the payment of such costs. Such Special Assessments shall be in proportion to each Unit Owner's respective percentage interest in the Common Elements and shall constitute a Common Expense.

10.06. Surplus in Construction Fund. It shall be presumed that the first moneys disbursed in payment of costs of reconstruction or restoration shall be from the award for taking. If there is a surplus of Construction Funds after payment of all costs of construction, such balance shall be divided among all Unit Owners in proportion to their respective percentage interests in the Common Elements.

10.07. Percentage Interests Following Taking. Following the taking of all or any part of any Unit, the percentage interest in the Common Elements appurtenant to any Unit shall be equitably adjusted to reflect the respective relative values of the remaining Units (or portions thereof) to all of the Units, determined without regard to the value of any improvements located within the Units. The Association shall promptly prepare and record an amendment to the Declaration reflecting the new percentage interests appurtenant to the Units. Such amendment need be signed only by two officers of the Association.

ARTICLE XI
MORTGAGEES

11.01. Notice. Any holder of a recorded mortgage or any vendor under a recorded land contract encumbering a Unit (the "Mortgagee") that has so requested of the Association in a

writing received by the Association's agent for service of process shall be entitled to receive notice of the following matters:

(a) The call of any meeting of the membership or the board of directors of the Association to be held for the purpose of considering any proposed amendment to this Declaration, the Articles, or the Bylaws.

(b) Any default under, any failure to comply with, or any violation of, any of the provisions of this Declaration, the Articles, or Bylaws or any rules and regulations.

(c) Any physical damage to the Common Elements in an amount exceeding Twenty Thousand Dollars ($20,000).

11.02. Amendment of Provisions Affecting Mortgagees. Notwithstanding the provisions of Article XII of this Declaration, neither Section 11.01 nor any Section of this Declaration requiring the approval of any Mortgagee to any action shall be amended unless all Mortgagees have given their prior written approval.

11.03. Owners of Unmortgaged Units. Whenever any provision contained in this Declaration requires the consent or approval (whether by vote or in writing) of a stated number or percentage of Mortgagees to any decision, each Unit Owner of any unmortgaged Unit shall be considered a "Mortgagee" as well as a "Unit Owner" for purposes of such provision.

11.04. Condominium Liens. Any Mortgagee who obtains title to a Unit under the remedies provided in the mortgage or land contract against the Unit or through foreclosure shall not be liable for more than six (6) months of the Unit's unpaid dues and assessments accrued before the date on which the holder acquired title.

ARTICLE XII
AMENDMENT

Except as otherwise provided by the Condominium Ownership Act, or as otherwise provided in this Declaration, this Declaration may be amended with the written consent of not less than the number of Unit Owners who together hold at least two-thirds (2/3) of the total voting interests held by all Unit Owners. No Unit Owner's consent shall be effective without the consent of the first mortgagee of such Unit. So long as the Declarant owns any Unit, the consent in writing of the Declarant, its successors or assigns, shall also be required. No amendment shall alter or abrogate the rights of Declarant as contained in this Declaration. Copies of amendments shall be certified by the president and secretary of the Association in a form suitable for recording. A copy of the amendment shall be recorded with the Register of Deeds for Jefferson County, and a copy of the amendment shall also be mailed or personally delivered to each Unit Owner at its address on file with the Association. Until the initial conveyance of all Units, this Declaration may be amended by the Declarant alone for purposes of clarification and correction of errors and omissions.

ARTICLE XIII
REMEDIES

The Association shall have the sole right to enforce the provisions hereof or any of its orders by proceedings at law or in equity against any person or persons violating or attempting to violate any provision of this Declaration, either to restrain or cure the violation or to recover damages, or both, for a period which shall include thirty (30) days from the date of the filing with the Association of a petition by any person who shall be a Unit Owner subject to this Declaration on the date of the filing, petitioning the Association to redress the violation or attempted violation of any of the provisions of this Declaration by any other persons. Liability among multiple owners of a Unit shall be joint and several. Nothing herein shall be deemed to limit the rights of the City of Fort Atkinson or the County of Jefferson to enforce any zoning codes, ordinances, regulations, or other requirements that may be identical or similar to the requirements of this Declaration. Such period of thirty (30) days shall be considered to be a period for the consideration of the petition by the Association and if the Association denies or fails to act upon the petition to the satisfaction of the petitioner within the thirty (30) day period, thereafter petitioner shall have the right to enforce the provisions hereof (except for the collection of charges and assessments under Article VI), to the extent that he or she shall so have petitioned, by proceedings at law or in equity against any person or persons violating or attempting to violate the provisions of this Declaration, either to restrain the violation or to recover damages, or both, provided, however, that any such person shall be a Unit Owner and commence such proceedings against such other person or persons within a period of sixty (60) days from (i) the date of the Association's denial of such petition, or (ii) the passage of the aforementioned thirty (30) day period for consideration of the petition by the Association. The Association or the petitioning Unit Owner(s), as the case may be, shall have the right to recover court costs and reasonable attorney fees in any successful action brought against another Unit Owner to enforce, or recover damages for a violation of, this Declaration. Any damages collected by the Association shall be distributed, first, to pay for all costs of enforcement, and, secondly, to the owners of the Units damaged by the violation pro rata. Notwithstanding the foregoing, if any Unit Owner fails to comply with the terms and conditions of this Declaration, and such failure continues beyond any applicable cure period, the Association shall have the right to cure on behalf of the Unit Owner and such Unit Owner shall promptly reimburse the Association for the cost thereof within ten (10) days after receipt of written demand therefor. Alternatively, the Association may, at the option of the Association, levy such amounts against the Unit as a Special Assessment under Article VI. In addition to all other remedies available to the Association, the Association shall have the right to collect from any Unit Owner who is in violation beyond any applicable cure period of this Declaration, the Association's Articles or Bylaws, or any Rules and Regulations promulgated hereunder, a fine for each day such violation continues in such amount as is from time to time set forth in the Bylaws or Rules and Regulations.

ARTICLE XIV
GENERAL

14.01. Utility Easements. The Declarant hereby reserves for the Association acting by and in the discretion of its board of directors, the rights to grant to the City of Fort Atkinson and County of Jefferson or public or semi-public utility companies, easements and rights-of-way for the erection, construction, and maintenance of all poles, wires, pipes, and conduits for the transmission of electricity, gas, water, telephone, and for other purposes, for sewers, stormwater drains, gas mains, water pipes and mains, and similar services and for performing any public or quasi-public utility function that the board of directors may deem fit and proper for the improvement and benefit of the Condominium. Such easements and rights-of-way shall be confined, so far as possible in underground pipes or other conduits, with the necessary rights of

ingress and egress and with the rights to do whatever may be necessary to carry out the purposes for which the easement is created.

