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 2, 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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AGENDA

1. **Call meeting to order**

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

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

    a. Review and possible action relating to the **minutes of the May 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

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. 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)

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)

9. Reports of Officers, Boards, and Committees

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

10. Unfinished Business

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)

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)

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)

d. Review and possible action on a Water Utility **Simplified Rate Case Application to the Public Service Commission** (Navin, Director of Public Works)

12. Miscellaneous

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

14. Claims, Appropriations and Contract Payments

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

15. Adjournment

Date Posted: May 29, 2026

CC: City Council; City Staff; City Attorney; News Media; Fort Atkinson School District; Fort Atkinson Chamber of Commerce
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City of Fort Atkinson
City Manager's Office
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CITY COUNCIL MEETING
IN PERSON AND VIA ZOOM
TUESDAY, MAY 19, 2026 – 7:00 PM
CITY HALL – SECOND FLOOR

MINUTES

1. Call meeting to order

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

2. Roll call

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

3. Pledge of Allegiance

President Jaeckel led the Pledge of Allegiance.

4. Consent Agenda

Huckabee moved, seconded by Price to approve the Consent Agenda as presented, items 4.a. through 4.f. Motion carried.

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

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

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

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

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

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

5. Public Hearings

None.

6. Public Comment for Matters on the Agenda

Elliott Larson, 415 McMillen Street - spoke on access for the developing area currently owned by the Hospital off of McMillen Street. He commented on current traffic patterns, times and travelers. He encouraged another access road for the residents in the area of McMillen Street and Schumacher Way.

7. Petitions, Requests, and Communications

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

Johnson moved, seconded by Huckabee to approve a Proclamation declaring May 3-6, 2026 as Drinking Water Week in the City of Fort Atkinson. Motion carried.

8. Resolutions and Ordinances

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

Manager Houseman provided that the League of Wisconsin Municipalities is encouraging their members to adopt a Resolution and distribute it to Wisconsin elected officials with the goal of gaining support for a sustainable transportation funding solution. From 2000 to 2025, the Consumer Price Index increased by 90.7%, outpacing the state's sizable investment in General Transportation Aids (GTAs) which increased 60.4%. From 2020 to 2023, the Producer Price Index for concrete rose 20.2% while GTAs rose 4.0%. Cities and villages only have an average of 14.0% to 15.7% of their transportation expenses covered by GTAs, a figure that has declined in recent years. While growth in local transportation aids has slowed, so have transportation revenues.

Price moved, seconded by Huckabee to adopt the Resolution supporting a sustainable transportation funding solution and direct the City Clerk to distribute the Resolution to the elected officials representing the City of Fort Atkinson and Jefferson County. Motion carried.

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

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

Lescohier moved, seconded by Price to approve the Resolution adopting Standard Construction Specifications. Motion carried.

c. *First reading of an ordinance relating to a **Zoning Map Amendment** for the property located at 550 McMillen St. (parcel numbers 226-0614-3443-018 and 226-0614-3434-045), from Institutional (I) to Multi-Family Residential-30 (MRM-30) (Draeger, Director of Neighborhood and Building Services)*

Director Draeger shared 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. This zoning is consistent with other multifamily developments in the area.

Johnson asked if other options are available for access to this property. Multiple access points exist; they route to McMillen per Draeger. Private property exists between this parcel and Memorial Drive, therefore, not allowing an access point. A traffic study was performed.

Draeger stated this is the first reading of the Ordinance. This property will require additional review by the City Council and the Plan Commission for future development. Johnson asked if stormwater issues would be addressed. Draeger confirmed the site plan review will address stormwater management, including retention ponds.

Lescohier mentioned that speeds in the subject area seem to be a concern for residents. The Police Department will be informed of concerns by neighbors.

Lescohier moved, seconded by Johnson to perform the first reading of this ordinance and direct the City Manager to prepare the Ordinance for a second reading at the meeting on June 2, 2026. Motion carried.

9. Reports of Officers, Boards, and Committees

a. *City Manager's Report (Houseman, City Manager)*

No action was taken.

10. Unfinished Business

None.

11. New Business

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

Electrician Armstrong stated that following a February 2024 award from the Wisconsin Department of Transportation's Carbon Reduction Program, the Fort Atkinson City Council approved the purchase of traffic signal controls and materials during its January 20, 2026, meeting. Two items were not eligible for reimbursement by the State of Wisconsin: the pedestrian countdown crossing LED housings and labor for installing the new traffic control equipment in the existing cabinets. It was originally understood by staff that the LED housings were not required for the operation of the signal controls and were considered optional. However, staff were recently notified by TAPCO's new sales representative that housings are required for the signal control to be mounted properly. Staff also requested a quote for the installation of this equipment from TAPCO to ensure that the traffic control signals are installed by a contractor familiar with the product.

Lescohier moved, seconded by Johnson to approve the usage of funds from the Traffic Control Supplies account not to exceed $13,835.00 from TAPCO for the Wisconsin Department of Transportation's Carbon Reduction Program. Motion carried.

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

Director Navin noted that the City has a computer-based hydraulic model of its water distribution system. Donohue & Associates previously utilized this model in 2023 to evaluate development along Banker Road. Because a portion of that development has occurred, staff is looking to re-evaluate the water system in this area to ensure infrastructure planning remains accurate for future development phases. Staff is proposing to enter into a professional services agreement with Donohue & Associates, Inc. to update hydraulic water modeling for the north-west side of the City, specifically the Banker Road development area. Now that staff has fire flow data and information regarding what has been installed, it is an optimal time to update this model. This modeling is a critical step in helping staff plan for future water utility infrastructure to support continued growth in this region, specifically on the east side of the planned relocation of Banker Road.

Huckabee moved, seconded by Price to approve the professional services agreement with Donohue & Associates, Inc. for the Banker Road Development Water Modeling in the amount not to exceed $8,000. Motion carried.

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

Clerk Ebbert discussed that Mitch and Erin Patterson, owners of 14 Sherman LLC DBA

Paddyshack Golf and Gaming Lounge at 201 S. Main Street have submitted documentation requesting to amend their premise description to allow for an enclosed, seasonal patio/sidewalk cafe that would permit consumption of alcohol. Applicants for alcohol beverage licenses must describe the premises where alcohol beverages are sold, served, consumed, or stored. With this property being zoned DHMU, Outdoor Entertainment within the Downtown Historic Mixed-Use District is allowed on a temporary basis for 90 days. To exceed the 90 days, a Conditional Use Permit is required to be issued by the Plan Commission. The Plan Commission held a Public Hearing on May 12, 2026, without participation. The Conditional Use Permit is scheduled for Plan Commission review and possible action on May 26, 2026. The City Council may approve the change in premise description, subject to Plan Commission approval of the CUP with an effective date of May 27, 2026.

Huckabee moved, seconded by Johnson approve the change in the Alcohol Beverage License Premise Description for 14 Sherman, LLC, dba, Paddyshack Golf & Gaming Lounge, for use at 201 S. Main Street to include the patio/sidewalk café along the north side of the property on E. Milwaukee Avenue effective May 27, 2026, subject to approval of a Conditional Use Permit by the Plan Commission on May 26, 2026. Motion carried.

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

Director Draeger discussed the proposed project involves subdividing an existing parcel to establish a condominium development that allows individual ownership of eight residential units while maintaining shared ownership of common site areas. The property is zoned MRM-12 with a Planned Unit Development (PUD) overlay, permitting multifamily residential use and design flexibility as approved through the PUD process. The parcel was originally created and rezoned in 2025 to support residential development consistent with the City's long-term planning goals. The Plan Commission recommended that the City Council approve the Condo Plat at its April 28, 2026, meeting, subject to the corrections noted in the Plan Commission memo.

Staff recommends the Condominium Plat with the following amendments:
Per Ch. 703, Wis. Stats. and Ch. A-E7, Wis. Admin Code: s. 703.09 (1)(a) The name of the condominium must include the word "condominium" or be followed by the words "a condominium".
s. 703.11 (2)(d) (d) All survey maps and floor plans submitted for recording shall be legibly prepared with a binding margin of 1.5 inches on the left side and a one-inch margin on all other sides on durable white media that is 14 inches long by 22 inches wide with a permanent nonfading black image. All linework and text must be drawn in black. Some linework on the submittal is drawn in red.
General Notes: 1) In NOTES 6. on Sheet 2, "Limited Common Areas" to be changed to "Limited Common Elements"

Lescohier moved, seconded by Johnson to approve the Condominium Plat for Ridge View

Estates Townhomes located at 1364 and 1356 Marigold Drive with the conditions outlined in the Staff memo. Motion carried.

e. *Review and possible action relating to **disallowance of a claim** against the City of Fort Atkinson, Bohling (Ebbert, City Clerk/Treasurer/Finance Director)*
Clerk Ebbert providing that the League of Wisconsin Municipalities Mutual Insurance (LWMMI) is the City's insurance carrier for property, liability, and worker's compensation. Statewide Services, Inc administers the claims for LWMMI. When the City receives a claim against the City's insurance, Statewide Services performs an investigation and obtains facts relating to the claim, which can include interviewing employees and onsite investigation. After the investigation, Statewide Services makes a final determination and recommendation relating to the claim. On May 12, 2026, staff received via Certified Mail a Notice of Claim from a property owner within the City. The notice was submitted to Statewide Services, which manages such claims for the City. Statewide Services Inc determined the City of Fort Atkinson is not liable and therefore recommended that the City Council disallow the claim. The disallowance of the claim shortens the statute of limitations period to six months for any future lawsuit relating to this matter.

Huckabee moved, seconded by Price to disallow claim WM000282260042 against the City of Fort Atkinson from the Claimant pursuant to Wisconsin Statutes 893.80(1)(g). Motion carried.

f. *Review and possible action relating to the repairs to **Fire Department's Engine 8161 by Rennert's Fire Equipment Service** at a cost not to exceed $25,000 (Peterson, Fire Chief)*
Chief Peterson shared that Engine 8161 is a 2018 Pierce Enforcer frontline fire engine in the Fort Atkinson Fire Department's fleet. The vehicle was recently taken out of service after staff identified significant wear and failure within the front suspension and steering system, specifically involving the upper and lower ball joints. Due to the complexity of fire apparatus suspension systems and the specialized nature of the repair, the vehicle was transported to Rennert's Fire Equipment Service for diagnosis and repair. The current estimated repair cost from Rennert's Fire Equipment Service is $21,478.88, as detailed in the attached proposal. Due to the extent of disassembly required and the possibility of additional worn or damaged components being identified during reassembly and final road testing, staff is requesting authorization for repairs in an amount not to exceed $25,000. This contingency accounts for potential parts pricing variability and any additional wear discovered during the completion of repairs. Funds are available within the Fire Truck Maintenance account to cover this expenditure.

Lescohier moved, seconded by Johnson to approve the repairs to Engine 8161 by Rennert's Fire Equipment Service, the factory-authorized Pierce dealer for this region, in an amount not to exceed $25,000.00. Motion carried.

12. Miscellaneous

None.

13. Public Comment for Matters Not on the Agenda

John Hausz, 104 Jefferson Street - He stated extra budget money exists as the expense for the Electrician's bucket truck came in under budget. He feels the difference can be used on ramp and curb repairs. He inquired about the clock on N. Main Street that no longer functions. He provided estimates to repair the clock.

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 list of Verified Claims as presented and authorize payment. Motion carried.

15. Adjournment

Huckabee moved, seconded by Johnson to adjourn. Meeting adjourned at 7:53 pm.

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

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

PLAN COMMISSION MEETING
IN PERSON AND VIA ZOOM
TUESDAY, MAY 26, 2026 – 4:00 PM
CITY HALL – SECOND FLOOR

MINUTES

1. Call meeting to order

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

2. Roll call

Present: Chairperson Manager Houseman, Director of Public Works Navin, Council Representative Huckabee, Commissioners Ciccarelli, Shull, and Schultz.
Also Present: Clerk/Treasurer/Finance Director, Deputy Clerk, Director of Neighborhood and Building Services, and the City Attorney.

3. New Business

a. *Review and possible action relating to the **minutes of the May 12, 2026, Plan Commission meeting** (Ebbert, Clerk/Treasurer/Finance Director)*
Schultz moved, seconded by Ciccarelli, to approve the minutes of the May 12, 2026 Plan Commission meeting. The motion carried, 6-0.

b. *Review and possible action on a **Conditional Use Permit** relating to a request for a seasonal outdoor patio to be located at 201 S. Main St. in the Downtown Historic Mixed Use Zoning District (Draeger, Director of Neighborhood and Building Services)*
Director Draeger presented the Conditional Use Permit (CUP) application for the owners of Paddyshack Golf and Gaming to establish a seasonal outdoor patio at the corner of South Main Street and East Milwaukee Avenue. The proposal seeks to exceed the standard 90-day limit for temporary outdoor use, featuring a removable 24' x 7' seating area that maintains a 7-foot unobstructed sidewalk clearance to ensure safe pedestrian circulation. Approval of the extension is subject to the formal public hearing process and adherence to the operational standards of the Downtown Historic Mixed-Use District.

Ciccarelli questioned the 90-day CUP timeframe, weather dependent usage, and future renewal needs for the outdoor patio. Manager Houseman clarified that anything under 90 days does not require a CUP For anything exceeding 90 days, the approved CUP provides ongoing authorization for the business to use the patio as needed.

Schultz motioned, seconded by Huckabee to approve the Conditional Use Permit to allow

an outdoor seating area in the DHMU zoning district for the property located at 201 S. Main Street, subject to the following conditions:

1) The use of the sidewalk for an outdoor seating area continues to meet the requirements of Section 15.03.30 (5) of the City's Zoning Ordinance.
2) The use of the sidewalk for an outdoor seating area continues to meet the requirements of Section 6.37 of the City's Municipal Code.

The motion carried 6-0.

c. *Review and possible recommendation to the City Council 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 presented a Certified Survey Map to adjust the property line at 217 Jefferson Street to resolve an existing building and fence encroachment issue. The proposal involves transferring five feet of land from 213 E Sherman Avenue to create a compliant side setback for the residence. City staff support the adjustment, noting it improves functionality and brings the property into conformity with SR-7 zoning regulations. The plan does not alter existing land use and aligns with the City's Comprehensive Plan for the area.

Huckabee motioned, seconded by Shull to recommend the City Council approve this Certified Survey Map facilitating the alteration of a property line with the following conditions:

<u>Per Ch. 236, Wis. Stats. and Ch. A-E7, Wis. Admin Code:</u>

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. Describe the solid square symbol 74.32' westerly of the S1/4 corner of Section 34-6-14 at the top of Sheet 1.

s. 236.20(2)(c) The length and bearing of the exterior boundaries, the boundary lines of all blocks, public grounds, streets, and alleys, and all lot lines. The total length of the east line of Lot 2 computes to 232.62', rather than 231.61', as shown. Please verify. The length of the east line of this CSM totals 289.01'.

s. 236.34(1m)(c) Graphic scale bar: while the map appears to be drawn at a scale of 1" = 50', the graphic scale bar does not scale 1" = 50'.

s. 236.34(1m)(c) Sheet numbering: Add Sheet number "1" to the bottom of the first sheet of the CSM.

s. 236.34(1m)(c) Description in header under "Certified Survey Map": it appears that the description should also include Lot 7 of Block 9 and unplatted lands. Please verify and adjust the header on both sheets and in the Surveyor's Certificate.

<u>Per Ch. 70 City of Fort Atkinson Land Division and Development Ordinance:</u>

s. 70.06.01(1)(b) Contact information. Name, mailing address, email address, and phone number of the owner, developer and land surveyor. Add the underlined information to the final CSM.

<u>General Notes:</u>

1) Northwesterly of Lot 1, should the abutting “Lot 3” be changed to “Lot 1?”
2) What is the “bbbb” above the notary part of the Owner’s Certificate?
3) In the notary part of both Owner’s Certificates, change “known to be the person” to “known to be the persons”, since two signatures are being notarized in each case.
4) In line 5 of the legal description of the Surveyor’s Certificate, change “…West line of Block 9” to “…East line of Block 9.”
5) In the City Manager Resolution, check the spelling of “Kolodzne”.
6) Add setbacks for the houses and garages to the nearest lot lines in both lots.

Commissioner Ciccarelli abstained. Motion carried, 5-0.

d. Update on previously approved projects (Houseman)
None.

4. Adjournment

Huckabee moved, seconded by Schultz to adjourn. The motion carried 6-0, and the meeting adjourned at 4:16 p.m.

Respectfully submitted,
Courtney Thom
Deputy Clerk

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

LICENSE COMMITTEE MEETING
IN PERSON AND VIA ZOOM
TUESDAY, MAY 26, 2026 – 5:00 PM
CITY HALL – SECOND FLOOR

MINUTES

1. Call meeting to order

President Jaeckel called the meeting to order at 5:00 pm.

2. Roll call

Council members: Lescohier and President Jaeckel. Also present: City Manager and City Clerk/Treasurer/Finance Director.
Absent council member Price.

3. New Business

a. *Review and possible recommendation to the City Council relating to **Alcohol Beverage License Applications** for the licensing period of July 1, 2026 through June 30, 2027 (Ebbert, Clerk/Treasurer/Finance Director)*
Clerk Ebbert reviewed the submitted applications for alcohol license renewals with effective date of July 1, 2026 through June 30, 2027.

Lesochier moved, seconded by Jaeckel to recommend to City Council approval of the Alcohol License Applications for the licensing period of July 1, 2026 to June 30, 2027 contingent upon all monies owed to the City are paid prior to license issuance by the City Clerk. Motion carried.

b. *Review and possible recommendation to the City Council 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)*
Lescohier moved, seconded by Jaeckel to recommend the City Council approve the Cigarette, Tobacco and Electronic Vaping Device Retail License Applications for the licensing period of July 1, 2026 to June 30, 2027 contingent upon all monies owed to the City are paid prior to license issuance by the City Clerk. Motion carried.

c. *Review and possible recommendation to the City Council relating to **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)*
Lescohier moved, seconded by Jaeckel to recommend approval of 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 contingent upon successful background check and payment of licensing fees. Motion carried.

4. Adjournment

Lescohier moved, seconded by Jaeckel to adjourn. Meeting adjourned at 5:15 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

MEMORANDUM

DATE: **June 2, 2026**

TO: **Fort Atkinson City Council**

FROM: **Rebecca Houseman, City Manager**

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

BACKGROUND

The City has a wide variety of Committees, Commissions, and Boards made up of citizens, staff, and elected officials. Some of these groups are outlined in the City's Ordinances. Most often, the City Manager is responsible for appointing citizen members, subject to approval by the City Council. Similarly, in most cases, the Council President is responsible for appointing Council members to these groups.

DISCUSSION

The following citizen members are eligible for appointment or reappointment to the Committees, Commissions, and Boards below for the terms indicated:

Parks and Recreation Advisory Board

- Mitch Heath for a three year term ending in 2029
- Cam Dary for a three year term ending in 2029

Tourism Commission

- Sarah Schultz for a one year term ending in 2027

Note the following vacancies for citizens on City Commissions, Committees, and Boards:

- Airport Committee (two seats)
- Board of Zoning Appeals (two seats)
- Cable Television Committee (two seats)
- Parks and Recreation Advisory Board (one seat)

- Plan Commission (one seat)

Staff continues to work on filling these vacancies and encourages members of the public to submit an application to serve if interested.

FINANCIAL ANALYSIS

The appointments of citizens to these Committees, Commissions, and Boards is not expected to impact the City financially.

RECOMMENDATION

Staff recommends that the City Council confirm the appointments listed in this memo through the Consent Agenda.

ATTACHMENTS

1. Mitch Heath Citizen Service Form_Redacted
2. Cam Dary Citizen Service Form Redacted

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

CITIZEN SERVICE INFORMATION FORM

Name (Print): Heath, Mitchell, Adam Michael **Date:** _____
Last First Middle

Home Address: [redacted]

Business Name/Address: _____

Telephone (Home): [redacted] **(Work)**: _____

Email Address: [redacted]

How long have you lived in the City of Fort Atkinson? _____

Which Boards, Commissions and/or Committees interest you? Parks and Recreation Advisory Board

Please give a brief overview of your background, experience, interest or concerns in the above areas:

I am a dual business owner in Fort Atkinson and despite living in town for going on 3 years, my Wife and I have completely fallen in love with Fort Atkinson, and I want to do everything I can to help build and preserve this City.

References:

1. Dawn Fielder **Phone:** [redacted]

2. _____ **Phone:** [redacted]

Mitchell Heath
Signature

Return this form to:
City Manager's Office
101 North Main Street
Fort Atkinson WI 53538
sweihert@fortatkinsonwi.gov

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

CITIZEN SERVICE INFORMATION FORM

Name (Print): Dary Cam — Date: 5/7/2026
Last First Middle

Home Address: [redacted]

Business Name/Address:

Telephone (Home): [redacted] (Work):

Email Address: [redacted]

How long have you lived in the City of Fort Atkinson? 12 years

Which Boards, Commissions and/or Committees interest you? Parks and Recreation Advisory Board

Please give a brief overview of your background, experience, interest or concerns in the above areas:

As an educator, parent, and coach, I believe recreation and the outdoors are key to a well-rounded lifestyle. Professionally, I work closely with teachers and school systems to improve learning experiences, encourage growth, and build positive culture through collaboration and long-term planning. I have coached high school, middle school, and youth sports. I have a strong personal interest in outdoor recreation, conservation, fishing, athletics, and family-centered community activities. I value public spaces that bring people together and create opportunities for learning, wellness, and recreation for all ages.

References:

1. Josh Smith — Phone: [redacted]

2. Kyle VandeZande — Phone: [redacted]

Signature

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sweihert@fortatkinsonwi.gov

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

MEMORANDUM

DATE: **June 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **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)**

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

The Langholf
Event: Grown Up Book Fair
Date: Saturday, July 18 and Sunday July 19, 2026
Location: Multiple downtown locations; The Langholf, Tattooed Trees Books, Paddy Shack, The Fort Atkinson Club, and the Dwight Foster Public Library
Contact Person: Elena Gildemeister
Hours of Event: 9:00 am – 2:00 pm
Set Up: 7:00 am
Tear Down: 2:00 pm
Estimated Number of Attendees: 800

Event information was routed to Departments without comments or concerns.

FINANCIAL ANALYSIS

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

RECOMMENDATION

Staff recommends that City Council approve the Grown Up Book Fair, on July 18 and 19, 2026 at The Langholf, Tattooed Trees Books, Paddy Shack, The Fort Atkinson Club, and the Dwight Foster Public Library.

ATTACHMENTS

1. Grown Up Book Fair App 2026

CITY OF FORT ATKINSON
Special Event Application
Fee: $25.00

Name of Business/Group Organizing Event: The Langholf

Contact Person for Event: Elena Gildemeister

Phone Number: Ema[redacted]

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

Special Event Details

Event Name: Grown Up Book Fair

Event Date (mm/dd/yyyy): 07/18/26 and 07/19/26

Event Location: Multiple storefronts in downtown

Estimated Number of Attendees: 800+

Hours of Event: 9am-2pm

Event Setup Time: 7am

Event Tear Down Time: 2pm

Event Description: Vendors, authors, and book stores are setting up in multiple locations in downtown Fort Atkinson. This event is free for attendees. We will be creating a map of locations and attendees will be encouraged to visit all host locations, as well as visit the other small businesses and restaurants in the area. The locations include the Langholf, Tattooed Trees Books, Paddy Shack, the Fort Atkinson Club, and the Dwight Foster Public Library. More businesses may be added.

Goal/Purpose of Event: The purpose is to promote small businesses and small markers in the area while connecting the local community over our shared love of reading.

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

(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: _____

Submission Date: 05/18/26

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 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **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)**

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: Frosty Rock Challenge
Date: Saturday, November 7, 2026
Location: Fort Atkinson High School/5k Route through neighboring streets/12k Route on Hoard Rd. to Dorothy Carnes Park
Contact Person: Erin Nichols
Hours of Event: 7:00 am to 11:00 am
Set Up: 6:00 am
Tear Down: 11:00 am
Estimated Number of Attendees: 300

Event information was routed to Departments without comments or concerns.

FINANCIAL ANALYSIS

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

RECOMMENDATION

Staff recommends that City Council approve the Frosty Rock Challenge, November 7, 2026 at the Fort Atkinson High School, neighboring streets/12k Route on Hoard Rd. to Dorothy Carnes Park.

ATTACHMENTS

1. Frosty Rock 5K map
2. Frosty Rock 12K map
3. 1 mile final 2025
4. FROSTY ROCK CHALLENGE 2026 App

Frosty Rock 5K

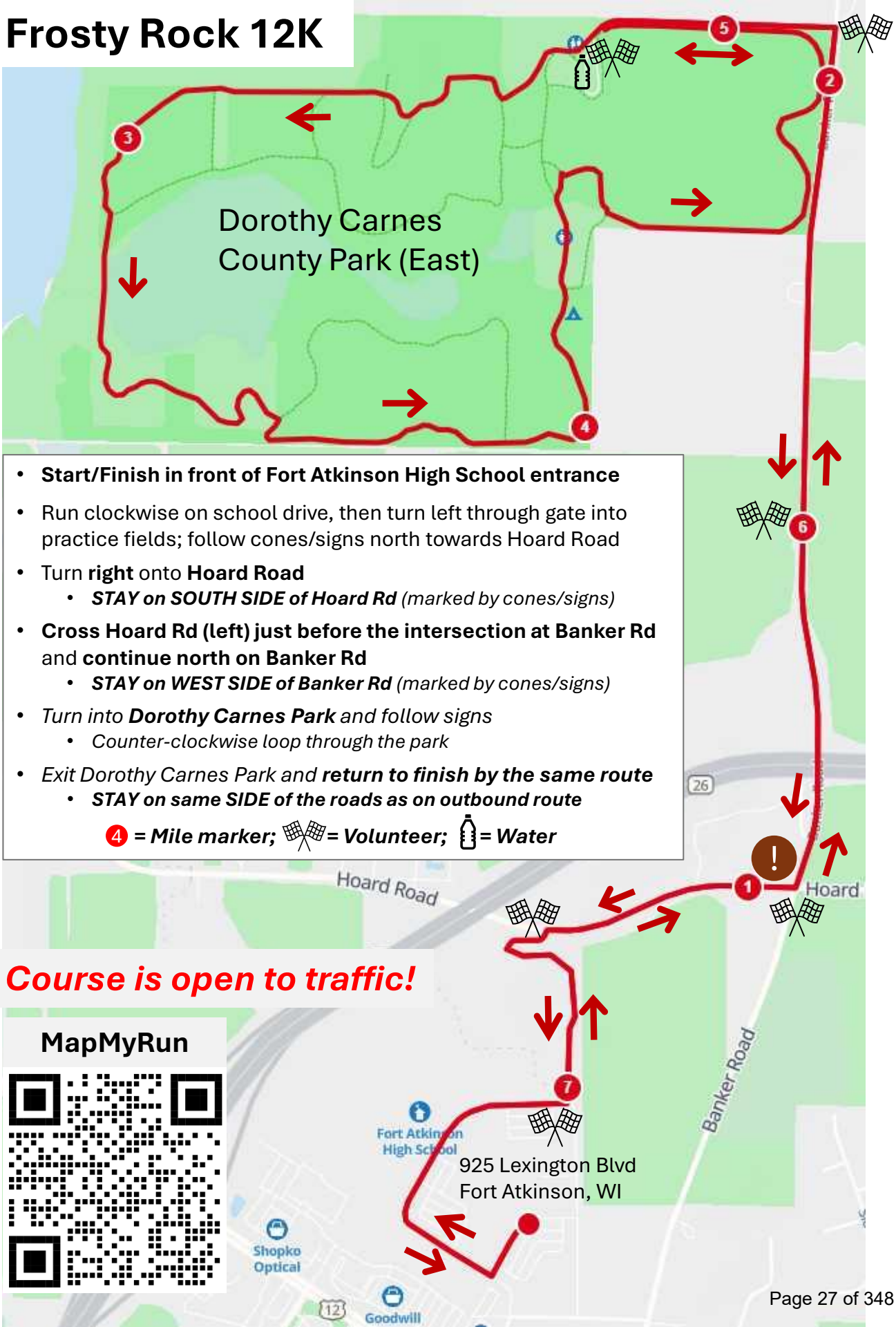
- **Start/Finish in front of Fort Atkinson High School entrance**
  - ***COURSE IS OPEN TO TRAFFIC!*** (!)
- Leave school grounds onto **Campus Dr**, turn **right** onto **Banker Rd,** then **left** onto **W Cramer St**
  - ***STAY ALERT on this section***
- At **Blackhawk Dr** Turn **left**, then **left** onto **Sioux Trail**
- At **Seminole Dr** turn **right**, then at **Monroe St** turn **right**
- **Continue on Monroe St,** crossing **Blackhawk Dr** and **W Cramer St**
  - ***STAY ALERT at these crossings***
- At **Caswell St** turn **right**, then at **Cloute St** turn **right**
- At the bottom of **Cloute St bear left** onto **Hillcrest then immediately turn left** onto **Blackhawk Dr**
- At **Miller Ln** turn **right**, then at **McCoy Park Rd** turn **right** again
- At **W Cramer turn left**
- ***<u>Return to Finish</u> at Fort Atkinson High School – STAY ALERT through this section***

(2) = ***Mile marker;*** = ***Volunteer;*** = ***Water***

Frosty Rock 12K

- **Start/Finish in front of Fort Atkinson High School entrance**
- Run clockwise on school drive, then turn left through gate into practice fields; follow cones/signs north towards Hoard Road
- Turn **right** onto **Hoard Road**
  - ***STAY on SOUTH SIDE of Hoard Rd*** *(marked by cones/signs)*
- **Cross Hoard Rd (left) just before the intersection at Banker Rd** and **continue north on Banker Rd**
  - ***STAY on WEST SIDE of Banker Rd*** *(marked by cones/signs)*
- *Turn into **Dorothy Carnes Park** and follow signs*
  - *Counter-clockwise loop through the park*
- *Exit Dorothy Carnes Park and **return to finish by the same route***
  - ***STAY on same SIDE of the roads as on outbound route***

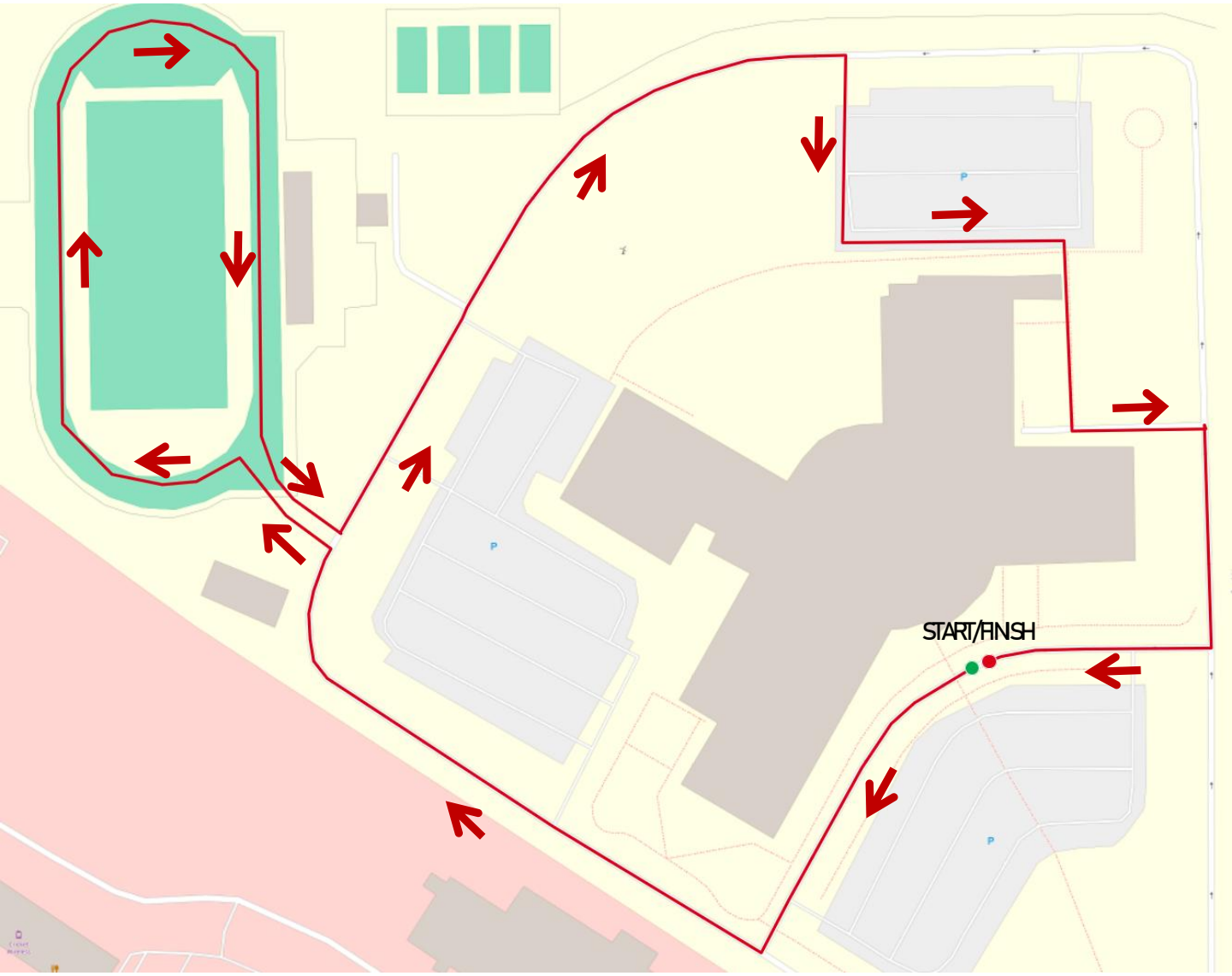
4 = ***Mile marker;*** = ***Volunteer;*** = ***Water***



Course is open to traffic!

MapMyRun

Frosty Rock 1 mile Fun Run - 2025



- **Start/Finish in front of Fort Atkinson High School entrance**
- Run **clockwise** around **FAHS drive** to the SE entrance of Jones Dairy Stadium
- **Turn left** into the walkway to enter onto the track in Jones Dairy Stadium
- **Continue clockwise for 1 lap** around the track**,** then exit back onto the FAHS campus drive
- Turn **right** into the **Blue Lot** and head back towards the school, then **turn left** onto the drive to exit back **onto the FAHS campus drive**
- **Return to the Fort Atkinson High School entrance to finish!**

CITY OF FORT ATKINSON
Special Event Application
Fee: $25.00

Name of Business/Group Organizing Event: Fort Atkinson Rotary Club

Contact Person for Event: Erin Nichols

Phone Number: Email: [redacted]

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

Special Event Details

Event Name: Frosty Rock Challenge

Event Date (mm/dd/yyyy): 11/07/2026

Event Location: Fort Atkinson High School, 5K through Rockwell neighborhood and 12K into Dorothy Carnes Park.

Estimated Number of Attendees: 300 | Hours of Event: 8a-11a

Event Setup Time: 6am | Event Tear Down Time: 11:30am

Event Description: The Frosty Rock Challenge is a 1mile Fun Run, 5k and 12k event. Starting location is Fort Atkinson High School. The 1mile Fun Run goes up to the High School track and back. The 5K heads east into the Rockwell neighborhood. The 12K course heads north into Dorothy Carnes park. Both races end back at the High School.

Goal/Purpose of Event: The Frosty Rock Challenge is a fund raising event for the Fort Atkinson Rotary Club.

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.

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Additional Picnic Table ($15/each; includes delivery & pick up)*	Qty ____
Additional Garbage/Recycling Can*	Qty ____
Barricades*	Qty ____
Traffic Cones*	Qty ____

☐ Electrical Access

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

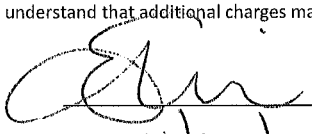
Please specify if you have any requests or requirements beyond current access:

Continued

☐ I will be having music	(Per City Ordinance 17.03) no person shall cause or allow loud, excessive or unusual noise that will disturb the comfort and quiet repose of persons in the vicinity. All music shall terminate as of 10:00 p.m. City noise ordinance must be followed Start Time of Music: _____ 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: 

Submission Date: 4/29/26

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 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **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)**

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. 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 remembered because alcohol is consumed *Away* from the premises. Likewise, Class B you consume on-site, for example *Bar.*

Table 1: Type of license, beverage and where consumption is permitted.

Type of License	Type of Beverage	Consumption Location
"Class A"	Intoxicating Liquor	Off-site
Class "A"	Fermented Malt	Off-site
"Class A" Liquor: Cider Only*	Cider Only	Off-site
"Class B"	Intoxicating Liquor	On-site
Class "B"	Fermented Malt	On-site
"Class C"	Wine only	On-site
Reserve "Class B"	Intoxicating Liquor	On-site
Temporary Class "B" **	Fermented Malt	On-site
Temporary "Class B" **	Wine	On-site

*The 2015-17 Wisconsin State Budget (2015 Act 55) provides that municipalities shall issue a "Class A" liquor license if both of the following apply:

- The “Class A” liquor license application is for sales limited to cider products only.
- The application for a “Class A” liquor license holds a Class “A” beer license for the same premises.

2015 Act 55 provision also defines ‘cider’ to mean any alcohol beverage that is obtained from the fermentation of the juice of apples or pears and that contains not less than 0.5 percent alcohol by volume and not more than 7.0 percent alcohol by volume. “Cider” includes flavored, sparkling, and carbonated cider.

** Temporary Class “B” Fermented Malt and Temporary “Class B” Wine – these licenses are issued throughout the year to lodges, societies, bona fide clubs, chambers, non-profit, etc.

