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, JUNE 16, 2026 – 7:00 PM
CITY HALL – SECOND FLOOR

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

Meeting ID: 599 786 6403
Passcode: 53538

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

AGENDA

1. **Call meeting to order**

2. **Roll call**
3. **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 June 2, 2026 City Council meeting** (Ebbert, Clerk/Treasurer/Finance Director)

    b. Review and possible action relating to the **minutes of the June 9, 2026 Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)

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

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

    e. Review and possible action relating to **City Sewer, Water, and Stormwater Utility Financial Statements** as of May 31, 2026 (Ebbert, Clerk/Treasurer/Finance

Director)

f. Review and possible action relating to a **Temporary Retailer's License** for Randy Schopen Foundation's Fort Fall Fest on October 24, 2026, from 1:00 - 6:00 pm (Ebbert, Clerk/Treasurer/Finance Director)

g. Review and possible action on a **Special Event: Fort Fall Festival, October 24, 2026 from 1:00 - 6:00 p.m**. at the Barrie Park (Ebbert, Clerk/Treasurer/Finance Director)

h. Review and possible action on a **Special Event: Jazz in the Park,** Friday, June 19, 2026, from 7 p.m. to 9 p.m. at Barrie Park (Ebbert, Clerk, Treasurer, Finance Director)

i. Review and possible action on a **Special Event: Fat Boyz Motorcycle Raffle** (partnership with Fort Atkinson Lions Club), Saturday, June 27, 2026, from 4 p.m. to 9 p.m. at Fat Boyz (Ebbert, Clerk, Treasurer, Finance Director)

j. Review and possible action relating to a **Special Event: FA Community Band Concerts June 15, June 29, July 13, July 27, and August 10, 2026 from 7:00-9:00 p.m. at Barrie Park** (Thom, Deputy Clerk)

k. Discussion and possible action relating to a **Temporary Retailer's License** for St. Joseph Catholic Church, St. Joseph's Fall Festival on September 12-13, 2026 (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. Recognition of Julia Beilke and Prana Health & Wellness as winners of the Historic Preservation Commission's 2026 Historic Preservation Award (Lee, Museum Director)

b. Presentation and report relating to a Solar Study completed at City of Fort Atkinson Wastewater Treatment Plant (Nathan Cassity and Caramy Biederman, Donohoue & Associates)

c. Presentation and report relating to a Biosolids study at the City of Fort Atkinson Wastewater Treatment Plant (Nathan Cassity and Caramy Biederman, Donohue & Associates)

8. Resolutions and Ordinances

a. Review and possible action relating to the **Wastewater Utility 2025 Compliance**

Maintenance Annual Report (CMAR) to the Wisconsin Department of Natural Resources (Sweeney, Wastewater Superintendent)

b. Review and possible action relating to a Resolution Designating the City of Fort Atkinson Police Department as the **Primary Wireless 911 Public Safety Answering Point** (Lindsey, Police Captain)

c. Third/final reading and possible action relating to an **Ordinance Amending the City of Fort Atkinson Zoning Map** 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 outstanding **Wisconsin Department of Transportation Invoices** (Navin, Director of Public Works)

b. Review and possible action relating to a **Grant Award Received for Lead Service Lateral Replacement Communications** (Navin, Director of Public Works)

c. Review and possible action relating to an **Extraterritorial Certified Survey Map** for the property located at N3628 County Road K (CSM-2026-06) (Draeger, Director of Neighborhood and Building Services)

d. Review and possible action relating to an **Extraterritorial Certified Survey Map** for the property located at W5812 County Road M (CSM-2026-07) (Draeger, Director of Neighborhood and Building Services)

e. Review and possible action related to the **replacement of the barn roof and siding** at the Fort Atkinson Municipal Airport using CARES Act Funds (Draeger, Director of Neighborhood and Building Services)

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: June 11, 2026

CC: City Council; City Staff; City Attorney; News Media; Fort Atkinson School District; Fort Atkinson Chamber of Commerce
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CITY COUNCIL MEETING
IN PERSON AND VIA ZOOM
TUESDAY, JUNE 2, 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, Lescohier, Price and President Jaeckel. Also present: City Manager, City Attorney, City Clerk/Treasurer, Director of Public Works, Director of Neighborhood and Building Services, Public Works Superintendent and Park & Recreation Director.
Excused absence: Council member Johnson.

3. Pledge of Allegiance

President Jaeckel led the Pledge of Allegiance.

4. Consent Agenda

Price moved, seconded by Lescohier to approve the Consent Agenda items 4.a. through 4.h. Motion carried.

*a. Review and possible action relating to the **minutes of the May 19, 2026 City Council meeting** (Ebbert, Clerk/Treasurer/Finance Director)*

*b. Review and possible action relating to the **minutes of the May 26, 2026 Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)*

*c. Review and possible action relating to the **minutes of the May 26, 2026 License Committee meeting** (Ebbert, Clerk/Treasurer/Finance Director)*

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

*e. Review and possible action on a **Special Event: Grown Up Book Fair,** July 18 and 19, 2026, 9 a.m. - 2 p.m. (Ebbert, Clerk/Treasurer/Finance Director)*

*f. Review and possible action on a **Special Event: Frosty Rock Challenge,** November 7, 2026, 7 a.m. - 11 a.m. (Ebbert, Clerk/Treasurer/Finance Director)*

*g. Review and possible recommendation relating to **Renewal Alcohol Beverage License Applications** for the licensing period of July 1, 2026 through June 30, 2027 (Ebbert,*

Clerk/Treasurer/Finance Director)

h. *Review and possible recommendation relating to **Cigarette, Tobacco and Electronic Vaping Device Retail License Applications** for the licensing period of July 1, 2026 through June 30, 2027 (Ebbert, Clerk/Treasurer/Finance Director)*

5. Public Hearings

None.

6. Public Comment for Matters on the Agenda

None.

7. Petitions, Requests, and Communications

a. *Presentation of the City of Fort Atkinson **Financial Statements and Supplemental Information for the year ending December 31, 2025** (Andrea Jansen, CPA, CFE, Partner, Baker Tilly US, LLP)*

Andrea Jansen, Baker Tilly Auditor presented the year-end 2025 Financial Statements. No action was taken.

8. Resolutions and Ordinances

a. *Second 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)*

Director Draeger stated that 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. 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 that the City Council approve the Page 165 of 347 proposed Zoning Map Amendment. The City Council held the first reading of the ordinance on May 19, 2026.

Lescohier moved, seconded by Price to approve the second reading of this ordinance and direct the City Manager to prepare the Ordinance for a third and final reading at the

meeting on June 16, 2026. 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. Presentation, review, and possible action relating to a **Commercial Composting Agreement between the City of Fort Atkinson and Green Box Compost** (Williamson, Public Works Superintendent; Ben Stanger, Green Box Compost)*
Superintendent Williamson discussed the yard waste composting facility, known as the Compost Site, that has existed for over 30 years. This site consists of resident drop-off areas for yard and garden waste, brush under 6" in diameter, appliances, and eWaste. The Department of Natural Resources-issued (DNR) permit allows for these items to be dropped off by the residents of the City of Fort Atkinson and the Town of Koshkonong. In the spring of 2024, Department staff made contact with Ben Stanger of Green Box Compost in Sun Prairie, Wisconsin, to discuss the possibility of a public/private partnership. This partnership would reduce operational costs for the city, decrease landfill contributions, provide the City with a future revenue source, and offer Green Box Compost an opportunity to serve a larger geographic area by composting commercial and residential food waste. Green Box Compost offers residents, schools, and commercial businesses the opportunity to compost food waste rather than dispose of it in landfills. The proposed agreement presents operational savings due to reduced City staffing requirements to manage and maintain the existing site, without reduced service access to the community.

Lescohier moved, seconded by Huckabee to approve the 3-year Commercial Composting Agreement between the City of Fort Atkinson and Green Box Compost, and authorize the City Manager to execute the contract. Motion carried.

*b. Review and possible action relating to a **Certified Survey Map** for the property located at 217 Jefferson St. (CSM-2025-08) (Draeger, Director of Neighborhood and Building Services)*
Director Draeger stated that staff received an application from the Kolodzne family, owners of the property at 217 Jefferson Street, requesting approval of a Certified Survey Map (CSM) to adjust the shared lot line with the neighboring parcel to the south. The proposal would transfer approximately five feet of land from the southern property (213 E Sherman Avenue) to 217 Jefferson Street and incorporate it into the existing parcel. The adjustment is intended to address an existing encroachment issue, as the current

residence at 217 Jefferson Street extends into the required side setback area and presently provides little to no setback from the southern property line. The proposed CSM reconfigures the lot boundaries to create a side setback ranging from approximately 6.72 feet to 8.6 feet along the southern property line.

Huckabee moved, seconded by Price to approve this Certified Survey Map for the property located at 217 Jefferson Street, subject to the following conditions:
• Inclusion of the changes identified in the Plan Commission memo in the final CSM, and
• Any other conditions from the City Council.
Motion carried.

c. *Review and possible action relating to an **Alcohol Beverage License Application** for DLM Group, LLC for use at 1245 Whitewater Avenue for a "Class B" Intoxicating Liquor and Class "B" Fermented Malt Beverage license (Ebbert, Clerk/Treasurer/Finance Director)*
Clerk Ebbert discussed that McGrath's Catering has been operating out of the building located at 1245 Whitewater Avenue with a "Class B" Intoxicating Liquor and Class "B" Fermented Malt Beverage license. On May 18, 2026, staff received an application from DLM Group LLC, dba Jennie's Entertainment and Events, for use at 1245 Whitewater Avenue. The alcohol license application, individual questionnaires and appointment of agent were properly completed and submitted for review. Required documentation was confirmed including federal ID number, seller's Permit number and a letter from McGrath's Catering providing they will surrender their license contingent upon approval of the application from DLM Group. The License Committee met on May 26 and reviewed recommendation by the City Council.

Huckabee moved, seconded by Price to approve the Alcohol License Application for a "Class B" Intoxicating Liquor and Class "B" Fermented Malt Beverage License for DLM Group, LLC dba Jennie's Entertainment and Events, for use at 1245 Whitewater Avenue for the licensing period of July 1, 2026 through June 30, 2027 and payment of licensing fees. Motion carried.

d. *Review and possible action on a Water Utility **Simplified Rate Case Application to the Public Service Commission** (Navin, Director of Public Works)*
Director Navin provided that in November 2023, Council heard a report from Trilogy Inc, tasked with a review of the City's three utility rate structures under the expected future operations and capital expenses. The 2025 year-end financials indicate the Utility is eligible for a simple rate increase through the PSC in 2026. This rate increase was included in the 2026 budget and discussed during the 2026 budget process. The PSC process requires a public notice, which will be posted on June 18, 2026, in the Daily Union and on the City's webpage. Following notice, the increase of 3% can be considered by the PSC with a proposed implementation date of October 1, 2026. The increase will apply to all water utility rates, regardless of the meter size.

Lescohier moved, seconded by Price to approve the simplified rate case application to the PSC for an increase in water utility rates of 3%. Motion carried.

12. Miscellaneous

None.

13. Public Comment for Matters Not on the Agenda

None.

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 Lescohier to approve the Verified Claims as presented and authorize payment. Motion carried.

15. Adjournment

Huckabee moved, seconded by Lescohier to adjourn. Meeting adjourned at 8:03 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, JUNE 9, 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, and Schultz.
Also Present: Deputy Clerk, Director of Neighborhood and Building Services, and City Attorney.
Excused Absence: Commissioner Shull

3. New Business

a. *Review and possible action relating to the **minutes of the May 26, 2026 Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)*
Schultz moved, seconded by Huckabee, to approve the minutes of the May 26, 2026 Plan Commission meeting. The motion carried, 5-0.

b. *Review and possible action relating to a **Special Area Design Review** for signage at Johnson Bank located at 200 Sherman Ave. W. (Draeger, Director of Neighborhood and Building Services) (SADR-2026-01)*
Director Draeger presented a Special Area Design Review - Design Alteration Review for Johnson Bank. The applicant proposes several signage updates within the Downtown Historic Mixed-Use (DHMU) District, including a new monument sign, a replacement building sign, updated parking and directional signs, revised window and door signage, and the removal of two existing building signs. Overall, the project will reduce the total amount of signage on the site. The proposal was reviewed by the Historic Preservation Committee (HPC) on June 9, 2026 and had no comments on the signage. City staff worked with Johnson Bank to develop a signage plan that met both the bank's operational needs and the City's sign regulations. Staff has determined that the proposed signage complies with all applicable zoning and sign ordinance requirements, and no public notice is required for the Wall Sign Review.

Huckabee motioned, seconded by Ciccarelli to approve the requested signs as proposed.

The motion carried 5-0.

c. *Review and possible recommendation to the City Council relating to an **Extraterritorial Certified Survey Map** for the property located at N3628 County Road K (CSM-2026-06) (Draeger, Director of Neighborhood and Building Services)*
Director Draeger presented a Certified Survey Map (Extra-Territorial) for the property located at N3628 County Road K. The applicant is requesting approval of a Certified Survey Map (CSM) to combine two existing parcels into a single lot within the Town of Jefferson. Draeger noted that the County has recently issued a Conditional Use Permit for a larger shed, which would indicate that the County is in favor of this CSM. The proposed consolidation is administrative in nature, will retain the current R-2 zoning, and does not create any additional development potential. During the review, staff noted that the adjacent roadway right-of-way is not dedicated on the survey map, as typically required by the City's Land Division and Development Ordinance. However, Wisconsin law recognizes long-established public roadways as public highways, and similar situations have been approved in previous extraterritorial CSM reviews without formal dedication.

Manager Houseman questioned whether the CUP for a larger shed would be for a third shed, or for expansion of the current shed. Draeger answered that the CUP would be to remove a shed and build a larger shed on the property.

Ciccarelli motioned, seconded by Schultz to recommend the City Council approve the Extraterritorial Certified Survey Map for the property located at N3628 County Road K with the following conditions:

- Waive the dedication of the Public Right of Way required under Section 70.04.01

The motion carried 5-0

d. *Review and possible recommendation to the City Council relating to an **Extraterritorial Certified Survey Map** for the property located at W5812 County Road M (CSM-2026-07) (Draeger, Director of Neighborhood and Building Services)*
Director Draeger presented a Certified Survey Map (Extra-Territorial) for the property located at W5812 County Road M. The applicant is requesting approval of a Certified Survey Map (CSM) to facilitate the transfer of quarry lands from Poyer Homestead, LLC to Hausz Brothers and consolidate ownership of the active quarry under a single parcel. As part of the proposal, Poyer Homestead, LLC will combine its remaining lands into one parcel, while Hausz Brothers will merge the conveyed property with its existing quarry operations. The quarry has operated under a longstanding agreement between the parties, allowing for its expansion and use on the subject property. Conversations with the property owner, County, and then the land surveyor's placement of the property line ensure that the quarry cannot move west to the City.

Huckabee motioned, seconded by Ciccarelli, to recommend the City Council approve the Extraterritorial Certified Survey Map for the property located at W5812 County Road M with the corrections noted in the Staff memo.

The motion carried 5-0

e. *Review and possible recommendation to the City Council relating to a **Certified Survey Map** for the property located at 312 S Fourth St. (CSM-2026-08) (Draeger, Director of Neighborhood and Building Services)*

Director Draeger presented a Certified Survey Map for the property at 312 S. Fourth St. The applicants are requesting approval of a Certified Survey Map (CSM) to reconfigure a shared property line and facilitate the transfer of land behind their garage from an adjoining property owner. The proposal does not involve any changes to land use, zoning, or development intensity, and both properties will remain zoned Urban Mixed Use (UMU). The lot adjustment will increase the size of an existing legally nonconforming parcel, bringing it closer to compliance with the minimum lot area requirement without creating any new zoning deficiencies. Staff views the reconfiguration favorably because it improves an existing nonconforming condition while maintaining compliance on the adjoining property. The CSM will also establish a permanent easement over an existing public storm sewer to ensure continued City access for maintenance and operation of the infrastructure.

Ciccarelli motioned, seconded by Huckabee to recommend the City Council approve the Preliminary Certified Survey Map for the property located at 312 S. Fourth Street with the following conditions:

- Establish a public easement for maintaining the Public Storm Sewer on the Final Certified Survey Map prior to City Council approval
- Correct the errors outlined in the staff report
- Any other conditions determined by the Plan Commission.

The motion carried 5-0

f. *Update on previously approved projects (Houseman)*

Manager Houseman provided the following updates:

- The City held an Affordable Housing Workshop on June 2nd. The three programs the fund will focus on are multi-family senior housing, first-time homebuyer down payment assistance, and multi-family affordable housing.
- June 2, 2026, City Council performed the 2nd reading of the zoning map amendment for the property located at 550 McMillen.
- June 2, 2026, City Council approved the CSM for 217 Jefferson St.
- May 19, 2026, City Council approved the PaddyShack premise expansion.
- Staff continues to work with Pelton on the zoning map amendment, CUP, CSM and development agreement on their Multi-Family project on the south side.
- The groundbreaking ceremony for lots 12 and 13 in the Klement Business Park will take place on June 17, 2026, at 10:00 am and encourages participation if able.
- At the next Plan Commission meeting, there will be a Public Hearing for TID 11 creation and a Public Hearing for territory amendment to TID 9. Manager

Houseman requested feedback on the draft plans, which are available on the City website.

Ciccarelli inquired about the status of the Metha Lane Project. Houseman responded that staff is working with Pre3 on their entitlements, and then the applicant will need to provide the CUP for a group development, Site Plan Review, and a CSM.

4. Adjournment

Huckabee moved, seconded by Schultz to adjourn. The motion carried 5-0, and the meeting adjourned at 4:19 p.m.

Respectfully submitted,
Courtney Thom
Deputy Clerk

Permit Report

05/01/2026 - 05/31/2026

Permit Date	Permit #	Permit Location	Municipality	Owner Name	Permit Type	Permit Description	Estimated Project Cost	Total Fees
Group: Accessory Structure								
5/26/2026	26446	1108 Charles St.	Fort Atkinson	Marilyn & William J Bauer Sr	Accessory Structure	12' x 14' hardtop gazebo	2,000	$102.00
								$102.00
								Group Total: 1
Group: Deck								
5/20/2026	26437	320 W Milwaukee Ave.	Fort Atkinson	Dani Parker	Deck	Replacing support/ front frame wood	75	$60.00
								$60.00
								Group Total: 1
Group: Demo/Raze								
5/19/2026	26419	627 Robert St.	Fort Atkinson	Lindee Stevens	Demo/Raze	Remove detached garage	800	$50.00
5/7/2026	26390	509 Clarence St.	Fort Atkinson	AXS	Demo/Raze	Demo House	5,000	
								$50.00
								Group Total: 2
Group: Electrical								
5/29/2026	26471	1030 Whitewater Ave.	Fort Atkinson	JUSTIN EDWARDS	Electrical	Running new Electrical for the Master Bedroom	2,000	$60.00

5/27/2026	26464	1265 Janette St.	Fort Atkinson	Rick Gerke	Electrical	Generac Generator Installation	13,916	$140.00
5/20/2026	26433	106 Talcott Ave	Fort Atkinson	MAnny Martinez	Electrical	Temp power for fire restoration	2,000	$80.00
5/18/2026	26416	710 Cloute St.	Fort Atkinson	Sharon Taylor	Electrical	100amp overhead service replacement and electrical repairs with surge protection - Replace the existing 100 amp overhead electrical service, relocate the panel to the left and leave the existing panel in place for a junction box - install an outlet for the power vent water heater - repair one air splice in the basement hidden in the closet ceiling -repair one floating junction box in the ceiling near the furnace - install a whole home surge protector on the homes main electrical panel	10,791	$105.00
5/6/2026	26382	925 Lexington Blvd.	Fort Atkinson	School District of Fort Atkinson	Electrical	320 amp service/concession stand feeder	28,775	$151.50

5/1/2026	26311	1409 Greene St.	Fort Atkinson	Ben Dauck	Electrical	Rooftop Solar PV Installation	44,520	$90.00
								$626.50

Group Total: 6

Group: Erosion Control

5/20/2026	26436	25 Lexington Blvd.	Fort Atkinson	School District of Fort Atkinson	Erosion Control	Earthwork and Ditching, Sewer and Road Pavement	440,000	

Group Total: 1

Group: Fence

5/27/2026	26461	612 Maple St.	Fort Atkinson	Dustin Moldenhauer	Fence	6' H White Hamilton	12,244	$60.00
5/27/2026	26459	1211 Orchard Ln.	Fort Atkinson	Bob Head	Fence	New Fence	6,500	$60.00
5/25/2026	26442	215 Clarence St	Fort Atkinson	Matthew DeNoyer	Fence	Backyard privacy fence	2,000	$60.00
5/14/2026	26404	1423 Endl Blvd.	Fort Atkinson	Timothy & Lindsay Dougherty	Fence	140' Fence shall not exceed 6' in height or go beyond front of house	5,000	$60.00
5/14/2026	26403	602 Hilltop Tr.	Fort Atkinson	Heather Pingitore	Fence	6ft wood Privacy Fence in the side and back yard	12,500	$60.00
5/7/2026	26394	604 Madison Ave.	Fort Atkinson	Jacqueline Kock	Fence	4 sections of Privacy fence being placed that are 6 ft. tall by 8 ft. wide	500	$60.00
5/4/2026	26378	1307 Commonwealth Dr.	Fort Atkinson	Bryanna Bergmann	Fence	Adding a new vinyl fence	4,000	$60.00

5/1/2026	26372	1709 MONTCLAIR PL	Fort Atkinson	Dan & Cheyenne Chase	Fence	Install fence in rear yard only 85'	2,000	$60.00
								$480.00

Group Total: 8

Group: HVAC

5/26/2026	26450	625 Monroe St.	Fort Atkinson	CHRIS ULSBERGER	HVAC	REPLACEMENT CENTRAL AIR CONDITIONER	0	$70.00
5/26/2026	26449	1512 Rangita St.	Fort Atkinson	DANA DAVIS	HVAC	REPLACEMENT CENTRAL AIR CONDITIONER	0	$70.00
5/26/2026	26448	444 1/2 Mechanic St.	Fort Atkinson	EMILY BERQUIST	HVAC	REPLACEMENT CENTRAL AIR CONDITIONER	-1	$70.00
5/26/2026	26447	61 LUCILE ST.	Fort Atkinson	GARY JONAS	HVAC	REPLACEMENT FURNACE	0	$70.00
5/20/2026	26429	518 Adams St.	Fort Atkinson	Jessica Parry	HVAC	Replace Furnace and AC	15,162	$105.00
5/5/2026	26381	116 E Highland Ave.	Fort Atkinson	Jack Walden	HVAC	Furnace & AC Replacement	20,220	$105.00
5/4/2026	26375	710 Cloute St.	Fort Atkinson	Sharon Taylor	HVAC	Replace Furnace and AC	13,328	$105.00
								$595.00

Group Total: 7

Group: Other

5/18/2026	26407	1112 Laurie Dr.	Fort Atkinson	Christine Roth	Other	Replace window well	4,000	$64.00
5/6/2026	26386	620 Washington St.	Fort Atkinson	Melissa Overdahl	Other	Kitchen cabinets replacement	20,000	$10.00
5/4/2026	26377	407 Janesville Ave.	Fort Atkinson	Samuel Lombardo	Other	Temporary seasonal fence & shopping space in back of property	0	$60.00

						from May-October.		
								$134.00

Group Total: 3

Group: Plumbing

5/27/2026	26458	311 N High St.	Fort Atkinson	Lisa Fero	Plumbing	Repairing existing plumbing to bring up to code, move a few locations of fixtures, WC, KS, Add Icemaker and laundry.	3,000	$83.00
5/27/2026	26457	904 N High St.	Fort Atkinson	Charles Schloesser	Plumbing	Second floor bathtub and surround being replaced with a walk-in shower and surround, including the mixing valve and trap.	16,857	$60.00
5/27/2026	26456	1531 S Main St	Fort Atkinson	Fireside	Plumbing	Adding wash machine	2,000	$60.00
5/27/2026	26455	500 S Main St.	Fort Atkinson	Fireside	Plumbing	Adding wash machine	2,000	$60.00
5/27/2026	26454	333 Maple St.	Fort Atkinson	Fireside	Plumbing	Adding wash machine	2,000	$60.00
								$323.00

Group Total: 5

Group: Private Driveway

5/21/2026	26439	1250 Butler Dr.	Fort Atkinson	Fort Transportation	Private Driveway	Asphalt repair Excavate area (71' x 23') 16". Install 12" of crushed rock. Pave area 4"	14,000	$550.00

						in two lifts. Pave area 22' x 70'.		
5/18/2026	26415	340 S Main St.	Fort Atkinson	W&J Hall Trust	Private Driveway	Alteration to an existing parking lot.	11,000	$450.00
5/11/2026	26397	308 E Cramer St.	Fort Atkinson	Tianna McConley	Private Driveway	Concrete Driveway Replacement	5,000	$50.00
5/6/2026	26387	304 Shirley St.	Fort Atkinson	Rebecca L. Rattunde	Private Driveway	Remove and replacing a portion of the existing concrete driveway	899	$50.00
								$1,100.00

Group Total: 4

Group: Right of Way Opening Permit

5/26/2026	26452	513 Wilcox st	Fort Atkinson	Emery Poole	Right of Way Opening Permit	Right of way/ private driveway	0	$50.00
5/26/2026	26451	505-515 VAN BUREN ST	Fort Atkinson		Right of Way Opening Permit	New WE Energy poles placed and AT&T needs to transfer facilities. Pole 26-1191 needs a riser transfer and pole 26-1002 needs new down guy and anchor placed.	0	$50.00
5/26/2026	26445	602 Rogers St.	Fort Atkinson	Joyce Lemke	Right of Way Opening Permit	ROW	0	$50.00
5/21/2026	26440	613 GROVE ST	Fort Atkinson	MARC WALKER	Right of Way Opening Permit	GAS LINE INSTALL	0	$50.00
5/19/2026	26417	1108 Charles Street	Fort Atkinson	Marilyn Bauer	Right of Way Opening Permit	concrete driveway	5,000	$50.00

5/18/2026	26413	1205 Industrial Dr	Fort Atkinson	TDS Telecom	Right of Way Opening Permit	boring in ROW, terrace, PUE and pulling fiber in 1"&1.25" HDPE	0	
5/12/2026	26399	407 CONVERSE ST	Fort Atkinson		Right of Way Opening Permit	REPLACE GAS SERVICE WR#5173564	0	$50.00
5/6/2026	26385	621 NELSON ST	Fort Atkinson		Right of Way Opening Permit	REPLACE GAS SERVICE WR#5139891	0	$50.00
5/3/2026	26374	513 HIGHLAND AVE	Fort Atkinson	BAC 4PLEX Highlan LLC	Right of Way Opening Permit	Repair Sewer	0	$125.00
								$475.00

Group Total: 9

Group: Roofing/Siding

5/29/2026	26469	500 Whitewater Ave.	Fort Atkinson	Michael Cartwright	Roofing/Siding	Roof/Siding/Gutter Replacement	48,398	$60.00
5/29/2026	26468	845 Messmer St.	Fort Atkinson	Angela	Roofing/Siding	Roof and Door Replacement	24,842	$60.00
5/27/2026	26460	401 Grove St.	Fort Atkinson	Diane Ambrose	Roofing/Siding	Reroof of low slope roof on main dwelling	1,507	$60.00
5/23/2026	26441	22 N Third St.	Fort Atkinson	Michael T Foerster	Roofing/Siding	Tear off new roof and install new	15,500	$100.00
5/20/2026	26438	601 Talcott Ave.	Fort Atkinson	Tony Cross	Roofing/Siding	Reroof	14,000	$60.00
5/20/2026	26434	307 Highland Ave	Fort Atkinson	SALLY SCHOENING	Roofing/Siding	REMOVE & REPLACE31.5 SQS FIBERGLASS/ ASPHALT SHINGLES, 1 SQ DECKING W/ OSB AND GUTTERS ON ROOF OF HOME.	62,083	$60.00

5/20/2026	26431	321 Lincoln St	Fort Atkinson	Jason and Bridgette Redenius	Roofing/Siding	New roof	7,700	$60.00
5/20/2026	26430	308 S High St	Fort Atkinson	NANCY MACLEOD	Roofing/Siding	18 square full roof replacement. Remove and dispose of existing roofing materials down to the roof decking. Inspect decking and replace any damaged wood as needed. Install complete Owens Corning roofing system including ice and water shield, synthetic underlayment, starter shingles, drip edge, flashing, ridge ventilation system, ridge cap shingles, and Owens Corning asphalt shingles in accordance with manufacturer specifications and Wisconsin building code requirements. Full cleanup and disposal of all roofing debris included upon completion.	23,654	$60.00

5/18/2026	26410	700 Cloute St.	Fort Atkinson	Nicholas Foley	Roofing/Siding	Siding and Gutter Replacement	20,755	$60.00
5/18/2026	26409	525 Stratford Ct.	Fort Atkinson	Elliot Weber	Roofing/Siding	Roof and Door Replacement	5,295	$60.00
5/18/2026	26408	813 Morrison St.	Fort Atkinson	Virginia Rader	Roofing/Siding	Roof and Gutter Replacement	14,443	$60.00
5/15/2026	26405	316 Jackson St.	Fort Atkinson	Nathan Parkos	Roofing/Siding	Replace roof and gutters	16,685	$60.00
5/11/2026	26396	408 Jefferson St.	Fort Atkinson	Jennifer Blasing	Roofing/Siding	Replace the roof on the back of the house	9,800	$60.00
5/8/2026	26395	10 Spry Ave. 61	Fort Atkinson	ACC Management Group	Roofing/Siding	Roof Replacement	61,200	$165.00
5/7/2026	26392	425 Wilcox St.	Fort Atkinson	Nicholas Floerke	Roofing/Siding	Roof Replacement	7,900	$60.00
5/7/2026	26391	1106 Menomonee Ct.	Fort Atkinson	Steve Verreault	Roofing/Siding	Roof Replacement	15,000	$60.00
5/7/2026	26389	719 Coventry Cir	Fort Atkinson	Diana Thom	Roofing/Siding	Roof Replacement	11,680	$60.00
5/7/2026	26388	303 Merchants Ave.	Fort Atkinson	Mindy Davis	Roofing/Siding	Re-roof	21,850	$60.00
5/6/2026	26384	801 Janesville Ave.	Fort Atkinson	Dave Stout	Roofing/Siding	Re-roofing	291,811	$100.00
5/6/2026	26383	1111 MAPLE ST.	Fort Atkinson	Tyler Losiniecki	Roofing/Siding	Reroof	22,811	$60.00
5/1/2026	26371	321 Clarence St.	Fort Atkinson	Rachel Kelter	Roofing/Siding	replacing house roof	8,660	$60.00
								$1,445.00

Group Total: 21

Group: Shed

5/28/2026	26467	809 Hillcrest Dr	Fort Atkinson	Bruce E. Meyer	Shed	Storage shed on concrete	10,000	$60.00

5/19/2026	26420	1245 Janette St.	Fort Atkinson	Mike and Jodie	Shed	shed	5,000	$100.00
5/1/2026	26373	1633 MONTCLAIR PL	Fort Atkinson	Todd Wileman	Shed	Total height of garden shed is 12'	8,000	$60.00
								$220.00

Group Total: 3

Group: Sign

5/19/2026	26425	1530 Doris Dr.	Fort Atkinson	James Garrison	Sign	New wall sign	13,497	$55.00
5/12/2026	26400	1355 Trillium Dr.	Fort Atkinson	Bruce Kinseth	Sign	Monument Sign	15,436	$55.00
								$110.00

Group Total: 2

Group: Single Family Alteration/Addition

5/29/2026	26470	1030 Whitewater Ave.	Fort Atkinson	JUSTIN EDWARDS	Single Family Alteration/Addition	Removing and covering up a window in the master bedroom, gutting and redoing the insulation and drywall, along with running new electrical for that room	2,000	$60.00
5/5/2026	26380	1409 Greene St.	Fort Atkinson	Ben Dauck	Single Family Alteration/Addition	Rooftop Solar PV Installation	44,520	$480.00
								$540.00

Group Total: 2

Group: Windows/Doors

5/29/2026	26473	523 Milwaukee Ave. E	Fort Atkinson	Bruce Paley	Windows/Doors	REMOVE/REPLACE 16 WINDOWS; NO STRUCTURAL CHANGES	22,000	$60.00

5/26/2026	26453	9 S. 4th St. W	Fort Atkinson	Jeffery Shoemaker	Windows/Doors	Replacing (1) patio door, and (1) Double Hung Window same size and location of original area	5,750	$60.00
5/19/2026	26423	343 Robert St.	Fort Atkinson	Jorge and Nayomi Lambarri	Windows/Doors	Replacing (3) Double Hung windows same size and location of original area	3,112	$60.00
5/18/2026	26414	1112 N High St.	Fort Atkinson	Matthew Lynaugh	Windows/Doors	Remove and replace 4 windows same size no structural change	5,043	$60.00
5/18/2026	26411	1517 Jamesway	Fort Atkinson	John Whitney, Jr.	Windows/Doors	Door and Gutter Replacement	10,131	$60.00
5/12/2026	26401	306 Garfield St.	Fort Atkinson	Alexander Endl	Windows/Doors	Egress window	6,750	$64.00
								$364.00

Group Total: 6

								$6,624.50

Total Records: 81 **6/2/2026**



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: **June 16, 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 June (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 May 19, 2026 through June 16, 2026 per the City of Fort Atkinson Municipal Code of Ordinances.

DISCUSSION

BEEKEEPING

None

OPERATOR

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

Applicant		Place of Employment	Recommended Approval by Police Department	Cost
Amity	Seirra	La Cabana	Y	$ 30.00
Rebecca	Fields	Fat Boyz	Y	$ 30.00
Morgan	Runaas	Fat Boyz	Y	$ 30.00
Tiffany	Topel	Proof, Bridge	Y	$ 30.00
Darrell	Peters	Fat Boyz	Y	$ 30.00
Kristi	Martin	Pick 'N Save	Y	$ 30.00
Matthew	Hanson	Pick 'N Save	Y	$ 30.00
Bryce	Holmes	Pick 'N Save	Y	$ 30.00
Cheryl	Charland	Pick 'N Save	Y	$ 30.00
Joseph	Leichtfuss	Pick 'N Save	Y	$ 30.00
Caela	Brooke	Country Inn & Suites	Y	$ 30.00
Jasha	West	Country Inn & Suites	Y	$ 30.00

Monica	Marcott	Country Inn & Suites	Y	$ 30.00
Joshua	Hertzfeldt	Country Inn & Suites	Y	$ 30.00
Tina	Callahan	Country Inn & Suites	Y	$ 30.00
Thomas	Steffen	Creamery 201	Y	$ 30.00
Kimberly	Wollin	Family Dollar	Y	$ 30.00
Alexis	Dudzek	Proof, Bridge	Y	$ 30.00
Lisa	Behselich	Bienfang's Bar	Y	$ 30.00
Timothy	Behselich	Bienfang's Bar	Y	$ 30.00
Janelle	Pallan	Paddy Coughlins	Y	$ 30.00
Keegan	Schneider	Fat Boyz	Y	$ 30.00
Daniel	Allard	Jones Park	Y	$ 30.00
Joshua	Bennett	Jones Park	Y	$ 30.00
Joshua	Smith	Jones Park	Y	$ 30.00
Douglas	Yandry	Jones Park	Y	$ 30.00
Amanda	Bastien	Jones Park	Y	$ 30.00
Susan	Koepke	Jones Park	Y	$ 30.00
Jacob	Yandry	Jones Park, Rock River Lanes	Y	$ 30.00
Taylor	Yandry	Jones Park	Y	$ 30.00
Tasha	Glynn	Tavern on Rock	Y	$ 30.00
Ashley	Morse	Fat Boyz	Y	$ 30.00
Lexi	Garant	Paddy Shack	Y	$ 30.00
Michelle	Wale-Garant	Jones Park	Y	$ 30.00
Trista	Taylor	Soups On	Y	$ 30.00
Brooke	Zimmerman	Soups On	Y	$ 30.00
Tonya	Redenius	Soups On	Y	$ 30.00
Denise	Nickel	Soups On	Y	$ 30.00
Lisa	Beach	Soups On	Y	$ 30.00
Tonia	Grossman	Soups On	Y	$ 30.00
Morgan	Wiedenhoft	Soups On	Y	$ 30.00
Amy	Root	Blodget Garden Center	Y	$ 30.00
Heather	Schollmeyer	Rock River Lanes	Y	$ 30.00
Elizabeth	Godkin	Paddy Coughlins, 10-62, & Paddy Shack	Y	$ 30.00
Tammy	Wells	Soups On	Y	$ 30.00
Pamela	Yandry	Rock River Lanes	Y	$ 30.00
Lucas	Shoemaker	Festival Foods	Y	$ 30.00
Danielle	Thorman	Festival Foods	Y	$ 30.00

Christopher	May	Festival Foods	Y	$ 30.00
Brody	Mech	Festival Foods	Y	$ 30.00
Alexander	Graves	Festival Foods	Y	$ 30.00
Thomas	Hayd	Festival Foods	Y	$ 30.00
Adam	Fleck	Festival Foods	Y	$ 30.00
Thomas	Bergman	Festival Foods	Y	$ 30.00
Tanya	Hoekstra	Festival Foods	Y	$ 30.00
Jennifer	McWilliam	KP Mart	Y	$ 15.00
Octavia	Haines	Fat Boyz	Y	$ 30.00
Mariah	Fitz	Paddys, 10-62	Y	$ 30.00
Chris	Ward	10-62 Saloon	Y	$ 30.00
Gerald	Fitzgerald	Paddys, 10-62	Y	$ 30.00
Stephanie	VonAlven	Proof, Bridge	Y	$ 30.00
Kandi	Bauer	Soups On	Y	$ 30.00
Alexa	Dahnert	American Legion	Y	$ 30.00
Aditya	Dhammi	Sahib	Y	$ 30.00
Megan	Fox	Fat Boyz	Y	$ 30.00
Chelsey	Alvarado	Fat Boyz	Y	$ 30.00
Kaela	Hutter	American Legion	Y	$ 30.00
Jason	LeHuray	Casey's	Y	$ 30.00
Jessica	Basaldua	Casey's	Y	$ 30.00
Cynthia	Davis	Casey's	Y	$ 30.00
Esmeralda	Sanchez	La Tienda	Y	$ 40.00
Faith	Davis	Casey's	Y	$ 30.00
Isabella	Davis	Casey's	Y	$ 30.00
Annalise	Williams	Two Twenty	Y	$ 30.00
Bobbi	Zimmerman	American Legion	Y	$ 30.00

MOBILE MERCHANT

None

DOOR-TO-DOOR RESIDENTIAL / DIRECT SELLER

Adrian	Gallardo	Southwestern Advantage	Y	$50

FINANCIAL ANALYSIS

In accordance with the City's Ordinances and Fee Schedule, a total of $50.00 was collected for Direct Sellers Permits, and $2245.00 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: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action relating to a Temporary Retailer's License for Randy Schopen Foundation's Fort Fall Fest on October 24, 2026, from 1:00 - 6:00 pm (Ebbert, Clerk/Treasurer/Finance Director)**

BACKGROUND

The State of Wisconsin regulates alcohol licensing for local governments through Chapter 125. There are three classes of Licenses: Class A, Class B and Class C. “Class C” pertains strictly to wine with consumption on-site in a restaurant. The difference between Class A and B is where alcohol is authorized for sale and for consumption. Class A generally offers sale of alcohol on-site with consumption off-site (e.g. grocery or liquor store, gas station or convenience store). Class B allows for on-site sale and on-site consumption (e.g. Restaurant, Bar, Bowling Alley, Tavern). Class A can easily be remember as you consume alcohol *Away* from the premises. Likewise, Class B you consume on-site, for example *Bar.*

Alcohol licenses are further defined by the quotation marks used. For example, “Class A” refers to intoxicating liquor while Class “A” refers to fermented malt beverages. These licenses can also be issued together as a combination license, most common for grocery stores.

Temporary Class “B” (picnic) beer and/or wine licenses may sell fermented malt beverages to consumers at a picnic or similar gathering of limited duration. Such licenses may be issued only to bona fide clubs, chambers of commerce, county or local fair associations, agricultural societies, churches, lodges, societies, veteran’s organizations that have been in existence for at least six months.

There is no limit to the number of Temporary Class “B” fermented malt beverage licenses that may be issued to an eligible organization in a calendar year. However, there is a limit of two Temporary “Class B” wine licenses that may be issued to an eligible organization in a 12-month period.

Temporary license holders must have licensed operators (bartenders) and they must purchase their products from a Distributor/Wholesaler.

DISCUSSION

Organization: Randy Schopen Foundation
Street Location: 148 E Milwaukee St.
Manager of affair: Damon Schopen
Name of Event: Fort Fall Fest
Date of Event: October 24, 2026
Premises: Barrie Park
The Named Organization Applied for the Following License(s): Class “B” Fermented Malt Beverage License and a "Class B" Wine

FINANCIAL ANALYSIS

There is a $10.00 license fee per Application for Temporary Retailer’s License. Publication is not required for these licenses.

RECOMMENDATION

Staff recommends that the City Council approve the Temporary Class B Retailer’s License to sell beer and wine at the Fort Fall Fest at Barrie Park on October 24, 2026 contingent upon having licensed operators and purchasing products from a Wisconsin beverage distributor.

ATTACHMENTS

1. FALL FEST TEMP B APP 2026

Save Print Clear

Municipality

Form **AB-220**

Temporary Alcohol Beverage License

License(s) Requested		Fees	
☒ Temporary "Class B" Wine ☒ Temporary Class "B" Beer		License Fees	$ 10
		Background Check	$
		Total Fees	$

Part A: Organization Information

1. Organization Name: Randy Schopen Foundation

2. Organization Permanent Address: 148 E Milwaukee St

3. City: Jefferson | 4. State: WI | 5. Zip Code: 53549

6. Mailing Address (if different from permanent address)

7. FEIN: 87-4012101 | 8. Date of Organization/Incorporation: 12-9-2021 | 9. State of Organization/Incorporation: WI

10. Phone: [redacted] | 11. Email: [redacted]

12. Organization type *(check one)*

☐ Bona Fide Club ☐ Church ☐ Fair Association/Agricultural Society ☐ Veteran's Organization
☐ Lodge/Society ☒ Chamber of Commerce or similar Civic or Trade Organization under ch. 181, Wis. Stats.

13. Is this organization required to hold a Wisconsin Seller's permit? ☐ Yes ☒ No

14. Wisconsin Seller's Permit Number (if applicable)

Part B: Individual Information

List the name, title, and phone number for all officers, directors, and agent of the organization. Include an Individual Questionnaire (Form AB-100) for each person listed below. Attach additional sheets if necessary.

Corporations must also include Alcohol Beverage Appointment of Agent (Form AB-101).

Last Name	First Name	Title	Phone
Schopen	Damon	President	[redacted]
Schopen	Greg	Treasurer	
Weber	Shari	Secretary	

Continued →

Part C: Event Information

1. Name of Event (if applicable)
FORT Fall Festival

2. Dates of Operation
10-24-2026

3. Hours of Operation
5 hours 1pm-6pm

4. Premises Address
~~Parking lot 7 Water Street E.~~ Fort Atkinson Barrie Park

5. City
Fort Atkinson

6. State
WI

7. Zip Code
53538

8. County
Jefferson

9. Governing Municipality ☒ City ☐ Town ☐ Village
of:

10. Aldermanic District

11. Organizer of Event (if not the named applicant)
Kelly Scheinkuenig

12. Email and/or Phone Number for Organizer of Event
[redacted]

13. Organizer Website
www.randyschoenfoundation.org

14. Event Website
www.randyschoenfoundation.org

15. Premises Description - Describe the building or buildings and any outside areas where alcohol beverages and records are sold, stored, or consumed, and related records are kept. Describe all rooms within the building, including living quarters. Authorized alcohol beverage activities and storage of records may occur only on the premises described in this application. Attach a map or diagram and additional sheets if necessary.
we will have a distributor to supply the alcohol with a cooler-trailer. we have this listed on the map.

Part D: Attestation

Who must sign this application?

- one officer or director of the nonprofit organization

READ CAREFULLY BEFORE SIGNING: Under penalty of law, I have answered each of the above questions completely and truthfully. I agree that I am acting solely on behalf of the applicant organization and not on behalf of any other individual or entity seeking the license. Further, I agree that the rights and responsibilities conferred by the license(s), if granted, will not be assigned to another individual or entity. I agree to operate according to the law, including but not limited to, purchasing alcohol beverages from Wisconsin-permitted wholesalers. I understand that lack of access to any portion of a licensed premises during inspection will be deemed a refusal to allow inspection. Such refusal is a misdemeanor and grounds for revocation of this license. I understand that any license issued contrary to Wis. Stat. Chapter 125 shall be void under penalty of state law. I further understand that I may be prosecuted for submitting false statements and affidavits in connection with this application, and that any person who knowingly provides materially false information on this application may be required to forfeit not more than $1,000 if convicted.

Last Name	First Name	M.I.
Scheinkuenig	Kelly	M

Title	Email	Phone
	[redacted]	

Signature: Kelly M Schein

Date:

Part E: For Clerk Use Only

Date Application Was Filed With Clerk	License Number
Date License Granted	Date License Issued
Signature of Clerk/Deputy Clerk	

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action on a Special Event: Fort Fall Festival, October 24, 2026 from 1:00 - 6:00 p.m. at the Barrie 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

Randy Schopen Foundation

Event: Fort Fall Fest
Dates and Hours of Event: Saturday, October 24, 2026, 1:00 to 6:00 pm
Set Up/Tear Down: 6:00 pm clean up will begin.
Location: Barrie Park
Contact Person: Kelly Schel Koenig
Estimated Number of Attendees: 200

The application and event information was routed to all City Departments with comments provided.

A Fall Market with music, food and drinks, vendors, kids activities, fall games, and a petting zoo.

The goal is to raise money for the Randy Schopen Foundation.

Alcohol will be stored in a cooler truck provided by licensed distributor. Sales will be stationed at the cooler, and the consumption within the market premise.

FINANCIAL ANALYSIS

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

RECOMMENDATION

Staff recommends that City Council approve Fort Fall Festival at Barrie Park on October 24, 2026 from 1:00 to 6:00 pm.

ATTACHMENTS

1. Fort Fall Fest 2026 App
2. Fall Fest Barrie Park 10.24.26 Map

CITY OF FORT ATKINSON
Special Event Application
Fee: $25.00

Name of Business/Group Organizing Event:	Randy Schoper Foundation	
Contact Person for Event:	Kelly Scheinkoenig	
Phone Number:	[redacted]	Email: [redacted]
Day of Event Contact Person (if different from above):	Phone:	Email:

Special Event Details

Event Name: FORT Fall Festival

Event Date (mm/dd/yyyy): 10-24-2026

Event Location: ~~125 Water St E Fort Atkinson Parking Lot 7~~ Barne Park

Estimated Number of Attendees:	Hours of Event: 1pm - 6pm
Event Setup Time: 11-1pm	Event Tear Down Time: 6-7pm

Event Description:
Fall fundraising. live music, food & treats, beer & cider, vendors & crafts
Raffle baskets - All for the RSF. Kids area, family fun

Goal/Purpose of Event:
Raise money for RSF during a family event

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 ____
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

[X] 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: 1pm End Time of Music: 6pm
[X] 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*
[X] 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: Kelly M Schiewe

Submission Date:

For Office Use Only:

Date Received: _____

Date Paid: _____

Council Approval / Denial Date: _____

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

Event Stipulations:


Food Truck
Portapotty
Beer Truck
Vendor Booths
Barrie St
Barrie St
Robert St
Robert St
Lincoln St
Lincoln St
Barrie Pa
Sherman Ave W
Sherman Ave W
314
© 2026 TomTom, © OpenStreet

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action on a Special Event: Jazz in the Park, Friday, June 19, 2026, from 7 p.m. to 9 p.m. at Barrie 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: Jazz in the Park
Date: Friday, June 19, 2026
Location: Barrie Park
Contact Person: Justin Steger
Hours of Event: 7:00 pm - 9:00 pm
Set up/Tear Down: 3:00 - 7:00 pm and 9:00 pm – 10:00 pm
Estimated Number of Attendees: 100

Event information was routed to Departments without any concerns provided.

FINANCIAL ANALYSIS

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

RECOMMENDATION

Staff recommends that City Council approve the Jazz in the Park on Friday, June 19, 2026 at Barrie Park.

ATTACHMENTS

1. FAHS BAND JAZZ IN THE PARK 2026

CITY OF FORT ATKINSON
Special Event Application
Fee: $25.00

Name of Business/Group Organizing Event: Fort Atkinson High School Band

Contact Person for Event: Justin Steger

Phone Number: Email: [redacted]

Day of Event Contact Person (If different from above): Phone: [redacted] Email:

Special Event Details

Event Name: Jazz in the Park

Event Date (mm/dd/yyyy): June 19th, 2026

Event Location: Barrie Park

Estimated Number of Attendees: 100 | Hours of Event: 7pm-9pm

Event Setup Time: 3pm | Event Tear Down Time: 9pm

Event Description: Join us for a wonderful evening of live jazz music at beautiful Barrie Park on Friday, June 19th from 7:00–9:00 PM! This FREE community concert will feature the Fort Atkinson High School Summer Jazz Band alongside special guest artist Eric Jacobson, trumpet.

Eric Jacobson is one of Wisconsin' s premier jazz musicians and educators, known for his soulful sound, expressive playing, and dynamic performances. Praised by All About Jazz for his " buttery tone" and creative artistry, Jacobson has performed with renowned artists and ensembles throughout the country while also serving as a leading jazz educator through organizations including the Wisconsin Conservatory of Music, Milwaukee Jazz Institute, and MYSO Jazz Studies.

This concert is designed to celebrate live music, community, and summer in Fort Atkinson. Bring your lawn chairs, blankets, family, and friends and enjoy an evening filled with great jazz under the summer sky at the Barrie Park Band Shell.

Goal/Purpose of Event: Highlight our students efforts and give the citizens of Fort Atkinson an avenue for live professional jazz. Secondarily, we are hoping to have fundraising opportunities for the Fort Band Program.

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 ____
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:
Amplification of music and lights. In addition food trucks may require electricity, but most of the time they will use generators.

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: 7pm End Time of Music: 9pm
☐ 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: Justin Steger

Submission Date: 5/22/2026

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: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action on a Special Event: Fat Boyz Motorcycle Raffle (partnership with Fort Atkinson Lions Club), Saturday, June 27, 2026, from 4 p.m. to 9 p.m. at Fat Boyz (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: Lions & Fat Boyz Motorcycle Raffle
Date and Hours of Event:
Saturday, June 27, 2026, 12:00 pm – 9:00 pm
Location: Fat Boyz, alley, and rear parking spaces
Contact Person: Rene Wieloch,
Estimated Number of Attendees: 500+

Event information was routed to Departments without any concerns and with the following comments:

Chief Bump would like to see a volunteer outside to manage the event properly, so there is no

drinking and open intoxicants outside the extended area and/or underage drinking in the outdoor venue.

New this year: To ensure the event is safe from accidental vehicle intrusion, water barriers will be required at each end of the event in both the alley and the parking lot.

FINANCIAL ANALYSIS

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

RECOMMENDATION

Staff recommends that City Council approve the Lions & Fat Boyz Bike Raffle on Saturday, June 27, 2026 at Fat Boyz.

ATTACHMENTS

1. FAT BOYZ BIKE RAFFLE 2026 APP

CITY OF FORT ATKINSON
Special Event Application
Fee: $25.00

Name of Business/Group Organizing Event:	Fat Boyz		
Contact Person for Event:	Rene Wieloch		
Phone Number:	[redacted]	Email:	[redacted]
Day of Event Contact Person (if different from above):		Phone:	Email:

Special Event Details

Event Name:	Bike Giveaway		
Event Date (mm/dd/yyyy):	6-27-26		
Event Location:	Parking Lot Behind Fat Boyz		
Estimated Number of Attendees:	200+	Hours of Event:	noon - 8pm
Event Setup Time:	Noon	Event Tear Down Time:	8pm

Event Description:
Use of part of parking lot w/ tables & tents for giveaway of Harley w/ Lions Club

Goal/Purpose of Event:
Lions Club fund raising event.

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 ____
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

Single singer w/ guitar

(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: 3pm End Time of Music: 6pm

☐ 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.*

No stakes in ground.

**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: Rene U Oedoch

Submission Date: 5.2.16

For Office Use Only:

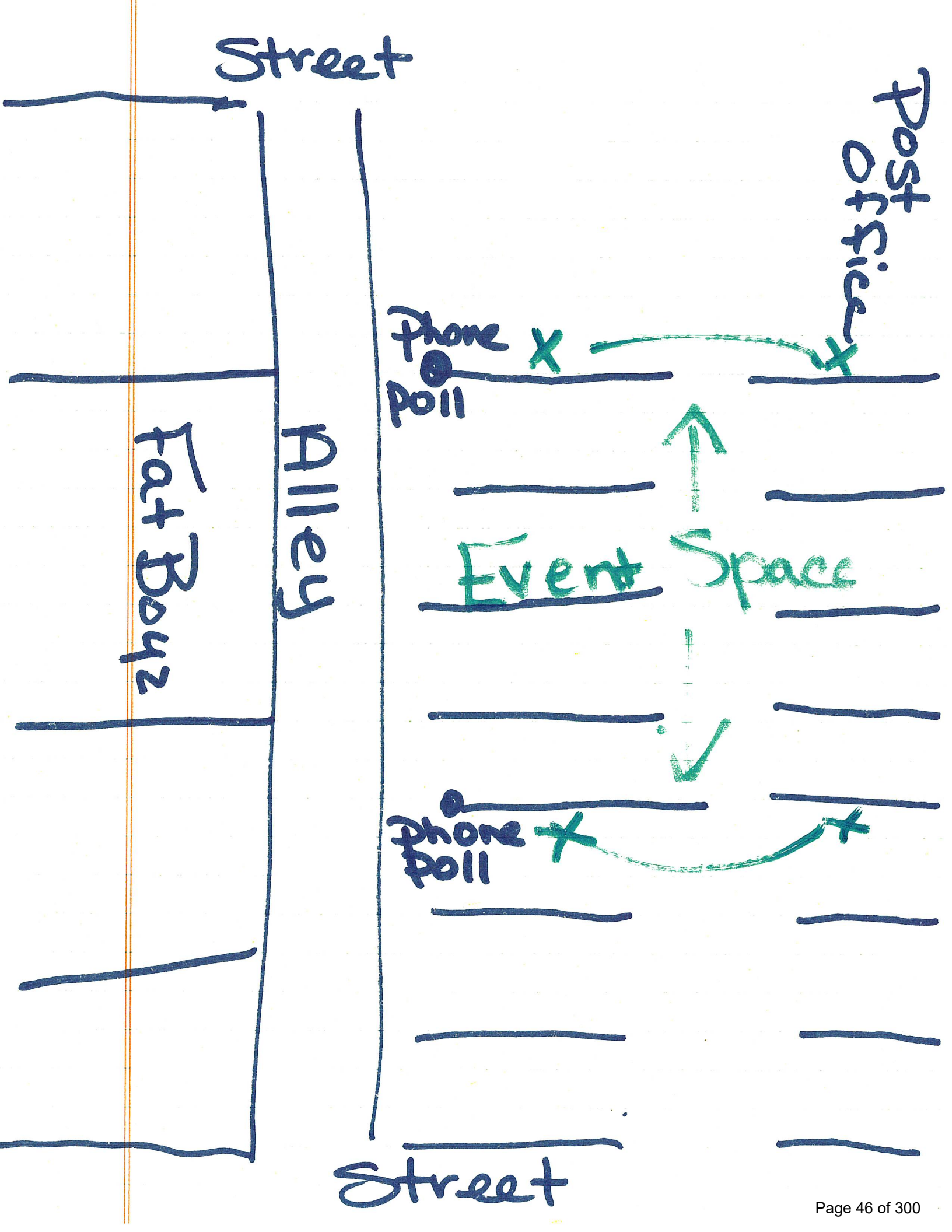
Date Received: _____

Date Paid: _____

Council Approval / Denial Date: _____

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

Event Stipulations:


Street
Post office
Phone
Poll
Alley
Fat Boyz
Event Space
Phone
Poll
Street

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action relating to a Special Event: FA Community Band Concerts June 15, June 29, July 13, July 27, and August 10, 2026 from 7:00-9:00 p.m. at Barrie Park (Thom, Deputy Clerk)**

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

Fort Atkinson Community Band
Event: Fort Atkinson Community Band Concerts
Date: Mondays: 6/15/26, 6/29/26, 7/13/26, 7/27/26, 8/10/26
Location: Barrie Park
Contact Person: Wayne Crook
Hours of Event: 7:00 pm – 9:00 pm
Estimated Number of Attendees: 250+

Event information was routed to Departments without any concerns provided.

FINANCIAL ANALYSIS

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

RECOMMENDATION

Staff recommends that City Council approve the Special Event FA Summer Charity Concerts in Barrie Park on Monday, June 15, June 29, July 13, July 27, and August 10, 2026 at Barrie Park.

ATTACHMENTS

1. COMMUNITY BAND 2026

CITY OF FORT ATKINSON
Special Event Application
Fee: $25.00

Name of Business/Group Organizing Event:	FORT ATKINSON COMMUNITY BAND		
Contact Person for Event:	WAYNE CROOK		
Phone Number:	[redacted]	Email:	[redacted]
Day of Event Contact Person (if different from above):		Phone:	Email:

Special Event Details

Event Name:	CONCERTS - BARRIE PARK		
Event Date (mm/dd/yyyy):	6/15 - 6/29 - 7/13 - 7/27 - 8/10	5 concerts	
Event Location:	BARRIE PARK		
Estimated Number of Attendees:		Hours of Event:	
Event Setup Time:	6:30 pm	Event Tear Down Time:	9:00 pm

Event Description:
Outdoor Fort Atkinson Community Band Concerts

Goal/Purpose of Event:
Entertainment

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 ____
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
We have key

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:

☒ I will be ~~having~~ making 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: _____ End Time of Music: _____
☐ 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: Wayne Cook

Submission Date:

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: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Discussion and possible action relating to a Temporary Retailer's License for St. Joseph Catholic Church, St. Joseph's Fall Festival on September 12-13, 2026 (Ebbert, Clerk/Treasurer/Finance Director)**

BACKGROUND

The State of Wisconsin regulates alcohol licensing for local governments through Chapter 125. There are three classes of Licenses: Class A, Class B and Class C. “Class C” pertains strictly to wine with consumption on-site in a restaurant. The difference between Class A and B is where alcohol is authorized for sale and for consumption. Class A generally offers sale of alcohol on-site with consumption off-site (e.g. grocery or liquor store, gas station or convenience store). Class B allows for on-site sale and on-site consumption (e.g. Restaurant, Bar, Bowling Alley, Tavern). Class A can easily be remember as you consume alcohol *Away* from the premises. Likewise, Class B you consume on-site, for example *Bar.*

Alcohol licenses are further defined by the quotation marks used. For example, “Class A” refers to intoxicating liquor while Class “A” refers to fermented malt beverages. These licenses can also be issued together as a combination license, most common for grocery stores.

Temporary Class “B” (picnic) beer and/or wine licenses may sell fermented malt beverages to consumers at a picnic or similar gathering of limited duration. Such licenses may be issued only to bona fide clubs, chambers of commerce, county or local fair associations, agricultural societies, churches, lodges, societies, veteran’s organizations that have been in existence for at least six months.

There is no limit to the number of Temporary Class “B” fermented malt beverage licenses that may be issued to an eligible organization in a calendar year. However, there is a limit of two Temporary “Class B” wine licenses that may be issued to an eligible organization in a 12-month period.

Temporary license holders must have licensed operators (bartenders) and they must purchase their products from a Distributor/Wholesaler.

DISCUSSION

Organization: St. Joseph's Catholic Church
Street Location: 1650-1660 Endl Blvd
Manager of affair: Andrew Koehler
Name of Event: St. Joseph Fall Festival
Date of Event: September 12-13, 2026
Premises: 1650-1660 Endl Blvd
The Named Organization Applied for the Following License(s): Class “B” Fermented Malt Beverage License

FINANCIAL ANALYSIS

There is a $10.00 license fee per Application for Temporary Retailer’s License. Publication is not required for these licenses.