14.02. Right of Entry. By acceptance of a Condominium Deed, each Unit Owner shall have granted a right of entry and access to its Unit to the Association to correct any condition originating in its Unit and threatening another Unit or the Common Elements, to install, alter, or repair mechanical or electrical services or other Common Elements in its Unit or elsewhere in the Condominium, and to maintain and repair Common Elements and other areas as described in Section 6.04. Such entry shall be made with prior notice to the Unit Owners and shall be scheduled for a time reasonably convenient to the Unit Owners, except in the case of an emergency when injury or property damage will result in delayed entry. Such entry shall be done with as little inconvenience to the Unit Owners as practical, and any damage caused thereby shall be repaired by the Association and treated as a Common Expense, except as allocable to an individual Unit or Units for cause in the discretion of the board of directors.

14.03. Notices. All notices and other documents required to be given by this Declaration or by the Bylaws of the Association shall be sufficient if given to one (1) registered owner of a Unit regardless of the number of owners who have an interest therein. Notices and other documents to be served upon Declarant shall be given to the agent for service of process specified in Section 14.06. All owners shall provide the secretary of the Association with an address for the mailing or service of any notice or other documents and the secretary shall be deemed to have discharged his or her duty with respect to the giving of notice by mailing it or having it delivered personally to such address as is on file with him or her.

14.04. Severability. The provisions hereof shall be deemed independent and severable, and the invalidity or partial invalidity or unenforceability of any one provision or portion thereof shall not affect the validity or unenforceability of the remaining portion of said provision or of any other provision hereof.

14.05. Declarant Access During Construction of Improvements. During any period of construction of Buildings and other improvements on the Property by the Declarant, the Declarant and its contractors, and subcontractors, and their respective agents and employees, shall have access to all Common Elements as may be required in connection with said construction and shall have easements for the installation and construction of Buildings, improvements, utilities, driveways, parking areas, landscaping, and other repairing or servicing of all or any part of the Condominium or the expanded Condominium.

14.06. Resident Agent. The name and address of the resident agent under Section 703.23 of the Wisconsin Statutes is Randall Schmiedel, 230 Ohio Street, Suite 200, Oshkosh, WI 54902. The resident agent may be changed by the Association in any manner permitted by law.

14.07. Assignment of Declarant's Rights. The rights, powers, and obligations of the party named as "Declarant" may be assigned by a written, recorded amendment to any other party who assumes such rights, powers and obligations. Upon the recording of any such amendment, such assignee shall become "Declarant" under this Declaration and shall succeed to all such rights, powers and obligations. Such amendment need be signed only by the assignor and assignee named therein.

14.08. Conflicts. If a conflict exists among any provisions of this Declaration, the Articles, the Bylaws, and the Rules and Regulations, the Declaration shall prevail over the Articles, Bylaws, and Rules and Regulations; the Articles shall prevail over the Bylaws and the Rules and Regulations; and the Bylaws shall prevail over the Rules and Regulations.

{signature page follows}

IN WITNESS WHEREOF, Declarant has caused this instrument to be signed this day ___ of March, 2026.

DECLARANT:

RIDGE VIEW PLACE, LLC

By: _____
Name: _____
Title: _____

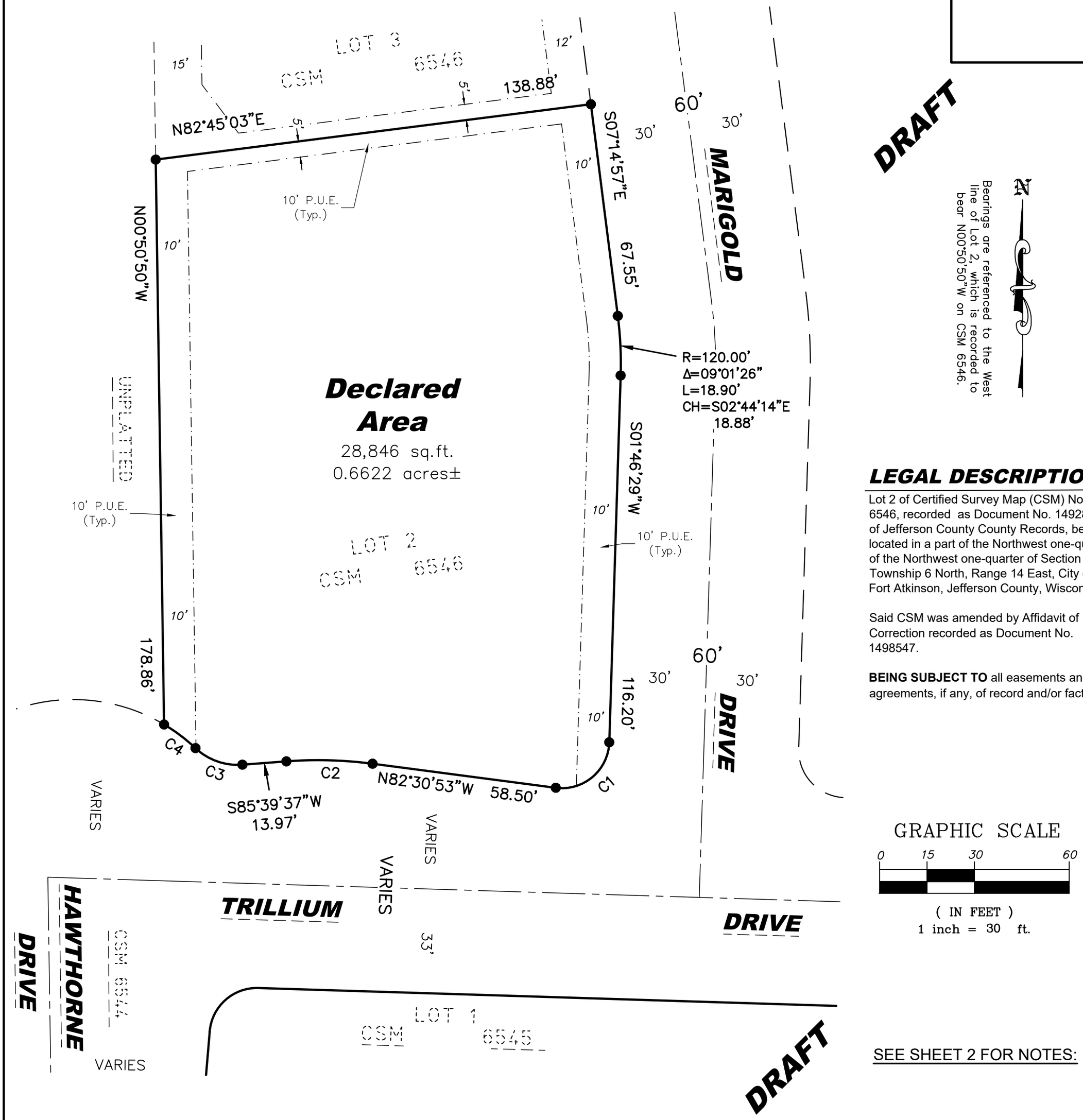
STATE OF WISCONSIN)
) ss.
COUNTY OF WINNEBAGO)

Personally came before me this _____ day of March, 2026, _____, the duly authorized Member of Ridge View Place, LLC, a Wisconsin limited liability company, who acknowledged the foregoing document for the purposes recited therein on behalf of limited liability company.