Table 2: Combination of Licenses

License Combinations	**Type of Beverage(s)**	**Consumption Location**
“Class A” and Class “A”	Intoxicating Liquor and Fermented Malt	Off-site
Class “A” and “Class A” Liquor: Cider Only	Fermented Malt and Cider	Off-site
“Class B” and Class “B”	Intoxicating Liquor and Fermented Malt	On-site
Class “B” and “Class C” Wine	Fermented Malt and Wine	On-site
Reserve “Class B” and Class “B”	Intoxicating Liquor and Fermented Malt	On-site
Temporary Class “B” and Temporary “Class B”	Fermented Malt and Wine	On-site

Table 3: License fees (maximum amount allowable by State Statute is being charged)

Type of License	**License Fee**
“Class A” Intoxicating Liquor	$500.00
Class “A” Fermented Malt	$100.00
“Class A” Liquor: Cider Only	No fee.
“Class B” Intoxicating Liquor	$500.00
Class “B” Fermented Malt	$100.00
“Class C” Wine Only	$100.00
Reserve “Class B” Intoxicating Liquor	$10,000 (one-time)

Temporary Class “B” Fermented Malt	$10.00
Temporary “Class B” Wine	$10.00

A combination Class A license (intoxicating liquor and fermented malt) would total $600.00.
A combination Class B license (intoxicating liquor and fermented malt) would total $600.00.

Table 4: Existing Quotas (05/23/2024)

License	Quota	Licenses Issued	Licenses Available -
“Class A” Intoxicating Liquor	16 - 1 per 750 residents	16	0
Class “A” Fermented Malt	17 - 1 per 750 residents	17	0
“Class B” Intoxicating Liquor	25 - 1 per 500 residents	25	0
RESERVE “Class B” Intoxicating Liquor	5 - $10,000 one-time fee	4	1

DISCUSSION

Table 5: Submitted Alcohol License Applications - Renewals

License Type	Trade Name	D/B/A Business Name	Business Address
Class A Beer	Family Dollar Stores of WI, LLC	Family Dollar #26250	1517 Madison Ave Ste A
Class A Beer	La Morenita LLC	La Morenita	303 S 3rd Street West
Class A Beer	Speedy 3 LLC	LOCATION 2 - 303 S MAIN ST FORT ATKINSON WI 53538-2240	303 S Main St
Class A Liquor	Blodgett Milling Co Inc	Blodgett Garden Center	1222 Janesville Ave
Class A Liquor	The Fireside, Inc	The Cheese Loft	1009 Janesville Ave
Class A Liquor Class A Beer	Casey's Marketing Company	Casey's General Store #3712	342 Whitewater Ave
Class A Liquor Class A Beer	Green Way Holdings, Inc	FA Gas	1285 Madison Ave
Class A Liquor Class A	WI Foodliner, Inc.	Festival Foods	328 Washington St

Beer			
Class A Liquor Class A Beer	Guanajuato Produces LLC	Guanajuato Produces	1109 Whitewater Ave
Class A Liquor Class A Beer	J & R Petro LLC	K P Mart	415 Janesville Ave
Class A Liquor Class A Beer	Kwik Trip Inc	Kwik Trip #1506	1680 Janesville Ave
Class A Liquor Class A Beer	Kwik Trip Inc	Kwik Trip #439	1565 Madison Ave
Class A Liquor Class A Beer	La Tienda Mexicana, Inc	La Tienda Mexicana	809 S Main St.
Class A Liquor Class A Beer	Ultra Mart Foods LLC	Pick 'N Save #396	1505 Madison Ave
Class A Liquor Class A Beer	Sarahndipity Salon LLC	Sarahndipity Salon	121 N. Main Street
Class A Liquor Class A Beer	Ruhani Gas & Food Inc	Shell Food & Liquor	1012 Whitewater Ave
Class A Liquor Class A Beer	Tipsy Trail Liquors Inc	Tipsy Trail Liquors	313 Madison Ave
Class A Liquor Class A Beer	Walgreen Co.	Walgreens #01976	300 N. Main St
Class C Wine	Chroma Art Studio LLC	Chroma Art Studio	112 N Main St
Class B Beer	Fort Atkinson Generals Baseball Team, Inc	Fort Atkinson Generals	600 Janesville Ave
Class B Liquor Class B Beer	14 Sherman LLC	10-62 Saloon	12 S Water St E
Class B Liquor Class B Beer	99 Sushi, Inc	99 Sushi	99 N Main Street
Class B Liquor Class B Beer	American Legion Paul Frank Florine Post No. 166	American Legion Dugout	201 S Water St E
Class B Liquor Class B Beer	Bienfang's Bar Inc.	Bienfang's Bar	28 N. Water St. E.
Class B Liquor Class B Beer	Scuzzi's Pizza Bar LLC	Brickhouse Pizza	1501 Janesville Ave
Class B Liquor Class B Beer	J&J Wisconsin Ventures, LLC	Brock's Riverwalk Tavern & Grill	99 S. Main Street
Class B Liquor Class B Beer	William Camplin & Alison Welch	Cafe Carpe	18 S Water St W

Class B Liquor Class B Beer	Ft Atkinson Hotel Group 2 LLC	Country Inn & Suites	1650 Doris Drive
Class B Liquor Class B Beer	Creamery 201, LLC	Creamery 201	201 N. Main Street
Class B Liquor Class B Beer	El Patron Mexican Restaurant LLC	El Patron Mexican Restaurant	100 Madison Ave
Class B Liquor Class B Beer	Wiereal, LLC	Fat Boyz	219 S Main St
Class B Liquor Class B Beer	Fort Investments, LLC	Fort 88 Smokehouse & Bar	855 Lexington Blvd
Class B Liquor Class B Beer	Mangiami Italiano LLC	Mangiami Italiano	226 S Main St
Class B Liquor Class B Beer	Bridge @ River & Main, LLC	Proof Speakeasy, The Bridge at River & Main	10 S Water St W
Class B Liquor Class B Beer	Riverfront Café LLC	Riverfront Café	1317 N High St
Class B Liquor Class B Beer	NAP Enterprises, LLC	Rock River Lanes	1010 Larsen Rd
Class B Liquor Class B Beer	Salamone Pizza Inc	Salamones Italian Pizzeria	1245 Madison Ave.
Class B Liquor Class B Beer	Patrick Beach	Soup's On	1125 Whitewater Ave
Class B Liquor Class B Beer	29 Sherman Ave W LLC	Tavern on Rock	29 W Sherman Ave
Class B Liquor Class B Beer	The Fireside, Inc	The Fireside	1131 Janesville Ave
Class B Liquor Class B Beer	The Sweet Spot Coffee Shop LLC	The Langholf	225 S Main St
Class B Liquor Class B Beer RESERVE	La Cabana 2, LLC	La Cabana	213 Washington Street
Class B Liquor Class B Beer RESERVE	Didley's LLC	Paddy Coughlin's	14 E Sherman Ave
Class B Liquor Class B Beer RESERVE	14 Sherman LLC	Paddyshack Golf and Gaming Lounge	201 S. Main Street
Class B Liquor Class B Beer RESERVE	LTree Cuisine, LLC	Riverstone Event Center	1905 Central Coast Lane

The License Committee met on May 26, 2026 and recommended approval by City Council.

FINANCIAL ANALYSIS

Alcohol license fees for the upcoming licensing period of July 1, 2026 to June 30, 2027 is

$25,050. Applicants are also invoiced for a publication fee of $30.00 which covers the cost of the annual publication.

RECOMMENDATION

Staff recommends that the City Council approve the Renewal Alcohol License Applications for the licensing period of July 1, 2026 to June 30, 2027 contingent upon all monies owed to the City are paid prior to license issuance by the City Clerk.

ATTACHMENTS

None

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

MEMORANDUM

DATE: **June 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **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)**

BACKGROUND

The State of Wisconsin regulates cigarette, tobacco and electronic vaping device licensing for local governments through State Statute Chapters 134 and 139. On December 6, 2023, Wisconsin Act 73 was signed into law. This legislation subjects electronic vaping devices to the same retail licensing requirements as cigarettes and tobacco products. As of March 6, 2024, retailers selling electronic vaping devices were required to obtain a retail license from the City. The Department of Revenue updated their existing Cigarette and Tobacco Retailers License application to include Electronic Vaping Products.

134.65(1)(d) No person shall in any manner, or upon any pretense, or by any device, directly or indirectly sell, expose for sale, possess with intent to sell, exchange, barter, dispose of or give away any cigarettes, electronic vaping devices, or tobacco products to any person not holding a license as herein provided or a permit under ss. 139.30 to 139.41 or 139.79 without first obtaining a license from the clerk of the city, village or town wherein such privilege is sought to be exercised.

DISCUSSION

Table 1: Submitted applications for Cigarette, Tobacco and Electronic Vaping Device Retail License

Legal Name	Trade Name	Trade Address 1	OTC	Cigarette	Tobacco	E-Vaping
Ruhani Gas & Food Inc	Shell Food & Liquor	1012 Whitewater Avenue	X	X	X	X
Green Way Holdings, Inc	FA GAS	1285 Madison Avenue	X	X	X	X
Ultra Mart Foods, LLC	Pick 'N Save #6396	1505 Madison Avenue	X	X	X	
Family Dollar Stores	Family Dollar	1517 Madison	X	X	X	

of Wisconsin LLC	Store #26250	Avenue #A				
Kwik Trip, Inc	Kwik Trip #439	1565 Madison Avenue	X	X	X	X
Kwik Trip, Inc	Kwik Trip #1506	1680 Janesville Avenue	X	X	X	X
Walgreen Co.	Walgreen's #01976	300 N. Main Street	X	X	X	
Speedy 3 LLC	Speedy 3 LLC	303 S Main Street	X	X	X	X
Casey's Marketing Company	Casey's General Store #3712	342 Whitewater Avenue	X	X	X	X
J&R Petro, LLC	K P Mart	415 Janesville Avenue	X	X	X	X
Tipsy Trails Liquors Inc	Tipsy Trail Liquors	313 Madison Ave	X	X	X	X
Sahib Enterprises LLC	Sahib Enterprises	1220 Janesville Avenue #100	X	X	X	X
BLADCO, LLC	X-Treme Smoke & Vapor 6	1642 Madison Avenue	X	X	X	X
Tobacco Land, Inc	Tobacco Land	211 Washington Street	X	X	X	X

<u>As of May 27, 2026, staff has not received applications from:</u>
Hemp 1848, INC | Hemp 1848 | 1220 Janesville Avenue #300

The License Committee met on May 26, 2026, and recommended approval of the Cigarette, Tobacco and Electronic Vaping Devices.

FINANCIAL ANALYSIS

The Cigarette, Tobacco and Electronic Vaping Device Retail License fee for the licensing period of July 1, 2026, to June 30, 2027, is $100.00 each, which is the maximum fee per State Statute. Publication of the applications is not required.

RECOMMENDATION

Staff recommends that the City Council approve the Cigarette, Tobacco and Electronic Vaping Device Retail License Applications for the licensing period of July 1, 2026, to June 30, 2027, contingent upon all monies owed to the City are paid prior to license issuance by the City Clerk.

ATTACHMENTS

None

City of Fort Atkinson

2025 Financial highlights

Presented to the City Council
June 2, 2026

Client service team

Andrea Jansen, CPA, CFE
Principal

Aaron Galvan, CPA
Manager

Kyle Reilly, CPA
Senior Associate

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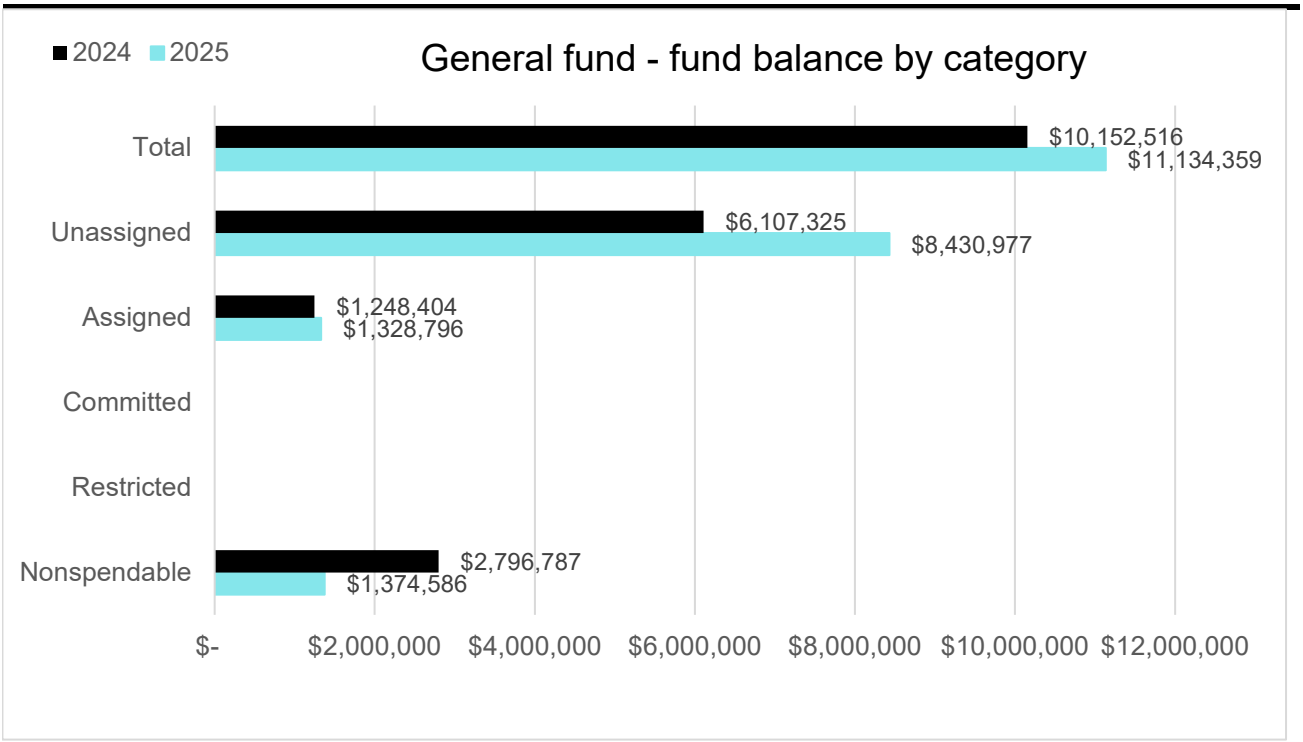
City of Fort Atkinson

General fund results



Summarized income statement

	Actual	Final budget	Variance
Revenues and other financing sources	$ 11,671,084	$ 10,511,493	$ 1,159,591
Expenditures and other financing uses	10,689,241	10,608,086	(81,155)
Net change in fund balance	$ 981,843	$ (96,593)	$ 1,078,436

Fund balance category definitions

Nonspendable - amounts cannot be spent either because they are not in spendable form or because legal or contractual requirements require them to be maintained in tact.

Restricted - amounts that can be spent only for the specific purposes stipulated by an external source.

Committed - amounts constrained for specific purposes that are internally imposed through formal action of the governing body.

Assigned - spendable amounts that are intended to be used for specific purposes that are not considered restricted or committed.

Unassigned - residual amounts that have not been classified within other categories above.

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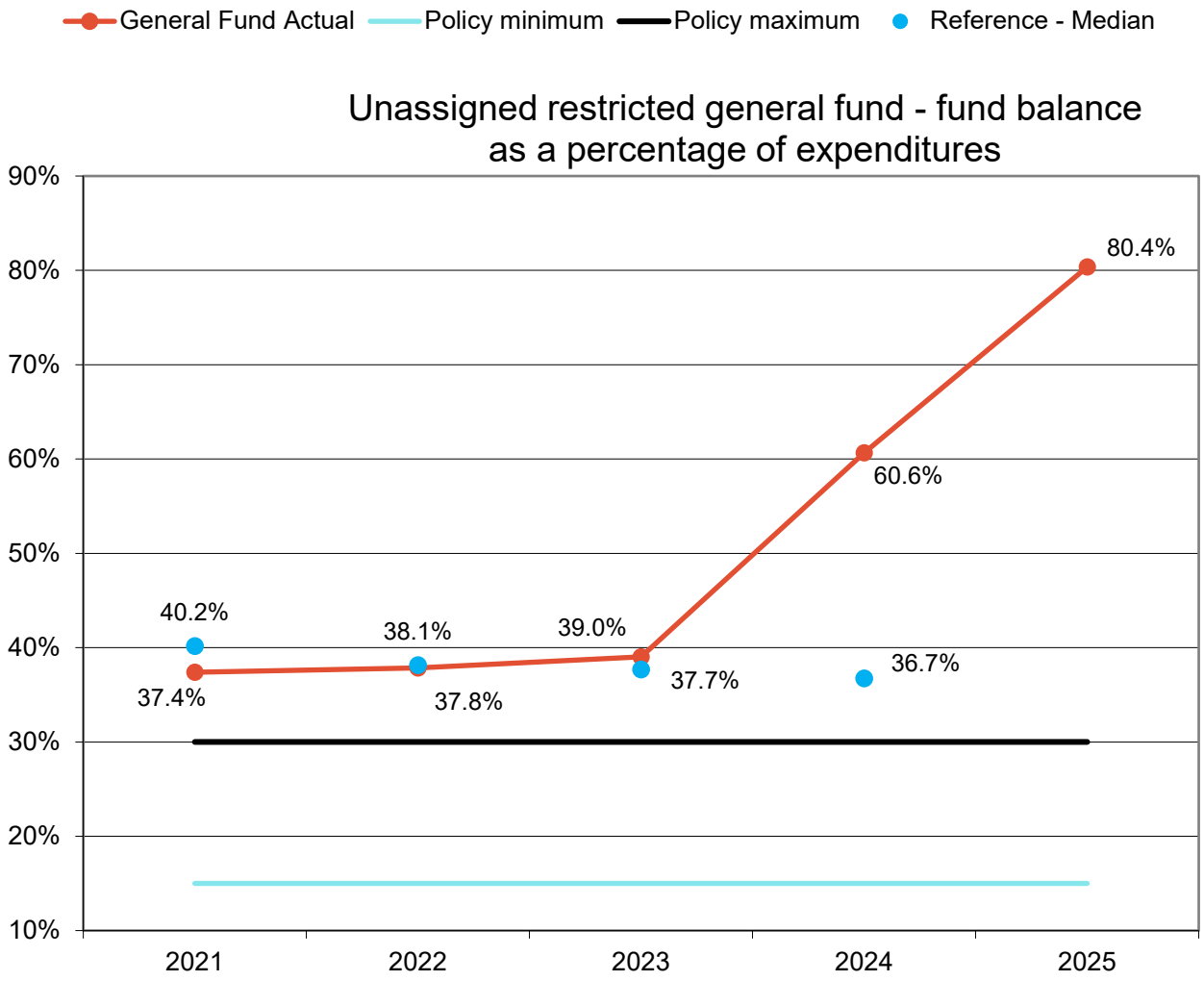
Source: current and prior year financial statement information and other benchmark information as noted.

City of Fort Atkinson

General fund - fund balance trends

Fund balance policy:

The City shall strive for an unassigned general fund balance as of December 31 of each year equal to a minimum of 15%, and a maximum of 30% of budgeted general fund expenditures.



Other reference values

GFOA recommends a minimum of no less than 2 months (16.7%) of general fund expenditures.

Median reference value generated from 2021 - 2024 Baker Tilly municipal client data for population range of 10,000 to 17,500.

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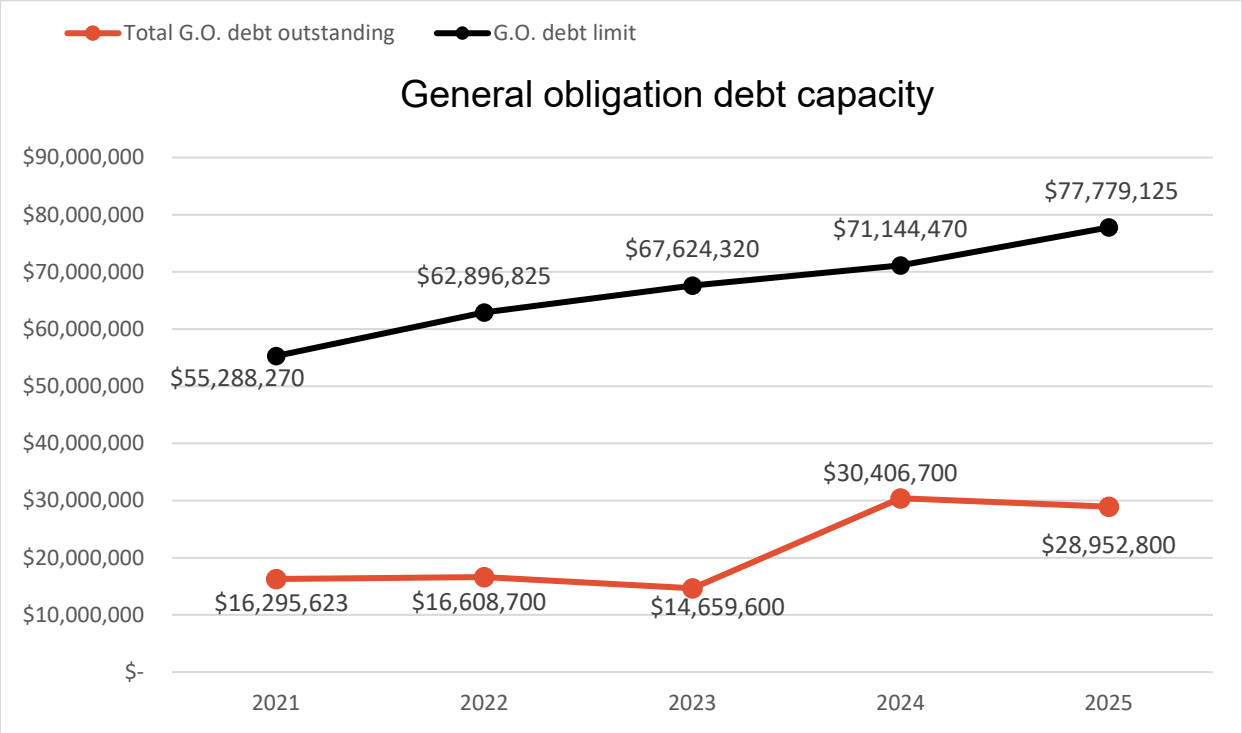
Source: current and prior year financial statement information and other benchmark information as noted.

City of Fort Atkinson
General obligation debt

Debt management policy:

The City's debt policy limits the amount of non- self-supporting, unlimited tax general obligation debt oustanding should not exceed 60% of the city's legal debt limit.

Actual percentage of debt limit at 12/31/25: **37%**



Total debt outstanding by type at 12/31/2025

	General obligation	Revenue debt	Other*	Total
City	$ 21,863,800	$ -	$ 3,500,000	$ 25,363,800
Utility	7,089,000	12,050,188	-	19,139,188
Total	$ 28,952,800	$ 12,050,188	$ 3,500,000	$ 44,502,988

*Other debt includes a Note Anticipation Note for TIF District No. 9.

Comparative metrics available online through the Wisconsin Policy Forum.

https://wispolicyforum.org/research/municipal-datatool-examining-and-comparing-wisconsin-cities-and-villages/

Select "Debt" -- options for custom comparisons or comparisons by county

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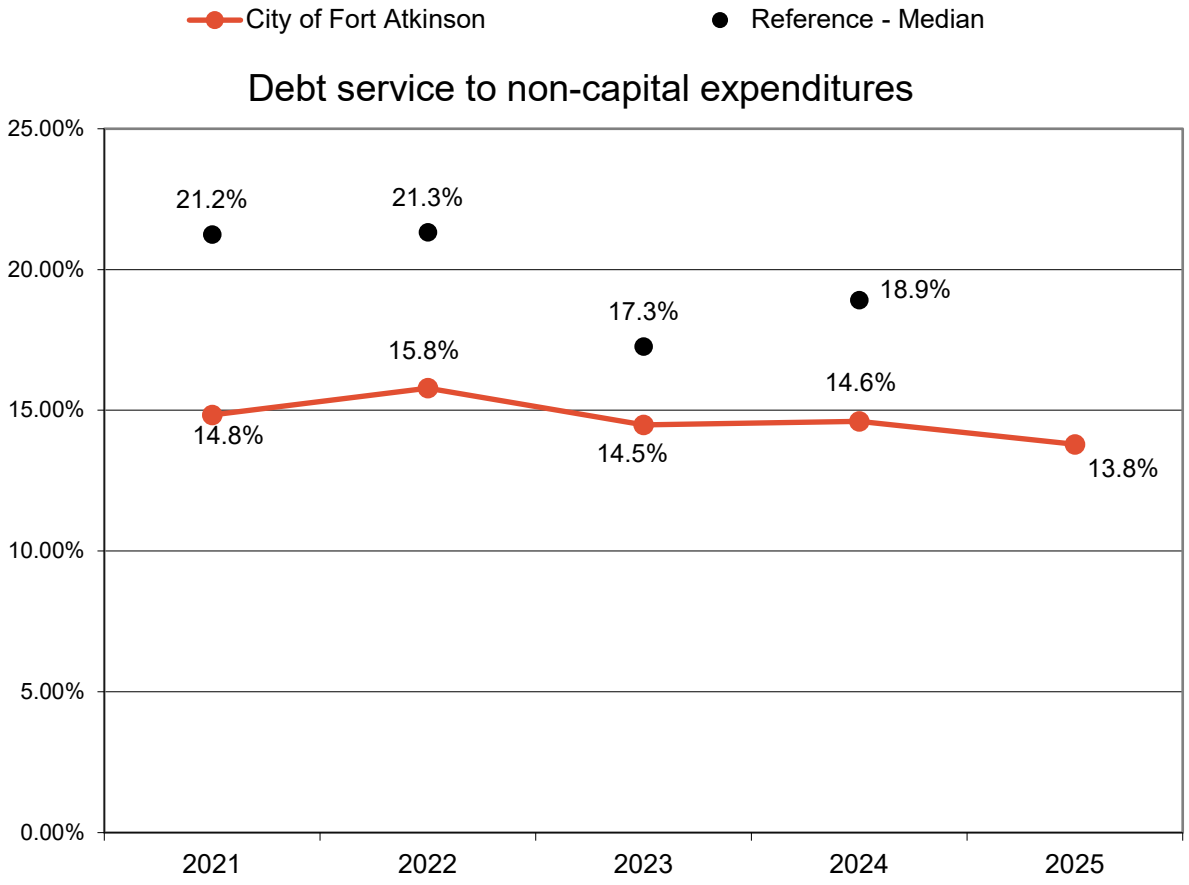
Source: current and prior year financial statement information and other benchmark information as noted.

City of Fort Atkinson

Governmental funds - debt service



Current and prior year data

	2025	2024
Principal	$ 1,021,900	$ 1,205,900
Interest	1,112,388	884,134
Total	$ 2,134,288	$ 2,090,034
Non-capital expenditures	$ 15,473,408	$ 14,310,577

Other reference values

Median reference value generated from 2021 - 2024 Baker Tilly municipal client data for population range of 10,000 to 17,500.

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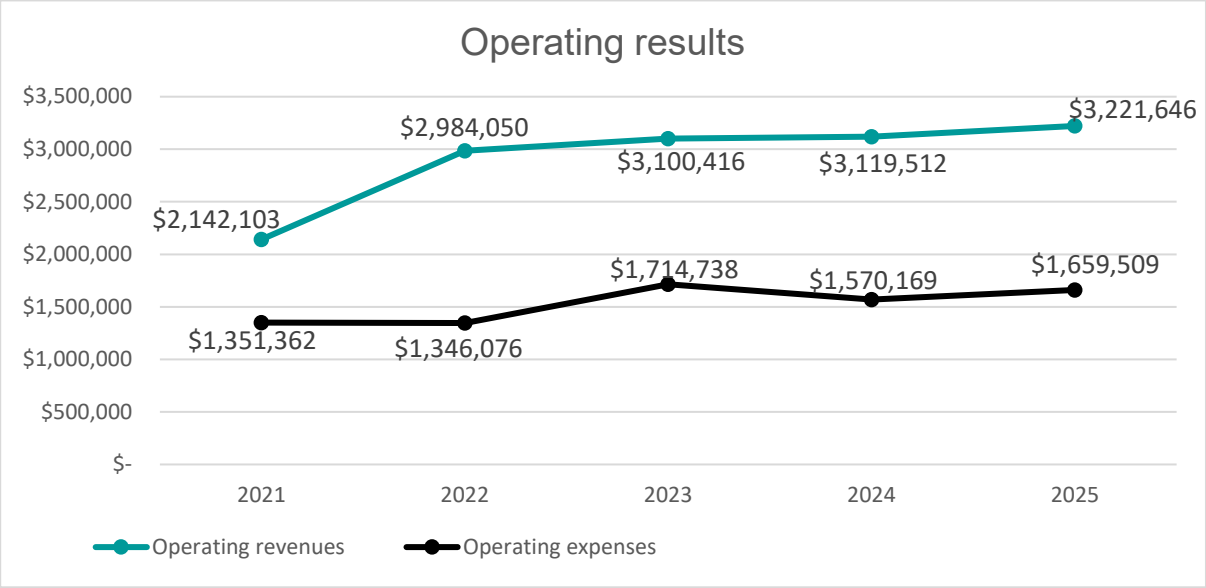
Source: current and prior year financial statement information and other benchmark information as noted.

Fort Atkinson Water Utility
Operating Results

	Current Year	Prior Year
Actual Rate of Return	**4.62%**	**4.62%**
Authorized Rate of Return	**7.00%**	**7.00%**



Unrestricted Reserves

	2021	2022	2023	2024	2025
Year end balance	$ 971,265	$ 991,159	$ 1,672,134	$ 1,836,098	$ 1,467,208
Months on hand	**5.44**	**3.99**	**6.47**	**7.06**	**5.47**

Investment in Capital

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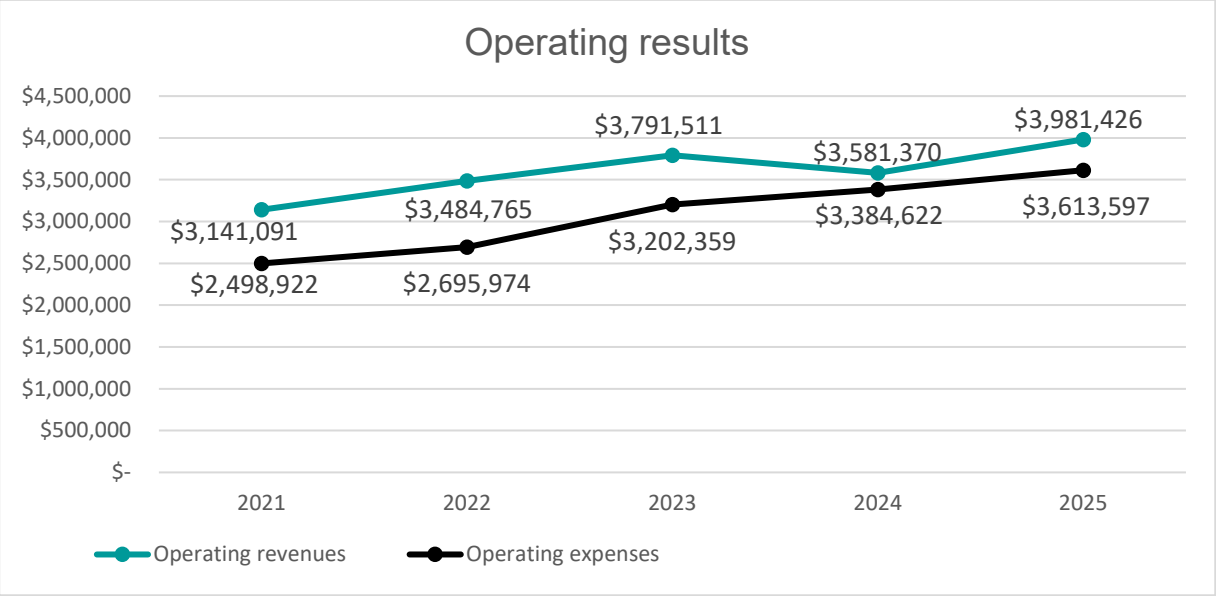
Source: current and prior year financial statement information and other benchmark information as noted.

Fort Atkinson Sewer Utility
Operating Results



Unrestricted Reserves

	2021	2022	2023	2024	2025
Year end balance	$ 3,672,374	$ 4,304,295	$ 3,956,083	$ 3,415,092	$ 4,284,387
Months on hand	**14.03**	**14.82**	**12.52**	**11.44**	**12.91**

Investment in Capital

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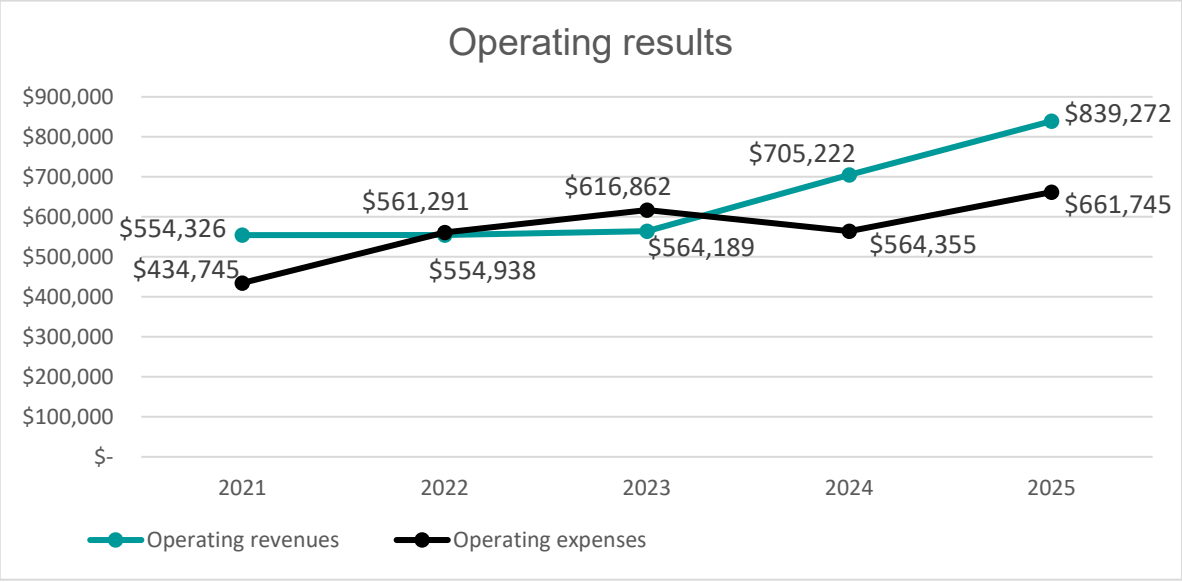
Source: current and prior year financial statement information and other benchmark information as noted.

Fort Atkinson Stormwater Utility
Operating Results



Unrestricted Reserves

	2021	2022	2023	2024	2025
Year end balance	$ 595,168	$ 489,814	$ 241,316	$ 430,368	$ -
Months on hand	**12.88**	**10.59**	**5.13**	**7.32**	**0.00**

Investment in Capital

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Source: current and prior year financial statement information and other benchmark information as noted.

Reporting and insights from 2025 audit:

City of Fort Atkinson

December 31, 2025

Executive summary

April 29, 2026

To the City Council
City of Fort Atkinson
111 North Main St.
Fort Atkinson, Wisconsin 53538

We have completed our audit of the financial statements of City of Fort Atkinson (the City) for the year ended December 31, 2025, and have issued our report thereon dated April 29, 2026. This letter presents communications required by our professional standards.

Your audit should provide you with confidence in your financial statements. The audit was performed based on information obtained from meetings with management, data from your systems, knowledge of your City's operating environment and our risk assessment procedures. We strive to provide you clear, concise communication throughout the audit process and of the final results of our audit.

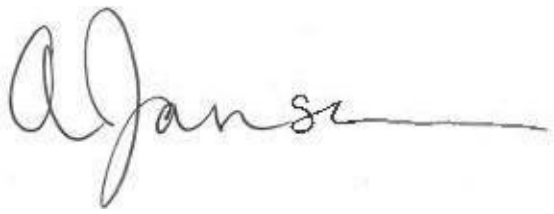
Additionally, we have included information on key risk areas City of Fort Atkinson should be aware of in your strategic planning. We are available to discuss these risks as they relate to your organization's financial stability and future planning.

If you have questions at any point, please connect with us:

- Andrea Jansen, Principal: andrea.jansen@bakertilly.com or +1 (608) 240 2338

Sincerely,

Baker Tilly US, LLP



Andrea Jansen, CPA, CFE, Principal

THIS COMMUNICATION IS INTENDED SOLELY FOR THE INFORMATION AND USE OF THOSE CHARGED WITH GOVERNANCE, AND, IF APPROPRIATE, MANAGEMENT, AND IS NOT INTENDED TO BE AND SHOULD NOT BE USED BY ANYONE OTHER THAN THESE SPECIFIED PARTIES.

BAKER TILLY ADVISORY GROUP, LP AND BAKER TILLY US, LLP, TRADING AS BAKER TILLY, ARE MEMBERS OF THE GLOBAL NETWORK OF BAKER TILLY INTERNATIONAL LTD., THE MEMBERS OF WHICH ARE SEPARATE AND INDEPENDENT LEGAL ENTITIES. BAKER TILLY US, LLP IS A LICENSED CPA FIRM THAT PROVIDES ASSURANCE SERVICES TO ITS CLIENTS. BAKER TILLY ADVISORY GROUP, LP AND ITS SUBSIDIARY ENTITIES PROVIDE TAX AND CONSULTING SERVICES TO THEIR CLIENTS AND ARE NOT LICENSED CPA FIRMS. NON-ATTEST SERVICES ARE PROVIDED BY BAKER TILLY ADVISORY GROUP, LP.