RECOMMENDATION

Staff recommends that the City Council approve the Temporary Class B Retailer’s License to sell beer at the St. Joseph Fall Festival at 1650-1660 Endl Bvld on September 12-13, 2026 contingent upon having licensed operators and purchasing products from a Wisconsin beverage distributor.

ATTACHMENTS

1. ST JOE FALLFEST 9.12-9.13_R

Form
AB-220

Temporary Alcohol Beverage License

Municipality

License(s) Requested	Fees	
☐ Temporary "Class B" Wine ☑ Temporary Class "B" Beer	License Fees	$
	Background Check	$
	Total Fees	**$**

Part A: Organization Information

1. Organization Name
St. Joseph Catholic Church

2. Organization Permanent Address
1660 Endl Blvd

3. City	4. State	5. Zip Code
Ft. Atkinson	WI	53538

6. Mailing Address (if different from permanent address)

7. FEIN	8. Date of Organization/Incorporation	9. State of Organization/Incorporation
39-0813444	1884	WI

10. Phone	11. Email
[redacted]	[redacted]

12. Organization type *(check one)*

☐ Bona Fide Club ☑ Church ☐ Fair Association/Agricultural Society ☐ Veteran's Organization
☐ Lodge/Society ☐ Chamber of Commerce or similar Civic or Trade Organization under ch. 181, Wis. Stats.

13. Is this organization required to hold a Wisconsin Seller's permit? ..... ☐ Yes ☑ No

14. Wisconsin Seller's Permit Number (if applicable)

Part B: Individual Information

List the name, title, and phone number for all officers, directors, and agent of the organization. Include an Individual Questionnaire (Form AB-100) for each person listed below. Attach additional sheets if necessary.

Corporations must also include Alcohol Beverage Appointment of Agent (Form AB-101).

Last Name	First Name	Title	Phone
Kersten	Vicki	Dir. of Operations	[redacted]
Koehler	Andrew	Dir. of Facilities	
Heiar	Donn	Pastor	

Continued →

Part C: Event Information

1. Name of Event (if applicable)
St. Teresa of Calcutta Pastorate Fall Festival

2. Dates of Operation	3. Hours of Operation
9/12/26 & 9/13/26	11am - 9pm

4. Premises Address
1650 & 1660 Endl Blvd

5. City	6. State	7. Zip Code
Ft. Atkinson	WI	53538

8. County	9. Governing Municipality	10. Aldermanic District
Jefferson	☑ City ☐ Town ☐ Village of: Ft. Atkinson	

11. Organizer of Event (if not the named applicant)	12. Email and/or Phone Number for Organizer of Event

13. Organizer Website	14. Event Website

15. Premises Description - Describe the building or buildings and any outside areas where alcohol beverages and records are sold, stored, or consumed, and related records are kept. Describe all rooms within the building, including living quarters. Authorized alcohol beverage activities and storage of records may occur only on the premises described in this application. Attach a map or diagram and additional sheets if necessary.
School gymnasium, hallways, Parish Hall, and parking lot

Part D: Attestation

Who must sign this application?

- one officer or director of the nonprofit organization

READ CAREFULLY BEFORE SIGNING: Under penalty of law, I have answered each of the above questions completely and truthfully. I agree that I am acting solely on behalf of the applicant organization and not on behalf of any other individual or entity seeking the license. Further, I agree that the rights and responsibilities conferred by the license(s), if granted, will not be assigned to another individual or entity. I agree to operate according to the law, including but not limited to, purchasing alcohol beverages from Wisconsin-permitted wholesalers. I understand that lack of access to any portion of a licensed premises during inspection will be deemed a refusal to allow inspection. Such refusal is a misdemeanor and grounds for revocation of this license. I understand that any license issued contrary to Wis. Stat. Chapter 125 shall be void under penalty of state law. I further understand that I may be prosecuted for submitting false statements and affidavits in connection with this application, and that any person who knowingly provides materially false information on this application may be required to forfeit not more than $1,000 if convicted.

Last Name	First Name	M.I.
Koehler	Andrew	

Title	Email	Phone
Dir. of Facilities	[redacted]	[redacted]

Signature	Date
	05/27/26

Part E: For Clerk Use Only

Date Application Was Filed With Clerk	License Number

Date License Granted	Date License Issued

Signature of Clerk/Deputy Clerk

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

FROM: **Erin Sweeney, Wastewater Utility Superintendent**

RE: **Review and possible action relating to the Wastewater Utility 2025 Compliance Maintenance Annual Report (CMAR) to the Wisconsin Department of Natural Resources (Sweeney, Wastewater Superintendent)**

BACKGROUND

Wisconsin Administrative Code NR 208 requires each wastewater treatment facility to complete and submit an annual evaluation of its treatment and collection systems' condition and performance.

This evaluation is submitted through a web-based form. Each section is graded independently using an A–F scale, with an overall grade point average calculated for the entire report. A facility may fail an individual section but still receive a passing overall grade. Any section graded below a C requires a response and corrective action plan to be submitted to the Wisconsin DNR.

DISCUSSION

The Utility's 2025 grades are as follows:

- Influent flow and loadings = A
- Effluent quality: BOD = A
- Effluent quality: TSS = A
- Effluent Quality: Ammonia = A
- Effluent quality: Phosphorus = A
- Biosolids quality and management = A
- Preventive maintenance and staffing = A
- Operator certification = A
- Financial management = A
- Collection systems = A

The Facility's overall grade point average for 2025 is a 4.0 (2024 = 3.92; 2023 = 4.00) and indicates that overall, the plant is in good condition and is operating at a high level. There were 8 points deducted for the 2025 report year. The Facility received point deductions for the Influent Biochemical Oxygen Demand (BOD) exceeding the 90% and 100% of the design threshold in February and March of 2025. The higher than average BOD loading was related to an industry having a higher period of loading to the Facility during those months.

FINANCIAL ANALYSIS

There is no financial impact associated with this filing.

RECOMMENDATION

Staff recommends the City Council adopt the Resolution authorizing the filing of the 2025 Compliance Maintenance Annual Report as required by Ch. NR208, Wisconsin Administrative Code.

ATTACHMENTS

1. CMAR 2025
2. 2025 CMAR Resolution

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Influent Flow and Loading

1. Monthly Average Flows and BOD Loadings

1.1 Verify the following monthly flows and BOD loadings to your facility.

Influent No. 701	Influent Monthly Average Flow, MGD	x	Influent Monthly Average BOD Concentration mg/L	x	8.34	=	Influent Monthly Average BOD Loading, lbs/day
January	2.0617	x	547	x	8.34	=	9,408
February	1.9828	x	734	x	8.34	=	12,144
March	2.1070	x	779	x	8.34	=	13,697
April	2.3065	x	352	x	8.34	=	6,775
May	2.1412	x	373	x	8.34	=	6,666
June	2.1330	x	324	x	8.34	=	5,769
July	2.0297	x	369	x	8.34	=	6,240
August	2.1463	x	424	x	8.34	=	7,596
September	2.0689	x	546	x	8.34	=	9,415
October	1.9807	x	630	x	8.34	=	10,405
November	1.8752	x	532	x	8.34	=	8,325
December	1.8557	x	606	x	8.34	=	9,379

2. Maximum Monthly Design Flow and Design BOD Loading

2.1 Verify the design flow and loading for your facility.

Design	Design Factor	x	%	=	% of Design
Max Month Design Flow, MGD	3.8	x	90	=	3.42
		x	100	=	3.8
Design BOD, lbs/day	12235	x	90	=	11011.5
		x	100	=	12235

2.2 Verify the number of times the flow and BOD exceeded 90% or 100% of design, points earned, and score:

	Months of Influent	Number of times flow was greater than 90% of	Number of times flow was greater than 100% of	Number of times BOD was greater than 90% of design	Number of times BOD was greater than 100% of design
January	1	0	0	0	0
February	1	0	0	1	0
March	1	0	0	1	1
April	1	0	0	0	0
May	1	0	0	0	0
June	1	0	0	0	0
July	1	0	0	0	0
August	1	0	0	0	0
September	1	0	0	0	0
October	1	0	0	0	0
November	1	0	0	0	0
December	1	0	0	0	0
Points per each		2	1	3	2
Exceedances		0	0	2	1
Points		0	0	6	2
Total Number of Points					**8**

8

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

3. Flow Meter

3.1 Was the influent flow meter calibrated in the last year?

● Yes Enter last calibration date (MM/DD/YYYY) 2025-06-26

○ No

If No, please explain:

4. Sewer Use Ordinance

4.1 Did your community have a sewer use ordinance that limited or prohibited the discharge of excessive conventional pollutants ((C)BOD, SS, or pH) or toxic substances to the sewer from industries, commercial users, hauled waste, or residences?

● Yes

○ No

If No, please explain:

4.2 Was it necessary to enforce the ordinance?

○ Yes

● No

If Yes, please explain:

5. Septage Receiving

5.1 Did you have requests to receive septage at your facility?

Septic Tanks	Holding Tanks	Grease Traps
● Yes	● Yes	○ Yes
○ No	○ No	● No

5.2 Did you receive septage at your facility? If yes, indicate volume in gallons.

Septic Tanks

● Yes 825,255 gallons

○ No

Holding Tanks

● Yes 1,232,916 gallons

○ No

Grease Traps

○ Yes gallons

● No

5.2.1 If yes to any of the above, please explain if plant performance is affected when receiving any of these wastes.

We also took in 5,207,846 of leachate from Deer Track Landfill.

6. Pretreatment

6.1 Did your facility experience operational problems, permit violations, biosolids quality concerns, or hazardous situations in the sewer system or treatment plant that were attributable to commercial or industrial discharges in the last year?

○ Yes

● No

If yes, describe the situation and your community's response.

6.2 Did your facility accept hauled industrial wastes, landfill leachate, etc.?

- ● Yes
- ○ No

If yes, describe the types of wastes received and any procedures or other restrictions that were in place to protect the facility from the discharge of hauled industrial wastes.

We received landfill leachate. We monitor the amount of leachate we take in to avoid any plant upsets.

Total Points Generated	8
Score (100 - Total Points Generated)	92
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Effluent Quality and Plant Performance (BOD/CBOD)

1. Effluent (C)BOD Results

1.1 Verify the following monthly average effluent values, exceedances, and points for BOD or CBOD

Outfall No. 001	Monthly Average Limit (mg/L)	90% of Permit Limit > 10 (mg/L)	Effluent Monthly Average (mg/L)	Months of Discharge with a Limit	Permit Limit Exceedance	90% Permit Limit Exceedance
January	30	27	3	1	0	0
February	30	27	7	1	0	0
March	30	27	5	1	0	0
April	30	27	2	1	0	0
May	30	27	3	1	0	0
June	30	27	2	1	0	0
July	30	27	1	1	0	0
August	30	27	2	1	0	0
September	30	27	3	1	0	0
October	30	27	5	1	0	0
November	30	27	4	1	0	0
December	30	27	3	1	0	0
* Equals limit if limit is <= 10						
Months of discharge/yr				12		
Points per each exceedance with 12 months of discharge					7	3
Exceedances					0	0
Points					0	0
Total number of points						**0**

0

NOTE: For systems that discharge intermittently to state waters, the points per monthly exceedance for this section shall be based upon a multiplication factor of 12 months divided by the number of months of discharge. Example: For a wastewater facility discharging only 6 months of the year, the multiplication factor is 12/6 = 2.0

1.2 If any violations occurred, what action was taken to regain compliance?

2. Flow Meter Calibration

2.1 Was the effluent flow meter calibrated in the last year?

● Yes Enter last calibration date (MM/DD/YYYY)

2025-06-26

○ No

If No, please explain:

3. Treatment Problems

3.1 What problems, if any, were experienced over the last year that threatened treatment?

No problems were experienced

4. Other Monitoring and Limits

4.1 At any time in the past year was there an exceedance of a permit limit for any other pollutants such as chlorides, pH, residual chlorine, fecal coliform, or metals?

○ Yes

● No

If Yes, please explain:

4.2 At any time in the past year was there a failure of an effluent acute or chronic whole effluent toxicity (WET) test?

- ○ Yes
- ● No

If Yes, please explain:

4.3 If the biomonitoring (WET) test did not pass, were steps taken to identify and/or reduce source(s) of toxicity?

- ○ Yes
- ○ No
- ● N/A

Please explain unless not applicable:

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Effluent Quality and Plant Performance (Total Suspended Solids)

1. Effluent Total Suspended Solids Results

1.1 Verify the following monthly average effluent values, exceedances, and points for TSS:

Outfall No. 001	Monthly Average Limit (mg/L)	90% of Permit Limit >10 (mg/L)	Effluent Monthly Average (mg/L)	Months of Discharge with a Limit	Permit Limit Exceedance	90% Permit Limit Exceedance
January	30	27	1	1	0	0
February	30	27	4	1	0	0
March	30	27	3	1	0	0
April	30	27	2	1	0	0
May	30	27	3	1	0	0
June	30	27	3	1	0	0
July	30	27	3	1	0	0
August	30	27	1	1	0	0
September	30	27	2	1	0	0
October	30	27	2	1	0	0
November	30	27	2	1	0	0
December	30	27	2	1	0	0
* Equals limit if limit is <= 10						
Months of Discharge/yr				12		
Points per each exceedance with 12 months of discharge:					**7**	**3**
Exceedances					0	0
Points					0	0
Total Number of Points						**0**

0

NOTE: For systems that discharge intermittently to state waters, the points per monthly exceedance for this section shall be based upon a multiplication factor of 12 months divided by the number of months of discharge.

Example: For a wastewater facility discharging only 6 months of the year, the multiplication factor is 12/6 = 2.0

1.2 If any violations occurred, what action was taken to regain compliance?

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026

Reporting For: **2025**

Effluent Quality and Plant Performance (Ammonia - NH3)

1. Effluent Ammonia Results

1.1 Verify the following monthly and weekly average effluent values, exceedances and points for ammonia

Outfall No. 001	Monthly Average NH3 Limit (mg/L)	Weekly Average NH3 Limit (mg/L)	Effluent Monthly Average NH3 (mg/L)	Monthly Permit Limit Exceedance	Effluent Weekly Average for Week 1	Effluent Weekly Average for Week 2	Effluent Weekly Average for Week 3	Effluent Weekly Average for Week 4	Weekly Permit Limit Exceedance
January	14	14	2.908	0	.654	2.49	5.238	3.036	0
February	14	14	2.401	0	5.818	.82	2.272	.692	0
March	14	14	.279	0	.744	.28	.126	.048	0
April	14	14	.152	0	.102	.088	.164	.238	0
May	14	14	.314	0	.182	.244	.188	.56	0
June	14	14	.456	0	.978	.674	.158	.138	0
July	14	14	.13	0	.134	.116	.148	.126	0
August	14	14	.16	0	.206	.134	.132	.174	0
September	14	14	.131	0	.154	.148	.134	.102	0
October	14	14	.109	0	.084	.11	.118	.116	0
November	14	14	.132	0	.108	.148	.15	.13	0
December	14	14	.163	0	.174	.198	.12	.154	0

Points per each exceedance of Monthly average:	10
Exceedances, Monthly:	0
Points:	0
Points per each exceedance of weekly average (when there is no monthly average):	2.5
Exceedances, Weekly:	0
Points:	0
Total Number of Points	**0**

0

NOTE: Limit exceedances are considered for monthly OR weekly averages but not both. When a monthly average limit exists it will be used to determine exceedances and generate points. This will be true even if a weekly limit also exists. When a weekly average limit exists and a monthly limit does not exist, the weekly limit will be used to determine exceedances and generate points.

1.2 If any violations occurred, what action was taken to regain compliance?

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Effluent Quality and Plant Performance (Phosphorus)

1. Effluent Phosphorus Results

1.1 Verify the following monthly average effluent values, exceedances, and points for Phosphorus

Outfall No. 001	Monthly Average phosphorus Limit (mg/L)	Effluent Monthly Average phosphorus (mg/L)	Months of Discharge with a Limit	Permit Limit Exceedance	
January	1.5	0.253	1	0	
February	1.5	0.341	1	0	
March	1.5	0.236	1	0	
April	1.5	0.267	1	0	
May	1.5	0.445	1	0	
June	1.5	0.472	1	0	
July	1	0.691	1	0	
August	1	0.406	1	0	
September	1	0.352	1	0	
October	1	0.477	1	0	**0**
November	1	0.235	1	0	
December	1	0.160	1	0	
Months of Discharge/yr			12		
Points per each exceedance with 12 months of discharge:				**10**	
Exceedances				0	
Total Number of Points				**0**	

NOTE: For systems that discharge intermittently to waters of the state, the points per monthly exceedance for this section shall be based upon a multiplication factor of 12 months divided by the number of months of discharge.

Example: For a wastewater facility discharging only 6 months of the year, the multiplication factor is 12/6 = 2.0

1.2 If any violations occurred, what action was taken to regain compliance?

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Biosolids Quality and Management

1. Biosolids Use/Disposal

1.1 How did you use or dispose of your biosolids? (Check all that apply)

- ☒ Land applied under your permit
- ☐ Publicly Distributed Exceptional Quality Biosolids
- ☐ Hauled to another permitted facility
- ☐ Landfilled
- ☐ Incinerated
- ☐ Other

NOTE: If you did not remove biosolids from your system, please describe your system type such as lagoons, reed beds, recirculating sand filters, etc.

1.1.1 If you checked Other, please describe:

2. Land Application Site

2.1 Last Year's Approved and Active Land Application Sites

2.1.1 How many acres did you have?

5744.3 acres

2.1.2 How many acres did you use?

137.4 acres

2.2 If you did not have enough acres for your land application needs, what action was taken?

2.3 Did you overapply nitrogen on any of your approved land application sites you used last year? **0**

- ○ Yes (30 points)
- ● No

2.4 Have all the sites you used last year for land application been soil tested in the previous 4 years?

- ● Yes
- ○ No (10 points)
- ○ N/A

3. Biosolids Metals

Number of biosolids outfalls in your WPDES permit:

3.1 For each outfall tested, verify the biosolids metal quality values for your facility during the last calendar year.

Outfall No. 005 - Liquid Sludge Outfall Backup

Parameter	80% of Limit	H.Q. Limit	Ceiling Limit	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	80% Value	High Quality	Ceiling
Arsenic		41	75														0	0
Cadmium		39	85														0	0
Copper		1500	4300														0	0
Lead		300	840														0	0
Mercury		17	57														0	0
Molybdenum	60		75													0		0
Nickel	336		420													0		0
Selenium	80		100													0		0
Zinc		2800	7500														0	0

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Outfall No. 003 - SLUDGE

Parameter	80% of Limit	H.Q. Limit	Ceiling Limit	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	80% Value	High Quality	Ceiling
Arsenic		41	75		<5.5			<5.3			<4.7				<7.3		0	0
Cadmium		39	85		.5			.15			.62				.42		0	0
Copper		1500	4300		440			340			560				410		0	0
Lead		300	840		11			11			14				8		0	0
Mercury		17	57		<.3			.27			.26				.11		0	0
Molybdenum	60		75		14			19			30				16	0		0
Nickel	336		420		14			18			21				16	0		0
Selenium	80		100		<11			<10			<9				<14	0		0
Zinc		2800	7500		450			470			710				510		0	0

3.1.1 Number of times any of the metals exceeded the high quality limits OR 80% of the limit for molybdenum, nickel, or selenium = 0

Exceedence Points

- ● 0 (0 Points)
- ○ 1-2 (10 Points)
- ○ > 2 (15 Points)

3.1.2 If you exceeded the high quality limits, did you cumulatively track the metals loading at each land application site? (check applicable box)

- ○ Yes
- ○ No (10 points)
- ● N/A - Did not exceed limits or no HQ limit applies (0 points)
- ○ N/A - Did not land apply biosolids until limit was met (0 points)

3.1.3 Number of times any of the metals exceeded the ceiling limits = 0

Exceedence Points

- ● 0 (0 Points)
- ○ 1 (10 Points)
- ○ > 1 (15 Points)

3.1.4 Were biosolids land applied which exceeded the ceiling limit?

- ○ Yes (20 Points)
- ● No (0 Points)

3.1.5 If any metal limit (high quality or ceiling) was exceeded at any time, what action was taken? Has the source of the metals been identified?

0

4. Pathogen Control (per outfall):

4.1 Verify the following information. If any information is incorrect, use the Report Issue button under the Options header in the left-side menu.

Outfall Number:	**003**
Biosolids Class:	B
Bacteria Type and Limit:	Fecal Coliform
Sample Dates:	01/01/2025 - 03/31/2025
Density:	1,956,703
Sample Concentration Amount:	CFU/G TS
Requirement Met:	Yes
Land Applied:	No
Process:	Aerobic Digestion
Process Description:	Fecal coliform results were taken over a two week period from 1/6/2025 to 1/15/2025. Samples were taken from the sludge storage building.

Outfall Number:	**003**
Biosolids Class:	B
Bacteria Type and Limit:	Fecal Coliform
Sample Dates:	04/01/2025 - 06/30/2025
Density:	1,914,639
Sample Concentration Amount:	CFU/G TS
Requirement Met:	Yes
Land Applied:	Yes
Process:	Aerobic Digestion
Process Description:	Fecal coliform results were taken over a one week period from 4/7/2025 to 4/13/2025. Samples were taken from the sludge storage building.

Outfall Number:	**003**
Biosolids Class:	B
Bacteria Type and Limit:	Fecal Coliform
Sample Dates:	07/01/2025 - 09/30/2025
Density:	1,702,622
Sample Concentration Amount:	CFU/G TS
Requirement Met:	Yes
Land Applied:	Yes
Process:	Aerobic Digestion
Process Description:	Fecal coliform results were taken over a one week period from 7/14/2025 to 7/20/2025. Samples were taken from the sludge storage building.

0

Outfall Number:	**003**
Biosolids Class:	B
Bacteria Type and Limit:	Fecal Coliform
Sample Dates:	10/01/2025 - 12/31/2025
Density:	1,201,743
Sample Concentration Amount:	CFU/G TS
Requirement Met:	Yes
Land Applied:	Yes
Process:	Aerobic Digestion
Process Description:	Fecal coliform results were taken over a one week period from 10/6/2025 to 10/12/2025. Samples were taken from the sludge storage building.

4.2 If exceeded Class B limit or did not meet the process criteria at the time of land application.

4.2.1 Was the limit exceeded or the process criteria not met at the time of land application?

○ Yes (40 Points)

● No

If yes, what action was taken?

5. Vector Attraction Reduction (per outfall):

5.1 Verify the following information. If any of the information is incorrect, use the Report Issue button under the Options header in the left-side menu.

Outfall Number:	**003**
Method Date:	03/31/2025
Option Used To Satisfy Requirement:	Volatile Solids Reduction
Requirement Met:	Yes
Land Applied:	No
Limit (if applicable):	>=38
Results (if applicable):	72.2

Outfall Number:	**003**
Method Date:	06/30/2025
Option Used To Satisfy Requirement:	Volatile Solids Reduction
Requirement Met:	Yes
Land Applied:	Yes
Limit (if applicable):	>=38
Results (if applicable):	75.1

Outfall Number:	**003**
Method Date:	09/30/2025
Option Used To Satisfy Requirement:	Volatile Solids Reduction
Requirement Met:	Yes
Land Applied:	Yes
Limit (if applicable):	>=38
Results (if applicable):	72.1

Outfall Number:	**003**
Method Date:	12/31/2025
Option Used To Satisfy Requirement:	Volatile Solids Reduction
Requirement Met:	Yes
Land Applied:	Yes
Limit (if applicable):	>=38
Results (if applicable):	73.1

0

5.2 Was the limit exceeded or the process criteria not met at the time of land application?

- ○ Yes (40 Points)
- ● No

If yes, what action was taken?

6. Biosolids Storage

6.1 How many days of actual, current biosolids storage capacity did your wastewater treatment facility have either on-site or off-site?

- ● >= 180 days (0 Points)
- ○ 150 - 179 days (10 Points)
- ○ 120 - 149 days (20 Points)
- ○ 90 - 119 days (30 Points)
- ○ < 90 days (40 Points)
- ○ N/A (0 Points)

6.2 If you checked N/A above, explain why.

	0
7. Issues 7.1 Describe any outstanding biosolids issues with treatment, use or overall management:	

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility | Last Updated: 6/1/2026 | Reporting For: **2025**

Staffing and Preventative Maintenance (All Treatment Plants)

1. Plant Staffing 1.1 Was your wastewater treatment plant adequately staffed last year? ● Yes ○ No If No, please explain: Could use more help/staff for: 1.2 Did your wastewater staff have adequate time to properly operate and maintain the plant and fulfill all wastewater management tasks including recordkeeping? ● Yes ○ No If No, please explain:	
2. Preventative Maintenance 2.1 Did your plant have a documented AND implemented plan for preventative maintenance on major equipment items? ● Yes (Continue with question 2) ☐☐ ○ No (40 points)☐☐ If No, please explain, then go to question 3: 2.2 Did this preventative maintenance program depict frequency of intervals, types of lubrication, and other tasks necessary for each piece of equipment? ● Yes ○ No (10 points) 2.3 Were these preventative maintenance tasks, as well as major equipment repairs, recorded and filed so future maintenance problems can be assessed properly? ● Yes ○ Paper file system ○ Computer system ● Both paper and computer system ○ No (10 points)	**0**
3. O&M Manual 3.1 Does your plant have a detailed O&M and Manufacturer Equipment Manuals that can be used as a reference when needed? ● Yes ○ No	
4. Overall Maintenance /Repairs 4.1 Rate the overall maintenance of your wastewater plant. ● Excellent ○ Very good ○ Good ○ Fair ○ Poor Describe your rating:	

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026

Reporting For: **2025**

Our Maintenance staff completed all of it's preventative maintenance last year. All equipment is well maintained and kept track of for replacement as best as it can be.

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Operator Certification and Education

1. Operator-In-Charge

1.1 Did you have a designated operator-in-charge during the report year?

- ● Yes (0 points)
- ○ No (20 points)

Name: ERIN M SWEENEY

Certification No: 32988

0

2. Certification Requirements

2.1 In accordance with Chapter NR 114.56 and 114.57, Wisconsin Administrative Code, what level and subclass(es) were required for the operator-in-charge (OIC) to operate the wastewater treatment plant and what level and subclass(es) were held by the operator-in-charge?

Sub Class	SubClass Description	WWTP	OIC		
		Advanced	OIT	Basic	Advanced
A1	Suspended Growth Processes	X			X
A2	Attached Growth Processes				
A3	Recirculating Media Filters				
A4	Ponds, Lagoons and Natural				
A5	Anaerobic Treatment Of Liquid				
B	Solids Separation	X			X
C	Biological Solids/Sludges	X			X
P	Total Phosphorus	X			X
N	Total Nitrogen				
D	Disinfection	X			X
L	Laboratory	X			X
U	Unique Treatment Systems				
SS	Sanitary Sewage Collection	X	NA	NA	X

2.2 Was the operator-in-charge certified at the appropriate level and subclass(es) to operate this plant? (Note: Certification in subclass SS is required 5 years after permit reissuance.)

- ● Yes (0 points)
- ○ No (20 points)

2.3 For wastewater treatment facilities with a registered or certified laboratory, is at least one operator that works in the laboratory certified at the basic level in the laboratory (L) subclass?

- ● Yes
- ○ No
- ○ N/A – Wastewater treatment facility does not have a registered or certified laboratory

2.4 For wastewater treatment facilities that own and operate a sanitary sewage collection system, has at least one operator been designated the OIC for sanitary sewage collection system and certified at the basic level in the sanitary sewage collection system (SS) subclass?

- ● Yes
- ○ No
- ○ N/A – Owner of the Wastewater treatment facility does not own and operate a sanitary sewage collection system

0

3. Succession Planning

3.1 In the event of the loss of your designated operator-in-charge, did you have a contingency plan to ensure the continued proper operation and maintenance of the plant that includes one or more of the following options (check all that apply)?

- ☒ One or more additional certified operators on staff

☐ An arrangement with another certified operator ☐ An arrangement with another community with a certified operator ☐ An operator on staff who has an operator-in-training certificate for your plant and is expected to be certified within one year ☐ A consultant to serve as your certified operator ☐ None of the above (20 points) If "None of the above" is selected, please explain:	**0**
4. Continuing Education Credits 4.1 If you had a designated operator-in-charge, was the operator-in-charge earning Continuing Education Credits at the following rates? OIT and Basic Certification: ○ Averaging 6 or more CECs per year. ○ Averaging less than 6 CECs per year. Advanced Certification: ● Averaging 8 or more CECs per year. ○ Averaging less than 8 CECs per year.	

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026 Reporting For: **2025**

Financial Management

1. Provider of Financial Information

Name: Michelle Ebbert

Telephone: 920-397-9901 (XXX) XXX-XXXX

E-Mail Address (optional): mebbert@fortatkinsonwi.gov

2. Treatment Works Operating Revenues

2.1 Are User Charges or other revenues sufficient to cover O&M expenses for your wastewater treatment plant AND/OR collection system ?

- ● Yes (0 points) ☐☐
- ○ No (40 points)

If No, please explain:

2.2 When was the User Charge System or other revenue source(s) last reviewed and/or revised?

Year: 2025

- ● 0-2 years ago (0 points) ☐☐
- ○ 3 or more years ago (20 points)☐☐
- ○ N/A (private facility)

2.3 Did you have a special account (e.g., CWFP required segregated Replacement Fund, etc.) or financial resources available for repairing or replacing equipment for your wastewater treatment plant and/or collection system?

- ● Yes (0 points)
- ○ No (40 points)

0

REPLACEMENT FUNDS [PUBLIC MUNICIPAL FACILITIES SHALL COMPLETE QUESTION 3]

3. Equipment Replacement Funds

3.1 When was the Equipment Replacement Fund last reviewed and/or revised?

Year: 2025

- ● 1-2 years ago (0 points)☐☐
- ○ 3 or more years ago (20 points)☐☐
- ○ N/A

If N/A, please explain:

3.2 Equipment Replacement Fund Activity

3.2.1 Ending Balance Reported on Last Year's CMAR		$ 1,076,318.00
3.2.2 Adjustments - if necessary (e.g. earned interest, audit correction, withdrawal of excess funds, increase making up previous shortfall, etc.)		$ 0.00
3.2.3 Adjusted January 1st Beginning Balance		$ 1,076,318.00
3.2.4 Additions to Fund (e.g. portion of User Fee, earned interest, etc.)	+	$ 1,729,826.00

3.2.5 Subtractions from Fund (e.g., equipment replacement, major repairs - use description box 3.2.6.1 below*) - $ 1,249,478.40

3.2.6 Ending Balance as of December 31st for CMAR Reporting Year $ 1,556,665.60

All Sources: This ending balance should include all Equipment Replacement Funds whether held in a bank account(s), certificate(s) of deposit, etc.

3.2.6.1 Indicate adjustments, equipment purchases, and/or major repairs from 3.2.5 above.

SJ Electro Pump, Helm HVAC Offices, Tas Pump and Install, SCBA replacement, Sherman Ave and Water Street Pump Replacements, Water Stret and Sherman Ave Generator Purchase, Bldg #10 Roof

3.3 What amount should be in your Replacement Fund? $ 1,556,665.60

0

Please note: If you had a CWFP loan, this amount was originally based on the Financial Assistance Agreement (FAA) and should be regularly updated as needed. Further calculation instructions and an example can be found by clicking the SectionInstructions link under Info header in the left-side menu.

3.3.1 Is the December 31 Ending Balance in your Replacement Fund above, (#3.2.6) equal to, or greater than the amount that should be in it (#3.3)?

- ● Yes
- ○ No

If No, please explain.

4. Future Planning

4.1 During the next ten years, will you be involved in formal planning for upgrading, rehabilitating, or new construction of your treatment facility or collection system?

- ● Yes - If Yes, please provide major project information, if not already listed below.☐☐
- ○ No

Project #	Project Description	Estimated Cost	Approximate Construction Year
1	Collection system rehabilitation including sewer lining, televising, and smoke testing. Approximately $450,000/year, 2027 - 2031.	$400,000	2027
2	Rebuild/replace 1992 gravity belt thickener.	$250,000	2027
3	Lift Station Pump and Control Panel Updates	$330,000	2026
4	Main Building 10 AC Replacement and Building 80 Solids Handling AC Replacement	$148,000	2026
5	Wastewater Plant Paving	$375,000	2027

5. Financial Management General Comments

ENERGY EFFICIENCY AND USE

6. Collection System

6.1 Energy Usage

6.1.1 Enter the monthly energy usage from the different energy sources:

COLLECTION SYSTEM PUMPAGE: Total Power Consumed

Number of Municipally Owned Pump/Lift Stations: 3

	Electricity Consumed (kWh)	Natural Gas Consumed (therms)
January	9,128	
February	8,212	
March	8,211	
April	7,144	
May	7,525	
June	6,307	
July	6,439	
August	7,173	
September	6,067	
October	6,152	
November	8,504	
December	9,757	
Total	**90,619**	**0**
Average	**7,552**	**0**

6.1.2 Comments:

6.2 Energy Related Processes and Equipment

6.2.1 Indicate equipment and practices utilized at your pump/lift stations (Check all that apply):

- ☒ Comminution or Screening
- ☐ Extended Shaft Pumps
- ☒ Flow Metering and Recording
- ☐ Pneumatic Pumping
- ☒ SCADA System
- ☐ Self-Priming Pumps
- ☒ Submersible Pumps
- ☐ Variable Speed Drives
- ☐ Other:

6.2.2 Comments:

6.3 Has an Energy Study been performed for your pump/lift stations?

- ● No
- ○ Yes

Year:

By Whom:

Describe and Comment:

6.4 Future Energy Related Equipment

6.4.1 What energy efficient equipment or practices do you have planned for the future for your pump/lift stations?

New pumps are getting installed at Sherman Ave and Water St Lift Stations along with VFD's in 2026. A whole new panel is being built for each station as well.

7. Treatment Facility

7.1 Energy Usage

7.1.1 Enter the monthly energy usage from the different energy sources:

TREATMENT PLANT: Total Power Consumed/Month

	Electricity Consumed (kWh)	Total Influent Flow (MG)	Electricity Consumed/ Flow (kWh/MG)	Total Influent BOD (1000 lbs)	Electricity Consumed/ Total Influent BOD (kWh/1000lbs)	Natural Gas Consumed (therms)
January	238,539	63.91	3,732	291.65	818	
February	241,555	55.52	4,351	340.03	710	
March	354,588	65.32	5,428	424.61	835	
April	327,593	69.20	4,734	203.25	1,612	
May	315,438	66.38	4,752	206.65	1,526	
June	348,934	63.99	5,453	173.07	2,016	
July	287,001	62.92	4,561	193.44	1,484	
August	236,645	66.54	3,556	235.48	1,005	
September	230,340	62.07	3,711	282.45	816	
October	238,258	61.40	3,880	322.56	739	
November	251,257	56.26	4,466	249.75	1,006	
December	308,361	57.53	5,360	290.75	1,061	
Total	**3,378,509**	**751.04**		**3,213.69**		**0**
Average	**281,542**	**62.59**	**4,499**	**267.81**	**1,136**	**0**

7.1.2 Comments:

7.2 Energy Related Processes and Equipment

7.2.1 Indicate equipment and practices utilized at your treatment facility (Check all that apply):

- ☒ Aerobic Digestion
- ☐ Anaerobic Digestion
- ☒ Biological Phosphorus Removal
- ☐ Coarse Bubble Diffusers
- ☒ Dissolved O2 Monitoring and Aeration Control
- ☒ Effluent Pumping
- ☒ Fine Bubble Diffusers
- ☒ Influent Pumping
- ☒ Mechanical Sludge Processing
- ☒ Nitrification
- ☒ SCADA System
- ☐ UV Disinfection
- ☒ Variable Speed Drives

☐ Other:

7.2.2 Comments:

7.3 Future Energy Related Equipment

7.3.1 What energy efficient equipment or practices do you have planned for the future for your treatment facility?

We continually evaluate equipment and processes for energy efficiency. Alot of new pumps and vfd's in the future.

8. Biogas Generation

8.1 Do you generate/produce biogas at your facility?

- ● No
- ○ Yes

If Yes, how is the biogas used (Check all that apply):

- ☐ Flared Off
- ☐ Building Heat
- ☐ Process Heat
- ☐ Generate Electricity
- ☐ Other:

9. Energy Efficiency Study

9.1 Has an Energy Study been performed for your treatment facility?

- ● No
- ○ Yes

☐ Entire facility

Year:

By Whom:

Describe and Comment:

☐ Part of the facility

Year:

By Whom:

Describe and Comment:

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility | Last Updated: 6/1/2026 | Reporting For: **2025**

Sanitary Sewer Collection Systems

1. Capacity, Management, Operation, and Maintenance (CMOM) Program

1.1 Do you have a CMOM program that is being implemented?

- ● Yes
- ○ No

If No, explain:

1.2 Do you have a CMOM program that contains all the applicable components and items according to Wisc. Adm Code NR 210.23 (4)?

- ● Yes
- ○ No (30 points)
- ○ N/A

If No or N/A, explain:

1.3 Does your CMOM program contain the following components and items? (check the components and items that apply)

☒ Goals [NR 210.23 (4)(a)]

Describe the major goals you had for your collection system last year:

Our goal is to complete the the upgrade of our lift stations with new pumps, controls, generators, valving and piping.

Did you accomplish them?

- ○ Yes
- ● No

If No, explain:

We did complete the valving and piping at our Memorial Lift Station. We have procured the pumps and generators for Water St and Sherman Ave Lift Stations. We are waiting on the completion of the building of our controls panels for those two lift stations and then the installation process will begin.

☒ Organization [NR 210.23 (4) (b)]☐☐

Does this chapter of your CMOM include:

- ☒ Organizational structure and positions (eg. organizational chart and position descriptions)
- ☒ Internal and external lines of communication responsibilities
- ☒ Person(s) responsible for reporting overflow events to the department and the public

☒ Legal Authority [NR 210.23 (4) (c)]

What is the legally binding document that regulates the use of your sewer system?

Sewer Use Ordinance

If you have a Sewer Use Ordinance or other similar document, when was it last reviewed and revised? (MM/DD/YYYY) 2026-04-23

Does your sewer use ordinance or other legally binding document address the following:

- ☒ Private property inflow and infiltration
- ☒ New sewer and building sewer design, construction, installation, testing and inspection
- ☐ Rehabilitated sewer and lift station installation, testing and inspection
- ☒ Sewage flows satellite system and large private users are monitored and controlled, as necessary
- ☒ Fat, oil and grease control
- ☒ Enforcement procedures for sewer use non-compliance

☒ Operation and Maintenance [NR 210.23 (4) (d)]

Does your operation and maintenance program and equipment include the following:

☒ Equipment and replacement part inventories
☒ Up-to-date sewer system map
☒ A management system (computer database and/or file system) for collection system information for O&M activities, investigation and rehabilitation
☒ A description of routine operation and maintenance activities (see question 2 below)
☒ Capacity assessment program
☒ Basement back assessment and correction
☒ Regular O&M training

☒ Design and Performance Provisions [NR 210.23 (4) (e)]☐☐

What standards and procedures are established for the design, construction, and inspection of the sewer collection system, including building sewers and interceptor sewers on private property?

☒ State Plumbing Code, DNR NR 110 Standards and/or local Municipal Code Requirements
☒ Construction, Inspection, and Testing
☐ Others:

☒ Overflow Emergency Response Plan [NR 210.23 (4) (f)]☐☐ **0**

Does your emergency response capability include:

☒ Responsible personnel communication procedures
☒ Response order, timing and clean-up
☒ Public notification protocols
☒ Training
☒ Emergency operation protocols and implementation procedures

☒ Annual Self-Auditing of your CMOM Program [NR 210.23 (5)]☐☐

☐ Special Studies Last Year (check only those that apply):

☐ Infiltration/Inflow (I/I) Analysis
☐ Sewer System Evaluation Survey (SSES)
☐ Sewer Evaluation and Capacity Managment Plan (SECAP)
☐ Lift Station Evaluation Report
☐ Others:

2. Operation and Maintenance

2.1 Did your sanitary sewer collection system maintenance program include the following maintenance activities? Complete all that apply and indicate the amount maintained.

Cleaning	41	% of system/year
Root removal	8	% of system/year
Flow monitoring	100	% of system/year
Smoke testing	0	% of system/year
Sewer line televising	.5	% of system/year
Manhole inspections	3	% of system/year
Lift station O&M	100	# per L.S./year
Manhole rehabilitation	1	% of manholes rehabbed
Mainline rehabilitation	0	% of sewer lines rehabbed

Private sewer inspections	0	% of system/year
Private sewer I/I removal	0	% of private services
River or water crossings	50	% of pipe crossings evaluated or maintained

Please include additional comments about your sanitary sewer collection system below:

3. Performance Indicators

3.1 Provide the following collection system and flow information for the past year.

28.31	Total actual amount of precipitation last year in inches
35.54	Annual average precipitation (for your location)
67	Miles of sanitary sewer
3	Number of lift stations
0	Number of lift station failures
0	Number of sewer pipe failures
5	Number of basement backup occurrences
15	Number of complaints
	Average daily flow in MGD (if available)
	Peak monthly flow in MGD (if available)
	Peak hourly flow in MGD (if available)

3.2 Performance ratios for the past year:

0.00	Lift station failures (failures/year)
0.00	Sewer pipe failures (pipe failures/sewer mile/yr)
0.00	Sanitary sewer overflows (number/sewer mile/yr)
0.07	Basement backups (number/sewer mile)
0.22	Complaints (number/sewer mile)
	Peaking factor ratio (Peak Monthly:Annual Daily Avg)
	Peaking factor ratio (Peak Hourly:Annual Daily Avg)

4. Overflows

LIST OF SANITARY SEWER (SSO) AND TREATMENT FACILITY (TFO) OVERFLOWS REPORTED **			
Date	Location	Cause	Estimated Volume
None reported			

** If there were any SSOs or TFOs that are not listed above, please contact the DNR and stop work on this section until corrected.

5. Infiltration / Inflow (I/I)

5.1 Was infiltration/inflow (I/I) significant in your community last year?

○ Yes

● No

If Yes, please describe:

5.2 Has infiltration/inflow and resultant high flows affected performance or created problems in your collection system, lift stations, or treatment plant at any time in the past year?

○ Yes

● No

If Yes, please describe:

5.3 Explain any infiltration/inflow (I/I) changes this year from previous years:

I/I was similar to years past. No major precautions had to be taken due to rainfall.

5.4 What is being done to address infiltration/inflow in your collection system?

The system is being evaluated and we will begin lining older portions of the collection system that have been compromised.

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	**A**

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026

Reporting For: **2025**

Grading Summary

WPDES No: 0022489

SECTIONS	LETTER GRADE	GRADE POINTS	WEIGHTING FACTORS	SECTION POINTS
Influent	A	4	3	12
BOD/CBOD	A	4	10	40
TSS	A	4	5	20
Ammonia	A	4	5	20
Phosphorus	A	4	3	12
Biosolids	A	4	5	20
Staffing/PM	A	4	1	4
OpCert	A	4	1	4
Financial	A	4	1	4
Collection	A	4	3	12
TOTALS			**37**	**148**
GRADE POINT AVERAGE (GPA) = 4.00				

Notes:
A = Voluntary Range (Response Optional)
B = Voluntary Range (Response Optional)
C = Recommendation Range (Response Required)
D = Action Range (Response Required)
F = Action Range (Response Required)

Compliance Maintenance Annual Report

Fort Atkinson Wastewater Treatment Facility

Last Updated: 6/1/2026

Reporting For: **2025**

Resolution or Owner's Statement

Name of Governing Body or Owner:

Date of Resolution or Action Taken:

Resolution Number:

Date of Submittal:

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO SPECIFIC CMAR SECTIONS (Optional for grade A or B. Required for grade C, D, or F):

Influent Flow and Loadings: Grade = A

Effluent Quality: BOD: Grade = A

Effluent Quality: TSS: Grade = A

Effluent Quality: Ammonia: Grade = A

Effluent Quality: Phosphorus: Grade = A

Biosolids Quality and Management: Grade = A

Staffing: Grade = A

Operator Certification: Grade = A

Financial Management: Grade = A

Collection Systems: Grade = A
(Regardless of grade, response required for Collection Systems if SSOs were reported)

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO THE OVERALL GRADE POINT AVERAGE AND ANY GENERAL COMMENTS
(Optional for G.P.A. greater than or equal to 3.00, required for G.P.A. less than 3.00)
G.P.A. = 4.00

RESOLUTION NO. _____

A RESOLUTION APPROVING THE
2025 COMPLIANCE MAINTENANCE ANNUAL REPORT
FOR THE CITY OF FORT ATKINSON
WASTEWATER UTILITY

WHEREAS, the State of Wisconsin has established Chapter NR 208, Compliance Maintenance; and

WHEREAS, NR 208, Compliance Maintenance, requires owners of publicly owned sewerage utilities to take necessary actions to avoid water quality degradation and prevent violations of Wisconsin Pollutant Discharge Elimination System (WPDES) permit effluent limits; and

WHEREAS, owners of publicly owned sewerage utilities must submit a Compliance Maintenance Annual Report (CMAR) to the Wisconsin Department of Natural Resources (WDNR) annually; and

WHEREAS, the City of Fort Atkinson's 2025 CMAR has been completed and is in compliance with all requirements of NR 208.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fort Atkinson does hereby authorize the filing of the 2025 CMAR as required by Ch. NR 208, Wisconsin Administrative Code, and DNR Facility Permit 0022489-08-0 for the year 2025.

BE IT FURTHER RESOLVED that the City of Fort Atkinson being the owner and the operator of the Wastewater Utility does hereby inform the WDNR that the following actions were taken by the City Council:

1. This Resolution does acknowledge that the governing body has reviewed the CMAR; and
2. This Resolution further documents that all actions necessary to maintain effluent requirements contained in the WPDES Permit are being adhered to.

Adopted this 16th day of June 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: **June 16, 2026**

TO: **Fort Atkinson City Council**

FROM: **Ben Lindsey**

RE: **Review and possible action relating to a Resolution Designating the City of Fort Atkinson Police Department as the Primary Wireless 911 Public Safety Answering Point (Lindsey, Police Captain)**

BACKGROUND

The Fort Atkinson Police Department is currently a primary Public Safety Answering Point (PSAP) for all landline 911 calls in the City of Fort Atkinson. The Department is seeking to transition from a secondary wireless 911 PSAP to a primary wireless PSAP.

Throughout 2025, the Department initiated and completed its transition to AT&T's next-generation wireless 911 service. This upgrade meets the demands of modern dispatching and ensures the continued delivery of the high level of service that the citizens of Fort Atkinson expect during emergencies.

Traditionally, in the State of Wisconsin, all cellular 911 calls are routed to the county in which the call originated. With the next-generation 911 system currently being installed across the State of Wisconsin, 911 calls are now intended to go to the closest PSAP based on the caller's location. The Fort Atkinson Police Department, as a primary PSAP, can now receive all cellular 911 calls directly.

Currently, all wireless 911 calls are routed to the Jefferson County Sheriff's Office. Once the caller's location is identified, the call is transferred to the appropriate agency. This process can delay first responders' response times and may create frustration and redundancy for callers. The proposed change will eliminate these inefficiencies. It is being undertaken in collaboration with the Jefferson County Sheriff's Office, which supports the transition of in-city wireless 911 calls to the Fort Atkinson Police Department's PSAP.

If adopted, the Resolution included in the packet confirms the decision of the City Council on this matter and can be provided to AT&T, Jefferson County, and other interested parties as needed.

DISCUSSION

The transition from a secondary wireless 911 safety answering point to a primary point, is essential to operations as the Department continues to provide best-in-class service to the community. This transition is the final step in the 911 Next Generation transition that was initiated in 2025.

FINANCIAL ANALYSIS

The cost associated with this transition is $6,500. This is a one-time charge from AT&T/Intrado and is necessary to ensure the system operates as intended. Funds to pay for this service will come from the PD's telephone/radio account within the 2026 adopted budget.

RECOMMENDATION

Staff recommends the City Council adopt the Resolution designating the City of Fort Atkinson Police Department as the Primary Wireless 911 Public Safety Answering Point.

ATTACHMENTS

1. 6.16.26 911 Resolution

RESOLUTION NO. _____

RESOLUTION DESIGNATING THE CITY OF FORT ATKINSON POLICE DEPARTMENT AS THE PRIMARY WIRELESS 911 PUBLIC SAFETY ANWERING POINT

WHEREAS, the City of Fort Atkinson operates a communication center within the Fort Atkinson Police Department, also referred to as a public safety answering point (PSAP); and

WHEREAS, the City of Fort Atkinson Police Department is committed to providing a high level of service to its residents; and

WHEREAS, the location of any person calling 911 for assistance using a wireless phone is critical information necessary to ensure a prompt, efficient, and appropriate response; and

WHEREAS, currently such wireless calls are routed to the Jefferson County PSAP, and Jefferson County is supportive of wireless calls in the City being directed to the Fort Atkinson Police Department; and

WHEREAS, the Fort Atkinson Police Department has such equipment and is fully capable of receiving wireless calls, calculating and mapping the caller's actual location, and responding appropriately; and

WHEREAS, the State of Wisconsin has enacted legislation providing for an Opt-out of the County designated PSAP allowing municipalities to receive the wireless 911 calls directly.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fort Atkinson directs the City of Fort Atkinson Police Department to implement a wireless 911 PSAP in the City of Fort Atkinson, Wisconsin.

Adopted this 16th day of June 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: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Third/final reading and possible action relating to an Ordinance Amending the City of Fort Atkinson Zoning Map 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 that the City Council approve the proposed Zoning Map Amendment. The City Council held the first reading of the ordinance on May 19, 2026, and the second reading on June 2, 2026. City staff are unaware of any additional public comment on the proposed Zoning Map Amendment.

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 recommends that the City Council enact the ordinance to change the zoning for the property located at 550 McMillen St. from Institutional (I) to Multi-Family Residential-30 (MRM-

30).

ATTACHMENTS

1. Zoning and Conceptual Site Plan Packet 1_Redacted
2. Future Land Use Map(6.6.2023)
3. 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 BTRGMLGRELEEWC.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 —

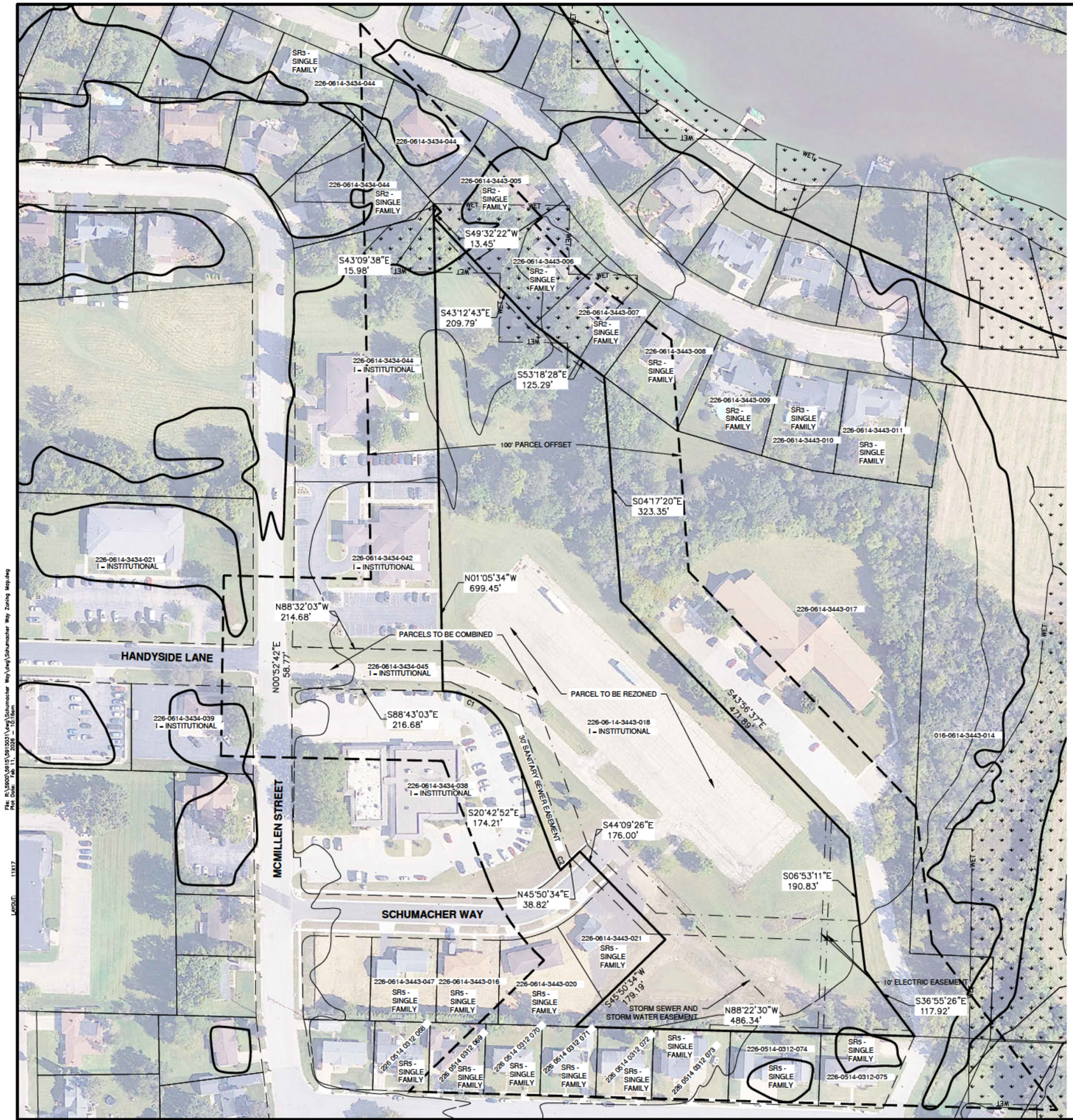
550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

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 —

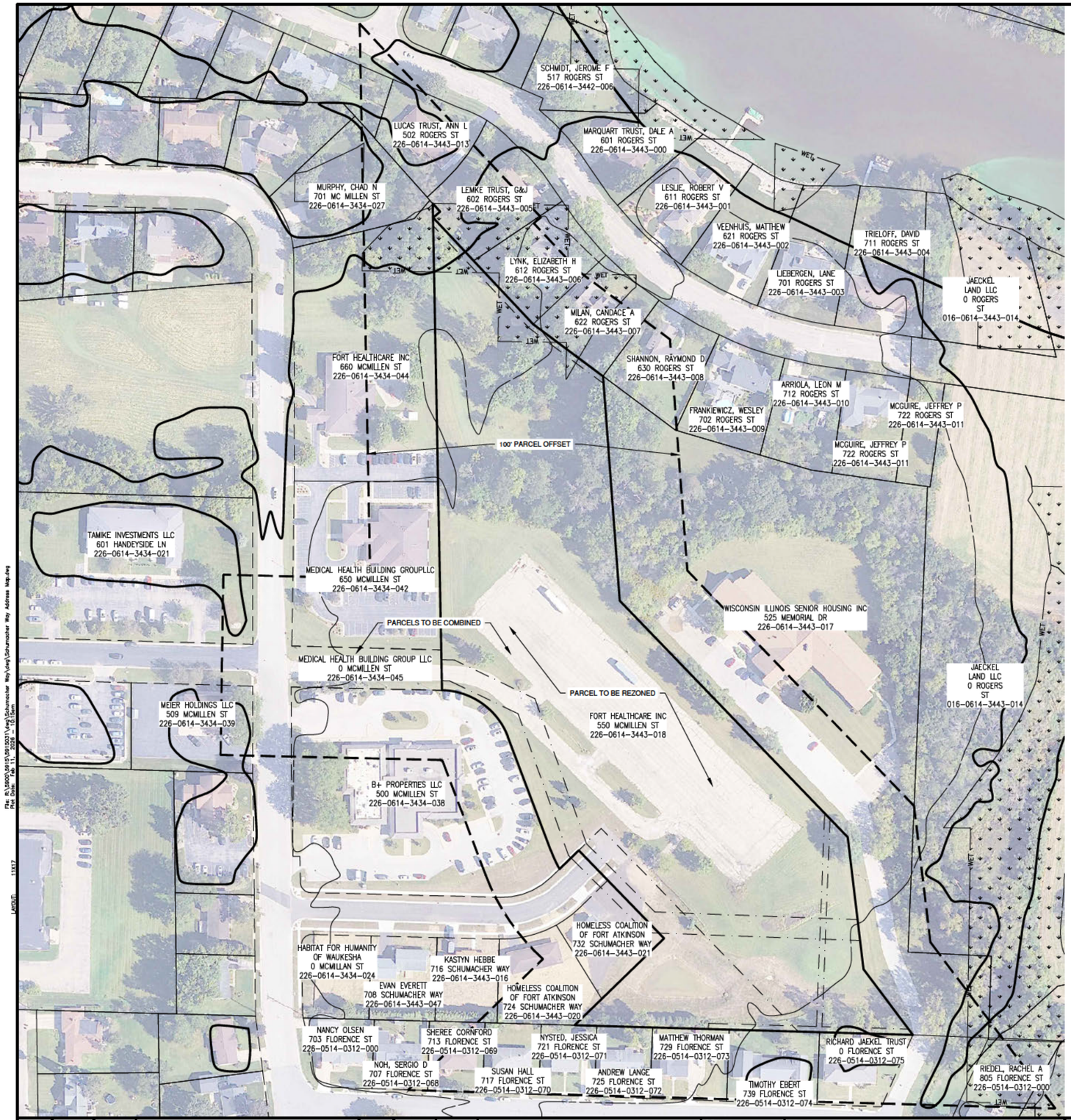
550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