_____
Name: _____
Notary Public, State of Wisconsin
My Commission: _____

RIDGE VIEW ESTATES TOWNHOMES

LOT 2, CSM 6546, BEING LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 14 EAST, CITY OF FORT ATKINSON, JEFFERSON COUNTY, WISCONSIN.



Bearings are referenced to the West line of Lot 2, which is recorded to bear N00°50'50"W on CSM 6546.

LEGAL DESCRIPTION:

Lot 2 of Certified Survey Map (CSM) No. 6546, recorded as Document No. 1492838 of Jefferson County County Records, being located in a part of the Northwest one-quarter of the Northwest one-quarter of Section 33, Township 6 North, Range 14 East, City of Fort Atkinson, Jefferson County, Wisconsin.

Said CSM was amended by Affidavit of Correction recorded as Document No. 1498547.

BEING SUBJECT TO all easements and agreements, if any, of record and/or fact.

GRAPHIC SCALE

0 15 30 60

(IN FEET)
1 inch = 30 ft.

SEE SHEET 2 FOR NOTES:

SURVEYOR'S CERTIFICATE

I, Matthew E. Hoglund, Professional Land Surveyor of the State of Wisconsin, do hereby certify to the best of my knowledge and belief, that, in accordance with Chapter 703.11 of the Wisconsin Statutes, this plat is a correct representation of the condominium herein described and that that the identification and location of each unit and the common elements can be determined from the plat.

Dated this ___ day of _____, 2026.

DRAFT

_____
Quam Engineering, LLC
By: Matthew E. Hoglund
S–1910

WISCONSIN LAND SURVEYOR
MATTHEW E. HOGLUND
S–1910
FALL RIVER
WI
3/25/2026

REGISTER OF DEEDS CERTIFICATE:

Received for recording this ___ day of _____,

20___, at _____ o'clock __M. and recorded in

Volume _____ of _____ on Pages_____

as Document No. _____.

_____
Staci M. Hoffman, Jefferson County Register of Deeds

CURVE DATA TABLE

CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	15.00'	95°42'38"	25.06'	S49°37'48"W - 22.24'
C2	132.50'	11°49'31"	27.35'	N88°25'28"W - 27.30'
C3	19.50'	47°37'55"	16.21'	N70°31'26"W - 15.75'
C4	56.50'	12°38'46"	12.47'	N53°01'51"W - 12.45'

LEGEND

- ● Found 3/4" Rebar
- Plat Boundary
- Deed/Survey Line of Record
- Existing R/W Line
- Centerline
- Existing Public Utility Easement Line

OWNER

Kraig Sadownikow
Intrepid Investments, LLC
230 Ohio Street – Suite 200
Oshkosh, WI 54902

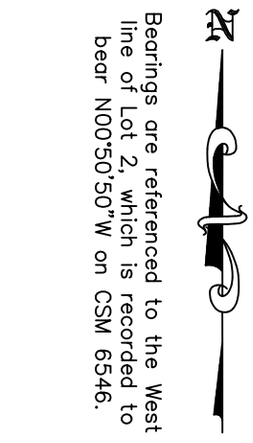
CONDOMINIUM PLAT OF
RIDGE VIEW ESTATES TOWNHOMES
PROJECT NO: AC–17–24

QUAM ENGINEERING, LLC
Residential and Commercial Site Design Consultants
www.quamengineering.com
4604 Siggelkow Road, Suite A – McFarland, Wisconsin 53558
Phone (608) 838–7750; Fax (608) 838–7752

SHEET 1 OF 4

RIDGE VIEW ESTATES TOWNHOMES

LOT 2, CSM 6546, BEING LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 14 EAST, CITY OF FORT ATKINSON, JEFFERSON COUNTY, WISCONSIN.