Responsibilities

Our responsibilities

As your independent auditor, our responsibilities include:

- Planning and performing the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement. Reasonable assurance is a high level of assurance.
- Assessing the risks of material misstatement of the financial statements, whether due to fraud or error. Included in that assessment is a consideration of the City's internal control over financial reporting.
- Performing appropriate procedures based upon our risk assessment.
- Evaluating the appropriateness of the accounting policies used and the reasonableness of significant accounting estimates made by management.
- Forming and expressing an opinion based on our audit about whether the financial statements prepared by management, with the oversight of those charged with governance:
  - Are free from material misstatement
  - Present fairly, in all material respects and in accordance with accounting principles generally accepted in the United States of America
- Our audit does not relieve management or those charged with governance of their responsibilities.

We are also required to communicate significant matters related to our audit that are relevant to the responsibilities of those charged with governance, including:

- Internal control matters
- Qualitative aspects of the City's accounting practice including policies, accounting estimates and financial statement disclosures
- Significant unusual transactions
- Significant difficulties encountered
- Disagreements with management
- Circumstances that affect the form and content of the auditors' report
- Audit consultations outside the engagement team
- Corrected and uncorrected misstatements
- Other audit findings or issues

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Audit status

Significant changes to the audit plan

There were no significant changes made to either our planned audit strategy or to the significant risks and other areas of emphasis identified during the performance of our risk assessment procedures.

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Audit approach and results

Planned scope and timing

Audit focus

Based on our understanding of the City and environment in which you operate, we focused our audit on the following key areas:

- Key transaction cycles
- Areas with significant estimates
- Assessment of new accounting standards
- Areas of complexity including Tax Incremental Districts

Our areas of audit focus were informed by, among other things, our assessment of materiality. Materiality in the context of our audit was determined based on specific qualitative and quantitative factors combined with our expectations about the City's current year results.

Key areas of focus and significant findings

Significant risks of material misstatement

A significant risk is an identified and assessed risk of material misstatement that, in the auditor's professional judgment, requires special audit consideration. Within our audit, we focused on the following areas below.

Significant risk areas	Testing approach	Conclusion
Management override of controls	Incorporate unpredictability into audit procedures, emphasize professional skepticism and utilize audit team with industry expertise	Procedures identified provided sufficient evidence for our audit opinion
Improper revenue recognition due to fraud	Confirmation or validation of certain revenues supplemented with detailed predictive analytics based on non-financial data and substantive testing of related receivables	Procedures identified provided sufficient evidence for our audit opinion

Other areas of emphasis

We also focused on other areas that did not meet the definition of a significant risk, but were determined to require specific awareness and a unique audit response.

Other areas of emphasis		
Cash and investments	Revenues and receivables	General disbursements
Payroll	Pension and liabilities	Long-term debt
Capital assets including infrastructure	Fund balance and net position calculations	Financial reporting and required disclosures

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Internal control matters

We considered the City's internal control over financial reporting as a basis for designing our audit procedures for the purpose of expressing an opinion on the financial statements. We are not expressing an opinion on the effectiveness of the City's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis.

A material weakness is a deficiency or combination of deficiencies in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. We identified the following deficiencies as material weaknesses:

- **Missing key control**

  Adjusting journal entries and supporting documentation should be reviewed and approved by an appropriate person who is not the original preparer. Documentation should be maintained to support the approval.

  Since the control listed above or other compensating controls are not currently in place, errors or irregularities could occur as part of the accounting processes that might not be discovered by management or the governing body. Therefore, the absence of this control is considered to be a material weakness.

  We recommend that a designated employee review the segregation of duties, risks and this potential control and determine whether additional controls should be implemented. This determination should take into consideration a cost/benefit analysis.

- **Financial statement close process**

  Properly designed systems of internal control provide your organization with the ability to process and record accurate monthly and year-end transactions and annual financial reports.

  Our audit includes a review and evaluation of the internal controls relating to financial reporting. Common attributes of a properly designed system of internal control for financial reporting are as follows:

  - There is adequate staffing to prepare financial reports throughout the year and at year-end.
  - Material misstatements are identified and corrected during the normal course of duties.
  - Complete and accurate financial statements, including footnotes, are prepared.
  - Financial reports are independently reviewed for completeness and accuracy.

Our evaluation of the internal controls over financial reporting has identified control deficiencies that are considered to be a material weakness surrounding the preparation of financial statements and footnotes, adjusting journal entries identified by the auditors, and an independent review of financial reports.

Management has not prepared financial statements that are in conformity with generally accepted accounting principles. In addition, material misstatements in the general ledger were identified during the financial audit.

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Required communications

Qualitative aspect of accounting practices

- Accounting policies: Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we have advised management about the appropriateness of accounting policies and their application. The significant accounting policies used by City are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing accounting policies was not changed during 2025. We noted no transactions entered into by the City during the year for which accounting policies are controversial or for which there is a lack of authoritative guidance or consensus or diversity in practice.
- Accounting estimates: Accounting estimates, including fair value estimates, are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements, the degree of subjectivity involved in their development and because of the possibility that future events affecting them may differ significantly from those expected. The following estimates are of most significance to the financial statements:

Estimate	Management's process to determine	Baker Tilly's conclusions regarding reasonableness
Net pension liability and related deferrals	Evaluation of information provided by the Wisconsin Retirement System	Reasonable in relation to the financial statements as a whole
Depreciation	Evaluate estimated useful life of the asset and original acquisition value	Reasonable in relation to the financial statements as a whole
Leased receivable and related deferral	Evaluation of leases by management and incremental borrowing rate used for present value calculation	Reasonable in relation to the financial statements as a whole

There have been no significant changes made by management to either the processes used to develop the particularly sensitive accounting estimates, or to the significant assumptions used to develop the estimates noted above.

- Financial statement disclosures: The disclosures in the financial statements are neutral, consistent and clear.

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Significant unusual transactions

There have been no significant transactions that are outside the normal course of business for the City or that otherwise appear to be unusual due to their timing, size or nature.

Significant difficulties encountered during the audit

We encountered no significant difficulties in dealing with management and completing our audit.

Disagreements with management

Professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the basic financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Audit report

There have been no departures from the auditors' standard report, except for the adverse opinion on the omission of the discretely presented component unit, the Fort Atkinson Historical Society.

Audit consultations outside the engagement team

We encountered no difficult or contentious matters for which we consulted outside of the engagement team.

Uncorrected misstatements and corrected misstatements

Professional standards require us to accumulate misstatements identified during the audit, other than those that are clearly trivial, and to communicate accumulated misstatements to management. The schedule within the attachments summarizes the uncorrected misstatements, other than those that are clearly trivial, that we presented to management and the material corrected misstatements that, in our judgment, may not have been detected except through our auditing procedures. The internal control matters section of this report describes the effects on the financial reporting process indicated by the uncorrected misstatements and corrected misstatements, other than those that we consider to be of a lesser magnitude than significant deficiencies and material weaknesses.

Management has determined that the effects of the uncorrected misstatements are immaterial, both individually and in the aggregate, to the financial statements as a whole. The uncorrected misstatements or the matters underlying them could potentially cause future period financial statements to be materially misstated, even though, in our judgment, such uncorrected misstatements are immaterial to the basic financial statements under audit.

Other audit findings or issues

We encountered no other audit findings or issues that require communication at this time.

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the City's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

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Other information in documents containing audited basic financial statements

The City's audited financial statements are "general purpose" financial statements. General purpose financial statements consist of the basic financial statements that can be used by a broad group of people for a broad range of activities. Once we have issued our audit report, we have no further obligation to update our report for events occurring subsequent to the date of our report. The City can use the audited financial statements in other client prepare documents, such as official statements related to the issuance of debt, without our acknowledgement. Unless we have been engaged to perform services in connection with any subsequent transaction requiring the inclusion of our audit report, as well as to issue an auditor's acknowledgment letter, we have neither read the document nor performed subsequent event procedures in order to determine whether or not our report remains appropriate.

Management's consultations with other accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing or accounting matters.

Written communications between management and Baker Tilly

The attachments include copies of other material written communications, including a copy of the management representation letter.

Compliance with laws and regulations

We did not identify any non-compliance with laws and regulations during our audit.

Fraud

We did not identify any known or suspected fraud during our audit.

Going concern

Pursuant to professional standards, we are required to communicate to you, when applicable, certain matters relating to our evaluation of the City's ability to continue as a going concern for a reasonable period of time but no less than 12 months from the date of the financial statements, including the effects on the financial statements and the adequacy of the related disclosures, and the effects on the auditor's report. No such matters or conditions have come to our attention during our engagement.

Independence

We are not aware of any relationships between Baker Tilly and the City that, in our professional judgment, may reasonably be thought to bear on our independence.

Related parties

We did not have any significant findings or issues arise during the audit in connection with the City's related parties.

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Other matters

We applied certain limited procedures to the required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

With respect to the supplementary information accompanying the financial statements, it is presented for purposes of additional analysis and is not a required part of the basic financial statements. Because the financial statements do not present fairly, in accordance with accounting principles generally accepted in the United States of America, the financial position of the City or the changes in its financial position, it is inappropriate to and we do not express an opinion on the supplementary information.

Non-attest services

The following nonattest services were provided by Baker Tilly:

- Financial statement preparation
- Bookkeeping assistance
- Compiled regulatory reports

In addition, as part of the financial statement preparation we prepared GASB No. 34 conversion entries which are summarized in the "Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position" and the "Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities" in the financial statements.

None of these nonattest services constitute an audit under generally accepted auditing standards, including *Government Auditing Standards*.

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Audit committee resources

Our business is to know every aspect of yours and to maintain a constant lookout for what's next. We invite you to learn about some of the trending challenges and opportunities for public sector organizations like yours and how Baker Tilly can help.

To explore more trending topics and regulatory updates, visit our resource page at https://www.bakertilly.com/insights/audit-committee-resource-page.

Capital project oversight

Public sector capital projects face increasing pressure from cost escalation, supply chain disruption, regulatory complexity and heightened scrutiny around transparency and accountability. Strong planning, governance and controls are critical across the full project life cycle, from feasibility and funding strategy through execution and closeout.

Independent oversight helps chart a clear course from planning to delivery. Our teams work alongside leadership to strengthen governance, establish financial and contractual controls, align funding with project goals, and monitor performance throughout execution, helping projects stay on schedule, within budget, and aligned with community priorities.

Succession planning

An aging workforce, rising retirement rates, and competition for specialized talent make succession planning a fiscal and operational a priority for public sector organizations.

By identifying critical roles, assessing workforce risk, building internal talent pipelines, and integrating succession planning with broader workforce strategies, Baker Tilly helps organizations preserve institutional knowledge and maintain continuity, today, and into the future.

Economic development

Successful economic development depends on disciplined planning, sound financial analysis and coordinated execution. Public sector leaders must balance incentives, infrastructure investment, funding opportunities and stakeholder priorities while maintaining fiscal responsibility.

Baker Tilly's supports local governments with strategic and financial planning, incentive structuring and negotiation, tax increment financing administration, project financing, grant strategy, and economic and fiscal impact analysis. This integrated approach helps leaders move from vision to action, strengthening communities and advancing sustainable, long-term growth.

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Management representation letter

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April 29, 2026

Baker Tilly US, LLP
4807 Innovate Ln
PO Box 7398
Madison, WI 53707-7398

Dear Baker Tilly US, LLP:

We are providing this letter in connection with your audit of the financial statements of the City of Fort Atkinson as of December 31, 2025 and for the year then ended for the purpose of expressing opinions as to whether the primary government financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Fort Atkinson and the respective changes in financial position and cash flows, where applicable, in conformity with accounting principles generally accepted in the United States of America (GAAP). We confirm that we are responsible for the fair presentation of the previously mentioned financial statements in conformity with accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit. We are also responsible for adopting sound accounting policies, establishing and maintaining internal control over financial reporting, and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in the light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, the following representations made to you during your audit.

Financial Statements

1) We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated August 13, 2025, including our responsibility for the preparation and fair presentation of the financial statements in accordance with U.S. GAAP.

2) The financial statements referred to above are fairly presented in conformity with accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit. We have engaged you to advise us in fulfilling that responsibility. The financial statements include all properly classified funds of the primary government required by accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit to be included in the financial reporting entity.

3) We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

4) We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

5) Significant assumptions we used in making accounting estimates, including those measured at fair value, if any, are reasonable in accordance with accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit U.S. GAAP.

6) All events subsequent to the date of the financial statements and for which accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit require adjustment or disclosure have been adjusted or disclosed. No other events, including instances of noncompliance, have occurred subsequent to the financial statement date and through the date of this letter that would require adjustment to or disclosure in the aforementioned financial statements.

7) All material transactions have been recorded in the accounting records and are reflected in the financial statements.

8) We believe the effects of the uncorrected financial statement misstatements listed here are immaterial, both individually and in the aggregate, to the basic financial statements as a whole. There is a correction of a prior year error within the current year Transportation Improvement fund. As a result, beginning fund balance in understated and current year revenues are overstated by $15,097. Also in the Transportation Improvement fund, there was a 2025 receivable and unavailable revenue that was not recorded in the current year. As a result, both of these balances are understated by $22,424.

9) We are in agreement with the adjusting journal entries you have proposed, and they have been posted to the appropriate accounts.

10) There are no known or possible litigation, claims, and assessments whose effects should be considered when preparing the financial statements. There are no unasserted claims or assessments that our lawyer has advised us are probable of assertion and must be disclosed in accordance with accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit.

11) Guarantees, whether written or oral, under which the City is contingently liable, if any, have been properly recorded or disclosed.

Information Provided

12) We have provided you with:

    a) Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as financial records and related data, documentation, and other matters.

    b) Additional information that you have requested from us for the purpose of the audit.

    c) Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.

    d) Minutes of the meetings of City Council or summaries of actions of recent meetings for which minutes have not yet been prepared.

13) We have not completed an assessment of the risk that the financial statements may be materially misstated as a result of fraud.

14) We have no knowledge of any fraud or suspected fraud that affects the entity and involves:

    a) Management,

    b) Employees who have significant roles in internal control, or

    c) Others where the fraud could have a material effect on the financial statements.

15) We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, regulators, or others.

16) We have no knowledge of known instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or abuse, whose effects should be considered when preparing financial statements.

17) There are no related parties or related party relationships and transactions, including side agreements, of which we are aware.

Other

18) There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.

19) We have a process to track the status of audit findings and recommendations.

20) We have identified to you any previous financial audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.

21) We have identified to you any investigations or legal proceedings that have been initiated with respect to the period under audit.

22) The City of Fort Atkinson has no plans or intentions that may materially affect the carrying value or classification of assets, deferred outflows of resources, liabilities, deferred inflows of resources or fund balance or net position.

23) We are responsible for compliance with federal, state, and local laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits, debt contracts, and IRS arbitrage regulations; and we have identified and disclosed to you all federal, state, and local laws, regulations and provisions of contracts and grant agreements that we believe have a direct and material effect on the determination of financial statement amounts or other financial data significant to the audit objectives, including legal and contractual provisions for reporting specific activities in separate funds.

24) There are no:

    a) Violations or possible violations of budget ordinances, federal, state, and local laws or regulations (including those pertaining to adopting, approving and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, or for reporting on noncompliance, except those already disclosed in the financial statement, if any.

b) Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit.

c) Nonspendable, restricted, committed, or assigned fund balances that were not properly authorized and approved.

d) Rates being charged to customers other than the rates as authorized by the applicable authoritative body.

e) Violations of restrictions placed on revenues as a result of bond resolution covenants such as revenue distribution or debt service funding.

25) As part of your audit, you assisted with the preparation of the financial statements and related notes. We acknowledge our responsibility as it relates to those non-audit services, including that we assume all management responsibilities; oversee the services by designating an individual, preferably within senior management, who possesses suitable skill, knowledge, or experience; evaluate the adequacy and results of the services performed; and accept responsibility for the results of the services. We have reviewed, approved, and accepted responsibility for those financial statements and related notes.

26) We have made all management decisions and performed all management functions in relation to the nonattest services provided by Baker Tilly US, LLP or Baker Tilly Advisory Group, LP, as identified in the engagement letter or an addendum to the engagement letter. We have designated Michelle Ebbert, Finance Director, an employee with suitable skill, knowledge, and/or experience to oversee the services received. Furthermore, we have established and maintained internal controls, including monitoring activities related to the nonattest services provided by Baker Tilly US, LLP or Baker Tilly Advisory Group, LP, and we have evaluated and accept responsibility for the adequacy and results of the nonattest services received.

The nonattest services provided by Baker Tilly US, LLP or Baker Tilly Advisory Group, LP, are listed below.

a) Financial statement preparation

b) Compiled regulatory reports

c) Bookkeeping

None of these nonattest services constitute an audit under generally accepted auditing standards, including *Government Auditing Standards*.

27) The City of Fort Atkinson has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.

28) The City of Fort Atkinson has complied with all aspects of contractual agreements that would have a material effect on the financial statement in the event of noncompliance.

29) The financial statements include all component units as well as joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations, if any, except for the Fort Atkinson Historical Society as disclosed in the notes to the financial statements.

30) The financial statements include all fiduciary activities required by GASB No. 84.

31) The financial statements properly classify all funds and activities.

32) All funds that meet the quantitative criteria in GASB Statement No. 34 and No. 37 for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.

33) Components of net position (net investment in capital assets; restricted; and unrestricted) and components of fund balance (nonspendable, restricted, committed, assigned and unassigned) are properly classified and, if applicable, approved.

34) The City of Fort Atkinson has no derivative financial instruments such as contracts that could be assigned to someone else or net settled, interest rate swaps, collars or caps.

35) Provisions for uncollectible receivables, if any, have been properly identified and recorded.

36) Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.

37) Revenues are appropriately classified in the statement of activities within program revenues and general revenues.

38) Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.

39) Deposits and investments are properly classified, valued, and disclosed (including risk disclosures, collateralization agreements, valuation methods, and key inputs, as applicable).

40) Provision, when material, has been made to reduce excess or obsolete inventories to their estimated net realizable value.

41) Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated/amortized. Any known impairments have been recorded and disclosed.

42) We have reviewed our employment agreements and personnel policy related to compensated absences and believe our calculation of compensated absences is in alignment with the requirements of GASB Statement No. 101.

43) Tax-exempt bonds issued have retained their tax-exempt status.

44) We have appropriately disclosed the City of Fort Atkinson's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position are available and have determined that net position were properly recognized under the policy. We have also disclosed our policy regarding which resources (that is, restricted, committed, assigned or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available.

45) We are following our established accounting policy regarding which resources (that is, restricted, committed, assigned or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available. That policy determines the fund balance classifications for financial reporting purposes.

46) We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.

47) With respect to the supplementary information, (SI):

a) We acknowledge our responsibility for presenting the SI in accordance with accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit, and we believe the SI, including its form and content, is fairly presented in accordance with accounting principles generally accepted in the United States of America except for the adverse opinion on the component unit. The methods of measurement and presentation of the SI have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.

b) If the SI is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information no later than the date we issue the supplementary information and the auditor's report thereon.

48) We assume responsibility for, and agree with, the findings of specialists in evaluating the OPEB liability and have adequately considered the qualifications of the specialists in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had impact on the independence or objectivity of the specialists.

49) We believe that the actuarial assumptions and methods used to measure pension liabilities and costs for financial accounting purposes are appropriate in the circumstances.

50) We believe that the actuarial assumptions and methods used to measure OPEB liabilities and costs for financial accounting purposes are appropriate in the circumstances.

51) We assume responsibility for, and agree with, the information provided by the Wisconsin Retirement System as audited by the Legislative Audit Bureau relating to the net pension asset/liability and related deferred outflows and deferred inflows and have adequately considered the reasonableness of the amounts and disclosures used in the financial statements and underlying accounting records. We also assume responsibility for the census data that has been reported to the plan.

52) We have reviewed our long-term debt agreements and believe that all terms related to significant events of default with finance-related consequences, termination events with finance-related consequences and subjective acceleration clauses have been properly identified and disclosed.

53) We have identified any leases, subscription-based information technology agreements or other contracts that are required to be reported as leases or subscription obligations and are in agreement with the key assumptions used in the measurement of any lease/subscription related assets, liabilities or deferred inflows of resources.

54) We have reviewed existing contracts and determined there are no items requiring accounting or reporting as leases/subscriptions.

55) We have evaluated our ongoing operations and determined there are no concentrations or constraints meeting the requirements for disclosure under GASB Statement No. 102.

56) There have been no changes to our assessment or applicability in regards to all previously effective GASB Statements that were deemed immaterial or did not impact The City of Fort Atkinson at the time the statements were effective.

57) We are responsible for the estimation methods and assumptions used in measuring assets and liabilities reported or disclosed at fair value, including information obtained from brokers, pricing services or third parties. Our valuation methodologies have been consistently applied from period to period. The fair value measurements reported or disclosed represent our best estimate of fair value as the measurement date in accordance with the requirements of GASB 72 – *Fair Value Measurement*. In addition our disclosures related to fair value measurements are consistent with the objectives outlined in GASB 72. We have evaluated the fair value information provided to us by brokers, pricing services or other parties that has been used in the financial statements and believe this information to be reliable and consistent with the requirements.

58) The auditing standards define an annual report as "a document, or combination of documents, typically prepared on an annual basis by management or those charged with governance in accordance with law, regulation, or custom, the purpose of which is to provide owners (or similar stakeholders) with information on the entity's operations and the financial results and financial position as set out in the financial statements." Among other items, an annual report contains, accompanies, or incorporates by reference the financial statements and the auditors' report thereon. We confirm that we do not prepare and have no plans to prepare an annual report.

Sincerely,

City of Fort Atkinson

Signed: _____
Rebecca Houseman, City Manager

Signed: _____
Michelle Ebbert, City Clerk/Treasurer/Finance Director

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Accounting changes relevant to City of Fort Atkinson

Future accounting standards update

GASB statement number	Description	Potentially impacts you	Effective date
103	Financial Reporting Model Improvements	✓	12/31/26
104	Disclosure of Certain Capital Assets	✓	12/31/26
105	Subsequent Events	✓	12/31/27

Further information on upcoming GASB pronouncements.

Changes to the financial reporting model

GASB Statement 103, *Financial Reporting Model Improvements*, builds on Statement 34 by providing key targeted improvements to the financial reporting model. Its requirements are designed to:

- Enhance the effectiveness of governmental financial reports in providing information essential for decision making and assessing a government's accountability, and
- Address certain application issues.

The targeted improvements contained in Statement 103 establish or modify existing accounting and financial reporting requirements related to:

- Management's discussion and analysis - While the overall requirements do not substantially change management's discussion and analysis, the modifications are meant to improve the analysis included in this section and provide details about the items that should be discussed as currently known facts, decisions, or conditions expected to have a significant financial effect in the subsequent period.
- Unusual or infrequent items (previously known as extraordinary and special items) - The new statement simplifies GASB literature by eliminating the separate presentation of extraordinary and special items. Under the requirement of Statement 103, applicable items will either be identified as unusual or infrequent, or both.
- Presentation of the proprietary fund statement of revenues, expenses and changes in fund net position - The changes are designed to improve consistency around the classification of items in these statements by better defining what should be included in operating revenues and expenses and nonoperating revenues and expenses including, for example, the addition of subsidies received or provided as a new category of nonoperating revenues and expenses.
- Major component unit information, and budgetary comparison information - Statement 103 is designed to improve the consistency of the reporting of major component unit information and budgetary comparison information by specifying required placement of that information.

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Revisions to disclosures for certain capital assets

Governments are required to provide information on capital assets in the footnotes to the financial statements as outlined in GASB Statement No. 34. Recent standards have impacted the accounting and reporting for capital assets and as a result GASB issued Statement No. 104, Disclosure of Certain Capital Assets to provide enhanced disclosures for certain capital assets, including

(a) Lease assets reported under Statement No. 87, intangible right-to-use assets reported under Statement No. 94 and subscription assets reported under Statement No. 96 should all be disclosed separately, and by major class of underlying asset. In addition, if there are any other intangible assets reported they should also be disclosed separately.

(b) Capital assets that are held for sale should have the ending balance with separate disclosure for historical cost and related accumulated depreciation as well as any outstanding debt for which the asset is pledged as collateral disclosed by major class of asset. Assets held for sale are defined as those for which the government has decided to pursue the sale, and it is probable that the sale will be finalized within one year of the financial statement date.

While these changes are focused on footnote disclosures it is important to plan ahead to ensure the required information is available for implementation.

Updated guidance for the financial reporting of subsequent events

GASB Statement No. 105, *Subsequent Events, which supersedes GASB Statement No. 56*, is intended to enhance consistency in the application of requirements for subsequent events.

The Statement defines subsequent events as transactions or other events that occur after year end but before the date the financial statements are available to be issued. The date the financial statements are available to be issued is the date at which (a) the financial statements are complete in a form and format that complies with generally accepted accounting principles (GAAP) and (b) approvals necessary for issuance have been obtained, or typically the opinion date. The definition of subsequent events in this Statement modifies the subsequent events time frame throughout the GASB literature.

The Statement also clarifies:

- The different types of subsequent events (recognized and nonrecognized events)
- When note disclosures are required
- The information that should be included in those note disclosures

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Uncorrected misstatements

Financial statement effects - debit (credit) to financial statement total:

Opinion unit	Total assets	Total liabilities / deferred inflows	Fund balance	Total revenues	Change in fund balance
Transportation Improvement	$22,464	$(22,464)	$(15,097)	$15,097	$15,097

Material corrected misstatements

Description	Opinion unit	Amount
To close out CDBG fund	Nonmajor funds	$197,247
To adjust capital asset allocation	Water utility	$299,886
To adjust restricted cash	Water utility	$937,301
To adjust sewer replacement restricted cash	Sewer utility	$1,304,826
To allocate the public works building to utilities	Capital Improvement Projects, Water utility, Sewer utility, Stormwater utility	$6,545,056
To record additional payable	TIF District 9	$320,392
To allocate additional engineering costs	Stormwater utility	$65,482
Adjustments to land held for resale	General, TIF District 9	$373,372
To adjust allocation of admin costs	General, Nonmajor funds	$586,960
To record capital asset deletions	Stormwater utility	$52,434
To record capital asset deletions	Water utility	$181,980
To record capital asset deletions	Sewer utility	$232,451
To adjust depreciation expense	Stormwater utility	$32,708
Adjustments to EMS receivable, unavailable revenue, and service revenue	Nonmajor funds	$702,702

The remaining misstatements that were identified and corrected by management were not material individually or in the aggregate to the financial statements taken as a whole.

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Two-way audit communications

As part of our audit of your financial statements, we are providing communications to you throughout the audit process. Auditing requirements provide for two-way communication and are important in assisting the auditor and you with more information relevant to the audit.

As this past audit is concluded, we use what we have learned to begin the planning process for next year's audit. It is important that you understand the following points about the scope and timing of our next audit:

a. We address the significant risks of material misstatement, whether due to fraud or error, through our detailed audit procedures.

b. We will obtain an understanding of the five components of internal control sufficient to assess the risk of material misstatement of the financial statements whether due to error or fraud, and to design the nature, timing and extent of further audit procedures. We will obtain a sufficient understanding by performing risk assessment procedures to evaluate the design of controls relevant to an audit of financial statements and to determine whether they have been implemented. We will use such knowledge to:

   - Identify types of potential misstatements
   - Consider factors that affect the risks of material misstatement
   - Design tests of controls, when applicable and substantive procedures

c. We will not express an opinion on the effectiveness of internal control over financial reporting or compliance with laws, regulations and provisions of contracts or grant programs.

d. The concept of materiality recognizes that some matters, either individually or in the aggregate, are important for fair presentation of financial statements in conformity with generally accepted accounting principles while other matters are not important. In performing the audit, we are concerned with matters that, either individually or in the aggregate, could be material to the financial statements. Our responsibility is to plan and perform the audit to obtain reasonable assurance that material misstatements, whether caused by errors or fraud, are detected.

Our audit will be performed in accordance with auditing standards generally accepted in the United States of America.

We are very interested in your views regarding certain matters. Those matters are listed here:

a. We typically will communicate with your top level of management unless you tell us otherwise.

b. We understand that the governing board has the responsibility to oversee the strategic direction of your organization, as well as the overall accountability of the entity. Management has the responsibility for achieving the objectives of the entity.

c. We need to know your views about your organization's objectives and strategies, and the related business risks that may result in material misstatements.

d. We anticipate that the City will receive an adverse opinion on its financial statements because of the exclusion of the Fort Atkinson Historical Society.

e. Which matters do you consider warrant particular attention during the audit, and are there any areas where you request additional procedures to be undertaken?

f. Have you had any significant communications with regulators or grantor agencies?

g. Are there other matters that you believe are relevant to the audit of the financial statements?

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Also, is there anything that we need to know about the attitudes, awareness and actions of the governing body concerning:

a. The entity's internal control and its importance in the entity, including how those charged with governance oversee the effectiveness of internal control?
b. The detection or the possibility of fraud?

We also need to know if you have taken actions in response to developments in financial reporting, laws, accounting standards, governance practices or other related matters, or in response to previous communications with us.

With regard to the timing of our audit, here is some general information. If necessary, we may do preliminary financial audit work during the months of October-December, and sometimes early in January. Our final financial fieldwork is scheduled during February to best coincide with your readiness and report deadlines. After fieldwork, we wrap up our financial audit procedures at our office and may issue drafts of our report for your review. Final copies of our report and other communications are issued after approval by your staff. This is typically 6-12 weeks after final fieldwork, but may vary depending on a number of factors.

Keep in mind that while this communication may assist us with planning the scope and timing of the audit, it does not change the auditor's sole responsibility to determine the overall audit strategy and the audit plan, including the nature, timing and extent of procedures necessary to obtain sufficient appropriate audit evidence.

We realize that you may have questions on what this all means, or wish to provide other feedback. We welcome the opportunity to hear from you.

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City of Fort Atkinson

Financial Statements and
Supplementary Information

December 31, 2025

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Independent Auditors' Report

To the City Council of
City of Fort Atkinson

Adverse and Unmodified Opinions

We have audited the accompanying financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund and the aggregate remaining fund information of the City of Fort Atkinson, Wisconsin, (the City), as of and for the year ended December 31, 2025 and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

Adverse Opinion on Discretely Presented Component Unit

In our opinion, because of the significance of the matter discussed in the Basis for Adverse and Unmodified Opinions section of our report, the financial statements referred to above do not present fairly the financial position of the discretely presented component unit of the City as of December 31, 2025, or the changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Unmodified Opinions on Governmental Activities, Business-Type Activities, Each Major Fund and the Aggregate Remaining Fund Information

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the City as of December 31, 2025 and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Adverse and Unmodified Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our adverse and unmodified audit opinions.

Matters Giving Rise to Adverse Opinion on the Discretely Presented Component Unit

The financial statements do not include financial data for the City's legally separate component unit, the Fort Atkinson Historical Society. Accounting principles generally accepted in the United States of America require the financial data for the component unit to be reported with the financial data of the City's primary government unless the City also issues financial statements for the financial reporting entity that include the financial data for its component unit. The City has not issued such reporting entity financial statements. The effects of not including the City's legally separate component unit on the discretely presented component unit have not been determined.

Baker Tilly Advisory Group, LP and Baker Tilly US, LLP, trading as Baker Tilly, are members of the global network of Baker Tilly International Ltd., the members of which are separate and independent legal entities. Baker Tilly US, LLP is a licensed CPA firm that provides assurance services to its clients. Baker Tilly Advisory Group, LP and its subsidiary entities provide tax and consulting services to their clients and are not licensed CPA firms.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America; and for the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error and to issue an auditors' report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information, as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The supplementary information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. Because of the significance of the matter described above, it is inappropriate to and we do not express an opinion on the supplementary information referred to above.

Baker Tilly US, LLP

Madison, Wisconsin
April 29, 2026

CITY OF FORT ATKINSON

MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
As of and for the Year Ended December 31, 2025

The management of the City of Fort Atkinson (the City) offers all persons interested in the financial position of the City, this narrative overview and analysis of the City's financial performance during the fiscal year ending December 31, 2025. You are invited to read this narrative in conjunction with the City's financial statements.

FINANCIAL HIGHLIGHTS

The City's total net position totaled $86 million. $39.9 million was related to governmental activities and $46.1 million to business-type activities. Events that had major impacts on the City's 2025 financials were:

- Main Street and Janesville Avenue Corridor - $12,671
- Classification and Compensation Study - $20,475
- Street Program: McMillen, Memorial, Erick and Cramer - $2,766,333
- Street Program: Trillium Drive, Peony Place - $4,445,752
- Municipal Building Office Remodel - $34,129
- Municipal Building LED Upgrade - $14,200
- Kiwanis Park and Football Field Improvements - $47,917
- Aquatic Center Upgrades - $30,926
- Jones Park Batting Cages - $28,065
- Public Works F250 - $49,857
- Parks Department F150 - $45,582
- Public Works Mower - $14,800
- Public Works Pavement Saw - $11,150
- Public Works Cracker Router - $22,250
- Park Department ABI Force Laser Grading Machine - $19,000
- Fire Department 5’ Hose - $16,168
- Police Department Squad Cars - $138,000
- Police Department Electronic Control Devices - $14,985
- Haumersons’ Pond Accessory Building - $161,310

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the City's basic financial statements. These financial statements consist of two parts: Management's Discussion and Analysis (this section) and the basic financial statements. The basic financial statements include two kinds of statements that present different views of the City:

- The first two statements are government-wide financial statements that provide both long-term and short-term information about the City's financial status.

- The remaining statements are fund financial statements that focus on individual parts of city government, reporting the City's operations in more detail than the government-wide statements.

OVERVIEW OF THE FINANCIAL STATEMENTS (cont.)

These financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of the required supplementary information that further explains and supports the information in the financial statements. The remainder of this overview section of management's discussion and analysis explains the structure and contents of each of the statements.

GOVERNMENT-WIDE STATEMENTS

The government-wide statements report information about the City as a whole using accounting methods similar to those used by private-sector companies. The statement of net position includes all of the government's assets, deferred outflows of resources, liabilities, and deferred inflows of resources. All of the current year's revenues and expenses are accounted for in the statement of activities regardless of when cash is received or paid.

The two government-wide statements report the City's net position and how they have changed. Net Position – the difference between the City's assets, deferred outflows of resources, liabilities, and deferred inflows of resources – is one way to measure the City's financial health, or position. Over time, increases or decreases in the City's net position are an indicator of whether its financial health is improving or deteriorating. To assess the overall health of the city you need to consider additional non-financial factors such as changes in the City's property tax base and the condition of the City's roads.

The statement of activities presents information showing how the government's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows. Thus, revenue and expenses reported in this statement for some items will only result in cash flows in future fiscal periods.

The government-wide financial statements of the City are divided into three categories:

- Governmental activities – Most of the City's basic services are included here, such as police, fire, public works, park and recreation, library, and general administration. Property taxes and state aid finance most of these activities.
- Business-type activities – The City charges fees to customers to help it cover the costs of certain services it provides. The City's water, sewer, and stormwater system are included here.
- Fiduciary activities – Included in these activities are collections of all property taxes in the City for all taxing jurisdictions.

FUND FINANCIAL STATEMENTS

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the City can be divided into three categories: governmental funds, proprietary funds, and fiduciary funds.

OVERVIEW OF THE FINANCIAL STATEMENTS (cont.)

Governmental Funds – Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact on the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures and changes in fund balances for the general fund, transportation improvements, general debt service, TIF District No.9, and capital improvements project which are considered to be major funds. Data from the other governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these non-major governmental funds is provided in the form of combining statements elsewhere in this report.

The City adopts an annual appropriated budget for its general fund and other funds. A budgetary comparison statement has been provided for the general fund and transportation improvements fund to demonstrate compliance with this budget.

Proprietary Funds – The City maintains three different proprietary funds (water, sewer, and stormwater utilities), all of which are enterprise funds. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. Proprietary fund financial statements present the same type of information as the government-wide financial statements, only in more detail.

Fiduciary Funds – Fiduciary funds are used to account for resources held for the benefit of parties outside the government. Fiduciary funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support the City's own programs. The accounting used for fiduciary funds is much like that used for proprietary funds.

The City is the trustee, or fiduciary, for collection of all property taxes within the City for all taxing districts including the School District of Fort Atkinson, Madison Area Technical College and Jefferson County. We exclude these activities from the City's government-wide financial statements because the City cannot use these assets to finance its operation.

Notes to the Financial Statements – The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Other Information – In addition to the basic financial statements and accompanying notes, required supplementary information presents a detailed budgetary comparison schedule for the general fund and transportation improvements fund to demonstrate compliance with the budget along with additional information about the City's pension and other postemployment benefits.

FINANCIAL ANALYSIS OF THE CITY AS A WHOLE

The combining statements referred to earlier in connection with nonmajor governmental funds are presented immediately following the required supplementary information.

An analysis of the City's financial position begins with a review of the Statement of Net Position and the Statement of Activities. These two statements report the City's net position and changes therein. It should be noted that the financial position can also be affected by non-financial factors, including economic conditions, population growth and new regulations.

A summary of the City's Statement of Net Position is presented below in Table 1.