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



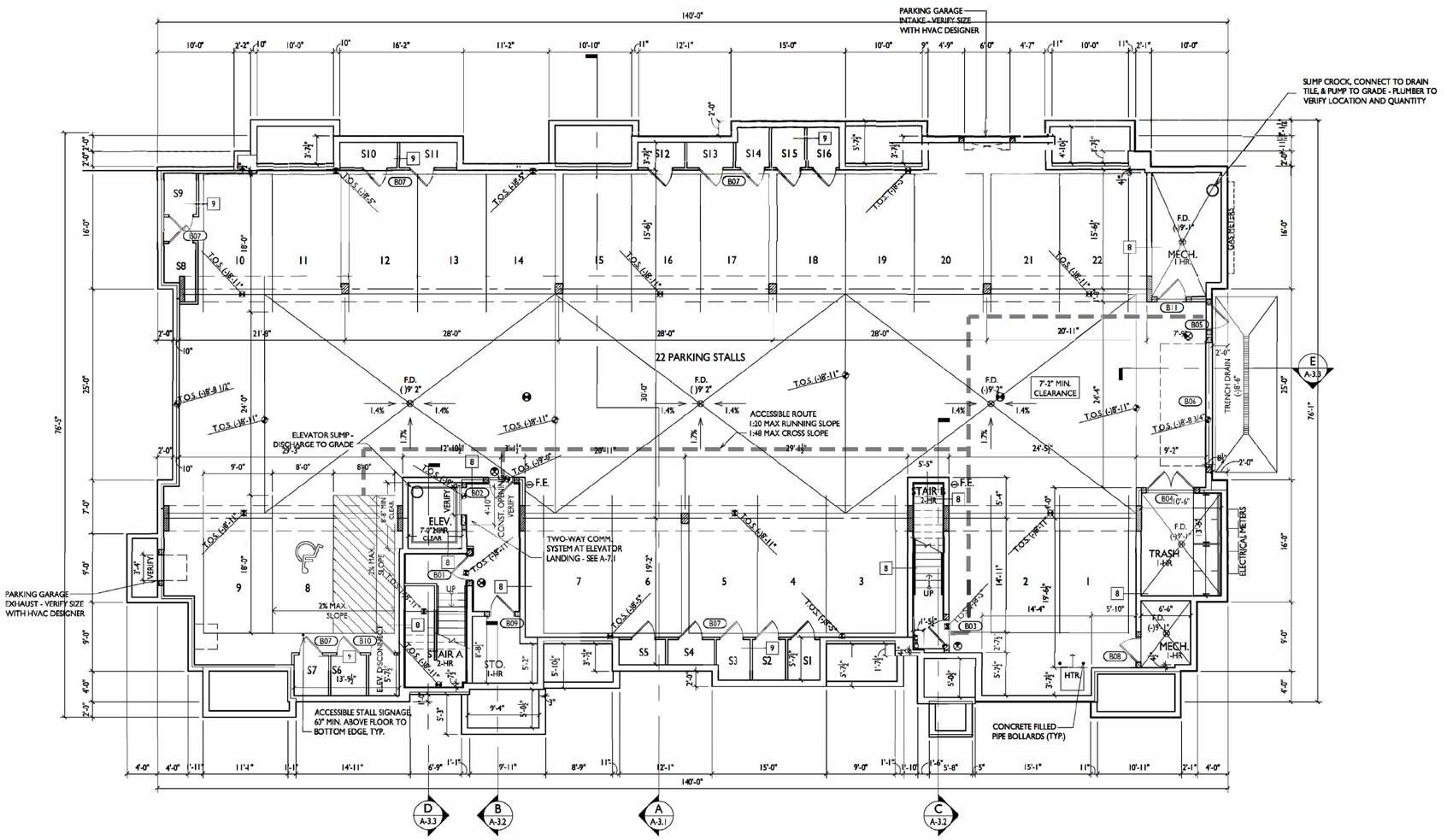
1 / A-2.2 NORTH ELEVATION

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

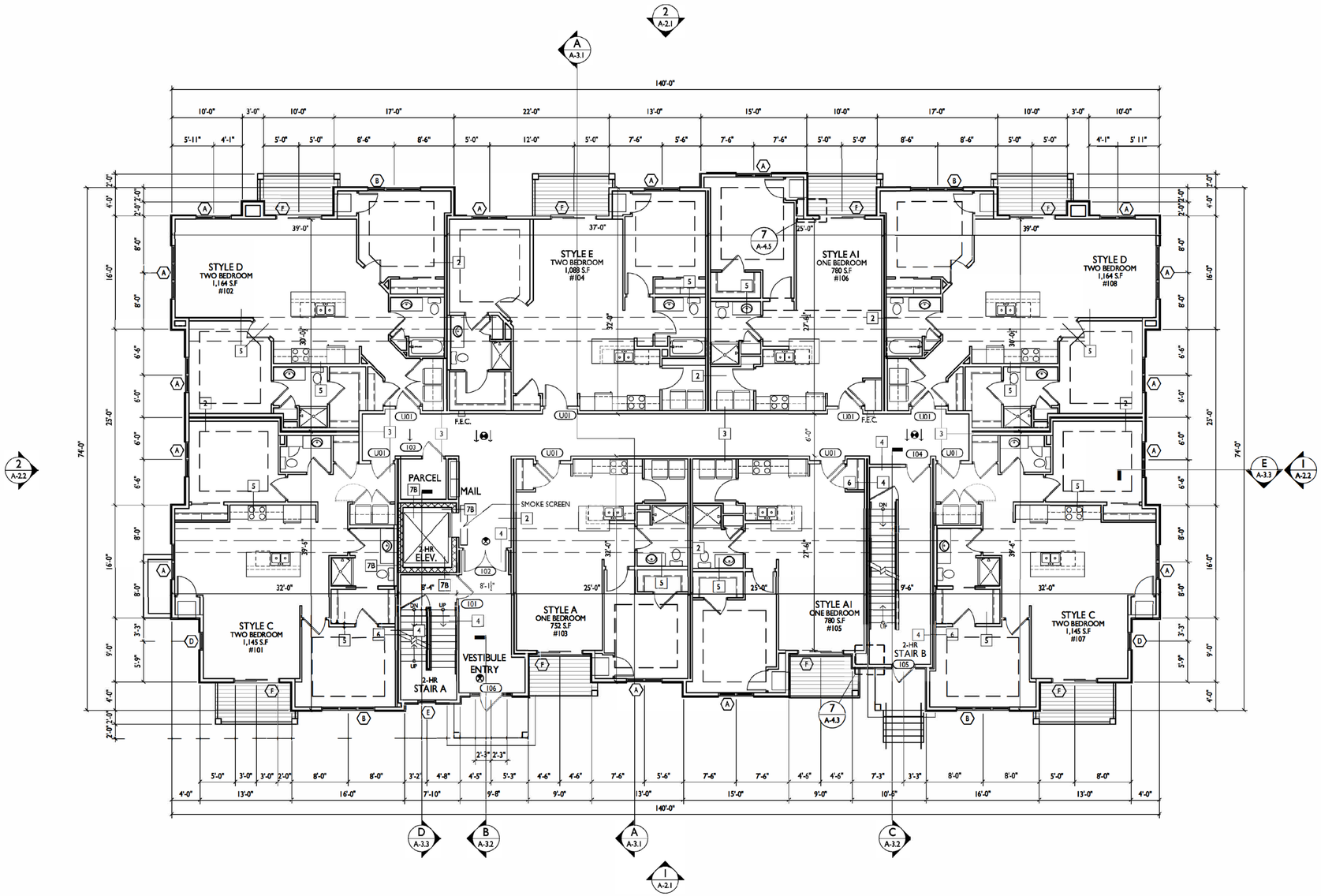
108 Whistle Street
Marshall, WI

SHEET TITLE
Basement Plan

SHEET NUMBER
A-1.0

PROJECT NO. 2002

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1 FIRST FLOOR PLAN
1 A-1.1
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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Whistling Ridge
Building #3

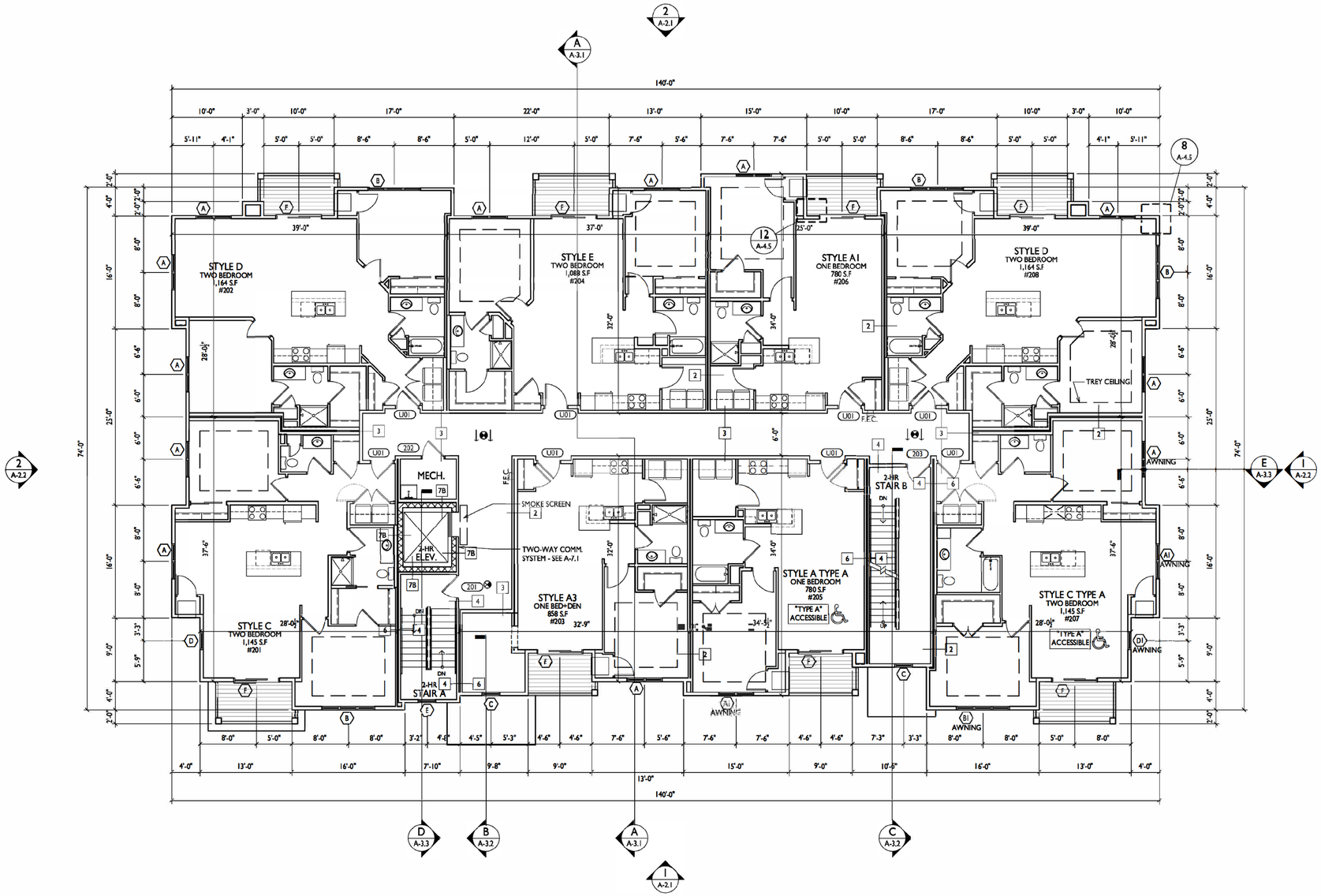
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SHEET TITLE
First Floor Plan

SHEET NUMBER
A-1.1

PROJECT NO. 2002

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1 SECOND FLOOR PLAN
1 A-1.2 — 1/8" = 1'-0"

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1/A-5.3 | 1/A-5.4

2ND FLOOR

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PROJECT TITLE
Whistling Ridge
Building #3

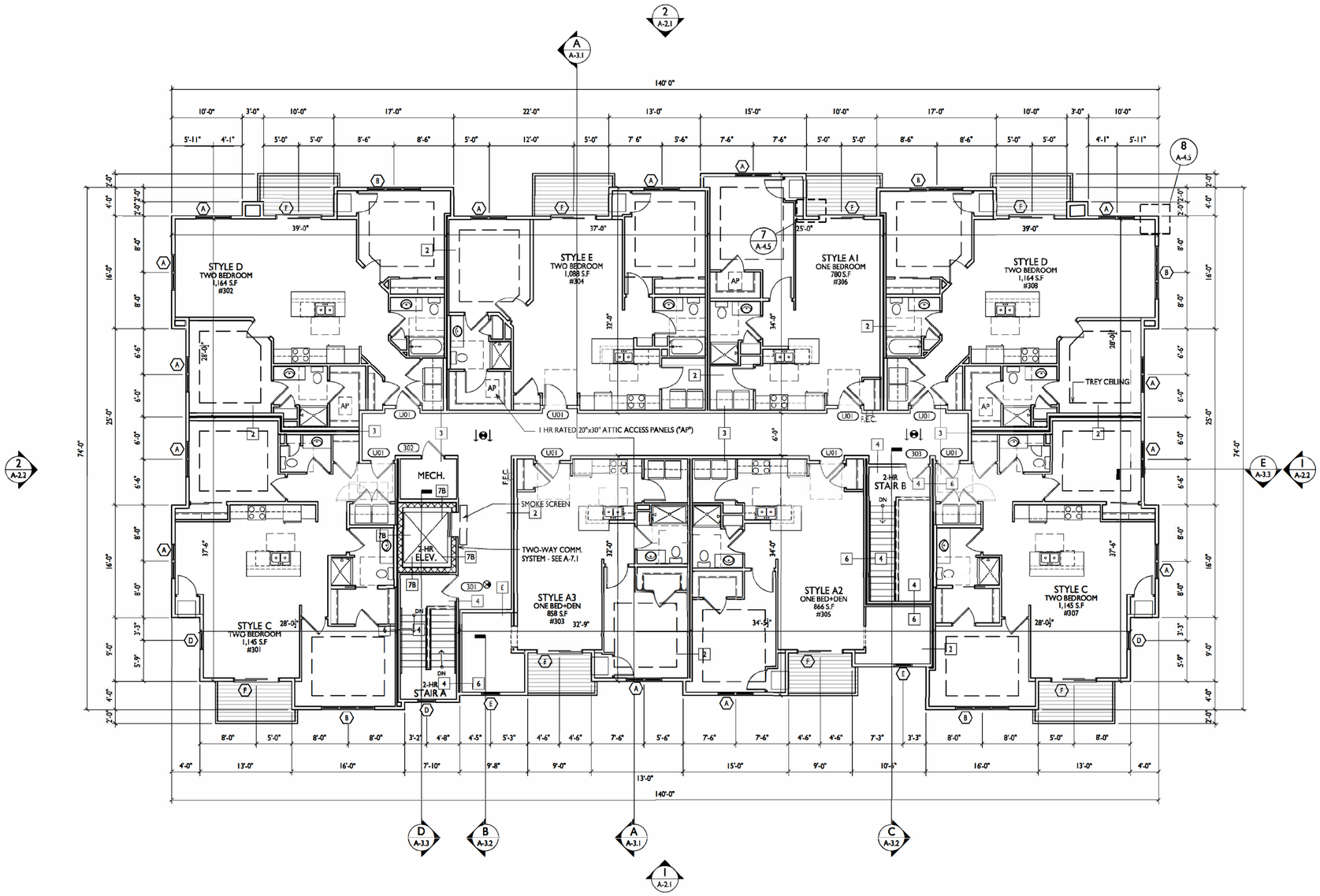
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Marshall, WI

SHEET TITLE
Second Floor Plan

SHEET NUMBER
A-1.2

PROJECT NO. 2002

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I THIRD FLOOR PLAN

I/A-1.3

1/8" = 1'-0"

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3RD FLOOR

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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

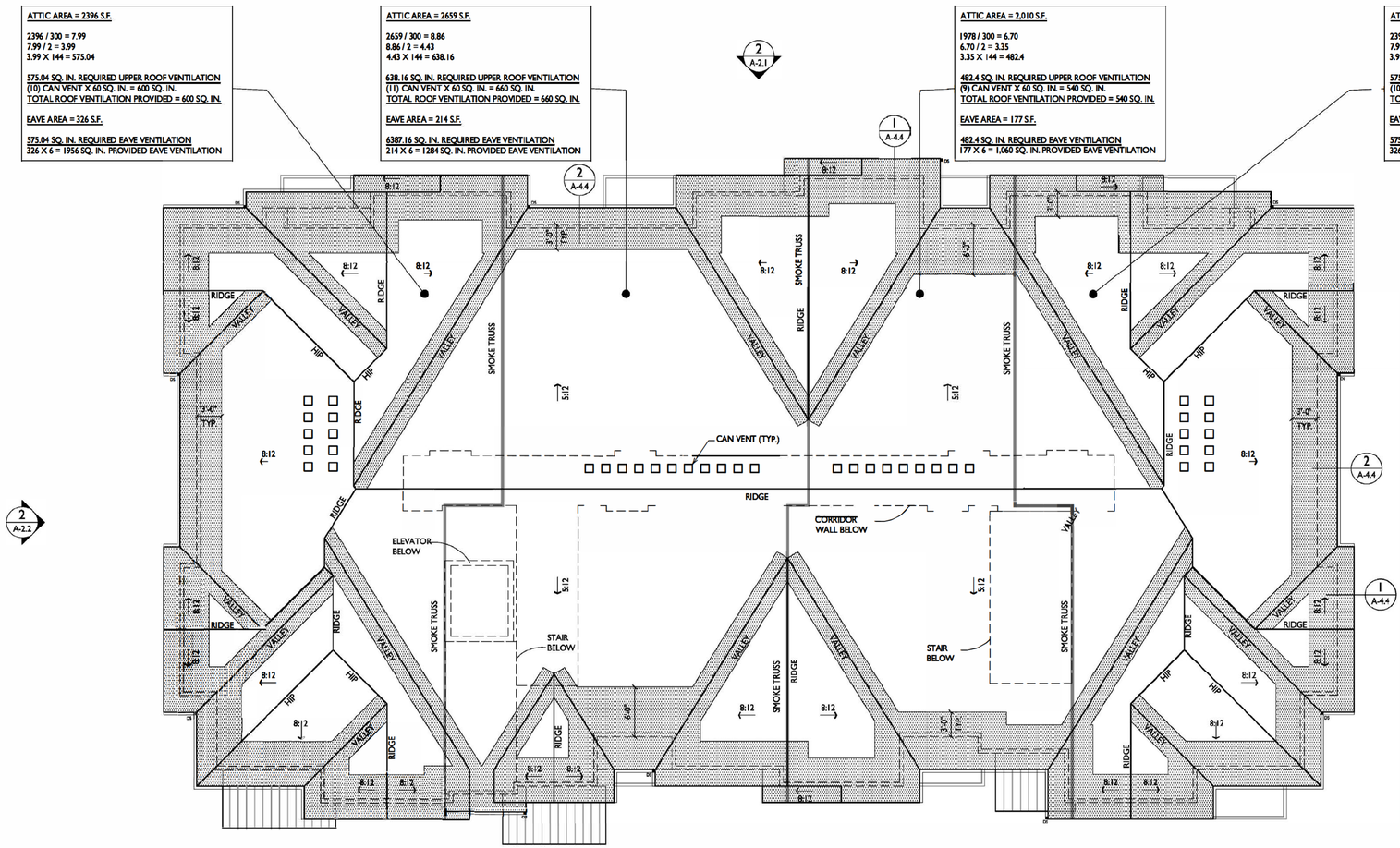
SHEET TITLE
Third Floor Plan

SHEET NUMBER

A-1.3

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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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Middleton, WI 53562

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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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Building #3

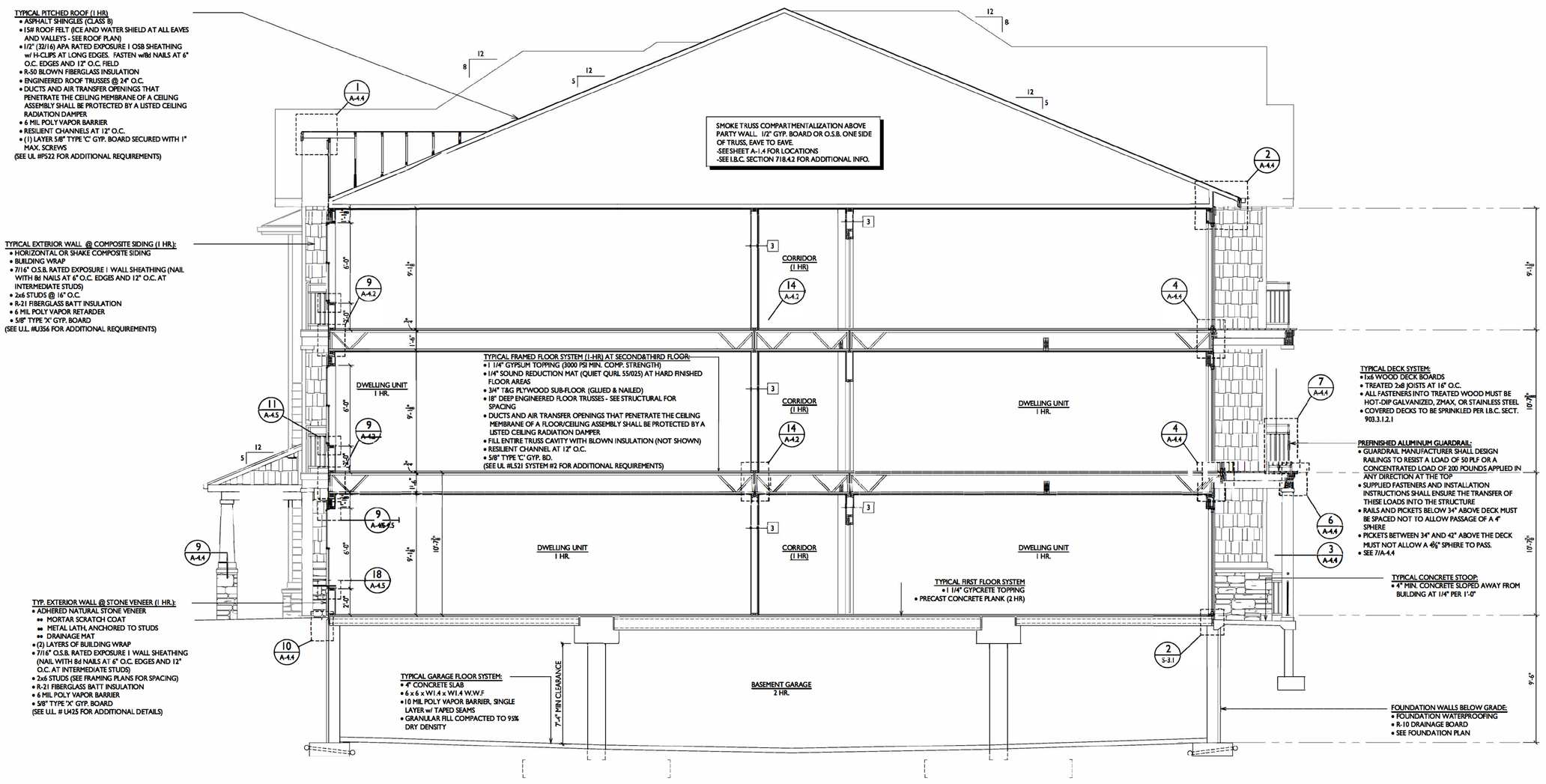
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SHEET TITLE
Elevations

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
Whistling Ridge Building #3

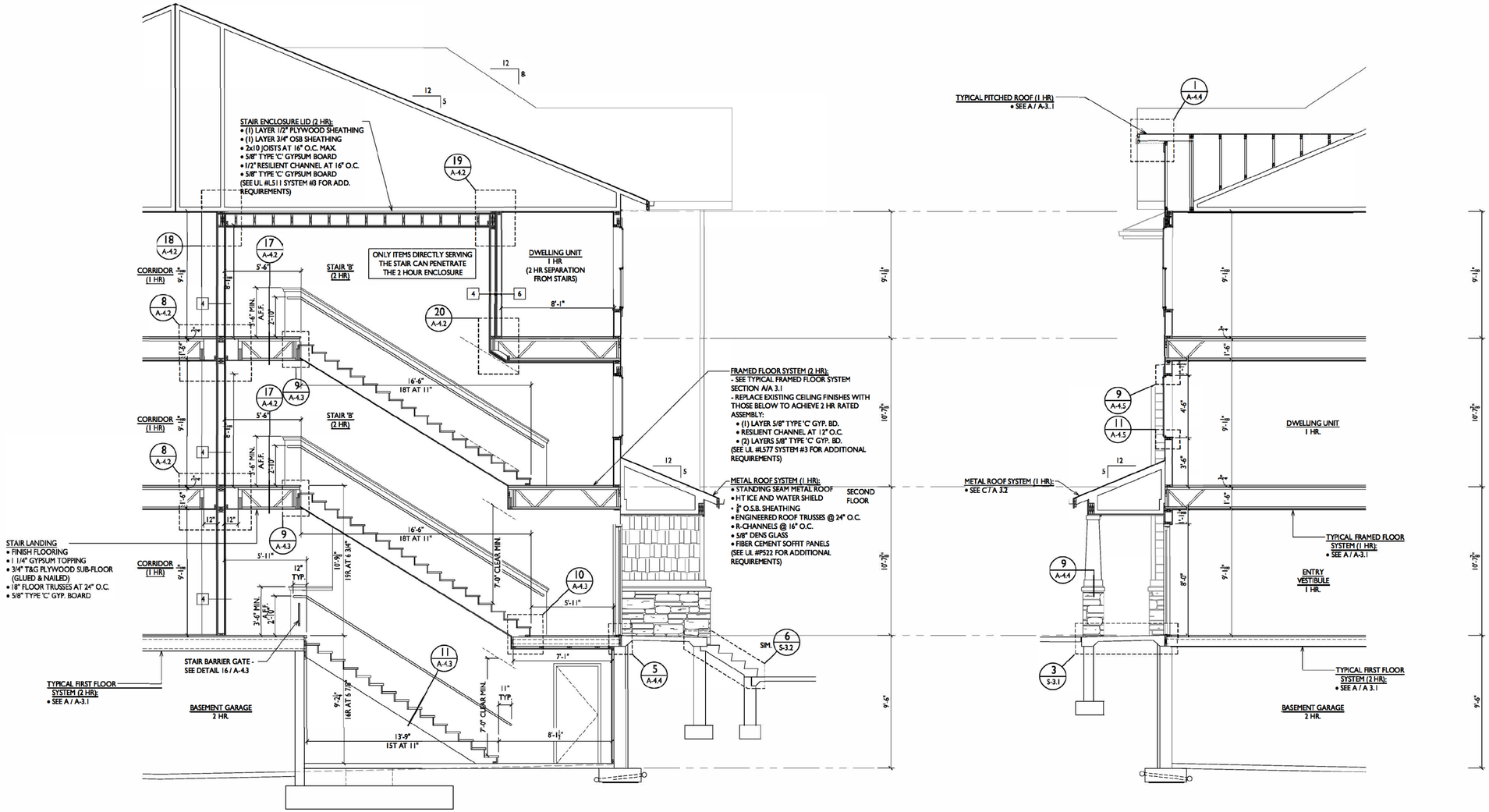
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SHEET TITLE
Building Section

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
Whistling Ridge Building #3

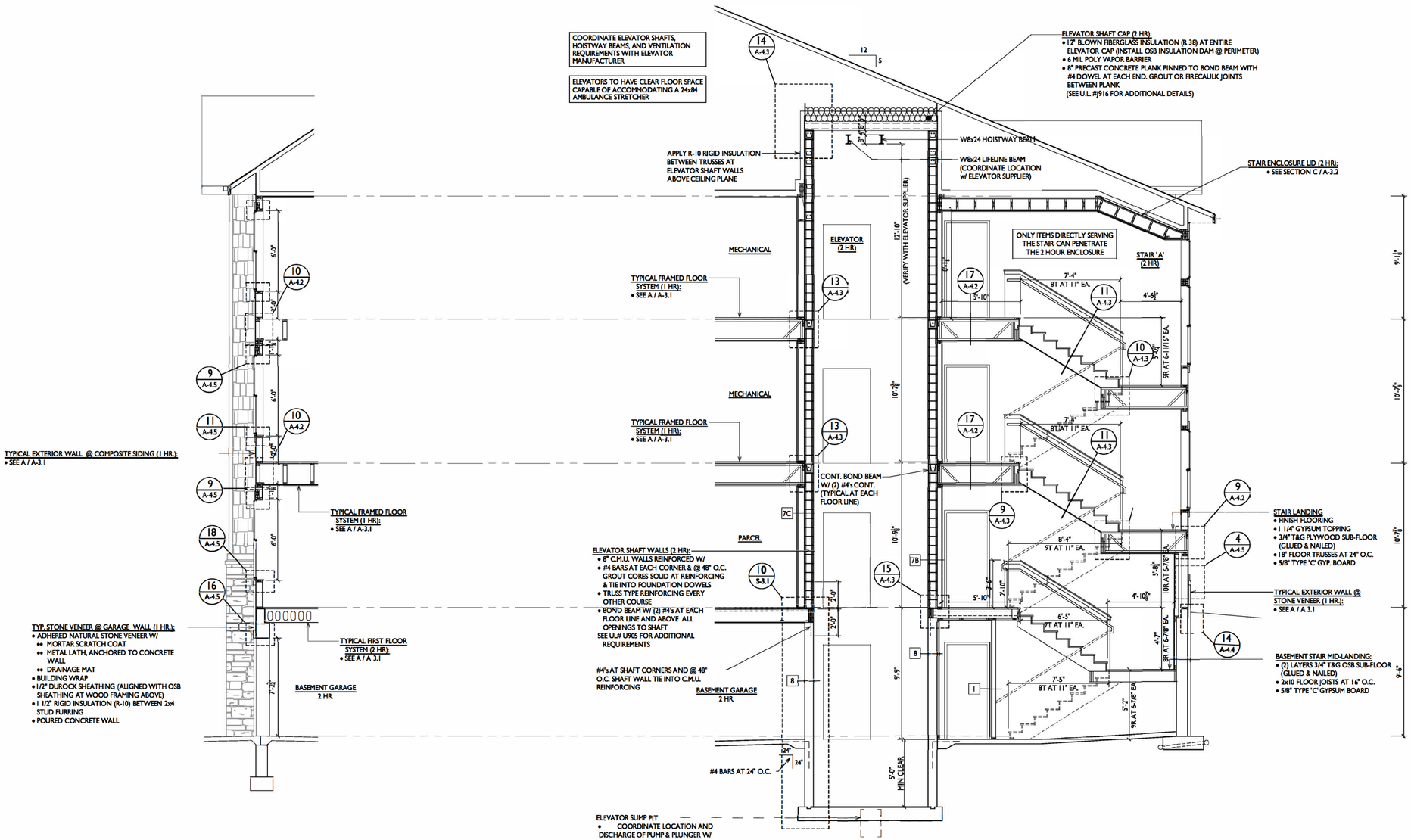
108 Whistle Street
Marshall, WI

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

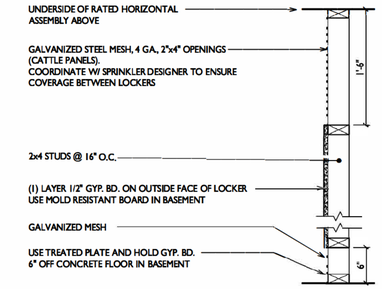
SHEET NUMBER
A-3.3

PROJECT NO. 2002

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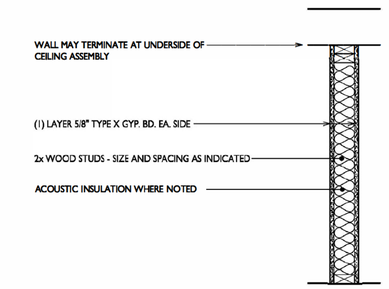
GENERAL SECTION / DETAIL NOTES:

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

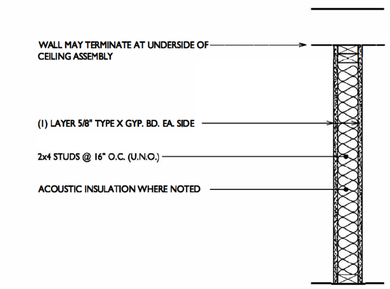
9 / A-4.1



WALL TYPE: 5
1 HR RATED BEARING WALL

5 / A-4.1

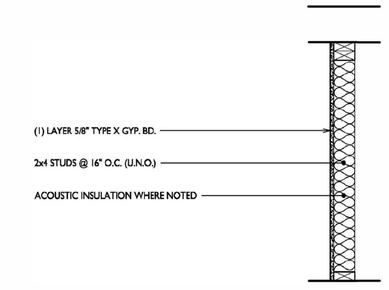
1 HR FIRE PARTITION U.L. DESIGN NO. U305



WALL TYPE: 1
UNRATED PARTITION

1 / A-4.1

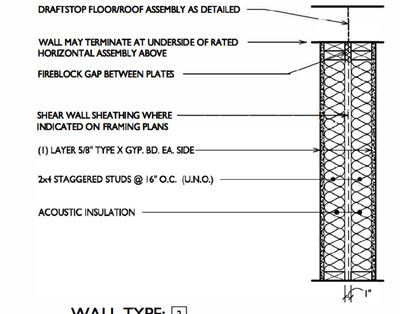
UNRATED WOOD STUD WALL



WALL TYPE: 6
FURRED WALL

6 / A-4.1

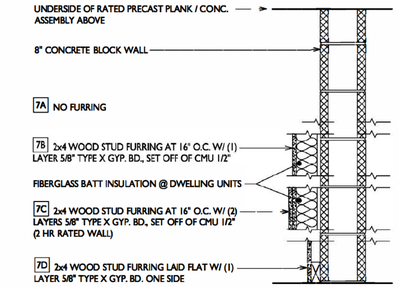
BEARING WALLS 1 HR RATED U.L. DESIGN NO. U341



WALL TYPE: 2
DWELLING UNIT SEPARATION WALL

2 / A-4.1

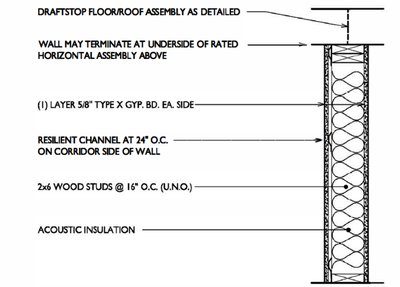
1 HR FIRE PARTITION U.L. DESIGN NO. U341
STC RATING - 53



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

7 / A-4.1

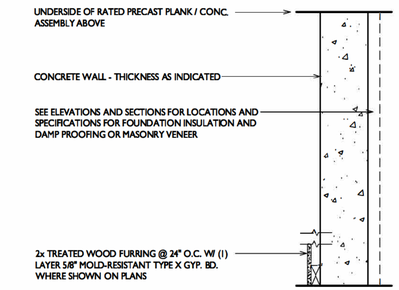
PER I.B.C. TABLE 720.1(2) ITEM 3 - 2 HR



WALL TYPE: 3
CORRIDOR WALL

3 / A-4.1

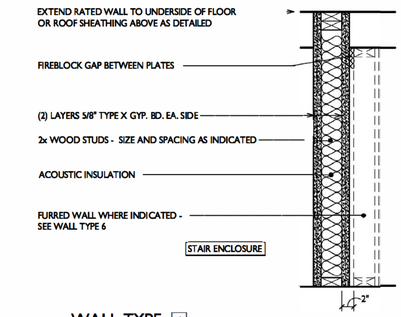
1 HR FIRE PARTITION U.L. DESIGN NO. U305
STC RATING - 53



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

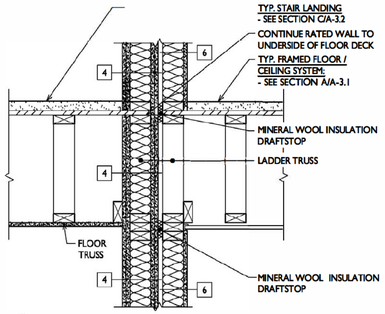
108 Whistle Street
Marshall, WI

SHEET TITLE
Wall Types & General Notes

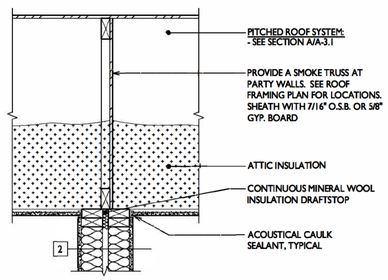
SHEET NUMBER
A-4.1

PROJECT NO. 2002

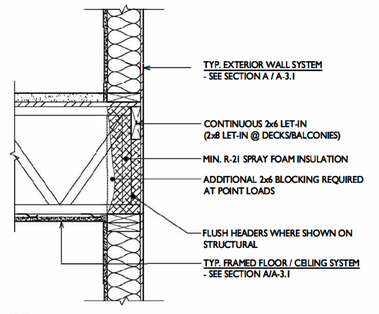
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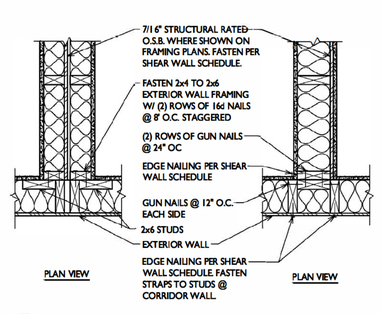
17 A-4.2 FIRE BARRIER @ FLOOR / CEILING
1" = 1'-0"



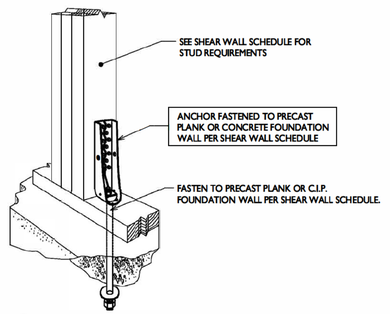
13 A-4.2 UNIT SEPARATION WALL @ ROOF/CEILING
1" = 1'-0"



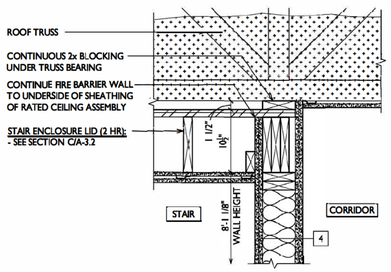
9 A-4.2 EXTERIOR RIM @ FLOOR TRUSS BEARING
1" = 1'-0"



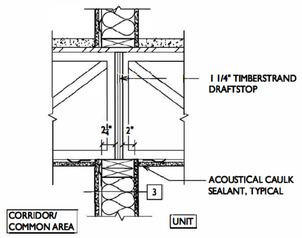
5 A-4.2 SHEAR WALL TRANSFER @ EXT. WALL
N.T.S.



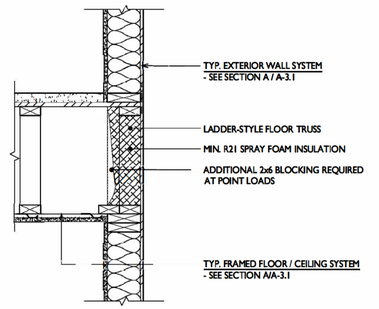
1 A-4.2 SHEAR WALL HOLDOWN ANCHOR
N.T.S.



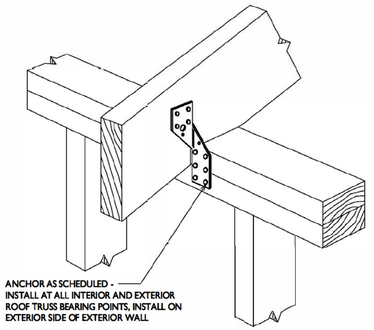
18 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



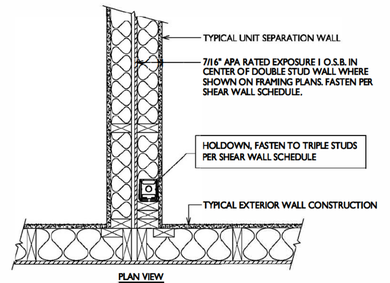
14 A-4.2 CORRIDOR WALL @ BEARING
1" = 1'-0"



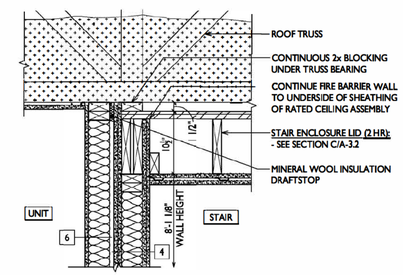
10 A-4.2 EXTERIOR RIM @ FLOOR LADDER TRUSS
1" = 1'-0"



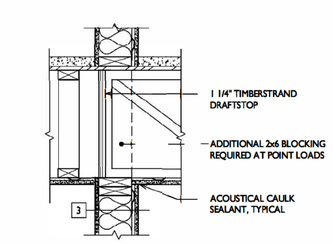
6 A-4.2 TRUSS ANCHOR
N.T.S.



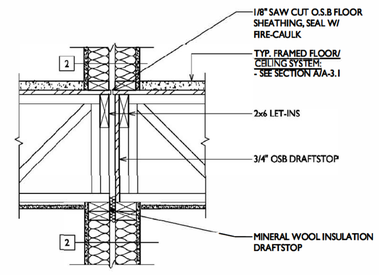
2 A-4.2 HOLDOWN ANCHOR AT EXTERIOR WALL INSTERSECTION
N.T.S.



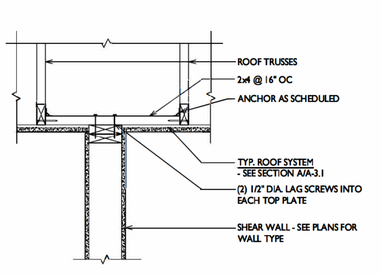
19 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



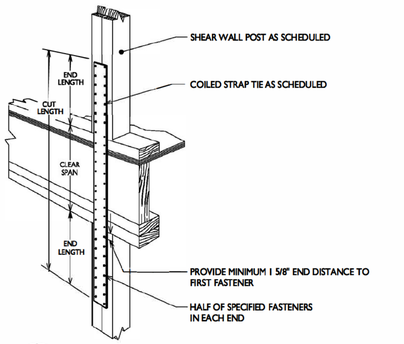
15 A-4.2 CORRIDOR WALL @ MIXED BEARING
1" = 1'-0"



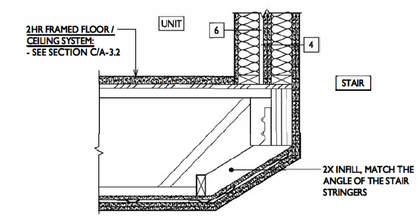
11 A-4.2 UNIT SEPARATION WALL @ BEARING
1" = 1'-0"



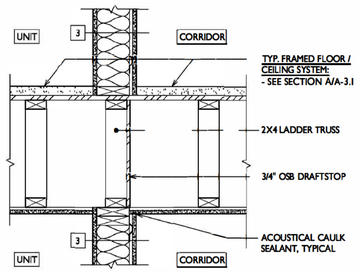
7 A-4.2 SHEAR WALL CONNECTION TO ROOF
N.T.S.



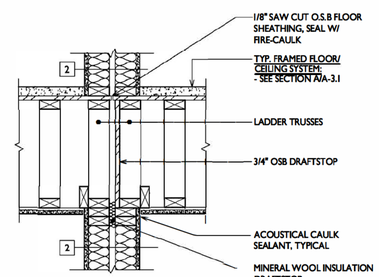
3 A-4.2 SHEAR WALL STRAP TIE
N.T.S.



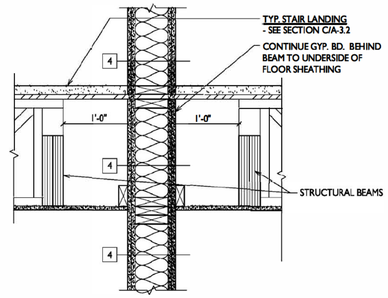
20 A-4.2 CEILING AT UNIT/STAIR AT THIRD FLOOR
1" = 1'-0"



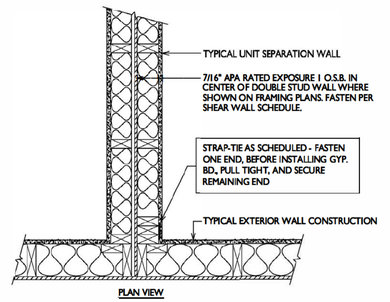
16 A-4.2 CORRIDOR WALL @ NON-BEARING
1" = 1'-0"



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

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

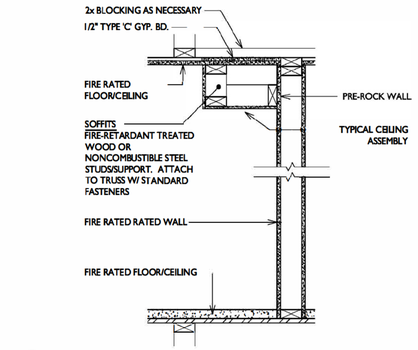
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

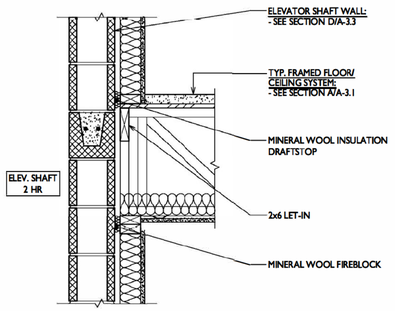
SHEET NUMBER
A-4.2

PROJECT NO. 2002

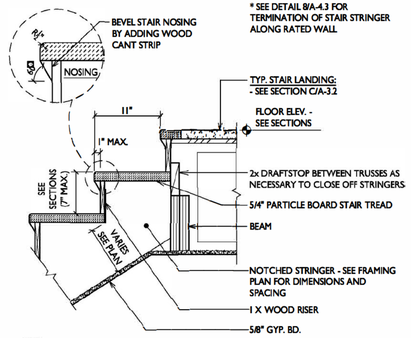
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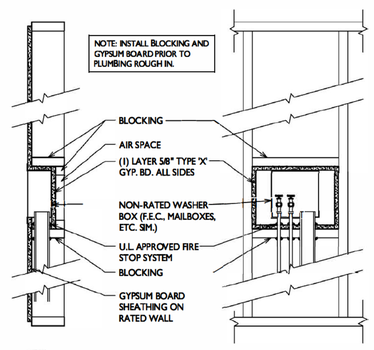
17 A-4.3 CONCEALED SPACES
N.T.S.



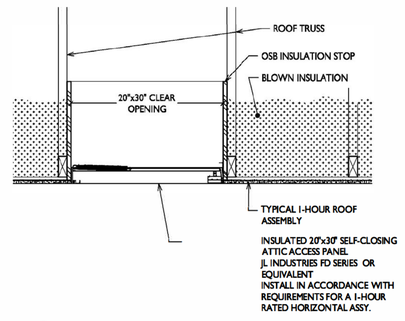
13 A-4.3 TRUSS BEARING @ ELEV. SHAFT
1" = 1'-0"



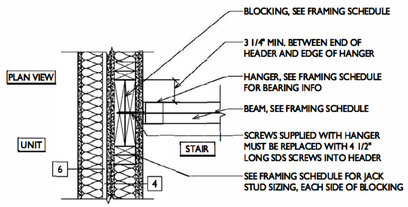
9 A-4.3 TYP. STAIR CONSTRUCTION
1" = 1'-0"



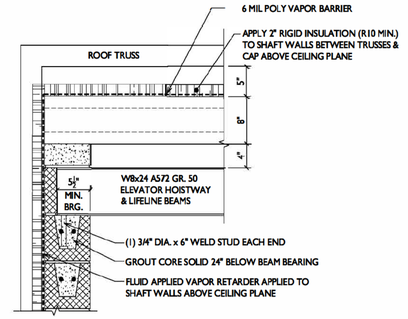
5 A-4.3 1 HR RATED @ WALL PENETRATIONS
1" = 1'-0"
INCLUDING WASHER BOXES, FIRE EXTINGUISHER CABINETS, MAILBOXES, ETC.



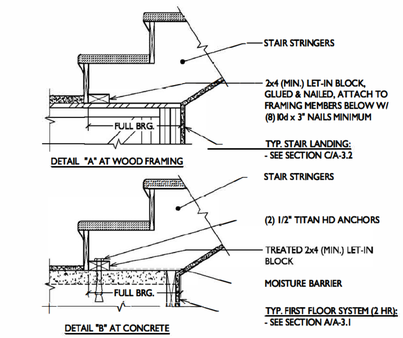
1 A-4.3 1 HR ATTIC ACCESS PANEL
1" = 1'-0"



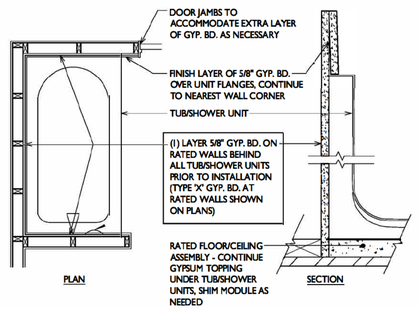
18 A-4.3 HANGER AT 2 HR FIRE BARRIER
1" = 1'-0"



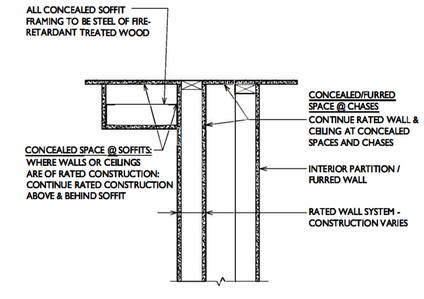
14 A-4.3 ELEVATOR HOISTWAY / LIFELINE BEAM BEARING
1" = 1'-0"



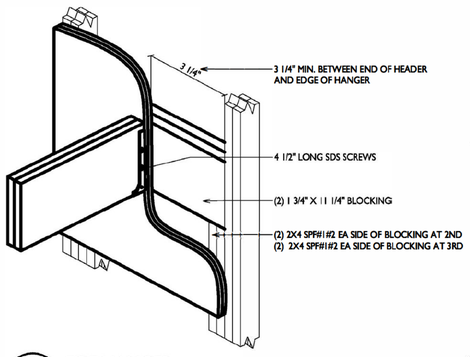
10 A-4.3 STRINGER TO LANDING CONNECTION
1" = 1'-0"



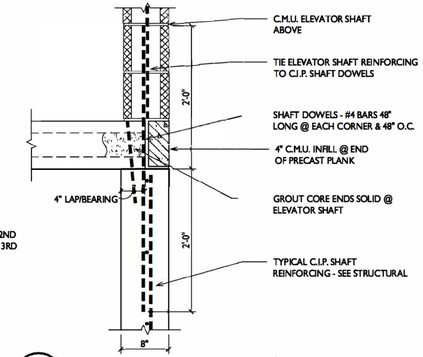
6 A-4.3 GYP. BD. @ ALL BATHTUBS/SHOWERS
N.T.S.



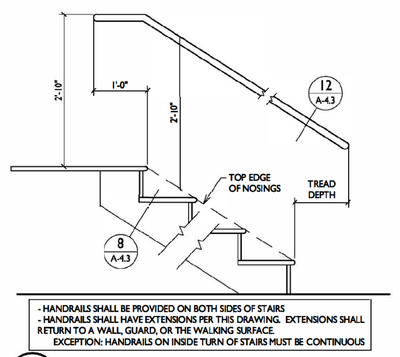
2 A-4.3 CONCEALED SPACES
N.T.S.



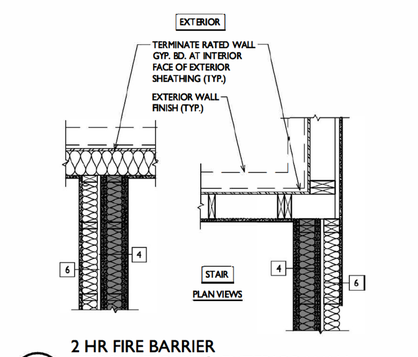
19 A-4.3 FIRE HANGER
1" = 1'-0"



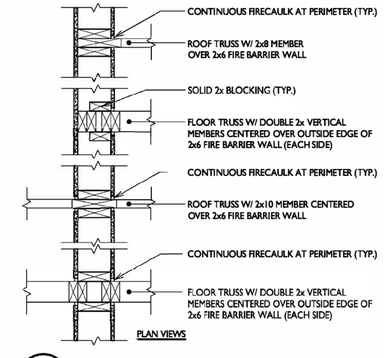
15 A-4.3 PRECAST INTERSECTON @ ELEV. SHAFT
1" = 1'-0"



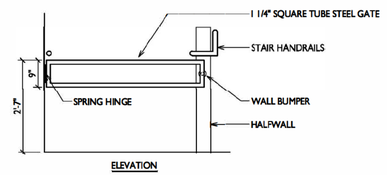
11 A-4.3 TYP. STAIR HANDRAILS
3/4" = 1'-0"



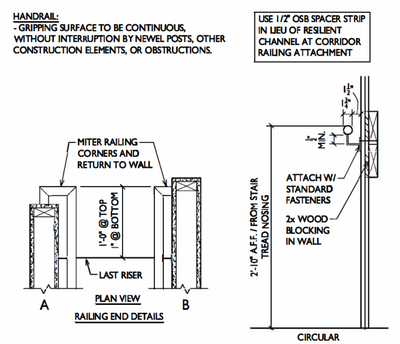
7 A-4.3 2 HR FIRE BARRIER TERMINATIONS @ EXTERIOR WALL
3/4" = 1'-0"



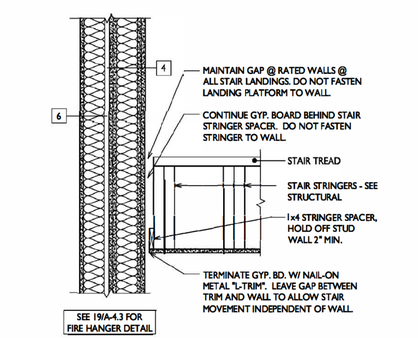
3 A-4.3 TRUSS PENETRATION OF FIRE BARRIER
1" = 1'-0"



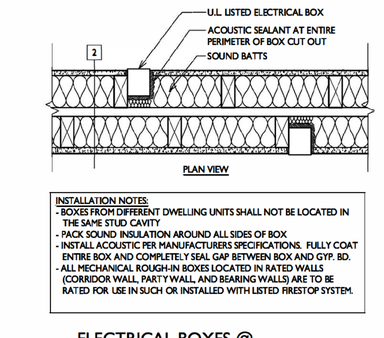
16 A-4.3 STAIR BARRIER GATE
1/2" = 1'-0"



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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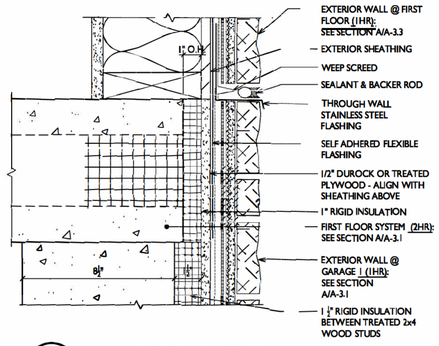
108 Whistle Street
Marshall, WI

SHEET TITLE
Details

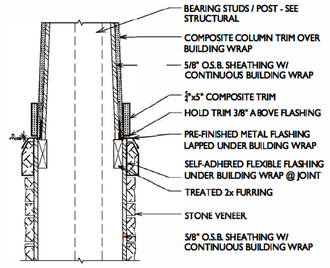
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A-4.3

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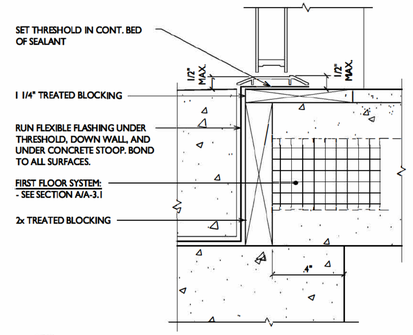
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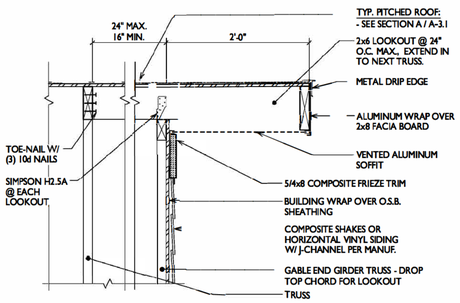
12 A-4.4 **STONE @ END OF PLANK**
3" = 1'-0"



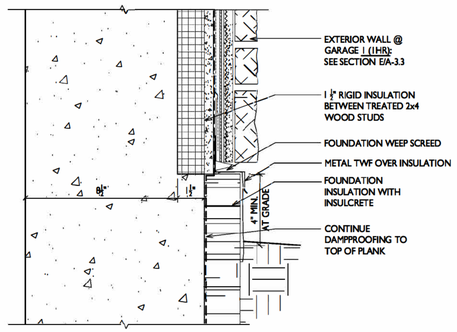
9 A-4.4 **COLUMN @ STONE VENEER**
1" = 1'-0"



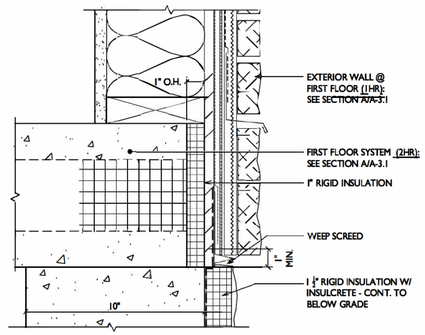
5 A-4.4 **STOREFRONT DOOR @ FLUSH STOOP**
3" = 1'-0"



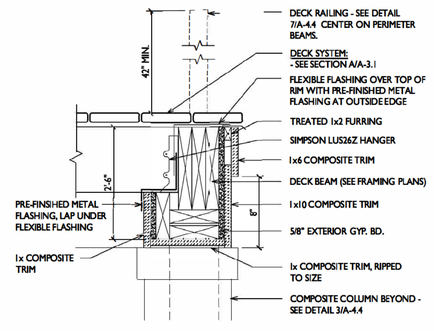
1 A-4.4 **ROOF RAKE @ SIDING**
1" = 1'-0"



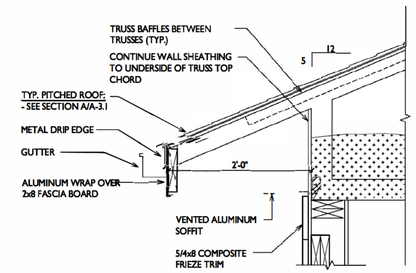
13 A-4.4 **STONE W/ LEDGE @ GRADE**
3" = 1'-0"



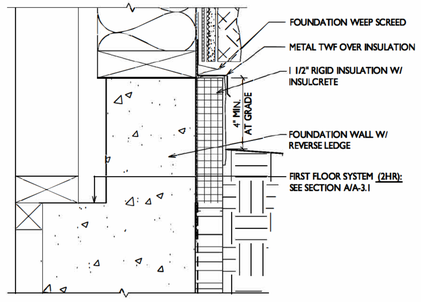
10 A-4.4 **STONE / INSULCRETE TRANSITION**
3" = 1'-0"



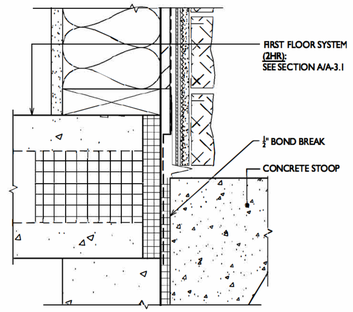
6 A-4.4 **DECK / BALCONY EDGE**
1 1/2" = 1'-0"



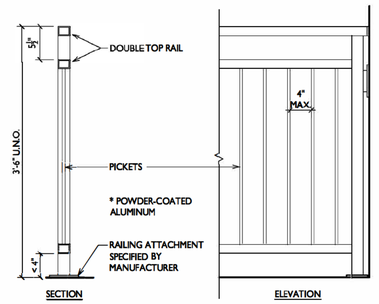
2 A-4.4 **ROOF EAVE DETAIL**
1" = 1'-0"



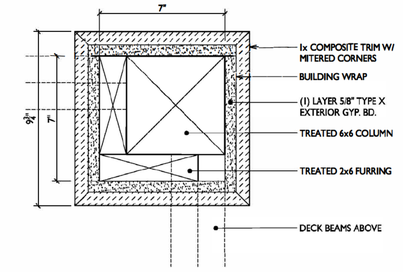
14 A-4.4 **STONE W/ FRAMING @ GRADE**
3" = 1'-0"



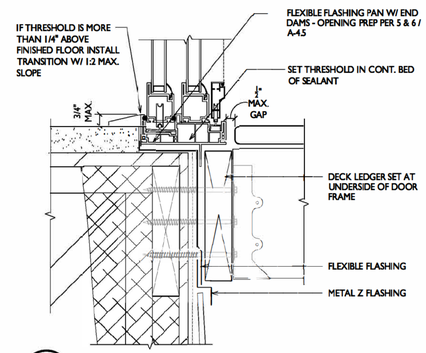
11 A-4.4 **WALL @ DROPPED STOOP**
3" = 1'-0"



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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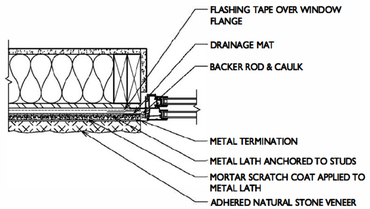
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Marshall, WI

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Details

SHEET NUMBER
A-4.4

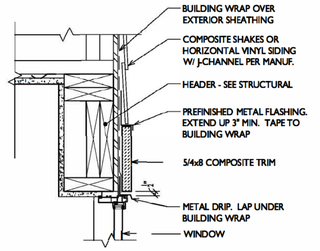
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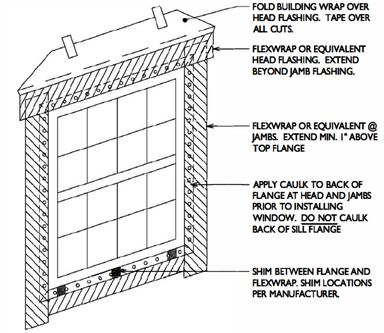