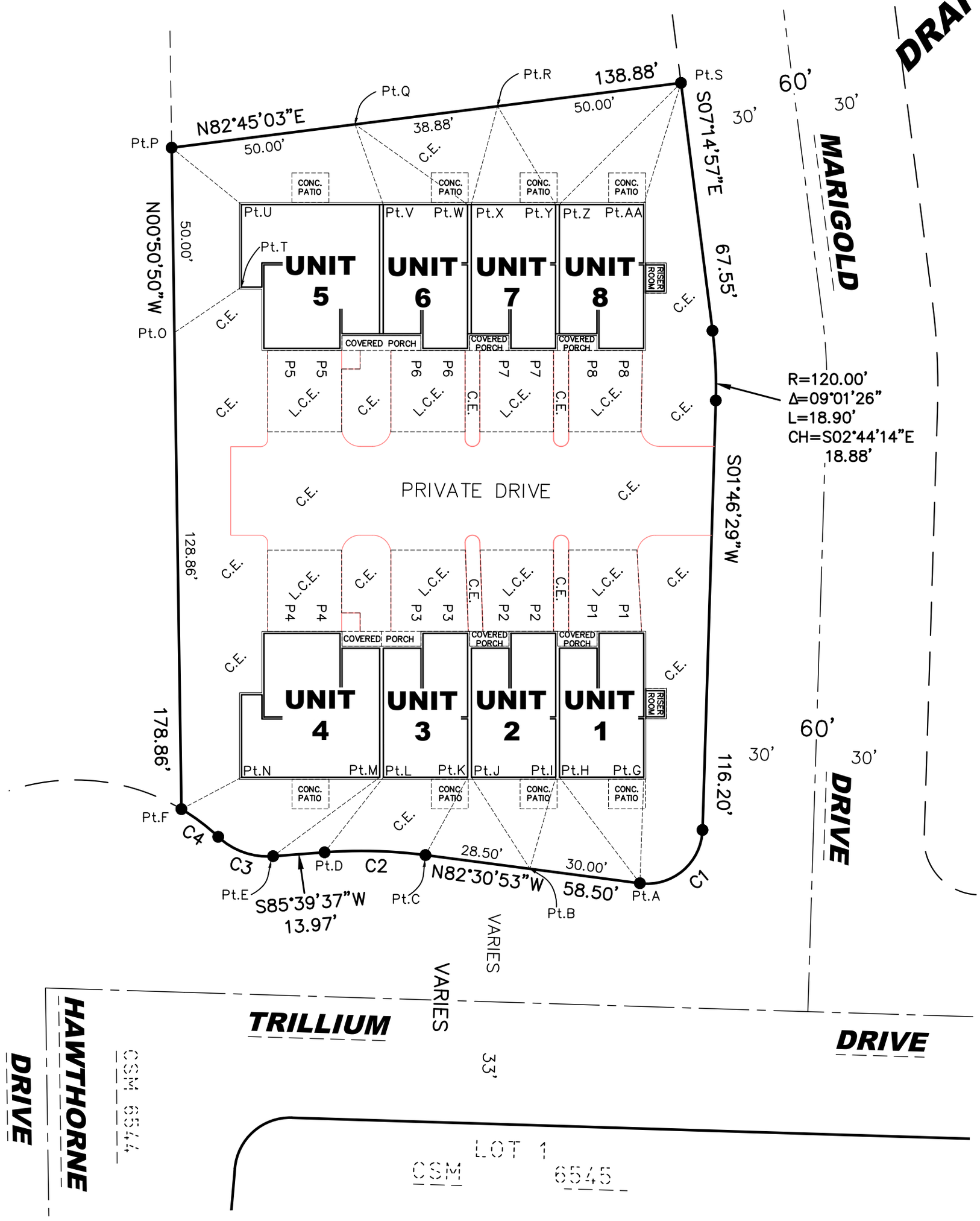


GRAPHIC SCALE

0 15 30 60

(IN FEET)

1 inch = 30 ft.



NOTES:

1. THIS PLAT IS SUBJECT TO THE CONDOMINIUM DECLARATIONS, A DOCUMENT TO BE RECORDED CONCURRENTLY HEREWITH.
2. SEE SHEET 3 FOR DETAILS OF UNITS 1 THROUGH 4, LIMITED COMMON ELEMENTS & BOUNDARY TO UNIT CORNER TIES.
3. SEE SHEET 4 FOR DETAILS OF UNITS 5 THROUGH 8, LIMITED COMMON ELEMENTS & BOUNDARY TO UNIT CORNER TIES.
4. UNIT BOUNDARIES ARE DEFINED IN THE CONDOMINIUM DECLARATION RECORDED CONCURRENTLY HEREWITH.
5. ANY PART OF THIS CONDOMINIUM NOT SPECIFICALLY DEFINED AS PART OF A UNIT OR PART OF A LIMITED COMMON ELEMENT IS COMMON ELEMENT.
6. PARKING AREAS SHOWN ARE LIMITED COMMON AREAS CORRESPONDING TO THE UNIT BY NUMBER.
7. PARKING WITHIN THE PRIVATE DRIVE SHOWN IS PROHIBITED AT ALL TIMES TO MAINTAIN EMERGENCY ACCESS AND MUST BE KEPT CLEAR OF SNOW AND OTHER OBSTRUCTIONS.
7. UTILITIES (GAS, ELECTRIC, SANITARY SEWER, WATER, TELEPHONE, CATV, DATA, ETC.) THAT PROVIDE SERVICE TO THE BUILDINGS AND UNITS HEREOF, INCLUDE THE RIGHT TO MAINTAIN AND REPLACE IF NECESSARY, AS STIPULATED IN THE CONDOMINIUM DECLARATIONS.
8. BOUNDARY OF THE PROPERTY SHOWN HEREON WAS BASED ON A RETRACEMENT SURVEY OF CSM NO. 6546.

LEGEND

●	Found 3/4" Rebar
C.E.	Common Element
L.C.E.	Limited Common Element
P8	Parking Area L.C.E.–Unit No. Noted
———	Plat Boundary
———	Unit Line
— — — — — — —	Deed/Survey Line of Record
—— ——— ——— ——	Existing R/W Line
—— – ——— – ——	Centerline
----------	Tie Boundary to Unit Corners

DRAFT

OWNER

Kraig Sadownikow
Intrepid Investments, LLC
230 Ohio Street – Suite 200
Oshkosh, WI 54902

CURVE DATA TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
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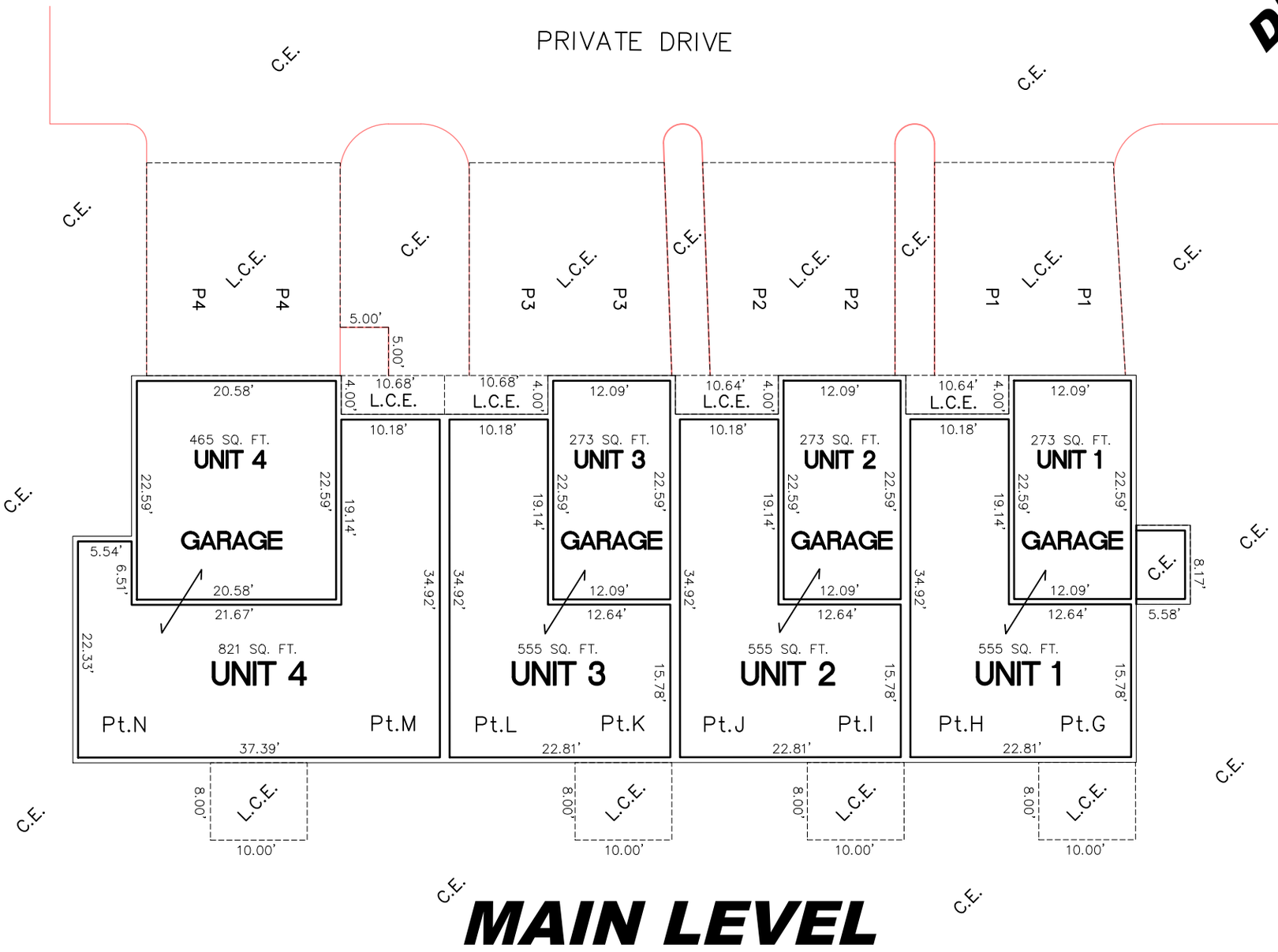
SHEET 2 OF 4