Table 1
Condensed Statements of Net Position

	Governmental Activities		Business-Type Activities		Totals	
	2025	2024	2025	2024	2025	2024
Current and other assets	$ 30,589,532	$ 32,995,511	$ 9,477,008	$ 8,230,793	$ 40,066,540	$ 45,578,963
Capital assets	47,625,306	45,863,731	56,599,013	50,247,266	104,224,319	96,110,997
Total Assets	78,214,838	78,859,242	66,076,021	62,830,718	144,290,859	141,689,960
Total deferred outflows of resources	4,256,943	5,434,614	582,721	752,345	4,839,664	6,186,959
Long-term liabilities	27,707,874	28,764,643	19,806,557	20,922,927	47,514,431	49,687,570
Other liabilities	1,288,187	1,635,214	341,047	307,958	1,629,234	1,943,172
Total Liabilities	28,996,061	30,399,857	20,147,604	21,230,885	49,143,665	51,630,742
Total deferred inflows of resources	13,563,327	14,547,955	409,418	537,155	13,972,745	15,085,110
Invested in capital assets, net of related debt	21,748,167	22,515,384	37,392,154	33,002,696	59,140,321	55,518,080
Restricted	6,058,121	4,304,074	1,667,304	2,022,321	7,725,425	6,326,395
Unrestricted	12,106,105	12,526,586	7,042,262	6,790,006	19,148,367	19,316,592
Total Net Position	$ 39,912,393	$ 39,346,044	$ 46,101,720	$ 41,815,023	$ 86,014,113	$ 81,161,067

The largest portion of the City's total net position (68.8%) reflects its investment in capital assets (e.g., land, buildings and improvements, machinery and equipment, and infrastructure), less any debt used to acquire those assets that is still outstanding. The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

An additional portion of the City's net position (9%) represents resources that are subject to external restrictions on how they may be used. The remaining portion of the City's net position represents resources that are unrestricted on how they may be used.

FINANCIAL ANALYSIS OF THE CITY AS A WHOLE (cont.)

Table 2
Condensed Statement of Activities

	Governmental Activities		Business-Type Activities		Totals	
	2025	2024	2025	2024	2025	2024
Revenues:						
Program Revenues						
Charges for services	$ 2,442,346	$ 2,351,924	$ 8,042,344	$ 7,406,104	$ 10,484,690	$ 9,579,834
Operating grants and contributions	1,293,363	1,406,155	-	-	1,293,363	1,692,241
Capital grants and contributions	88,352	-	800	54,170	89,152	54,170
General Revenues						
Property taxes	10,808,114	10,342,235	-	-	10,808,114	10,342,235
Other taxes	349,748	321,714	-	-	349,748	321,714
Intergovernmental	1,625,616	2,496,216	-	9,431	1,625,616	2,496,216
Other	2,510,926	1,979,826	243,413	181,519	2,754,339	2,161,345
Total Revenues	19,118,465	18,898,070	8,286,557	7,651,224	27,405,022	26,549,294
Expenses:						
General government	1,338,417	1,142,678	-	-	1,338,417	1,142,678
Public safety	6,468,630	6,372,690	-	-	6,468,630	6,372,690
Public works	3,134,322	3,018,841	-	-	3,134,322	3,018,841
Health and human services	33,644	32,643	-	-	33,644	32,643
Culture, education and recreation	3,477,896	3,199,654	-	-	3,477,896	3,199,654
Conservation and development	684,084	896,567	-	-	684,084	896,567
Water	-	-	1,733,317	1,654,607	1,733,317	1,654,607
Sewer	-	-	3,928,795	3,750,611	3,928,795	3,750,611
Stormwater	-	-	748,217	674,973	748,217	674,973
Interest and fiscal charges	1,004,654	1,260,285	-	-	1,004,654	1,260,285
Total Expenses	16,141,647	15,923,358	6,410,329	6,080,191	22,551,976	22,003,549
Income (Loss) Before Transfers	2,976,818	2,974,712	1,876,228	1,571,033	4,853,046	4,545,745
Transfers	(2,410,469)	316,866	2,410,469	(316,866)	-	-
Changes in Net Position	566,349	3,291,578	4,286,697	1,254,167	4,853,046	4,545,745
Beginning Net Position	39,346,044	36,054,466	41,815,023	40,560,856	81,161,067	76,615,322
Ending Net Position	$ 39,912,393	$ 39,346,044	$ 46,101,720	$ 41,815,023	$ 86,014,113	$ 81,161,067

As previously noted, the Statement of Net Position shows the change in financial position or net position. The specific nature or source of these changes then becomes more evident in the Statement of Activities as shown above in Table 2.

FINANCIAL ANALYSIS OF THE CITY AS A WHOLE (cont.)

GOVERNMENTAL ACTIVITIES

Governmental activities increased the City's net position by $566,349 compared to an increase of $3,291,578 in 2024. The increase is related primarily to investment income and underspending of budgeted expenditures.

BUSINESS-TYPE ACTIVITIES

Business-type activities increased the City's net position by $4,286,697 compared to an increase of approximately $1,254,167 in 2024. The current year increase is the result of regular operations.

FINANCIAL ANALYSIS OF THE CITY'S FUNDS

GOVERNMENTAL FUNDS

The focus of the City of Fort Atkinson's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the City's financing requirements. In particular, unassigned fund balance may serve as a useful measure of the government's net resources available for spending at the end of the fiscal year.

At December 31, 2025, the City's governmental funds reported combined fund balances of $18,278,905. Of this amount, $6,863,764 constitutes the unassigned fund balance. An additional $1,388,054 is non-spendable funds related to land held for resale, prepaids and TIF District advances. Restricted funds amount to $6,477,436 for future debt service, library, museum, and grant purposes, or other amounts restricted by state statutes. Committed funds amount to $694,728 for transportation improvements and EMS activities. The remaining $2,854,923 is assigned to deposits, loan programs, non-lapsing funds and equipment replacement, utility taxes, the municipal airport and capital improvements.

GENERAL FUND

The unassigned fund balance is approximately $ 8.4 million. This amount does not include $1.4 million of fund balance for prepaid items, land held for resale, and advances shown as non-spendable because they are assets on the balance sheet that are not in spendable form.

The City evaluates general fund balance by measuring the unassigned general fund balance as a percentage of the original general fund budget. For 2025, unassigned fund balance is $8,430,977, and the current year general fund expenditure budget is $10,492,499 resulting in an unassigned fund balance of 80%. The City's goal is to maintain a 15%-30% general fund balance to current year's expenditure budget. The City is above its policy range at year end.

TRANSPORTATION IMPROVEMENTS

The transportation improvements special revenue fund has fund balance of $477,336 at the end of the current year, which is a decrease of $387,583 from the previous year, largely related to spenddown of a general obligation debt issuance to fund increased capital outlay in 2025.

FINANCIAL ANALYSIS OF THE CITY'S FUNDS (cont.)

GENERAL DEBT SERVICE

The general debt service fund had a restricted fund balance of $866,365 at year end, a decrease of $5,175 from the prior year. The fund balance held relates to a prior year transfer in from TIF District No. 8 to be used for future debt service related to the district.

TIF DISTRICT NO. 9

TIF District No. 9 had a deficit balance of $1,565,631 at year end, a decrease of $4,863,912 from the prior year, related to spending allocated funds on infrastructures for Ridge View Estates development in TID 9.

CAPITAL IMPROVEMENTS PROJECTS

The capital improvements projects fund had an increase in fund balance in 2025 from $710,141 to $859,859. The increase in fund balance is primarily related to unspent funds for planned projects in 2025 being carried over as 2026 expenses.

PROPRIETARY FUNDS

The water utility rates are governed by the Public Service Commission of Wisconsin (PSCW) and were placed into effect on July 1,2024. The authorized rate of net operating income as a percentage of average rate base is 4.90%.

The sewer and stormwater utility rates are governed by the Fort Atkinson City Council. Current rates were effective as of January 1, 2025.

The City of Fort Atkinson's proprietary fund financial statements provide the same type of information found in the government-wide financial statements, but in more detail. Factors concerning the finances of these funds have already been addressed in the discussion of the City's business-type activities.

CAPITAL ASSETS

At the end of 2025, the City has invested a total of $104,224,319 in capital assets. This investment in capital assets includes land, land improvements, buildings, machinery and equipment and infrastructure.

Table 3
Capital Assets

	Governmental Activities		Business-Type Activities		Totals	
	2025	2024	2025	2024	2025	2024
Land and other assets not being depreciated	$ 6,641,886	$ 17,209,874	$ 470,355	$ 419,277	$ 7,112,241	$ 17,629,151
Land improvements	3,502,256	3,404,813	-	-	3,502,256	3,404,813
Buildings	30,713,005	21,251,738	-	-	30,713,005	21,251,738
Machinery and equipment	13,364,225	12,795,936	-	-	13,364,225	12,795,936
Infrastructure	28,332,942	25,223,472	-	-	28,332,942	25,223,472
Utility plant	-	-	94,708,609	86,415,257	94,708,609	86,415,257
Total Capital Assets	82,554,314	79,885,833	95,178,964	86,834,534	177,733,278	166,720,367
Less: Accumulated Depreciation	(34,929,008)	(34,022,102)	(38,579,951)	(36,587,268)	(73,508,959)	(70,634,194)
Net Capital Assets	$ 47,625,306	$ 45,863,731	$ 56,599,013	$ 50,247,266	$ 104,224,319	$ 96,110,997

Major capital asset events during the current fiscal year included the following:

GOVERNMENTAL ACTIVITIES

- Public Works and Parks Trucks
- Public Works and Parks Operation Facility
- Police Department Squads
- Facility Upgrades: Municipal Building, Aquatic Center and Park Facilities

BUSINESS-TYPE ACTIVITIES

- Water Utility Hydrant replacement
- Water Utility Main replacement
- Wastewater Main replacement
- Stormwater equipment
- New construction of streets including Utilities

Additional information on the City's capital assets can be found in Note 3 of this report.

LONG-TERM OBLIGATIONS

At December 31, 2025, the City had $28,952,800 of long-term general obligation bonds and notes outstanding, which is a decrease of $1,453,900 from the previous year. In addition, the City has $3,500,000 in outstanding Note Anticipation notes related to future TIF District No. 9 projects.

In accordance with Wisconsin Statutes, total general obligation indebtedness of the City may not exceed five percent of the equalized value of taxable property within the City's jurisdiction. The debt limit as of December 31, 2025, was $77,779,125. Total general obligation debt outstanding at year-end was $28,952,800. Therefore, the City was at 37% of the legal debt limit.

The outstanding amount of revenue debt as of December 31, 2025, is $12,050,188. This clean water fund loan will be repaid solely from future sewer utility revenues and relates to the wastewater treatment plant upgrade. The City has not drawn the full amount authorized for this debt issuance through the end of the year. The fully authorized amount is $14,125,508.

Additional information on the City's long-term obligations can be found in Note 3 of this report.

CURRENTLY KNOWN FACTS/ECONOMIC CONDITIONS

All currently known facts and economic conditions were considered in preparing the 2026 City budget. None of these conditions are anticipated to significantly change the overall financial position of the City.

REQUESTS FOR INFORMATION

The financial report is designed to provide our citizens, customers, investors and creditors with a general overview of the City's finances. If you have questions about this report or need any additional information, contact Michelle Ebbert, City Finance Director/Clerk/Treasurer.

City of Fort Atkinson

Statement of Net Position
December 31, 2025

	Governmental Activities	Business-Type Activities	Total
Assets and Deferred Outflows of Resources			
Assets			
Cash and investments	$ 18,103,564	$ 5,751,595	$ 23,855,159
Receivables (net):			
Taxes	10,886,625	-	10,886,625
Accounts	753,907	1,267,585	2,021,492
Loans	355,723	-	355,723
Due from other governments	15,382	-	15,382
Leases	385,479	-	385,479
Internal balances	(684,387)	684,387	-
Inventories	-	67,888	67,888
Land held for resale	492,623	-	492,623
Prepaid items	280,616	6,979	287,595
Restricted assets:			
Cash and investments	-	1,698,574	1,698,574
Capital assets:			
Land	6,466,101	364,125	6,830,226
Construction in progress	175,785	106,230	282,015
Other capital assets, net of depreciation	40,983,420	56,128,658	97,112,078
Total assets	78,214,838	66,076,021	144,290,859
Deferred Outflows of Resources			
Deferred charge on refunding	-	4,022	4,022
Pension related amounts	4,066,752	532,159	4,598,911
OPEB related amounts	190,191	46,540	236,731
Total deferred outflows of resources	4,256,943	582,721	4,839,664

See notes to financial statements

	Governmental Activities	Business-Type Activities	Total
Liabilities, Deferred Inflows of Resources and Net Position			
Liabilities			
Accounts payable	$ 840,818	$ 191,544	$ 1,032,362
Accrued liabilities	447,369	149,503	596,872
Noncurrent liabilities:			
Due within one year	1,610,941	1,186,087	2,797,028
Due in more than one year	24,882,782	18,373,845	43,256,627
Net pension liability	684,853	87,778	772,631
OPEB liabilities	529,298	158,847	688,145
Total liabilities	28,996,061	20,147,604	49,143,665
Deferred Inflows of Resources			
Unearned revenues	11,241,709	-	11,241,709
Pension related amounts	1,981,325	308,626	2,289,951
OPEB related amounts	340,293	100,792	441,085
Total deferred inflows of resources	13,563,327	409,418	13,972,745
Net Position			
Net investment in capital assets	21,748,167	37,392,154	59,140,321
Restricted for:			
Library	1,091,006	-	1,091,006
Museum	1,121,720	-	1,121,720
Tourism	156,143	-	156,143
TIF district purposes	1,587,484	-	1,587,484
Affordable housing	1,121,352	-	1,121,352
Grant Purposes	533,366	-	533,366
Equipment replacement	-	1,556,666	1,556,666
Debt Service	447,050	110,638	557,688
Unrestricted	12,106,105	7,042,262	19,148,367
Total net position	$ 39,912,393	$ 46,101,720	$ 86,014,113

See notes to financial statements

City of Fort Atkinson

Statement of Activities
Year Ended December 31, 2025

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expenses) Revenues and Changes in Net Position: Governmental Activities	Net (Expenses) Revenues and Changes in Net Position: Business-Type Activities	Net (Expenses) Revenues and Changes in Net Position: Total
Governmental activities:							
General government	$ 1,338,417	$ 321,178	$ -	$ -	$ (1,017,239)	$ -	$ (1,017,239)
Public safety	6,468,630	1,613,880	69,882	-	(4,784,868)	-	(4,784,868)
Public works	3,134,322	188,338	901,123	88,352	(1,956,509)	-	(1,956,509)
Health and human services	33,644	-	-	-	(33,644)	-	(33,644)
Culture, education and recreation	3,477,896	315,537	317,492	-	(2,844,867)	-	(2,844,867)
Conservation and development	684,084	3,413	4,866	-	(675,805)	-	(675,805)
Interest and fiscal charges	1,004,654	-	-	-	(1,004,654)	-	(1,004,654)
Total governmental activities	16,141,647	2,442,346	1,293,363	88,352	(12,317,586)	-	(12,317,586)
Business-type activities:							
Water utility	1,733,317	3,221,646	-	-	-	1,488,329	1,488,329
Sewer utility	3,928,795	3,981,426	-	-	-	52,631	52,631
Stormwater utility	748,217	839,272	-	800	-	91,855	91,855
Total business-type activities	6,410,329	8,042,344	-	800	-	1,632,815	1,632,815
Total	$ 22,551,976	$ 10,484,690	$ 1,293,363	$ 89,152	(12,317,586)	1,632,815	(10,684,771)
General Revenues							
Taxes:							
Property taxes, levied for general purposes					7,289,924	-	7,289,924
Property taxes, levied for debt service					1,823,439	-	1,823,439
Property taxes, levied for TIF districts					1,694,751	-	1,694,751
Other taxes					349,748	-	349,748
Intergovernmental revenues not restricted to specific programs					1,625,616	-	1,625,616
Investment income					1,302,590	243,413	1,546,003
Miscellaneous					1,208,336	-	1,208,336
Total general revenues					15,294,404	243,413	15,537,817
Transfers					(2,410,469)	2,410,469	-
Change in net position					566,349	4,286,697	4,853,046
Net Position, Beginning					39,346,044	41,815,023	81,161,067
Net Position, Ending					$ 39,912,393	$ 46,101,720	$ 86,014,113

See notes to financial statements

City of Fort Atkinson

Balance Sheet -
Governmental Funds
December 31, 2025

	General	Transportation Improvements	General Debt Service	TIF District No. 9
Assets				
Cash and investments	$ 9,444,955	$ 465,677	$ 866,365	$ 405,718
Receivables (net):				
Taxes	6,655,158	500,000	2,097,025	69,259
Accounts	119,165	-	-	-
Due from other governments	-	15,382	-	-
Lease	385,479	-	-	-
Loans	-	-	-	-
Due from other funds	465,516	-	-	-
Land held for resale	492,623	-	-	-
Prepaid items	256,963	-	-	-
Advances to other funds	625,000	-	-	-
Total assets	$ 18,444,859	$ 981,059	$ 2,963,390	$ 474,977
Liabilities, Deferred Inflows of Resources and Fund Balances				
Liabilities				
Accounts payable	$ 272,204	$ 3,723	$ -	$ 346,349
Accrued liabilities	28,054	-	-	-
Due to other funds	-	-	-	-
Advances from other funds	-	-	-	1,625,000
Total liabilities	300,258	3,723	-	1,971,349
Deferred Inflows of Resources				
Unearned revenues	7,010,242	500,000	2,097,025	69,259
Unavailable revenues	-	-	-	-
Total deferred inflows of resources	7,010,242	500,000	2,097,025	69,259
Fund Balances (Deficit)				
Nonspendable	1,374,586	-	-	-
Restricted	-	-	866,365	-
Committed	-	477,336	-	-
Assigned	1,328,796	-	-	-
Unassigned (deficit)	8,430,977	-	-	(1,565,631)
Total fund balances (deficit)	11,134,359	477,336	866,365	(1,565,631)
Total liabilities, deferred inflows of resources and fund balances	$ 18,444,859	$ 981,059	$ 2,963,390	$ 474,977

See notes to financial statements

Capital Improvements Project	Nonmajor Governmental Funds	Total
$ 933,239	$ 5,987,610	$ 18,103,564
246,400	1,318,783	10,886,625
-	634,742	753,907
-	-	15,382
-	-	385,479
-	355,723	355,723
-	-	465,516
-	-	492,623
10,185	13,468	280,616
-	-	625,000
$ 1,189,824	$ 8,310,326	$ 32,364,435
$ 83,565	$ 134,977	$ 840,818
-	-	28,054
-	149,903	149,903
-	-	1,625,000
83,565	284,880	2,643,775
246,400	1,318,783	11,241,709
-	200,046	200,046
246,400	1,518,829	11,441,755
-	13,468	1,388,054
-	5,611,071	6,477,436
-	217,392	694,728
859,859	666,268	2,854,923
-	(1,582)	6,863,764
859,859	6,506,617	18,278,905
$ 1,189,824	$ 8,310,326	$ 32,364,435

See notes to financial statements

Reconciliation of the Balance Sheet of Governmental Funds
to the Statement of Net Position
December 31, 2025

Total Fund Balances, Governmental Funds	$ 18,278,905
Amounts reported for governmental activities in the Statement of Net Position are different because:	
Capital assets used in governmental funds are not financial resources and therefore are not reported in the funds.	
Land	6,466,101
Construction in progress	175,785
Other capital assets	75,912,428
Less accumulated depreciation	(34,929,008)
Some receivables that are not currently available are reported as unavailable revenues in the fund financial statements but are recognized as revenue when earned in the government-wide statements.	200,046
The net pension liability does not relate to current financial resources and is not reported in the governmental funds.	(684,853)
Deferred outflows of resources related to pensions do not relate to current financial resources and are not reported in the governmental funds.	4,066,752
Deferred inflows of resources related to pensions do not relate to current financial resources and are not reported in the governmental funds.	(1,981,325)
The OPEB liabilities do not relate to current financial resources and are not reported in the governmental funds.	(529,298)
Deferred outflows of resources related to OPEB do not relate to current financial resources and are not reported in the governmental funds.	190,191
Deferred inflows of resources related to OPEB do not relate to current financial resources and are not reported in the governmental funds.	(340,293)
Some liabilities, including long-term debt, are not due and payable in the current period and, therefore, are not reported in the funds.	
Bonds and notes payable	(25,363,800)
Compensated absences	(584,284)
Accrued interest	(419,315)
Unamortized debt premium	(545,639)
Net Position of Governmental Activities	$ 39,912,393

See notes to financial statements

City of Fort Atkinson

Statement of Revenues, Expenditures and Changes in Fund Balances -
Governmental Funds
Year Ended December 31, 2025

	General	Transportation Improvements	General Debt Service	TIF District No. 9
Revenues				
Taxes	$ 6,042,276	$ 736,061	$ 1,823,439	$ 21,962
Intergovernmental	2,500,707	64,441	-	-
Licenses and permits	441,614	-	-	-
Fines, forfeitures and penalties	189,190	-	-	-
Public charges for services	468,650	-	-	-
Intergovernmental charges for services	300,140	-	-	-
Investment income	893,277	-	-	76,345
Miscellaneous	283,581	-	-	-
Total revenues	11,119,435	800,502	1,823,439	98,307
Expenditures				
Current:				
General government	966,616	-	-	-
Public safety	5,052,897	-	-	-
Public works	2,490,608	-	-	-
Health and human services	33,644	-	-	-
Culture, recreation and education	1,659,606	-	-	-
Conservation and development	238,482	-	-	341,468
Capital outlay	50,141	1,188,085	-	4,445,752
Debt service:				
Principal	-	-	981,900	-
Interest and fiscal charges	-	-	934,339	174,999
Total expenditures	10,491,994	1,188,085	1,916,239	4,962,219
Excess (deficiency) of revenues over expenditures	627,441	(387,583)	(92,800)	(4,863,912)
Other Financing Sources (Uses)				
Sales of fixed assets	-	-	-	-
Transfers in	551,649	-	87,625	-
Transfers out	(197,247)	-	-	-
Total other financing sources (uses)	354,402	-	87,625	-
Net change in fund balances	981,843	(387,583)	(5,175)	(4,863,912)
Fund Balances, Beginning	10,152,516	864,919	871,540	3,298,281
Fund Balances (Deficit), Ending	$ 11,134,359	$ 477,336	$ 866,365	$ (1,565,631)

See notes to financial statements

Capital Improvements Project	Nonmajor Governmental Funds	Total
$ 167,450	$ 2,366,674	$ 11,157,862
-	502,387	3,067,535
-	-	441,614
-	-	189,190
-	1,260,076	1,728,726
-	73,569	373,709
-	332,968	1,302,590
798,759	220,468	1,302,808
966,209	4,756,142	19,564,034
-	152,705	1,119,321
-	937,063	5,989,960
-	-	2,490,608
-	-	33,644
4,715	1,083,590	2,747,911
-	377,726	957,676
811,776	131,529	6,627,283
-	40,000	1,021,900
-	3,050	1,112,388
816,491	2,725,663	22,100,691
149,718	2,030,479	(2,536,657)
-	311,587	311,587
-	1,412,593	2,051,867
-	(1,549,178)	(1,746,425)
-	175,002	617,029
149,718	2,205,481	(1,919,628)
710,141	4,301,136	20,198,533
$ 859,859	$ 6,506,617	$ 18,278,905

See notes to financial statements

Reconciliation of the Statement of Revenues, Expenditures,
and Changes in Fund Balances of Governmental Funds
to the Statement of Activities
Year Ended December 31, 2025

Net Change in Fund Balances, Total Governmental Funds	$	(1,919,628)
Amounts reported for governmental activities in the Statement of Activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the Statement of Net Position the cost of these assets is capitalized and they are depreciated over their estimated useful lives and reported as depreciation expense in the Statement of Activities.		
Capital outlay is reported as an expenditure in the fund financial statements but is capitalized in the government-wide financial statements		6,627,283
Some items reported as operating expenditures in the fund financial statements but are capitalized in the government-wide statements		(134,555)
Transfer of capital to utilities		(2,715,911)
Depreciation is reported in the government-wide financial statements		(2,022,757)
Net book value of assets retired		7,515
Receivables not currently available are reported as revenue when collected or currently available in the fund financial statements but are recognized as revenue when earned in the government-wide financial statements.		(253,606)
Debt issued provides current financial resources to governmental funds, but issuing debt increases long-term liabilities in the Statement of Net Position. Repayment of debt principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the Statement of Net Position.		
Principal repaid		1,021,900
Governmental funds report debt premiums and discounts as other financing sources (uses) or financing sources or uses. However, in the Statement of Net Position, these are reported as additions to or deductions from long-term debt. These are allocated over the period the debt is outstanding in the Statement of Activities and are reported as interest expense.		
Debt premium amortization		51,620
Some expenses in the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.		
Compensated absences		54,110
Accrued interest on debt		92,684
Net pension asset/liability		(122,740)
Deferred outflows of resources related to pensions		(1,121,129)
Deferred inflows of resources related to pensions		1,016,854
OPEB liabilities		51,879
Deferred outflows of resources related to OPEB		(56,542)
Deferred inflows of resources related to OPEB		(10,628)
Change in Net Position of Governmental Activities	$	566,349

See notes to financial statements

Statement of Net Position -
Proprietary Funds
December 31, 2025

	Business-Type Activities - Enterprise Funds			
	Water Utility	Sewer Utility	Stormwater Utility	Total
Assets and Deferred Outflows of Resources				
Current Assets				
Cash and investments	$ 1,467,208	$ 4,284,387	$ -	$ 5,751,595
Receivables:				
Customer accounts receivable	321,411	866,707	79,467	1,267,585
Prepaid items	2,386	2,350	2,243	6,979
Inventories	67,888	-	-	67,888
Restricted assets:				
Redemption account	-	141,908	-	141,908
Total current assets	1,858,893	5,295,352	81,710	7,235,955
Noncurrent Assets				
Restricted assets:				
Replacement account	-	1,556,666	-	1,556,666
Capital assets:				
Land	69,046	295,079	-	364,125
Construction in progress	98,978	7,252	-	106,230
Utility plant	25,434,660	56,234,003	13,039,946	94,708,609
Less accumulated depreciation	(7,330,959)	(25,980,354)	(5,268,638)	(38,579,951)
Advances to other funds	-	1,000,000	-	1,000,000
Total noncurrent assets	18,271,725	33,112,646	7,771,308	59,155,679
Total assets	20,130,618	38,407,998	7,853,018	66,391,634
Deferred Outflows of Resources				
Deferred charge on refunding	2,376	1,646	-	4,022
Pension related amounts	217,435	257,184	57,540	532,159
OPEB related amounts	18,751	27,789	-	46,540
Total deferred outflows of resources	238,562	286,619	57,540	582,721

See notes to financial statements

Statement of Net Position -
Proprietary Funds
December 31, 2025

	Business-Type Activities - Enterprise Funds			
	Water Utility	Sewer Utility	Stormwater Utility	Total
Liabilities, Deferred Inflows of Resources and Net Position				
Current Liabilities				
Accounts payable	$ 43,621	$ 134,630	$ 13,293	$ 191,544
Accrued interest	25,011	55,188	38,034	118,233
Due to other funds	305,442	-	10,171	315,613
Current portion of general obligation debt	189,000	176,000	107,000	472,000
Compensated absences	9,247	35,805	-	45,052
Liabilities payable from restricted assets:				
Current portion of revenue debt payable	-	669,035	-	669,035
Accrued interest	-	31,270	-	31,270
Total current liabilities	572,321	1,101,928	168,498	1,842,747
Noncurrent Liabilities				
General obligation bonds payable	1,630,000	2,799,000	2,188,000	6,617,000
Compensated absences	55,475	114,524	-	169,999
Revenue bonds payable	-	11,381,153	-	11,381,153
Unamortized premium	34,205	104,026	67,462	205,693
OPEB liability	68,774	90,073	-	158,847
Net pension liability	33,214	45,437	9,127	87,778
Total noncurrent liabilities	1,821,668	14,534,213	2,264,589	18,620,470
Total liabilities	2,393,989	15,636,141	2,433,087	20,463,217
Deferred Inflows of Resources				
Pension related amounts	116,618	151,274	40,734	308,626
OPEB related amounts	40,414	60,378	-	100,792
Total deferred inflows of resources	157,032	211,652	40,734	409,418
Net Position				
Net investment in capital assets	16,469,896	15,493,412	5,428,846	37,392,154
Restricted for:				
Equipment replacement	-	1,556,666	-	1,556,666
Debt service	-	110,638	-	110,638
Unrestricted	1,348,263	5,686,108	7,891	7,042,262
Total net position	$ 17,818,159	$ 22,846,824	$ 5,436,737	$ 46,101,720

See notes to financial statements

City of Fort Atkinson

Statement of Revenues, Expenses and Changes in Net Position -
Proprietary Funds
Year Ended December 31, 2025

	Business-Type Activities - Enterprise Funds			
	Water Utility	Sewer Utility	Stormwater Utility	Total
Operating Revenues				
Charges for services	$ 3,221,646	$ 3,981,426	$ 839,272	$ 8,042,344
Total operating revenues	3,221,646	3,981,426	839,272	8,042,344
Operating Expenses				
Operation and maintenance	1,170,050	1,948,611	346,837	3,465,498
Depreciation	467,175	1,618,280	314,908	2,400,363
Taxes	22,284	46,706	-	68,990
Total operating expenses	1,659,509	3,613,597	661,745	5,934,851
Operating income	1,562,137	367,829	177,527	2,107,493
Nonoperating Revenues (Expenses)				
Investment income	54,214	156,785	32,414	243,413
Interest expense	(73,808)	(315,198)	(86,472)	(475,478)
Total nonoperating revenues (expenses)	(19,594)	(158,413)	(54,058)	(232,065)
Income before contributions and transfers	1,542,543	209,416	123,469	1,875,428
Contributions and Transfers				
Capital contributions	1,058,375	902,463	755,873	2,716,711
Transfer out	(305,442)	-	-	(305,442)
Total contributions and transfers	752,933	902,463	755,873	2,411,269
Change in net position	2,295,476	1,111,879	879,342	4,286,697
Net Position, Beginning	15,522,683	21,734,945	4,557,395	41,815,023
Net Position, Ending	$ 17,818,159	$ 22,846,824	$ 5,436,737	$ 46,101,720

See notes to financial statements

City of Fort Atkinson

Statement of Cash Flows -
Proprietary Funds
Year Ended December 31, 2025

	Business-Type Activities - Enterprise Funds			
	Water Utility	Sewer Utility	Stormwater Utility	Total
Cash Flows From Operating Activities				
Received from customers	$ 3,270,969	$ 3,767,520	$ 827,639	$ 7,866,128
Paid to suppliers for goods and services	(952,650)	(1,703,801)	(143,927)	(2,800,378)
Paid to employees for services	(220,650)	(293,330)	(202,646)	(716,626)
Net cash flows from operating activities	2,097,669	1,770,389	481,066	4,349,124
Cash Flows From Investing Activities				
Investment income	54,214	156,785	32,414	243,413
Net cash flows from investing activities	54,214	156,785	32,414	243,413
Cash Flows From Noncapital Financing Activities				
Paid to municipality for tax equivalent	(316,866)	-	-	(316,866)
Net cash flows from noncapital financing activities	(316,866)	-	-	(316,866)
Cash Flows From Capital and Related Financing Activities				
Debt retired	(179,000)	(814,778)	(97,000)	(1,090,778)
Interest paid	(79,886)	(341,252)	(99,822)	(520,960)
Acquisition and construction of capital assets	(3,097,697)	(3,023,875)	(2,597,320)	(8,718,892)
Capital contributions received	1,058,375	902,463	755,873	2,716,711
Net cash flows from capital and related financing activities	(2,298,208)	(3,277,442)	(2,038,269)	(7,613,919)
Net change in cash and cash equivalents	(463,191)	(1,350,268)	(1,524,789)	(3,338,248)
Cash and Cash Equivalents, Beginning	1,930,399	7,333,229	1,524,789	10,788,417
Cash and Cash Equivalents, Ending	$ 1,467,208	$ 5,982,961	$ -	$ 7,450,169

See notes to financial statements

City of Fort Atkinson

Statement of Cash Flows -
Proprietary Funds
Year Ended December 31, 2025

	Business-Type Activities - Enterprise Funds			
	Water Utility	Sewer Utility	Stormwater Utility	Total
Reconciliation of Operating Income to Net Cash Flows From Operating Activities				
Operating income	$ 1,562,137	$ 367,829	$ 177,527	$ 2,107,493
Adjustments to reconcile operating income to net cash flows from operating activities:				
Depreciation	467,175	1,618,280	314,908	2,400,363
Depreciation charged to other accounts	47,372	-	-	47,372
Changes in assets, deferred outflows/inflows of resources and liabilities:				
Accounts receivable	5,047	5,448	(11,633)	(1,138)
Other accounts receivable	3,419	(221,494)	-	(218,075)
Inventories	(4,536)	-	-	(4,536)
Prepayments	(2,327)	(2,291)	(2,184)	(6,802)
Accrued compensation	9,914	6,013	-	15,927
Other current liabilities	-	(9,300)	-	(9,300)
Accounts payable	(2,338)	-	-	(2,338)
Pension related deferrals and assets/liabilities	7,809	14,134	2,448	24,391
OPEB related deferrals and liabilities	3,997	(8,230)	-	(4,233)
Net cash flows from operating activities	$ 2,097,669	$ 1,770,389	$ 481,066	$ 4,349,124
Reconciliation of Cash and Cash Equivalents to the Statement of Net Position, Proprietary Funds				
Cash and investments	$ 1,467,208	$ 4,284,387	$ -	$ 5,751,595
Restricted cash and investments:				
Redemption account	-	141,908	-	141,908
Replacement account	-	1,556,666	-	1,556,666
Cash and cash equivalents	$ 1,467,208	$ 5,982,961	$ -	$ 7,450,169
Noncash Capital and Related Financing Activities				
Amortization of premium/deferred charge on refunding	$ 1,422	$ 5,060	$ 1,422	

See notes to financial statements

City of Fort Atkinson

Statement of Fiduciary Net Position -
Fiduciary Fund
December 31, 2025

	Custodial Fund
Assets	
Cash and investments	$ 9,125,734
Tax roll receivable	8,650,518
Total assets	17,776,252
Liabilities	
Due to other taxing units	17,776,252
Total liabilities	17,776,252
Total net position	$ -

See notes to financial statements

City of Fort Atkinson

Statement of Changes in Fiduciary Net Position -
Fiduciary Fund
Year Ended December 31, 2025

	Custodial Fund
Additions	
Property taxes collected for other governments	$ 12,035,667
Total additions	12,035,667
Deductions	
Property taxes distributed to other governments	12,035,667
Total deductions	12,035,667
Change in fiduciary net position	-
Net Position, Beginning	-
Net Position, Ending	$ -

See notes to financial statements

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1. Summary of Significant Accounting Policies

The accounting policies of the City of Fort Atkinson, Wisconsin (the City) conform to accounting principles generally accepted in the United States of America as applicable to governmental units. The accepted standard-setting body for establishing governmental accounting and financial reporting principles is the Governmental Accounting Standards Board (GASB).

Reporting Entity

This report includes all of the funds of the City. The reporting entity for the City consists of the primary government and its component unit. Component units are legally separate organizations for which the primary government is financially accountable or other organizations for which the nature and significance of their relationship with the primary government are such that their exclusion would cause the reporting entity's financial statements to be misleading. The primary government is financially accountable if (1) it appoints a voting majority of the organization's governing body and it is able to impose its will on that organization, (2) it appoints a voting majority of the organization's governing body and there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government, (3) the organization is fiscally dependent on and there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government. Certain legally separate, tax exempt organizations should also be reported as a component unit if all of the following criteria are met: (1) the economic resources received or held by the separate organization are entirely or almost entirely for the direct benefit of the primary government, its component units or its constituents; (2) the primary government or its component units, is entitled to, or has the ability to access, a majority of the economic resources received or held by the separate organization; and (3) the economic resources received or held by an individual organization that the primary government, or its component units, is entitled to, or has the ability to otherwise access, are significant to the primary government.

Component units are reported using one of three methods, discrete presentation, blended or fiduciary. Generally, component units should be discretely presented in a separate column in the financial statements. A component unit should be reported as part of the primary government using the blending method if it meets any one of the following criteria: (1) the primary government and the component unit have substantively the same governing body and a financial benefit or burden relationship exists, (2) the primary government and the component unit have substantively the same governing body and management of the primary government has operational responsibility for the component unit, (3) the component unit serves or benefits, exclusively or almost exclusively, the primary government rather than its citizens or (4) the total debt of the component unit will be paid entirely or almost entirely from resources of the primary government.

Component Unit Not Presented

Fort Atkinson Historical Society

The Fort Atkinson Historical Society (Historical Society) is a legally separate organization that qualifies as a component unit of the City. Audited financial statements of the Historical Society are not available for the year ended December 31, 2025.

Government-Wide and Fund Financial Statements

Government-Wide Financial Statements

The statement of net position and statement of activities display information about the reporting government as a whole. They include all funds of the reporting entity except for fiduciary funds. The statements distinguish between governmental and business-type activities. Governmental activities generally are financed through taxes, intergovernmental revenues and other nonexchange revenues. Business-type activities are financed in whole or in part by fees charged to external parties for goods or services.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. The City does not allocate indirect expenses to functions in the statement of activities. Program revenues include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment, and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not included among program revenues are reported as general revenues. Internally dedicated resources are reported as general revenues rather than as program revenues.

Fund Financial Statements

Financial statements of the City are organized into funds, each of which is considered to be a separate accounting entity. Each fund is accounted for by providing a separate set of self-balancing accounts, which constitute its assets, deferred outflows of resources, liabilities, deferred inflows of resources, net position/fund balance, revenues and expenditures/expenses.

Funds are organized as major funds or nonmajor funds within the governmental and proprietary statements. An emphasis is placed on major funds within the governmental and proprietary categories. A fund is considered major if it is the primary operating fund of the City or meets the following criteria:

a. Total assets/deferred outflows of resources, liabilities/deferred inflows of resources, revenues or expenditures/expenses of that individual governmental or enterprise fund are at least 10% of the corresponding total for all funds of that category or type, and

b. The same element of the individual governmental or enterprise fund that met the 10% test is at least 5% of the corresponding total for all governmental and enterprise funds combined.

c. In addition, any other governmental or enterprise fund that the City believes is particularly important to financial statement users may be reported as a major fund.