17 A-4.5 WINDOW JAMB @ STONE VENEER
1 1/2" = 1'-0"

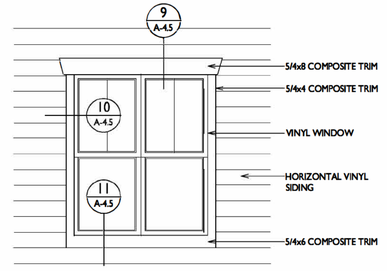
13 A-4.5 NOT USED



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

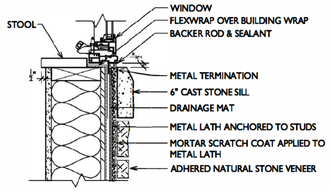


5 A-4.5 OPENING FLASHING
1 1/2" = 1'-0"



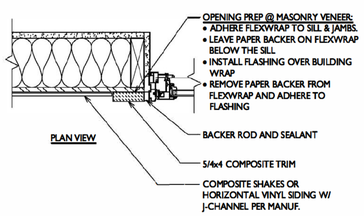
1 A-4.5 WINDOW ELEVATION AT HORIZONTAL VINYL SIDING
3/8" = 1'-0"

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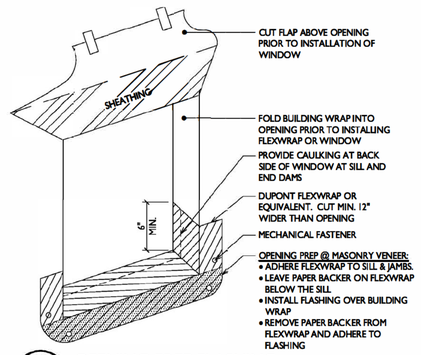


18 A-4.5 WINDOW SILL @ STONE VENEER
1 1/2" = 1'-0"

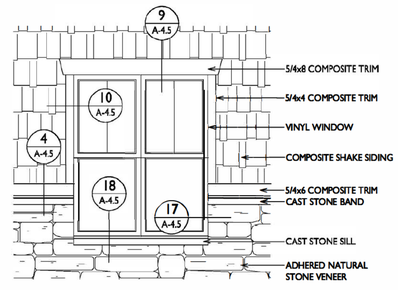
14 A-4.5 NOT USED



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

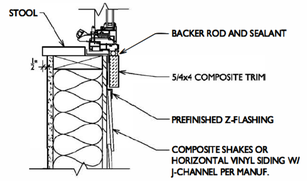


6 A-4.5 OPENING PREP FLASHING
1 1/2" = 1'-0"



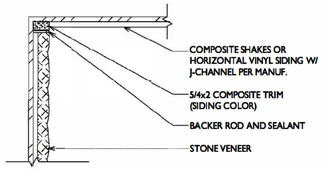
2 A-4.5 WINDOW ELEVATION AT SHAKE SIDING / STONE VENEER TRANSITION
3/8" = 1'-0"

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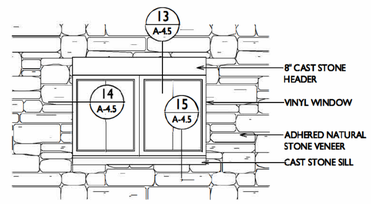


15 A-4.5 NOT USED

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

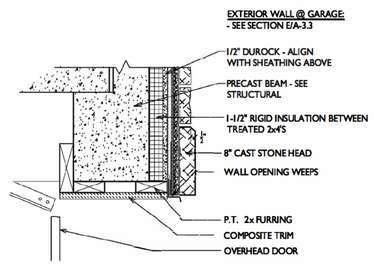


7 A-4.5 STONE / SIDING TRANSITION
1 1/2" = 1'-0"

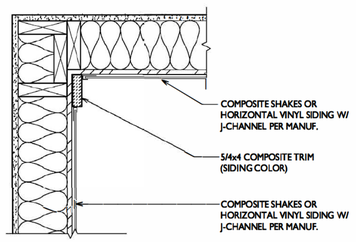


3 A-4.5 WINDOW ELEVATION AT STONE VENEER
3/8" = 1'-0"

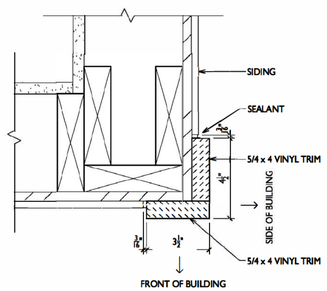
PROJECT TITLE
Whistling Ridge Building #3



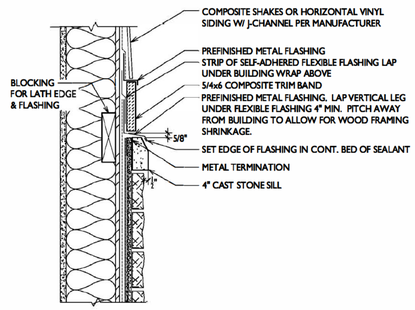
16 A-4.5 OVERHEAD DOOR AT GARAGE
1 1/2" = 1'-0"



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"

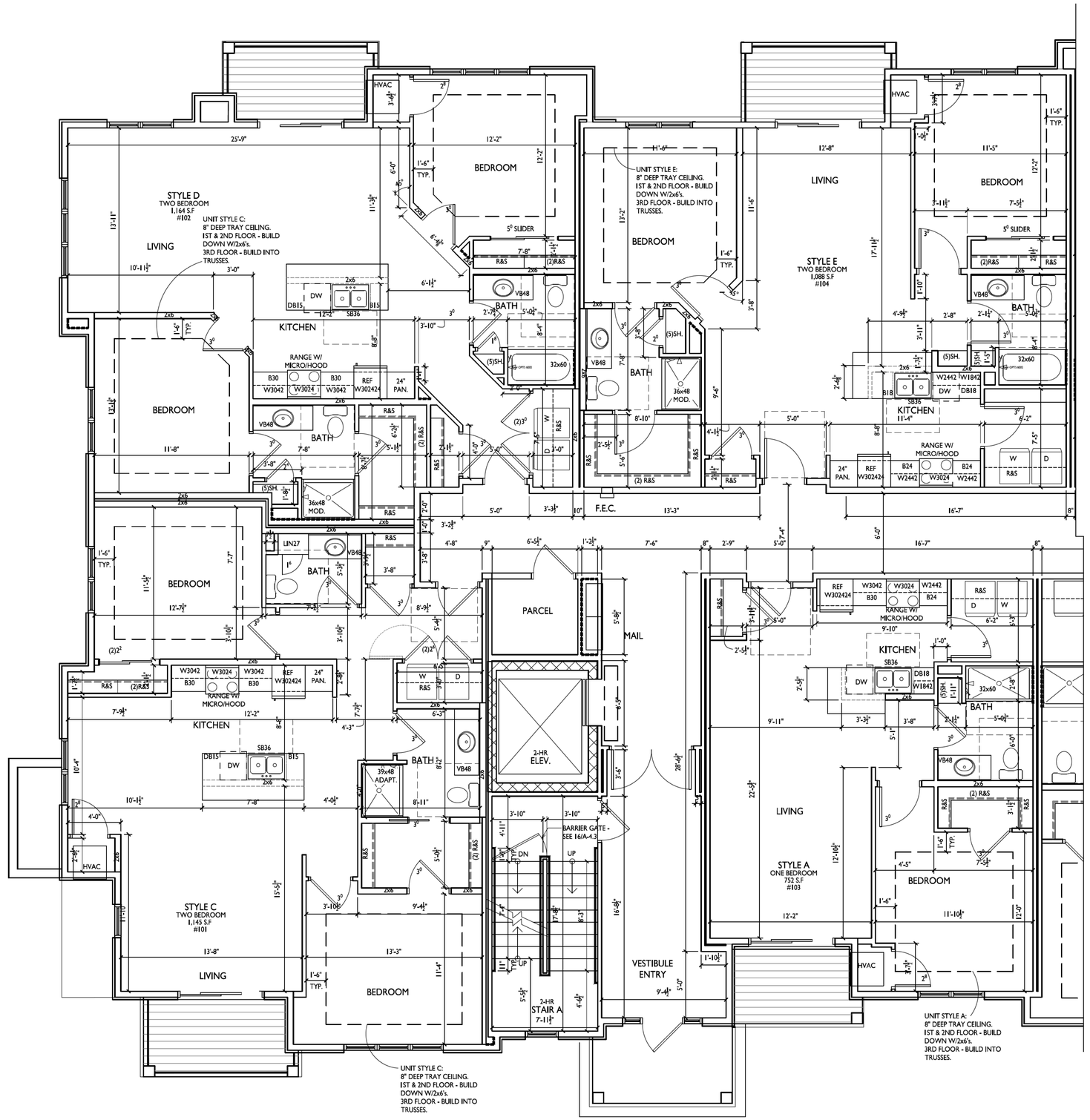
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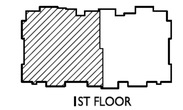
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1 A-5.1 ENLARGED FIRST FLOOR PLAN

1/4" = 1'-0"

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1ST FLOOR

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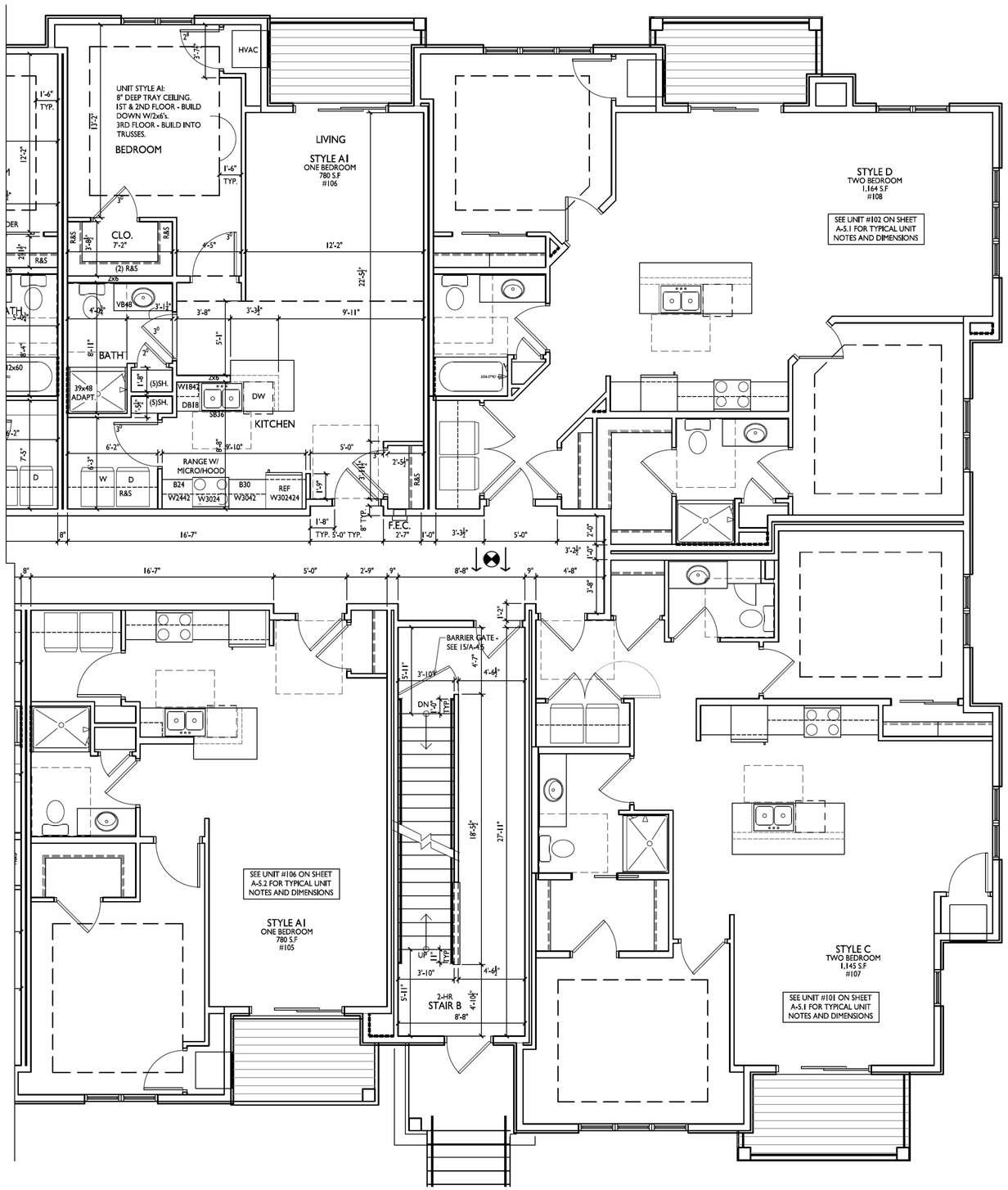
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Marshall, WI

SHEET TITLE
Enlarged First Floor Plan

SHEET NUMBER
A-5.1

PROJECT NO. 2002

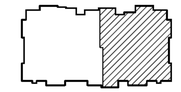
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1 A-5.2 ENLARGED FIRST FLOOR PLAN

1/4" = 1'-0"

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1ST FLOOR

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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

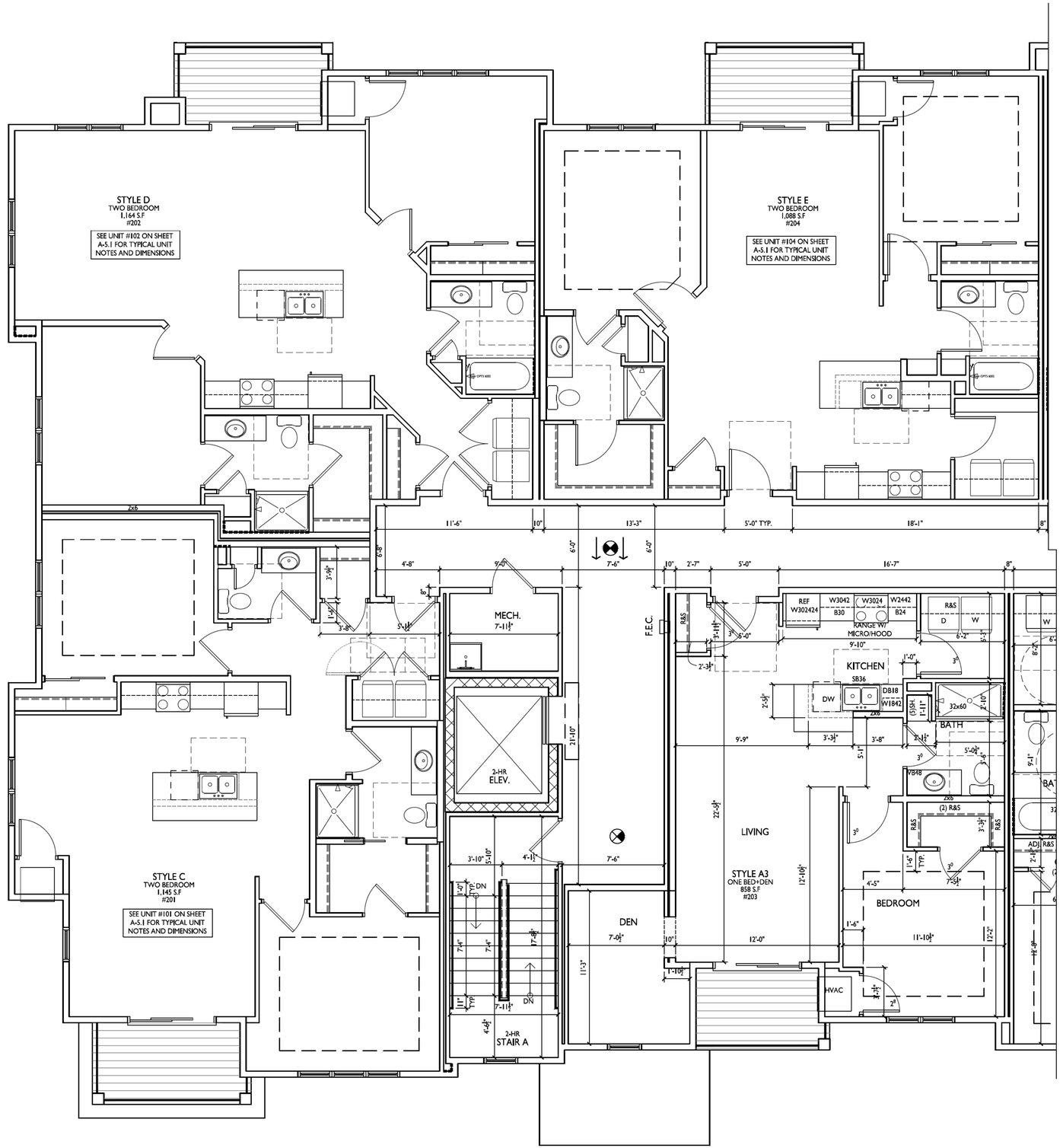
SHEET TITLE
Enlarged First
Floor Plan

SHEET NUMBER

A-5.2

PROJECT NO. 2002

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1 A-5.3 ENLARGED SECOND FLOOR PLAN

1/4" = 1'-0"

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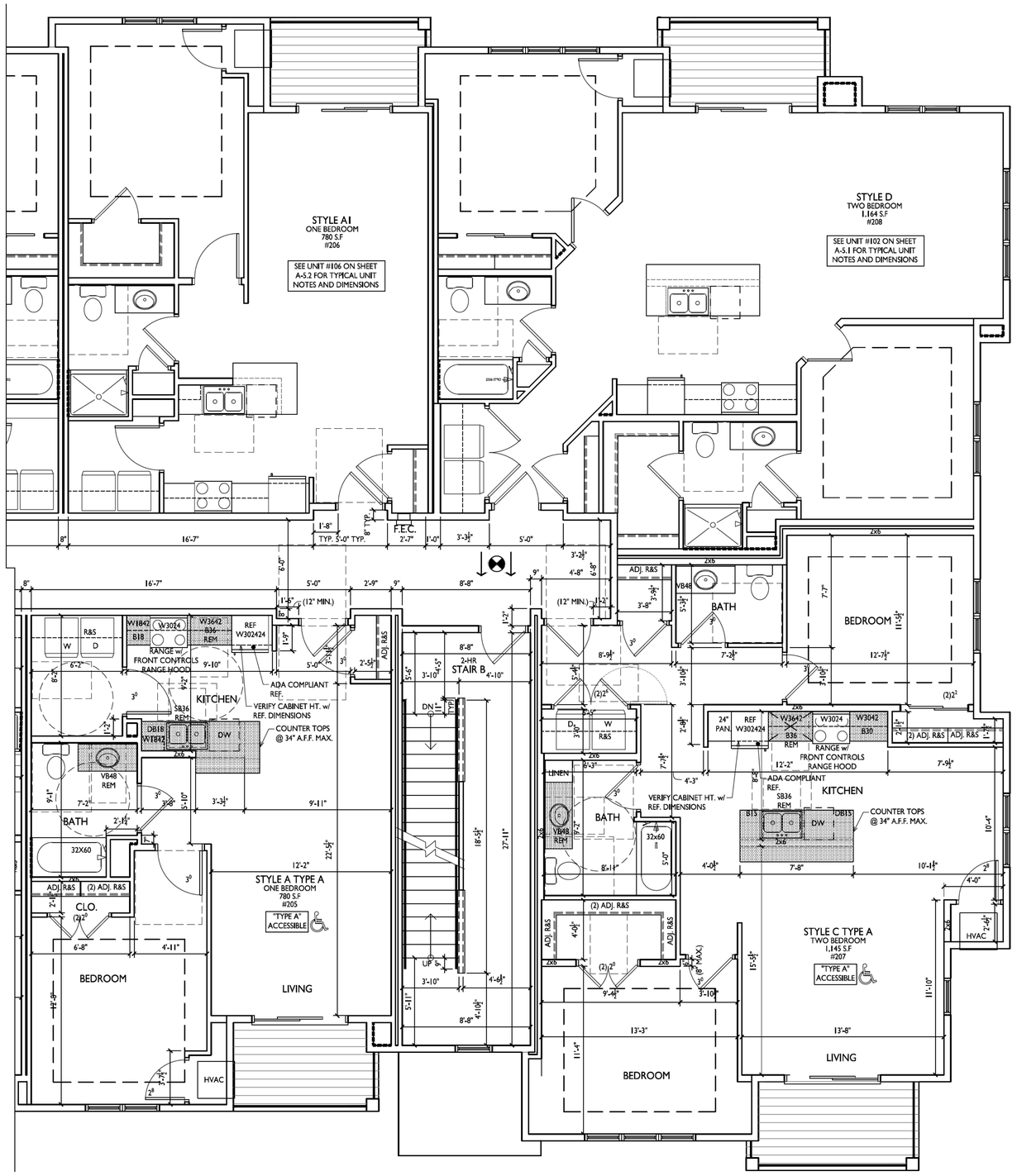
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Enlarged Second Floor Plan

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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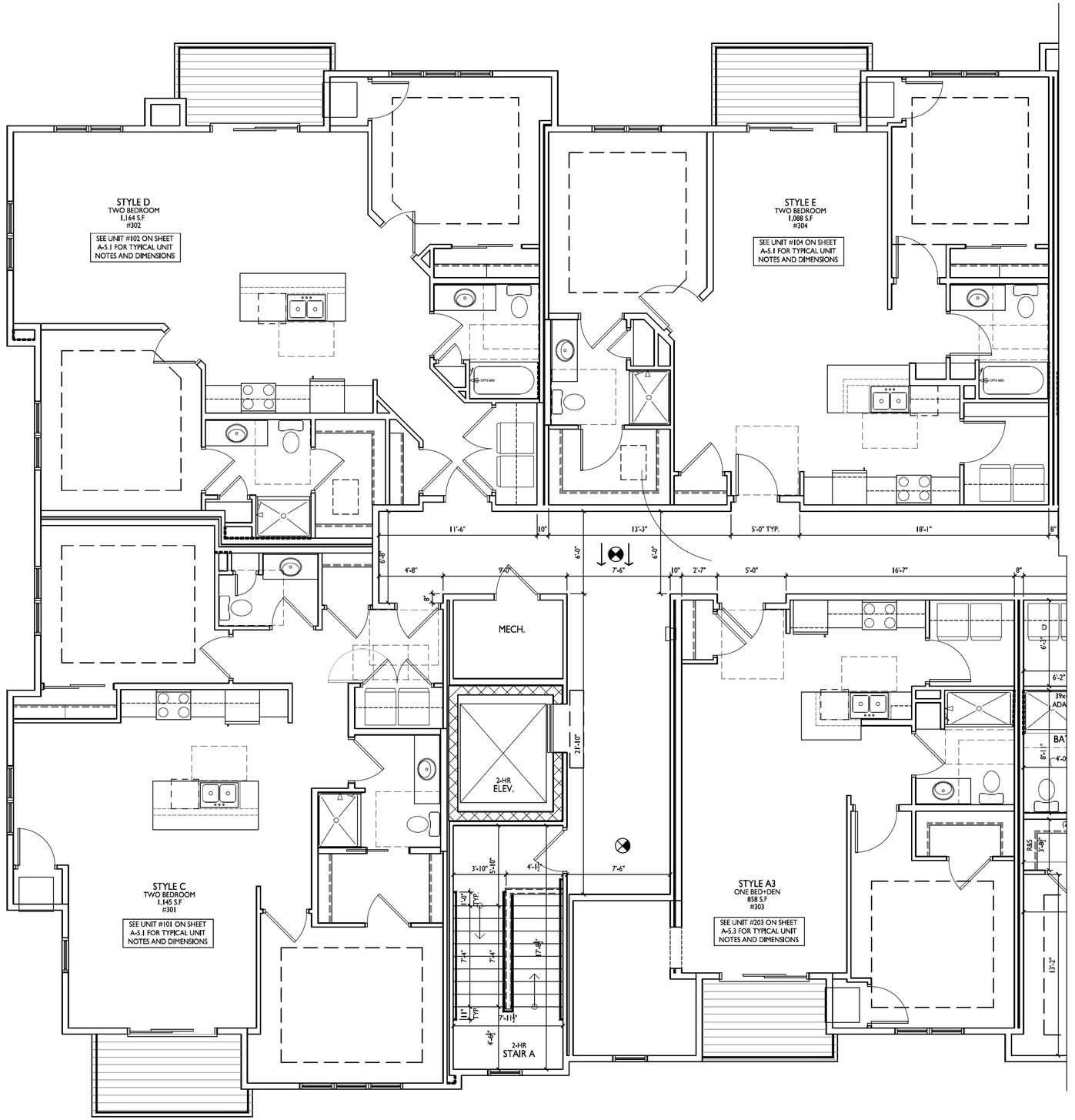
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SHEET TITLE
Enlarged Second Floor Plan

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

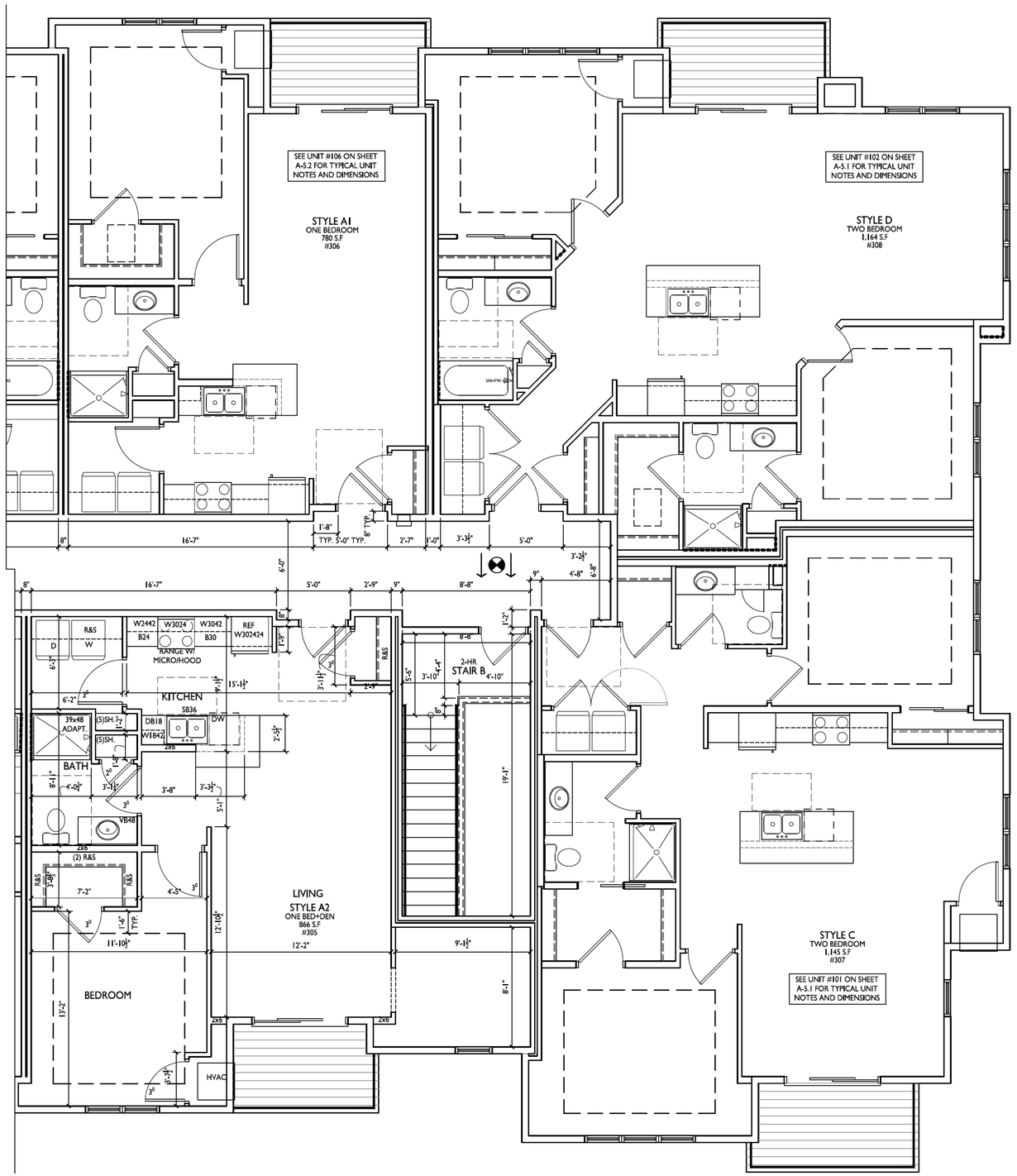
108 Whistle Street
Marshall, WI

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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Phone: 608.836.3690
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Middleton, WI 53562

3RD FLOOR

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged Third
Floor Plan

SHEET NUMBER
A-5.6

PROJECT NO. 2002

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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 & SIGNAGE SCHEDULE GENERAL NOTES

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

DOOR SCHEDULE ABBREVIATIONS:

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

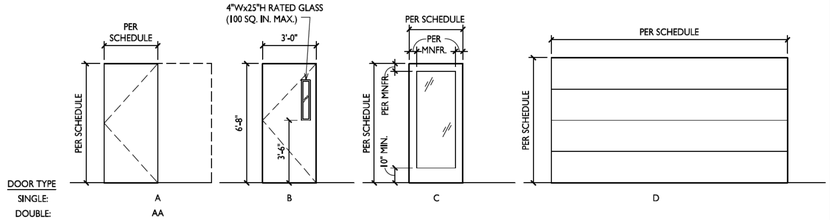


INTERIOR STAIR SIGNAGE EXAMPLE

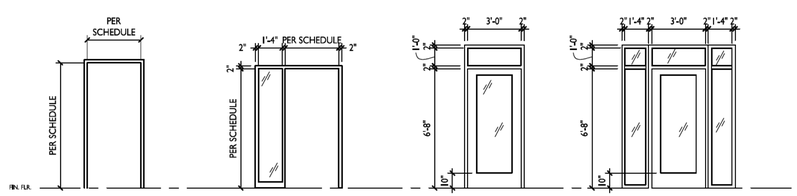
GENERAL WINDOW NOTES:

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

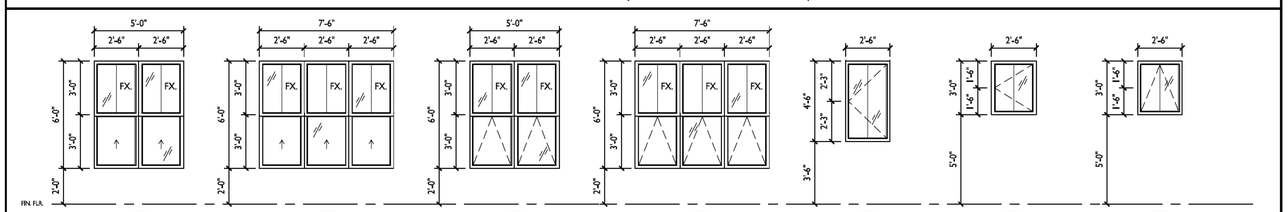
DOOR ELEVATIONS



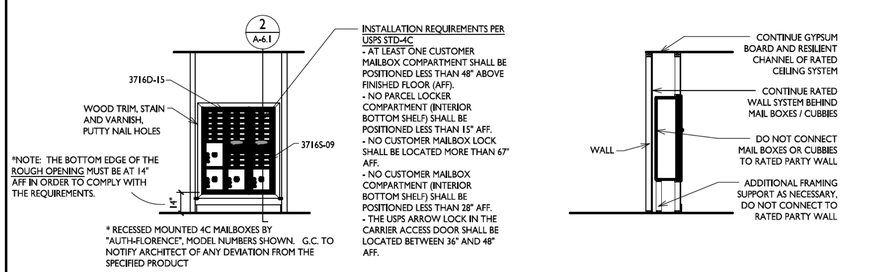
DOOR FRAME ELEVATIONS



WINDOW SCHEDULE (U-VALUE .27 MINIMUM)



MAILBOXES



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

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

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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:

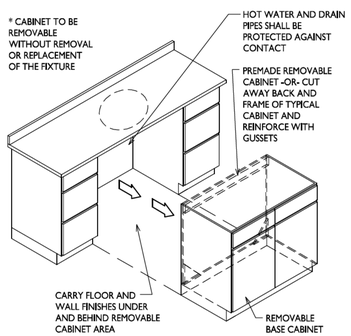
1. PROVIDE 30"x48" CLEAR FLOOR SPACE FOR PARALLEL APPROACH AT SINK AND APPLIANCES AS SHOWN ON PLANS.
2. PROVIDE SLIDE-IN RANGE.

LAUNDRY - SEE DETAILS HC8 / A7.2:

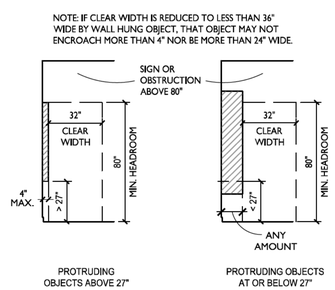
1. WASHERS AND DRYERS TO HAVE FLEXIBLE HOSE AND VENT (METAL) CONNECTIONS ALLOWING UNITS TO SLIDE FORWARD TO BE FLUSH WITH OUTSIDE FACE OF LAUNDRY CLOSET WHERE APPLICABLE.
2. SEE DETAILS FOR CLEARANCES FOR THE DIFFERENT TYPES OF WASHERS AND DRYERS (FRONT LOADING VS. TOP LOADING).

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

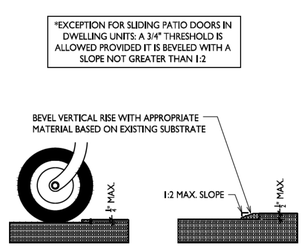
1. PROVIDE 30"x48" MANEUVERING CLEAR FLOOR SPACE IN FRONT OF BATHROOM FIXTURES AS INDICATED ON FLOOR PLANS AND IN DETAIL.S.
2. PROVIDE A 30"x48" CLEAR FLOOR SPACE WITHIN THE BATHROOM OUTSIDE THE SWING OF THE DOOR. IF TWO DOORS ARE PROVIDED, CFS NEEDS TO BE OUTSIDE THE SWING OF ONLY ONE DOOR.
3. ALL BATHTUBS 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.



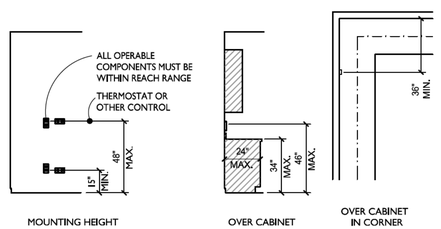
HC5 / A-7.1 REMOVABLE BASE CABINET
N.T.S.



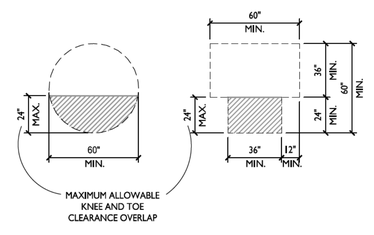
HC4 / A-7.1 PROJECTING OBJECTS
N.T.S.



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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8401 Greenway Blvd., Suite 900
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ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

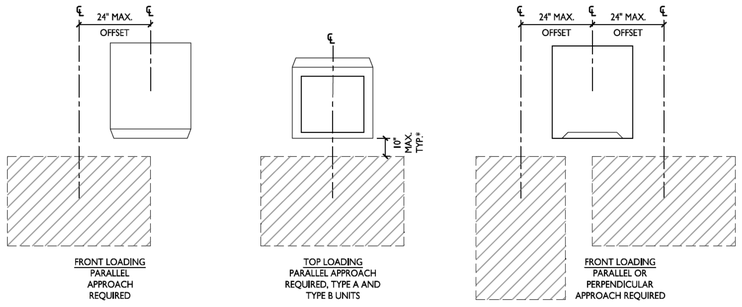
108 Whistle Street
Marshall, WI

SHEET TITLE
Accessibility Requirements

SHEET NUMBER
A-7.1

PROJECT NO. 2002

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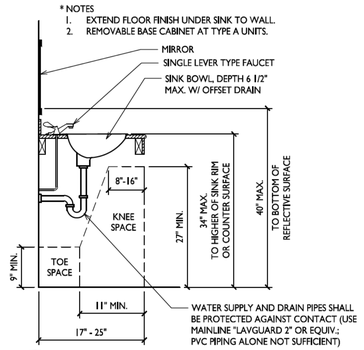
FRONT LOADING @ TYPE A UNITS

TOP LOADING @ TYPE A AND TYPE B UNITS

FRONT LOADING @ TYPE B UNITS

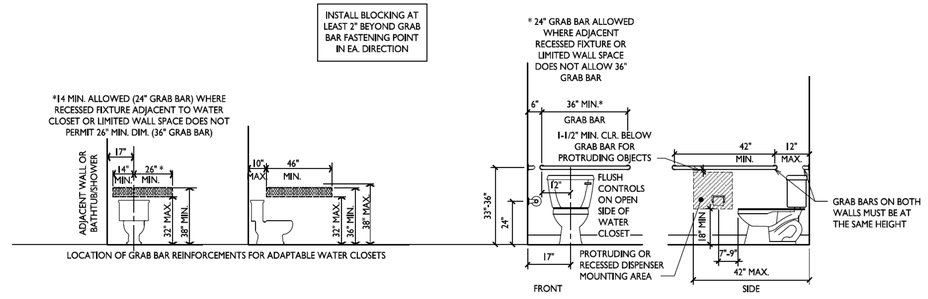
HC8 A-7.2 **LAUNDRY EQUIPMENT CLEARANCES**

N.T.S.



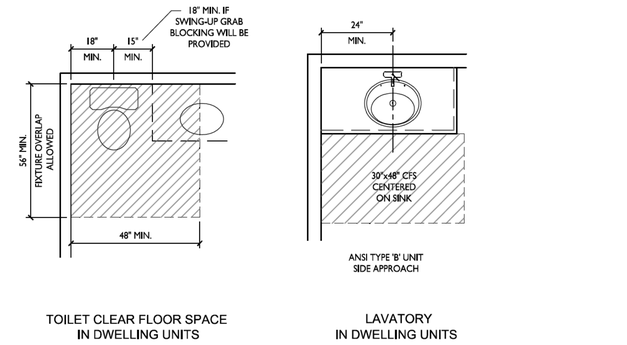
HC7 A-7.2 **VANITY KNEE / TOE CLEARANCE**

N.T.S.



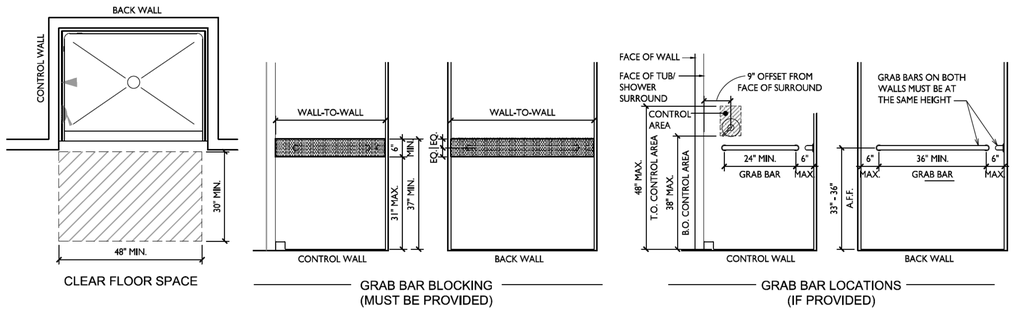
HC6 A-7.2 **TOILET GRAB BARS AND BLOCKING**

N.T.S.

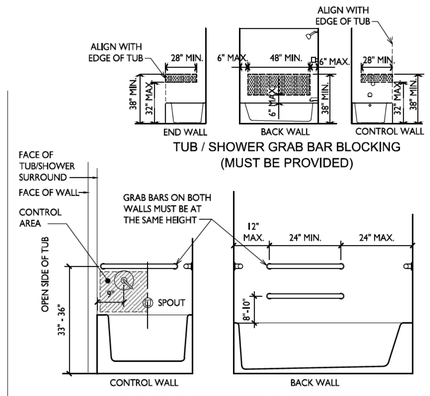


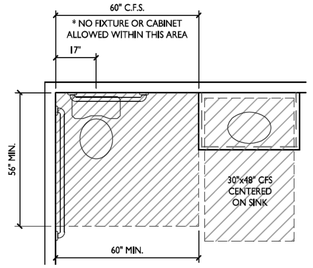
TOILET CLEAR FLOOR SPACE IN DWELLING UNITS

LAVATORY IN DWELLING UNITS



ADAPTABLE SHOWER

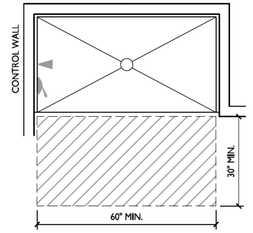


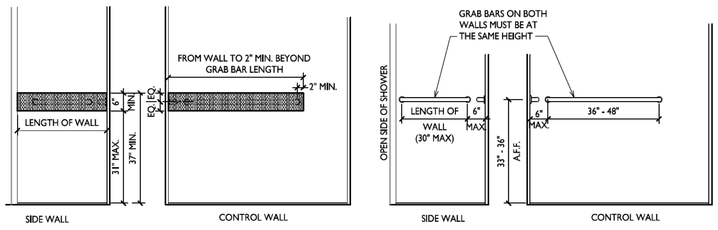


COMMON AREA BATHROOM

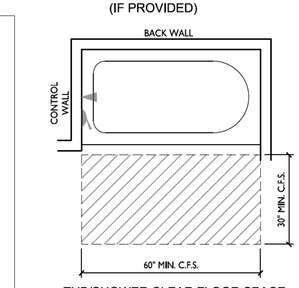
HC10 A-7.2 **BATHROOM FIXTURE CLEARANCES**

N.T.S.





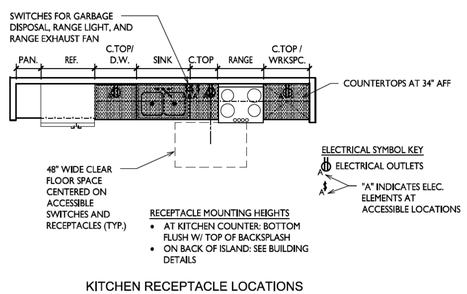
STANDARD SHOWER



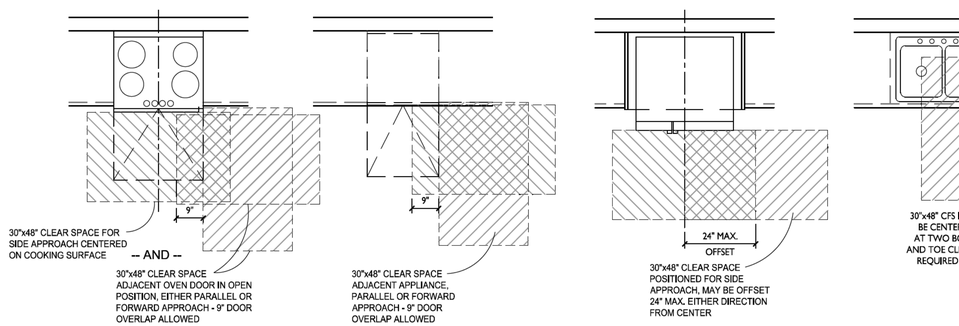
BATHTUB / SHOWER

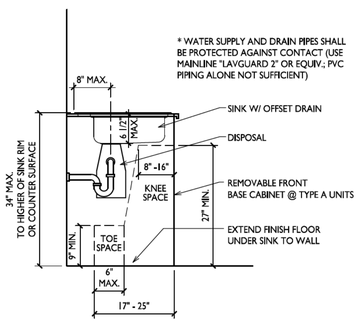
HC9 A-7.2 **BATHTUB / SHOWER GRAB BAR BLOCKING AND CLEAR FLOOR SPACE**

N.T.S.



KITCHEN RECEPTACLE LOCATIONS





HC11 A-7.2 **KITCHEN CLEARANCES**

N.T.S.

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ISSUED
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PROJECT TITLE
Whistling Ridge
Building #3

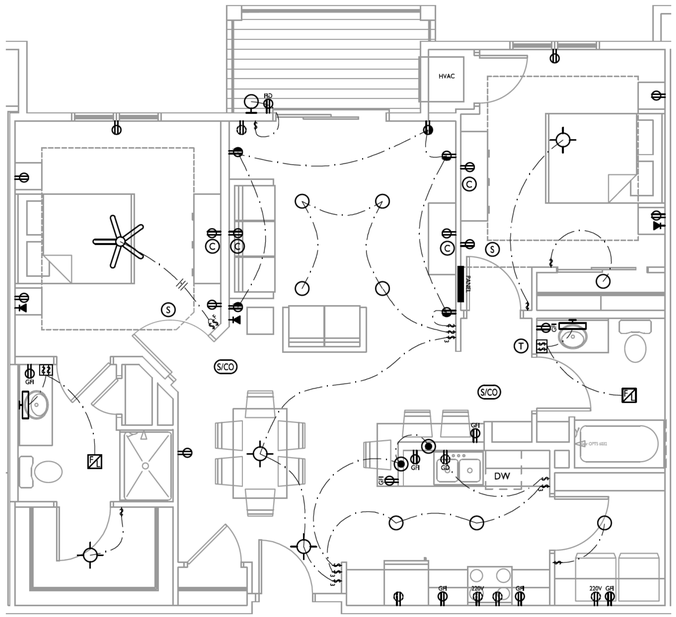
108 Whistle Street
Marshall, WI

SHEET TITLE
Accessibility
Details

SHEET NUMBER
A-7.2

PROJECT NO. 2002

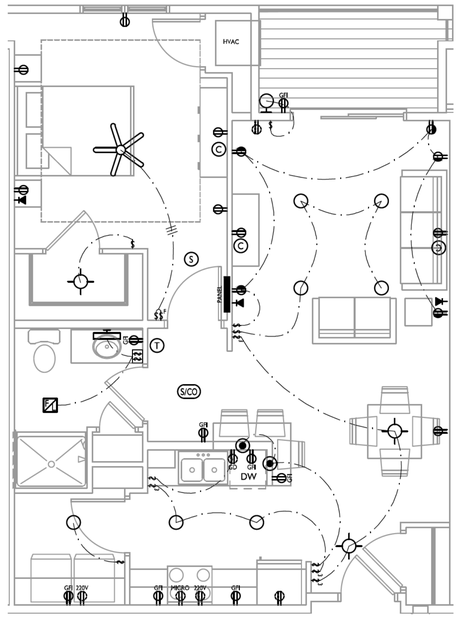
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2 A-8.1

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.

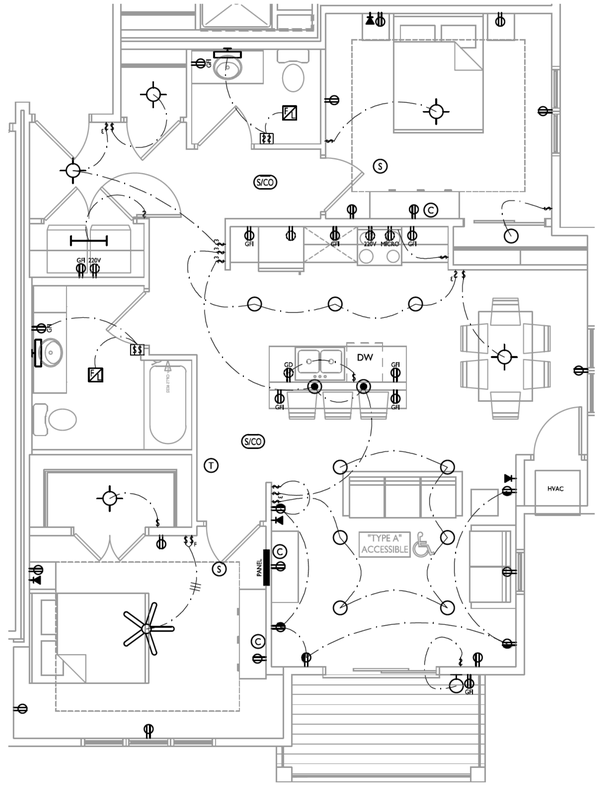
TYPICAL MOUNTING HEIGHTS (A.F.F.)

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.

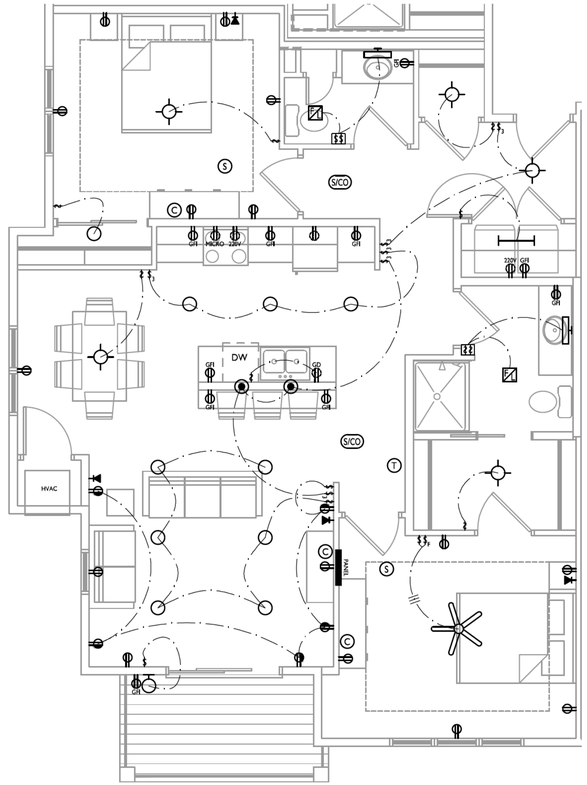
- PANEL — ELECTRICAL PANEL
- DUPLEX RECEPTACLE
- HALF-SWITCHED RECEPTACLE
- GFI RECEPTACLE
- WEATHERPROOF RECEPTACLE
- GARBAGE DISPOSAL RECEPTACLE
- 220V — 220V RECEPTACLE
- CEILING RECEPTACLE
- C — CABLE JACK
- T — THERMOSTAT
- PHONE JACK
- EXHAUST FAN / LIGHT
- S — SMOKE DETECTOR
- CO — CARBON MONOXIDE 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

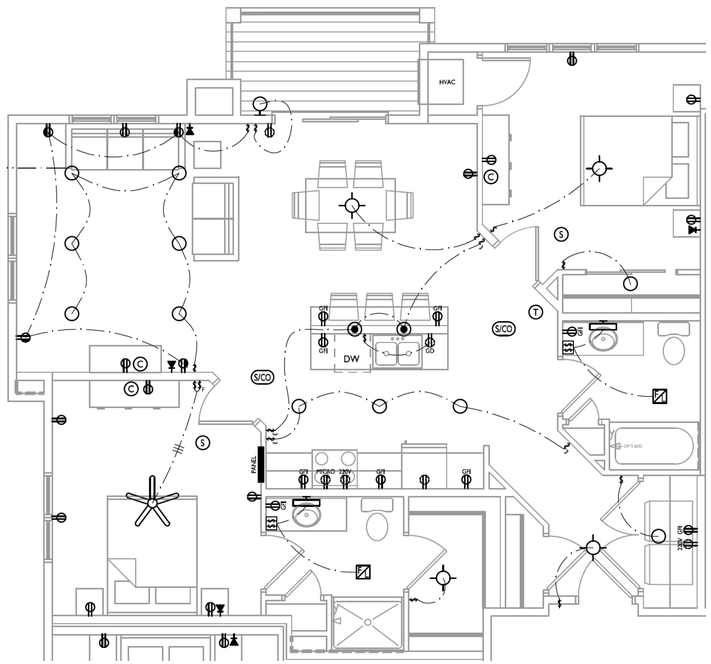
1/4"=1'-0"



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"

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

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

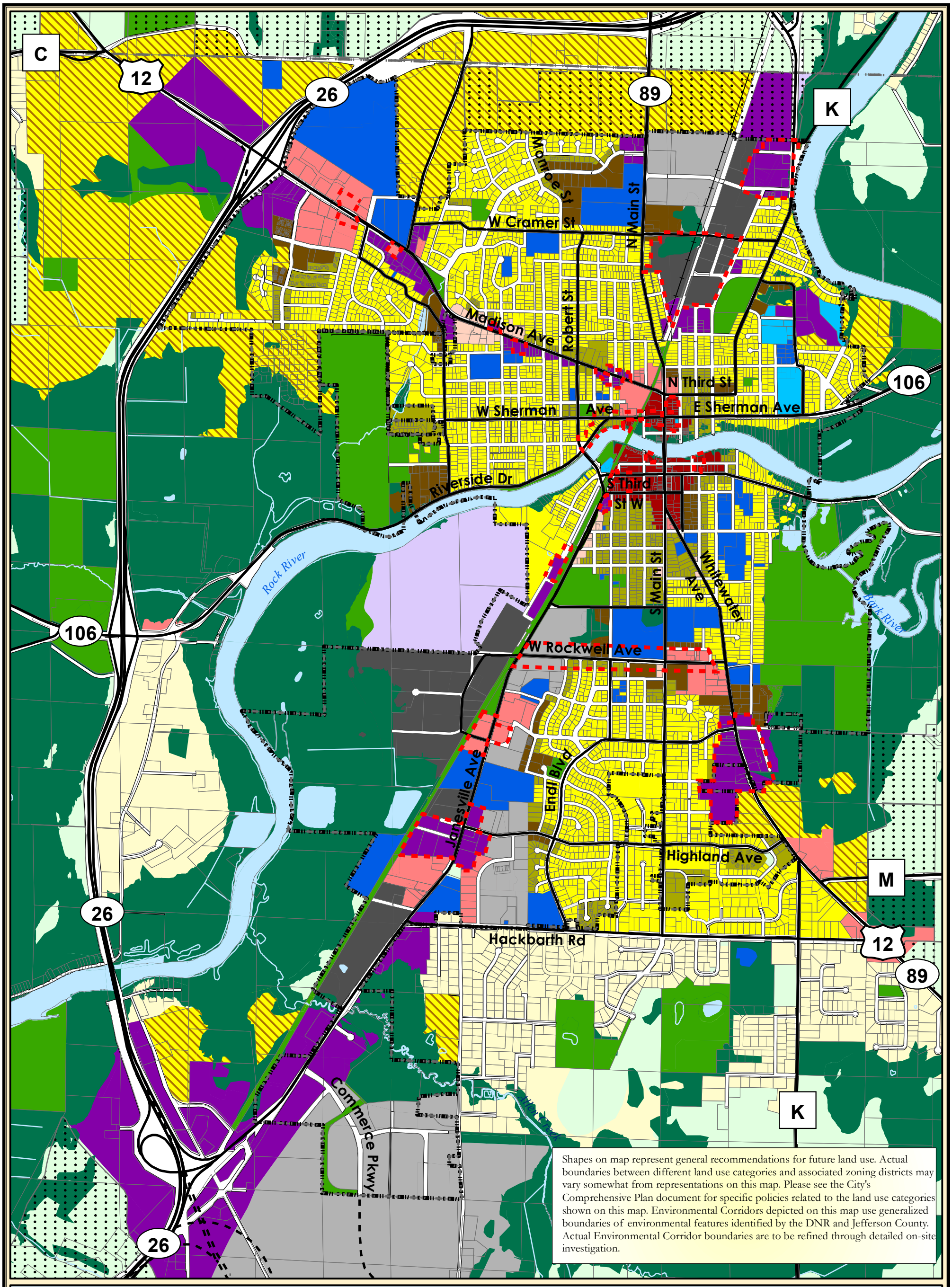
108 Whistle Street
Marshall, WI

SHEET TITLE
Device Placement Plan

SHEET NUMBER
A-8.1

PROJECT NO. 2002

© Knothe & Bruce Architects, LLC


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


E Cramer St
Clarence St
Jefferson St
Heth St
Clover Ln
ROGERS ST
Co Rd K
Rogers St
Hake St
HAKE ST
McMillen St
Handeyside Ln
Ralph St
CURTIS CIR
SCHUMACHER WA
High St
GLENVIEW CT
FLORENCE ST
Florence
Memorial Dr
Wilcox St
N FOURTH ST
Armenia St
N 3rd St
State Hwy 26
N High St
E SHERMAN AVE
State Hwy 106
Edgewater Rd
State Hwy 106

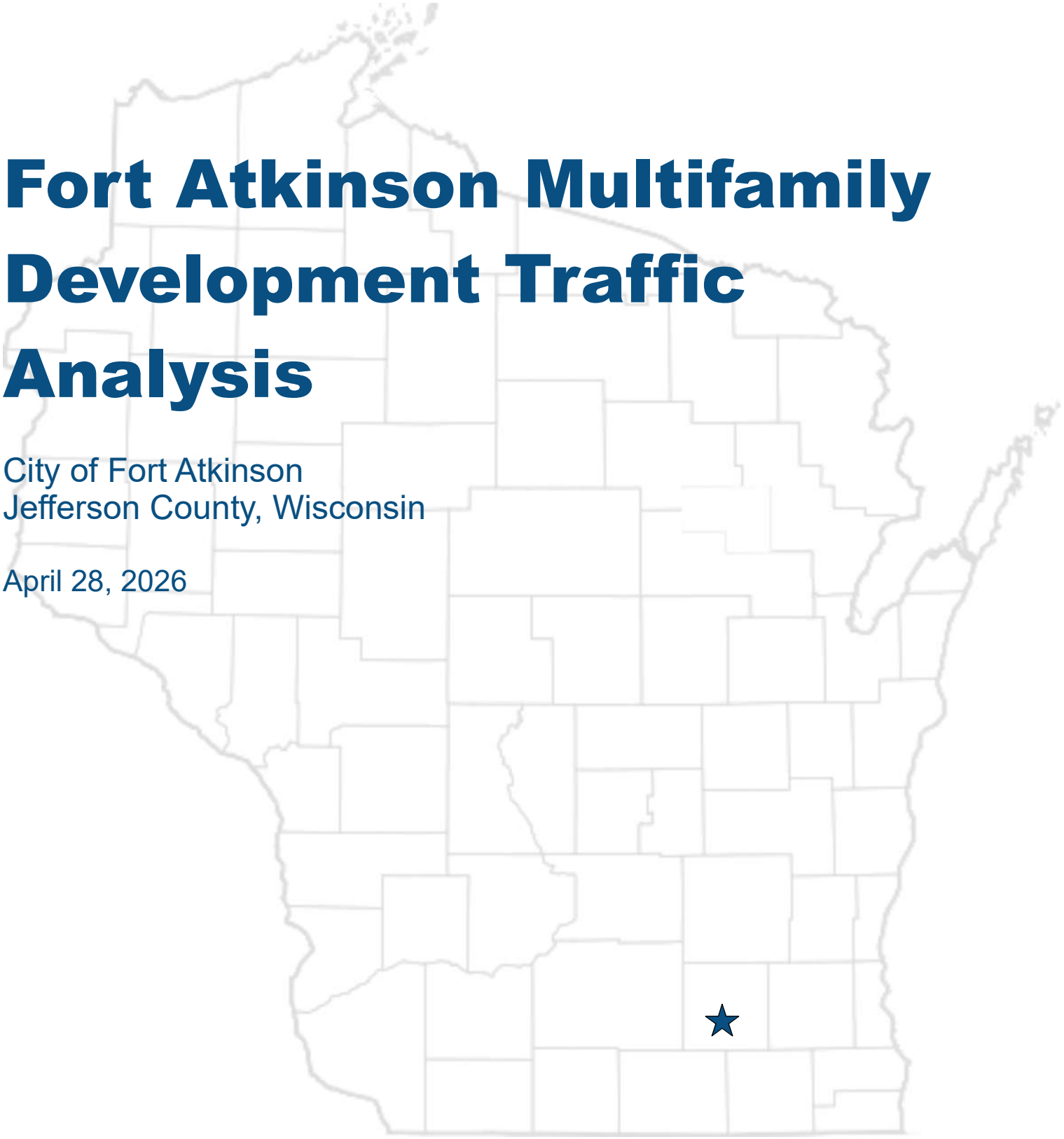
TRAFFIC ANALYSIS & DESIGN, INC.

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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.
Hobart, WI 54155
Contact Person: Brad Treml

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

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

Daniel C. Bieberitz

Daniel Bieberitz, P.E., PTOE
TADI

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

PART A – INTRODUCTION

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

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

PART B – STUDY AREA

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

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

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

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

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

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

PART C – TRAFFIC VOLUMES

C1. Year 2026 Existing Traffic Volumes

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

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

Exhibit 4 shows the year 2026 existing traffic volumes.

The turning movement counts are included in Appendix A.

C2. Proposed Development Access

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

C3. Trip Generation & Distribution

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

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

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

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

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

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

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

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

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

Table 1: Level of Service Descriptions at Unsignalized Intersections

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

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

D2. Traffic Operations – Year 2026 Existing Volumes

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

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

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

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

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

D3. Traffic Operations – Build Volumes

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

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

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

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

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

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

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

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

The analysis worksheets are included in Appendix C.