RIDGE VIEW ESTATES TOWNHOMES

LOT 2, CSM 6546, BEING LOCATED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 14 EAST, CITY OF FORT ATKINSON, JEFFERSON COUNTY, WISCONSIN.

UNIT DETAILS

DRAFT



MAIN LEVEL

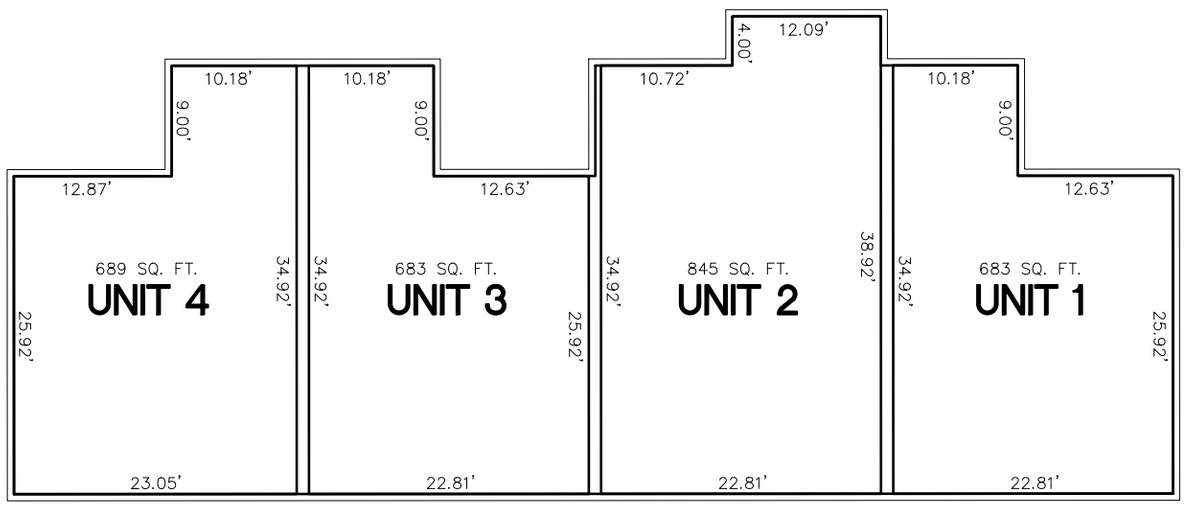
N

GRAPHIC SCALE

0 7.5 15 30

(IN FEET)
1 inch = 15 ft.

DRAFT



UPPER LEVEL

UNIT TIES TO BOUNDARY CORNERS			
Unit	Points	Bearing	Distance
1	A to G	N02°05'50"E	28.71'
1	A to H	N37°10'53"W	35.99'
2	B to I	N15°45'59"E	25.74'
2	B to J	N32°34'44"W	29.38'
3	C to K	N38°06'42"E	25.78'
3	D to L	N38°06'42"E	25.78'
4	E to M	N53°30'01"E	35.88'
4	F to N	N62°08'09"E	18.38'
See Sheet 2 for Map of Tie Lines to Boundary			

UNIT AREAS - IN SQ. FEET				
UNIT	MAIN LEVEL	UPPER LEVEL	GARAGE	TOTAL
1	555	683	273	1511
2	555	845	273	1673
3	555	683	273	1511
4	821	689	465	1975

WISCONSIN MATTHEW E. HOGUIN S-2490 FORT RIVER WI 3/25/2026 LAND SURVEYOR DRAFT

LEGEND

C.E.	Common Element
L.C.E.	Limited Common Element
———	Unit Line
- - - - - - - - - -	Limited Common Element
P8	Parking Area L.C.E.–Unit No. Noted

OWNER

Kraig Sadownikow
Intrepid Investments, LLC
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Oshkosh, WI 54902