Separate financial statements are provided for governmental funds, proprietary funds and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements.

The City reports the following major governmental funds:

General Fund

General Fund accounts for the City's primary operating activities. It is used to account for and report all financial resources except those accounted for and reported in another fund.

Special Revenue Fund

Transportation Improvements is used to account for and report transportation projects that are legally restricted or committed to supporting expenditures for the program.

Debt Service Fund

General Debt Service is used to account for and report financial resources that are restricted, committed or assigned to expenditure for the payment of general long-term debt principal, interest and related costs, other than TIF district or enterprise debt.

Capital Projects Funds

Capital Improvement Projects Fund is used to account for and report financial resources that are restricted, committed, or assigned to expenditures for capital outlays, including the acquisition or construction of capital facilities and other capital assets for the City.

Tax Incremental Financing District (TIF) No. 9 Capital Projects Fund is used to account for and report financial resources that are restricted, committed or assigned to expenditures outlined in the TIF district project plan.

Enterprise Funds

The City reports the following major enterprise funds:

Water Utility accounts for operations of the water system

Sewer Utility accounts for operations of the sewer system

Stormwater Utility accounts for operations of the stormwater system

The City reports the following nonmajor governmental funds:

Special Revenue Funds

Special Revenue Funds are used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditures for specified purposes (other than debt service or capital projects).

Wisconsin Development Fund
Library Trust
Museum Trust
EMS
Lodging Room Tax
Dwight Foster Public Library
Subsidized Taxi Program
CDBG
Municipal Airport
Capital Catalyst Grant
Affordable Housing Fund

Capital Projects Funds

Capital Projects Funds are used to account for and report financial resources that are restricted, committed or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets.

TIF District No. 6
TIF District No. 8
TIF District No. 7
TIF District No. 10

In addition, the City reports the following fund type:

Custodial Fund

Custodial Fund is used to account for and report assets controlled by the City and the assets are for the benefit of individuals, private organizations and/or other governmental units.

Tax Collection

Measurement Focus, Basis of Accounting and Financial Statement Presentation

Government-Wide Financial Statements

The government-wide statement of net position and statement of activities are reported using the economic resources measurement focus and the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recorded when the liability is incurred or economic asset used. Revenues, expenses, gains, losses, assets and liabilities resulting from exchange and exchange-like transactions are recognized when the exchange takes place. Property taxes are recognized as revenues in the year for which they are levied. Taxes receivable for the following year are recorded as receivables and deferred inflows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider are met. Special assessments are recorded as revenue when earned. Unbilled receivables are recorded as revenues when services are provided.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule are charges between the City's utilities and various other functions of the government. Elimination of these charges would distort the direct costs and program revenues reported for the various functions concerned.

Fund Financial Statements

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recorded when they are both measurable and available. Available means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For this purpose, the City considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures are recorded when the related fund liability is incurred, except for unmatured interest on long-term debt, claims, judgments, compensated absences and pension expenditures, which are recorded as a fund liability when expected to be paid with expendable available financial resources.

Property taxes are recorded in the year levied as receivables and deferred inflows. They are recognized as revenues in the succeeding year when services financed by the levy are being provided.

Intergovernmental aids and grants are recognized as revenues in the period the City is entitled to the resources and the amounts are available. Amounts owed to the City which are not available are recorded as receivables and unavailable revenues. Amounts received before eligibility requirements (excluding time requirements) are met are recorded as liabilities. Amounts received in advance of meeting time requirements are recorded as deferred inflows.

Special assessments are recorded as revenues when they become measurable and available as current assets. Annual installments due in future years are reflected as receivables and unavailable revenues. At December 31, 2025, there were $639,144 of unrecorded anticipated future assessments which are not recorded as receivables because collection is subject to certain events occurring in the future. No formal repayment schedules have been established.

Revenues susceptible to accrual include property taxes, miscellaneous taxes, public charges for services, special assessments and interest. Other general revenues such as fines and forfeitures, inspection fees, recreation fees and miscellaneous revenues are recognized when received in cash or when measurable and available under the criteria described above.

Proprietary and Fiduciary Funds

Proprietary and fiduciary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as described previously in this note.

The proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the water, sewer and stormwater utilities are charges to customers for sales and services. Special assessments are recorded as receivables and contribution revenue when levied. Operating expenses for proprietary funds include the cost of sales and services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

All Financial Statements

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources and Net Position or Equity

Deposits and Investments

For purposes of the statement of cash flows, the City considers all highly liquid investments with an initial maturity of three months or less when acquired to be cash equivalents.

Investment of City funds is restricted by Wisconsin state statutes. Available investments are limited to:

a. Time deposits in any credit union, bank, savings bank or trust company.

b. Bonds or securities of any county, city, drainage district, technical college district, village, town or school district of the state. Also, bonds issued by a local exposition district, a local professional baseball park district, a local professional football stadium district, a local cultural arts district, the University of Wisconsin Hospitals and Clinics Authority or the Wisconsin Aerospace Authority.

c. Bonds or securities issued or guaranteed by the federal government.

d. The local government investment pool.

e. Any security maturing in seven years or less and having the highest or second highest rating category of a nationally recognized rating agency.

f. Securities of an open-end management investment company or investment trust, subject to various conditions and investment options.

g. Repurchase agreements with public depositories, with certain conditions.

Investment of most trust funds including cemetery perpetual care funds, is regulated by Chapter 881 of the Wisconsin Statutes. Investment of library trust funds is regulated by Chapter 112. Those sections give broad authority to use such funds to acquire various kinds of investments including stocks, bonds and debentures.

The City has adopted an investment policy. That policy contains the following guidelines related to custodial credit risk: all deposits of city funds in interest bearing time instruments shall be secured by pledged collateral in an amount equal to at least 100% of the total investment less the amount insured by the Federal Deposit Insurance Corporation or the Federal Savings and Loan Insurance Corporation. At December 31, 2025, all deposits at the City met the previous criteria and were insured and collateralized. See Note 3. The policy addresses credit risk by limiting the types of securities allowable, pre-qualifying financial institutions, broker/dealers, intermediaries and advisors with which the City will do business with and by diversifying the investment portfolio to minimize the impact of potential losses from any one type of security or individual issuer.

Investments are stated at fair value, which is the amount at which an investment could be exchanged in a current transaction between willing parties. Fair values are based on methods and inputs as outlined in Note 3. No investments are reported at amortized cost. Adjustments necessary to record investments at fair value are recorded in the operating statement as increases or decreases in investment income. Investment income on commingled investments of municipal accounting funds is allocated based on average balances. The difference between the bank statement balance and carrying value is due to outstanding checks and/or deposits in transit.

The Wisconsin Local Government Investment Pool (LGIP) is part of the State Investment Fund (SIF) and is managed by the State of Wisconsin Investment Board. The SIF is not registered with the Securities and Exchange Commission, but operates under the statutory authority of Wisconsin Chapter 25. The SIF reports the fair value of its underlying assets annually. Participants in the LGIP have the right to withdraw their funds in total on one day's notice. At December 31, 2025, the fair value of the City's share of the LGIP's assets was substantially equal to the amount as reported in these statements.

See Note 3 for further information.

Receivables

Property taxes are levied in December on the assessed value as of the prior January 1. In addition to property taxes for the City, taxes are collected for and remitted to the county government as well as the local school district and technical college district. Taxes for all state and local governmental units billed in the current year for the succeeding year are reflected as receivables and due to other taxing units on the accompanying statement of fiduciary net position.

Property tax calendar - 2025 tax roll:

Lien date and levy date	December 2025
Tax bills mailed	December 2025
Payment in full, or	January 31, 2026
First installment due	January 31, 2026
Second installment due	July 31, 2026
Tax sale - 2025 delinquent real estate taxes	October 2028

Delinquent real estate taxes as of July 31 are paid in full by the County, which assumes the collection thereof. No provision for uncollectible accounts receivable has been made for the water and sewer utilities because they have the right by law to place substantially all delinquent bills on the tax roll and other delinquent bills are generally not significant.

During the course of operations, transactions occur between individual funds that may result in amounts owed between funds. Short-term interfund loans are reported as "due to and from other funds." Long-term interfund loans (noncurrent portion) are reported as "advances from and to other funds." Interfund receivables and payables between funds within governmental activities are eliminated in the statement of net position. Any residual balances outstanding between the governmental activities and business-type activities are reported in the governmental-wide financial statements as internal balances.

In the governmental fund financial statements, advances to other funds are offset equally by a nonspendable fund balance account which indicates that they do not constitute expendable available financial resources and, therefore, are not available for appropriation or by a restricted fund balance account, if the funds will ultimately be restricted when the advance is repaid.

It is the City's policy to record revenue when the initial loan is made from the grant funds. The net amount of the loan receivable balance is included in restricted fund balance. Interest received from loan repayments is recognized as revenue when received in cash. Any unspent loan repayments at year end are presented as assigned fund balance in the fund financial statements.

Inventories and Prepaid Items

Governmental fund inventories, if material, are recorded at cost based on the FIFO method using the purchases method of accounting. Proprietary fund inventories are generally used for construction and/or for operation and maintenance work. They are not for resale. They are valued at cost based on FIFO and charged to construction and/or operation and maintenance expense when used.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.

Restricted Assets

Mandatory segregations of assets are presented as restricted assets. Such segregations are required by bond agreements and other external parties. Current liabilities payable from these restricted assets are so classified. The excess of restricted assets over current liabilities payable from restricted assets will be used first for retirement of related long-term debt. The remainder, if generated from earnings, is shown as restricted net position.

Capital Assets

Government-Wide Financial Statements

Capital assets, which include property, plant and equipment are reported in the government-wide financial statements. Capital assets are defined by the government as assets with an initial cost of more than $10,000 for general capital assets and $25,000 for infrastructure assets and an estimated useful life in excess of one year. All capital assets are valued at historical cost or estimated historical cost if actual amounts are unavailable. Donated capital assets are recorded at their estimated acquisition value at the date of donation.

Additions to and replacements of capital assets of business-type activities are recorded at original cost, which includes material, labor and overhead. The cost of renewals and betterments relating to retirement units is added to plant accounts. The cost of property replaced, retired or otherwise disposed of, is deducted from plant accounts and, generally, together with removal costs less salvage, is charged to accumulated depreciation.

Depreciation of all exhaustible capital assets is recorded as an allocated expense in the statement of activities, with accumulated depreciation reflected in the statement of net position. Depreciation is provided over the assets' estimated useful lives using the straight-line method. The range of estimated useful lives by type of asset is as follows:

Buildings	10-40 Years
Land improvements	10-20 Years
Machinery and equipment	4-25 Years
Utility systems	15-85 Years
Infrastructure	50-75 Years

Fund Financial Statements

In the fund financial statements, capital assets used in governmental fund operations are accounted for as capital outlay expenditures of the governmental fund upon acquisition. Capital assets used in proprietary fund operations are accounted for the same way as in the government-wide statements.

Other Assets

The general fund is reporting assets held for resale in the amount of $492,623. These assets are valued at the lower of cost or market value and are intended to be used for future development of the City.

Deferred Outflows of Resources

A deferred outflow of resources represents a consumption of net assets that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until that future time.

A deferred charge on refunding arises from the advance refunding of debt. The difference between the cost of the securities placed in trust for future payments of the refunded debt and the net carrying value of that debt is deferred and amortized as a component of interest expense over the shorter of the term of the refunding issue or the original term of the refunded debt. The unamortized amount is reported as a deferred outflow of resources in the government-wide and proprietary fund financial statements.

Compensated Absences

Under terms of employment, employees are granted sick leave and vacations in varying amounts.

Vacation and sick leave pay is accrued in the government-wide and proprietary fund financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee resignations and retirements, and are payable with expendable resources.

The City provides postemployment health insurance benefits for all eligible employees. Eligibility is based on various criteria. The benefits are based on contractual agreements with employee groups, local ordinances or employee benefit policies. Eligible employees may convert a portion of accumulated sick leave to pay for health care premiums. The cost of those premiums is recognized as an expenditure as the premiums are paid. The entire cost is paid by the City. Funding for those costs is provided out of the current operating budget of the City. The contributions are financed on a pay as you go basis. Total expenditures for such premiums during the year were $52,097. The number of participants eligible to receive benefits as of December 31, 2025 is 6. The total amount outstanding at year end to be paid in the future is $102,312 and is included in the government-wide statement of net position.

Payments for vacation and sick leave will be made at rates in effect when the benefits are used. Accumulated vacation and sick leave liabilities at December 31, 2025, are determined on the basis of current salary rates and include salary related payments.

Long-Term Obligations

All long-term obligations to be repaid from governmental and business-type resources are reported as liabilities in the government-wide statements. The long-term obligations consist primarily of notes and bonds payable and accrued compensated absences.

Long-term obligations for governmental funds are not reported as liabilities in the fund financial statements. The face value of debts (plus any premiums) are reported as other financing sources and payments of principal and interest are reported as expenditures. The accounting in proprietary funds is the same as it is in the government-wide statements.

For the government-wide statements and proprietary fund statements, bond premiums and discounts are amortized over the life of the issue using the straight-line method. The balance at year end is shown as an increase or decrease in the liability section of the statement of net position.

Leases

The City is a lessor because it leases capital assets to other entities. As a lessor, the City reports a lease receivable and corresponding deferred inflow of resources in both the fund financial statements and government-wide financial statements. The City continues to report and depreciate the capital assets being leased as capital assets of the primary government.

Deferred Inflows of Resources

A deferred inflow of resources represents an acquisition of net assets that applies to a future period and therefore will not be recognized as an inflow of resources (revenue) until that future time.

Equity Classifications

Government-Wide Statements

Equity is classified as net position and displayed in three components:

a. **Net Investment in Capital Assets** - Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances (excluding unspent debt proceeds) of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction or improvement of those assets.

b. **Restricted Net Position** - Consists of net position with constraints placed on their use either by 1) external groups such as creditors, grantors, contributors or laws or regulations of other governments or, 2) law through constitutional provisions or enabling legislation.

c. **Unrestricted Net Position** - All other net positions that do not meet the definitions of "restricted" or "net investment in capital assets."

When both restricted and unrestricted resources are available for use, it is the City's policy to use restricted resources first, then unrestricted resources as they are needed.

Fund Statements

Governmental fund balances are displayed as follows:

a. **Nonspendable** - Includes fund balance amounts that cannot be spent either because they are not in spendable form or because legal or contractual requirements require them to be maintained intact.

b. **Restricted** - Consists of fund balances with constraints placed on their use either by 1) external groups such as creditors, grantors, contributors or laws or regulations of other governments or 2) law through constitutional provisions or enabling legislation.

c. **Committed** - Includes fund balance amounts that are constrained for specific purposes that are internally imposed by the government through formal action of the highest level of decision making authority. Fund balance amounts are committed through a formal action (resolution) of the City Council. This formal action must occur prior to the end of the reporting period, but the amount of the commitment, which will be subject to the constraints, may be determined in the subsequent period. Any changes to the constraints imposed require the same formal action of the City Council that originally created the commitment.

d. **Assigned** - Includes spendable fund balance amounts that are intended to be used for specific purposes that do not meet the criteria to be classified as restricted or committed. The City Council has, by resolution, adopted a financial policy authorizing the Council to assign amounts for a specific purpose. Assignments may take place after the end of the reporting period.

e. **Unassigned** - Includes residual positive fund balance within the general fund which has not been classified within the other above mentioned categories. Unassigned fund balance may also include negative balances for any governmental fund if expenditures exceed amounts restricted, committed or assigned for those purposes.

Proprietary fund equity is classified the same as in the government-wide statements.

The City has a formal minimum fund balance policy. That policy is to maintain unassigned general fund balance at a minimum of 15 - 30% of budgeted general fund expenditures. The unassigned general fund balance at year end was $8,430,977 or 80% of the budgeted general fund expenditures in 2025.

See Note 3 for further information.

Pension

The fiduciary net position of the Wisconsin Retirement System (WRS) has been determined using the flow of economic resources measurement focus and accrual basis of accounting. This includes for purposes of measuring the following:

- Net Pension Liability (Asset);
- Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions; and
- Pension Expense (Revenue).

Information about the fiduciary net position of the WRS and additions to/deductions from WRS' fiduciary net position have been determined on the same basis as they are reported by the WRS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Postemployment Benefits Other Than Pensions (OPEB)

For purposes of measuring the OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB and OPEB expense, information about the City Health OPEB Plan have been determined on the same basis as they are reported by the City Health OPEB Plan. For this purpose, the City Health OPEB Plan recognizes benefit payments when due and payable in accordance with the benefit terms.

The fiduciary net position of the Local Retiree Life Insurance Fund (LRLIF) has been determined using the flow of economic resources measurement focus and the accrual basis of accounting. This includes for purposes of measuring following:

- Net OPEB Liability (Asset);
- Deferred Outflows of Resources and Deferred Inflows of Resources Related to Other Postemployment Benefits; and
- OPEB Expense (Revenue).

Information about the fiduciary net position of the LRLIF and additions to/deductions from LRLIF's fiduciary net position have been determined on the same basis as they are reported by LRLIF. For this purpose, benefit payments (including refunds of member contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Basis for Existing Rates

Water Utility

Current water rates were approved by the Public Service Commission of Wisconsin and placed into effect by the utility on July 1, 2024.

Sewer Utility

Current sewer rates were approved by the city council to be effective as of January 1, 2025.

Stormwater Utility

Current stormwater rates were approved by the city council to be effective as of January 1, 2025.

2. Stewardship, Compliance and Accountability

Excess Expenditures and Other Financing Uses Over Budget

The following funds had significant expenditures and other financing uses over budget:

Funds	Budgeted Expenditures and Other Financing Uses	Actual Expenditures and Other Financing Uses	Excess Expenditures and Other Financing Uses Over Budget
General	$ 10,608,086	$ 10,689,241	$ 81,155
Transportation Improvements	1,090,000	1,188,085	98,085
TIF District No. 6	60,160	276,023	215,863
TIF District No. 9	236,297	4,962,219	4,725,922
EMS	760,950	937,063	176,113
Municipal Airport	102,000	119,586	17,586
Capital Catalyst Grant	1,500	80,300	78,800
Lodging Room Tax	46,600	51,667	5,067
Dwight Foster Public Library	1,022,076	1,076,879	54,803

The City controls expenditures at the department level. Some individual departments experienced expenditures which exceeded appropriations. The detail of those items can be found in the City's year-end budget to actual report.

Deficit Balances

Generally accepted accounting principles require disclosure of individual funds that have deficit balances at year end.

As of December 31, 2025, the following individual funds held a deficit balance:

Fund	Amount	Reason
TIF District No. 9	$ 1,565,631	Excess expenditures over increment
Subsidized Taxi Progam	1,582	Timing difference in funding source

TIF district deficits are anticipated to be funded with future incremental taxes levied over the life of the districts, which is 27 years for the districts created before October 1, 1995, and 23 years for districts created thereafter through September 30, 2004. Beginning October 1, 2004, the life of new districts varies by type of district (20-27 years) and may be extended in some cases. The Subsidized Taxi Program is anticipated to be funded with future grants, contributions, or general tax revenues.

Limitations on the City's Tax Levy

Wisconsin law limits the City's future tax levies. Generally the City is limited to its prior tax levy dollar amount (excluding TIF Districts), increased by the greater of the percentage change in the City's equalized value due to net new construction or zero percent. Changes in debt service from one year to the next are generally exempt from this limit with certain exceptions. The City is required to reduce its allowable levy by the estimated amount of fee revenue it collects for certain services, if those services were funded in 2013 by the property tax levy. Levies can be increased above the allowable limits if the amount is approved by referendum.

3. Detailed Notes on All Funds

Deposits and Investments

The City's deposits and investments at year end were comprised of the following:

	Carrying Value	Bank and Investment Balances	Associated Risks
Deposits	$ 19,492,752	$ 19,509,245	Custodial credit
Mutual funds, bonds	830,466	830,466	Credit, interest rate
Mutual funds, other	1,231,759	1,231,759	N/A
LGIP	9,540,407	9,540,407	Credit
Certificates of deposit (negotiable)	1,853,750	1,853,750	Credit, custodial credit, concentration of credit, interest rate
Equity securities/stocks	980,662	984,467	Custodial credit, concentration of credit
U.S. treasuries	749,012	783,998	Custodial credit, interest rate
Petty cash	659	-	N/A
Total deposits and investments	$ 34,679,467	$ 34,734,092	

Reconciliation to financial statements	
Per statement of net position:	
Unrestricted cash and investments	$ 23,855,159
Restricted cash and investments	1,698,574
Per statement of net position, fiduciary fund:	
Custodial fund	9,125,734
Total deposits and investments	$ 34,679,467

Deposits in each local and area bank are insured by the FDIC in the amount of $250,000 for time and savings accounts (including NOW accounts) and $250,000 for demand deposit accounts (interest-bearing and non-interest-bearing). In addition, if deposits are held in an institution outside of the state in which the government is located, insured amounts are further limited to a total of $250,000 for the combined amount of all deposit accounts.

Bank accounts are also insured by the State Deposit Guarantee Fund in the amount of $1,000,000. However, due to the nature of this fund, recovery of material principal losses may not be significant to individual municipalities. This coverage has been considered in computing custodial credit risk.

The City maintains collateral agreements with its banks. At December 31, 2025, the banks had pledged various government securities in the amount of $17,735,402 to secure the City's deposits.

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The valuation methods for recurring fair value measurements are as follows:

- Market approach, prices or other information from market transactions involving identical assets - used for mutual funds
- Market approach, prices or other information from market transactions involving similar assets - used for equity securities/stocks, U.S. treasuries and certificates of deposits

	December 31, 2025			
Investment Type	**Level 1**	**Level 2**	**Level 3**	**Total**
Mutual funds, bonds	$ 830,466	$ -	$ -	$ 830,466
Mutual funds, other	1,231,759	-	-	1,231,759
Equity securities/stocks	-	980,662	-	980,662
U.S. treasuries	-	749,012	-	749,012
Certificates of deposit (negotiable)	-	1,853,750	-	1,853,750
Total	$ 2,062,225	$ 3,583,424	$ -	$ 5,645,649

Custodial Credit Risk

Deposits

Custodial credit risk is the risk that in the event of a financial institution failure, the City's deposits may not be returned to the City.

The City does not have any deposits exposed to custodial credit risk.

Investments

For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party.

The City does not have any investments exposed to custodial credit risk.

Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations.

As of December 31, 2025, the City's investments were rated as follows:

Investment Type	**Standard & Poors**
Mutual funds, bonds	A+
Certificates of deposit (negotiable)	Not rated

The City also held investments in the following external pool which is not rated:

Local Government Investment Pool (LGIP)

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the value of an investment.

As of December 31, 2025, the City's investments were as follows:

Investment Type	Fair Value	Maturity (in Years) Less Than 1	1-5	6-10
Mutual funds, bonds	$ 830,466	$ -	$ 496,948	$ 333,518
U.S. treasuries	783,998	783,998	-	-
Certificate of deposit (negotiable)	1,853,750	458,050	1,395,700	-
Total	$ 3,468,214	$ 1,242,048	$ 1,892,648	$ 333,518

See Note 1 for further information on deposit and investment policies.

Receivables

Receivables are expected to be collected within one year except for leases reported in the general fund and loan balances reported in the nonmajor funds.

Accounts receivable in the EMS nonmajor fund are offset by an allowance for uncollectible accounts in the amount of $171,913.

Governmental funds report *unavailable* or *unearned revenue* in connection with receivables for revenues that are not considered to be available to liquidate liabilities of the current period. Property taxes levied for the subsequent year are not earned and cannot be used to liquidate liabilities of the current period. Governmental funds also defer revenue recognition in connection with resources that have been received, but not yet earned. At the end of the current fiscal year, the various components of *unavailable revenue* and *unearned revenue* reported in the governmental funds were as follows:

	Unearned	Unavailable
Property taxes receivable for subsequent year	$ 10,856,230	$ -
Lease payments not yet due	385,479	-
EMS receivables not yet available	-	200,046
Total unearned/unavailable revenue for governmental funds	$ 11,241,709	$ 200,046

Restricted Assets

The following represent the balances of the restricted assets:

Long-Term Debt Accounts

Redemption - Used to segregate resources accumulated for debt service payments over the next twelve months.

Equipment Replacement Account

The sewer utility established an equipment replacement account to be used for significant mechanical equipment replacement as required by the Wisconsin Department of Natural Resources.

Following is a list of restricted assets at December 31, 2025:

	Restricted Assets	Liabilities Payable From Restricted Assets	Restricted Net Position
Redemption account	$ 141,908	$ 31,270	$ 110,638
Equipment replacement account	1,556,666	-	1,556,666
Total	$ 1,698,574	$ 31,270	$ 1,667,304

Capital Assets

Capital asset activity for the year ended December 31, 2025, was as follows:

	Beginning Balance	Additions	Deletions	Ending Balance
Governmental Activities				
Capital assets not being depreciated:				
Land	$ 6,471,101	$ -	$ 5,000	$ 6,466,101
Construction in progress	10,738,773	150,785	10,713,773	175,785
Total capital assets not being depreciated	17,209,874	150,785	10,718,773	6,641,886
Capital assets being depreciated:				
Land improvements	3,404,813	97,443	-	3,502,256
Buildings	21,251,738	10,126,247	664,980	30,713,005
Machinery and equipment	12,795,936	897,362	329,073	13,364,225
Infrastructure	25,223,472	3,218,753	109,283	28,332,942
Total capital assets being depreciated	62,675,959	14,339,805	1,103,336	75,912,428
Total capital assets	79,885,833	14,490,590	11,822,109	82,554,314
Less accumulated depreciation for:				
Land improvements	(1,659,342)	(105,732)	2,157	(1,762,917)
Buildings	(12,247,469)	(852,812)	661,754	(12,438,527)
Machinery and equipment	(9,356,033)	(600,581)	337,735	(9,618,879)
Infrastructure	(10,759,258)	(463,632)	114,205	(11,108,685)
Total accumulated depreciation	(34,022,102)	(2,022,757)	1,115,851	(34,929,008)
Net capital assets being depreciated	28,653,857	12,317,048	(12,515)	40,983,420
Total governmental activities capital assets, net as reported in the statement of net position	$ 45,863,731	$ 12,467,833	$ 10,706,258	$ 47,625,306

Depreciation expense was charged to functions as follows:

Governmental Activities	
General government	$ 90,423
Public safety	755,299
Public works	668,065
Culture, recreation and education	469,874
Conservation and development	39,096
Total governmental activities depreciation expense	$ 2,022,757

Business-Type Activities

	Beginning Balance	Additions	Deletions	Ending Balance
Water				
Capital assets not being depreciated:				
Land and land rights	$ 69,046	$ -	$ -	$ 69,046
Construction in progress	55,152	43,826	-	98,978
Total capital assets not being depreciated	124,198	43,826	-	168,024
Capital assets being depreciated:				
Source of supply	159,505	-	-	159,505
Pumping	1,212,081	-	-	1,212,081
Treatment	75,288	-	-	75,288
Transmission and distribution	19,300,527	2,615,783	184,007	21,732,303
Administrative and general assets	1,817,395	438,088	-	2,255,483
Total capital assets being depreciated	22,564,796	3,053,871	184,007	25,434,660
Total capital assets	22,688,994	3,097,697	184,007	25,602,684
Less accumulated depreciation for:				
Source of supply	(159,506)	-	-	(159,506)
Pumping	(869,997)	(27,436)	-	(897,433)
Treatment	(75,288)	-	-	(75,288)
Transmission and distribution	(4,586,339)	(397,675)	184,007	(4,800,007)
Administrative and general assets	(1,309,289)	(89,436)	-	(1,398,725)
Total accumulated depreciation	(7,000,419)	(514,547)	184,007	(7,330,959)
Net capital assets being depreciated	15,564,377	2,539,324	-	18,103,701
Net water capital assets	$ 15,688,575	$ 2,583,150	$ -	$ 18,271,725

	Beginning Balance	Additions	Deletions	Ending Balance
Sewer				
Capital assets not being depreciated:				
Land and land rights	$ 295,079	$ -	$ -	$ 295,079
Construction in progress	-	7,252	-	7,252
Total capital assets not being depreciated	295,079	7,252	-	302,331
Capital assets being depreciated:				
Collection system	13,983,229	2,361,399	14,232	16,330,396
Collection system pumping	606,838	236,944	-	843,782
Treatment and disposal	36,879,694	491,095	188,516	37,182,273
Administrative and general assets	1,875,750	17,665	15,863	1,877,552
Total capital assets being depreciated	53,345,511	3,107,103	218,611	56,234,003
Total capital assets	53,640,590	3,114,355	218,611	56,536,334
Less accumulated depreciation for:				
Sewer plant	(24,580,685)	(1,618,280)	218,611	(25,980,354)
Total accumulated depreciation	(24,580,685)	(1,618,280)	218,611	(25,980,354)
Net capital assets being depreciated	28,764,826	1,488,823	-	30,253,649
Net sewer capital assets	$ 29,059,905	$ 1,496,075	$ -	$ 30,555,980

	Beginning Balance	Additions	Deletions	Ending Balance
Stormwater				
Capital assets being depreciated:				
Stormwater assets	$ 10,504,950	$ 2,587,430	$ 52,434	$ 13,039,946
Total capital assets being depreciated	10,504,950	2,587,430	52,434	13,039,946
Less accumulated depreciation for:				
Stormwater assets	(5,006,164)	(314,908)	52,434	(5,268,638)
Total accumulated depreciation	(5,006,164)	(314,908)	52,434	(5,268,638)
Net capital assets being depreciated	5,498,786	2,272,522	-	7,771,308
Net stormwater capital assets	$ 5,498,786	$ 2,272,522	$ -	$ 7,771,308
Business-type activities capital assets, net as reported in the statement of net position	$ 50,247,266	$ 6,351,747	$ -	$ 56,599,013

Depreciation expense was charged to functions as follows:

Business-Type Activities	
Water	$ 467,175
Sewer	1,618,280
Stormwater	314,908
Total business-type activities, net as reported in the statement of net position expense	$ 2,400,363

Depreciation expense may be different from business-type activity accumulated depreciation additions because of joint metering, salvage, cost of removal, internal allocations or costs associated with the disposal of assets.

Interfund Receivables/Payables, Advances and Transfers

Interfund Receivables/Payables

The following is a schedule of interfund receivables and payables including any overdrafts on pooled cash and investment accounts:

Receivable Fund	Payable Fund	Amount
General fund	EMS	$ 149,903
General fund	Storm utility	10,171
General fund	Water utility	305,442
Total, fund financial statements		465,516
Less fund eliminations		(149,903)
Less interfund advances		(1,000,000)
Total internal balances, government-wide statement of net position		$ (684,387)

Receivable Fund	Payable Fund	Amount
Governmental activities	Business-type activities	$ 315,613
Business-type activities	Governmental activities	(1,000,000)
Total government-wide financial statements		$ (684,387)

All amounts are due within one year.

All interfund balances resulted from the time lag between the dates that (1) interfund goods and services are provided or reimbursable expenditures occur, (2) transactions are recorded in the accounting system and (3) payments between funds are made.

Advances

The general fund and sewer utilty are advancing funds to TIF District No. 9 to fund project plan expenditures prior to recovery through increment revenues. A repayment schedule has been approved by the City Council for the TIF District No. 9 advances. These advances are non-interest bearing. The advance from the general fund will be repaid in annual installments of $125,000 from 2030 through 2034. The advance from the sewer utility is scheduled to be repaid in installments of $111,111 from 2035 through 2043. If increment is sufficient, the advance may be repaid in advance of the schedule.

The following is a schedule of interfund advances:

Receivable Fund	Payable Fund	Amount	Amount Not Due Within One Year
General fund	TIF District No. 9	$ 625,000	$ 625,000
Sewer utility	TIF District No. 9	1,000,000	1,000,000
Total, fund financial statements		1,625,000	
Less fund eliminations		(625,000)	
Less government-wide eliminations		(2,000,000)	
Total, interfund advances		$ (1,000,000)	

Transfers

The following is a schedule of interfund transfers:

Fund Transferred To	Fund Transferred From	Amount	Principal Purpose
General fund	Water utility	$ 305,442	Tax equivalent
General fund	TIF District No. 6	113,166	Administrative costs
General fund	TIF District No. 7	113,166	Administrative costs
General fund	TIF District No. 8	19,875	TID closure refund
General debt service	TIF District No. 6	87,625	TID share of debt service
CDBG	General fund	197,247	Closeout of CDBG fund
Affordable Housing Fund	TIF District No. 8	1,108,438	TIF extension contribution
Dwight Foster Public Library	Library Trust	106,908	Contribute to capital costs
Total, fund financial statements		2,051,867	
Less fund eliminations		(1,746,425)	
Less governmental activities transfer of capital to utilities		(2,715,911)	
Total transfers, government-wide statement of activities		$ (2,410,469)	

Generally, transfers are used to (1) move revenues from the fund that collects them to the fund that the budget requires to expend them, (2) move receipts restricted to debt service from the funds collecting the receipts to the debt service fund and (3) use unrestricted revenues collected in the general fund to finance various programs accounted for in other funds in accordance with budgetary authorizations.

Long-Term Obligations

Long-term obligations activity for the year ended December 31, 2025, was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Amounts Due Within One Year
Governmental Activities					
Bonds and notes payable:					
General obligation debt	$ 21,810,000	$ -	$ 825,000	$ 20,985,000	$ 1,226,000
General obligation notes from direct borrowings and direct placements	1,075,700	-	196,900	878,800	201,900
Note anticipation note	3,500,000	-	-	3,500,000	-
(Discounts)/Premiums	597,259	-	51,620	545,639	-
Total bonds and notes payable	26,982,959	-	1,073,520	25,909,439	1,427,900
Other liabilities:					
Compensated absences*	638,394	-	54,110	584,284	183,041
Total other liabilities	638,394	-	54,110	584,284	183,041
Total governmental activities long-term liabilities	$ 27,621,353	$ -	$ 1,127,630	$ 26,493,723	$ 1,610,941

	Beginning Balance	Increases	Decreases	Ending Balance	Amounts Due Within One Year
Business-Type Activities					
Bonds and notes payable:					
General obligation debt	$ 7,521,000	$ -	$ 432,000	$ 7,089,000	$ 472,000
Revenue bonds	12,708,966	-	658,778	12,050,188	669,035
(Discounts)/Premiums	220,984	-	15,291	205,693	-
Total bonds and notes payable	20,450,950	-	1,106,069	19,344,881	1,141,035
Other liabilities:					
Compensated absences*	208,424	6,627	-	215,051	45,052
Total other liabilities	208,424	6,627	-	215,051	45,052
Total business-type activities long-term liabilities	$ 20,659,374	$ 6,627	$ 1,106,069	$ 19,559,932	$ 1,186,087

*The change in the compensated absences liability is presented as a net change

In accordance with Wisconsin Statutes, total general obligation indebtedness of the City may not exceed 5% of the equalized value of taxable property within the City's jurisdiction. The debt limit as of December 31, 2025, was $77,779,125. Total general obligation debt outstanding at year end was $28,952,800.

General Obligation Debt

All general obligation debt payable is backed by the full faith and credit of the City. Debt in the governmental funds will be retired by future property tax levies or tax increments accumulated by the debt service fund. Business-type activities debt is payable by revenues from user fees of those funds or, if the revenues are not sufficient, by future tax levies.

Governmental Activities **General Obligation Debt**	Date of Issue	Final Maturity	Interest Rates	Original Indebtedness	Balance December 31, 2025
G.O. refunding bonds	05/26/15	02/01/27	1.50-3.00%	$ 990,000	$ 85,000
Promissory note*	06/27/17	03/01/27	2.08	394,000	78,800
G.O. corporate purpose bonds	06/26/18	02/01/38	3.0-4.0	1,580,000	1,000,000
G.O. refunding bonds	11/18/19	08/01/39	3.0	6,985,000	5,380,000
Promissory note*	12/20/19	09/01/29	2.75	950,000	395,000
G.O. refunding bonds	02/22/21	02/01/35	1.79	894,000	660,000
Promissory note*	08/23/21	05/01/31	1.55	675,000	405,000
G.O. refunding bonds	05/24/22	02/01/42	3.10-5.00	2,025,000	1,285,000
G.O. refunding bonds	06/04/24	02/01/44	4.0-5.0	12,760,000	12,575,000
Total governmental activities, general obligation debt					$ 21,863,800

Business-Type Activities General Obligation Debt	Date of Issue	Final Maturity	Interest Rates	Original Indebtedness	Balance December 31, 2025
G.O. refunding bonds	05/26/15	02/01/27	1.50-3.00%	$ 2,055,000	$ 365,000
G.O. corporate purpose bonds	06/26/18	02/01/38	3.0-4.0	2,635,000	1,895,000
G.O. refunding bonds	02/22/21	02/01/35	1.79	180,000	134,000
G.O. refunding bonds	05/24/22	02/01/42	3.1-5.00	250,000	230,000
G.O. refunding bonds	06/04/24	02/01/44	4.0-5.0	4,585,000	4,465,000
Total business-type activities, general obligation debt					$ 7,089,000

* Debt issue is a direct borrowing or direct placement

Debt service requirements to maturity are as follows:

Years	Governmental Activities General Obligation Debt Principal	Governmental Activities General Obligation Debt Interest	Business-Type Activities General Obligation Debt Principal	Business-Type Activities General Obligation Debt Interest
2026	$ 1,226,000	$ 790,646	$ 472,000	$ 269,354
2027	1,297,000	742,470	488,000	252,855
2028	1,308,000	695,351	318,000	239,173
2029	1,364,000	649,620	328,000	227,815
2030	1,371,000	601,202	338,000	216,057
2031-2035	5,874,000	2,326,943	1,920,000	877,484
2036-2040	5,130,000	1,201,109	1,910,000	453,580
2041-2044	3,415,000	276,300	1,315,000	106,312
Total	$ 20,985,000	$ 7,283,641	$ 7,089,000	$ 2,642,630

Years	Governmental Activities Notes From Direct Borrowings and Direct Placements Principal	Governmental Activities Notes From Direct Borrowings and Direct Placements Interest
2026	$ 201,900	$ 16,629
2027	201,900	12,125
2028	167,500	7,983
2029	172,500	4,092
2030	67,500	1,587
2031	67,500	526
Total	$ 878,800	$ 42,942

The City's outstanding debt from direct borrowings and/or direct placements related to governmental activities contain event of default and/or termination provisions with possible finance-related consequences. The 2021 promissory notes contain provisions that include a 5% delinquency penalty and interest rate adjustments to 12% until any delinquent balances are paid. All other direct borrowings of the City contain terms that in the event of default, the unpaid balance shall automatically mature and become immediately due and payable.