PART E – RECOMMENDED MODIFICATIONS

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

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

STH 26 & McMillen Street

- No improvements are needed due to the development traffic.

McMillen Street at Handeyside Lane/North Site Drive

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

McMillen Street at Schumacher Way

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

STH 106 & McMillen Street

- No improvements are needed due to the development traffic.

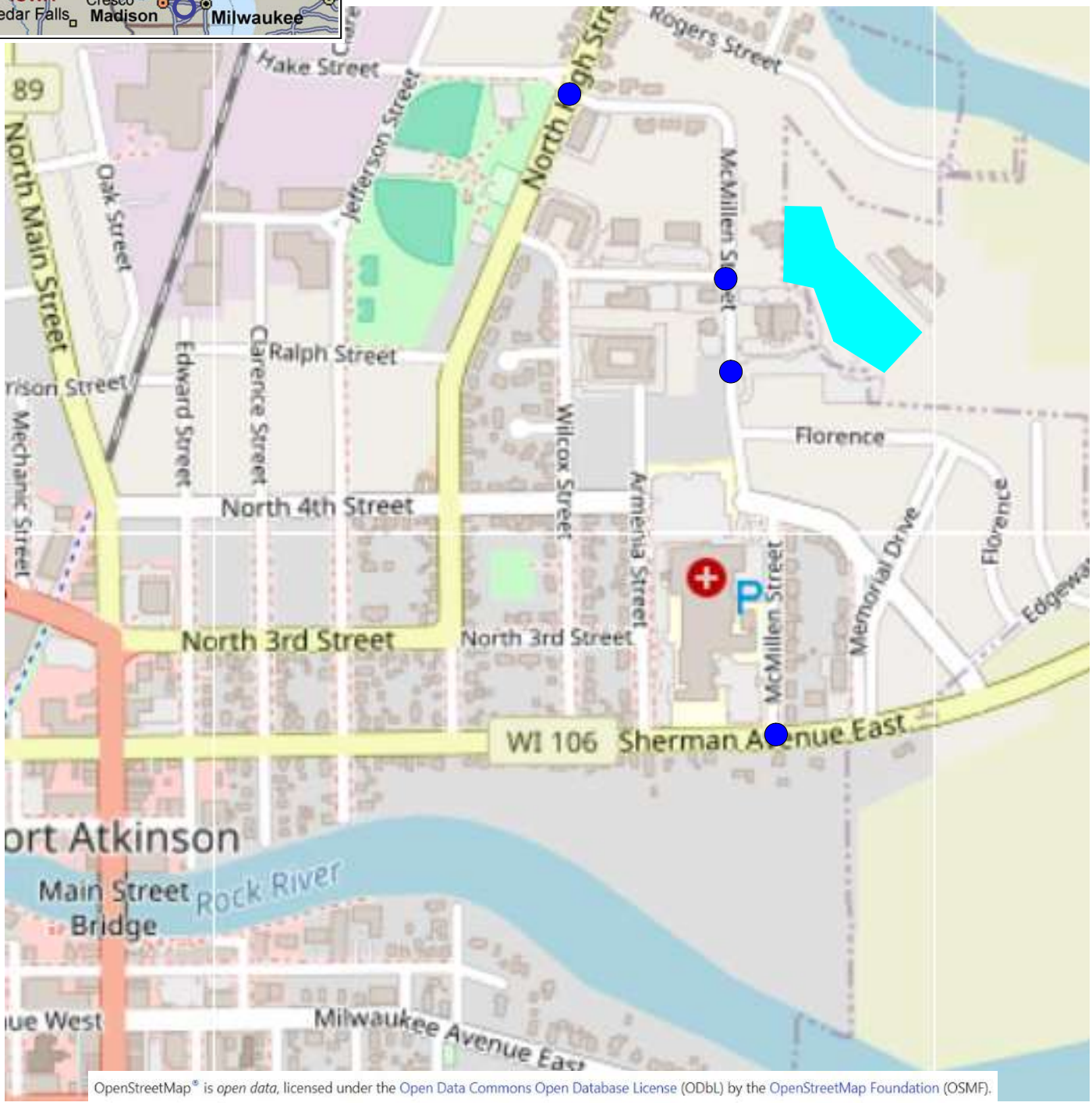
PART F – CONCLUSION

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



LEGEND

- Study Area Intersection
- Proposed Development Site

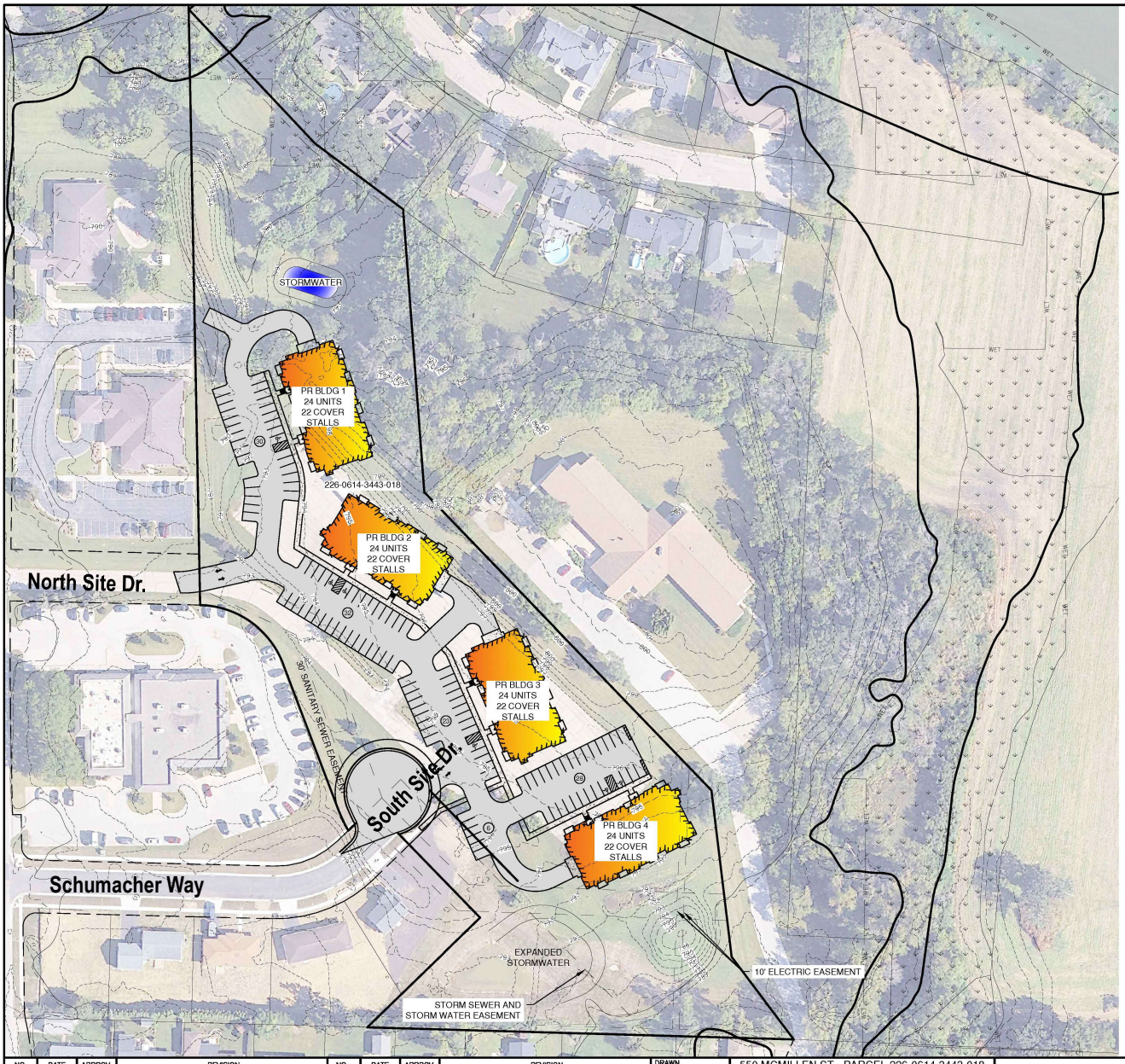


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3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 1
SITE LOCATION MAP

FORT ATKINSON, WISCONSIN



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

DRAWN
CHECKED
DESIGNED

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

CONCEPT SITE PLAN - 96 UNIT LAYOUT

DATE
SCALE
FILE
JOB NO.

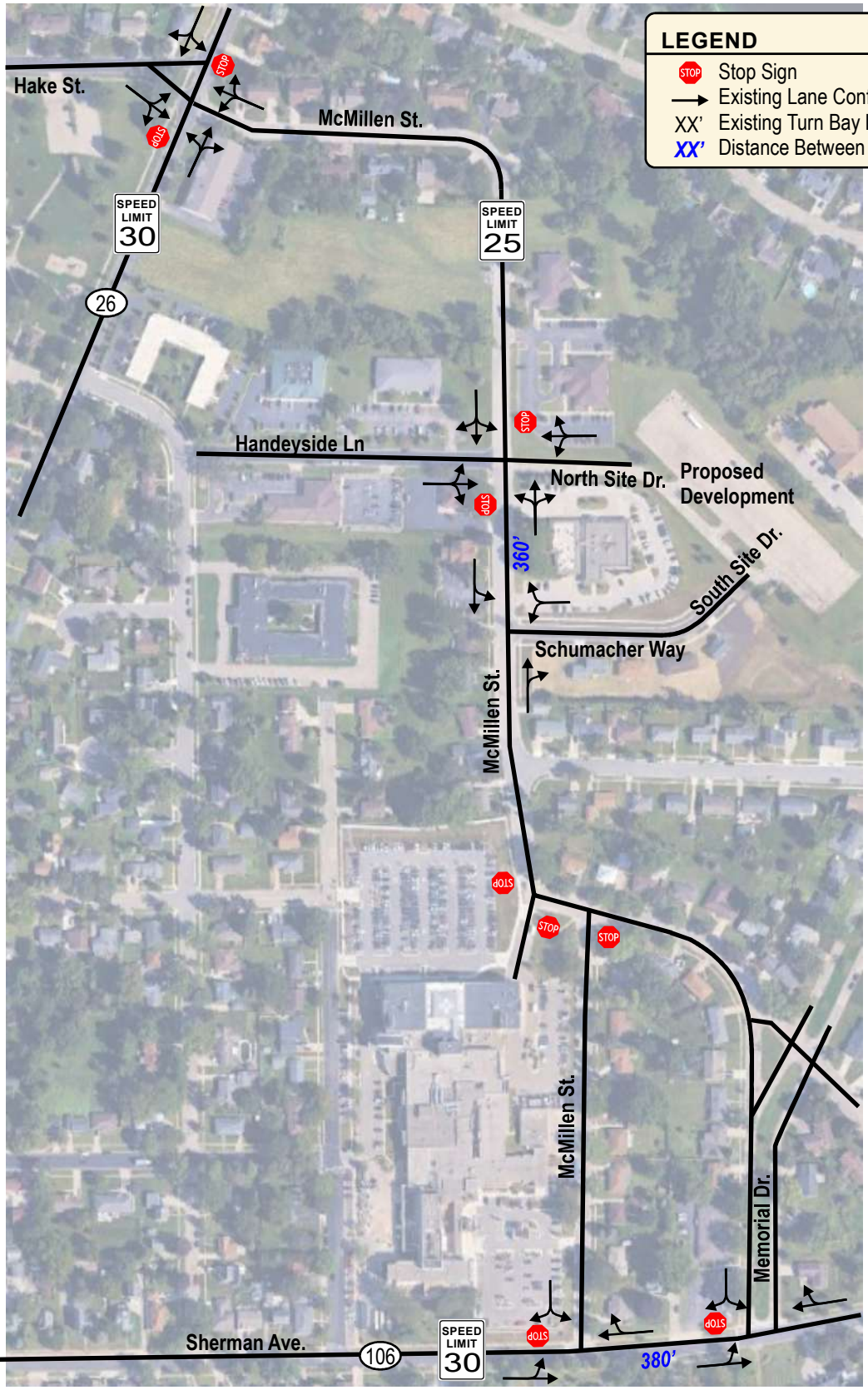
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3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 2
CONCEPTUAL SITE PLAN

FORT ATKINSON, WISCONSIN

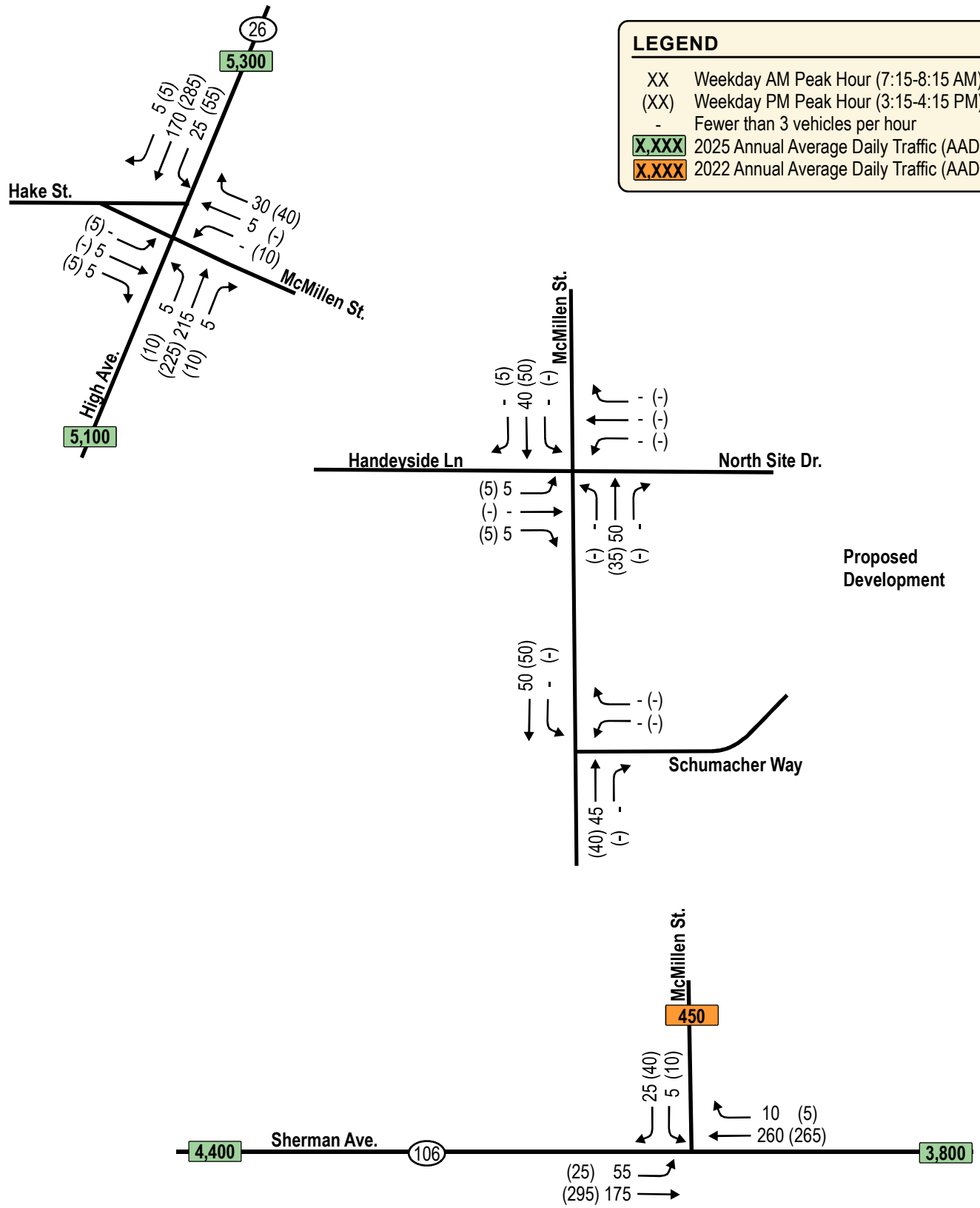


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N
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EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

FORT ATKINSON, WISCONSIN



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

N
NOT TO SCALE

EXHIBIT 4
YEAR 2026 EXISTING TRAFFIC VOLUMES

FORT ATKINSON, WISCONSIN

On-Site Trip Generation Table [1]

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

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

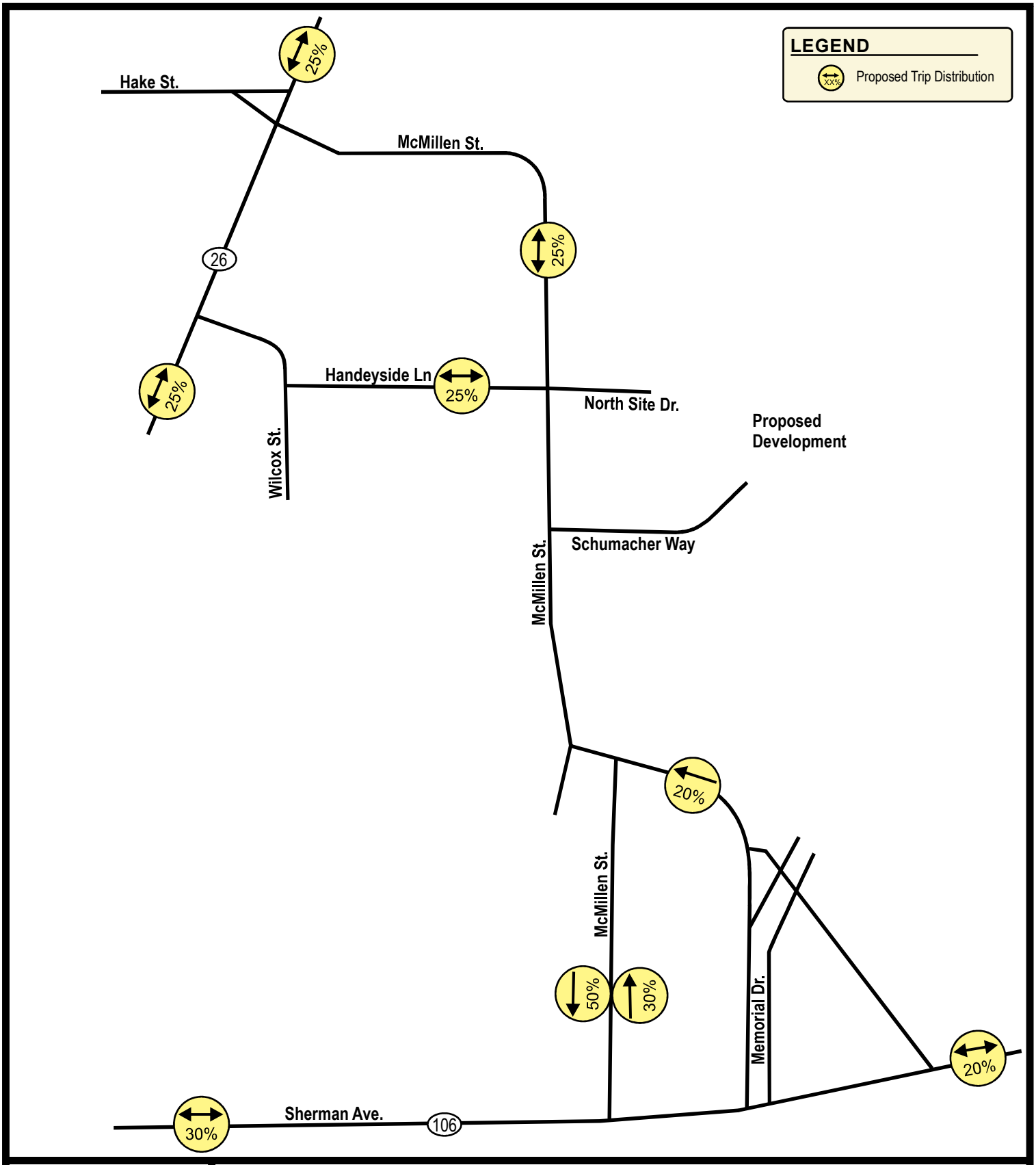
TRIP DISTRIBUTION

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

On-Site Trip Generation Table Comparison [1]

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

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

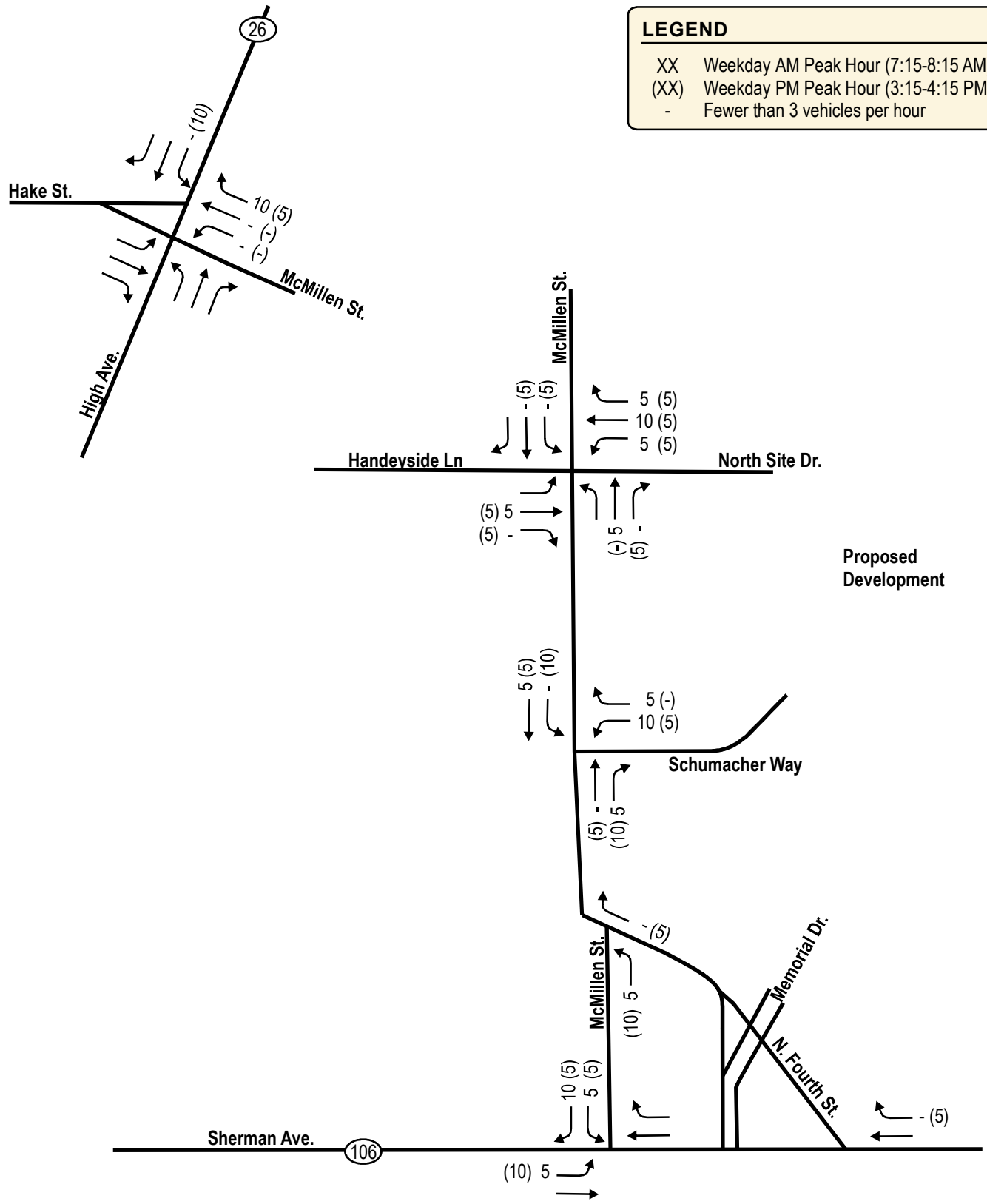


TRAFFIC ANALYSIS & DESIGN, INC.
3648 ~ 4/21/26

N
NOT TO SCALE

EXHIBIT 6
DEVELOPMENT TRIP DISTRIBUTION PERCENTAGES

FORT ATKINSON, WISCONSIN

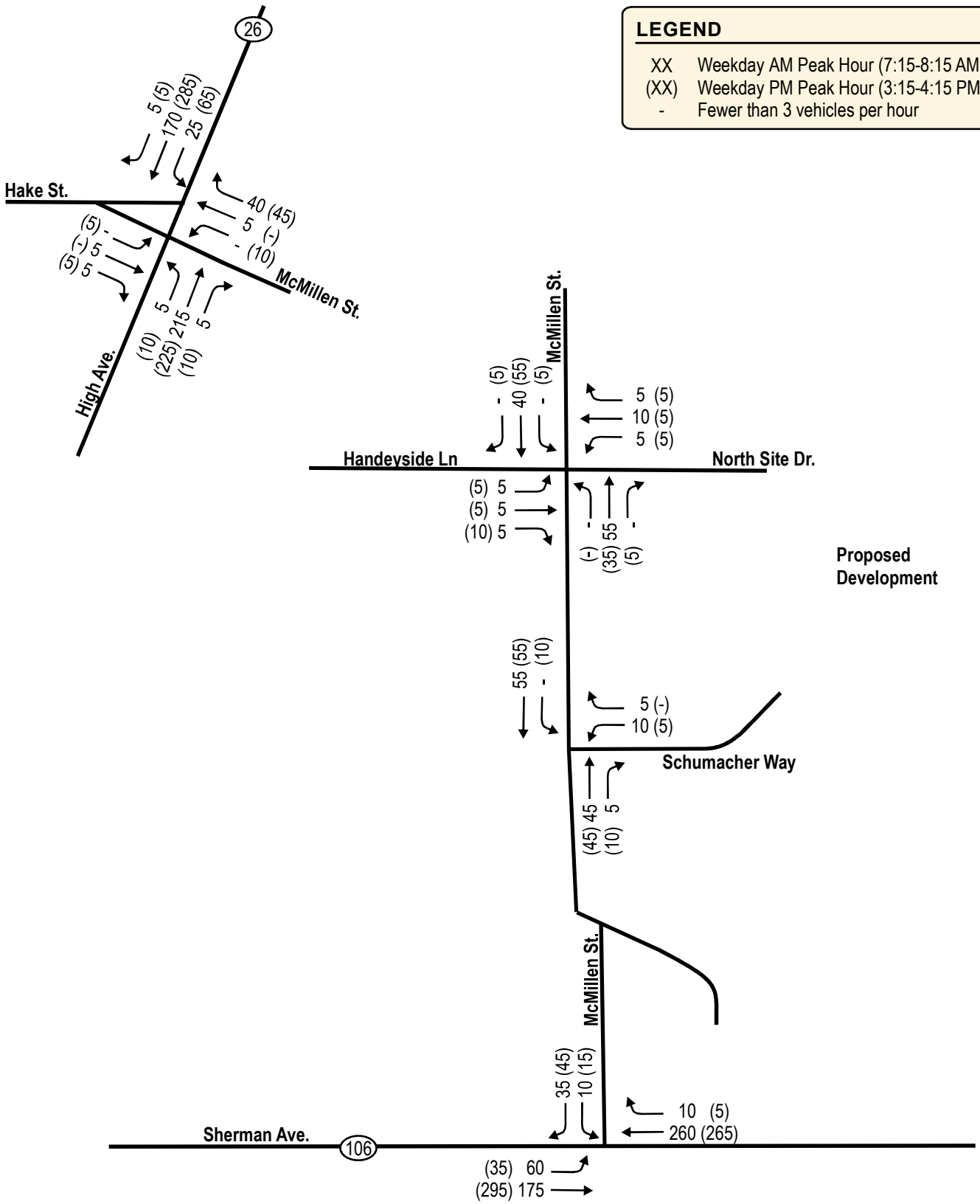


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N
NOT TO SCALE

EXHIBIT 7
ON-SITE DEVELOPMENT NEW TRIPS

FORT ATKINSON, WISCONSIN

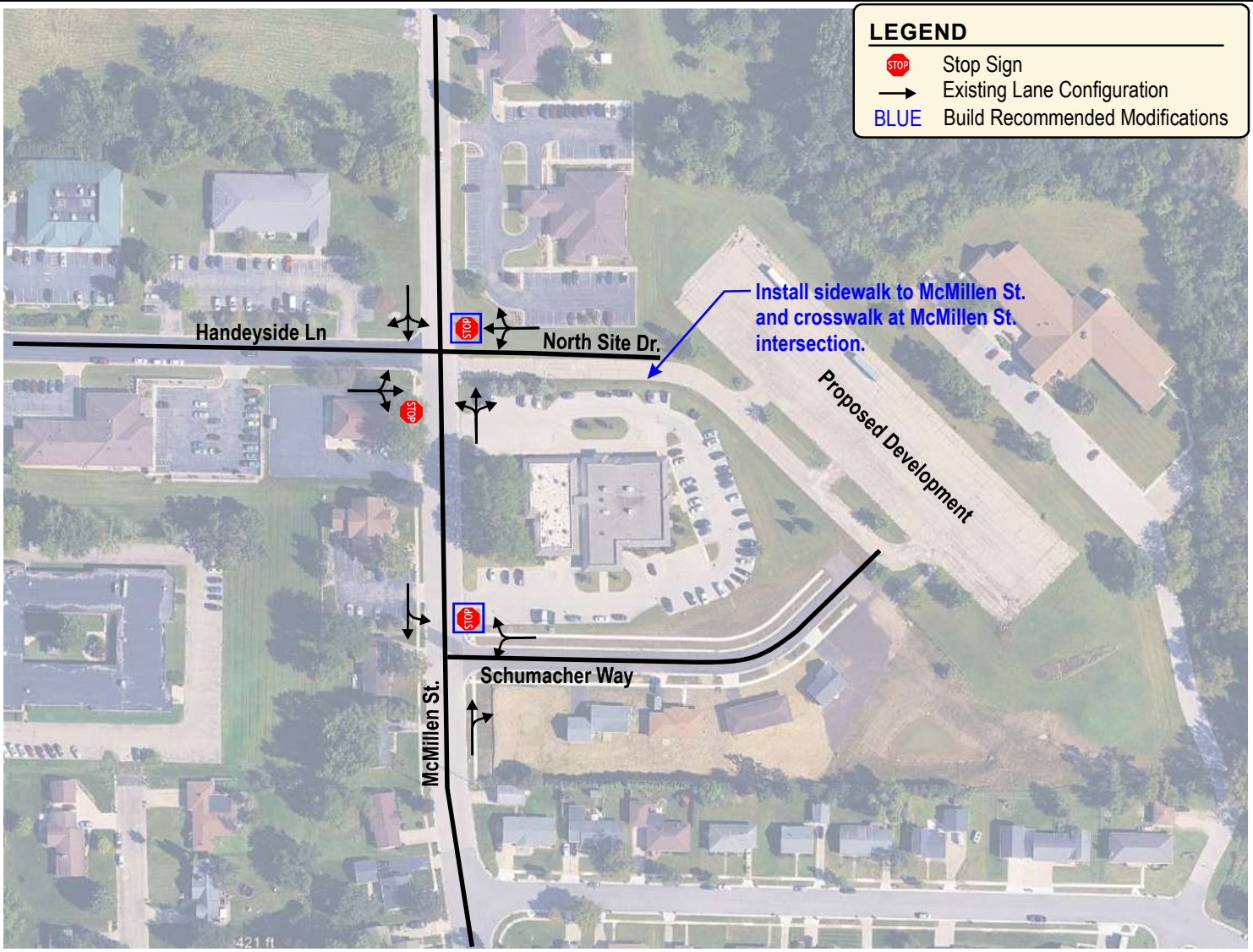


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EXHIBIT 8
BUILD TRAFFIC VOLUMES

FORT ATKINSON, WISCONSIN



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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***

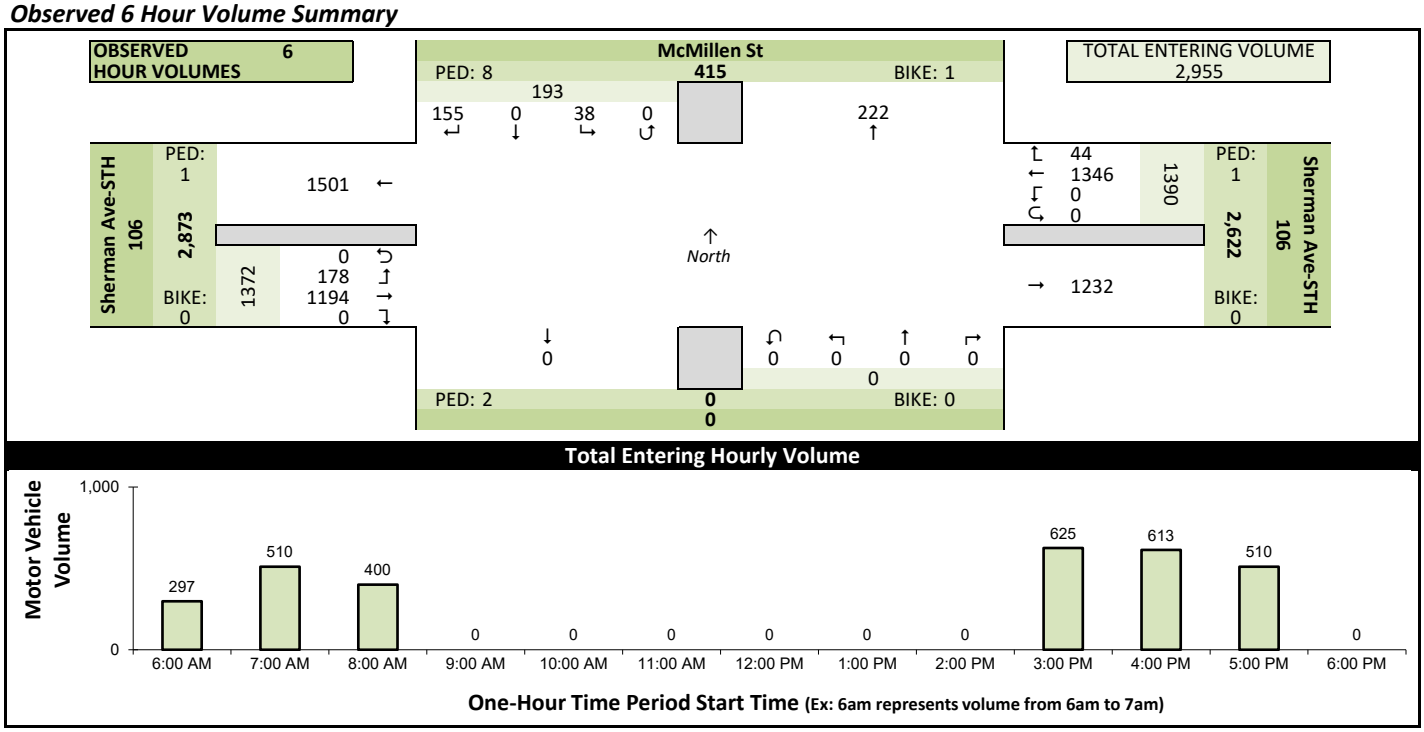
Site Information

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		

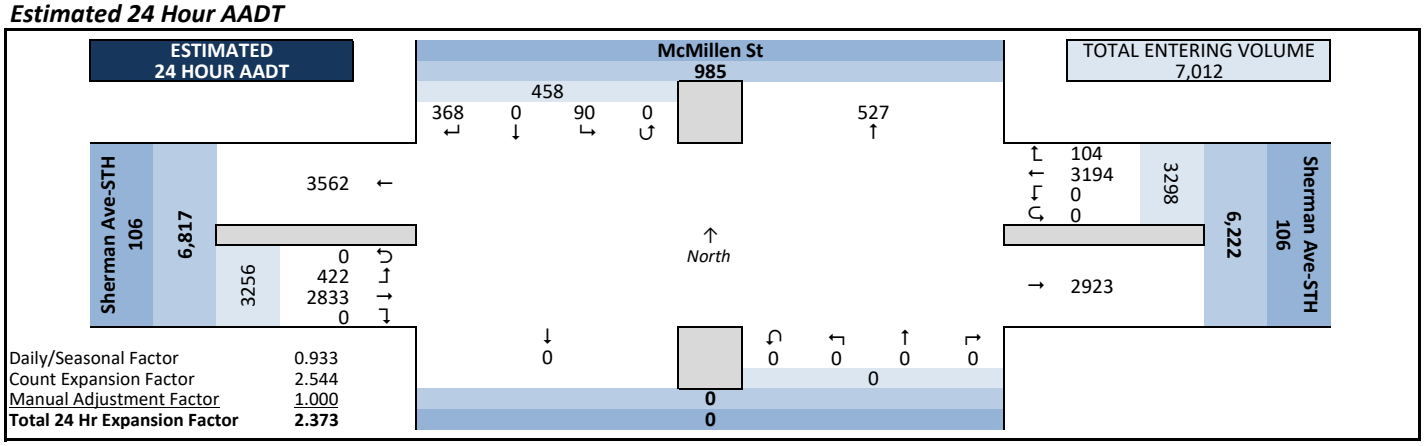
Count Information

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

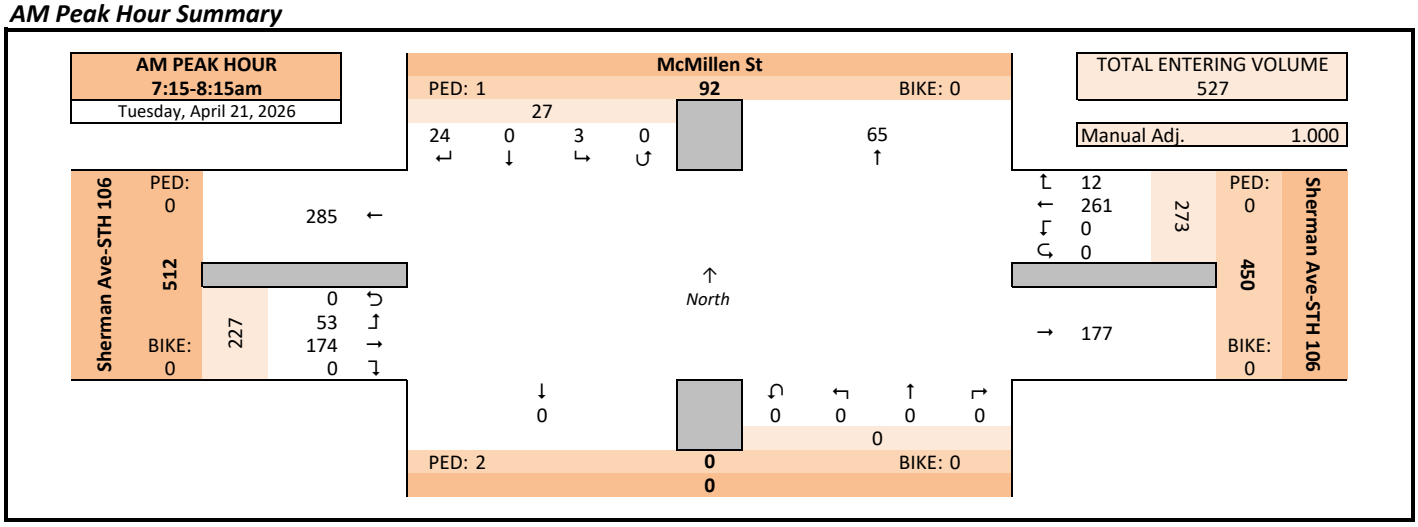
Sherman Ave-STH 106 & McMillen St

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

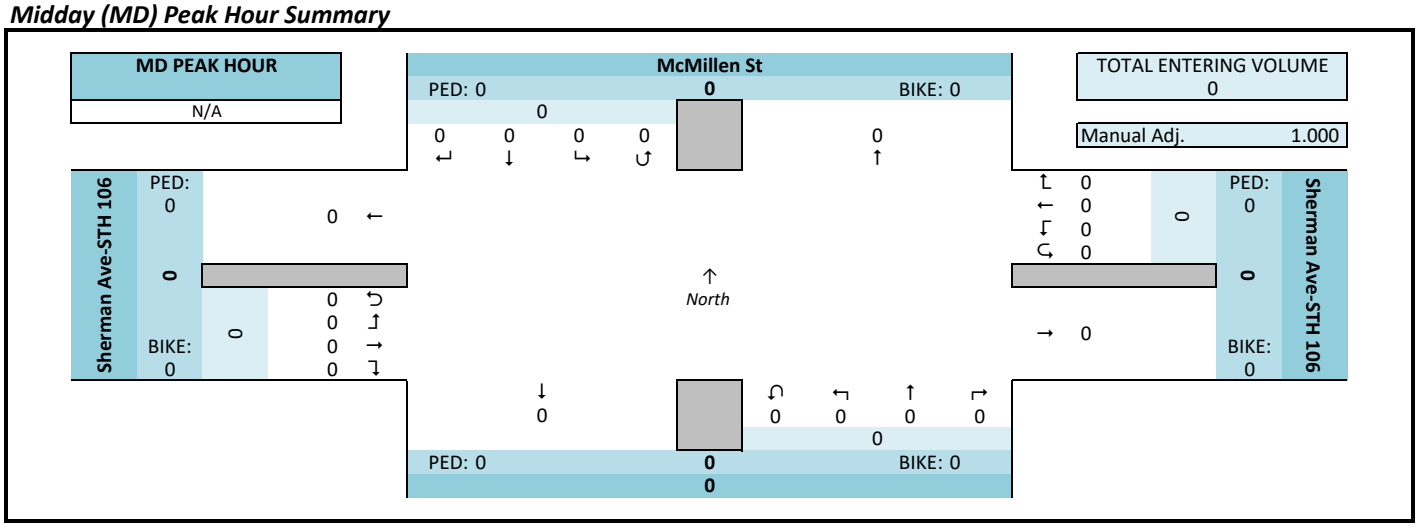
All Motor Vehicles



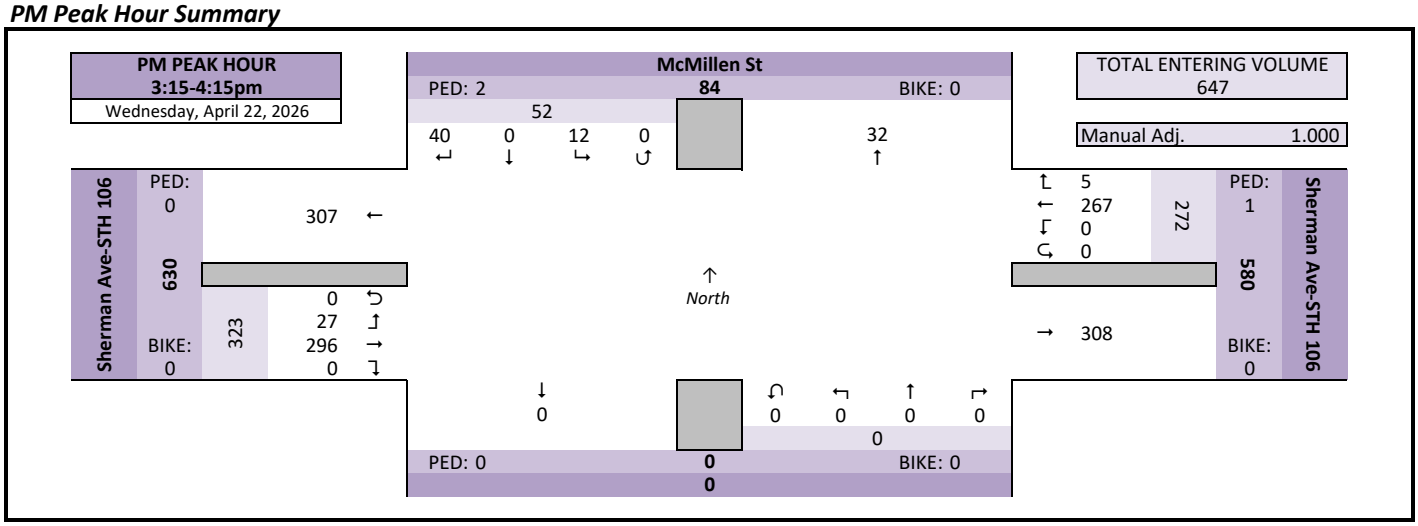
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

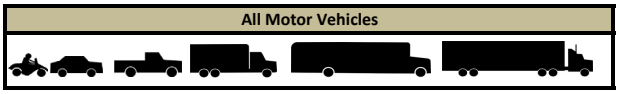


Intersection Traffic Volume Report

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

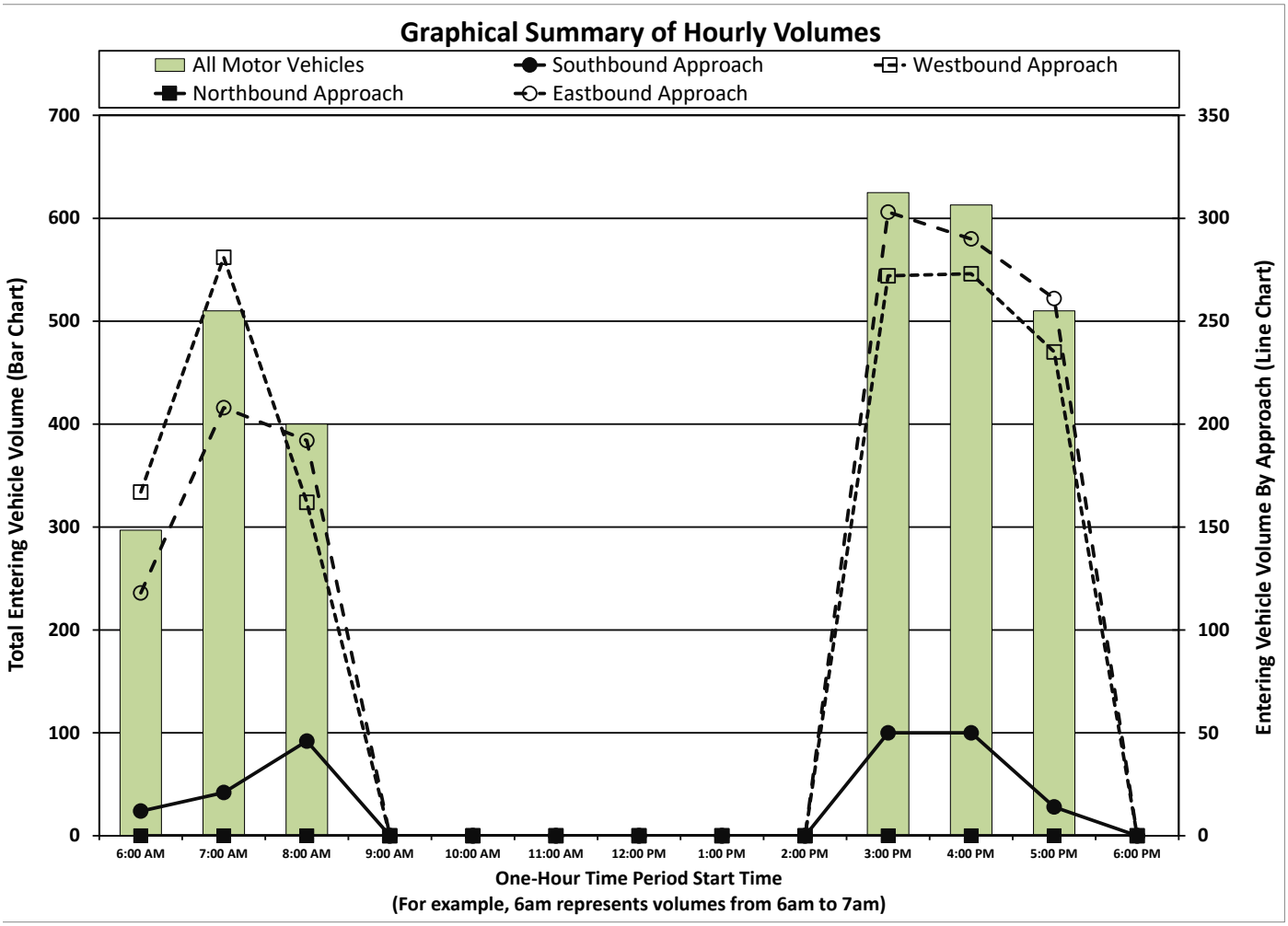
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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 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	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

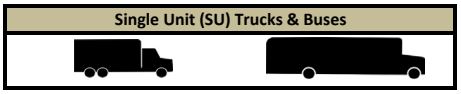
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

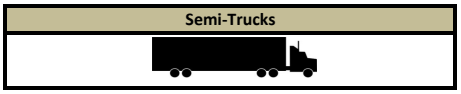
	Hourly Time Period	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	0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

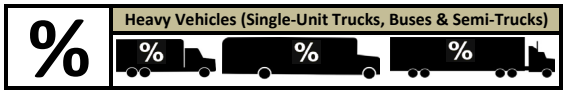
Hourly Time Period	Start Time	From North (↓) McMillen St Right	Thru	Left	U-Tn	Total	From East (←) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	From South (↑) 0 Right	Thru	Left	U-Tn	Total	From West (→) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	3	0	0	0	3	2	10	0	0	12	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

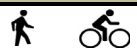
Intersection Traffic Volume Report

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***

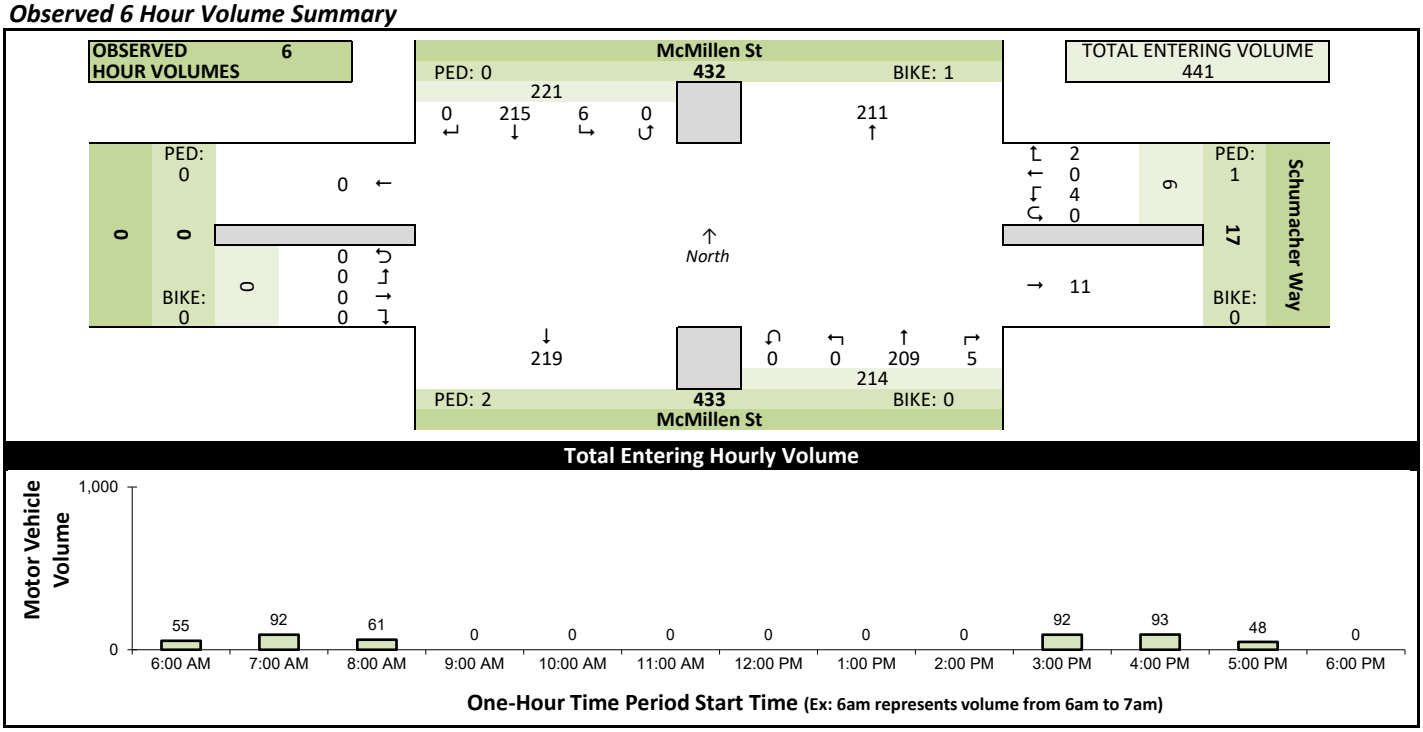
Site Information

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	None	

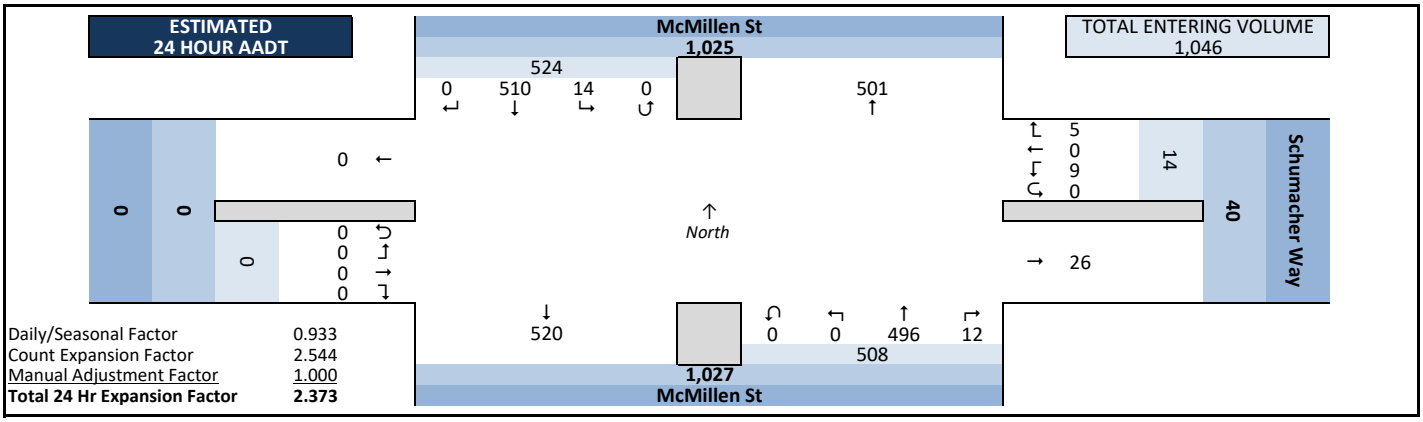
Count Information

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

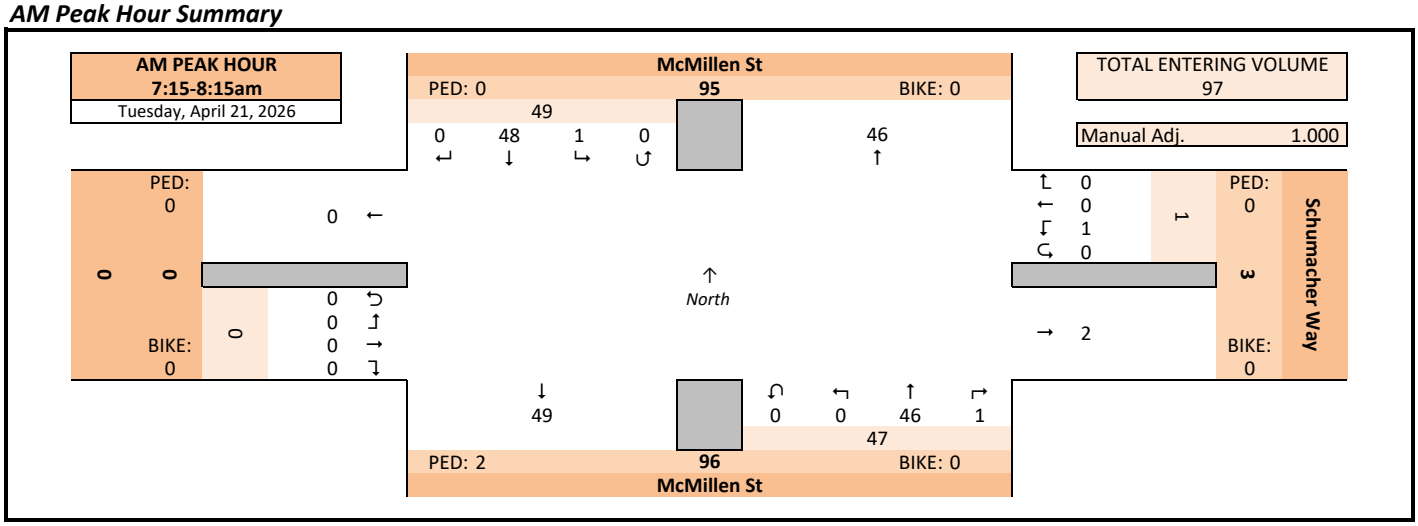
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Schumacher Way

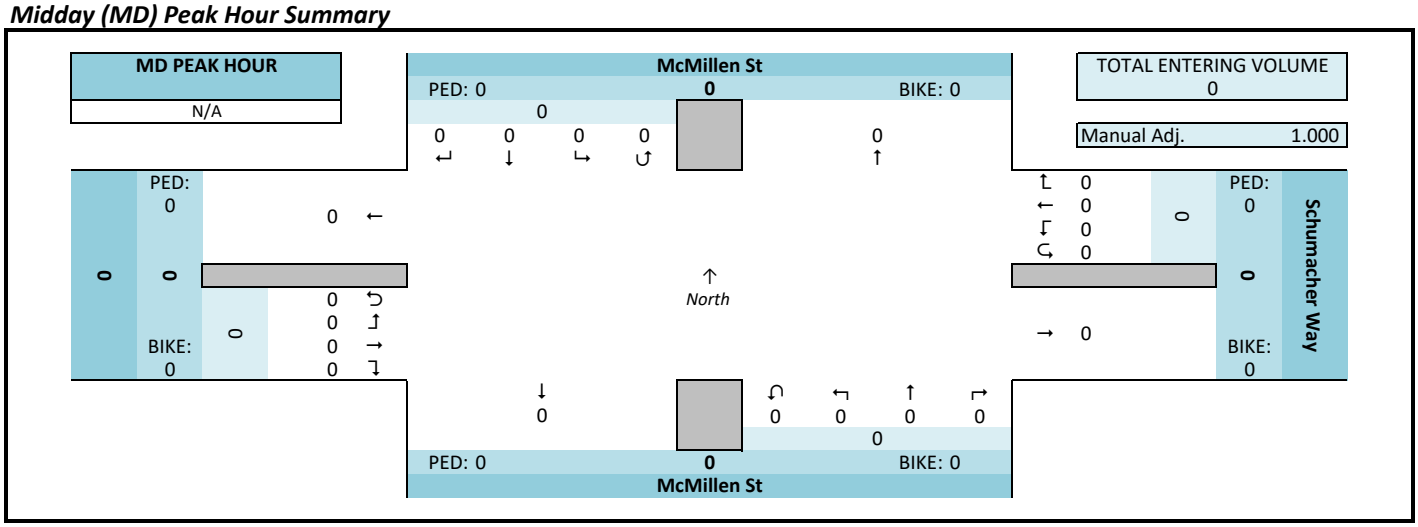
All Motor Vehicles



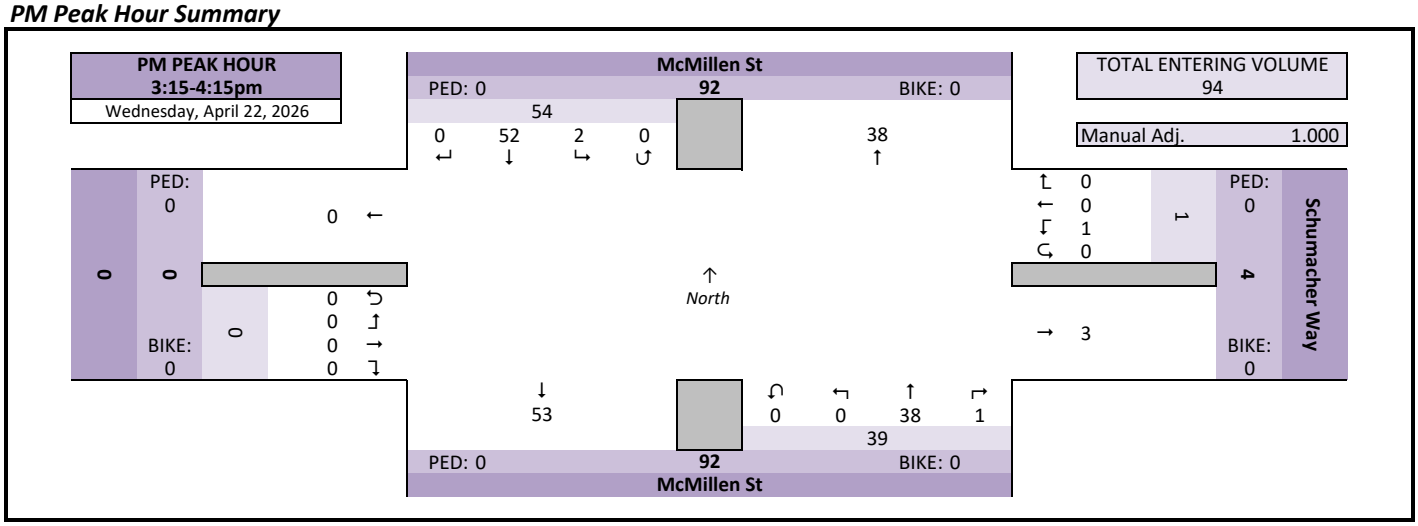
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