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SHEET 3 OF 4

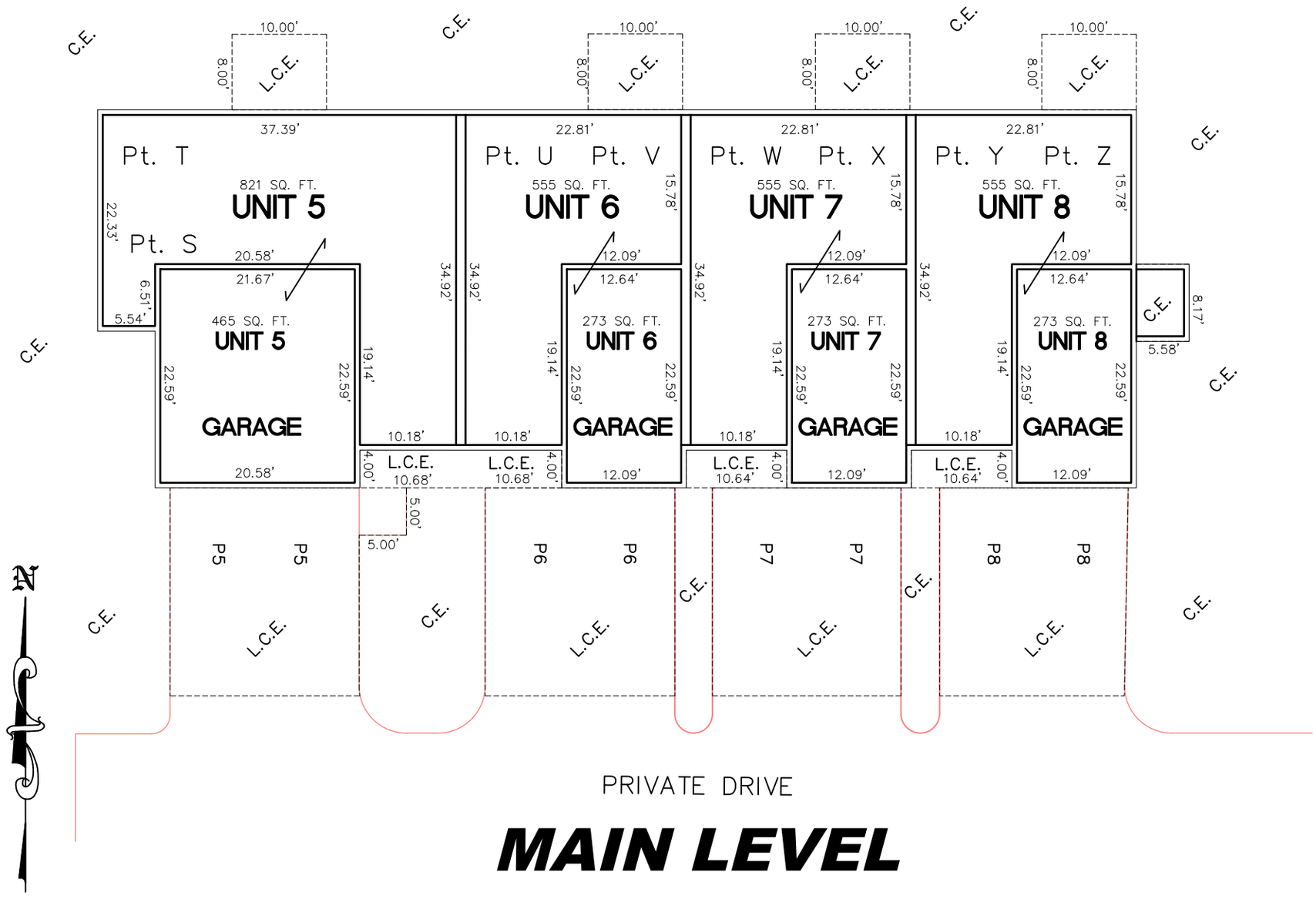
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UNIT DETAILS

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DRAFT

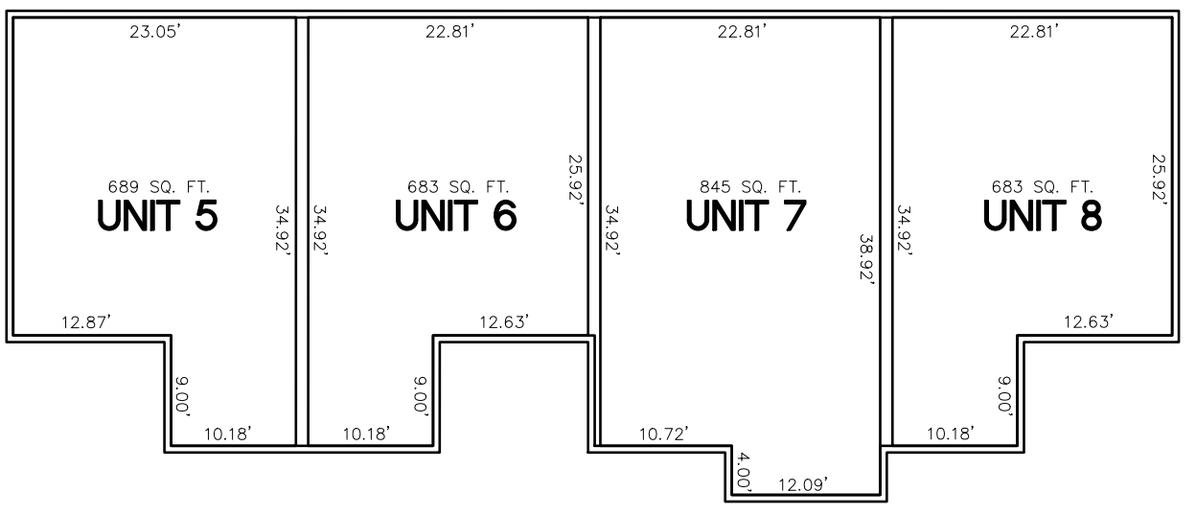


MAIN LEVEL

GRAPHIC SCALE

0 7.5 15 30

(IN FEET)
1 inch = 15 ft.



UPPER LEVEL

UNIT TIES TO BOUNDARY CORNERS			
Unit	Points	Bearing	Distance
5	O to T	N55°49'55"E	21.89'
5	P to U	S50°48'15"E	24.32'
6	Q to V	S19°23'45"E	22.98'
6	Q to W	S54°32'42"E	37.38
7	R to X	S15°00'17"W	27.52
7	R to Y	S30°32'24"E	30.87'
8	S to Z	S45°00'55"W	46.54'
8	S to AA	S17°05'12"W	34.42'
See Sheet 2 for Map of Tie Lines to Boundary			

WISCONSIN MATTHEW E. HOGLUND S-2510 RIVER WI 3/25/2026 LAND SURVEYOR DRAFT

UNIT AREAS - IN SQ. FEET				
UNIT	MAIN LEVEL	UPPER LEVEL	GARAGE	TOTAL
5	821	689	465	1975
6	555	683	273	1511
7	555	845	273	1673
8	555	683	273	1511