Revenue Debt

Business-type activities revenue bonds are payable only from revenues derived from the operation of the sewer utility.

The sewer utility has pledged future sewer revenues, net of specified operating expenses, to repay revenue bonds issued in 2021. Proceeds from the bonds provided financing for the sewer system upgrades. The bonds are payable solely from sewer revenues and are payable through 2041. Annual principal and interest payments on the bonds are expected to require 40% of net revenues. The total principal and interest remaining to be paid on the bonds is $13,612,695. Principal and interest paid for the current year and total customer net revenues were $851,530 and $2,142,894, respectively.

Revenue debt payable at December 31, 2025, consists of the following:

Business-Type Activities Revenue Debt

	Date of Issue	Final Maturity	Interest Rates	Original Indebtedness	Balance December 31, 2025	
Sewer Utility						
2021 Clean Water Fund Loan	07/28/2021	05/01/2041	1.557%	$ 13,857,111	$ 12,050,188	(1)

The City's outstanding revenue debt from direct borrowings and/or direct placements related to business type activities contain event of default and/or termination provisions with possible finance-related consequences. The 2021 Clean Water Fund Loan contains terms that in the event of default, any delinquent amounts may be deducted from any state payments that are due to the municipality.

(1) - During 2021 the utility was authorized to issue $14,125,508 of Sewerage system Clean Water Fund revenue bonds. The original amount reported above has been issued as of December 31, 2025. The repayment schedule is for the amount issued.

Total business-type activities, revenue debt	$ 12,050,188

Debt service requirements to maturity are as follows:

	Business-Type Activities Revenue Debt from Direct Borrowings and Direct Placements	
Years	**Principal**	**Interest**
2026	$ 669,035	$ 182,413
2027	679,452	171,915
2028	690,031	161,254
2029	700,775	150,426
2030	711,686	139,430
2031-2035	3,728,135	526,124
2036-2040	4,027,550	224,378
2041	843,524	6,567
Total	$ 12,050,188	$ 1,562,507

Bond Anticipation Notes

Bond anticipation notes are payable from Note Anticipation Notes (NANs) in the amount of $3,500,000 were issued on March 1, 2024, for purposes of financing TIF District No. 9 infrastructure projects. This NAN will be refinanced in 2026 with future borrowing.

Bond anticipation notes at December 31, 2025, consist of the following:

Governmental Activities Bond Anticipation Notes	Date of Issue	Final Maturity	Interest Rates	Original Indebtedness	Balance December 31, 2025
Note Anticipation Notes, Series 2024B	03/01/2024	02/01/2027	5.00%	$ 3,500,000	$ 3,500,000
Total governmental activities bond anticipation notes					$ 3,500,000

Debt service requirements to maturity are as follows:

Years	Governmental Activities Bond Anticipation Notes Principal	Interest
2026	$ -	$ 175,000
2027	3,500,000	87,500
Total	$ 3,500,000	$ 262,500

Other Debt Information

Estimated payments of compensated absences are not included in the debt service requirement schedules.

Bond Covenant Disclosures

Insurance

The utility is exposed to various risks of loss related to torts, theft of, damage to or destruction of assets, errors and omissions, workers compensation and health care of its employees. These risks are covered through the purchase of commercial insurance, with minimal deductibles. Settled claims have not exceeded coverage in any of the last three years. There were no significant reductions in coverage compared to the prior year.

Debt Coverage

Under terms of the resolutions providing for the issue of revenue bonds, revenues less operating expenses excluding depreciation (defined net earnings) must exceed 1.1 times the highest annual debt service of the bonds. The coverage only includes revenue debt and does not include general obligation or other debt. The coverage requirement was met in 2025 as follows:

Operating revenues	$ 3,981,426
Investment income	156,785
Less operation and maintenance expenses	(1,995,317)
Net defined earnings	$ 2,142,894
Minimum required earnings per resolution:	
Highest annual debt service 2021 CWF bonds	$ 851,530
Coverage factor	1.10
Minimum required earnings	$ 936,683
Actual Debt Coverage	2.52

Lease Disclosures

Lessor - Lease Receivables

Governmental Activities Lease Receivables Description	Date of Inception	Final Maturity	Interest Rates	Receivable Balance December 31, 2025
U.S. Cellular, ground lease	11/11/22	10/26/52	2.01%	$ 385,479
Total governmental activities				$ 385,479

The City recognized $4,183 of lease revenue during the fiscal year.

The City recognized $14,417 of interest revenue during the fiscal year.

Regulated Leases

The City maintains certain regulated leases that, in accordance with GASB No. 87, do not recognize a lease receivable or a deferred inflow of resources. Regulated leases are subject to external laws, regulations, or legal rulings. Hangar rent revenues for the year of $20,881 were recognized in the municipal airport fund.

Net Position/Fund Balances

Net position reported on the government-wide statement of net position at December 31, 2025, includes the following:

Governmental Activities

Net investment in capital assets:	
Land	$ 6,466,101
Construction in progress	175,785
Other capital assets, net of accumulated depreciation	40,983,420
Less long-term debt outstanding	(25,363,800)
Plus noncapital debt proceeds	32,300
Less unamortized debt premium	(545,639)
Total net investment in capital assets	$ 21,748,167

Governmental Funds

Governmental fund balances reported on the fund financial statements at December 31, 2025, include the following:

	General Fund	Transportation Improvements	General Debt Service	TIF District No. 9	Capital Improvements Projects	Nonmajor Funds	Total
Fund Balances							
Nonspendable:							
Prepaid items	$ 256,963	$ -	$ -	$ -	$ -	$ 13,468	$ 270,431
Advance to TIF districts	625,000	-	-	-	-	-	625,000
Land held for resale	492,623	-	-	-	-	-	492,623
Subtotal	1,374,586	-	-	-	-	13,468	1,388,054
Restricted for:							
Library purposes	-	-	-	-	-	1,091,006	1,091,006
Museum purposes	-	-	-	-	-	1,121,720	1,121,720
Debt service	-	-	866,365	-	-	-	866,365
TIF purposes	-	-	-	-	-	1,587,484	1,587,484
Tourism	-	-	-	-	-	156,143	156,143
Grant purposes	-	-	-	-	-	533,366	533,366
Affordable housing	-	-	-	-	-	1,121,352	1,121,352
Subtotal	-	-	866,365	-	-	5,611,071	6,477,436
Committed to:							
Transportation improvements	-	477,336	-	-	-	-	477,336
EMS activities	-	-	-	-	-	217,392	217,392
Subtotal	-	477,336	-	-	-	217,392	694,728
Assigned to:							
PILOT from utility	316,866	-	-	-	-	-	316,866
Deposits	79,323	-	-	-	-	-	79,323
Carryovers to 2026	145,609	-	-	-	-	-	145,609
Fire equipment replacement	320,943	-	-	-	-	-	320,943
Municipal airport	-	-	-	-	-	143,654	143,654
Loan programs	-	-	-	-	-	522,614	522,614
Capital improvements	466,055	-	-	-	859,859	-	1,325,914
Subtotal	1,328,796	-	-	-	859,859	666,268	2,854,923
Unassigned (Deficit)	8,430,977	-	-	(1,565,631)	-	(1,582)	6,863,764
Total fund balances (deficit)	$ 11,134,359	$ 477,336	$ 866,365	$ (1,565,631)	$ 859,859	$ 6,506,617	$ 18,278,905

Business-Type Activities

Net investment in capital assets:	
Land	$ 364,125
Construction in progress	106,230
Other capital assets, net of accumulated depreciation	56,128,658
Less long-term capital debt outstanding	(19,005,188)
Less unamortized debt premium	(205,693)
Add deferred charge on refunding	4,022
Total net investment in capital assets	$ 37,392,154

4. Other Information

Employees' Retirement System

Plan Description

The WRS is a cost-sharing multiple-employer defined benefit pension plan. WRS benefits and other plan provisions are established by Chapter 40 of the Wisconsin Statutes. Benefit terms may only be modified by the legislature. The retirement system is administered by the Wisconsin Department of Employee Trust Funds (ETF). The system provides coverage to all eligible State of Wisconsin, local government and other public employees. All employees, initially employed by a participating WRS employer on or after July 1, 2011, expected to work at least 1,200 hours a year (880 hours for teachers and school district educational support employees) and expected to be employed for at least one year from employee's date of hire are eligible to participate in the WRS.

ETF issues a standalone Annual Comprehensive Financial Report (ACFR), which can be found at https://etf.wi.gov/about-etf/reports-and-studies/financial-reports-and-statements.

Additionally, ETF issued a standalone Wisconsin Retirement System Financial Report, which can also be found using the link above.

Vesting

For employees beginning participation on or after January 1, 1990, and no longer actively employed on or after April 24, 1998, creditable service in each of five years is required for eligibility for a retirement annuity. Participants employed prior to 1990 and on or after April 24, 1998, and prior to July 1, 2011, are immediately vested. Participants who initially became WRS eligible on or after July 1, 2011, must have five years of creditable service to be vested.

Benefits Provided

Employees who retire at or after age 65 (54 for protective occupation employees, 62 for elected officials and executive service retirement participants, if hired on or before 12/31/2016) are entitled to a retirement benefit based on a formula factor, their final average earnings, and creditable service.

Final average earnings is the average of the participant's three highest annual earnings period. Creditable service includes current service and prior service for which a participant received earnings and made contributions as required. Creditable service also includes creditable military service. The retirement benefit will be calculated as a money purchase benefit based on the employee's contributions plus matching employer's contributions, with interest, if that benefit is higher than the formula benefit.

Vested participants may retire at age 55 (50 for protective occupations) and receive an actuarially-reduced benefit. Participants terminating covered employment prior to eligibility for an annuity may either receive employee-required contributions plus interest as a separation benefit or leave contributions on deposit and defer application until eligible to receive a retirement benefit.

The WRS also provides death and disability benefits for employees.

Postretirement Adjustments

The Employee Trust Funds Board may periodically adjust annuity payments from the retirement system based on annual investment performance in accordance with s. 40.27, Wis. Stat. An increase (or decrease) in annuity payments may result when investment gains (losses), together with other actuarial experience factors, create a surplus (shortfall) in the reserves, as determined by the system's consulting actuary. Annuity increases are not based on cost of living or other similar factors. For Core annuities, decreases may be applied only to previously granted increases. By law, Core annuities cannot be reduced to an amount below the original, guaranteed amount (the floor) set at retirement. The Core and Variable annuity adjustments granted during recent years are as follows:

Year	Core Fund Adjustment %	Variable Fund Adjustment %
2015	2.9	2.0
2016	0.5	(5.0)
2017	2.0	4.0
2018	2.4	17.0
2019	0.0	(10.0)
2020	1.7	21.0
2021	5.1	13.0
2022	7.4	15.0
2023	1.6	(21.0)
2024	3.6	15.0

Contributions

Required contributions are determined by an annual actuarial valuation in accordance with Chapter 40 of the Wisconsin Statutes. The employee required contribution is one-half of the actuarially determined contribution rate for General category employees, including Teachers, Executives and Elected Officials. Starting on January 1, 2016, the Executives and Elected Officials category was merged into the General Employee category. Required contributions for protective employees are the same rate as general employees. Employers are required to contribute the remainder of the actuarially determined contribution rate. The employer may not pay the employee required contribution unless provided for by an existing collective bargaining agreement.

During the reporting period, the WRS recognized $732,051 in contributions from the City.

Contribution rates for the plan year reported as of December 31, 2025 are:

Employee Category	Employee	Employer
General (Executives & Elected Officials)	6.90 %	6.90 %
Protective with Social Security	6.90	14.30
Protective without Social Security	6.90	19.10

Pension Liability, Pension Expense (Revenue), Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At December 31, 2025, the City reported a liability of $772,631 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2023 rolled forward to December 31, 2024. No material changes in assumptions or benefit terms occurred between the actuarial valuation date and the measurement date. The City's proportion of the net pension liability was based on the City's share of contributions to the pension plan relative to the contributions of all participating employers. At December 31, 2025, the City's proportion was 0.04702095%, which was an increase of 0.00375548% from its proportion reported as of December 31, 2024.

For the year ended December 31, 2025, the City recognized pension expense (revenue) of $989,833.

At December 31, 2025, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between projected and actual experience	$ 2,399,445	$ 2,254,725
Changes in assumptions	229,254	-
Net differences between projected and actual earnings on pension plan investments	1,174,055	-
Changes in proportion and differences between employer contributions and proportionate share of contributions	9,310	35,226
Employer contributions subsequent to the measurement date	786,847	-
Total	$ 4,598,911	$ 2,289,951

$786,847 reported as deferred outflows of resources related to pension resulting from the WRS Employer's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability (asset) in the year ended December 31, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

Years Ending December 31:	Deferred Outflows of Resources and Deferred Inflows of Resources (Net)
2026	$ 458,773
2027	1,595,769
2028	(404,453)
2029	(127,976)

Actuarial Assumptions

The total pension liability in the actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial Valuation Date:	December 31, 2023
Measurement Date of Net Pension Liability (Asset):	December 31, 2024
Experience Study:	January 1, 2021 - December 31, 2023 Published November 19, 2024
Actuarial Cost Method:	Entry Age Normal
Asset Valuation Method:	Fair Value
Long-Term Expected Rate of Return:	6.8%
Discount Rate:	6.8%
Salary Increases:	
Wage Inflation	3.0%
Seniority/Merit	0.1% - 5.7%
Mortality:	2020 WRS Experience Mortality Table
Postretirement Adjustments*:	1.7%

* *No postretirement adjustment is guaranteed. Actual adjustments are based on recognized investment return, actuarial experience and other factors. 1.7% is the assumed annual adjustment based on the investment return assumption and the postretirement discount rate. Includes the impact of known Market Recognition Account deferred gains/losses on the liability for dividend payments.*

Actuarial assumptions are based upon an experience study conducted in 2024 that covered a three-year period from January 1, 2021 to December 31, 2023. Based on this experience study, actuarial assumptions used to measure the Total Pension Liability changed from prior year, including seniority (merit) and separation rates. The Total Pension Liability for December 31, 2024 is based upon a roll-forward of the liability calculated from the December 31, 2023 actuarial valuation.

Long-Term Expected Return on Plan Assets

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Allocation Targets and Expected Returns* as of December 31, 2024

Core Fund Asset Class	Asset Allocation %	Long-Term Expected Nominal Rate of Return %	Long-Term Expected Real Rate of Return %**
Public Equity	38	7.0	4.3
Public Fixed Income	27	6.1	3.4
Inflation Sensitive	19	4.8	2.1
Real Estate	8	6.5	3.8
Private Equity/Debt	20	9.5	6.7
Leverage***	(12)	3.7	1.1
Total Core Fund	100	7.5	4.8
Variable Fund Asset			
U.S. Equities	70	6.5	3.8
International Equities	30	7.4	4.7
Total Variable Fund	100	6.9	4.2

* *Asset Allocations are managed within established ranges; target percentages may differ from actual monthly allocations*

** *New England Pension Consultants' Long-Term U.S. CPI (Inflation) Forecast: 2.6%*

*** *The investment policy used for the Core Fund involves reducing equity exposure by leveraging lower-volatility assets, such as fixed income securities. Currently, an asset allocation target of 12% policy leverage is used subject to an allowable range of up to 20%.*

Single Discount Rate

A single discount rate of 6.8% was used to measure the total pension liability for the current and prior year. This discount rate is based on the expected rate of return on pension plan investments of 6.8% and a municipal bond rate of 4.08% (Source: "20-Bond GO Index" is the Bond Buyer Index, general obligation, 20 years to maturity, mixed quality as of December 31, 2024. In describing this index, the Bond Buyer notes that the bonds' average quality is roughly equivalent to Moody's Investors Service's Aa2 rating and Standard and Poor's Corp.'s AA.). Because of the unique structure of WRS, the 6.8% expected rate of return implies that a dividend of approximately 1.7% will always be paid. For purposes of the single discount rate, it was assumed that the dividend would always be paid. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments (including expected dividends) of current plan members. Therefore, the investment rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the City's Proportionate Share of the Net Pension Liability (Asset) to Changes in the Discount Rate

The following presents the City's proportionate share of the net pension liability (asset) calculated using the discount rate of 6.80%, as well as what the City's proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower (5.80%) or 1-percentage-point higher (7.80%) than the current rate:

	1% Decrease to Discount Rate (5.8%)	Current Discount Rate (6.8%)	1% Increase to Discount Rate (7.8%)
City's proportionate share of the net pension liability (asset)	$ 7,248,297	$ 772,631	$ (3,828,142)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in separately issued financial statements available at https://etf.wi.gov/about-etf/reports-and-studies/financial-reports-and-statements.

At December 31, 2025, the City reported a payable to the pension plan which represents contractually required contributions outstanding as of the end of the year.

Risk Management

The City is exposed to various risks of loss related to torts; theft of, damage to or destruction of assets; errors and omissions; workers compensation; and health care of its employees. All of these risks are covered through the purchase of commercial insurance, with minimal deductibles. Settled claims have not exceeded the commercial coverage in any of the past three years. There were no significant reductions in coverage compared to the prior year.

Commitments and Contingencies

Claims and judgments are recorded as liabilities if all the conditions of Governmental Accounting Standards Board pronouncements are met. The liability and expenditure for claims and judgments are only reported in governmental funds if it has matured. Claims and judgments are recorded in the government-wide statements and proprietary funds as expenses when the related liabilities are incurred.

From time to time, the City is party to various pending claims and legal proceedings. Although the outcome of such matters cannot be forecasted with certainty, it is the opinion of management and the City attorney that the likelihood is remote that any such claims or proceedings will have a material adverse effect on the City's financial position or results of operations.

The City has received federal and state grants for specific purposes that are subject to review and audit by the grantor agencies. Such audits could lead to requests for reimbursements to the grantor agency for expenditures disallowed under terms of the grants. Management believes such disallowances, if any, would be immaterial.

The City has active construction projects as of December 31, 2025. Work that has been completed on these projects but not yet paid for (including contract retainages) is reflected as accounts payable and expenditures.

Other Postemployment Benefits

The City administers a single-employer defined contribution healthcare plan (the Retiree Health Plan). The plan provides health insurance benefits for eligible retirees and their spouses through the City's group health insurance plan, which covers both active and retired members. Plan provisions and contribution requirements are established and may be amended by the City.

General Information about the OPEB Plan

Plan Description

The City's defined benefit OPEB plan, Retiree Benefits Plan (RBP), provides OPEB for all permanent full-time general and public safety employees of the City. RBP is a single-employer defined benefit OPEB plan administered by the City. Article 11 of the State Compiled Statutes grants the authority to establish and amend the benefit terms and financing requirements to the City Board. No assets are accumulated in a trust that meets the criteria in paragraph 4 of Statement 75.

Benefits Provided

RBP provides healthcare coverage to active employees and retirees at blended premium rates. This results in an other postemployment benefit (OPEB) for the retirees, commonly referred to as an implicit rate subsidy. Retirees participating in the plan contribute 100% of the blended premium. The City, by paying the blended premium for active employees, contributes the difference between the blended premium and the age adjusted premium towards retiree benefits.

Employees Covered by Benefit Terms

At December 31, 2025, the following employees were covered by the benefit terms:

Inactive plan members or beneficiaries currently receiving benefit payments	16
Active plan members	98
Total	114

Total OPEB Liability

The City's total OPEB liability of $399,268 was measured as of December 31, 2024, and was determined by an actuarial valuation as of December 31, 2023.

Actuarial Assumptions and Other Inputs

The total OPEB liability in the actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.5%
Salary increases	3.1-7.8%
Healthcare cost trend rates	7.00% decreasing to 6.50%, then decreasing 0.1% per year to an ultimate rate of 4.50%
Healthcare participation rate	100% of blended premium

The discount rate was updated to 4.28% based on the S&P Municipal Bond 20-year High Grade Index.

Mortality rates were based on the 2020 WRS Experience Tables for Active Employees and Healthy Retirees projected with mortality improvements using the fully generational MP-2021 projection scale from a base year of 2010.

The actuarial assumptions used in the December 31, 2023 valuation were based on the results of an actuarial experience study 2018-20 conducted in 2021 using Wisconsin Retirement System.

Changes in the Total OPEB Liability

	Total OPEB Liability
Balances at December 31, 2024	$ 418,914
Changes for the year:	
Service cost	18,119
Interest	16,702
Differences between expected and actual experience	(27,629)
Changes in assumptions or other inputs	(5,985)
Benefit payments	(20,853)
Net changes	(19,646)
Balances at December 31, 2025	$ 399,268

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability of the City, as well as what the City's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (3.28%) or 1-percentage-point higher (5.28%) than the current discount rate:

	1% Decrease	Discount Rate	1% Increase
Total OPEB liability	$ 421,126	$ 399,268	$ 378,418

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates

The following presents the total OPEB liability of the City, as well as what the City's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower (6.0% decreasing to 3.5%) or 1-percentage-point higher (8.0% decreasing to 5.5%) than the current healthcare cost trend rates:

	1% Decrease	Healthcare Cost Trend Rates	1% Increase
Total OPEB liability	$ 373,811	$ 399,268	$ 427,951

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2025, the City recognized OPEB expense of $14,510. At December 31, 2025, the City reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ 186,070
Changes of assumptions or other inputs	125,543	50,961
City contributions subsequent to the measurement date	15,443	-
Total	$ 140,986	$ 237,031

$15,443 reported as deferred outflows of resources related to OPEB resulting from the RBP employer contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the year ended December 31, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Years Ending December 31:	Amount
2026	$ (23,898)
2027	(23,898)
2028	(21,984)
2029	1,957
2030	827
Thereafter	(44,492)

Local Retiree Life Insurance Fund (LRLIF)

Plan Description

The LRLIF is a multiple-employer, defined benefit OPEB plan. LRLIF benefits and other plan provisions are established by Chapter 40 of the Wisconsin Statutes. The Wisconsin Department of Employee Trust Funds (ETF) and the Group Insurance Board have statutory authority for program administration and oversight. The plan provides postemployment life insurance benefits for all eligible members.

OPEB Plan Fiduciary Net Position.

ETF issues a standalone Annual Comprehensive Financial Report (ACFR), which can be found at https://etf.wi.gov/about-etf/reports-and-studies/financial-reports-and-statements.

Additionally, ETF issued a standalone Retiree Life Insurance Financial Report, which can be found at the link above.

Benefits Provided

The LRLIF plan provides fully paid up life insurance benefits for post-age 64 retired employees and pre-65 retirees who pay for their coverage.

Contributions

The Group Insurance Board approves contribution rates annually, based on recommendations from the insurance carrier. Recommended rates are based on an annual valuation, taking into consideration an estimate of the present value of future benefits and the present value of future contributions. A portion of employer contributions made during a member's working lifetime funds a postretirement benefit.

Employers are required to pay the following contribution based on employee contributions for active members to provide them with Basic Coverage after age 65. There are no employer contributions required for pre-age 65 annuitant coverage. If a member retires prior to age 65, they must continue paying the member premiums until age 65 in order to be eligible for the benefit after age 65.

Contribution rates for the plan year reported as of December 31, 2025 are:

Coverage Type	Employer Contribution
50% Postretirement Coverage	40% of member contribution
25% Postretirement Coverage	20% of member contribution

Member contributions are based upon nine age bands through age 69 and an additional eight age bands for those age 70 and over. Participating members must pay monthly contribution rates per $1,000 of coverage until the age of 65 (age 70 if active). The member contribution rates in effect for the plan year are as listed below:

Life Insurance Member Contribution Rates* for the Plan Year

Attained Age	Basic	Supplemental
Under 30	$0.05	$0.05
30-34	0.06	0.06
35-39	0.07	0.07
40-44	0.08	0.08
45-49	0.12	0.12
50-54	0.22	0.22
55-59	0.39	0.39
60-64	0.49	0.49
65-69	0.57	0.57

*Disabled members under age 70 receive a waiver-of-premium benefit

During the reporting period, the LRLIF recognized $1,553 in contributions from the employer.

OPEB Liabilities, OPEB Expense (Revenue) and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEBs

At December 31, 2025, the City reported a liability of $288,877 for its proportionate share of the net OPEB liability. The net OPEB liability was measured as of December 31, 2024, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of January 1, 2024 rolled forward to December 31, 2024. No material changes in assumptions or benefit terms occurred between the actuarial valuation date and the measurement date. The City's proportion of the net OPEB liability was based on the City's share of contributions to the OPEB plan relative to the contributions of all participating employers. At December 31, 2025, the City's proportion was 0.07383900%, which was a decrease of 0.00107500% from its proportion reported as of December 31, 2024.

For the year ended December 31, 2025, the City recognized OPEB expense (revenue) of $15,578.

At December 31, 2025, the City reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflow of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ 30,052
Net differences between projected and actual earnings on plan investments	3,967	-
Changes in actuarial assumptions	70,882	162,025
Changes in proportion and differences between employer contributions and proportionate share of contributions	19,382	11,977
Employer contributions subsequent to the measurement date	1,514	-
Total	$ 95,745	$ 204,054

$1,514 reported as deferred outflows of resources related to OPEB resulting from the LRLIF Employer's contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability (asset) in the year ended December 31, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Years Ending December 31:	Deferred Outflows of Resources and Deferred Inflows of Resources (Net)
2026	$ (7,409)
2027	(22,021)
2028	(33,398)
2029	(29,732)
2030	(6,684)
Thereafter	(10,579)

Actuarial Assumptions

The total OPEB liability in the actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial Valuation Date:	January 1, 2024
Measurement Date of Net OPEB Liability (Asset)	December 31, 2024
Experience Study:	January 1, 2021-December 31, 2023. Published November 19, 2024
Actuarial Cost Method:	Entry Age Normal
20 Year Tax-Exempt Municipal Bond Yield*	4.08%
Long-Term Expected Rate of Return:	4.25%
Discount Rate:	4.09%
Salary Increases:	
Wage Inflation	3.00%
Seniority/Merit	0.10%-5.7%
Mortality:	2020 WRS Experience Mortality Table

*Based on the Bond Buyers GO 20-Bond Municipal index

Actuarial assumptions are based upon an experience study conducted in 2024 that covered a three-year period from January 1, 2021 to December 31, 2023. The Total OPEB Liability for December 31, 2024 is based upon a roll-forward of the liability calculated from the January 1, 2024 actuarial valuation.

Long-Term Expected Return on Plan Assets

The long-term expected rate of return is determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. Investments for the LRLIF are held with Securian, the insurance carrier. Interest is calculated and credited to the LRLIF based on the rate of return for a segment of the insurance carriers' general fund, specifically 10-year A-Bonds (as a proxy, and not tied to any specific investments). The overall aggregate interest rate is calculated using a tiered approach based on the year the funds were originally invested and the rate of return for that year. Investment interest is credited based on the aggregate rate of return and assets are not adjusted to fair market value. Furthermore, the insurance carrier guarantees the principal amounts of the reserves, including all interest previously credited thereto.

State OPEB Life Insurance
Asset Allocation Targets and Expected Returns
As of December 31, 2024

Asset Class	Index	Target Allocation	Long-Term Expected Geometric Real Rate of Return
U.S. Intermediate Credit Bonds	Bloomberg U.S. Interm Credit	40.00%	2.41%
U.S. Mortgages	Bloomberg U.S. MBS	60.00	2.71
Inflation			2.30
Long-Term Expected Rate of Return			4.25

Single Discount Rate

A single discount rate of 4.09% was used to measure the total OPEB liability for the current year, as opposed to a discount rate of 3.32% for the prior year. The significant change in the discount rate was primarily caused by the increase in the municipal bond rate from 3.26% as of December 31, 2023 to 4.08% as of December 31, 2024. The Plan's fiduciary net position was projected to be insufficient to make all projected future benefit payments of current active and inactive members. Therefore, the discount rate for calculating the total OPEB liability is equal to the single equivalent rate that results in the same actuarial present value as the long-term expected rate of return applied to benefit payments, to the extent that the plan's fiduciary net position is projected to be sufficient to make projected benefit payments, and the municipal bond rate applied to benefit payment to the extent that the plan's fiduciary net position is projected to be insufficient. The plan's fiduciary net position was projected to be available to make projected future benefit payments of current plan members through December 31, 2037.

The projection of cash flows used to determine the single discount rate assumed that employer contributions will be made according to the current employer contribution schedule and that contributions are made by plan members retiring prior to age 65.

Sensitivity of the City's Proportionate Share of the Net OPEB Liability (Asset) to Changes in the Discount Rate

The following presents the City's proportionate share of the net OPEB liability (asset) calculated using the discount rate of 4.09%, as well as what the City's proportionate share of the net OPEB liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower (3.09%) or 1-percentage-point higher (5.09%) than the current rate:

	1% Decrease to Discount Rate (3.09%)	Current Discount Rate (4.09%)	1% Increase to Discount Rate (5.09%)
City's proportionate share of the net OPEB liability	$ 386,125	$ 288,877	$ 213,939

At December 31, 2025, the City reported a payable to the OPEB plan, which represents contractually required contributions outstanding as of the end of the year.

Subsequent Events

On February 23, 2026, the City issued $6,705,000 of General Obligation Promissory Notes. The proceeds of the notes will be used to finance capital improvement projects included in the City’s 2026–2027 capital improvement plan and to current refund certain outstanding obligations.

On March 17, 2026, the City adopted resolutions to terminate TIF Districts No. 6 and TID No. 7, as all project costs had been recovered and statutory requirements for closure were met.

Economic Dependency

Sewer Utility

The sewer utility has two significant customers who were responsible for 44% of operating revenues in 2025.

Effect of New Accounting Standards on Current-Period Financial Statements

The Governmental Accounting Standards Board (GASB) has approved the following:

- Statement No. 103, *Financial Reporting Model Improvements*
- Statement No. 104, *Disclosure of Certain Capital Assets*
- Statement No. 105, *Subsequent Events*

When they become effective, application of these standards may restate portions of these financial statements.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual - General Fund
Year Ended December 31, 2025

	Budgeted Amounts			
	Original	Final	Actual	Variance With Final Budget
Revenues				
Taxes				
General property taxes	$ 5,998,474	$ 5,998,474	$ 5,998,474	$ -
Interest and penalties on taxes	150	150	21	(129)
Payments in lieu of taxes	43,142	43,142	43,781	639
Total taxes	6,041,766	6,041,766	6,042,276	510
Intergovernmental Revenues				
Federal aid, law enforcement	-	-	2,172	2,172
State aid, law enforcement	-	-	6,400	6,400
State shared revenues	1,333,017	1,333,017	1,322,486	(10,531)
Fire insurance tax (2% fire dues)	56,000	56,000	61,310	5,310
Other state shared taxes	47,958	47,958	47,959	1
Personal property aids	142,762	142,762	142,763	1
Video service provider aid	31,658	31,658	31,659	1
State aid, general transportation aids	620,735	620,735	620,194	(541)
State aid, connecting streets	135,941	135,942	135,942	-
State aid - local road improvement	-	-	23,911	23,911
State aid, recycling	35,200	35,200	35,177	(23)
School resource officer	62,174	62,174	60,204	(1,970)
Payments for municipal services	2,030	2,030	2,030	-
Compost site, town	8,500	8,500	8,500	-
Total intergovernmental revenues	2,475,975	2,475,976	2,500,707	24,731
Licenses and Permits				
Liquor and malt beverage licenses	36,000	36,000	25,730	(10,270)
Operators' license	3,000	3,000	2,800	(200)
Cigarette licenses	1,900	1,900	1,900	-
Other business and occupational licenses	1,000	1,000	3,315	2,315
Cable television franchise fees	126,000	126,000	97,491	(28,509)
Bicycle licenses	100	100	150	50
Dog and cat licenses	20,000	20,000	20,256	256
Building permits	95,000	95,000	118,049	23,049
Electrical permits	30,000	30,000	48,425	18,425
Plumbing permits	8,000	8,000	21,356	13,356
Other permits	5,000	5,000	90,162	85,162
Zoning permits and fees	7,500	7,500	11,980	4,480
Total licenses and permits	333,500	333,500	441,614	108,114
Fines and Forfeitures				
Court penalties and costs	145,000	145,000	156,031	11,031
Parking violations	33,000	33,000	33,159	159
Total fines and forfeitures	178,000	178,000	189,190	11,190

See notes to required supplementary information

Schedule of Revenues, Expenditures and Changesin Fund Balance - Budget and Actual -
General Fund
Year Ended December 31, 2025

	Budgeted Amounts			
	Original	Final	Actual	Variance With Final Budget
Public Charges for Services				
General government	$ 2,500	$ 2,500	$ 8,854	$ 6,354
Law enforcement fees	5,000	5,000	2,728	(2,272)
Fire protection fees	-	-	103,598	103,598
Street related facilities	35,000	35,000	34,613	(387)
Parking lots, ramps and meters	110	110	50	(60)
Weed and nuisance control	2,000	2,000	787	(1,213)
Recreation programs	95,000	95,000	91,101	(3,899)
Museum	-	-	33,016	33,016
Swimming areas	168,000	168,000	180,153	12,153
Community center	2,500	2,500	1,837	(663)
Conservation and development	5,500	5,500	5,913	413
Economic development	2,500	2,500	(2,500)	(5,000)
Fiber	8,500	8,500	8,500	-
Total public charges for services	326,610	326,610	468,650	142,040
Intergovernmental Charges for Services				
Local, fire services	264,818	264,818	300,140	35,322
Investment Income				
Interest on investments	486,770	486,770	881,723	394,953
Interest on promissory notes	11,560	11,560	11,554	(6)
Total investment income	498,330	498,330	893,277	394,947
Miscellaneous				
Rent	23,300	23,300	13,034	(10,266)
Donations	-	18,993	18,993	-
Refund of prior year expenditures	-	-	1,357	1,357
Other miscellaneous	10,200	10,200	247,120	236,920
Insurance recoveries	-	-	3,077	3,077
Total miscellaneous	33,500	52,493	283,581	231,088
Total revenues	10,152,499	10,171,493	11,119,435	947,942

See notes to required supplementary information

Schedule of Revenues, Expenditures and Changesin Fund Balance - Budget and Actual -
General Fund
Year Ended December 31, 2025

	Budgeted Amounts			
	Original	Final	Actual	Variance With Final Budget
Expenditures				
General Government				
Council	$ 31,895	$ 31,895	$ 28,534	$ 3,361
Municipal court	78,100	78,100	68,819	9,281
Legal	40,625	40,625	40,366	259
City manager	106,402	106,402	114,880	(8,478)
Clerk	129,065	129,065	135,394	(6,329)
Labor relations	7,500	7,500	434	7,066
Board of review	51,000	51,000	48,187	2,813
Independent auditing	45,000	45,000	49,064	(4,064)
General buildings/plant/hall	57,257	57,257	53,244	4,013
Illegal taxes and refunds	100	100	16,318	(16,218)
Property and liability insurance	85,000	85,000	84,238	762
Law enforcement insurance	115,000	115,000	98,893	16,107
Other insurance	43,100	43,100	36,922	6,178
Health insurance	170,700	267,294	114,137	153,157
Manufacturing property assessment fees	4,000	4,000	3,949	51
Unemployment compensation costs	6,500	6,500	16,132	(9,632)
Contingency, health insurance	56,000	56,000	54,992	1,008
Other general government	3,000	3,000	2,113	887
Total general government	1,030,244	1,126,838	966,616	160,222
Public Safety				
Police	2,372,900	2,380,893	2,348,918	31,975
Crossing guards	24,600	24,600	15,928	8,672
Fire protection	1,171,500	1,171,500	1,212,295	(40,795)
Hydrant rental	1,500	1,500	299	1,201
Building inspection	107,700	107,700	109,301	(1,601)
Electrical inspection	47,106	47,106	46,699	407
Sealer of weights and measures	4,500	4,500	4,500	-
Civil defense	4,000	4,000	1,171	2,829
Emergency government	9,260	9,260	8,415	845
Other public safety	1,276,575	1,276,575	1,305,371	(28,796)
Total public safety	5,019,641	5,027,634	5,052,897	(25,263)

See notes to required supplementary information

Schedule of Revenues, Expenditures and Changesin Fund Balance - Budget and Actual - General Fund
Year Ended December 31, 2025