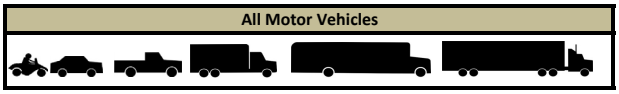


Intersection Traffic Volume Report

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

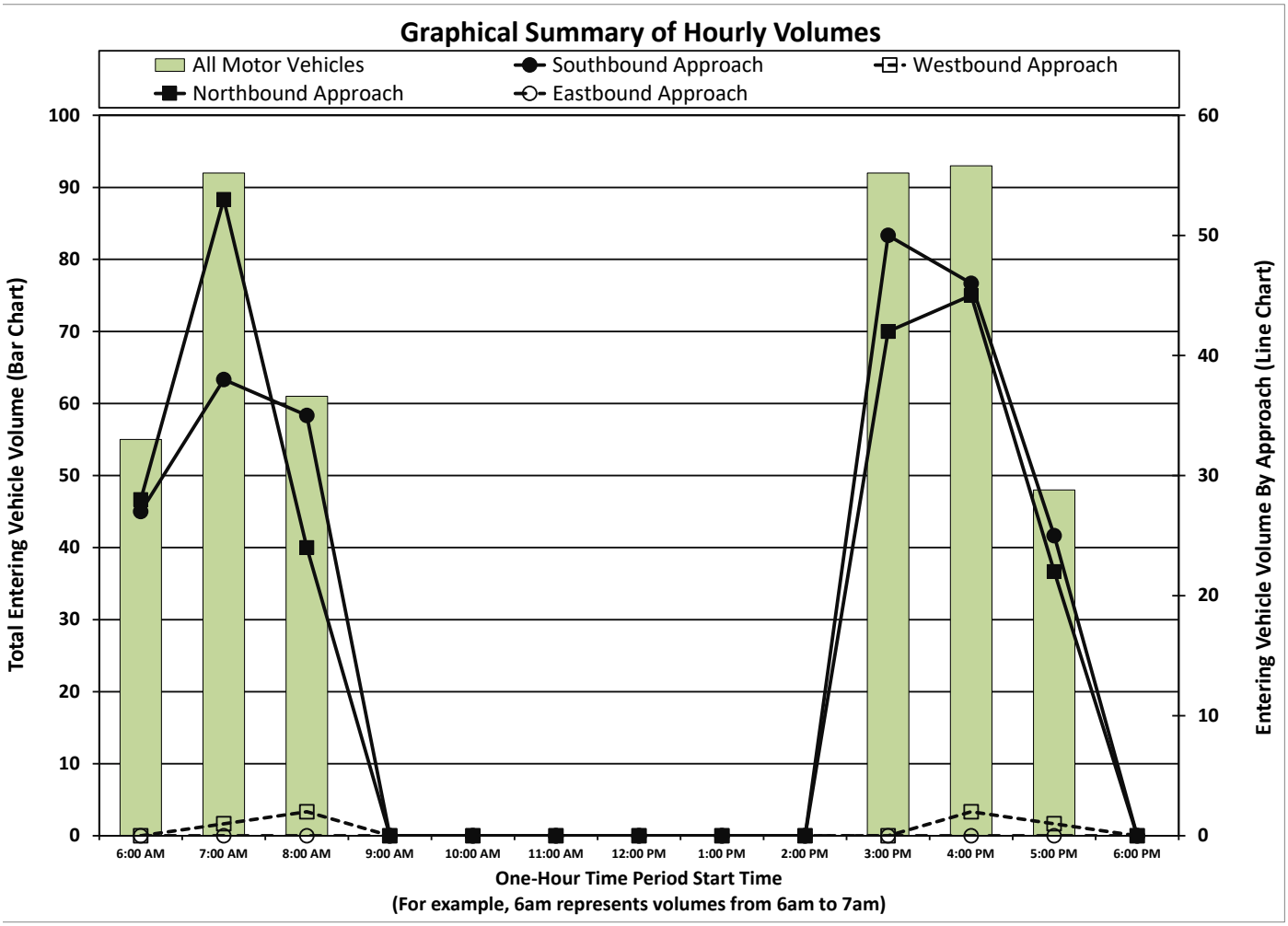
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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
AM	7:00 AM	0	37	1	0	38	0	0	1	0	1	0	53	0	0	53	0	0	0	0	0	92	1	91
AM	8:00 AM	0	34	1	0	35	2	0	0	0	2	4	20	0	0	24	0	0	0	0	0	61	2	59
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	48	2	0	50	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	92	0	92
PM	4:00 PM	0	45	1	0	46	0	0	2	0	2	0	45	0	0	45	0	0	0	0	0	93	2	91
PM	5:00 PM	0	24	1	0	25	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	48	1	47
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	215	6	0	221	2	0	4	0	6	5	209	0	0	214	0	0	0	0	0	441	6	435



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

McMillen St & Schumacher Way

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

All Motor Vehicles



15-Minute Motor Vehicle Data

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

Peak Hour All Vehicle Volume Summary

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

Intersection Traffic Volume Report

15-Minute Automobile Data

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

McMillen St & Schumacher Way

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

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

Peak Hour Automobile Volume Summary

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

Intersection Traffic Volume Report

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

McMillen St & Schumacher Way

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

Single Unit (SU) Trucks & Buses



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

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

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

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

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

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

McMillen St & Schumacher Way

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

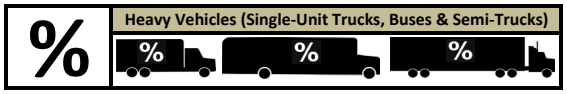
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	2	0	0	2	0	0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

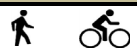
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

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

McMillen St & Schumacher Way

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute	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***

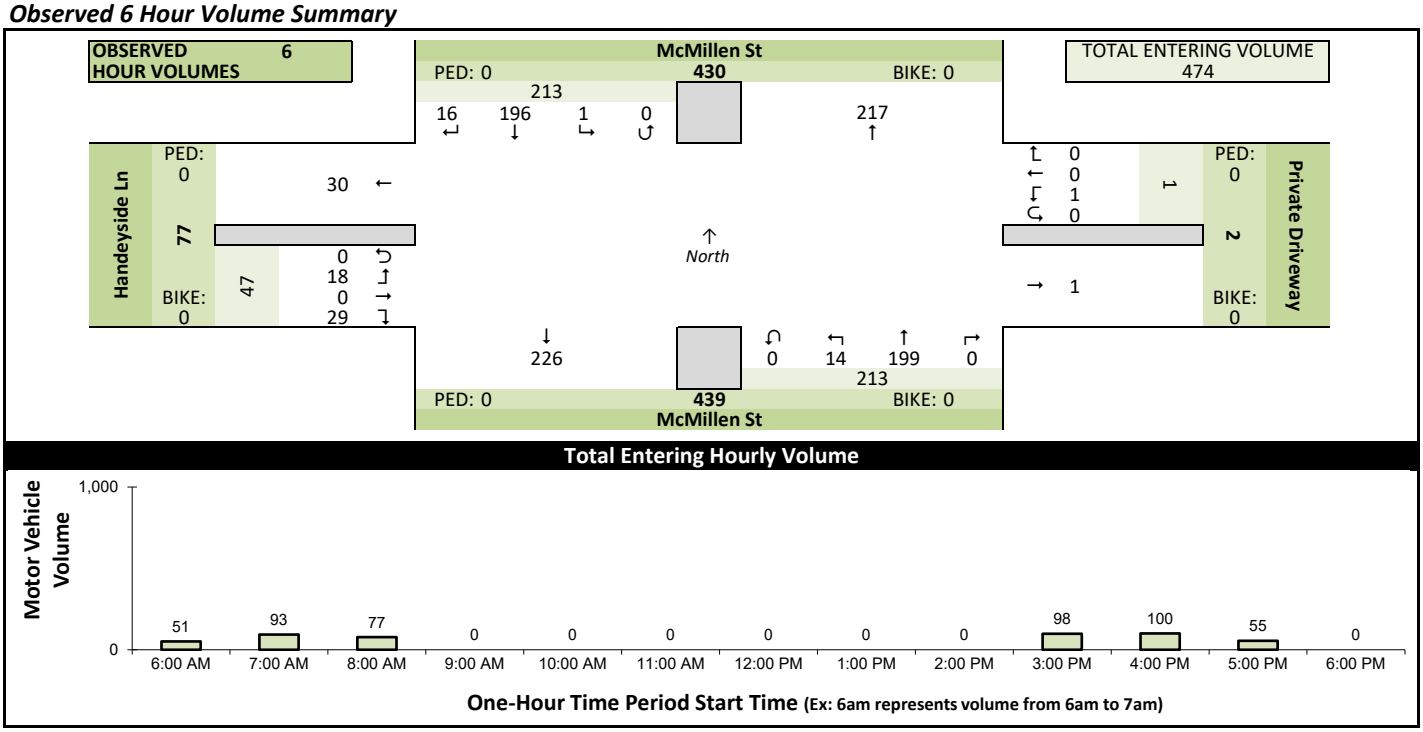
Site Information

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	

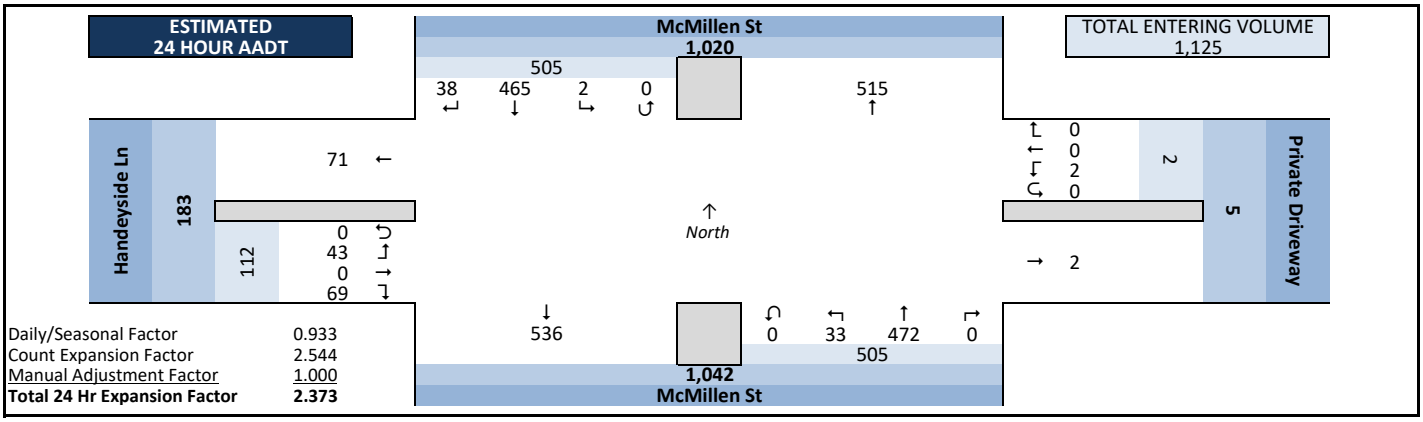
Count Information

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

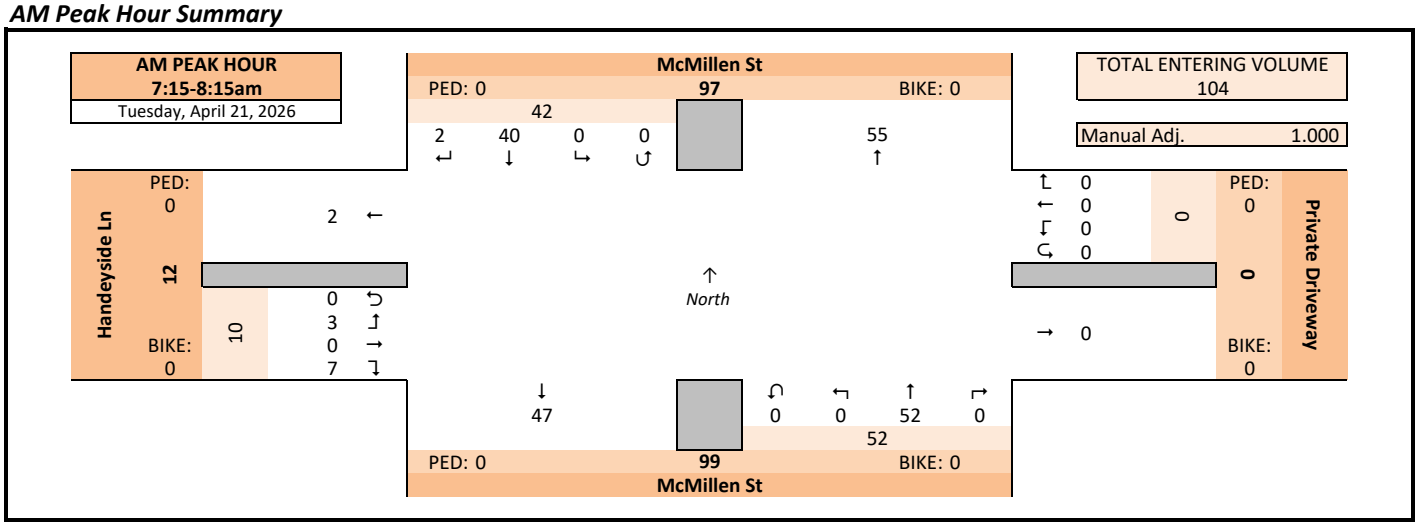
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

McMillen St & Handeyside Ln

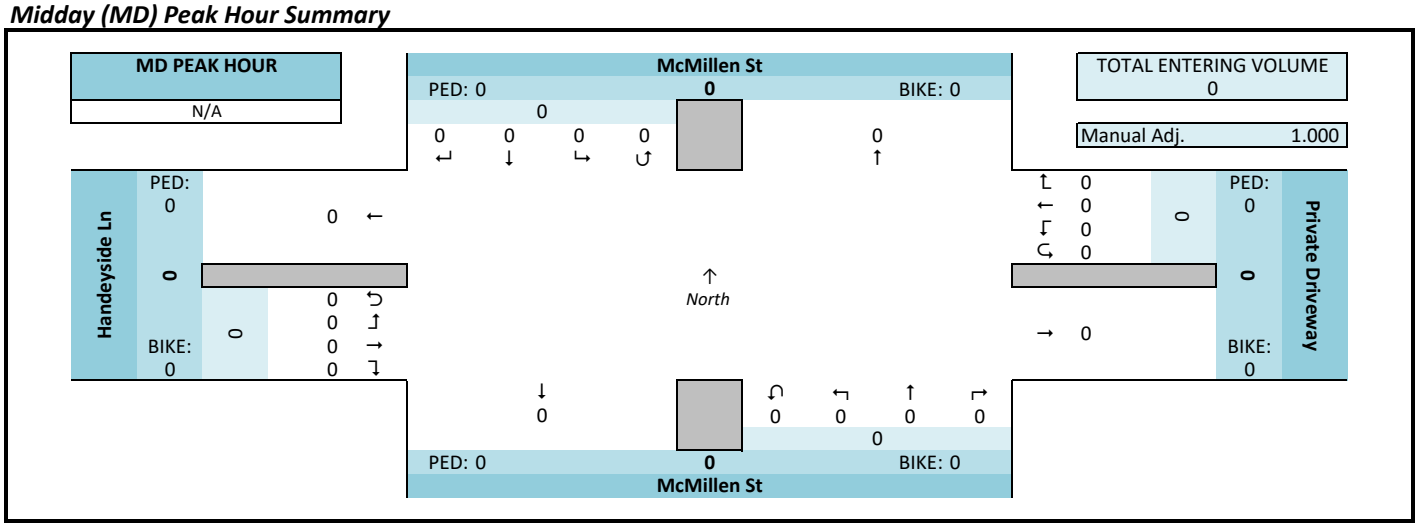
All Motor Vehicles



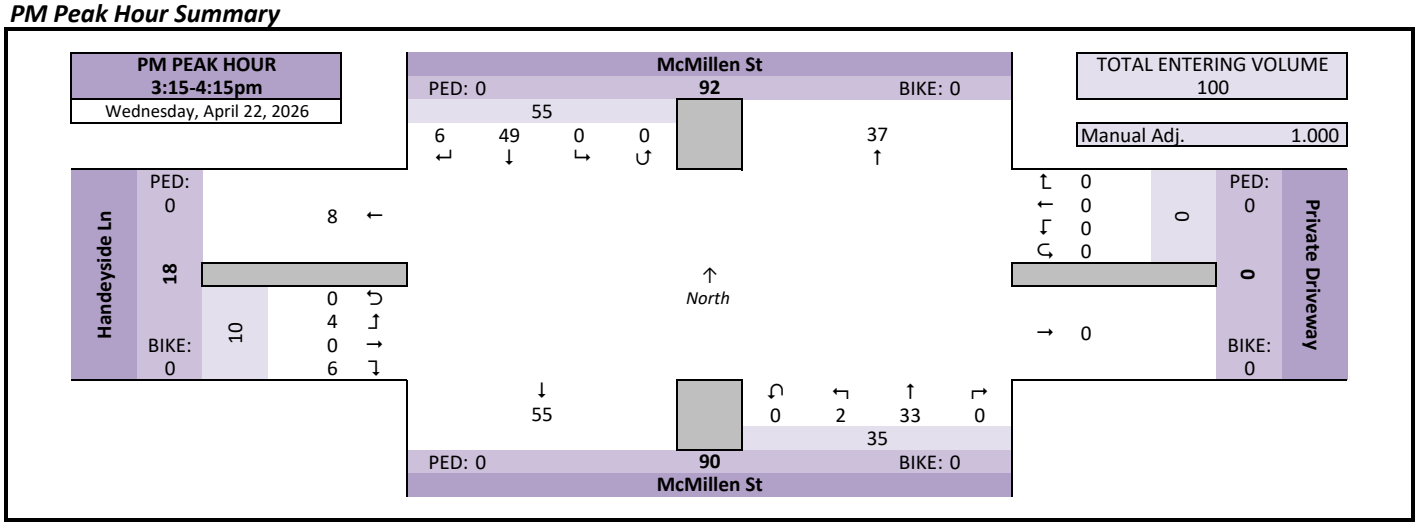
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

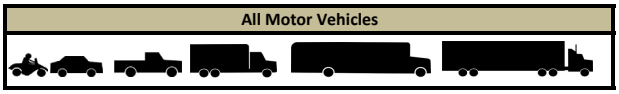


Intersection Traffic Volume Report

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

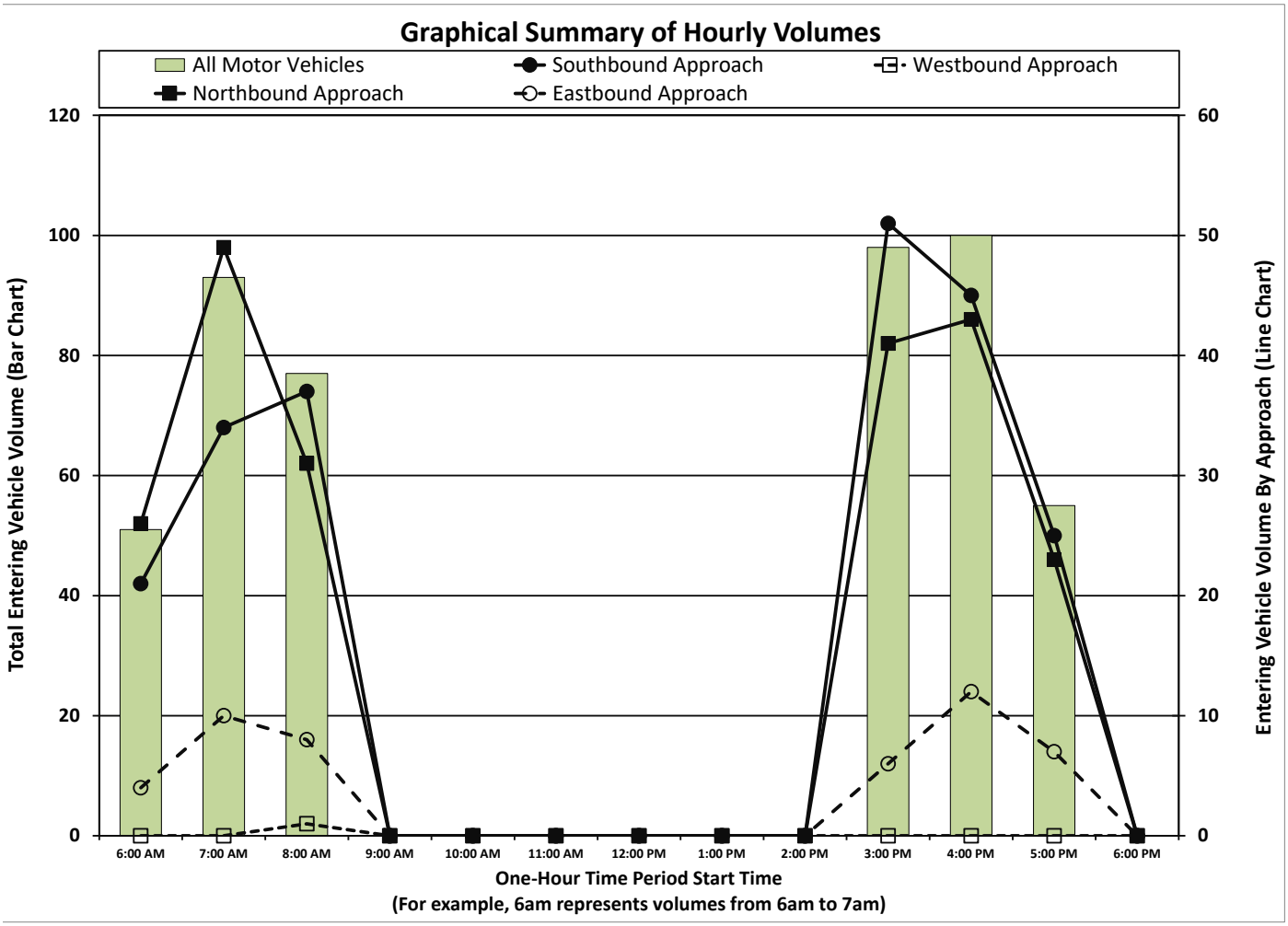
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 21, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	21	0	0	21	0	0	0	0	0	0	25	1	0	26	2	0	2	0	4	51	4	47
	7:00 AM	1	33	0	0	34	0	0	0	0	0	0	49	0	0	49	7	0	3	0	10	93	10	83
	8:00 AM	2	34	1	0	37	0	0	1	0	1	0	30	1	0	31	5	0	3	0	8	77	9	68
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	6	45	0	0	51	0	0	0	0	0	0	37	4	0	41	4	0	2	0	6	98	6	92
	4:00 PM	5	40	0	0	45	0	0	0	0	0	0	39	4	0	43	7	0	5	0	12	100	12	88
	5:00 PM	2	23	0	0	25	0	0	0	0	0	0	19	4	0	23	4	0	3	0	7	55	7	48
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		16	196	1	0	213	0	0	1	0	1	0	199	14	0	213	29	0	18	0	47	474	48	426



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

McMillen St & Handeyside Ln

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

All Motor Vehicles



15-Minute Motor Vehicle Data

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

Peak Hour All Vehicle Volume Summary

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

Intersection Traffic Volume Report

15-Minute Automobile Data

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

McMillen St & Handeyside Ln

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

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

Peak Hour Automobile Volume Summary

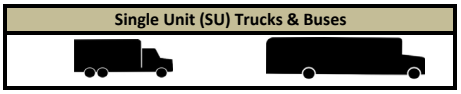
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

Intersection Traffic Volume Report

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

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

McMillen St & Handeyside Ln



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

15-Minute Time Period 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

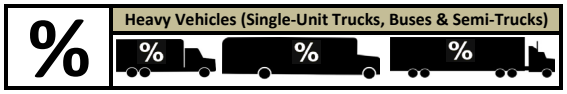
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

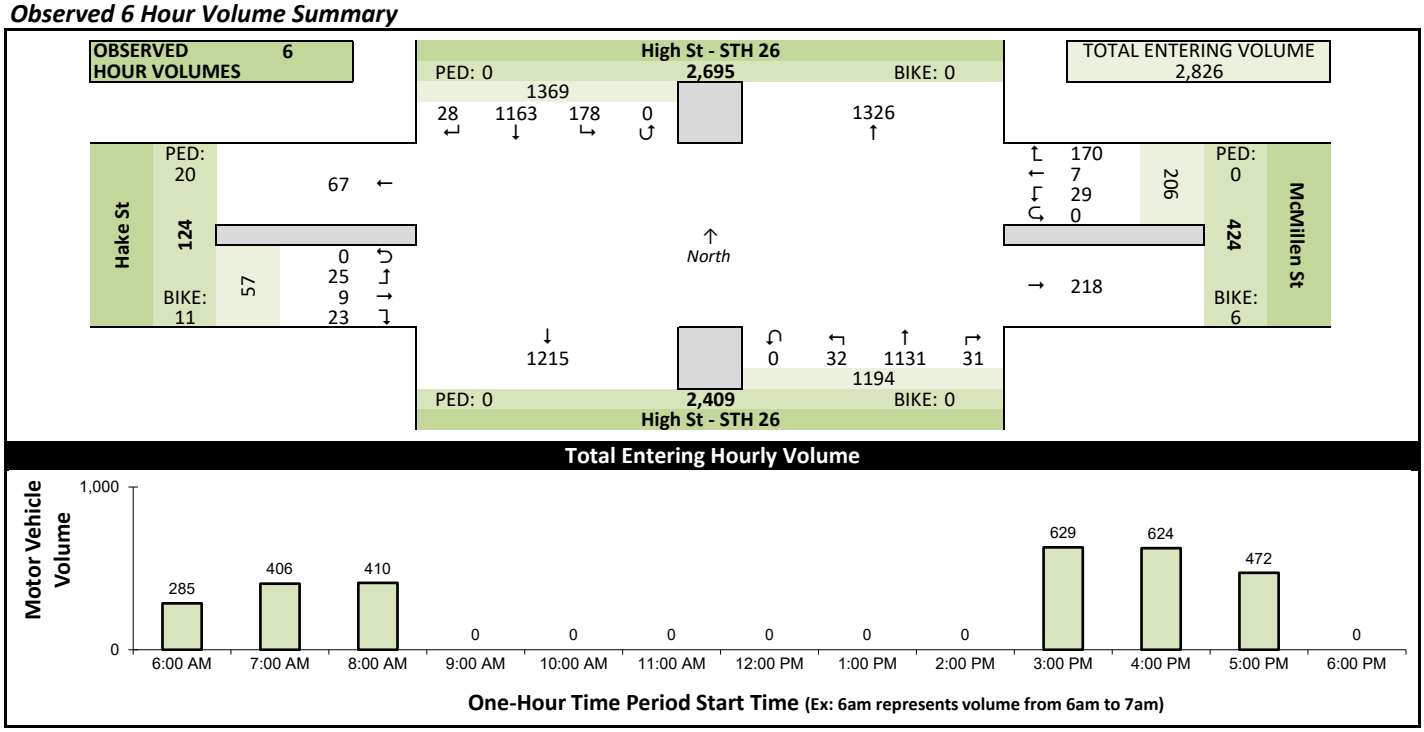
Site Information

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	None	

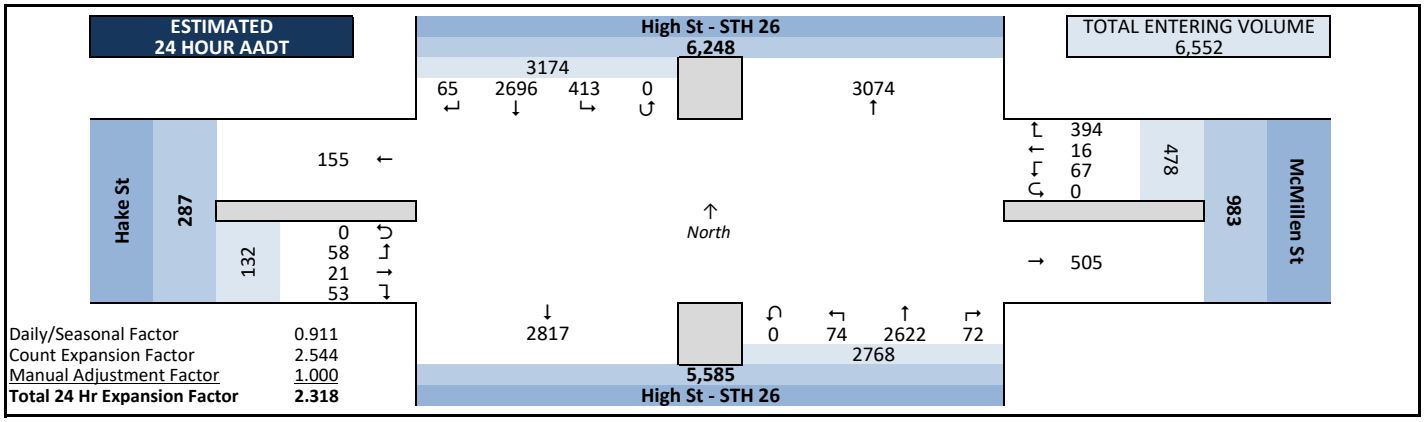
Count Information

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

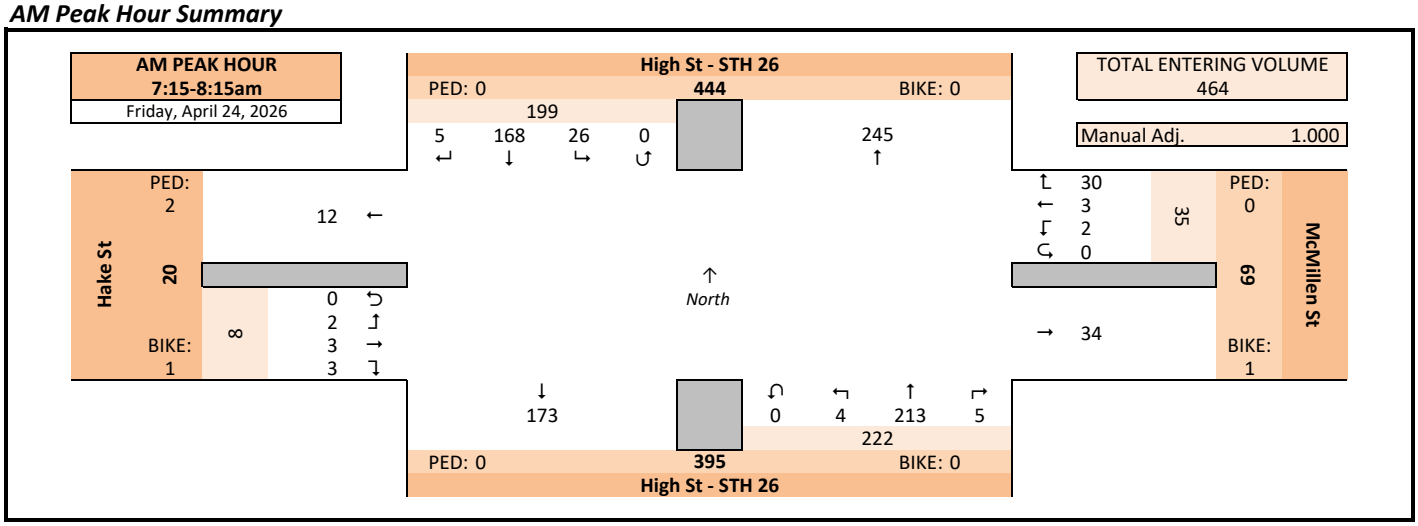
Count Basics			*Page 2 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

High St - STH 26 & McMillen St

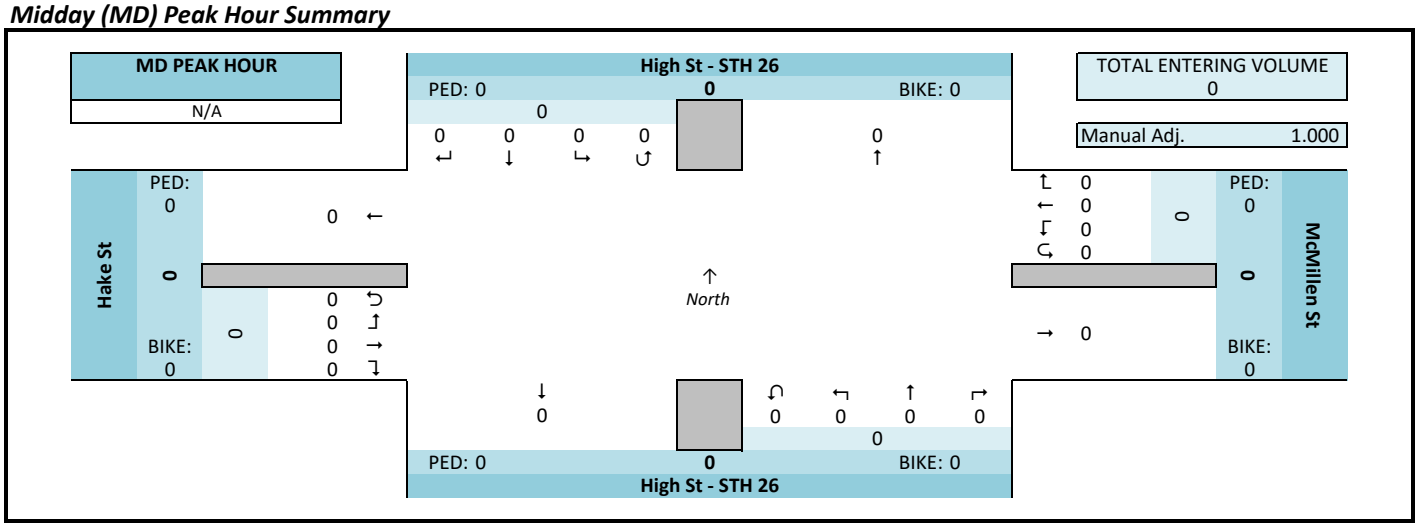
All Motor Vehicles



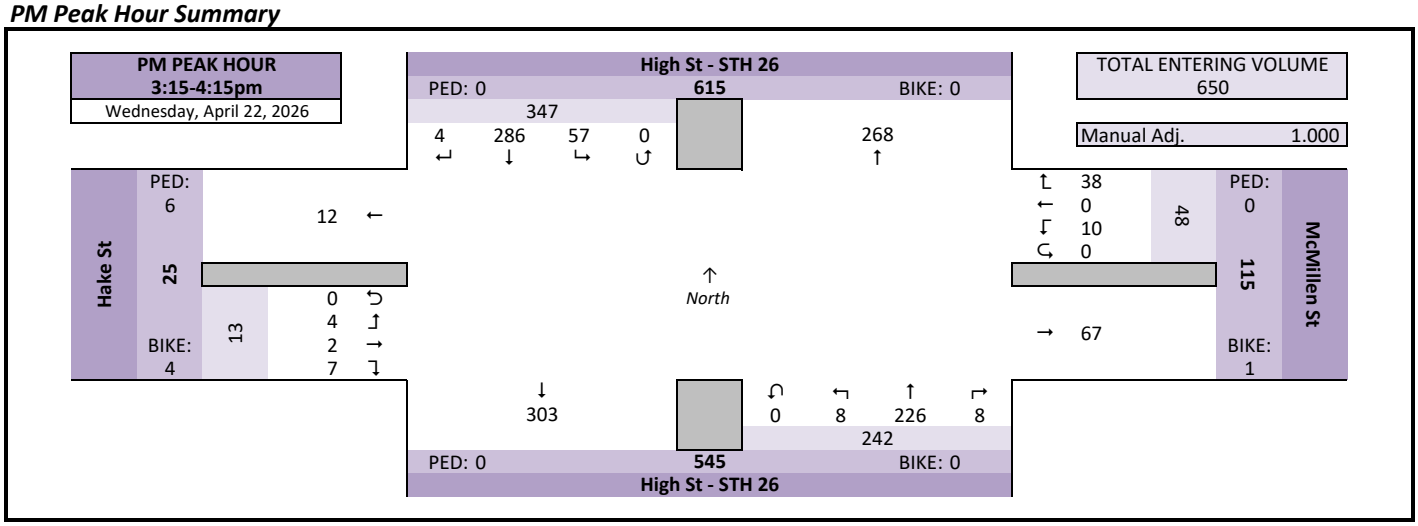
AM Peak Hour Summary



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

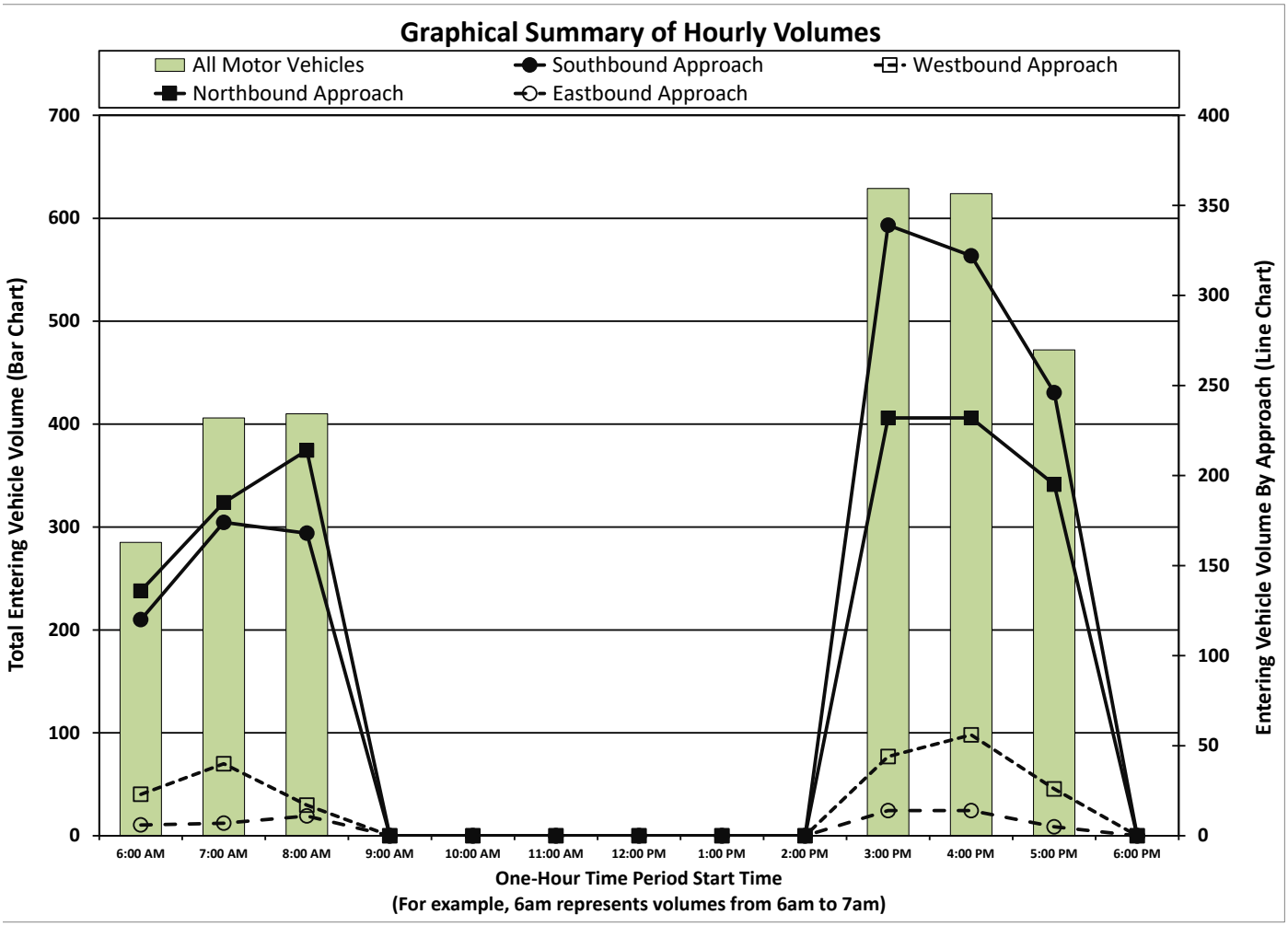
Count Basics			*Page 4 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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 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	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



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 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	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	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 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	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	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

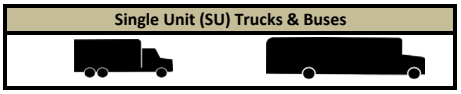
Hourly Time Period Start Time		From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	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

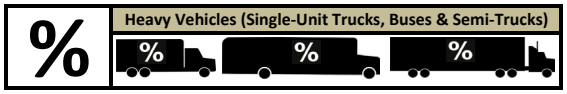
	Hourly Time Period Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	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	

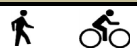
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

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

High St - STH 26 & McMillen St

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Appendix B
Year 2026 Existing Traffic
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	1.5

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

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

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

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

Intersection	
Int Delay, s/veh	0.2

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

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

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

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

Intersection	
Int Delay, s/veh	0.9

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

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

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

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

Intersection	
Int Delay, s/veh	1.6

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

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

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

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

Intersection	
Int Delay, s/veh	1.2

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

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

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

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

Intersection	
Int Delay, s/veh	0.3

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

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

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

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

Intersection	
Int Delay, s/veh	1

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

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

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

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

Intersection	
Int Delay, s/veh	1.9

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

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

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

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

Appendix C
Build Traffic Peak Hour Analysis Outputs

Build Traffic Volumes

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

Intersection	
Int Delay, s/veh	1.8

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

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

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

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

Intersection	
Int Delay, s/veh	1.2

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

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

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

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

Intersection	
Int Delay, s/veh	2.6

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

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

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

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

Intersection	
Int Delay, s/veh	1.8

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

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

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

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

Intersection	
Int Delay, s/veh	1.5

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

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

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

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

Intersection	
Int Delay, s/veh	1.1

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

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

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

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

Intersection	
Int Delay, s/veh	2.6

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

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

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

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

Intersection	
Int Delay, s/veh	2.1

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

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

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

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

Intersection	
Int Delay, s/veh	2

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

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

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

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

Intersection	
Int Delay, s/veh	2.2

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

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

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

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

Public Hearing for 550 McMillen Street Rezoning Notes

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

1. *What is allowed under the current zoning of Institutional?*

    a) Indoor Institutional uses (libraries, community centers); Outdoor Open Space Institutional (cemeteries, private protected green spaces); Passive Outdoor Recreation (natural areas, arboretums, picnic shelters); Active Outdoor Recreation (tennis courts, basketball courts, sports fields, swimming pools, golf courses); small scale utilities; large scale public services and utilities; institutional residential (convents, dormitories, senior housing, assisted living, homeless shelters)

    b) Senior Housing at the same density as MRH-30 is allowed in the current Institutional zoning.

2. *How will stormwater be managed on site and what will that do to the surrounding areas, homes, yards, basements, etc.?*

    a) Plans for stormwater management are not required as part of the request for a zoning change. However, staff and the developer are aware of the concerns about stormwater.

    b) For a project of this size, stormwater will need to be managed on site, which means that it should not be running off the property on to other private property.

    c) Stormwater plans will be submitted by the Developer at the Site Plan Review stage of the project (if the zoning is approved). These plans will be reviewed by City staff and the City's Engineer prior to review by the Plan Commission. There is not a public hearing required for Site Plan Review.

3. *How will underground parking impact the ground water in the area?*

    a) Underground parking will be designed, and ground will be tested during the Site Plan Review process.

4. *No sidewalks in the area, it is not walkable.*

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

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

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

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

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

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

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

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

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

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

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

    a) See 7

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

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

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

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

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

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

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

a) The residents who live in them.

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

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

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

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

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

14. Homeless Coalition homes are eyesores.

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

PRE/3™

NEIGHBORHOOD MEETING

Regarding a proposed development at

550 McMillen Street

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

DATE: Wednesday, May 6

TIME: 6:00 PM – 7:30 PM

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



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

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

Emily McFarland
emily.mcfarland@pre-3.com

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



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 16th day of June, 2026.

CITY OF FORT ATKINSON

_____
Kyle Jaeckel, 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: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action relating to outstanding Wisconsin Department of Transportation Invoices (Navin, Director of Public Works)**

BACKGROUND

The City has outstanding invoices with the Wisconsin Department of Transportation (DOT) associated with the Robert Street Bridge project from 2022. At the time, staff voiced concerns to the DOT about the origin of the invoices and the services received. The issue was not resolved prior to the departure of the previous Director of Public Works.

DISCUSSION

City staff recently met with Wisconsin Department of Transportation (DOT) staff to review the outstanding charges and discrepancies. DOT staff explained that the City is responsible for 25% of the funding for the Robert Street Bridge project. Due to additional requests to meet the needs of the City and tight timelines, the DOT contracted out the design work for the project. 25% of those costs were invoiced to the City and are shown in the two invoices attached for $64,500 & $18,750, respectively. The third invoice for $52,170.31 was for the decorative lighting along the bridge. DOT stated that decorative lighting was not covered under the grant funding and was not eligible for the 75/25 cost share.

FINANCIAL ANALYSIS

DOT staff has indicated that new connecting highway projects will not move forward until these invoices are paid. The total cost of the three invoices equals $135,420.31. Staff proposes to use the City's contingency account to cover these costs. If payment of these invoices is approved with contingency funds, there will be $56,140.66 remaining in that account for use in 2026.

RECOMMENDATION

Staff recommends the City Council authorize the payment of the three outstanding Wisconsin Department of Transportation invoices for a total cost of $135,420.31 using the City's 2026 contingency funds.

ATTACHMENTS

1. Outstanding DOT Invoices

Please Remit To:
WI DEPARTMENT OF TRANSPORTATION
FINANCIAL OPERATIONS SECTION
PO BOX 7366
MADISON WI 53707-7366

INVOICE
STATE OF WISCONSIN
DEPT OF TRANSPORTATION

Bill To:

CITY OF FORT ATKINSON
MICHELLE EBERT
101 N MAIN ST

FORT ATKINSON WI 53538

Invoice No: 395-0000252580
Invoice Date: 3/1/2022
Page: 1 of 2

Project ID:	39535750401
Project Title:	C FT ATKINSON, ROBERT STREET
Customer Number:	MUNI000118
Payment Terms:	NET30
Due Date:	3/31/2022
AMOUNT DUE:	$ 64,500.00 USD

For billing questions, please call: 608-245-5347

Project Title	Source Activity	Billing Period	Net Amount
C FT ATKINSON, ROBERT STREET	0010PRELIMINARY	10/31/2021 to 2/28/2022	$ 64,500.00

Please detach bottom portion and return with your check made payable to WI Department of Transportation.

Please Remit To:
WI DEPARTMENT OF TRANSPORTATION
FINANCIAL OPERATIONS SECTION
PO BOX 7366
MADISON WI 53707-7366

Amount Due: $ 64,500.00
Due Date: 3/31/2022

Bill To:
CITY OF FORT ATKINSON
MICHELLE EBERT
101 N MAIN ST
FORT ATKINSON WI 53538

Invoice No:	395-0000252580
Invoice Date:	3/1/2022
Project ID:	39535750401
Project Title:	C FT ATKINSON, ROBERT STREET
Customer Number:	MUNI000118

Amount Remitted

Please Remit To:
WI DEPARTMENT OF TRANSPORTATION
FINANCIAL OPERATIONS SECTION
PO BOX 7366
MADISON WI 53707-7366

INVOICE
STATE OF WISCONSIN
DEPT OF TRANSPORTATION

Bill To:

CITY OF FORT ATKINSON
MICHELLE EBERT
101 N MAIN ST

FORT ATKINSON WI 53538

Invoice No: 395-0000255275
Invoice Date: 4/1/2022
Page: 1 of 2

Project ID:	39535750401
Project Title:	C FT ATKINSON, ROBERT STREET
Customer Number:	MUNI000118
Payment Terms:	NET30
Due Date:	5/1/2022
AMOUNT DUE:	$ 18,750.00 USD

For billing questions, please call: 608-245-5347

Project Title	Source Activity	Billing Period	Net Amount
C FT ATKINSON, ROBERT STREET	0010PRELIMINARY	2/28/2022 to 3/31/2022	$ 18,750.00

Please detach bottom portion and return with your check made payable to WI Department of Transportation.

Please Remit To:
WI DEPARTMENT OF TRANSPORTATION
FINANCIAL OPERATIONS SECTION
PO BOX 7366
MADISON WI 53707-7366

Amount Due: $ 18,750.00
Due Date: 5/1/2022

Bill To:
CITY OF FORT ATKINSON
MICHELLE EBERT
101 N MAIN ST
FORT ATKINSON WI 53538

Invoice No:	395-0000255275
Invoice Date:	4/1/2022
Project ID:	39535750401
Project Title:	C FT ATKINSON, ROBERT STREET
Customer Number:	MUNI000118

Amount Remitted

Please Remit To:
WI DEPARTMENT OF TRANSPORTATION
FINANCIAL OPERATIONS SECTION
PO BOX 7366
MADISON WI 53707-7366

INVOICE
STATE OF WISCONSIN
DEPT OF TRANSPORTATION

Bill To:

CITY OF FORT ATKINSON
MICHELLE EBERT
101 N MAIN ST

FORT ATKINSON WI 53538

Invoice No: 395-0000283186
Invoice Date: 11/1/2022
Page: 1 of 2

Project ID:	39535750481
Project Title:	C FT ATKINSON, ROBERT STREET
Customer Number:	MUNI000118
Payment Terms:	NET30
Due Date:	12/1/2022
AMOUNT DUE:	$ 52,170.31 USD

For billing questions, please call: 608-245-5347

Project Title	Source Activity	Billing Period	Net Amount
C FT ATKINSON, ROBERT STREET	0030DECORATIVEL	10/28/2022 to 10/31/2022	$ 52,170.31

Please detach bottom portion and return with your check made payable to WI Department of Transportation.

Please Remit To:
WI DEPARTMENT OF TRANSPORTATION
FINANCIAL OPERATIONS SECTION
PO BOX 7366
MADISON WI 53707-7366

Amount Due:	$ 52,170.31
Due Date:	12/1/2022

Bill To:
CITY OF FORT ATKINSON
MICHELLE EBERT
101 N MAIN ST
FORT ATKINSON WI 53538

Invoice No:	395-0000283186
Invoice Date:	11/1/2022
Project ID:	39535750481
Project Title:	C FT ATKINSON, ROBERT STREET
Customer Number:	MUNI000118

Amount Remitted

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action relating to a Grant Award Received for Lead Service Lateral Replacement Communications (Navin, Director of Public Works)**

BACKGROUND

In 2021 the Bipartisan Infrastructure Law (BIL) established requirements for lead service lateral replacements throughout the country by 2037. In fall of 2025 Water Utility staff completed the inventory of all 4,709 laterals in the City.

At that time, the City Council enacted an ordinance requiring the replacement of all lead service laterals within the City, and City staff submitted the Intent to Apply for a Wisconsin Department of Natural Resources (WDNR)Safe Drinking Water Loan.

On March 17, 2026, the City Council approved a contract with Graef Engineering and City Water USA to assist in administering the City's Lead Service Lateral Replacement Program. These firms encouraged the City to work with Jefferson County Health and Human Services to apply for the WDNR Lead Service Lateral Community Outreach Grant to assist with communications to residents regarding lead services laterals and the negative health impacts associated.

DISCUSSION

Recognizing that successful lead service line replacement requires robust public participation, City staff collaborated with Jefferson County Health and Human Services to apply for the LSLR Community Outreach Grant. This grant is specifically designed to fund outreach efforts that inform residents about the project, improve water quality awareness, and decrease health risks. Staff is pleased to announce that the Wisconsin DNR has awarded the City the full funding amount of $150,000 for this outreach initiative. These funds, available for eligible costs incurred between May 16, 2026, and May 15, 2028, will be used to support the success of our LSL replacement projects through dedicated community engagement and education.

FINANCIAL ANALYSIS

This grant will help cover the costs associated with community outreach regarding lead service lateral replacements in the City of Fort Atkinson. City staff, the City's consultants, and staff at the Jefferson County Health and Human Services Department are in the process of developing a

communications plan to utilize the funds efficiently and effectively per the budget included in the grant award.

RECOMMENDATION

Staff recommends the Council accept the Lead Service Lateral Replacement Community Outreach Grant Award in the amount of $150,000 and authorize the City Manager to sign the acceptance letter.

ATTACHMENTS

1. Fort Atkinson Award Letter_LSLR Community Outreach Grant
2. FortAtkinsonGrantAgreement_LSLRCommunityOutreachGrant

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison WI 53707-7921

Tony Evers, Governor
Karen Hyun, Ph.D., Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

May 13, 2026

Subject: LSLR Community Outreach Grant Award - Fort Atkinson

Dear Zach Navin:

This letter is confirming that the DNR has reviewed and approved Fort Atkinson Waterworks' application for the LSLR Community Outreach Grant. Your water system's allocated grant award is **$150,000**. Please note, this grant amount is subject to change should eligible project costs change. Eligible costs are those that were detailed in your water system's application, submitted to the DNR in 2026. Eligible project costs are those incurred on or after **May 16, 2026,** and **through May 15, 2028**. Costs incurred outside of this period are not eligible and reimbursement for such costs will be denied.

Enclosed with this award letter is the ***LSLR Community Outreach Grant – Reporting Requirements Letter*** along with a progress report rubric and the forms required for reimbursement. The ***LSLR Community Outreach Grant – Reporting Requirements Letter*** explains the required progress reporting and invoicing associated with your grant award. In order to stay in compliance with your award, you must comply with the reporting and invoicing detailed in this letter. Included in this letter is an explanation of the quarterly and final progress reports you must submit on behalf of your water system throughout the project period and until project completion.

Please note any changes or delays to your water system's project scope or timeline as soon as they arise in your quarterly project progress reports to DNR.

Sincerely,

Olivia Fronmueller

Olivia Fronmueller
Federal Programs Project Manager
Drinking Water and Groundwater Program
Wisconsin Department of Natural Resources

State of Wisconsin
Department of Natural Resources
Drinking Water and Groundwater Program
LSLR Community Outreach Grant Program
101 S. Webster St.
PO Box 7921- DG/5
Madison, WI 53707-7921

LEAD SERVICE LINE REPLACEMENT COMMUNITY OUTREACH GRANT PROGRAM GRANT AGREEMENT

PART 1. GRANT DETAILS

Grant Program	Grant Number	Grant Amendment Number	Grant Amendment Date
LSLR Community Outreach Grant	LSLR-COG-020		

Grantee Name (Municipal Community Water System Name)
Fort Atkinson Waterworks

Grantee PWSID	Grantee UEI	Performance Period	
		Grant Start Date	Grant End Date
12801030	KXQZK66KFJN3	5/16/2026	5/15/2028

Project Name
Fort Atkinson Lead Service Line Replacement Outreach

Grantee Authorized Representative (Name and Title)
Zach Navin, Director of Public Works

Street address
101 N. Main St

City, State, Zip Code
Fort Atkinson, WI 53538

Grantee Contact Information (if different from Authorized Rep.)
Contact Name:
Contact Phone:
Contact E-mail:

BUDGET BREAKDOWN	
Water System Personnel Expenses	**$ 60,000**
Contracts With Third Parties	**$ 25,000**
Door-to-door Education & Outreach	**$ 40,000**
Community Engagement Activities	**$ 10,000**
Social, Digital or Print Media	**$ 10,000**
Marketing & Advertising	**$ 5,000**
Costs to Design, Print and/or Translate Materials	**$ 0**
Indirect Costs	**$ 0**
Other Costs Approved by the DNR	**$ 0**
Total Award Amount:	**$ 150,000**

Project Scope

Eligible Project Costs	Description
Water System Personnel Expenses	Data validation work for system inventory. Community education and outreach materials, meeting, canvassing, phone calls, and responding to emails
Contracts With Third Parties	County staff and contracted consultant work to assist with GIS tools and dashboard.
Door-to-door Education & Outreach	Two contracted County HHS nurses going door to door educating each homeowner. Spending a half hour prior to the LSLR and a half hour after installation is completed.
Community Engagement Activities	Contracted HHS staff and City staff attending local farmers' markets and community events.
Social, Digital or Print Media	Printed FAQ, door hangers, mailing, website updates, funding applications
Cost to Design, Print and/or Translate Materials	40 hours making, translating, distributing educational materials

Intended outcomes of planned outreach:

- Educate community members who will be impacted by the lead service line replacement
- Promote cooperation from customers who may have private lead service lines eligible for replacement
- Inform customers of public health information about lead service lines and actions to protect health before, during or after the lead service line replacement

As stated in the grantee's application:
"The City will be prioritizing LSLR's using Area Deprivation Index (ADI) developed by the University of WI Center of Health Disparities. ADI will help prioritize replacements in the disadvantaged neighborhood first that will also receive concentrated outreach efforts from the City's partnership with The Jefferson County Health Department. Project team will prioritize LSLR's to ensure outreach reaches the residents and neighborhoods most affected by lead service line replacement. Efforts will focus on delivering clear, culturally responsive, and linguistically appropriate information to those who stand to benefit most from early and consistent communication.

Priority outreach will be directed to households with known or suspected lead service lines, especially in older neighborhoods where lead infrastructure is more likely to remain. This prioritization will draw on lead service line inventory data, planned replacement schedules, housing age, and neighborhood-level indicators to identify areas with the highest concentration of impacted properties. Using these data points allows the project to focus resources where the need for timely outreach is greatest.

Beyond geographic considerations, the project will intentionally reach populations who may be at increased health risk from lead exposure or who may face barriers in accessing, understanding, or acting on public health information. Priority populations include households with young children, pregnant persons, renters, low-income households, older adults, and Spanish-speaking residents. Additional attention will be given to individuals who may have limited access to transportation, internet, or trusted health information, as well as those who may not receive direct communication through utility or municipal channels. This approach ensures that outreach is equitable and that residents most likely to

encounter health risks or communication barriers receive clear, timely guidance before, during, and after replacement activities.

In coordination with the City of Fort Atkinson, the Jefferson County Health Department will review service line replacement plans in advance to identify priority households and neighborhoods. This coordination will support outreach that is well-timed, proactive, and aligned with scheduled work. By using a targeted and data-informed strategy, the project will concentrate outreach resources on residents with the highest likelihood of direct impact and the greatest need for support. This includes delivering bilingual, health-focused education designed to help residents understand potential risks, navigate the replacement process, and take recommended actions to protect their health.

Through this collaborative and intentional approach, the project aims to ensure that the communities most affected by lead service line replacement receive the information and support necessary to promote health, safety, and trust throughout the process."

Plans for outreach as stated in the grantee's application:
This project will provide bilingual, public health-centered outreach and education to Fort Atkinson residents impacted by lead service line replacement. The overall goal is to improve resident understanding of what lead service lines are, why replacement is important, what to expect during replacement activities, and what actions residents can take to protect health before, during, and after service line replacement. Successful outreach programs do more than distribute information to community members, they build trust, encourage participation, and provide residents with timely communication across multiple channels.