LEGEND

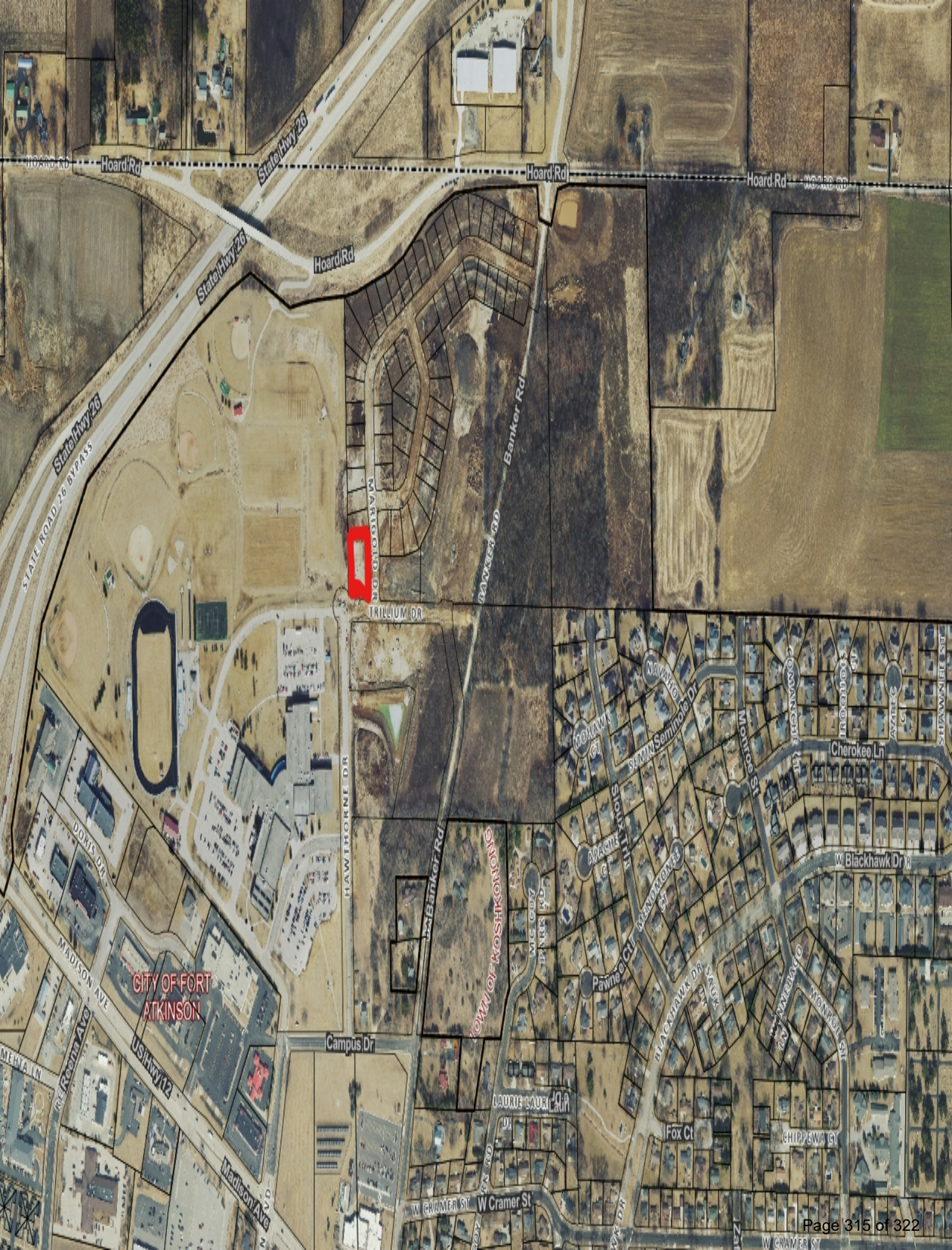
C.E.	Common Element
L.C.E.	Limited Common Element
———	Unit Line
- - - - - - - - - -	Limited Common Element
P8	Parking Area L.C.E.–Unit No. Noted

OWNER

Kraig Sadownikow
Intrepid Investments, LLC
230 Ohio Street – Suite 200
Oshkosh, WI 54902

CONDOMINIUM PLAT OF
RIDGE VIEW ESTATES TOWNHOMES
PROJECT NO: AC–17–24

QUAM ENGINEERING, LLC
Residential and Commercial Site Design Consultants
www.quamengineering.com
4604 Siggelkow Road, Suite A – McFarland, Wisconsin 53558
Phone (608) 838–7750; Fax (608) 838–7752


Hoard Rd
State Hwy 26
STATE ROAD 26 BYPASS
MARIGOLD DR
TRILLIUM DR
Banker Rd
HAWTHORNE DR
DORIS DR
MADISON AVE
CITY OF FORT ATKINSON
US Hwy 12
Campus Dr
Madison Ave
TOWN OF KOSHKONONG
MCGONIGAL PARK RD
Cherokee Ln
W Blackhawk Dr
BLACKHAWK DR
Fox Ct
CHIPPEWA CT
W CRAMER ST
W Cramer St
LAURIE LAUREL DR

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Michelle Ebbert, Clerk/Treasurer/Finance Director**

RE: **Review and possible action relating to disallowance of a claim against the City of Fort Atkinson, Bohling (Ebbert, City Clerk/Treasurer/Finance Director)**

BACKGROUND

The League of Wisconsin Municipalities Mutual Insurance (LWMMI) is the City's insurance carrier for property, liability, and worker's compensation. Statewide Services, Inc administers the claims for LWMMI. When the City receives a claim against the City's insurance, Statewide Services performs an investigation and obtains facts relating to the claim, which can include interviewing employees and onsite investigation. After the investigation, Statewide Services makes a final determination and recommendation relating to the claim.

DISCUSSION

On May 12, 2026, staff received via Certified Mail a Notice of Claim from a property owner within the City. The notice was submitted to Statewide Services, which manages such claims for the City. Statewide Services Inc determined the City of Fort Atkinson is not liable and therefore recommended that the City Council disallow the claim. The disallowance of the claim shortens the statute of limitations period to six months for any future lawsuit relating to this matter.

FINANCIAL ANALYSIS

There is no financial impact to the City to disallow the claim.

RECOMMENDATION

Staff recommends the City Council disallow claim WM000282260042 against the City of Fort Atkinson from the Claimant pursuant to Wisconsin Statutes 893.80(1)(g).

ATTACHMENTS

1. Recommendation for Disallowance_WM000282260042_Bohling

Statewide Services, Inc.

Claim Division

Dan Lowndes
Managing Attorney-Municipal TPA
P.O. Box 5555
Madison, WI 53705-0555
608- 828-5687
dlowndes@statewidesvcs.com

May 13, 2026

Rebecca Houseman, City Manager
City of Fort Atkinson
101 N. Main Street
Fort Atkinson WI 53538
rhouseman@fortatkinsonwi.gov

RE: Recommendation of Disallowance
Claim of James A. Bohling and Mallory L. Bohling
Our file no. WM000282260042

Dear Ms. Houseman:

Statewide Services administers the claims for the League of Wisconsin Municipalities Mutual Insurance, which provides insurance coverage to the City of Fort Atkinson. We are in receipt of the Bohling's claim.

I have determined that the City of Fort Atkinson has no liability here and, therefore, recommend that the City follow its standard operating procedures regarding placing disallowance of this claim on an upcoming City Council agenda. If that vote passes, please send the Bohlings a Notice of Disallowance via certified mail, return receipt requested so that they can receive the Notice of Disallowance no later than 120 days after the City received his claim.

Please do not hesitate to call or email me if you have any questions or concerns.

Sincerely,

Dan Lowndes
Managing Attorney – Municipal TPA

cc: Michelle A Ebbert, City Clerk/Treasurer/Finance Director (via email to: mebbert@fortatkinsonwi.gov)

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

MEMORANDUM

DATE: **May 19, 2026**

TO: **Fort Atkinson City Council**

FROM: **Bruce Peterson, Fire Chief**

RE: **Review and possible action relating to the repairs to Fire Department's Engine 8161 by Rennert's Fire Equipment Service at a cost not to exceed $25,000 (Peterson, Fire Chief)**

BACKGROUND

Engine 8161 is a 2018 Pierce Enforcer frontline fire engine in the Fort Atkinson Fire Department's fleet. The vehicle was recently taken out of service after staff identified significant wear and failure within the front suspension and steering system, specifically involving the upper and lower ball joints.