	Budgeted Amounts			
	Original	Final	Actual	Variance With Final Budget
Public Works				
Public works/highway administration	$ 284,165	$ 284,165	$ 243,297	$ 40,868
Engineering	86,705	86,705	118,212	(31,507)
Machinery operation and maintenance	290,000	290,000	263,959	26,041
Garages and sheds	214,200	214,200	258,384	(44,184)
Highway and street maintenance	179,000	179,000	173,373	5,627
Curb and gutter	4,200	4,200	18,949	(14,749)
Tree and brush removal	6,000	6,000	5,225	775
Traffic control	87,700	87,700	61,196	26,504
Snow and ice control	209,000	209,000	176,585	32,415
Street lighting	307,000	307,000	313,960	(6,960)
Sidewalks	14,000	14,000	12,548	1,452
Parking facilities	9,600	9,600	11,814	(2,214)
Refuse and garbage collection	607,028	607,028	602,948	4,080
Recycling	179,511	179,511	188,053	(8,542)
Composting facility	29,500	29,500	42,105	(12,605)
Total public works	2,507,609	2,507,609	2,490,608	17,001
Health and Human Services				
Animal control	34,000	34,000	33,644	356
Culture, Recreation and Education				
Museum	182,245	193,245	201,707	(8,462)
Community center	71,291	71,291	65,221	6,070
Senior citizens' center	98,206	98,206	95,338	2,868
Recreation administration	286,681	286,681	265,430	21,251
Recreation facilities	267,950	267,950	268,452	(502)
Celebration and entertainment	31,700	31,700	30,400	1,300
Parks	386,575	386,575	390,473	(3,898)
Other culture	320,087	320,087	342,585	(22,498)
Total culture, recreation and education	1,644,735	1,655,735	1,659,606	(3,871)
Conservation and Development				
Forestry	163,500	163,500	129,370	34,130
Industrial development	24,000	24,000	53,441	(29,441)
Other conservation and development	68,770	68,770	55,671	13,099
Total conservation and development	256,270	256,270	238,482	17,788

See notes to required supplementary information

City of Fort Atkinson

Schedule of Revenues, Expenditures and Changesin Fund Balance - Budget and Actual -
General Fund
Year Ended December 31, 2025

	Budgeted Amounts			
	Original	Final	Actual	Variance With Final Budget
Capital Outlay				
Other conservation and development	$ -	$ -	$ 50,141	$ (50,141)
Total expenditures	10,492,499	10,608,086	10,491,994	116,092
Excess (deficiency) of revenues over (under) expenditures	(340,000)	(436,593)	627,441	1,064,034
Other Financing Sources (Uses)				
Transfers in	340,000	340,000	551,649	211,649
Transfers out	-	-	(197,247)	(197,247)
Total other financing sources (uses)	340,000	340,000	354,402	14,402
Net change in fund balance	-	(96,593)	981,843	1,078,436
Fund Balance, Beginning	10,152,516	10,152,516	10,152,516	-
Fund Balance, Ending	$ 10,152,516	$ 10,055,923	$ 11,134,359	$ 1,078,436

See notes to required supplementary information

City of Fort Atkinson

Schedule of Revenues, Expenditures and Changes in Fund Balance - Budget and Actual -
Transportation Improvements
Year Ended December 31, 2025

	Budgeted Amounts			
	Original	Final	Actual	Variance With Final Budget
Revenues				
Taxes				
General property taxes	$ 500,000	$ 500,000	$ 500,000	$ -
Motor vehicle registration fee	210,000	210,000	236,061	26,061
Total taxes	710,000	710,000	736,061	26,061
Intergovernmental				
State LRIP - capital	-	-	64,441	64,441
Total revenues	710,000	710,000	800,502	90,502
Expenditures				
Capital Outlay				
Capital outlay	1,090,000	1,090,000	1,188,085	(98,085)
Total expenditures	1,090,000	1,090,000	1,188,085	(98,085)
Excess (deficiency) of revenues over (under) expenditures	(380,000)	(380,000)	(387,583)	(7,583)
Other Financing Sources				
Debt issued	208,700	208,700	-	(208,700)
Total other financing sources	208,700	208,700	-	(208,700)
Net change in fund balance	(171,300)	(171,300)	(387,583)	(216,283)
Fund Balance, Beginning	864,919	864,919	864,919	-
Fund Balance, Ending	$ 693,619	$ 693,619	$ 477,336	$ (216,283)

See notes to required supplementary information

Schedule of Proportionate Share of the Net Pension Liability (Asset) -
Wisconsin Retirement System
Year Ended December 31, 2025

City Fiscal Year Ending	Proportionate of the Net Pension Liability (Asset)	Proportionate Share of the Net Pension Liability (Asset)	Covered Payroll	Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
12/31/25	0.04702095%	$ 772,631	$ 6,548,957	11.80%	98.79%
12/31/24	0.04326547%	643,276	6,381,254	10.08%	98.85%
12/31/23	0.03936071%	2,085,213	5,280,272	39.49%	95.72%
12/31/22	0.03943484%	(3,178,520)	5,119,614	62.09%	106.02%
12/31/21	0.03945772%	(2,463,400)	5,185,422	47.51%	105.26%
12/31/20	0.03895124%	(1,255,965)	5,082,878	24.71%	102.96%
12/31/19	0.03824638%	1,360,686	4,816,488	28.25%	96.45%
12/31/18	0.03768448%	(1,118,896)	4,673,410	23.94%	102.93%
12/31/17	0.03713569%	306,087	4,580,496	6.68%	99.12%
12/31/16	0.03728650%	605,898	4,538,005	13.35%	98.20%

Schedule of Employer Contributions - Wisconsin Retirement System
Year Ended December 31, 2025

City Fiscal Year Ending	Contractually Required Contributions	Contributions in Relation to the Contractually Required Contributions	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
12/31/25	$ 786,847	$ 786,847	$ -	$ 6,862,057	11.47%
12/31/24	738,424	738,424	-	6,582,540	11.22%
12/31/23	672,175	672,175	-	6,382,100	10.53%
12/31/22	460,311	460,311	-	5,267,447	8.74%
12/31/21	452,309	452,309	-	5,119,614	8.83%
12/31/20	452,027	452,027	-	5,185,422	8.72%
12/31/19	412,584	412,584	-	5,082,878	8.12%
12/31/18	387,884	387,884	-	4,817,138	8.05%
12/31/17	398,149	398,149	-	4,673,418	8.52%
12/31/16	361,620	361,620	-	4,580,496	7.89%

See notes to required supplementary information

Schedule of Proportionate Share of the Net Insurance OPEB Liability -
Local Retiree Life Insurance Fund
Year Ended December 31, 2025

City Fiscal Year Ending	Proportionate of the Net OPEB Liability	Proportionate Share of the Net OPEB Liability	Covered Payroll	Proportionate Share of the Net OPEB Liability as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability
12/31/25	0.07383900%	$ 288,877	$ 4,957,000	5.83%	37.20%
12/31/24	0.07491400%	344,653	4,422,000	7.79%	33.90%
12/31/23	0.07170800%	273,195	3,986,000	6.85%	38.81%
12/31/22	0.06998700%	413,649	4,124,000	10.03%	29.57%
12/31/21	0.07418600%	408,077	3,950,000	10.33%	31.36%
12/31/20	0.07190600%	306,190	3,798,000	8.06%	37.58%
12/31/19	0.06893300%	177,870	3,625,000	4.91%	48.69%
12/31/18	0.07056300%	212,294	2,967,376	7.15%	44.81%

Schedule of Employer Contributions - Local Retiree Life Insurance Fund
Year Ended December 31, 2025

City Fiscal Year Ending	Contractually Required Contributions	Contributions in Relation to the Contractually Required Contributions	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
12/31/25	$ 1,514	$ 1,514	$ -	$ 5,692,416	0.03%
12/31/24	1,567	1,567	-	5,502,136	0.03%
12/31/23	1,541	1,541	-	5,010,569	0.03%
12/31/22	1,444	1,444	-	4,253,378	0.03%
12/31/21	1,401	1,401	-	4,090,835	0.03%
12/31/20	1,467	1,467	-	4,101,987	0.04%
12/31/19	1,433	1,433	-	3,871,256	0.04%
12/31/18	1,335	1,335	-	2,919,583	0.05%

See notes to required supplementary information

City of Fort Atkinson

Schedule of Changes in Employer's Total OPEB Liability and Related Ratios ·
Health Insurance
Year Ended December 31, 2025

	2025	2024	2023	2022	2021	2020	2019	2018
Total OPEB Liability								
Service cost	$ 18,119	$ 14,806	$ 20,080	$ 18,807	$ 17,039	$ 18,641	$ 20,221	$ 20,221
Interest	16,702	20,240	11,324	8,628	10,206	22,555	19,822	19,852
Changes of benefit terms	-	-	-	-	-	-	-	-
Differences between expected and actual experience	(27,629)	(89,720)	(27,886)	(3,519)	-	(206,641)	-	-
Changes of assumptions	(5,985)	18,108	(58,191)	191,745	10,202	(8,832)	(17,262)	-
Benefit payments	(20,853)	(26,728)	(38,557)	(28,530)	(23,472)	(11,905)	(37,004)	(44,860)
Net change in total OPEB liability	(19,646)	(63,294)	(93,230)	187,131	13,975	(186,182)	(14,223)	(4,787)
Total OPEB Liability, Beginning	418,914	482,208	575,438	388,307	374,332	560,514	574,737	579,524
Total OPEB Liability, Ending	$ 399,268	$ 418,914	$ 482,208	$ 575,438	$ 388,307	$ 374,332	$ 560,514	$ 574,737
Covered, Employee Payroll	$ 6,448,275	$ 6,448,275	$ 4,825,523	$ 4,825,523	$ 5,036,448	$ 5,036,448	$ 4,461,015	$ 4,461,015
Total OPEB Liability as a Percentage of Covered, Employee Payroll	6.19%	6.50%	9.99%	11.92%	7.71%	7.43%	12.56%	12.88%

Notes to Schedule:

The amounts presented for each fiscal year were determined as of the calendar-year end prior to the year reported.

Benefit changes. There were no changes to the benefits.

Changes of assumptions. The discount rate assumption was changed from 4.0% to 4.28% for the current year.

No assets are accumulated in a trust that meets the criteria in paragraph 4 of Statement 75.

Note: this schedule is to show information for 10 years. However, accounting standards allow the presentation of as many years as are available until 10 years are presented.

See notes to required supplementary information

Budgetary Information

Budgetary information is derived from the annual operating budget and is presented using the same basis of accounting for each fund as described in Note 1.

The budgeted amounts presented include any amendments made. The City may authorize transfers of budgeted amounts within departments. Transfers between departments and changes to the overall budget must be approved by a two-thirds council action.

Appropriations lapse at year end unless specifically carried over. Carryovers to the following year were $145,609. Budgets are adopted at the department level of expenditure.

Wisconsin Retirement System

The amounts determined for each fiscal year were determined as of the calendar year-end and occurred within the fiscal year.

Changes in benefit terms. There were no changes of benefit terms for any participating employer in the Wisconsin Retirement System.

Changes in assumptions. Based on a three-year experience study conducted in 2021 covering January 1, 2018 through December 31, 2020, the ETF Board adopted assumption changes that were used to measure the total pension liability beginning with the year-end December 31, 2021, including the following:

- Lowering the long-term expected rate of return from 7.0% to 6.8%
- Lowering the discount rate from 7.0% to 6.8%
- Lowering the price inflation rate from 2.5% to 2.4%
- Lowering the postretirement adjustments from 1.9% to 1.7%
- Mortality assumptions were changed to reflect updated trends by transitioning from the Wisconsin 2018 Mortality Table to the 2020 WRS Experience Mortality Table

Based on a three-year experience study conducted in 2018 covering January 1, 2015 through December 31, 2017, the ETF Board adopted assumption changes that were used to measure the total pension liability beginning with the year-ended December 31, 2018, including the following:

- Lowering the long-term expected rate of return from 7.2% to 7.0%
- Lowering the discount rate from 7.2% to 7.0%
- Lowering the wage inflation rate from 3.2% to 3.0%
- Lowering the price inflation rate from 2.7% to 2.5%
- Lowering the postretirement adjustments from 2.1% to 1.9%
- Mortality assumptions were changed to reflect updated trends by transitioning from the Wisconsin 2012 Mortality Table to the Wisconsin 2018 Mortality Table

Local Retiree Life Insurance Fund

The amounts determined for each fiscal year were determined as of the calendar year-end and occurred within the fiscal year.

The City is required to present the last ten years of data; however, accounting standards allow the presentation of as many years as are available until ten fiscal years are presented.

Changes in benefit terms. There were no changes of benefit terms for any participating employer in LRLIF.

Changes in assumptions. In addition to the rate changes detailed in the tables above, the State of Wisconsin Employee Trust Fund Board adopted economic and demographic assumption changes based on a three year experience study performed for the Wisconsin Retirement System. These assumptions are used in the actuarial valuations of OPEB liabilities (assets) for the retiree life insurance programs and are summarized below.

The assumption changes that were used to measure the December 31, 2021 total OPEB liabilities, including the following:

- Lowering the price inflation rate from 2.5% to 2.4%
- Mortality assumptions were changed to reflect updated trends by transitioning from the Wisconsin 2018 Mortality Table to the 2020 WRS Experience Mortality Table

The assumption changes that were used to measure the December 31, 2018 total OPEB liabilities, including the following:

- Lowering the long-term expected rate of return from 5.00% to 4.25%
- Lowering the wage inflation rate from 3.2% to 3.0%
- Lowering the price inflation rate from 2.7% to 2.5%
- Mortality assumptions were changed to reflect updated trends by transitioning from the Wisconsin 2012 Mortality Table to the Wisconsin 2018 Mortality Table

SUPPLEMENTARY INFORMATION

City of Fort Atkinson

Combining Balance Sheet -
Nonmajor Governmental Funds
December 31, 2025

	Special Revenue Funds				
	Wisconsin Development Fund	Library Trust	Museum Trust	EMS	Lodging Room Tax
Assets					
Cash and investments	$ 522,614	$ 1,001,422	$ 1,121,720	$ -	$ 141,754
Receivables (net):					
Taxes	-	-	-	-	-
Accounts	-	-	-	571,847	57,155
Loans	-	-	-	-	-
Prepaid items	-	-	-	770	392
Total assets	$ 522,614	$ 1,001,422	$ 1,121,720	$ 572,617	$ 199,301
Liabilities, Deferred Inflows of Resources and Fund Balances					
Liabilities					
Accounts payable	$ -	$ -	$ -	$ 4,506	$ 42,766
Due to other funds	-	-	-	149,903	-
Total liabilities	-	-	-	154,409	42,766
Deferred Inflows of Resources					
Unearned revenues	-	-	-	-	-
Unavailable revenues	-	-	-	200,046	-
Total deferred inflows of resources	-	-	-	200,046	-
Fund Balances (Deficit)					
Nonspendable	-	-	-	770	392
Restricted	-	1,001,422	1,121,720	-	156,143
Committed	-	-	-	217,392	-
Assigned	522,614	-	-	-	-
Unassigned (deficit)	-	-	-	-	-
Total fund balances (deficit)	522,614	1,001,422	1,121,720	218,162	156,535
Total liabilities, deferred inflows of resources and fund balances	$ 522,614	$ 1,001,422	$ 1,121,720	$ 572,617	$ 199,301

Special Revenue Funds						
Dwight Foster Public Library	Subsidized Taxi Program	CDBG	Municipal Airport	Capital Catalyst Grant	Affordable Housing Fund
$ 106,055	$ 69,225	$ -	$ 143,085	$ 177,000	$ 1,121,352
637,000	-	-	-	-	-
-	-	-	996	643	-
-	-	-	-	355,723	-
1,842	-	-	10,464	-	-
$ 744,897	$ 69,225	$ -	$ 154,545	$ 533,366	$ 1,121,352
$ 16,471	$ 70,807	$ -	$ 427	$ -	$ -
-	-	-	-	-	-
16,471	70,807	-	427	-	-
637,000	-	-	-	-	-
-	-	-	-	-	-
637,000	-	-	-	-	-
1,842	-	-	10,464	-	-
89,584	-	-	-	533,366	1,121,352
-	-	-	-	-	-
-	-	-	143,654	-	-
-	(1,582)	-	-	-	-
91,426	(1,582)	-	154,118	533,366	1,121,352
$ 744,897	$ 69,225	$ -	$ 154,545	$ 533,366	$ 1,121,352

Combining Balance Sheet -
Nonmajor Governmental Funds
December 31, 2025

	Capital Projects Funds				
	TIF District No. 6	TIF District No. 7	TIF District No. 8	TIF District No. 10	Total Nonmajor Governmental Funds
Assets					
Cash and investments	$ 1,296,926	$ 282,135	$ -	$ 4,322	$ 5,987,610
Receivables (net):					
Taxes	146,730	421,494	-	113,559	1,318,783
Accounts	4,101	-	-	-	634,742
Loans	-	-	-	-	355,723
Prepaid items	-	-	-	-	13,468
Total assets	$ 1,447,757	$ 703,629	$ -	$ 117,881	$ 8,310,326
Liabilities, Deferred Inflows of Resources and Fund Balances					
Liabilities					
Accounts payable	$ -	$ -	$ -	$ -	$ 134,977
Due to other funds	-	-	-	-	149,903
Total liabilities	-	-	-	-	284,880
Deferred Inflows of Resources					
Unearned revenues	146,730	421,494	-	113,559	1,318,783
Unavailable revenues	-	-	-	-	200,046
Total deferred inflows of resources	146,730	421,494	-	113,559	1,518,829
Fund Balances (Deficit)					
Nonspendable	-	-	-	-	13,468
Restricted	1,301,027	282,135	-	4,322	5,611,071
Committed	-	-	-	-	217,392
Assigned	-	-	-	-	666,268
Unassigned (deficit)	-	-	-	-	(1,582)
Total fund balances (deficit)	1,301,027	282,135	-	4,322	6,506,617
Total liabilities, deferred inflows of resources and fund balances	$ 1,447,757	$ 703,629	$ -	$ 117,881	$ 8,310,326

City of Fort Atkinson

Combining Statement of Revenues, Expenditures and Changes in Fund Balances -
Nonmajor Governmental Funds
Year Ended December 31, 2025

	Special Revenue Funds				
	Wisconsin Development Fund	Library Trust	Museum Trust	EMS	Lodging Room Tax
Revenues					
Taxes	$ -	$ -	$ -	$ -	$ 69,885
Intergovernmental	-	-	-	-	-
Public charges for services	-	-	-	1,106,258	-
Intergovernmental charges for services	-	-	-	73,569	-
Investment income	1,696	135,226	137,434	-	-
Miscellaneous	-	180,646	-	-	-
Total revenues	1,696	315,872	137,434	1,179,827	69,885
Expenditures					
Current:					
General government	-	-	-	-	29,319
Public safety	-	-	-	937,063	-
Culture, recreation and education	-	78,171	35,448	-	-
Conservation and development	(2,500)	-	-	-	22,348
Capital outlay	-	-	-	-	-
Debt service:					
Principal	-	-	-	-	-
Interest and fiscal charges	-	-	-	-	-
Total expenditures	(2,500)	78,171	35,448	937,063	51,667
Excess (deficiency) of revenues over expenditures	4,196	237,701	101,986	242,764	18,218
Other Financing Sources (Uses)					
Transfers in	-	-	-	-	-
Transfers out	-	(106,908)	-	-	-
Sales of fixed assets	-	-	-	-	-
Total other financing sources (uses)	-	(106,908)	-	-	-
Net change in fund balances	4,196	130,793	101,986	242,764	18,218
Fund Balances (Deficit), Beginning	518,418	870,629	1,019,734	(24,602)	138,317
Fund Balances (Deficit), Ending	$ 522,614	$ 1,001,422	$ 1,121,720	$ 218,162	$ 156,535

Special Revenue Funds						
Dwight Foster Public Library	Subsidized Taxi Program	CDBG	Municipal Airport	Capital Catalyst Grant	Affordable Housing Fund
$ 624,000	$ -	$ -	$ -	$ -	$ -
317,599	101,310	-	-	-	-
9,430	-	-	144,388	-	-
-	-	-	-	-	-
-	-	-	-	7,907	12,914
28,674	-	-	-	-	-
979,703	101,310	-	144,388	7,907	12,914
-	-	-	119,586	3,800	-
-	-	-	-	-	-
969,971	-	-	-	-	-
-	196,880	-	-	76,500	-
106,908	-	5,750	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1,076,879	196,880	5,750	119,586	80,300	-
(97,176)	(95,570)	(5,750)	24,802	(72,393)	12,914
106,908	-	197,247	-	-	1,108,438
-	-	-	-	-	-
-	6,128	-	-	-	-
106,908	6,128	197,247	-	-	1,108,438
9,732	(89,442)	191,497	24,802	(72,393)	1,121,352
81,694	87,860	(191,497)	129,316	605,759	-
$ 91,426	$ (1,582)	$ -	$ 154,118	$ 533,366	$ 1,121,352

Combining Statement of Revenues, Expenditures and Changes in Fund Balances -
Nonmajor Governmental Funds
Year Ended December 31, 2025

	Capital Projects Funds				
	TIF District No. 6	TIF District No. 7	TIF District No. 8	TIF District No. 10	Total Nonmajor Governmental Funds
Revenues					
Taxes	$ 137,071	$ 388,941	$ 1,108,438	$ 38,339	$ 2,366,674
Intergovernmental	4,767	15,466	63,245	-	502,387
Public charges for services	-	-	-	-	1,260,076
Intergovernmental charges for services	-	-	-	-	73,569
Investment income	37,471	55	-	265	332,968
Miscellaneous	11,148	-	-	-	220,468
Total revenues	190,457	404,462	1,171,683	38,604	4,756,142
Expenditures					
Current:					
General government	-	-	-	-	152,705
Public safety	-	-	-	-	937,063
Culture, recreation and education	-	-	-	-	1,083,590
Conservation and development	32,182	150	43,370	8,796	377,726
Capital outlay	-	18,871	-	-	131,529
Debt service:					
Principal	40,000	-	-	-	40,000
Interest and fiscal charges	3,050	-	-	-	3,050
Total expenditures	75,232	19,021	43,370	8,796	2,725,663
Excess (deficiency) of revenues over expenditures	115,225	385,441	1,128,313	29,808	2,030,479
Other Financing Sources (Uses)					
Transfers in	-	-	-	-	1,412,593
Transfers out	(200,791)	(113,166)	(1,128,313)	-	(1,549,178)
Sales of fixed assets	305,459	-	-	-	311,587
Total other financing sources (uses)	104,668	(113,166)	(1,128,313)	-	175,002
Net change in fund balances	219,893	272,275	-	29,808	2,205,481
Fund Balances (Deficit), Beginning	1,081,134	9,860	-	(25,486)	4,301,136
Fund Balances (Deficit), Ending	$ 1,301,027	$ 282,135	$ -	$ 4,322	$ 6,506,617

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

MEMORANDUM

DATE: **June 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **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)**

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.

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 perform 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.

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 McFarland Engineer - Bond Trans BTR@MLGRELEEINC.com

Phone number: [redacted] Email: [redacted]

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

Zoning change request from I to MRH-30

I Application Packet Requirements

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

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

II Criteria Used to Evaluate the Proposed Zoning Map Amendment

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

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

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

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

III Process Checklist

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

City of Fort Atkinson

Written Description for Site Plan – Schumacher Way

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

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

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

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

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

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

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

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

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

SITE DATA

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

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

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

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

ZONING

CURRENT- I = INSTITUTIONAL USE

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

PARCEL NOS.

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

BRIEF LEGAL DESCRIPTION

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

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

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

PARKING DATA

TOTAL PARKING STALLS PROVIDED = 214

SURFACE PARKING STALLS = 118

ATTACHED COVER STALLS = 96

BUILDING COUNT

4 - 24 UNIT BUILDINGS - 96 TOTAL UNITS

96/ 7.55 = 12.72 UNITS PER ACRE

SETBACKS

MRH-30 CODE (TO BE DETERMINED)

NORTH

0' 60' 120'

SCALE IN FEET

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

DRAWN —
CHECKED —
DESIGNED —

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

CONCEPT SITE PLAN - 96 UNIT LAYOUT

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

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

SHEET NO. 1

LOCATION MAP

NORTH

SITE DATA

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

ZONING

CURRENT- I = INSTITUTIONAL

PROPOSED- MRH- 30 = MULTI-RESIDENTIAL-8

PARCEL NO.

226-06-14-3443-018

BRIEF LEGAL DESCRIPTION

Parcel 226-0614-3443-018

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

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

NORTH

0' 80' 160'

SCALE IN FEET

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

DRAWN —
CHECKED —
DESIGNED —

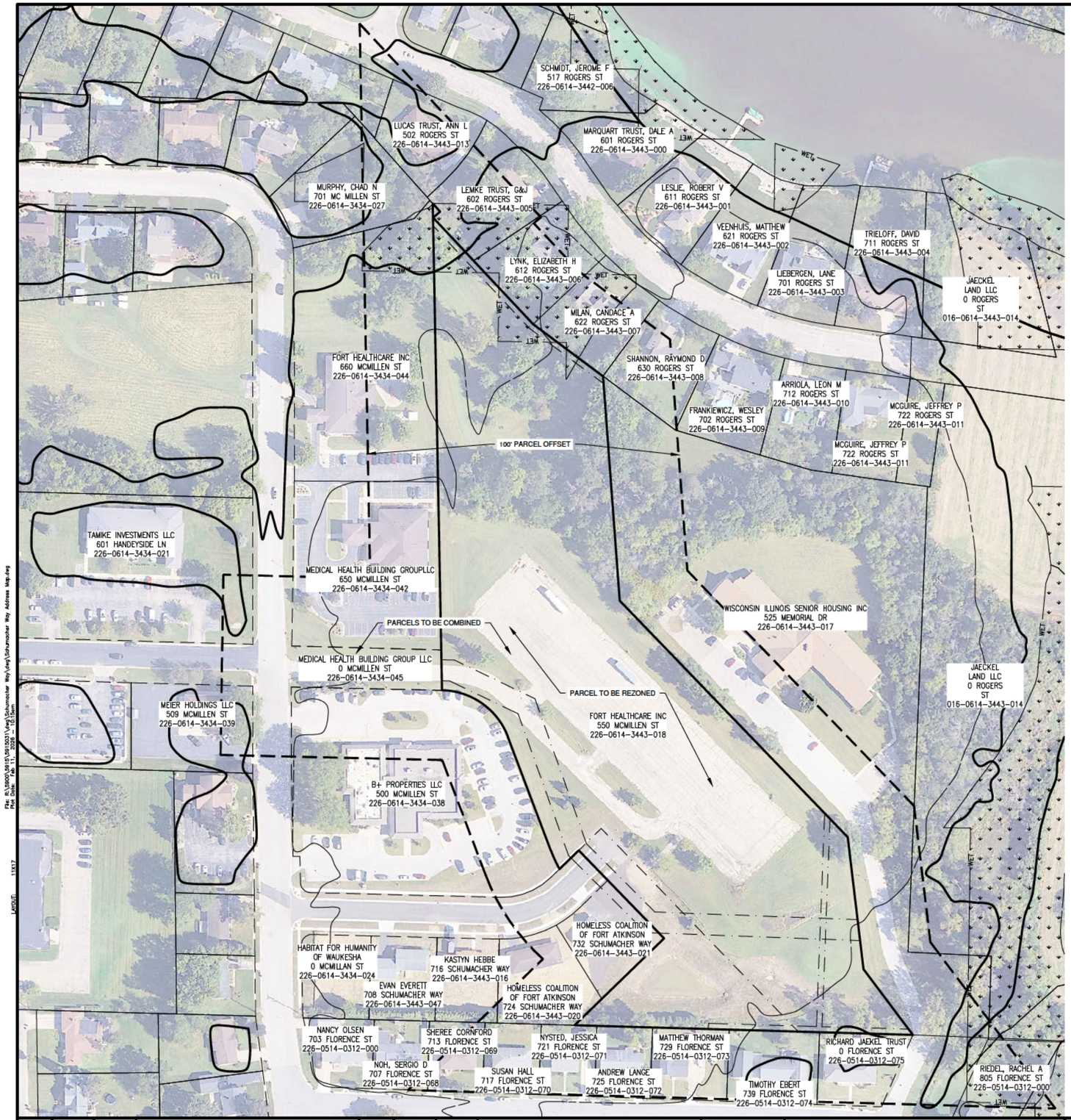
550 MCMILLEN ST - PARCEL 226-0614-3443-018
FOR PRE/3
CITY OF FORT ATKINSON
JEFFERSON COUNTY, WI

ZONING MAP

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

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

SHEET NO. 1



SITE DATA

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

ZONING

CURRENT- I = INSTITUTIONAL

PROPOSED- MRL-8 = MULTI-RESIDENTIAL-8

PARCEL NO.

226-06-14-3443-018

BRIEF LEGAL DESCRIPTION

Parcel 226-0614-3443-018

OUTLOT 1, FORT HEALTHCARE ADD, DOC 1484482.

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

DRAWN —

CHECKED —

DESIGNED —

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

ADDRESS MAP

DATE 11/2025

FILE SCHUMACHER WAY ADDRESS MAP

JOB NO. —

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

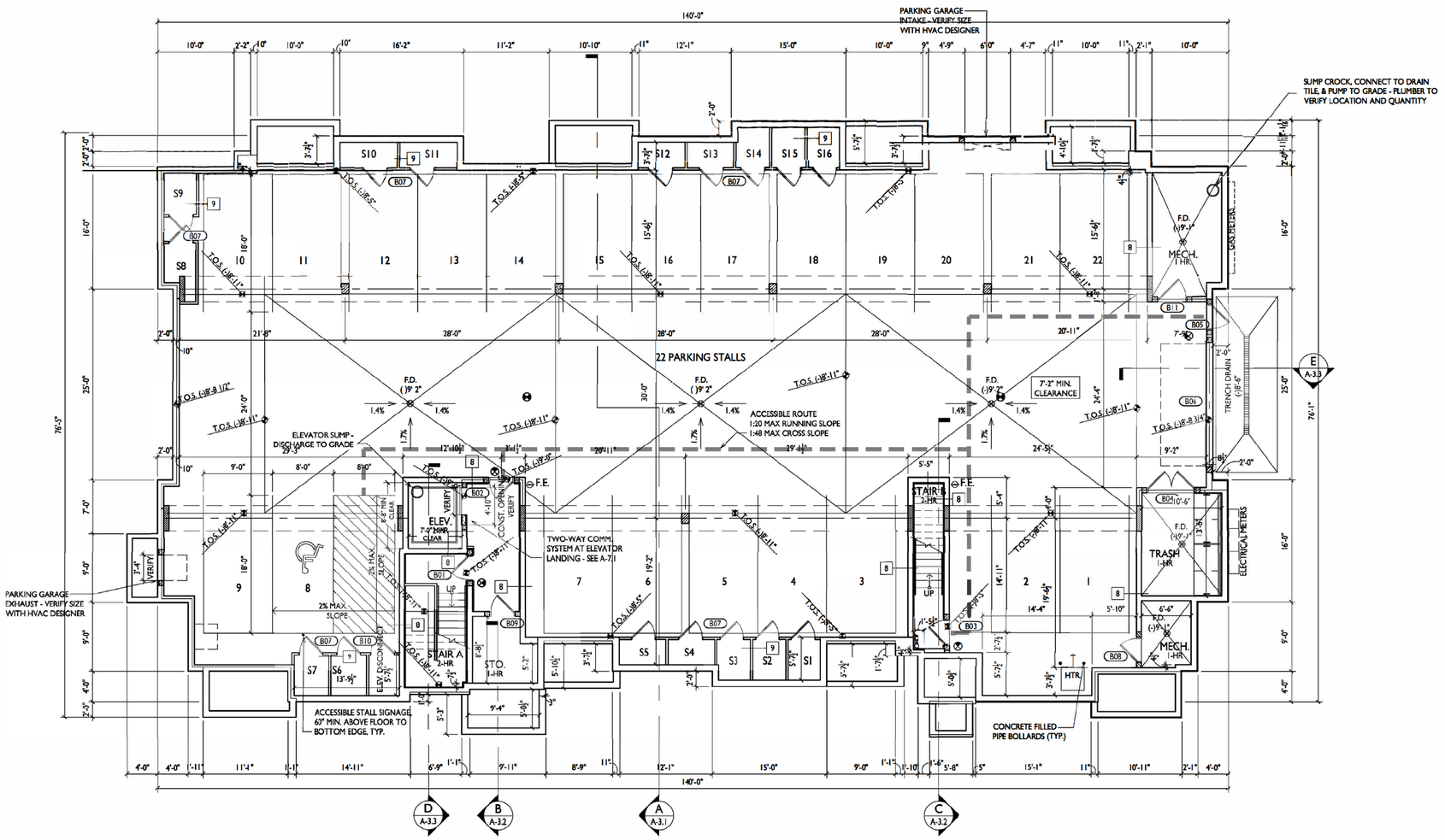
SHEET NO. 1

1 / A-2.2 NORTH ELEVATION

1/8" = 1'-0"

1 / A-2.1 EAST ELEVATION

1/8" = 1'-0"



1 A-1.0 BASEMENT PLAN

1/8" = 1'-0"

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

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Basement Plan

SHEET NUMBER
A-1.0

PROJECT NO. 2002

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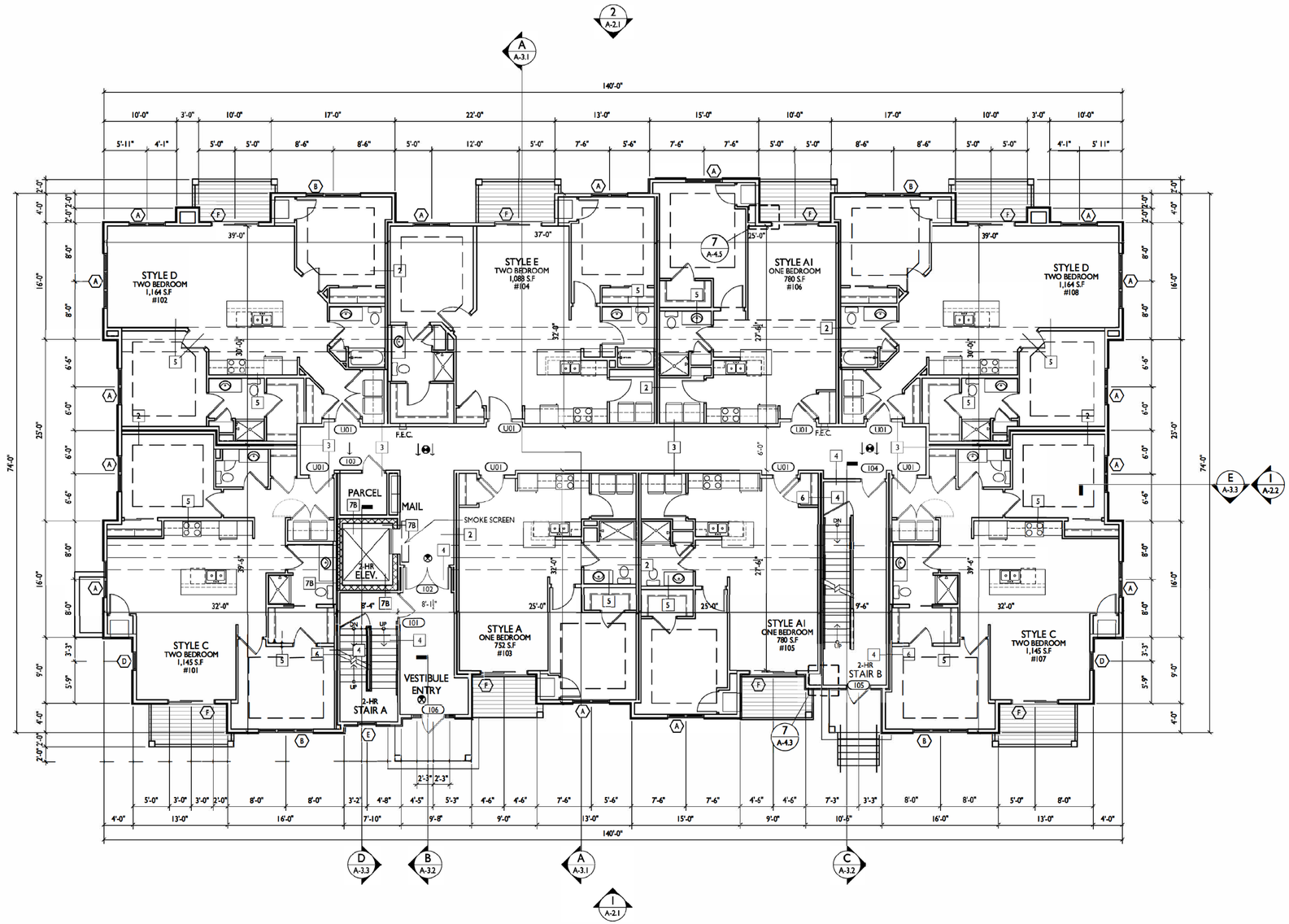

1 FIRST FLOOR PLAN

1/8" = 1'-0"

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8401 Greenway Blvd., Suite 900
Middleton, WI 53562

1/A-5.1 1/A-5.2

1ST FLOOR

ISSUED
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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
First Floor Plan