Outreach Before Replacement
Before replacement work begins, the project will emphasize education, awareness, and preparation. The Jefferson County Health Department and the City of Fort Atkinson will develop and distribute plain-language educational materials in both English and Spanish. These materials will explain the health risks associated with lead, how lead service lines contribute to lead exposure, which homes may be affected, and why full replacement is essential. They will also outline steps residents can take to reduce exposure, such as using cold water for drinking and cooking, following flushing guidance, and using recommended filters when applicable.

The neighborhoods with the highest concentration of lead service lines qualify for partial principal-forgiveness loans provided through the DNR. It will be important to inform customers about the city's mandatory lead service line replacement ordinance, the potential financial impacts of replacement, and the financial assistance options available for private-side replacements.

Outreach during this phase will use multiple communication methods, including mailed notices, hand-delivered flyers or door hangers, fact sheets, social media content, website updates, and distribution of materials through trusted community organizations. When possible, outreach will also include public meetings, direct phone calls, and other targeted communication methods for households scheduled for replacement. Layering these outreach strategies will help ensure the project reaches as many residents as possible.

Outreach During Replacement
During lead service line replacement, project outreach will focus on coordination, expectations, and health protection. Residents scheduled for work will receive timely information on when the work is expected to occur, what disruptions may happen during construction, what access may be needed to their property, restoration steps, and what steps they should take during the replacement period. Information will be provided on water shutoffs or service interruptions, construction-related impacts, and any steps

needed to support project access or completion. It will be critical to homeowner participation to ensure outreach and communication is strong during this time.

This phase of outreach will also include communication about the public health reasons for taking precautions during service line disturbance. Residents will receive clear instructions on what to do if water appears discolored, how to reduce exposure during and immediately after replacement activity, and who to contact with questions. Any forms, permissions, or participation steps that are needed, will be explained in plain language and made available in English and Spanish. Outreach to renters and non-owner occupants will also be considered so that residents living in affected homes, not just property owners, understand the work and know how to protect their health.

Outreach After Replacement
After replacement is completed, the project will provide follow-up health education, so residents understand how to maintain safer water quality after disturbance of the service line. Residents will receive bilingual information on recommended flushing practices, cleaning faucet aerators, use of filters if appropriate, and other post-replacement protective actions.

This follow-up outreach will also create an opportunity for residents to ask additional questions and provide feedback on the clarity and usefulness of the information they receive. The project will use this feedback to improve future communication and identify any persistent barriers to participation or understanding to refine outreach strategies overtime.

Intended Outcomes
The primary goal of this project is to ensure that Fort Atkinson residents affected by lead service line replacement receive timely, clear, and actionable public health information in both English and Spanish. The project aims to increase awareness of the health risks associated with lead service lines, improve understanding of what residents can expect before, during, and after replacement, and strengthen knowledge of steps they can take to minimize exposure throughout the process.

A key project component includes developing a public-facing communication webpage where residents can access up-to-date information. This webpage will feature a GIS-based lead service line inventory dashboard that visually identifies where lead service lines are located and provides a projected replacement timeline. The dashboard will be updated regularly to reflect new information, such as the identification of previously unknown service line materials or completion of replacements. The webpage will also host public information documents and resources.

Additional intended outcomes include increased resident participation and preparedness, reduced confusion around the replacement process, improved access to bilingual and culturally responsive communication, and strengthened collaboration between public health and municipal partners. This project also seeks to enhance equitable outreach by reaching populations who may be missed through standard communication channels, including Spanish-speaking households, renters, and families with young children.

Where feasible, the project will track outputs such as the number of households identified for targeted outreach, the quantity of bilingual materials distributed, the volume of direct outreach contacts completed, and the range of digital or community-based communications shared. The project may also monitor the number of residents addressed, households that receive follow-up education, and other indicators of engagement or participation.

Evaluation
Jefferson County Health Department and the City of Fort Atkinson will evaluate the effectiveness of this outreach effort throughout the project period. Evaluation will include tracking outreach activities completed, materials distributed, types of communication used, neighborhoods reached, and common questions or barriers raised by residents. Resident feedback will be used to assess whether outreach materials are understandable, timely, and responsive to community needs.

Project partners will also review whether outreach efforts successfully reached priority populations and whether communication timing aligned with replacement activities. Lessons learned during implementation will be used to refine future outreach and strengthen communication strategies for later phases of service line replacement. This type of evaluation and mid-course adjustment is critical to the success of the project.

Expected Timeline
Months 1–2: Planning and Coordination
Jefferson County Health Department and the City of Fort Atkinson will finalize project coordination, review lead service line inventory and replacement schedules, identify priority neighborhoods and populations, and determine the most effective methods for delivering outreach. This phase will also include development of core public health messaging and planning for bilingual materials.

Months 2–4: Material Development and Outreach Preparation
During this phase, the project team will develop and finalize a full set of plain-language outreach materials in both English and Spanish. These materials will include educational fact sheets, mailed notices, flyers, digital messaging content, and other communication tools designed to help residents understand the replacement process and how to protect their health. At the same time, internal workflows will be created to ensure outreach is delivered at the right time in relation to scheduled service line replacement work. If needed, selected outreach strategies may be piloted on a small scale and refined based on resident feedback before being implemented more broadly across the city.

A central component of this phase will be launching the GIS-based public dashboard, which will allow residents to view the location of known lead service lines and see projected timelines for replacement. This dashboard will support transparency, help residents understand where work is occurring, and serve as a key reference point throughout the project.

The project team will also finalize Right of Entry agreements to ensure timely access for replacement work and develop clear, accessible information about financial aid options. This will include creating application materials and step-by-step instructions so residents understand what assistance is available to them and how to apply.

Months 4–12: Targeted Outreach and Community Education
Outreach activities will be conducted on an ongoing basis for residents in neighborhoods scheduled for lead service line replacement. Residents will receive information before work begins, updates and reminders during replacement activities, and follow-up health guidance after replacement is completed. Communication methods may include mailings, hand-delivered materials, phone outreach, social media, website content, and coordination with community partners. Multiple outreach channels and repeated communication lead to better outcomes.

Months 10–12 and ongoing: Evaluation and Improvement
During this stage of the project, partners will continually assess outreach progress, review resident feedback, and identify any gaps in communication. Strategies will be adjusted as needed to ensure that messaging remains clear, accessible, and responsive, especially for priority populations who may require

additional support. Ongoing refinement of outreach methods will help ensure the project reaches residents effectively and supports strong participation throughout the replacement process.

Work during this phase will also include the continued completion and management of Right of Entry agreements, which are essential for ensuring timely access to properties scheduled for construction. In addition, the project team will process and support financial aid applications submitted by eligible households, helping residents understand available assistance and navigate the application process.

As part of the pilot project area, approximately 75 lead service lines will be replaced, providing early insights into communication needs, resident engagement patterns, and logistical challenges. Project partners will review baseline data during this period to measure progress, evaluate the impact of outreach efforts, and better understand barriers that may affect resident participation. These assessments will guide ongoing

Final Project Period: Reporting and Sustainability Planning
At the end of the grant period, Jefferson County Health Department and the City of Fort Atkinson will summarize outreach activities completed, populations reached, materials developed, lessons learned, and recommendations for future efforts. The project will also identify how bilingual outreach materials, messaging templates, and coordination processes can be retained and used in future lead service line replacement efforts.

Sustainability
This project is intended not only to support current lead service line replacement activities in Fort Atkinson, but also to establish a repeatable local model for equitable, health-focused outreach during future replacement work. Bilingual materials, resident education tools, outreach workflows, and partnership strategies developed through this grant will be retained and updated for future use. This will help strengthen long-term capacity for community education, lead risk communication, and coordination between public health and municipal partners.

PART 2. CONDITIONS

This Subrecipient Grant Agreement ("Grant Agreement") is by and between the Wisconsin Department of Natural Resources, whose principal address is 101 S. Webster Street, Madison, Wisconsin 53707 ("Department") and Fort Atkinson Waterworks, with its principal address at 101 N. Main St, Fort Atkinson, WI 53538 ("Subrecipient"), for the purposes of awarding a subrecipient grant under the Drinking Water State Revolving Loan Fund Bipartisan Infrastructure Law Lead Service Line Set-Aside Grant ("Federal Program") and establishing conditions of payment of the Grant Award. The Department and Subrecipient are sometimes referred to herein singularly as "Party" and collectively as "Parties."

WHEREAS, this Agreement is to be performed in accordance with the BIL Lead Service Line Replacement Community Outreach Grant Announcement with federal funds from the Bipartisan Infrastructure Law of 2021 (Infrastructure Investment and Jobs Act of 2021 (P.L. 117-58)); and

WHEREAS, the Subrecipient has the expertise and experience to carry out eligible uses of Funds described in the federal program and related federal guidance; and

WHEREAS, Subrecipient has the institutional, managerial, and financial capability to ensure proper planning, management, and completion of any programs outlined by this Grant Agreement;

NOW, THEREFORE, the Department and Subrecipient agree to the following:

1. Amount of Grant and Purpose: The Department agrees to disburse to Subrecipient a total amount not to exceed **$150,000** (the **"Grant Award"**) to be used by Subrecipient solely for Eligible Costs. The Department's payment to Subrecipient under this Grant Agreement shall not exceed the Grant Award. The Department may reduce the award amount if the actual Eligible Expenses are less than the Grant Award or if the availability of the Funds is reduced, restricted, or eliminated.

2. Grant Agreement Documents: This Grant Agreement, together with any incorporated or referenced parts and attachments, shall constitute the entire Agreement and previous communications, understandings, representations, or contracts pertaining to this Grant Agreement are superseded. If there is any conflict or ambiguity between this Grant Agreement and the Attachments, this Grant Agreement shall control, and the Attachments shall control after that in descending order. The Attachments to this Grant Agreement are as follows:

    A. EPA Notice of Award to the Department
    B. Federal Compliance Requirements (requires signature)
    C. State Grant Agreement Terms and Conditions
    D. Source of Funds

3. Statement of Work: Subrecipient shall administer its program as outlined in the Project Scope.

4. Performance Period: The Performance Period of this Grant Agreement shall be from 5/16/26 through 5/15/28.

5. Eligible Expenses: Eligible Expenses are costs that are allocable and allowable under the Project Scope and expended during the Performance Period. Eligible Expenses shall be consistent with the Federal Program guidance, Initial Announcement, and terms and conditions. The Department will not reimburse for ineligible activities or expenses.

6. Reimbursement Requests: Subrecipient shall submit Reimbursement Requests to the Department quarterly, unless otherwise agreed upon in writing. Upon request by the Department, Subrecipient shall provide supporting documentation demonstrating that the costs being invoiced are Eligible Expenses, which may include cost reports, general ledgers, invoices, cancelled checks or other proof of payment, a list of payees, personnel activity reports to substantiate personnel costs, and any other additional information that the Department may reasonably request. Reimbursement Requests must include the following certification signed by an officer or designated official of the Subrecipient:

   "I certify that this request represents actual costs incurred during the invoice period and that these costs are appropriate and in accordance with this Grant Agreement. The Subrecipient further certifies that payment made by the Department under this Grant Agreement shall not duplicate reimbursement of costs and services which are received from other sources. The Subrecipient further certifies that it maintains documentation sufficient to demonstrate that all procurements and subawards and any other relevant activities of the Subrecipient were conducted in full compliance with all aspects of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200) ("the Uniform Guidance"), including the cost principles and restrictions on general provisions for selected items of cost. ***This includes, but is not limited to, the procurement standards set forth in the Uniform Guidance at 2 CFR 200.317 through 2 CFR 200.327.****"*

7. Payment: Payment by the Department to Subrecipient under this Grant Agreement shall be contingent upon each Reimbursement Request being reviewed and approved by the Department. The Department shall not reimburse Subrecipient for any costs incurred: (a) in excess of the amount of the Subaward, (b) in violation of any federal, state, or local law, regulation, ordinance or rule, (c) in violation of the terms of the EPA Notice of Award to the Department (Attachment A) or its amendments; (d) in violation of this Grant Agreement; and/or (e) which are not Eligible Expenses as defined in this Grant Agreement. The reasonable determinations of the Department as to whether costs are reimbursable shall prevail.

The Department shall require at least 10 business days to review and approve or disapprove Reimbursement Requests. The Department shall endeavor to make payment to Subrecipient within 30 days.

8. Final Payment: The final Reimbursement Request is due to the Department no later than 60 days after the conclusion of the performance period of this Grant Agreement.

9. Reporting Requirements: Subrecipient shall timely provide information necessary for the Department to comply federal reporting requirements. This information may include, among other things, information about Subrecipient expenditures during the reporting period, information about the use of best practices, additional grant funding received, media reports, new partnerships, new initiatives, and information about project demographic distribution. Information required for reporting may change due to subsequent and additional Federal Program guidance outlining recipient reporting requirements, and the Department will inform Subrecipient of the specific information required and the format and timing in which it must submit such information to the Department.

10. Post-Project Reporting: For at least one year after the completion of the project, Subrecipient shall timely provide information necessary for the Department to comply with post-project period follow-up and engagement requirements.

11. Progress Reports: The Subrecipient shall submit progress reports to the Department, summarizing the work completed during the period or reporting, financial and performance reports, anticipated work for the following progress report period, and any other information required by the Department. Progress reports are due to the Department 15 days after the end of each state fiscal quarter (January 15, April 15, July 15, and October 15). Progress reports may be submitted concurrently with reporting required for the Federal Program, described in Paragraph 9 of this Grant Agreement. The final project report is due within 60 days of project completion. The Department may withhold payment until any Progress Reports that are past due are submitted.

12. Federal Audit Requirements: If Subrecipient expends more than $1,000,000 in Federal awards during its fiscal year will be subject to an audit under the Single Audit Act and its implementing regulation at 2 CFR Part 200, Subpart F regarding audit requirements. Subrecipient is also required to comply with all relevant parts of 2 CFR 200.501. This term shall survive after termination of the Agreement until such audit is complete.

13. Quality Assurance: Subrecipient agrees to cooperate with the Department in implementing all applicable provisions of the Department's Quality Management Plan.

14. General Accounting Principles: The Subrecipient shall maintain financial and accounting records for the Grant Award in accordance with generally accepted accounting principles and practices (GAAP). These records may be reviewed by the Department. Subrecipient shall establish and maintain

effective internal controls over the Grant Award funds that provide reasonable assurance that Subrecipient is managing the Grant Award in compliance with applicable laws, regulations, and the terms and conditions of this Grant Agreement. Subrecipient shall maintain all Grant Award funds in a separate bank account at a state or federally insured financial institution used exclusively for the Grant Award funds or specifically identify the Grant Award funds in a separate internal account used to track all deposits, obligations, and expenditures of Grant Award funds. Subrecipient shall maintain a financial management system that permits the tracing of funds to a level of expenditures adequate to establish that such funds have been used according to all applicable federal statutes and regulations and the terms and conditions of this Grant Agreement.

15. Record Retention and Production: The Subrecipient shall retain and make available to the Department for inspection all fiscal records, including invoices and canceled checks, that support all costs claimed by the Subrecipient for seven years from the date of final payment by the Department or seven years after the end of the Performance Period, whichever is later, or for a longer period if required by the Department for audit purposes. At the Department's request, Subrecipient shall provide the Department with all information necessary to comply with all requirements of the EPA and other federal agencies regarding reporting of the uses of Grant Award funds, in a format designated by the Department. Such requests may include, but are not limited to, information from Subrecipient necessary for the Department to provide relevant and current Title VI information pursuant to 28 C.F.R. § 42.406 (federal non-discrimination compliance reviews). Subrecipient will also provide the Department with all information necessary to accomplish any public transparency reporting or Subrecipient monitoring that the Department deems necessary. Subrecipient shall make the documents available to the appropriate federal or state agency or the United States Comptroller General to allow the appropriate federal or state agency or Comptroller General to audit, examine, excerpt or transcribe the documents and audit, examine, excerpt or transcribe all contracts, invoices, materials, payrolls, records of personnel, conditions of employment, and other data relating to all matters covered by this Grant Agreement any time during normal business hours and as often as the appropriate federal or state agency or Comptroller General may, in their sole discretion, deem necessary. These requirements are in addition to, not in place of, any other audit requirements set forth in this Grant Agreement. This term shall survive for a period of seven years after termination or expiration of this Grant Agreement.

16. Wisconsin Public Records Law: Subrecipient understands that the Department is bound by the Wisconsin Public Records Law, Wis. Stat. §19.21, et. seq. Pursuant to Wis. Stat. §19.36(3), the Department may be obligated to produce, to a third party, the records of Subrecipient that are "produced or collected" by Subrecipient under this Grant Agreement. Subrecipient is further directed to Wis. Stat. §19.21, et. seq, for the statutory definition of Records subject to disclosure under this paragraph, and Subrecipient acknowledges that it has read and understands that definition. Irrespective of any other term of this Grant Agreement, Subrecipient is (1)

obligated to retain Records for seven years from the date of the Record's creation, and (2) produce such Records to the Department if, in the Department's determination, the Department is required to produce the Records to a third party in response to a public records request. Subrecipient's failure to retain and produce Records as required by this paragraph shall constitute a material breach of this Grant Agreement, and Subrecipient must defend and hold the Department harmless from liability due such breach. The requirements of this section are in addition to, and not in place of, the retention requirements of any other section or paragraph. This term shall survive for a period of seven years after termination or expiration of this Grant Agreement.

17. Other Sources of Funds: No duplication of payment or reimbursement from another funding source is permitted. Subrecipient shall inform the Department of the amount and source of any funds received from other parties to defray the costs of any actions taken under this Grant Agreement. The Department may reduce payment or seek recovery of funds previously paid to Subrecipient, if funds received from other sources include payment of costs previously paid by or are eligible under the Federal Program.

18. Bidding Requirements: Subrecipient agrees to comply with all applicable federal, local, and state contract and procurement and bidding requirements, including 2 C.F.R. § 200.318 to § 200.326. Subrecipient should consult its legal counsel with questions concerning contracts and bidding. For assistance, Subrecipient may consult https://dnr.wisconsin.gov/sites/default/files/topic/Aid/grants/ProcurementGuide.pdf. Subrecipient shall maintain records sufficient to support identifiable charges to the project and procurement documentation detailing the history of all Subaward-funded procurements, including at least: (1) the rationale for the method of purchase, (2) selection of the contract type, (3) contractor selection or rejection, and (4) the basis of the contract price (*see* 2 CFR 200.318(i)). The requirements of this section are in addition to, and not in place of, the retention requirements of any other section or paragraph.

19. Compliance with Law: Subrecipient agrees to comply with all applicable state, local and federal statutes, regulations, and executive orders in fulfilling terms of this Grant Agreement.

20. Nondiscrimination and Affirmative Action Requirements: In connection with the performance of work under this Grant Agreement, Subrecipient agrees not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in Wis. Stat. § 51.01(5), sexual orientation or national origin except as otherwise permitted by law. This is with respect to, but is not limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Except with respect to sexual orientation, Subrecipient further agrees to take affirmative action to ensure equal employment opportunities. Subrecipient agrees to post in conspicuous

places, available for employees and applicants for employment, notices required by law. Pursuant to 2019 Wisconsin Executive Order 1, Subrecipient agrees it will hire only on the basis of merit and will not discriminate against any persons performing a contract, subcontract or grant because of military or veteran status, gender identity or expression, marital or familial status, genetic information or political affiliation. Failure to comply with this Condition may result in the declaration of Subrecipient ineligibility, the termination of this Grant Agreement, or the withholding of funds.

Within fifteen (15) working days after this Grant Agreement is executed, Subrecipient shall comply with the State of Wisconsin Affirmative Action Plan Requirements, available at https://doa.wi.gov/Documents/DEO/WIAffirmativeActionRequirements.pdf, and provide the Department of Administration with a report on the steps taken to comply with the Affirmative Action Plan Requirements. No extensions of this deadline shall be granted.

21. Standards of Performance: Subrecipient shall perform activities as set forth in this Grant Agreement in accordance with those standards established by statute, administrative rule, and any applicable professional standards. Subrecipient shall have sole control of the method, hours worked, and time and manner of any performance under this Grant Agreement other than as specifically provided in this document. The Department takes no responsibility of supervision or direction of the performance of the Grant Agreement to be performed by the Subrecipient or the Subrecipient's employees or agents. The Department further agrees that it will exercise no control over the selection and dismissal of the Subrecipient's employees or agents.

22. Compliance by Third-Party Recipients of Funds: Subrecipient shall be responsible for all matters involving any contractor or subcontractor engaged under this Grant Agreement, including grant compliance, performance, and dispute resolution between itself and a contractor or subcontractor. The Grantor and Department bear no responsibility for contractor or subcontractor, performance, or dispute resolution hereunder.

23. Indemnification: Pursuant to the law of the state of Wisconsin, Subrecipient agrees to save, keep harmless, defend, and indemnify the Grantor, the Department and all officers, employees and agents of the Grantor and the Department, against any and all liability claims, costs or whatever kind and nature, for injury to or death of any person or persons, and for loss or damage to any property (state or other) occurring in connection with or in any way incident to or arising out of the occupancy, use, service, operation or performance of work in connection with this Grant Agreement or omissions of Subrecipient's employees, agents or representatives. Subrecipient shall indemnify and hold harmless the Department and all of its officers, agents and employees from all suits, actions or claims of any character brought for or on account of any obligations arising out of agreements between Subrecipient and third parties to perform services or otherwise supply products or services.

The Subrecipient Authorized Representative signing this Grant Agreement certifies and attests that Subrecipient's respective Articles of Organization, Articles of Incorporation, By-Laws, Member's Agreement, Charter, Partnership Agreement, Corporate or other Resolutions, and/or other related governing documents, statutes, or ordinances give such person full and complete authority to bind Subrecipient, on whose behalf they are executing this document.

FOR THE SUBRECIPIENT
I agree to the above-stated conditions.

_____
Signature of Subrecipient Authorized Representative

_____
Date Signed

FOR THE STATE OF WISCONSIN
By

_____
Steven Little
Department of Natural Resources

_____
Date Signed

ATTACHMENT A: EPA NOTICE OF AWARD TO THE DEPARTMENT

See attached:



2024 FFY - 4L-02E03409-0 - BIL LSLR.pdf

ATTACHMENT B: FEDERAL COMPLIANCE REQUIREMENTS

The Subrecipient agrees to comply with all applicable federal statutes, regulations, and executive orders, and Subrecipient shall provide for such compliance by other parties in any agreements it enters into with such parties relating to this award.

1. Uniform Administrative Requirements: The Subrecipient agrees to comply with Title 2 CFR Part 200 and 2 CFR Part 1500, Uniform Administrative Requirements, Cost Principles, & Audit Requirements for Federal Awards. This Grant Agreement is governed by the version of Title 2 CFR Part 200 and 2 CFR Part 1500 which governs the Department's award with the federal awarding agency.

2. U.S. Environmental Protection Agency General Terms and Conditions: The Subrecipient, as a sub-recipient, agrees to comply with the U.S. Environmental Protection Agency General Terms and Conditions, Effective October 1, 2023. If EPA amends the Department's award for this Federal Program, the Department may require Subrecipient to comply with the general terms and conditions that are current at the time of the amendment. EPA general terms and conditions are available at: https://www.epa.gov/grants/grant-terms-and-conditions.

3. Civil Rights, Nondiscrimination, Equal Employment Opportunity Authorities: Federal statutes and regulations prohibiting discrimination applicable to this award include, without limitation, the following:

    A. Age Discrimination Act, Pub. L. 94-135
    B. Equal Employment Opportunity, Executive Order 11246
    C. Section 13 of the Clean Water Act, Pub. L. 92-500
    D. Section 504 of the Rehabilitation Act, Pub. L 93-112 supplemented by Executive Orders 11914 and 11250
    E. Title VI of the Civil Rights Act, Pub. L 88-352
    F. Participation by Disadvantaged Business Enterprises in Procurement Under Environmental Protection Agency (EPA) Financial Assistance Agreement

4. Equal Employment Opportunity: The Subrecipient agrees to, in connection with the performance of work under this Grant Agreement, not to discriminate against any employee or applicant for employment because of age, race, religion, color, disability, handicap, sex, physical condition, developmental disability as defined in s. 51.01(5), Wis. Stat., sexual orientation as defined in s. 111.32(13m), Wis. Stats., or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Subrecipient agrees to take affirmative action to ensure equal employment opportunities, as required by law. The Subrecipient agrees to post in conspicuous places available, for employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of the nondiscrimination clause.

5. Title VI of the Civil Rights Act of 1964: The Subrecipient agrees to comply with Title VI of the Civil Rights Act of 1964, which prohibit discrimination on the basis of race, color, or national origin under programs or activities receiving federal

financial assistance. It also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the U.S. Environmental Protection Agency's guidance, available at: https://www.federalregister.gov/d/04-14464.

6. Conflicts of Interest: As required by 2 CFR 200.112, EPA has established a policy (COI Policy) for disclosure of conflicts of interest (COI) that may affect EPA financial assistance awards. EPA's COI Policy is posted at: https://www.epa.gov/grants/epas-financial-assistance-conflict- interest-policy. Subrecipient shall disclose conflicts of interest to the Department in accordance with sections 5.0(d) and 7.0(c) of EPA's COI Policy.

7. Debarment and Suspension: Subrecipient warrants and represents that Subrecipient and each of Subrecipient's employees who will perform work funded with the Grant Award, are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency, as required by 2 CFR Part 180. The Department reserves the right to terminate this Grant Agreement if the Subrecipient or a sub-contractor is federally debarred or suspended. Subrecipient shall include a term or condition requiring compliance with 2 C.F.R. Part 180, Subpart C in any subsequent lower tier covered transactions. Subrecipient also warrants and represents that it is not listed on the Wisconsin Department of Administration's Ineligible Vendors Directory.

8. Lobbying: The Subrecipient agrees and certifies that no federal appropriated funds have been paid or will be paid, by or on behalf of the Subrecipient to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the Subrecipient shall notify the DNR to complete a disclosure form to report lobbying. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31 U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

   Subrecipient shall require that the language of this certification be included in the award documents for all contracts (including subcontracts) and that all contractors and subcontractors shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance was placed

when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Under penalty of perjury, the undersigned official(s) certifies that official(s) has read and understood Subrecipient's obligations as herein described, that any information submitted in conjunction with the assurances above is accurate and complete, and that Subrecipient is in compliance with the aforementioned nondiscrimination requirements.

By:_____

Name:_____

Date:_____

ATTACHMENT C: STATE GRANT AGREEMENT GENERAL TERMS AND CONDITIONS

1. Declining Award: The Subrecipient may decline the offer of financial assistance provided through this Grant Agreement, in writing, at any time prior to the starting of the project and before expending any funds.

2. Amendments: Amendments to this Grant Agreement shall be made in writing, dated, and signed by both parties prior to the end of the Performance Period. Requests to extend the Performance Period must be received by the Department no later than 45 days before the end of the Performance Period.

3. Reimbursement of Funds to Department: The Subrecipient shall reimburse the Department for any disbursed funds which are determined by the Department to have been misused, misappropriated, or used to pay for ineligible expenses. The Subrecipient shall reimburse the Department for any disbursed funds that have not been applied to an Eligible Expense within the Performance Period of this Grant Agreement. The Department may also require reimbursement of funds if the Department determines that any provision of this Grant Agreement has been violated. Any reimbursement of funds which is required by the Department, with or without termination, shall be due within forty-five (45) days after the Department gives written notice to Subrecipient. The State reserves the right to recover such funds by any legal means including litigation if necessary. This term shall survive termination of this Grant Agreement and shall continue indefinitely.

4. Suspension of Payments for Failure to Perform: The Department reserves the right to suspend or cease payment of Grant Award funds if required reports are not provided to the Department on a timely basis or if sufficient performance of grant activities is not evidenced. The Department further reserves the right to suspend or cease payment of funds under this Grant Agreement if there are deficiencies related to the required reports or if performance of contracted activities is not evidenced on other contracts between the Department and Subrecipient in whole or in part. Subrecipient's management and financial capability including, but not limited to, audit results and performance may be taken into consideration in any or all future determinations by the Department and may be a factor in a decision to withhold payment and may be cause for termination of this Grant Agreement.

5. Termination of Agreement: The Department reserves the right to terminate this Subrecipient Agreement, in whole or in part, without prior notice and without any penalty or liability whatsoever to the Department for reasons including failure of Subrecipient to make sufficient progress, failure of Subrecipient to comply with any of the terms of this Subrecipient Agreement, lack of appropriation or funds, termination or suspension of the federal grant award to the Department, or non-receipt of state or federal funds. Upon termination, Subrecipient shall (1) promptly discontinue all grant activities affected (unless the notice directs otherwise); (2) terminate all subcontracts to the extent that they relate to the performance of work terminated by the Department, and (3) deliver or otherwise make available to the Department, all data, reports, estimates, summaries, and such other information and materials as may have been accumulated by the Subrecipient in performing this Subrecipient Agreement, whether completed or in process.

   The Subrecipient may terminate this Subrecipient Agreement, in whole or in part, if

circumstances beyond its control preclude continuation of this Subrecipient Agreement. The Subrecipient shall provide the Department not less than forty-five (45) days written notice of intent to terminate, and, in the case of partial termination, the portion to be terminated. However, if the Department determines that the remaining portion of the project will not accomplish the purposes for which the Subrecipient Agreement was made, the Department may terminate the Subrecipient Agreement in its entirety. During this notification period, the Subrecipient will continue grant activities in accordance with the Subrecipient Agreement requirements, unless the parties mutually agree to a different timeline.

If this Subrecipient Agreement is terminated by either party for reasons other than failure of the Subrecipient to comply with the terms of this Subrecipient Agreement, the Department agrees to reimburse the Subrecipient for allowable costs incurred prior to termination and necessary closeout costs incurred after termination, provided that funds appropriated, allocated, or otherwise made available for this Subrecipient Agreement remain available for such reimbursement. If, for any reason, including but not limited to congressional, legislative, gubernatorial, presidential, administrative, or federal agency action or inaction, such funds are not received by the Department or are withdrawn, reduced, delayed, or otherwise unavailable, the Department shall not be responsible for making any further payments of any kind under this Subrecipient Agreement, including reimbursement for costs incurred prior to termination.

6. Disclosure of State Public Officials and Employees: If a State public official as defined by Wis. Stat. § 19.42, or an organization in which a State public official or a member of the state public official's immediate family holds at least a 10% interest is a party to this Grant Agreement, this Grant Agreement is voidable by the State unless timely, appropriate disclosure is made to the State of Wisconsin Ethics Commission, P.O. Box 7125, Madison, WI 53707-7125. Subrecipient shall not engage the services of any person or persons now employed by Grantor, including any department, commission or board thereof, to provide services relating to this Grant Agreement without the prior written consent of the Grantor and the employer of such person or persons.

7. Severability: If any provision of this Grant Agreement shall be adjudged to be unlawful, then that provision shall be deemed null and void and severable from the remaining provisions and shall in no way affect the validity of this Grant Agreement.

8. Survival of Requirements: Unless otherwise authorized in writing by the Department, the terms and conditions of this Grant Agreement shall survive the Performance Period and shall continue in full force and effect until Subrecipient has completed and is in compliance with all the requirements of this Grant Agreement.

9. Assignment of Agreement: Subrecipient shall not assign to a third party all or any part of its obligations or rights under this Grant Agreement without prior written approval of the Department.

10. Waiver: Failure or delay on the part of either Party to exercise any right, power, privilege, or remedy hereunder shall not constitute a waiver thereof. A waiver of any default shall not operate as a waiver of any other default or of the same type of

default on a future occasion.

11. Choice of Law and Venue: This Grant Agreement shall be governed by the laws of the State of Wisconsin, the laws of the United States, and all rules, regulations, and guidance promulgated to implement the Federal Program. In the event of a dispute, this Grant Agreement shall be interpreted in accordance with the laws of the State of Wisconsin. The venue for any dispute shall be the state and federal courts of Wisconsin.

ATTACHMENT D: SOURCE OF FUNDS

Subrecipient Name: Fort Atkinson Waterworks

Subrecipient Unique Entity Identifier (UEI) #: KXQZK66KFJN3

Federal Award Identification Number (FAIN): 02E03409

Date of Award to the Department by the Federal Agency: 09/21/2024

Subaward Period of Performance Start & End Date: 5/16/26 to 5/15/28

Subaward Budget Start & End Date: 5/16/26 to 5/15/28

Amount of Federal Funds Obligated to Subrecipient by this Award: $150,000

Total Amount of Federal Funds Obligated to the Subrecipient by the Department Including Current Subaward: $150,000

Total Amount of the Federal Award Committed to the Subrecipient by this Grant Agreement: $150,000

Federal Award Project Description, as required to be responsive to the Federal Funding Accountability and Transparency Act (FFATA): With the federal BIL grant subaward by the DNR, Fort Atkinson Waterworks will complete outreach in support of their lead service line replacement efforts.

Name of Federal Awarding Agency: Environmental Protection Agency

Assistance Listings Number and Title/CFDA number: 66.468

Research & Development? No

Indirect Cost Rate: N/A

Awarding official at the Department:

Steven Little, Deputy Secretary
Wisconsin Department of Natural Resources
101 S Webster Street, Madison, WI 53707
Mobile: 608.630.1520
steven.little@wisconsin.gov

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action relating to an Extraterritorial Certified Survey Map for the property located at N3628 County Road K (CSM-2026-06) (Draeger, Director of Neighborhood and Building Services)**

BACKGROUND

Sections 70.05.04 and 70.06.03 of the City of Fort Atkinson Land Division and Development Ordinance outlines the requirements for the Plan Commission and City Council to review and approve the Certified Survey Map (CSM) to ensure conformance with all ordinances and plans.

The proposed Certified Survey Map (CSM) is located within the City's Extraterritorial Review boundary and lies within 1.5 miles of the City limits. As a result, the CSM is subject to review and recommendation by the Plan Commission, with final approval granted by the City Council.

For Certified Survey Maps located beyond the 1.5-mile review area but still within the City's 3-mile Extraterritorial Review boundary, review and approval authority is delegated to City staff.

DISCUSSION

The applicant is requesting approval of a Certified Survey Map (CSM) to combine two existing parcels into a single lot. The subject property is located within the Town of Jefferson and will remain zoned R-2 under Jefferson County zoning following the proposed land combination.

The proposed lot consolidation is administrative in nature and does not, by itself, authorize any additional development beyond what is otherwise permitted under the applicable zoning regulations and approved land use. The request is consistent with the existing residential use of the property and does not conflict with the City's long-range planning objectives.

Section 70.04.01 of the City's Land Division and Development Ordinance requires the dedication of public right-of-way as part of the Certified Survey Map process when applicable. In this case, however, Jefferson County has not required right-of-way dedication. Consistent with past practice and the circumstances of this request, the roadway frontage is already presumed to be public right-of-way pursuant to applicable Wisconsin State Statutes.

Staff notes that the applicants were recently granted a Conditional Use Permit for the construction of a new shed on the property. It is assumed that the proposed combination of the two existing lots through this CSM is intended to facilitate that approved improvement by creating a single parcel.

The Plan Commission met on June 9th and recommended the City Council approve the extraterritorial CSM subject to the condition included in the staff report.

FINANCIAL ANALYSIS

The CSM is not expected to impact the city financially.

RECOMMENDATION

City staff and the Plan Commission recommend the City Council approve the Extraterritorial Certified Survey Map for the property located at N3628 County Road K with the following conditions:

- Waive the dedication of the Public Right of Way required under Section 70.04.01

ATTACHMENTS

1. County Road K Plan Commission Memo
2. Application Redacted
3. Poredos Preliminary Final CSM 4 24 26
4. ETZ_Future Land Use Map

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

CERTIFIED SURVEY MAP (EXTRA-TERRITORIAL)
REPORT TO THE PLAN COMMISSION

DATE: June 9, 2026
PROPERTY ADDRESS: N3628 County Rd K
PARCEL NUMBERS: 016-0514-1631-017 & 016-0514-1631-018
OWNER: Bryan J. & Lindsay S. Poredos
APPLICANT: Bryan J. & Lindsay S. Poredos
FILE NUMBER: CSM-2026-06
EXISTING ZONING: R-2 (Jefferson County Zoning)
PROPOSED ZONING: R-2 (Jefferson County Zoning)
EXISTING LAND USE: Residential
REQUESTED USES: Combine existing parcels

BACKGROUND

Sections 70.05.04 and 70.06.03 of the City of Fort Atkinson Land Division and Development Ordinance outlines the requirements for the Plan Commission and City Council to review and approve the Certified Survey Map (CSM) to ensure conformance with all ordinances and plans.

The proposed Certified Survey Map (CSM) is located within the City's Extraterritorial Review boundary and lies within 1.5 miles of the City limits. As a result, the CSM is subject to review and recommendation by the Plan Commission, with final approval granted by the City Council.

For Certified Survey Maps located beyond the 1.5-mile review area but still within the City's 3-mile Extraterritorial Review boundary, review and approval authority is delegated to City staff.

REQUEST OVERVIEW

The City's Future Land Use Map designates the subject property as Agricultural/Rural. This designation is intended to preserve agricultural uses, farmsteads, and rural residential development at low densities consistent with Jefferson County's farmland preservation policies. The property is located outside the City's Long-Range Urban Growth Area and is not anticipated to be developed in the foreseeable future.

The applicant is requesting approval of a Certified Survey Map (CSM) to combine two existing parcels into a single lot. The subject property is located within the Town of Jefferson and will remain zoned R-2 under Jefferson County zoning following the proposed land combination.

The request is administrative in nature and does not create any additional development potential beyond what currently exists. The proposed parcel consolidation is consistent with the existing use and does not conflict with the City's long-range planning objectives.

Public Notice is not required for the review of a Certified Survey Map

DISCUSSION

The subject property is located outside the City's designated Long-Range Urban Growth Area. Applicants Bryan and Lindsay Poredos are requesting approval of a Certified Survey Map (CSM) to combine two existing parcels into a single lot. Staff does not anticipate that the proposed land combination will adversely affect the City's long-range growth plans or planning objectives.

During the review of the CSM, staff noted that the existing roadway right-of-way adjacent to the property is not dedicated on the survey map. Section 70.04.01 of the City's Land Division and Development Ordinance requires that whenever a proposed land division encompasses all or a portion of a street or highway, the public right-of-way shall be included on the plat or Certified Survey Map and dedicated or reserved, as determined by the City.

Staff has encountered similar situations with previous extraterritorial CSMs where existing public road rights-of-way were not formally dedicated on the survey map. In those cases, consultation with the County Land Surveyor indicated no concerns regarding the lack of dedication. Pursuant to Wisconsin State Statute § 82.31(2)(a), any unrecorded highway that has been worked and used as a public highway for ten years or more is considered a public highway and is presumed to be 66 feet in width.
Given the established public status of the roadway under state law and the precedent established through prior reviews, staff recommends waiving the dedication requirement of Section 70.04.01 for this Certified Survey Map.

Staff finds that the proposed Certified Survey Map generally complies with the requirements of the City’s Land Division and Development Ordinance, subject to correction of the items identified.

RECOMMENDATION

Staff recommends that the Plan Commission recommend the City Council approve the Extraterritorial Certified Survey Map for the property located at N3628 County Road K with the following conditions:

- Waive the dedication of the Public Right of Way required under Section 70.04.01

ATTACHMENTS

1. Application Redacted
2. Poredos Preliminary Final CSM 4 24 26
3. ETZ_Future Land Use 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): Bryan J. & Lindsay S. Poredos

Phone number: [redacted] Email: [redacted]

OWNER Name, company, and client (if applicable): Bryan J. & Lindsay S. Poredos

Phone number: [redacted] Email: [redacted]

Postal address for proposed CSM: N3628 County Road K, Jefferson

Parcel Identification Numbers Involved: 014-0614-2312-011 & 012-0614-2312-012

Brief description of proposed division or combination and purpose: Combine parcels to create one parcel.

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) which maintains 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)

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

II Process Checklist

- ☑ Application fee of $10.00/Lot received by City Treasurer — Date: 4/28
- ☑ Receipt of complete application packet by Zoning Administrator — Date: 4/28
- ☐ City Staff Review — Date: _____
- ☐ Plan Commission Public Hearing, review and recommendation — Date: _____
- ☐ City Council review and action — Date: _____

Dated this 28th day of April, 20 24

Respectfully submitted,

Brian J Luke
(Signature of Applicant)

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

CITY OF FORT ATKINSON
COST RECOVERY AGREEMENT

The City of Fort Atkinson may retain the services of **professional consultants** (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and/or other experts) to assist in the City's review of a development proposal that may be scheduled for review and action by the Plan Commission and/or City Council. The submittal of a development proposal or land use application by an Applicant shall be construed as an **agreement to pay for such professional services** applicable to the proposal or application. The City may apply reasonable charges for these services to the Applicant through invoices. The City may delay acceptance of the proposal or application as complete, or may delay final approval of the proposal, until the Applicant pays such fees. In the event invoices become delinquent, finance charges will accrue at 1% per month, 30 days after the due date. Review fees invoiced to the Applicant, which are not paid in a timely manner, may be assigned by the City as a special assessment to the subject property. The Applicant hereby waives any notice and hearing requirements provided in Wis. Stats. § 66.0701 or any additions or amendments to this section. The City will provide notice to the applicant of the need to hire a professional consultant.

The Applicant is required to provide the City with an executed copy of this Cost Recovery Agreement as part of the land use application process. Applications are not considered complete and will not be considered by the Plan Commission without this executed Agreement.

*Application fees are non-refundable. Fees cover the costs associated with mailing public notices, postage, copies and staff review. Applicants must agree to pay all additional expenses the City may incur on their behalf for contracted services (attorney, planner, engineer and required studies.

Applicant Name: Bryan Poredos

Project Name: 1 Lot Certified Survey Map

Project Address: N3628 County Road K

Parcel Number: 014-0614-2312-011
014-0614-2312-012

Dated this _____ day of _____, 20___.

Agreement signed and entered into by:

The City of Fort Atkinson

_____
City Manager

Property Owner Information:

Owner Name: Bryan J. & Lindsay S. Poredos

Owner Signature: _____

Address: N3628 County Road "K"
Jefferson WI 53549

Phone Number: 920 253-5693

Email Address: [redacted]

Applicant Information (if different):

Applicant Name: _____

Applicant Signature: _____

Address: _____

Phone Number: _____

Email Address: _____

CERTIFIED SURVEY MAP No._____

BEING A PART OF GOVERNMENT LOT 5 OF SECTION 23, T6N, R14E,
TOWN OF JEFFERSON, JEFFERSON COUNTY, WISCONISN.

LEGEND

- 3/4" IRON REBAR FOUND
- 1 1/4"I.D. IRON PIPE FOUND
- 1"I.D. IRON PIPE FOUND
- 2"I.D. IRON PIPE FOUND
- SECTION CORNER FOUND AS NOTED
- SEPTIC VENT
- MH SEPTIC MANHOLE
- PP UTILITY POLE (APPARENT EASEMENT)
- (R) RECORDED AS
- OWHM APPROXIMATE ORDINARY HIGH WATER MARK



BEARING BASIS:

ALL BEARINGS REFER TO THE EAST-WEST 1/4 LINE WHICH HAS AN ASSUMED BEARING OF S88°28'54"E

Petition #N/A Zoning R-2
Check for subsequent zoning changes with Jefferson County Zoning

R.O.W. 66' R.O.W.

S14°39'04"W 116.47'

ADDITIONAL 2" I.D. IRON PIPE FOUND S78°39'17"E 3.78' WEST(R)

S78°39'17"E 415.04' 436.3'±

N16°09'13"E 116.34' (MEANDER LINE)

33.05'

N14°39'04"E

COUNTY ROAD "K"

S14°39'04"W 99.91'

EXISTING ACCESS

WELL

N3628

MH MH

FLOOD PLAIN

SHED

381.99'

S14°39'04"W 199.45'

SOUTHERLY 200'(R)

96.57'

PP

LOT 1
86,775± SQ. FT. GROSS
1.992± ACRE GROSS
80,192± SQ. FT. NET
1.841± ACRE NET

LINE ELEV=787.7

SHED

S19°06'13"W 100.37' OHWM

S19°37'24"W 99.92'

NORTHERLY(R)

21.3'±

ROCK RIVER

375.89'

408.94'

N78°35'56"W EAST(R) 428.7'±

19.7'±

S19°11'07"W 101.13'

S20°02'54"W 101.35'

R.O.W.

66'

PRESENT R.O.W.

ADDITIONAL 3/4" IRON REBAR FOUND N78°35'56"W 0.78' OF 2" I.P.F.

HISTORIC C/L

PRESENT C/L

R.O.W.

33.05'

31.98'

1.32'

P.O.B.

2" I.D. IRON PIPE FOUND N78°35'56"W 0.28'

HISTORIC R.O.W.

R.O.W.

SW CORNER, NW 1/4 ALUMINUM MONUMENT OF RECORD

N01°31'06"E 1601.95'

S88°28'54"E 2315.07'

EAST-WEST 1/4 LINE

S88°28'54"E 5193.11'

SE CORNER, NE 1/4 SPIKE MONUMENT OF RECORD

PRELIMINARY

GRAPHIC SCALE

0 50 100 150 250

(IN FEET)

OWNERS:
Bryan J. & Linday S. Poredos
N3628 County Road "K"
Jefferson WI 53549

SOUTHWEST
SURVEYING & ASSOCIATES, Inc.
W1065 COUNTY ROAD CI, HELENVILLE, WI. 53137
262-495-4910
920-674-4884

JOB No.: P-220117
DATE: APRIL 24, 2026
SHEET 1 OF 2

CERTIFIED SURVEY MAP No._____

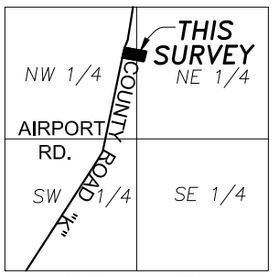
BEING A PART OF GOVERNMENT LOT 5 OF SECTION 23, T6N, R14E, TOWN OF JEFFERSON, JEFFERSON COUNTY, WISCONSIN.

NOTES:

1) Lots contain environmentally sensitive areas, contact the Jefferson County Zoning Department for use restrictions.

2) Any land below the ordinary high water marks of lake or navigable stream is subject to the public trust in navigable waters that is established under Article IX, Section 1, of the State Constitution.

3) Approximate Ordinary High Water Mark is shown for reference only.



LOCATION SKETCH
SECTION 23, T6N, R14E
NOT TO SCALE

SURVEYOR'S CERTIFICATE

I, John C. Kannard, Professional Land Surveyor No. 2248, hereby certify:

That I have surveyed, divided, mapped this Certified Survey Map being a part of Government Lot 5 of Section 23, T6N, R14E, Town of Jefferson, Jefferson County, Wisconsin, bounded and described as follows:

Commencing at the Aluminum Monument that marks the Southwest corner of the NW 1/4 of said Section 23; Thence S88°28'54"E, along the East-West 1/4 line, a distance of 2315.07 feet; Thence N01°31'06"E, a distance of 1601.95 feet to the Historic Center Line of County Road "K" and to the POINT OF BEGINNING of the lands to be described: Thence N14°39'04"E along said Historic Center Line and the present Center Line, a distance of 199.45 feet; Thence S78°39'17"E, a distance of 415.04 feet, to a Found 3/4" Iron Rebar that marks a Meander Line; Thence S16°09'13"W, along said Meander Line, a distance of 100.37 feet, to a Found 2" I.D. Iron Pipe that marks an angle point; Thence S16°37'24"W, a distance of 99.92 feet, to a Found 1 1/4" I.D. Iron Pipe; Thence N78°35'56"W, a distance of 408.94 feet, to the POINT OF BEGINNING, including all lands lying in-between and immediately adjacent to said Meander Line and the Approximate Ordinary High Water Marks of the Rock River, containing 86,775 square feet or 1.992 acres of land, more or less.

Subject to all rights, reservations, restrictive covenants and easements of record.

I further certify that I have made this survey and map under the direction of Brian & Lindsay Poredos, owners of said lands, and that this Certified Survey Map is a correct representation of all exterior boundaries of the land surveyed and the division of that land and that I have complied fully with the provisions of Chapter 236.34 of the State of Wisconsin Statutes, and the Subdivision Ordinance of Jefferson County, Wisconsin in surveying and mapping the same.

Certified this 24th day of April, 2026 _____

John C. Kannard, P.L.S. 2248

PRELIMINARY

CITY OF FORT ATKINSON EXTRATERRITORIAL APPROVAL:

This Certified Survey Map is hereby approved by the City of Fort Atkinson.

Dated this ____ day of _____, 2026 _____

Rebecca Houseman, City Manager

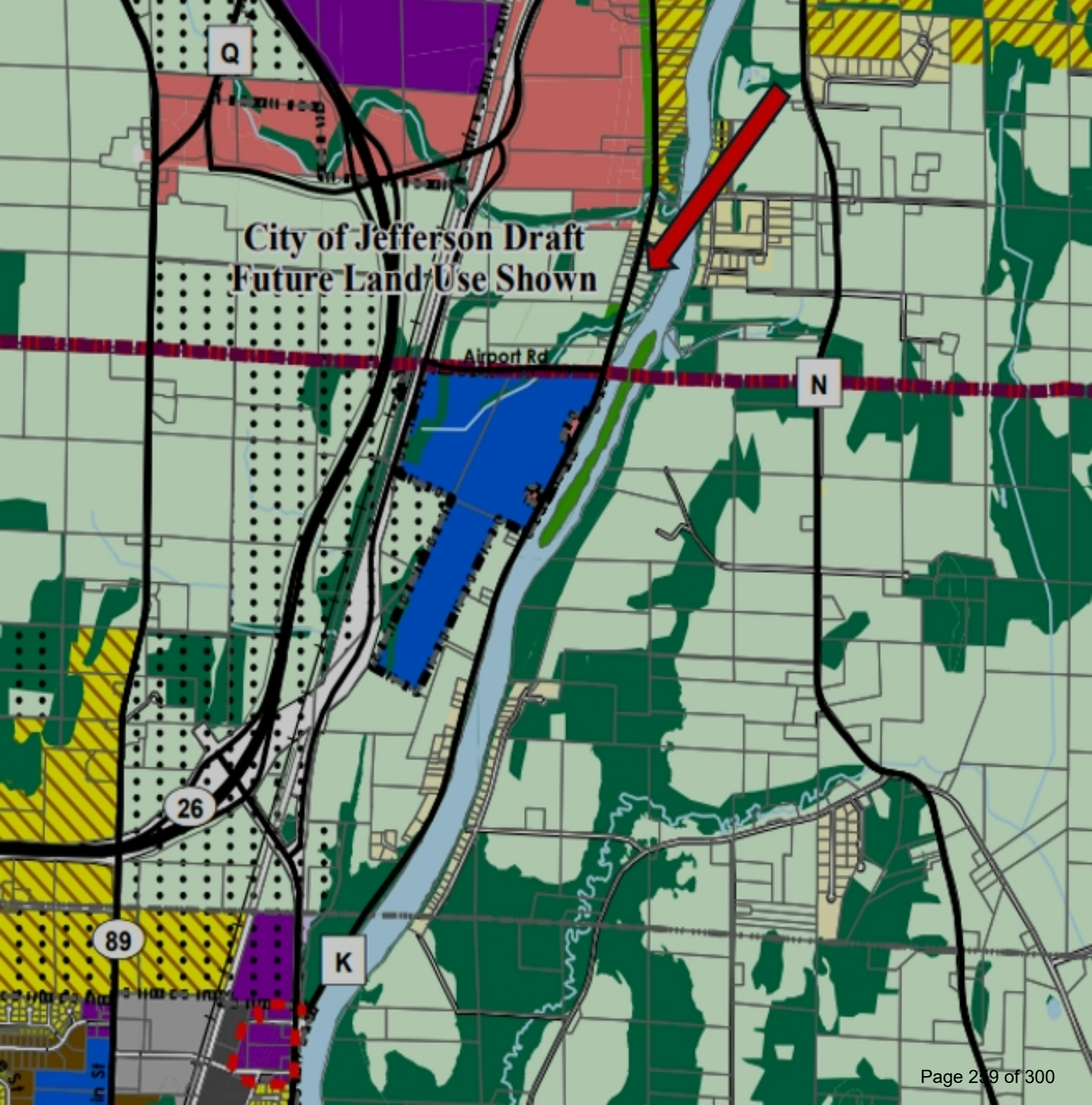
PLANNING AND ZONING COMMITTEE APPROVAL:

This Certified Survey Map is hereby approved by the Planning and Zoning Committee of Jefferson County.

Dated this ____ day of _____, 2026 _____

Matt Zangl, Director of Planning & Zoning

This instrument drafted by John C. Kannard P.L.S. S-2248 Job No. P-220117 Sheet 2 of 2


City of Jefferson Draft
Future Land Use Shown
Airport Rd
Q
N
26
89
K

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action relating to an Extraterritorial Certified Survey Map for the property located at W5812 County Road M (CSM-2026-07) (Draeger, Director of Neighborhood and Building Services)**

BACKGROUND

Sections 70.05.04 and 70.06.03 of the City of Fort Atkinson Land Division and Development Ordinance outlines the requirements for the Plan Commission and City Council to review and approve the Certified Survey Map (CSM) to ensure conformance with all ordinances and plans.

The proposed Certified Survey Map (CSM) is located within the City's Extraterritorial Review boundary and lies within 1.5 miles of the City limits. As a result, the CSM is subject to review and recommendation by the Plan Commission, with final approval granted by the City Council.

For Certified Survey Maps located beyond the 1.5-mile review area but still within the City's 3-mile Extraterritorial Review boundary, review and approval authority is delegated to City staff.

DISCUSSION

A significant portion of the Hausz Brothers quarry is located on land jointly owned by Poyer Homestead, LLC. The owners propose to convey the portions of their property currently occupied by the quarry to Hausz Brothers. As part of this process, Poyer Homestead, LLC will combine their remaining lands into a single parcel, while Hausz Brothers will consolidate the conveyed lands with its existing quarry property.

Hausz Brothers has operated on the subject property under a longstanding agreement with the Poyer's, allowing for the expansion and use of the quarry.

The purpose of the Certified Survey Map (CSM) is to place the entire active gravel pit on a single parcel under Hausz Brothers ownership. Jefferson County's preliminary review of the CSM identified only one comment, requesting that parcel access points be shown on the survey

map.

During the review process, concerns were raised regarding the potential for future westward expansion of the quarry toward the City. City staff contacted the applicant, property owners, and the Jefferson County Planning and Zoning Office to further evaluate this issue.

Staff determined that, although no formal agreement or regulatory mechanism exists to prohibit westward expansion of the quarry, the proposed parcel configuration would effectively limit such expansion. The location of the proposed property line, in relation to the existing quarry boundaries, would significantly constrain the quarry's ability to expand farther west toward the City.

The Plan Commission met on June 9th and recommended the City Council approve the extraterritorial CSM subject to the conditions included in the staff report.

FINANCIAL ANALYSIS

The CSM is not expected to have a financial impact on the City.

RECOMMENDATION

Staff and the Plan Commission recommend the City Council approve the Extraterritorial Certified Survey Map for the property located at W5812 County Road M with the corrections noted in the Plan Commission memo.

ATTACHMENTS

1. County Road M Plan Commission Memorandum (13)
2. Poyer County Road M CSM_Redacted
3. ETZ_Future Land Use Map

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

CERTIFIED SURVEY MAP (EXTRA-TERRITORIAL)
REPORT TO THE PLAN COMMISSION

DATE: June 9, 2026

FILE NUMBER: CSM-2026-07

PROPERTY ADDRESS: W5812 County Road M

EXISTING ZONING: A-1 (Jefferson County Zoning)

PARCEL NUMBER: 016-0514-1042-000; 016-0514-1041-000; 016-0514-1132-000

PROPOSED ZONING: A-1 (Jefferson County Zoning)

OWNER: John and Debra Ackataz and Poyer Homestead

EXISTING LAND USE: Residential / Quarry

APPLICANT: Dan Higgs

REQUESTED USES: Residential / Quarry

BACKGROUND

Sections 70.05.04 and 70.06.03 of the City of Fort Atkinson Land Division and Development Ordinance outlines the requirements for the Plan Commission and City Council to review and approve the Certified Survey Map (CSM) to ensure conformance with all ordinances and plans.

The proposed Certified Survey Map (CSM) is located within the City's Extraterritorial Review boundary and lies within 1.5 miles of the City limits. As a result, the CSM is subject to review and recommendation by the Plan Commission, with final approval granted by the City Council.

For Certified Survey Maps located beyond the 1.5-mile review area but still within the City's 3-mile Extraterritorial Review boundary, review and approval authority is delegated to City staff.

REQUEST OVERVIEW

A significant portion of the Hausz Brothers quarry is located on land jointly owned by Poyer Homestead, LLC. The owners propose to convey the portions of their property currently occupied by the quarry to Hausz Brothers. As part of this process, Poyer Homestead, LLC will combine their remaining lands into a single parcel, while Hausz Brothers will consolidate the conveyed lands with its existing quarry property.

Hausz Brothers has operated on the subject property under a longstanding agreement with the Poyer's, allowing for the expansion and use of the quarry.

The purpose of the Certified Survey Map (CSM) is to place the entire active gravel pit on a single parcel under Hausz Brothers ownership. Jefferson County's preliminary review of the CSM identified only one comment, requesting that parcel access points be shown on the survey map.

During the review process, concerns were raised regarding the potential for future westward expansion of the quarry toward the City. City staff contacted the applicant, property owners, and the Jefferson County Planning and Zoning Office to further evaluate this issue.

Staff determined that, although no formal agreement or regulatory mechanism exists to prohibit westward expansion of the quarry, the proposed parcel configuration would effectively limit such expansion. The location of the proposed property line, in relation to the existing quarry boundaries, would significantly constrain the quarry's ability to expand farther west toward the City.

COMPREHENSIVE LAND USE PLAN (2023-Update):
The Future Land Use map indicates this area as Long Range Urban Growth Area (UGA) which is defined as a future land use category where development is anticipated to be beyond the 20-year planning area.

City staff find that the proposed Certified Survey Map for the 2-acre parcel zoned R-2 is consistent with the goals of the Comprehensive Plan.

CITY OFFICIAL MAP (2022): The City's Official Map does not include any improvements on the subject parcel.

Public Notice is not required for the review of a Certified Survey Map

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DISCUSSION
The subject parcel is located in the City's designated Long-Range Urban Growth Area. The applicant is requesting approval to establish new boundaries for the existing parcels. Staff does not anticipate that the proposal will have any adverse impact on the City's long-range growth or planning objectives. City staff has identified a few minor revisions that must be addressed on the final Certified Survey Map (CSM) prior to execution and recording.

Per Ch. 236, Wis. Stats. and Ch. A-E7, Wis. Admin Code:
The final CSM must be prepared in accordance with ss. 236.16 (4) and 236.20 (2) (a), (b), (c), (e), (f), (g), (h), (i), (j), (k), and (L) and (3) (b), (d), and (e) and 236.34.

s. A-E 7.05(4) Describe all monuments used for determining the location of the parcel and show by bearing and distance their relationship to the surveyed parcel and indicate

whether such monuments were found or placed.
Add this info to the final CSM.

s. 236.20(3)(b) The location of the subdivision shall be indicated by bearing and distance from a boundary line of a government lot monumented in the original survey or resurvey of Wisconsin, quarter section, recorded private claim, or federal reservation in which the subdivision is located. The monumentation at the ends of the boundary line shall be described and the bearing and distance between them shown. *Tie the final CSM to two PLSS corners and show an exact distance and bearing to a CSM corner*.

Per Ch. 70 City of Fort Atkinson Land Division and Development Ordinance:
Section 70.06.03: - CSM Requirements

The map shall show correctly on its face, in addition to the information required by Wis. Stats. § 236.34, the following:
CSM Document Requirements: All requirements of Section 70.06.02(1) for Final Plats, except that all references to Final Plat shall be replaced with Certified Survey Map, including the "Certified Survey Map" label. The Certified Survey Map shall be clearly noted and labeled on its face "Certified Survey Map".

CSM General Requirements: All requirements of 70.06.02(2) for Final Plat.
Additional CSM Requirements, if present: All requirements of Section 70.06.01(3) for Preliminary Plats, unless the City Engineer determines that the feature is not required on the CSM. A tree and vegetation inventory may be shown on a separate document and is not required to be shown on the CSM. However, if any of these areas are required to be protected, the protection boundary and related restrictions shall be specified on the CSM or a reference made to another restriction document.