Due to the complexity of fire apparatus suspension systems and the specialized nature of the repair, the vehicle was transported to Rennert's Fire Equipment Service for diagnosis and repair. Rennert's is the factory-authorized Pierce service dealer for this region and serves as the Department's primary vendor for specialized emergency apparatus maintenance. Because of the nature of these repairs, obtaining competitive quotes from multiple vendors is not practical since significant disassembly of the suspension system is required simply to diagnose the extent of the damage, making it neither efficient nor cost-effective to reassemble the vehicle and transport it to an alternative dealer for a second estimate.

The Fort Atkinson Fire Department currently operates two frontline engines. With the recent trade-in of a reserve unit as part of a new engine purchase, no additional reserve apparatus is available. With Engine 8161 out of service, the Department is operating with a single frontline engine, significantly reducing the Department's ability to respond to simultaneous or large-scale incidents. Given this critical reduction in operational capacity, the Fire Chief authorized the diagnostic and repair process to begin immediately, in consultation with the City Manager, in order to return the apparatus to service as quickly as possible.

DISCUSSION

Staff identified significant wear and failure of the upper and lower front suspension ball joints on Engine 8161. Ball joints are critical steering and suspension components that connect the

steering knuckle to the suspension system, allowing the front wheels to safely pivot, turn, and move while supporting the substantial weight of the apparatus. Due to the size and weight of fire apparatus, these components operate under extreme stress during normal driving, emergency response, braking, and cornering operations.

Failure of these components can lead to unsafe steering conditions, loss of vehicle stability, excessive tire wear, damage to additional suspension components, and in severe cases, partial loss of steering control. Due to the safety concerns associated with the condition of these components, the vehicle was immediately removed from frontline service pending repair.

Replacement of the upper and lower ball joints on a heavy fire apparatus is labor intensive and requires substantial disassembly of the front suspension and steering system. During the repair process, technicians identified several additional maintenance issues, including work needed on the air conditioning system, fuel gauge, and leaking valves. Because the vehicle was already disassembled, and these components were accessible, staff authorized completion of these additional repairs at the same time. Doing so avoids the cost of duplicate disassembly labor in the future, reduces additional apparatus downtime, and addresses maintenance items that would have required attention regardless. The cost of these additional repairs is reflected in the attached quote from Rennert's Fire Equipment Service.

FINANCIAL ANALYSIS

The current estimated repair cost from Rennert's Fire Equipment Service is $21,478.88, as detailed in the attached proposal. Due to the extent of disassembly required and the possibility of additional worn or damaged components being identified during reassembly and final road testing, staff is requesting authorization for repairs in an amount not to exceed $25,000. This contingency accounts for potential parts pricing variability and any additional wear discovered during the completion of repairs.

Funds are available within the Fire Truck Maintenance account to cover this expenditure.

RECOMMENDATION

Staff recommends the City Council approve the repairs to Engine 8161 by Rennert's Fire Equipment Service, the factory-authorized Pierce dealer for this region, in an amount not to exceed $25,000.

ATTACHMENTS

1. 26-0420 Rennerts Eng 8161 Quote

Rennert's Fire Equipment Service
615 E John St
Markesan, WI 53946
service@rennerts.com
920-398-1033

RENNERT'S FIRE EQUIPMENT SERVICE, INC.

Estimate 6397
Date: 4/20/2026
Description: Rough Quote

Bill To
Fort Atkinson Fire Department
124 W Milwaukee Ave
Fort Atkinson, WI 53538-1896

Remit Payment To
Rennert's Fire Equipment Service
615 E John St
Markesan, WI 53946

Service Order	Purchase Order	Authorizer
6397		

Item	Description	Quantity	Rate	Amount
Labor	To replace Tak4 upper and lower ball joints. Will perform inspection first. Will only do the repair if out of spec.	42.50000	$175.00	$7,437.50
Parts	Tak4 sealed ball joint kit 2031	4	$1,844.88	$7,379.52
			Subtotal	$14,817.02
Labor	-Blower Fan Control Switch/Resister (Whatever you think may be the issue)	4.00000	$175.00	$700.00
Parts	2794605 RESISTOR,4 SPEED,SPAL	1	$117.97	$117.97
Parts	2833451 MODULE ASSY - RELAY MODULE	1	$389.70	$389.70
Parts	2721994-0012 CONTROL PANEL,HVAC,RED DOT	1	$784.80	$784.80
			Subtotal	$1,992.47
Labor	-Rebuild of Discharge #2 (Seems to be sticking/leaking when closed)	1.50000	$175.00	$262.50

Item	Description	Quantity	Rate	Amount
Parts	2 1/2" Heavy Duty "Self Locking" Swing-Out Valve - Fushion CF (Body Sub Assembly Only) - 8925	1	$421.89	$421.89
			Subtotal	$684.39
Labor	-High Idle switch intermittently will not work (If you Move the truck and try it again it will turn on) Only happens every once and awhile.	1.00000	$175.00	$175.00
			Subtotal	$175.00
Labor	Replacement of rear rotator lights (Upgraded to L31 LED Lights. (I believe you have ordered these already?)	4.00000	$175.00	$700.00
Parts	Rota Beam Lights	2	$748.00	$1,496.00
			Subtotal	$2,196.00
Labor	Front Bumper Line Gauge appears to be leaking fluid. It appears it is running down the pump panel and there is an air bubble noticeable at the top of the gauge. I attached a picture for reference.	1.00000	$175.00	$175.00
Parts	LFP220-30"-400, 2.50", White Face Compound Gauge - 91523932	1	$89.00	$89.00
			Subtotal	$264.00
Labor	-Pump Panel Lights.	0.00000		$0.00
			Subtotal	$0.00
Labor	Diagnose fuel sender/gauge issue. Gauge stays from full to half and jumps. May need to drop the fuel tank.	6.00000	$175.00	$1,050.00

Item	Description	Quantity	Rate	Amount
			Subtotal	$1,050.00
	Shop Supplies			$300.00

Unit: E8161 **VIN:** 4P1BAAFF5JA018309
Fleet #: 31039
2017PierceEnforcer
Chassis: 18,342 Miles

Labor	$10,500.00
Parts	$10,678.88
Subtotal	$21,478.88
Local (5.5% of $0.00)	$0.00
Total	$21,478.88

***: Core charges not included in total. You will be charged for any core that is not in returnable condition. This charge may be applied on a separate invoice.**
Customer Signature:_____

Printed Name:_____ **Date:**_____