General Notes:
1) Since the final CSM will show a higher level of detail, adjust the map scale as needed for clarity and legibility.

2) On the final CSM, include only the relevant quarter-quarter sections (with section, town, range, etc.) under the CSM title and remove the phrase "lying north of CTH M".

Staff finds that the proposed Certified Survey Map generally complies with the requirements of the City's Land Division and Development Ordinance, subject to correction of the items identified.

RECOMMENDATION

Staff recommends that the Plan Commission recommend the City Council approve the Extraterritorial Certified Survey Map for the property located at W5812 County Road M with the corrections noted in the Staff memo.

ATTACHMENTS

1. Poyer County Road M CSM_Redacted
2. ETZ_Future Land Use 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): Dan Higgs, PLS
Combs & Associates, Inc.

Phone number: [redacted] Email: [redacted]

OWNER Name, company, and client (if applicable): John and Debra Ackatz and
Poyer Homestead, LLC - each with one-half undivided interest

Phone number: [redacted] Email: [redacted]

Postal address for proposed CSM:
W5812 CTH M
Fort Atkinson, WI 53538

Parcel Identification Numbers Involved: 016-0514-1042-000; 016-0514-1041-000;
016-0514-1132-000

Brief description of proposed division or combination and purpose: A significant portion of Hausz Bros. quarry occupies land owned by John & Debra Ackatz (50%) and Poyer Homestead (50%).

Owners intend to convey the portion of their land occupied by the quarry to the Hausz Bros. Poyer Homestead, LLC/John & Debra Ackatz will further combine their parcels and Hausz Bros will do the same.

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)

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 $500) 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____day of_____, 20 ____

Respectfully submitted,

_____
(Signature of Applicant)

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

CITY OF FORT ATKINSON
COST RECOVERY AGREEMENT

The City of Fort Atkinson may retain the services of **professional consultants** (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and/or other experts) to assist in the City's review of a development proposal that may be scheduled for review and action by the Plan Commission and/or City Council. The submittal of a development proposal or land use application by an Applicant shall be construed as an **agreement to pay for such professional services** applicable to the proposal or application. The City may apply reasonable charges for these services to the Applicant through invoices. The City may delay acceptance of the proposal or application as complete, or may delay final approval of the proposal, until the Applicant pays such fees. In the event invoices become delinquent, finance charges will accrue at 1% per month, 30 days after the due date. Review fees invoiced to the Applicant, which are not paid in a timely manner, may be assigned by the City as a special assessment to the subject property. The Applicant hereby waives any notice and hearing requirements provided in Wis. Stats. § 66.0701 or any additions or amendments to this section. The City will provide notice to the applicant of the need to hire a professional consultant.

The Applicant is required to provide the City with an executed copy of this Cost Recovery Agreement as part of the land use application process. Applications are not considered complete and will not be considered by the Plan Commission without this executed Agreement.

*Application fees are non-refundable. Fees cover the costs associated with mailing public notices, postage, copies and staff review. Applicants must agree to pay all additional expenses the City may incur on their behalf for contracted services (attorney, planner, engineer and required studies.

Applicant Name: Dan Higgs, PLS

Project Name: ACKATZ CSM

Project Address: W5812 CTH M Fort Atkinson

Parcel Number: 016-0514-1042-000 +2 more

Dated this 7th **day of** May, **20**26.

Agreement signed and entered into by:

The City of Fort Atkinson

City Manager

Property Owner Information:

Owner Name: John & Debra Ackatz

Owner Signature:

Address: W5812 CTH M Fort Atkinson

Phone Number: [redacted]

E[redacted]l Add[redacted]

Applicant Information (if different):

Applicant Name: Dan Higgs, PLS

Applicant Signature:

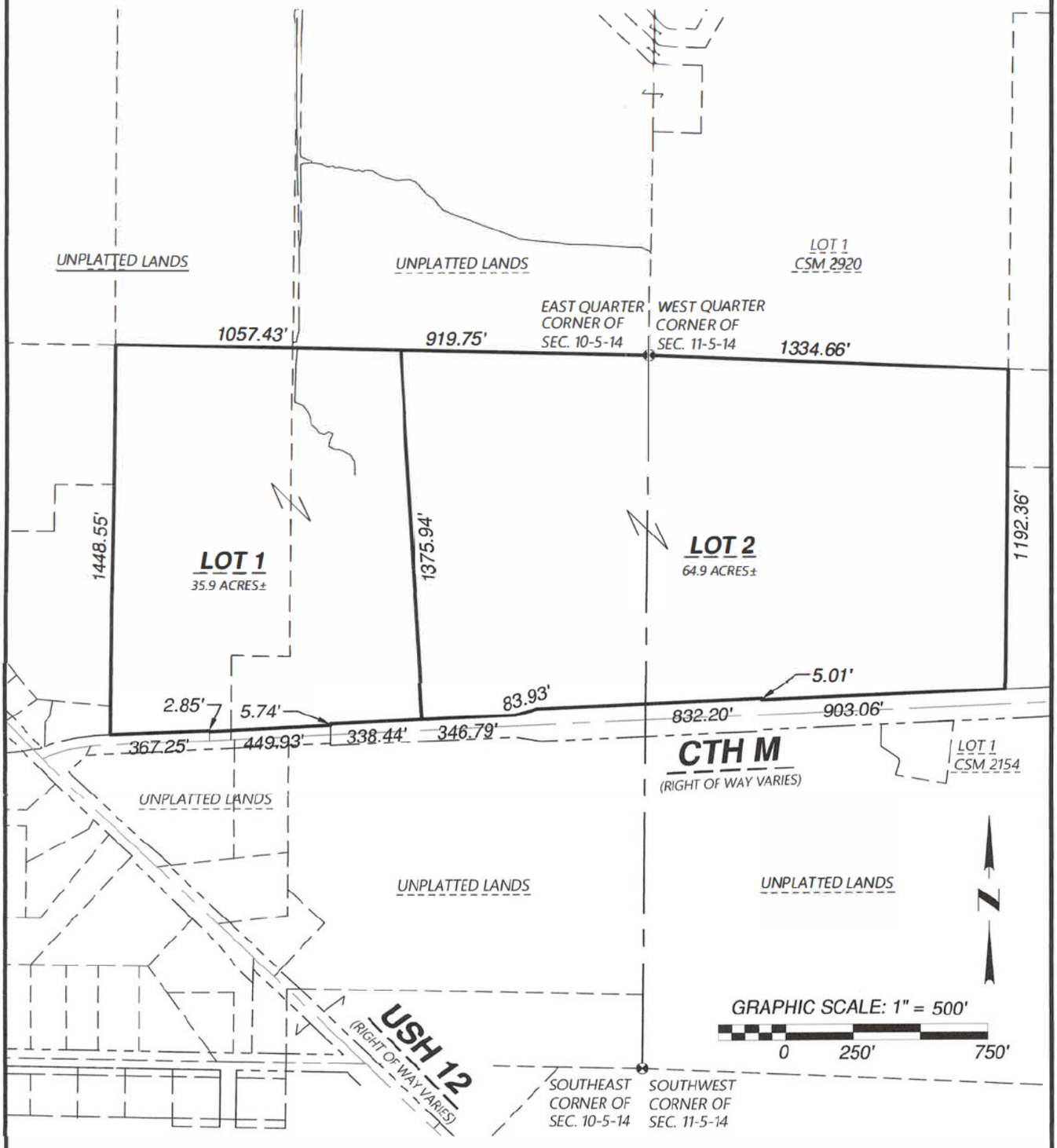
Address: 109 W Milwaukee St Janesville

Phone Number: [redacted]

Email Address: [redacted]

PRELIMINARY CERTIFIED SURVEY MAP

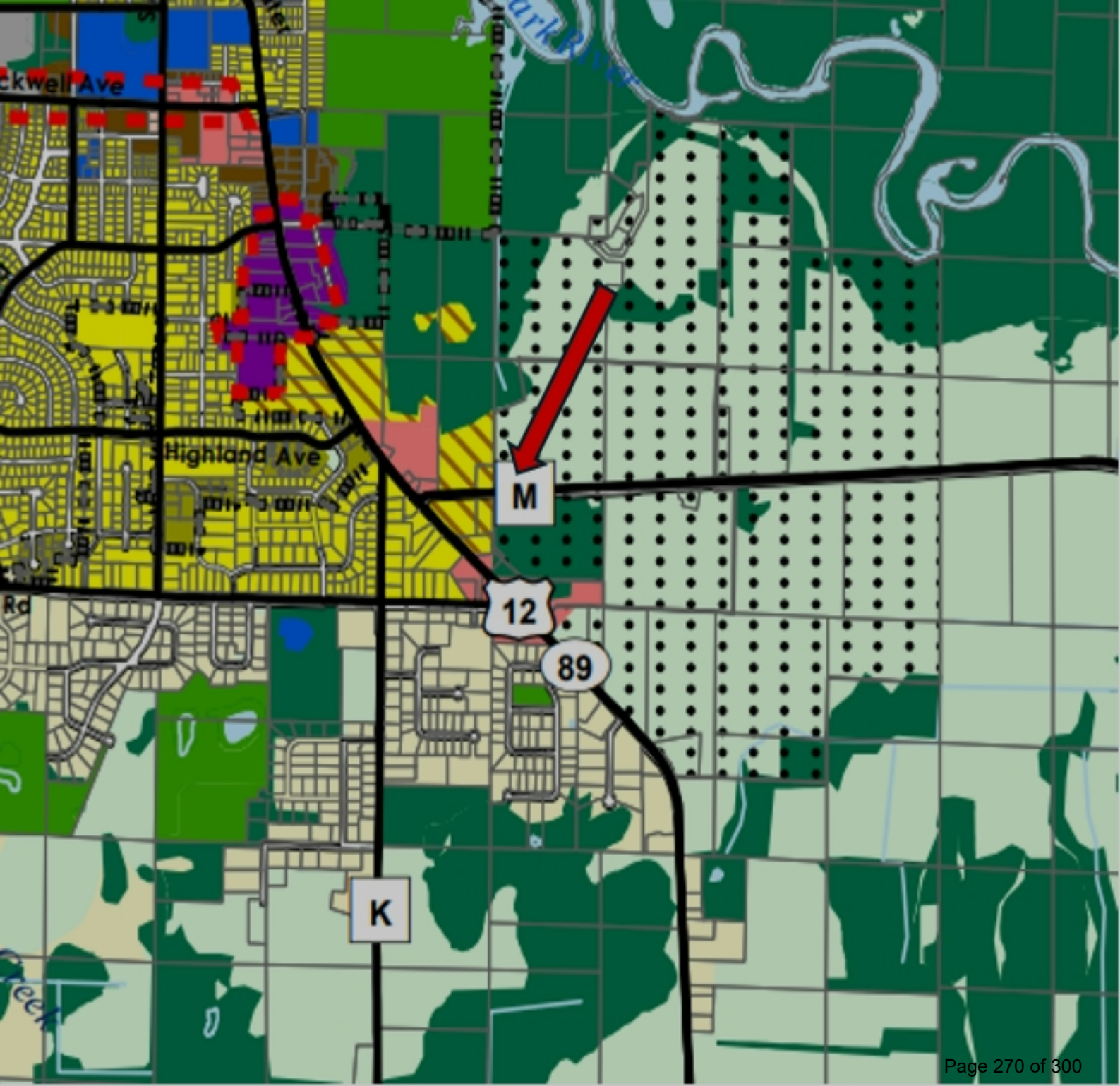
OF THAT PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, AND THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 10, T.5N., R.14E., LYING NORTH OF CTH M, AS WELL AS THAT PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, T.5N., R.14E., LYING NORTH OF CTH M, TOWN OF KOSHKONONG, JEFFERSON COUNTY, WISCONSIN.



Date: 5-4-2026
Project No. 126 - 119
For: ACKATZ

Combs & ASSOCIATES INC
109 W. MILWAUKEE ST
JANESVILLE, WI 53548
www.combssurvey.com
tel: 608-752-0575
fax: 608-752-0534

- LAND SURVEYING
- LAND PLANNING
- CIVIL ENGINEERING


ckwell Ave
Highland Ave
M
12
89
K
Rd

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

MEMORANDUM

DATE: **June 16, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action related to the replacement of the barn roof and siding at the Fort Atkinson Municipal Airport using CARES Act Funds (Draeger, Director of Neighborhood and Building Services)**

BACKGROUND

The roof and siding of the barn located at the Fort Atkinson Municipal Airport are in need of replacement. The structure's current exterior consists of the original board and batten wood siding and asphalt 3-tab shingles on the roof which are long past their useful life.

The replacement of the entire roof is included in the City's approved 2026 budget as part of the Capital Improvement Projects budget. This Airport CIP project will use funds available from the CARES act, which allows for the use of funds towards maintenance and repairs. While the siding was not included in the 2026 approved CIP, review of its condition during the roof assessment made it clear that replacement of the siding is necessary. There are available funds through the CARES Act to replace the siding. Replacing both the roof and the siding at the same time will create some economies of scale for the contractor, providing savings over a future replacement project.

DISCUSSION

The barn is located at the Municipal Airport, which was registered with the Federal Aviation Administration (FAA) in 1948.The structure is not listed on any historic register; however, it possesses significant local character and reflects a traditional Wisconsin dairy barn design. Commonly referred to as a Gambrel-roof barn, the structure features the iconic double-sloped roofline that became popular throughout the Midwest because it maximized hay storage capacity in the upper loft while accommodating livestock operations below. The two-story layout, with milking stanchions on the ground floor and a hayloft above, represents an important part of Wisconsin’s agricultural heritage and remains a recognizable landmark on the airport property.

The barn has existed on the Municipal Airport property for many decades and has been part of the airport site for much of its history. In the past, the structure was leased for private storage, generating supplemental revenue for airport operations. However, years of weather exposure

have left the building in a deteriorated condition. The roof and siding now contain numerous holes and areas of damage, allowing water infiltration and bird access, which has accelerated deterioration and rendered the building largely unsuitable for storage. City staff believe that replacing the deteriorated roof and siding will assist in stabilizing and preserving the structure, extend its useful life, and restore its viability as a leasable storage facility.

Once rehabilitated, the barn could again generate rental income, creating an additional revenue source for airport operations while preserving a distinctive feature of the property. The barn measures approximately 60 feet by 40 feet (2,400 square feet). At current personal storage rates of approximately $0.65–$0.95 per square foot per month, the second level has the potential to generate roughly $1,560–$2,280 in monthly revenue if fully leased. The ground level is currently used for storage of airport supplies and equipment, which could change in the future, creating additional space for leasing.

The barn currently includes a traditional roof-mounted cupola, a characteristic architectural feature commonly found on Wisconsin dairy barns that historically provided ventilation for the hayloft. Due to the extent of the roof replacement work, the existing cupola will be carefully removed prior to construction. The cupola will be preserved and safely stored within the barn during the rehabilitation process while the City evaluates options for its future use. Potential options may include restoration and reinstallation, or the eventual sale of the cupola.

In addition to the operational and financial benefits, corrective action is necessary to address the building's condition. The City's zoning ordinance prohibits the keeping of structures in a state of disrepair. As the owner of the property, the City is subject to the same standards it enforces throughout the community. Replacing the roof and siding will bring the structure into compliance with City ordinances, prevent further deterioration, and preserve an asset that contributes to the historical and visual character of the airport property.

FINANCIAL ANALYSIS

The following summarizes the three proposals for replacement of the barn roof only:

- Smith Roofing: $56,300 — Tear off two layers of shingles, install new OSB plywood, install standard steel roofing panels, no thickness specified. 1 year workmanship warranty and standard manufacturer warranty on the panels.
- Reidl and Sons Roofing: $38,456.30 — install purlins over existing roof, install standard steel roofing panels, no thickness specified. 10 year workmanship warranty and standard manufacturer warranty on the panels.
- Midwest Roofing and Construction: $23,660 — install purlins over existing roof, install .29 gauge steel roofing panels. 40 year paint warranty on the panels

Staff reviewed the submitted proposals focusing on material quality, scope of work, and warranty coverage and found all three bids to be generally comparable in terms of expected

performance. Quotes were requested from both local contractors and firms in the surrounding region with experience in agricultural and barn-style structures.
Three bids were received, with a range of approaches and costs. Two proposals were similar in scope, primarily involving installation of new metal roofing over the existing roof system using the installation of purlins. A third proposal from Smith Roofing included additional work to remove existing shingles and install new roof sheeting, which likely accounts for the higher cost.

Based on review of qualifications and experience, staff identified Midwest Roofing as the lowest responsible bidder. The company has specialized experience with barn exterior projects and has been in business since 1995. The proposed installation method, adding purlins over the existing roof before installing steel panels, is a common and accepted approach for barn roof replacement.

The adopted 2026 Capital Improvement Program (CIP) includes $30,000 for replacement of the barn roof, funded through CARES Act allocations, as reflected in the approved budget documents. Midwest Roofing and Construction submitted a proposal to complete the roof replacement for $23,660, which was below the budgeted amount.

Following the initial review of proposals, City staff requested an additional quote from Midwest Roofing and Construction to include replacement of the barn's deteriorated siding and soffits as part of the same project. Staff pursued this option to capitalize on economies of scale associated with completing all exterior improvements under a single contract and to address conditions on a City-owned structure that are currently not in compliance with City property maintenance standards. Midwest Roofing and Construction subsequently provided a revised proposal totaling $46,324, consisting of $24,400 for the roof replacement and $21,924 for the siding and soffit replacement. The modest increase in the roof cost reflects the time elapsed between the original and revised quotations.

Staff believes that the siding and soffits have reached the point where replacement is warranted and that addressing these improvements concurrently with the roof project represents the most cost-effective and responsible long-term approach. Completing the work as a single project will reduce future mobilization and contracting costs, improve the overall condition and appearance of the facility, and bring the structure into compliance with applicable City standards. In addition, delaying the siding and soffit replacement is likely to result in higher project costs in future years due to continued deterioration and escalating construction costs.

Staff proposes to use CARES Act funds for the project. The City received $75,000 from the federal government between 2022 and 2023 through the Bipartisan Infrastructure Law (BIL) to support local airports suffering through the effects of the COVID-19 pandemic. These funds have been sitting in the Airport Fund (Fund 20) fund balance since their receipt. The impact of using $46,324 of these funds will be seen in the 2026 audit and will look like a reduction in fund balance. As of the end of 2025, the Airport Fund had about $154,000 in fund balance.

RECOMMENDATION

Staff recommends the City Council accept the proposal from Midwest Roofing and Construction to replace the roof and siding on the Fort Atkinson Municipal Airport Barn at a cost not to exceed $46,324 to be completed in 2026 using CARES Act funds.

ATTACHMENTS

1. Barn Condition_1_2026
2. Barn Condition_2_2026
3. Capula on Roof
4. COFA 2025 Budget and 2025-2030 CIP
5. Midwest Roofing Quote_2026
6. Reidl and Son Quote_2026
7. Smith Roofing Quote_2026
8. Midwest Roofing and Siding Quote_2026







SECTION X 2026 - 2030 CAPITAL IMPROVEMENTS PROJECT PLAN

City of Fort Atkinson
2026-2030 Capital Improvements Projects Plan
Expenditure Detail

PROJECT LINE ITEM		2026*	2027	2028*	2029	2030*	PROJECT DESCRIPTION
DEPARTMENT	PROJECT						
AIRPORT**							
AIRPORT	AIRPORT MASTER PLAN	$ 5,000.00	$ -	$ -	$ -	$ -	Master Plan for the Airport due to be complete in 2025. Cost to City will be paid with CARES act funding.
AIRPORT	RUNWAY/TAXIWAY LIGHTING	$ 28,000.00	$ -	$ -	$ -	$ -	Runway and Taxi Lighting Elements to be replaced and upgraded
AIRPORT	NAVAIDS/BEACONS	$ 10,000.00	$ -	$ -	$ -	$ -	Navigation Aids and Rotating Beacon Elements to be replaced and upgraded
AIRPORT	LAND ACQUISITION	$ -	$ 20,000.00	$ 50,000.00	$ -	$ -	For runway expansion if necessary
AIRPORT	TERMINAL BUILDING	$ -	$ 10,000.00	$ -	$ 34,600.00	$ -	Design in '27, build in '29
AIRPORT	BARN ROOF REPAIR	$ 30,000.00	$ -	$ -	$ -	$ -	The barn roof on the airport grounds has a whole in the roof, which needs to be fixed. It is unclear if funding will be avaible from CARES or other funds.
SUBTOTAL - AIRPORT		**$ 73,000.00**	**$ 30,000.00**	**$ 50,000.00**	**$ 34,600.00**	**$ -**	
2026-2030 CIP EXPENDITURES TOTAL ALL		**$ 8,755,533**	**$ 6,149,900**	**$ 12,887,400**	**$ 5,277,631**	**$ 6,262,570**	

*Denotes expected borrowing

**Note that 2026-2030 Airport projects and funding amounts are placeholders. These projects are dependent on federal or state funding, the availability of a local match, and the capacity for local project management

MIDWEST ROOFING & CONSTRUCTION, LLC
4949 County Road YZ, Dodgeville, WI 53533
1-800-551-8251
www.midwestroofingpros.com

Fax Number: (888)787-0217

PROPOSAL SUBMITTED TO			PHONE	DATE
Jedidiah Draeger			(920) 397-9901	03/24/2026
ADDRESS			JOB NAME	
101 North Main Street			2602-8288194-01	
CITY	STATE	ZIP	JOB LOCATION	
Fort Atkinson	Wisconsin	53538	101 North Main Street	

At your request, we submit the following : 29 Ga. Exposed Fastener Steel Roof Replacement

Description of Work: Steel Roof Replacement on Barn

* Remove and save cupola from top of barn.
* Install 2"x4" purlins over the existing shingles (no tear off). Purlins shall be attached to structural members when possible.
* Install gutter apron on eaves.
* Install 29 gauge, exposed fastener steel panels with inside closure strips at the eave and gambrel trim, outside closure strips at the gambrel trim and ridge cap.Color to be selected by the Owner from our standard available colors _____.
* Install rake trim.
* Install custom fascias on eaves and rakes. Custom fascia will have a 1" return on backside of fascia.
* Clean up and haul away all debris and leftover materials.

Total Labor & Material: $23,660.00

We propose hereby to furnish material and labor complete in accordance with above specification for the sum of:

29 Ga. Exposed Fastener Roof Replacement: Twenty Three Thousand Six Hundred Sixty Dollars ($23,660.00)

A signed contract and 50% down payment is required with the remaining balance due at completion of the job. Due to material price fluctuations, we can only hold pricing for time indicated above and while materials are available. This estimate does not include permits, permit fees or any item not noted above.

Acceptance of Proposal --- The above prices, specifications, and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Both parties agree to a three day (3) right to cancel on all signed/dated contracts. Payment will be made as outlined above.	Signature : Signature Signature Date Note: This proposal may be withdrawn if not accepted within _____ days.
All materials are guaranteed to be as specified. All work is to be completed in a workmanlike manner according to standard practices. A one-year workmanship warranty is provided. Any unsound decking will be replaced at an additional charge. Any alterations or deviations from the above specifications will become an additional charge over and above the estimate. All agreements are contingent upon strikes, accidents, or delays	Authorized Signature: Mark Novak 03/10/2026

beyond our control.	Date: 03/10/2026

RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

Daily Union Jefferson County
Best of the Area Readers' Poll '24



METAL ROOFING REPLACEMENT PROPOSAL

MAR 06, 2026 | Project #57051566106

We can help you with
Roofing, siding, gutters, windows,
Residential and Commercial

info@riedlandson.com
(920) 222-1147

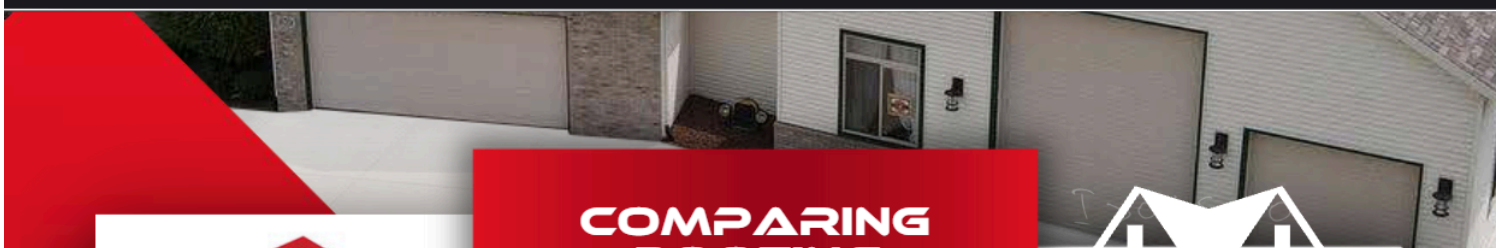
JEDIDIAH DRAEGER

N3465 Cty Rd K
Jefferson, WI
53549



YOUR ROOF IS THE MOST CRITICAL COMPONENT OF YOUR HOME;

in addition to being the most expensive, we encourage you to take your roofing project as seriously as we do! The exterior envelope is among the most extensive and costly projects homeowners undertake. Selecting the Contractor that understands your home, goals, and needs is paramount.



COMPARING ROOFING CONTRACTORS

KIEDL AND SON EXTERIOR SPECIALISTS		TYPICAL CONTRACTOR
1990	ESTABLISHMENT DATE	2010
5000+	PROJECTS COMPLETED	<1000
✓	SITE SUPERVISOR	✗
✓	WC COVERAGE	✗
PREFERRED CONTRACTORS	SPECIALIZATION	NONE
✓	LIABILITY INSURANCE	✗
✓	MANUFACTURER TRAINED & CERTIFIED	✗
✓	FINANCING OPTIONS	✗
✓	LOCALLY BASED CREW	✗
✓	COMPREHENSIVE PROJECT AUDIT	✗
100+	COMBINED YEARS OF EXPERIENCE	<20
✓	WILLING TO PROVIDE EXACT QUOTE	✗
✓	LOCALLY LICENSED	✗
★★★★★ 4.9 STARS	ACTIVE GOOGLE PRESENCE	★★★☆☆ 3.0 STARS LOCAL AVERAGE

NEW ROOF. NO MESS.













WE GOT YOU COVERED FROM TOP TO BOTTOM.

We employ walking magnets & equipter on necessary projects. Vented tarps help to keep debris out of your landscaping as well as to keep nails off of your lawn to protect precious feet and paws and the ventilation works to prevent sun burned gardens. Our drivable dumpster protects lawn and landscaping by raising the container to receive debris quickly, efficiently with no mess.

Once your new roof/siding is installed, we thoroughly clean up the grounds and use a magnetic sweep to capture nails and other metal debris (5 perimeter sweeps). While we do our very best to make sure every nail is picked up, you should expect to find roofing/siding nails around the exterior of your property (no more than a palmful).



WE ARE BIG ON COMMUNICATION



STAY IN THE LOOP

Through advanced technology utilization, automations & processes developed for maximum efficiency & communication we keep you in the loop. With our detailed workflow, you will never question what's happening next. Our daily recaps provided by our dedicated Site Supervisor details exactly what was done in the current day, what will be done the following day, as well as the time of arrival. This process is designed to give you confidence and peace-of-mind during your installation, even if you may not be at your property throughout the day.

We recognize continuous communication is crucial to ensure homeowner's peace of mind. Our internal messaging system provides one platform and one point-of-contact to ensure that you remain in the loop and up-to-date with your project progress to help ensure stress-free roof and/or siding replacement.

AERIAL IMAGING

ACCURATE PRECISE INSPECTIONS & MEASUREMENTS

CONTINUOUS COMMUNICATION

EASILY CONNECT WITH YOUR PROJECT MANAGER & STAY UP-TO-DATE

DAILY RECAP

DETAILED WORKFLOW, NEVER QUESTION WHATS HAPPENING NEXT

PHOTO REPORTING

ORGANIZED, TIME-STAMPED, & ACCESSIBLE FOR YEARS TO COME

RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

Google Reviews ★★★★★

Megan Popian
05 Reviews
★★★★★

Very impressed! We had our siding replaced. Cole and his team were excellent to work with. Cole was very responsive from start to finish. The siding team did such a great job, I was very impressed with their efficiency. Our house looks amazing. I would definitely recommend!





Karen Johnson-Tuten
4 reviews
★★★★★

We had an attic leak issue around our chimney and contacted Reidl and Sons. They responded quickly, came out, and identified the problem. The job was completed in a very timely manner before a huge snowstorm! We are so grateful! So, in a nutshell, their work and customer service are top notch!

Jamila Searl
13 reviews
★★★★★

Choosing Riedl & Son for our Roof, Soffits/Fascia & Gutters was the best decision by far! Everyone has been great to work with & they stay in constant contact with us from beginning to end through the whole process. They are on time & cleaned up well after all the work was done. Will definitely be recommending them to others. Thank you for such amazing service!



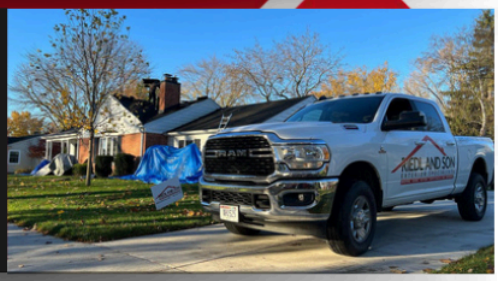


Shane Splittgerber
6 review
★★★★★

Awesome company to have around this area. Down to earth family that doesn't try to gouge your pockets but still gives quality work at its best. I would recommend Riedl and Sons to anyone.

Dorian Haffelder
1 reviews
★★★★★

Cole and team did a great job on our siding job! Very responsive, professional, quality work and competitively priced. Highly recommend these guys for exterior work!



EASY MONTHLY PAYMENTS FOR

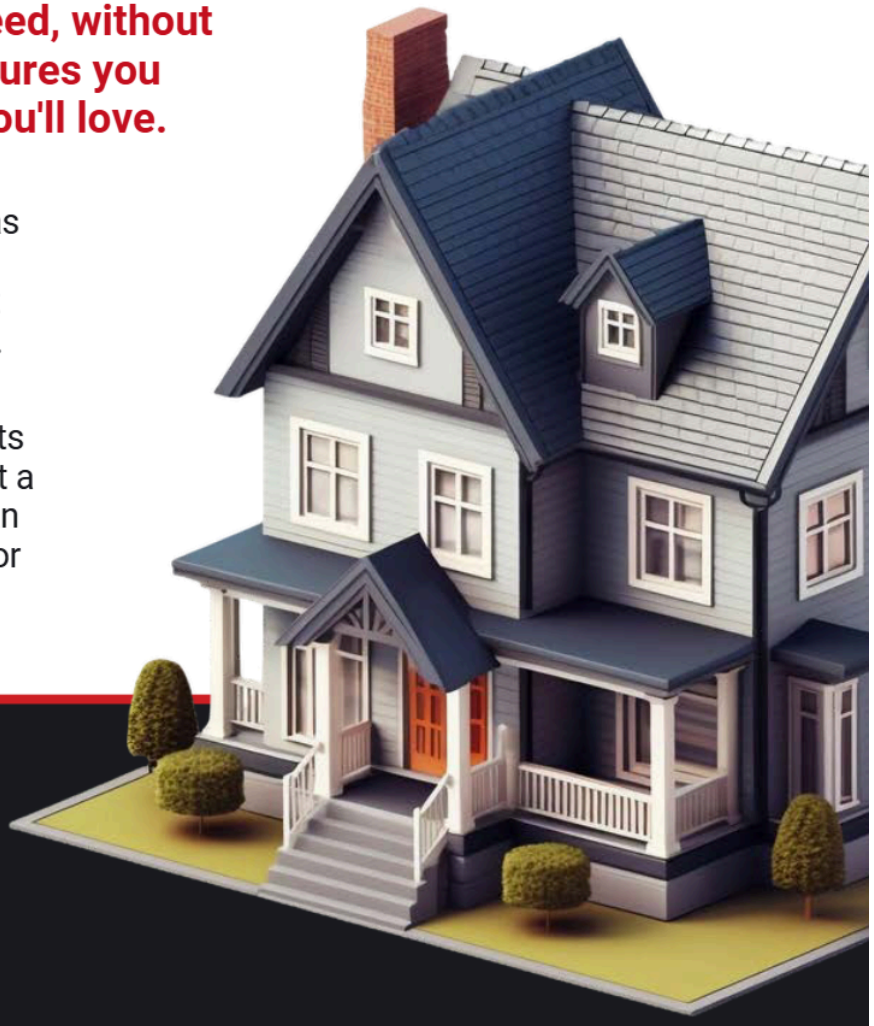
HOMEOWNERS

RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

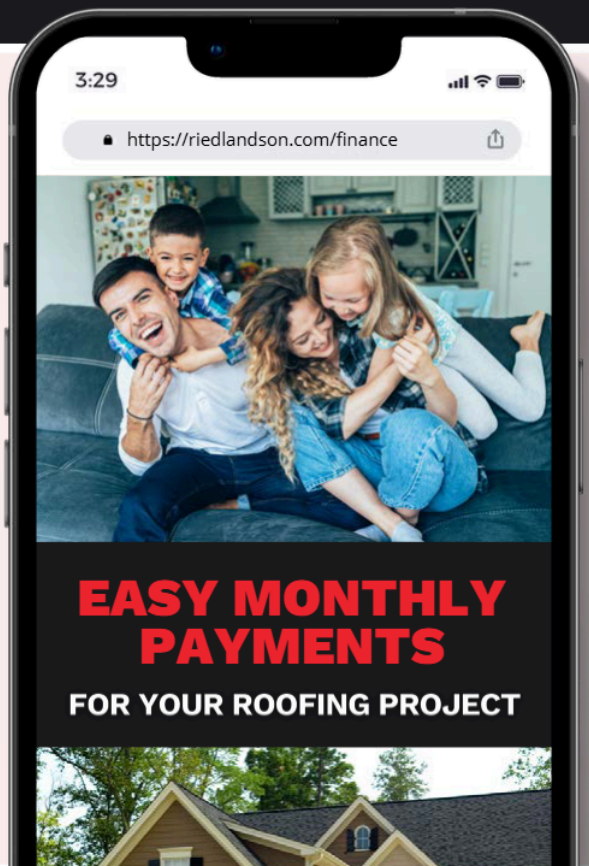
Get the roofing system you need, without having to sacrifice on the features you want, with an easy payment you'll love.

No interest, no payment promotions, as well as low interest rates and low payments for your roofing project. Get your new roof installed, The Easy Way.

Smaller, manageable monthly payments make it easier than ever to get a roof at a price you can afford, in the time you can afford it, regardless of your insurance or financial circumstance.



- Up to 100% financing options with no-money-down.
- Payment options for any out-of-pocket expenses.
- Both short & long term payment options.



LOWER MONTHY PAYMENTS
SMALLER, MANAGEABLE MONTHLY INSTALMENTS INSTEAD OF REQUIRING FULL PAYMENT UPFRONT

OUR TRUSTED PARTNER
SUNLIGHT FINANCIAL

IT'S FAST AND EASY
APPROVALS WITHIN 30 MINUTES!

MAINTAIN PEACE OF MIND
SECURE A QUALITY ROOF WITHOUT WORRYING ABOUT UPFRONT COSTS.

Sunlight Financial®

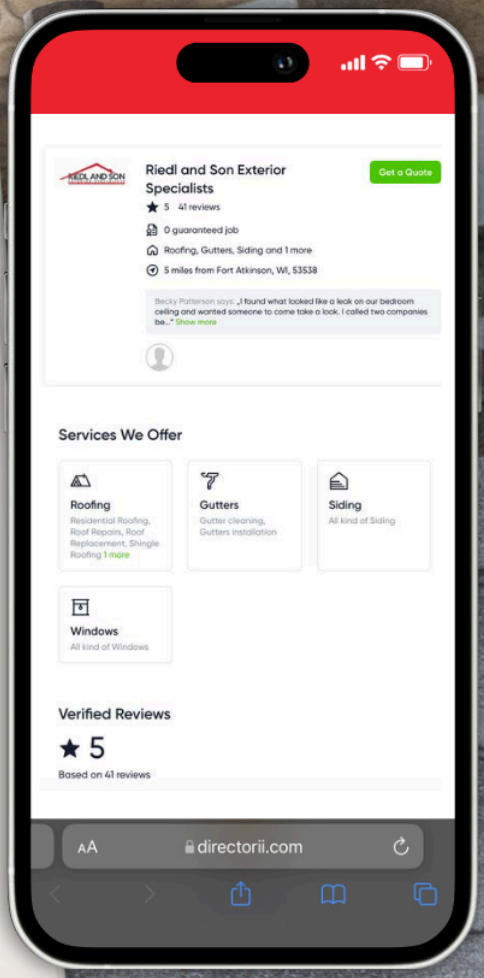
GUARANTEED EXPERIENCE HOMEOWNER PROTECTION BACKGROUND CHECK $20,000 GUARANTEE

Directorii

Directorii takes all the hassle out of selecting a contractor by completing the necessary due diligence before hand.

QUESTIONS TO ASK THE CONTRACTOR:

1. CHECK FOR A PERMANENT PLACE OF BUSINESS, TELEPHONE NUMBER, TAX ID NUMBER, AND, WHERE REQUIRED, A BUSINESS LICENSE.
2. REQUEST VERIFICATION OF PROFESSIONAL LIABILITY INSURANCE.
3. LOOK FOR A COMPANY WITH A PROVEN TRACK RECORD, ASK FOR AND CHECK CLIENT REFERENCES AND REQUEST A LIST OF COMPLETED PROJECTS.
4. INSIST ON A WRITTEN PROPOSAL. THE PROPOSAL SHOULD INCLUDE COMPLETE WORK DESCRIPTIONS AND SPECIFICATIONS, INCLUDING APPROXIMATE START DATE, COMPLETION DATES, AND PAYMENT PROCEDURES.
5. VERIFY WHETHER THE CONTRACTOR IS APPROPRIATELY LICENSED AND BONDED.
6. CHECK IF THE CONTRACTOR IS A MEMBER OF ANY REGIONAL OR NATIONAL INDUSTRY ASSOCIATIONS.
7. HAVE THE CONTRACTOR EXPLAIN HIS PROJECT SUPERVISION AND QUALITY CONTROL PROCEDURES.
8. CAREFULLY READ AND MAKE SURE YOU UNDERSTAND AND WARRANTY OFFERED.
9. READ THE FINE PRINT OF ALL DOCUMENTS PROVIDED.
10. ASK THE CONTRACTOR TO EXPLAIN THE WORKMANSHIP WARRANTY THEY OFFER.
11. GET MULTIPLE QUOTES AND COMPARE THE SERVICES OFFERED.



CLICK TO VERIFY

Find us on Directorii.com Backed by our $20,000 GUARANTEE



RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

FREQUENTLY ASKED QUESTIONS

WHAT ARE THE COMPONENTS OF A ROOF SYSTEM REPLACEMENT?

Roof decking (also known as sheathing), underlayment, roof flashings, ventilation systems and shingles are the five main components of a residential roofing system.

WHAT IF BAD WOOD IS DISCOVERED?

Roof rot or fungal decay may not present itself in the initial inspection. When it is discovered, it will need to be removed and replaced with new wood. Additional charges will apply at fair market value.

WHAT DOES THE WARRANTY COVER?

Make sure you have BOTH! A material warranty and a workmanship warranty. The material warranty will cover any defects or premature aging of the product. The workmanship warranty will cover any defects in the installation practice.

CAN I FINANCE MY ROOF PROJECT?

Yes! We provide financing solutions which include promotional and standard installment terms. It is essential that you are provided the flexibility you require to finance your home improvement project.

I RECEIVED BIDS FROM 3 COMPANIES. WHICH ONE SHOULD I GO WITH?

Your home is a long-term investment, your roof protects your breathing air and the foundation of your home. Putting on a cheap(for now) roof could cost you more money if your roofer is not skilled or leaves out essential materials just to cut costs.

HOW LONG WILL MY INSTALLATION TAKE?

Most installations take one to four working days to complete. However, since your roof is exposed to the elements, some replacements may take longer due to the weather. Roofs with more details call for more attention.

DO I NEED TO BE HOME DURING INSTALLATION?

For most instances no, but if you feel more comfortable the decision is entirely up to you. Roof replacements are noisy, make sure to account for sounds of construction if you work from home.



RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

10 YEAR

FULL REPLACEMENT WORKMANSHIP WARRANTY

If a full replacement is provided, including roofing, siding, gutters, windows, doors, and decks. This document warrants that should a defect in workmanship, related to the work completed by Riedl and Son, occurs within 10 years of the project, Riedl and Son Roofing will complete repairs within the original project's scope of work at no charge to the customer. This warranty does not cover normal wear and tear, hail damage, wind damage, sun damage, intentional or accidental damage by any person, or acts of God that may or may not merit an insurance claim.

This warranty only applies to portions of the project in which Riedl and Son fully replaced any existing products, and does not cover repairs or services done to another contractor's work. This warranty is void if repairs are performed by any contractor other than Riedl and Son. Defects in the building materials used to complete work do not fall under the scope of this workmanship warranty; any building products installed will instead be covered by the product's original manufacturer warranty.

WORKMANSHIP 10 YEAR WARRANTY

Issued by:
JESSE RIEDL | OWNER
RIEDL AND SON

Jesse Riedl

Thank you again for choosing Riedl and Son to complete work on your property. We trust you had a great customer experience!

EXPOSED FASTENER

Description

Material (Roofing)

STEEL EXPOSED FASTENER:

a roofing system where the panels are fastened to the structure through the face of the metal and directly into the roof deck or framing below. The panel edges lap one another, and the fastener goes through both layers of metal.

Accessory Package (Roofing)

EXPOSED FASTENER RAKE TRIM :

is a metal flashing finishing piece placed along the roofline at the sloped sides at the end of a residence's dormer or gable. (As Required)

EXPOSED FASTENER EAVE TRIM :

is a metal flashing finishing piece placed along the roofline at the eaves to flash the water into the gutter system. (As Required)

EXPOSED FASTENER HIP & RIDGE TRIM:

are installed at the peak and provide a protective bridge to bring two slopes of a roof together to make your roof weather tight. (As Required)

EXPOSED FASTENER ROOF-TO-WALL FLASHING:
Transition Metal
Is a metal flashing installed where a roof meets a wall, using exposed fasteners with sealing washers to create a watertight seal and help prevent leaks on metal roofing systems.

TRIM FASTENERS 1000ct:

are the main anchor points for the trims to stay attached to the roof deck. (As Required)

PANNEL FASTENERS 1000ct:

are the main anchor points for the panels to stay attached to the roof deck. (As Required)

METAL ROOF CAULKING:
Apply high-quality, weather-resistant sealant to metal roof seams, fasteners, and penetrations to prevent water intrusion, stop leaks, and extend the life of the roof.

1"X4"X8' LUMBER:

used for replacement of rotten lumber that is found and needs to be replaced.

Labor Items (Roofing)

INSTALL ROOF PERLING'S:

Installing roof purlins (1x4 lumber) prior to an exposed fastener metal roof system provides structural support, and a fastening surface. Begin by securing the purlins perpendicular to the roof trusses or rafters, spacing them according to the metal panel manufacturer's recommendations (24" on center). Use screws or nails to attach them, ensuring they are level and properly aligned. Properly installed purlins prevent panel warping, and improve the overall durability of the metal roof system.

STEEL EXPOSED FASTENER ROOF REPLACEMENT 2/12-7/12 SLOPE:

Installation of an exposed fastener metal roof on a walkable slope.

EXTRA STEEP EXPOSED FASTENER ROOF REPLACEMENT 12/12 + SLOPE:

Installation of an exposed fastener roof on a EXTRA steep roof slope.

DUMP FEE:

fees for waste disposal.

10K Telehandler Forklift 55' (w/ Cab):
(PER WEEK)
High-capacity, rough-terrain telehandler with a 10,000 lb lift rating and 55-foot reach. Enclosed cab provides operator comfort and all-weather operation, making it ideal for heavy lifting on demanding job sites.

Quote subtotal	$36,376.89
Total	$36,376.89

FASCIA REPAIRS

Description
Section Title
1"X6"X10' LUMBER: used for replacement of rotten lumber that is found and needs to be replaced.
FASCIA BOARD REPLACEMENT: covers the cost of time and labor to install new fascia boards.
6" ALUMINUM FASCIA: covers a structure from the drip edge to the soffit for added protection and a finished look. Metal fascia goes over the fascia board, which is the wood trim installed along the roofing edge of your home. Simply put, it closes the gap between the walls and the roof of a structure.
FINISH NAILS: Used to fasten aluminum trim products.
ALUMINUM FASCIA INSTALL: covers the cost of time and labor to install Aluminum Fascia on a home.

Quote subtotal	$2,079.41
Total	$2,079.41

TERMS & CONDITIONS

RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

WHEREAS:

A. The homeowner ("Owner") wishes to engage Riedl and Son Exterior Specialist LLC ("Riedl") to provide Building Services on their property;
B. Riedl warrants that they possess the unique ability, knowledge, and skills as may be necessary, to perform the Services provided for in this Agreement;

THEREFORE in consideration of their respective benefits, duties and obligations hereunder, the Owner and Riedl do hereby agree to these Terms and Conditions:

1. SERVICES.

1.1 Services. Riedl agrees to provide the necessary services including materials, labor, equipment, project management and supervision to complete the project estimate.

1.2 Plans. Riedl shall complete all the services pursuant to the description described in the estimate.

1.3 Errors. Riedl shall not commence provision of the services or continue with the provision of the service where Riedl discovers any discrepancies, errors, or omissions in the estimate or where anything materially changes or affects the estimate. Riedl agrees to inform the Owner of any such findings and shall only commence or recommence any work after obtaining the written consent of the Owner.

1.4 Permits. Riedl shall be responsible for obtaining and keeping in good standing any required approvals for the estimate and any required construction or other permits. Notwithstanding the foregoing the Owner shall be responsible for all costs in relation to such approvals or permits.

1.5 Methods. Riedl's methods of meeting the obligations pursuant to these Terms and Conditions shall be determined by Riedl in its sole discretion and judgment, subject to the provisions and requirements of these Terms and Conditions, reasonable consultation with the Owner, and subject to the understanding that Riedl will provide the services in the best interest of the Owner.

1.6 Change Orders. Either party may request a change in the services by:

a. providing to the other party a notice that describes the change;
b. Riedl providing to the Owner an estimate cost for making the change;
c. both parties executing a Change Order confirming they have agreed to the change, and:
    (i) outlining the terms of the change,
    (ii) outlining the new estimated cost and how fees are to be calculated in relation to the change,
    (iii) altering the completion date if necessary.

Riedl is not obliged to commence work on any change until such time as a valid Change Order is agreed upon and executed by the Parties.

Change Orders become part of these Terms and Conditions once the order is prepared in writing and signed by the parties prior to the commencement of any work covered by the Change Order.

Riedl 's failure to comply with the requirements of this clause does not preclude the recovery of compensation for services performed based upon legal or equitable remedies designed to prevent unjust enrichment.

1.7 Completion Inspection. Riedl shall inform the Owner when they reasonably believe the services are completed and within two (2) days thereafter the Owner shall inspect the property and provide to Riedl a list of items to be completed or corrected (the "List"). Riedl shall have ten (10) days to complete the additional or corrective work pursuant to the List.

2. COMPENSATION.

2.1 Estimate. Riedl estimates the total cost of the work to be as estimated. The Parties agree that the estimate is an estimate based upon the consultation with the Owner and that the true costs of the services may be more or less than the estimate.

2.2 Exceeded Cost. If Riedl has reason to believe that actual costs shall exceed the estimated costs pursuant to any item, Riedl shall give notice to the Owner of such anticipated additional cost and shall obtain the consent of the Owner prior to commencing work on any such item.

TERMS & CONDITIONS

RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

2.3 Payment. The Fee shall be paid as follows:

a. Prior to commencement of the services the Owner shall pay Riedl an amount of 10% (the "Down Payment") before materials are ordered, which shall be credited proportionately against each future payment, the last payment being made upon submittal of final invoice.

2.4 Late Payment. If any amount due remains unpaid for ten (10) calendar days, the amount due shall accrue interest at the rate of 5% per annum from the invoice date until paid.

2.5 Lien Release. Owner shall not be required to make any further payment to Riedl until Riedl provides Owner with an unconditional waiver and lien release verifying payment in full.

3. WORK SCHEDULE.

3.1 Commencement of the Work. Riedl shall commence the Services within sixty (60) calendar days of receipt of all applicable licenses and permits and the down payment (the "commencement date").

3.3 Allowable Delay. The following shall be deemed to be allowable delays:

a. neglect or default by the Owner, their agent, lender, any other contractor or any of their independent material suppliers;
b. governmental action or inaction; or
c. any other reason or reasons beyond Riedl's reasonable control, including without limitation damage caused by fire or other casualty, strikes, force majeure events, shortage of materials or labor, transportation delays, weather conditions, change orders, or deficiencies in these Terms and Conditions.

Where there is an allowable delay, then the Completion Date shall be extended for a period equivalent to the time lost by reason of such delay.

3.4 Notice of Allowable Delay. Riedl must provide notice to the Owner in writing within ten(10) calendar days of learning of an allowable delay and informing them of the additional time required to be added to the completion date which addition shall be agreed upon by the parties.

4. STATUTORY DISCLOSURE.

4.1 The following statutory disclosures made by Riedl are attached hereto as Appendix A:

a. filing claim and beginning action;
b. notice required before filing;
c. contents of claim document.

Owner acknowledges receipt of such disclosures on execution of this Agreement.

5. TERM/TERMINATION.

5.1 Termination by Owner for Cause. Owner may provide Riedl with ten (10) calendar days' notice to cure any default under these Terms and Conditions including but not limited to:

a. failure to provide sufficient materials or labor;
b. failure to make due payment to subcontractors;
c. failure to comply with all applicable laws or guidelines.

Where the default is not cured by the expiry of the notice the Owner is entitled to terminate these Terms and Conditions.

Owner shall be liable to pay all fees up to and including the date of termination.

5.2 Termination by Riedl for Cause. Riedl may provide the Owner with ten (10) calendar days notice to cure any default under these Terms and Conditions. Where the default is not cured by the expiry of the notice date the Riedl is entitled to terminate these Terms and Conditions.

6. RIEDL REPRESENTATIONS AND WARRANTIES.

6.1 Insurance. Riedl acknowledge their obligation to obtain appropriate insurance coverage for the benefit of Riedl and any of its employees or sub-contractors. Riedl will provide the recipient with a certificate naming the recipient as an additional insured party.

TERMS & CONDITIONS

RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

6.2 Representations. Riedl and its subcontractors shall:

a. take all reasonably necessary safety precautions;
b. make reports to the Owner of any injuries or hazards on the property;
c. comply with all applicable laws, ordinances, regulations, and orders issued by a public authority, whether federal, state or local.
d. furnish all required safety equipment and ensure all of its employees and subcontractors' employees have and wear personal protective equipment in compliance with applicable safety requirements.

6.3 Warranty. Riedl warrants that the Work shall be carried out in accordance with these Terms and Conditions and shall be free from material structural defects as follows: 10 years on Roofing installation; 2 years on Siding installation; and 2 years on Gutter installation. Riedl shall not however be liable for the costs of any repairs to such defect where Riedl has not been provided notice of the defect and has not received an opportunity to cure the defect.

6.4 Product Warranties. Any and all product warranties are deemed assigned from Riedl to Owner.

6.5 No Liability for Consequential Damages. Where permitted by applicable law and other than where expressly stated in these Terms and Conditions, Riedl and the Owner waive claims against each other for consequential damages including but not limited to loss of income, profit, financing, business, and reputation, except where loss of profit relates directly to Fees due to Riedl under these Terms and Conditions.

7. INDEMNIFICATION.

7.1 Riedl, at their own expense, shall indemnify, hold harmless and defend the Owner, and as applicable its agents, against any adverse consequences due to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property other than the services themselves that the Owner suffers arising from or relating to any negligent act or omission or willful misconduct by Riedl or its employees, subcontractors or agents in the provision of the services. For purposes of these Terms and Conditions, "adverse consequences" shall mean all actions, suits, proceedings, hearings, investigations, charges, complaints, claims, demands, injunctions, judgments, orders, decrees, rulings, damages, costs, liabilities, obligations, losses, expenses, and fees including, without limitation, court costs and reasonable legal fees.

8. MISCELLANEOUS.

8.1 Entire Terms and Conditions. These Terms and Conditions constitute the entire Terms and Conditions and understanding between the Parties, and supersedes and cancels all prior and contemporaneous agreements, commitments, communications, and writings, whether oral or written. No amendment or modification of these Terms and Conditions shall be effective unless it is in writing and signed by both Parties.

8.2 No Waiver. No failure on the part of either Party hereto to exercise, and no delay in exercising, any right, remedy, or power under these Terms and Conditions shall operate as a waiver thereof; nor shall any single or partial exercise of any such right, remedy or power preclude any other or further exercise of any other right, remedy, or power. No waiver shall be valid unless it is in writing and signed by the Party to be bound thereby.

8.3 Severability. If any provision or part thereof of these Terms and Conditions is determined to be prohibited by, or invalid, illegal or unenforceable under, applicable law, then, such provision or part thereof shall be deemed amended to conform to applicable laws so as to be valid or enforceable or, if it cannot be amended without materially altering the intention of the Parties, then such provision or part thereof shall be stricken without invalidating the remainder of such provision or the remaining provisions of these Terms and Conditions.

8.4 Assignment. Neither the rights nor obligations under these Terms and Conditions may be assigned or otherwise disposed of without prior written consent of the non-assigning party.

8.5 Notice. For purposes of providing notice under the terms of these Terms and Conditions, such notice shall be directed to the current address of the Party to receive the notice.

8.6 Governing Law. The provisions of these Terms and Conditions shall be governed by and interpreted in accordance with the laws of the State of Wisconsin.

RIEDL AND SON
EXTERIOR SPECIALISTS
ROOFING, SIDING, GUTTERS, SOFFIT/FASCIA AND WINDOWS

APPENDIX 'A'
TO TERMS AND CONDITIONS- RIEDL AND SON EXTERIOR SPECIALISTS LLC

Wisconsin Statute 779.06 - Filing claim and beginning action; notice required before filing; contents of claim document.

(1) No lien under s. 779.01 shall exist and no action to enforce a lien under s. 779.01 shall be maintained unless within 6 months from the date the lien claimant performed, furnished, or procured the last labor, services, materials, plans, or specifications, a claim for the lien is filed in the office of the clerk of circuit court of the county in which the lands affected by the lien lie, and unless within 2 years from the date of filing a claim for lien an action is brought and summons and complaint filed. A lien claimant shall serve a copy of the claim for lien on the owner of the property on which the lien is placed within 30 days after filing the claim. A claim for a lien may be filed and entered in the judgment and lien docket, and action brought, notwithstanding the death of the owner of the property affected by the action or of the person with whom the original contract was made, with like effect as if he or she were then living.

(2) No lien claim may be filed or action brought thereon unless, at least 30 days before timely filing of the lien claim, the lien claimant serves on the owner a written notice of intent to file a lien claim. The notice is required to be given whether or not the claimant has been required to and has given a previous notice pursuant to s. 779.02. Such notice shall briefly describe the nature of the claim, its amount and the land and improvement to which it relates.

(3) Such a claim for lien shall have attached thereto a copy of any notice given in compliance withs. 779.02 and a copy of the notice given in compliance with sub. (2), and shall contain a statement of the contract or demand upon which it is founded, the name of the person against whom the demand is claimed, the name of the claimant and any assignee, the last date of performing furnishing or procuring any labor, services, materials, plans, or specifications, a legal description of the property against which the lien is claimed, a statement of the amount claimed and all other material facts in relation thereto. Such claim document shall be signed by the claimant or attorney, need not be verified, and in case of action brought, may be amended, as pleadings are.

AUTHORIZATION PAGE

☐ **Exposed Fastener**	$36,376.89	**Project:** 57051566106
☐ **Fascia Repairs**	$2,079.41	**Name:** Jedidiah Draeger
		Address: N3465 Cty Rd K, Jefferson, WI

Estimates are valid for 30 days from the date of estimate / A 10% deposit is required before any project begins.

Customer Comments / Notes

My Product Selections

Metal Color

Jedidiah Draeger:

Date:

Exclusions:
By signing this form, I agree to and confirm the following: I certify that I am the registered owner of the above project property or have legal permission to authorize the work as stated. Upon completion of project, I agree to pay the total project price and understand that this work will be completed in accordance with industry best practices.

Outlook

Fwd: Barn

From Chris Schick <chrissmithroofingext@gmail.com>
Date Fri 4/17/2026 8:04 AM
To Jedidiah Draeger <JDraeger@fortatkinsonwi.gov>

---------- Forwarded message ---------
From: **Chris Schick** <chrissmithroofingext@gmail.com>
Date: Tue, Mar 17, 2026, 7:42 AM
Subject: Barn
To: <jdraeger@fortatkinsonwi.gov>

Hey Jed,

I have enclosed an estimate for the barn roof we discussed.

Work to include:

Tear off 2 layers of shingles.
Replace any bad wood at a cost of 10.00 per board foot(this cost is above and beyond the contract amount)
Deck roof with OSB sheets
Install exposed fastner metal and trims on roof perimeter

Cost: 56,300

Feel free to email me back with any questions you may have. We're out approximately 2 months as of now. At time of acceptance of included work we will draw up a contract and get a 1/3 of the contract amount for down-payment. This will secure your spot on our schedule. The remaining 2/3 will be due upon completion.

Thank you,
Chris
Smith Roofing

MIDWEST ROOFING & CONSTRUCTION, LLC
4949 County Road YZ, Dodgeville, WI 53533
1-800-551-8251
www.midwestroofingpros.com

Fax Number: (888)787-0217

PROPOSAL SUBMITTED TO			PHONE	DATE
Jedidiah Draeger			(920) 397-9901	03/24/2026
ADDRESS			JOB NAME	
101 North Main Street			2602-8288194-01	
CITY	STATE	ZIP	JOB LOCATION	
Fort Atkinson	Wisconsin	53538	101 North Main Street	

At your request, we submit the following: 29 Ga. Exposed Fastener Steel Roof & Siding Replacement

Steel Roof Replacement on Barn

* Remove and save cupola from top of barn.
* Install 2 "x 4" purlins over the existing shingles (no tear off). Purlins shall be attached to structural members when possible.
* Keep flares at the eaves of roof;
* Install gutter apron on eaves.
* Install 29 gauge, exposed fastener steel panels with inside closure strips at the eave and gambrel trim, outside closure strips at the gambrel trim and ridge cap. Color to be selected by the Owner from our standard available colors: _____
* Install rake trim.
* Install custom fascias on eaves and rakes. Custom fascia will have a 1" return on backside of fascia.
* Clean up and haul away all debris and leftover materials.

Total Labor & Material - $24,400.00

Siding & Soffit:

* Install F channel and center vent soffit around entire barn;
* Install custom trim at base of existing wood siding to seal under side. Install base trim around perimeter;
* Install J channel at the eaves, rakes and around sliding door;
* Detach and reset sliding door and accessories as needed;
* Install 29 gauge, exposed fastener steel panels and trim on barn exterior walls. No work to be done to brick; Color to be selected by the Owner from our standard available colors: _____
* Clean up and haul away all debris and leftover materials.

Total Labor & Material - $21,924.00

We propose hereby to furnish material and labor complete in accordance with above specification for the sum of:

29 Ga. Exposed Fastener Roof Replacement: Twenty four thousand four hundred dollars. ($24,400.00)

Siding & Soffit: Twenty one thousand nine hundred twenty four dollars. ($21,924.00)

A signed contract and 50% down payment is required with the remaining balance due at completion of the job. Due to material price fluctuations, we can only hold pricing for time indicated above and while materials are available. This estimate does not include permits, permit fees or any item not noted above.

Acceptance of Proposal --- The above prices, specifications, and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Both parties agree to a three day (3) right to cancel on all signed/dated contracts. Payment will be made as outlined above.	Signature : Signature Signature Date Note: This proposal may be withdrawn if not accepted within _____ days.
All materials are guaranteed to be as specified. All work is to be completed in a workmanlike manner according to standard practices. A one-year workmanship warranty is provided. Any unsound decking will be replaced at an additional charge. Any alterations or deviations from the above specifications will become an additional charge over and above the estimate. All agreements are contingent upon strikes, accidents, or delays beyond our control.	Authorized Signature: Mark Novak 03/10/2026 Date: 03/10/2026