SHEET NUMBER

A-1.1

PROJECT NO. 2002

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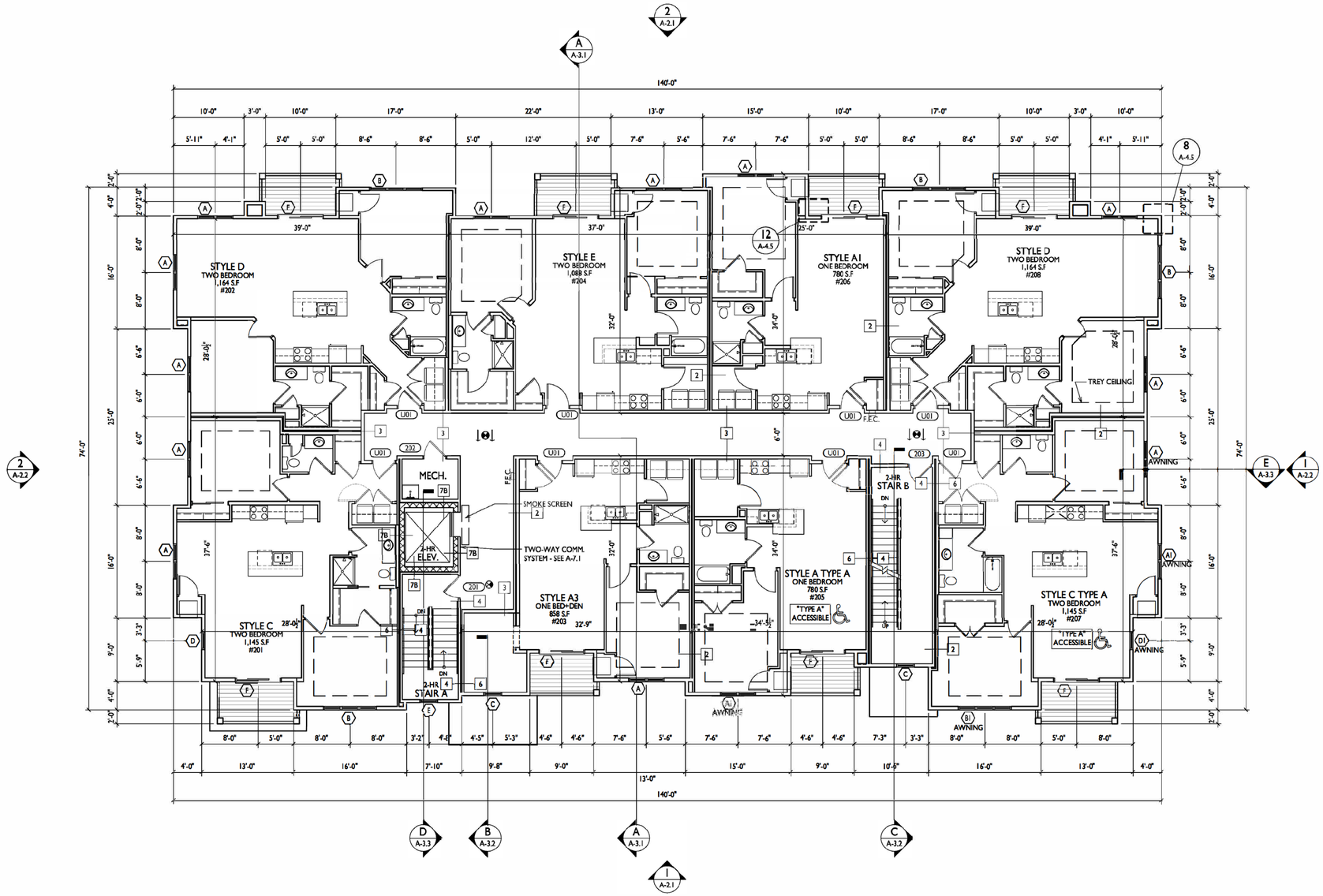

SECOND FLOOR PLAN

1/8" = 1'-0"

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Middleton, WI 53562

1/A-5.3 | 1/A-5.4

2ND FLOOR

ISSUED
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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Second Floor Plan

SHEET NUMBER

A-1.2

PROJECT NO. 2002

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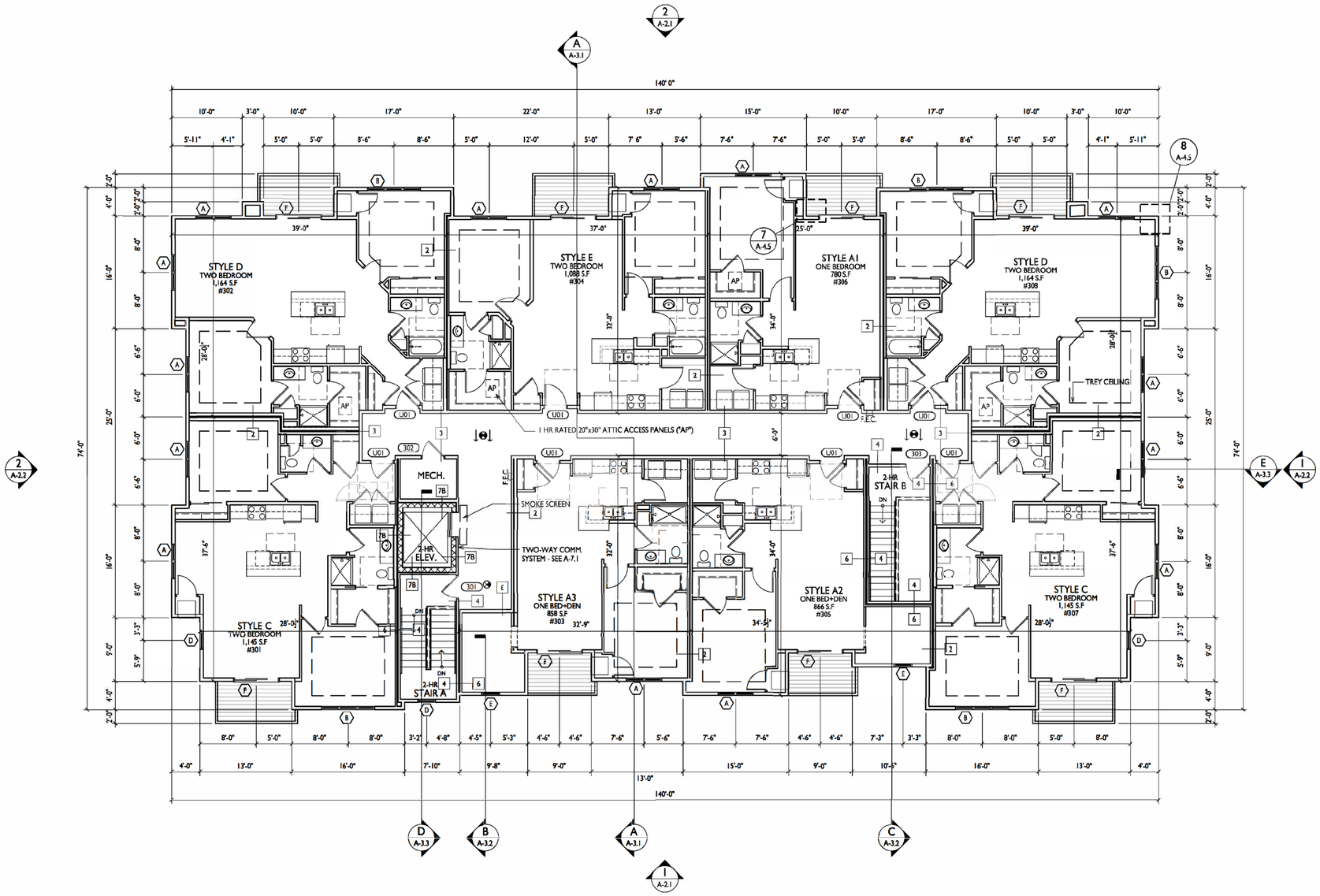

THIRD FLOOR PLAN

1/8" = 1'-0"

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ARCHITECTS
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8401 Greenway Blvd., Suite 900
Middleton, WI 53562

1/A-5.5 | 1/A-5.6

3RD FLOOR

ISSUED
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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Third Floor Plan

SHEET NUMBER

A-1.3

PROJECT NO. 2002

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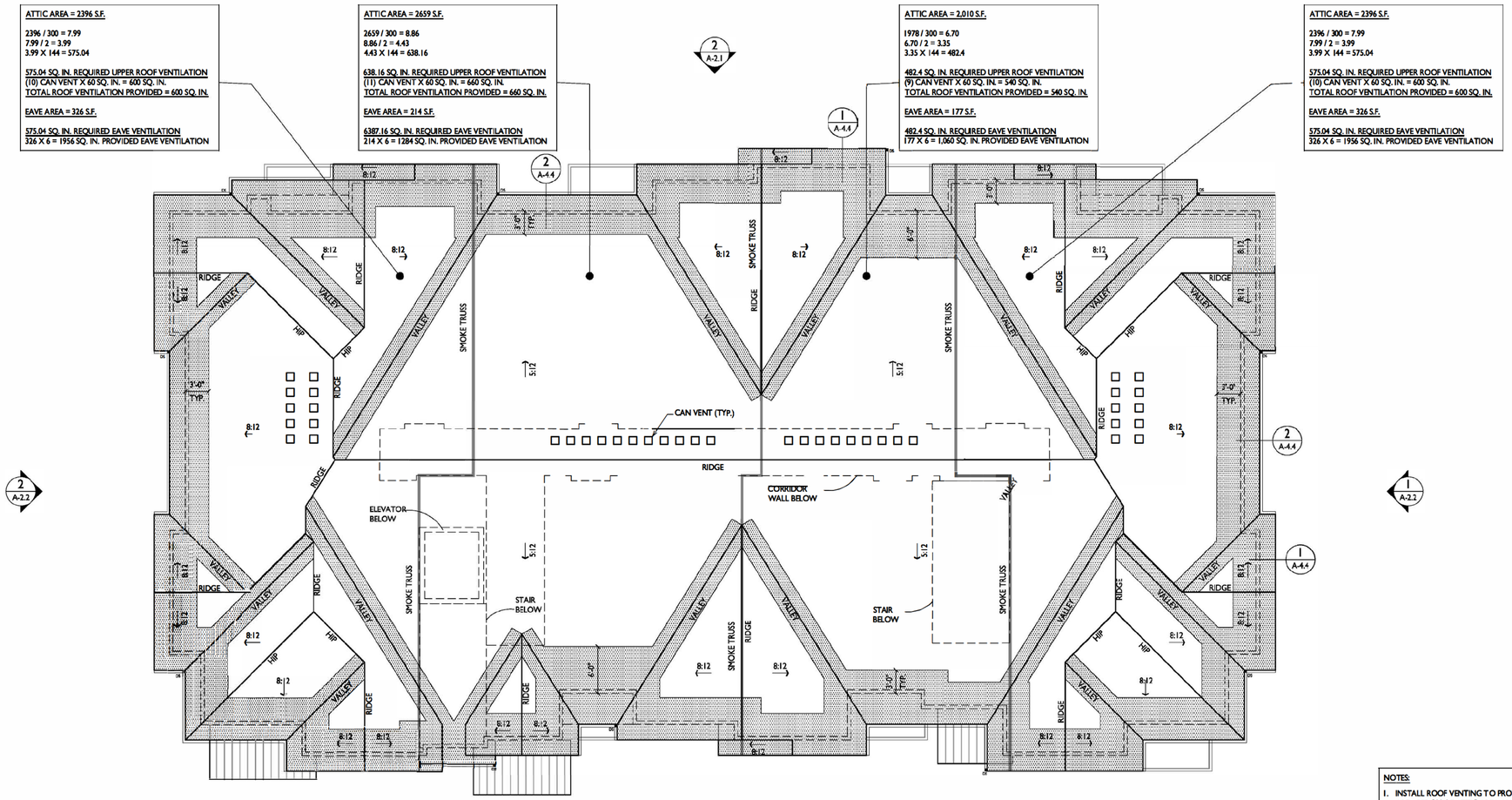

1 A-1.4 **ROOF PLAN**

1/8" = 1'-0"

NOTES:

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

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Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Roof Plan

SHEET NUMBER
A-1.4

PROJECT NO. 2002

©Knothe & Bruce Architects, LLC

1 A-2.1 **SOUTHEAST ELEVATION**

1/8" = 1'-0"

2 A-2.1 **NORTHWEST ELEVATION**

1/8" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

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

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knothe bruce
ARCHITECTS
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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
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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Middleton, WI 53562

ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Elevations

SHEET NUMBER
A-2.2

PROJECT NO. 2002

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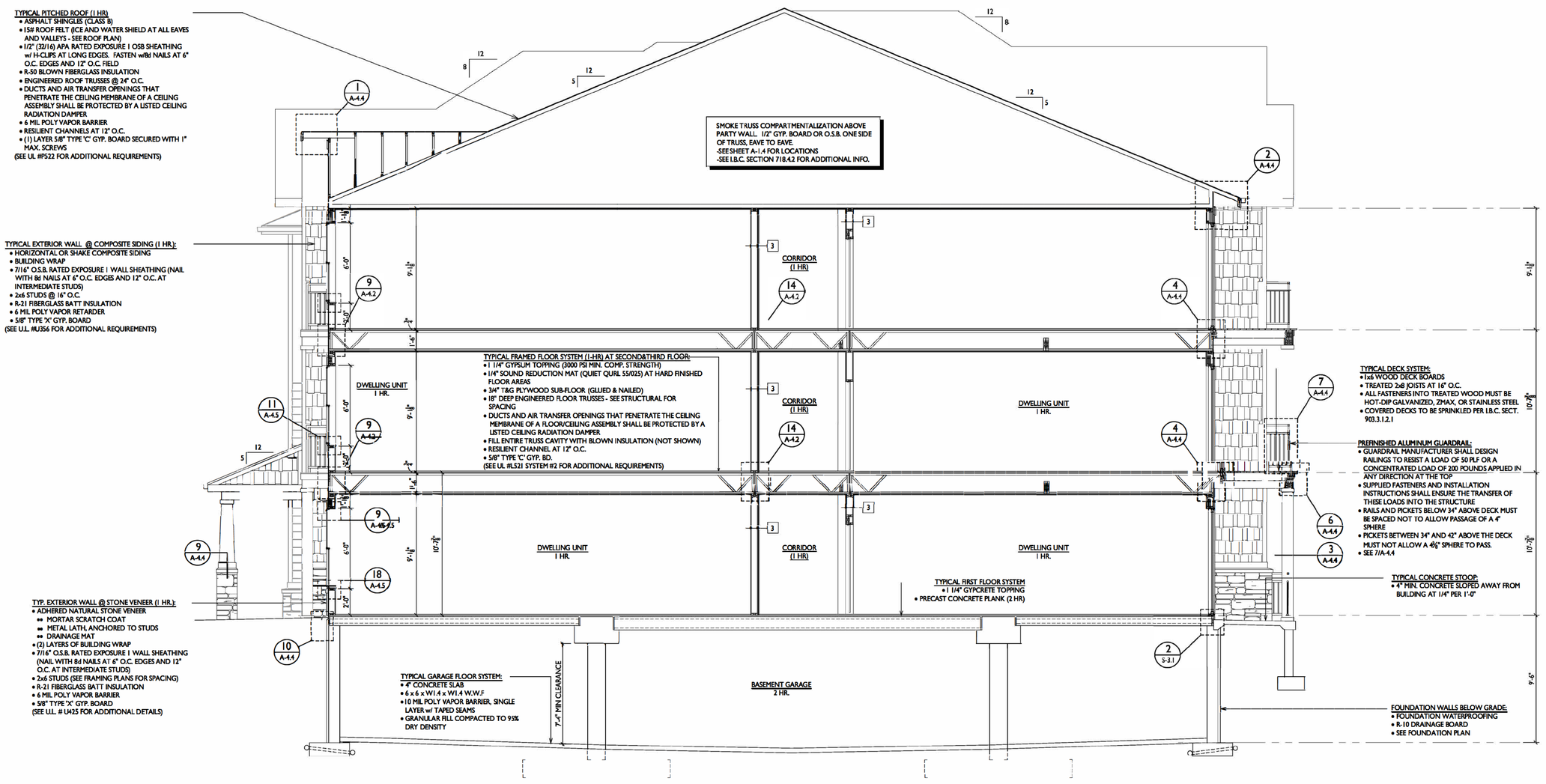

A-3.1 BUILDING SECTION

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
Building Section

SHEET NUMBER
A-3.1

PROJECT NO. 2002

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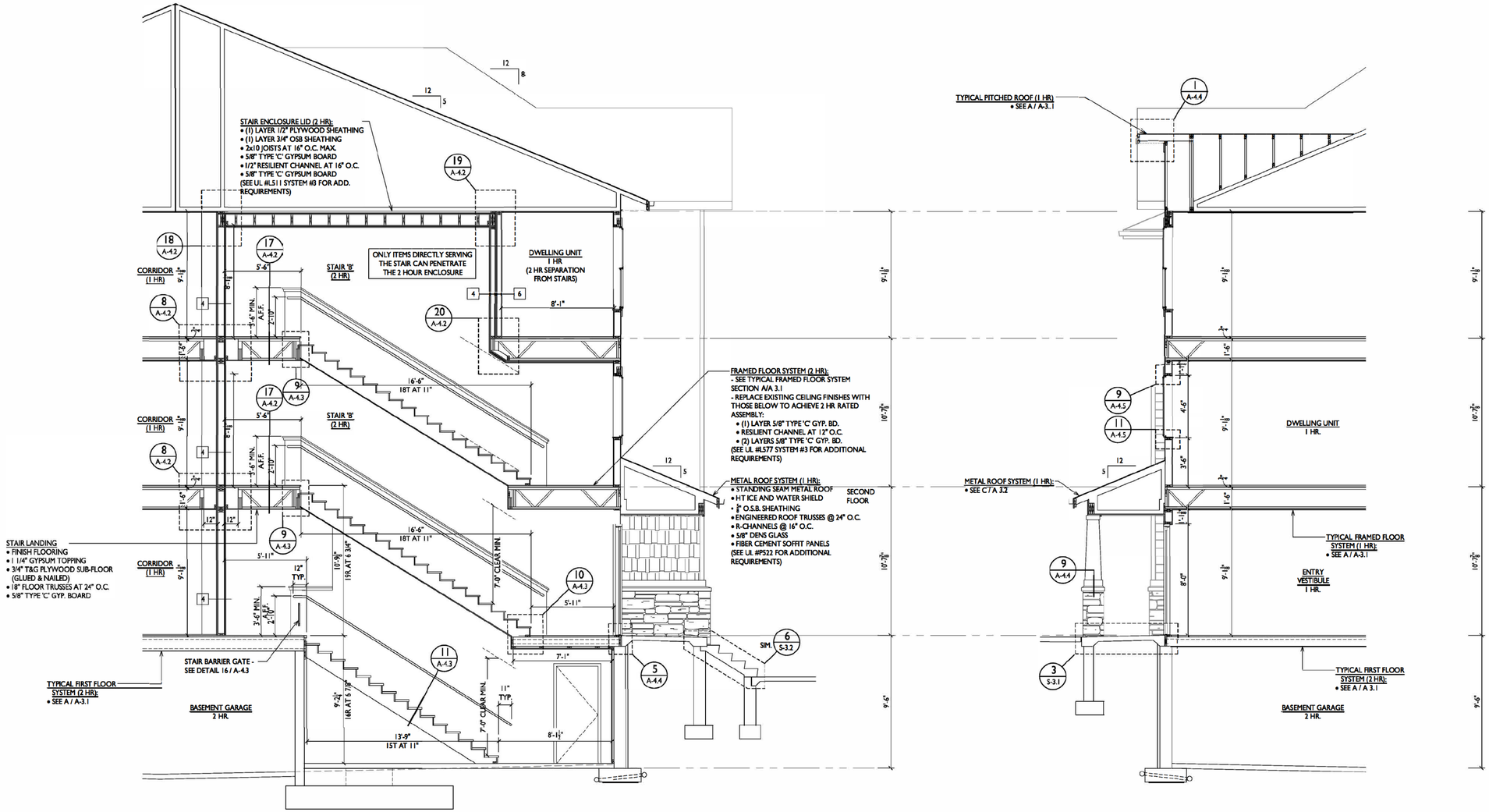

C A-3.2 STAIR 'B' WALL SECTION
1/4"=1'-0"

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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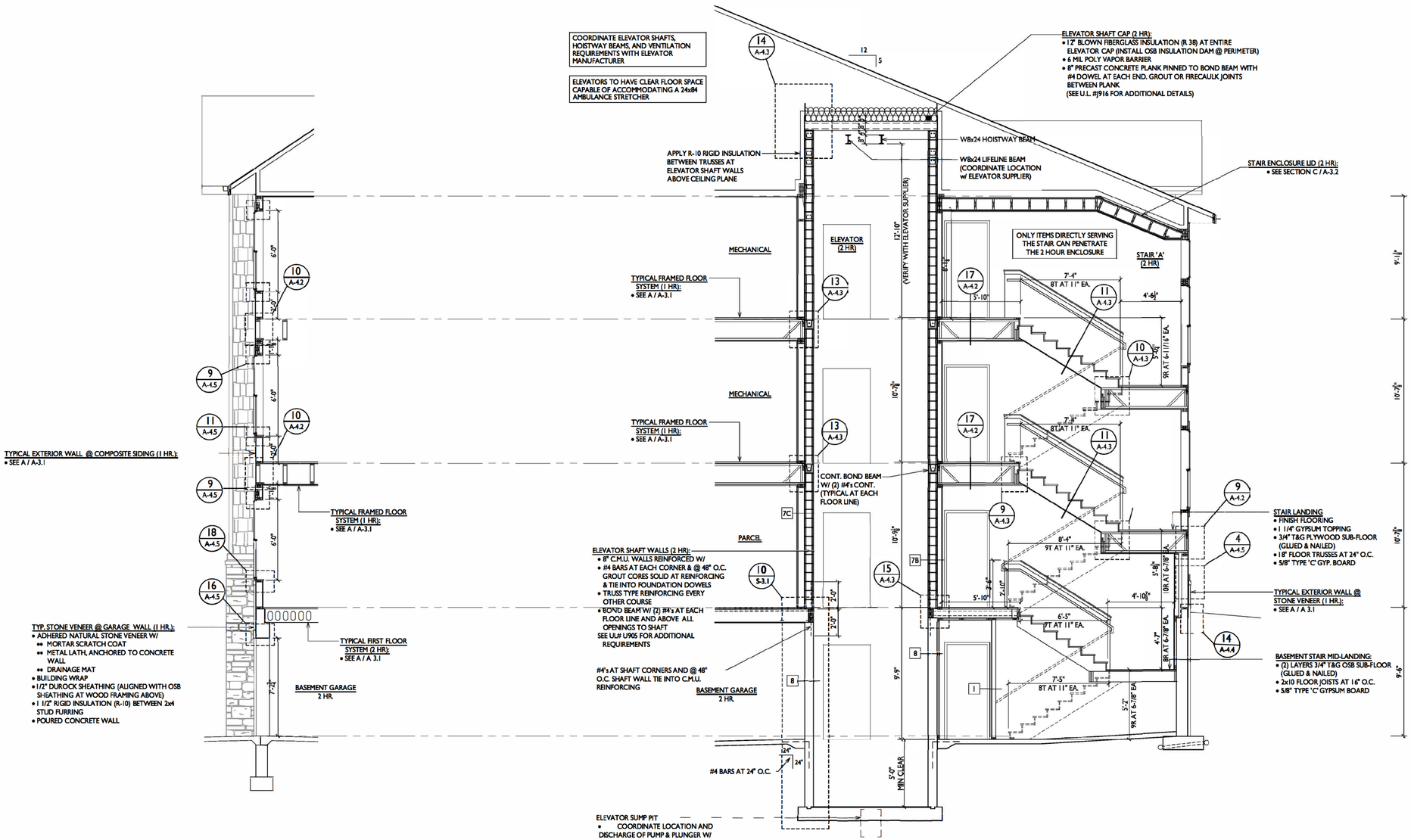

E A-3.3 GARAGE ENTRY WALL SECTION
1/4"=1'-0"

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

knothe bruce ARCHITECTS
Phone: 608.836.3690
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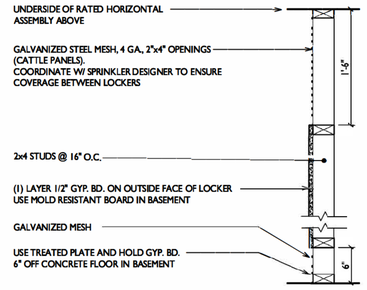
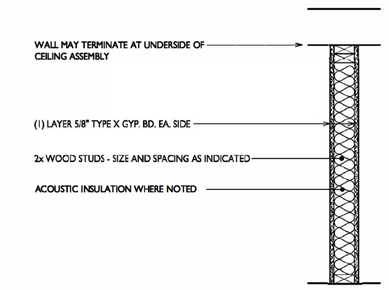
GENERAL SECTION / DETAIL NOTES:

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 ⅝" 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

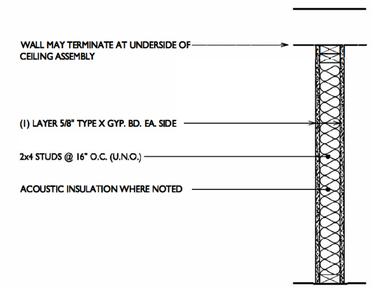
9 / A-4.1



WALL TYPE: 5
1 HR RATED BEARING WALL

5 / A-4.1

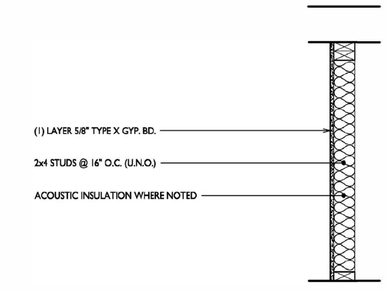
1 HR FIRE PARTITION U.L. DESIGN NO. U305



WALL TYPE: 1
UNRATED PARTITION

1 / A-4.1

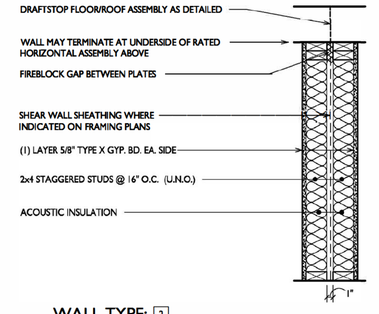
UNRATED WOOD STUD WALL



WALL TYPE: 6
FURRED WALL

6 / A-4.1

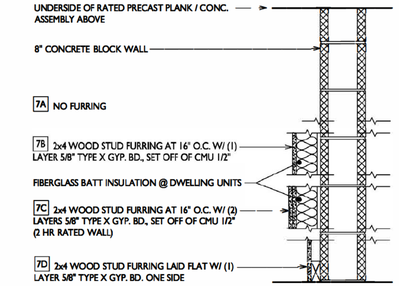
BEARING WALLS 1 HR RATED U.L. DESIGN NO. U341



WALL TYPE: 2
DWELLING UNIT SEPARATION WALL

2 / A-4.1

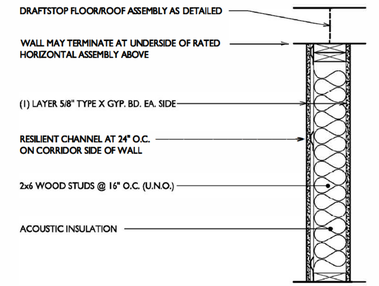
1 HR FIRE PARTITION U.L. DESIGN NO. U341
STC RATING - 53



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

7 / A-4.1

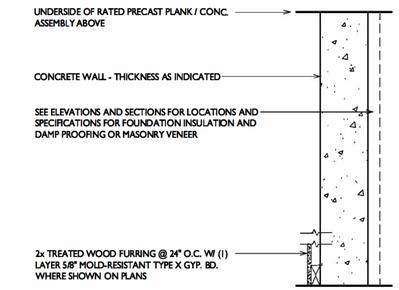
PER I.B.C. TABLE 720.1(2) ITEM 3 - 2 HR



WALL TYPE: 3
CORRIDOR WALL

3 / A-4.1

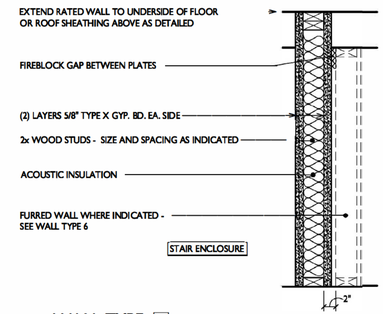
1 HR FIRE PARTITION U.L. DESIGN NO. U305
STC RATING - 53



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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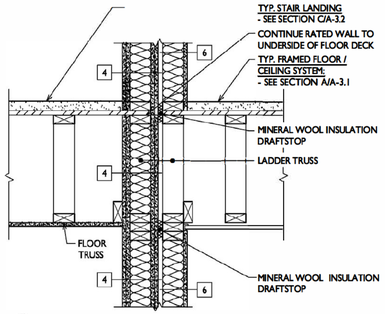
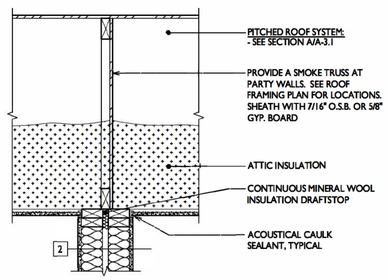
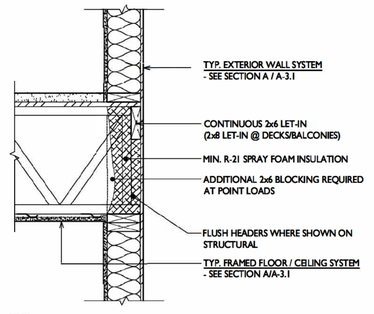


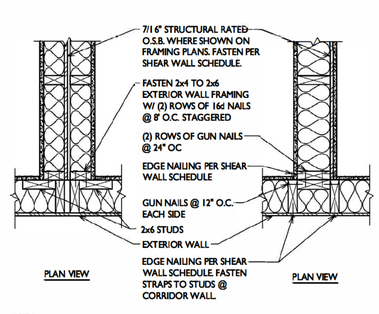
17 A-4.2 FIRE BARRIER @ FLOOR / CEILING
1" = 1'-0"



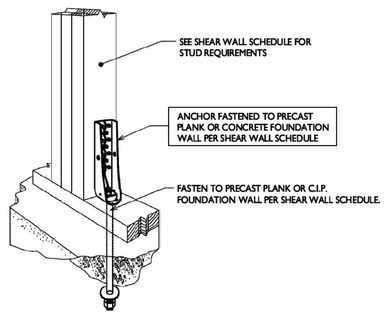
13 A-4.2 UNIT SEPARATION WALL @ ROOF/CEILING
1" = 1'-0"



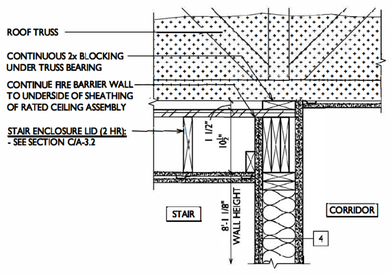
9 A-4.2 EXTERIOR RIM @ FLOOR TRUSS BEARING
1" = 1'-0"



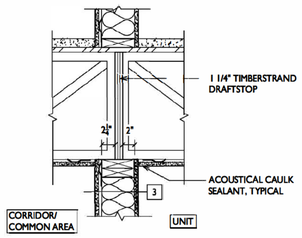
5 A-4.2 SHEAR WALL TRANSFER @ EXT. WALL
N.T.S.



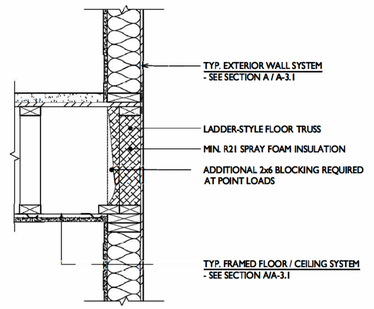
1 A-4.2 SHEAR WALL HOLDOWN ANCHOR
N.T.S.



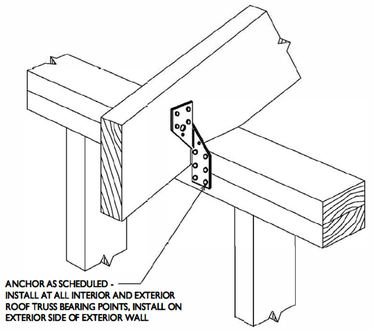
18 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



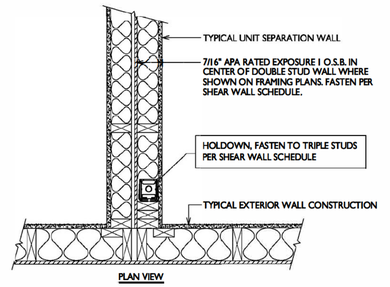
14 A-4.2 CORRIDOR WALL @ BEARING
1" = 1'-0"



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
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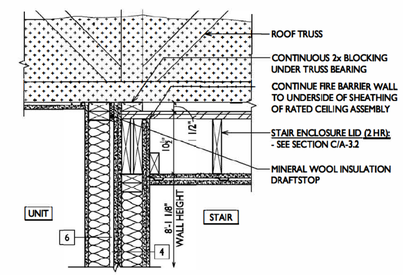
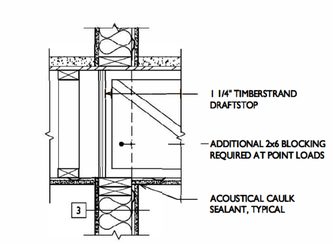
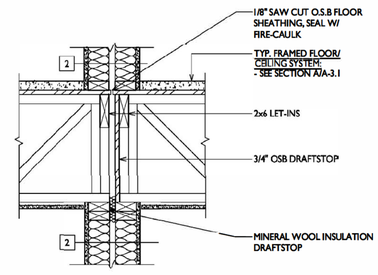


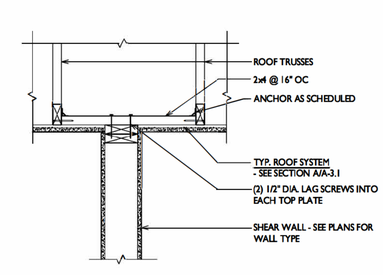
19 A-4.2 2 HR FIRE BARRIER AT STAIR LID
1" = 1'-0"



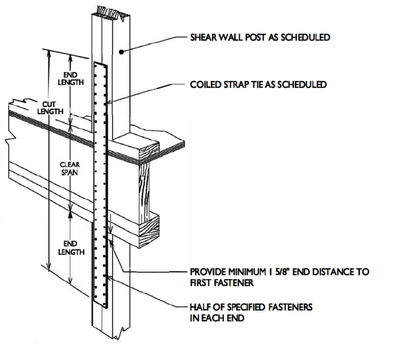
15 A-4.2 CORRIDOR WALL @ MIXED BEARING
1" = 1'-0"



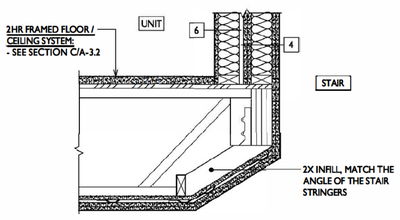
11 A-4.2 UNIT SEPARATION WALL @ BEARING
1" = 1'-0"



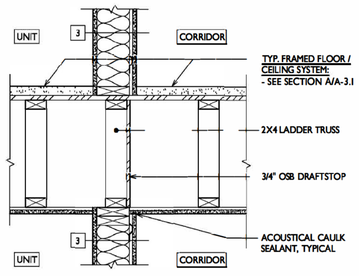
7 A-4.2 SHEAR WALL CONNECTION TO ROOF
N.T.S.



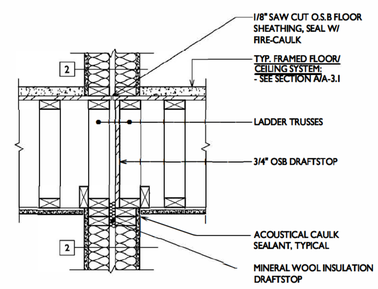
3 A-4.2 SHEAR WALL STRAP TIE
N.T.S.



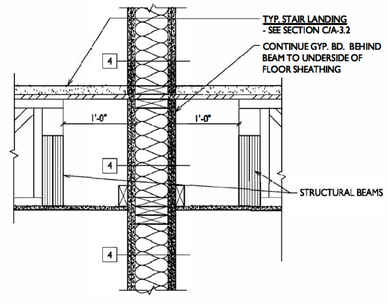
20 A-4.2 CEILING AT UNIT/STAIR AT THIRD FLOOR
1" = 1'-0"



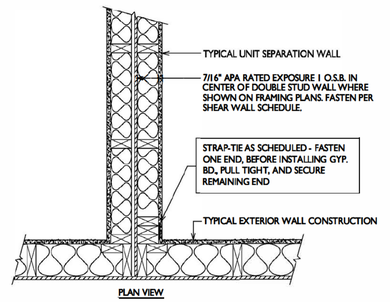
16 A-4.2 CORRIDOR WALL @ NON-BEARING
1" = 1'-0"



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



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



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

knothe bruce ARCHITECTS
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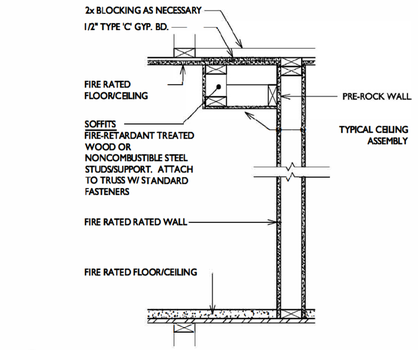

17 A-4.3 CONCEALED SPACES
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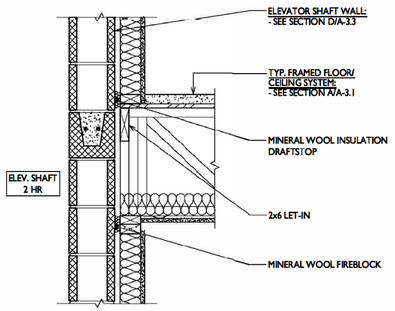
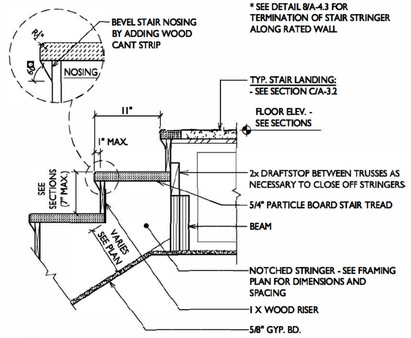
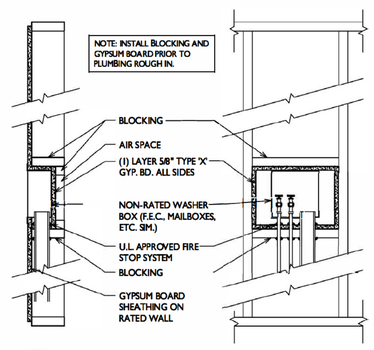


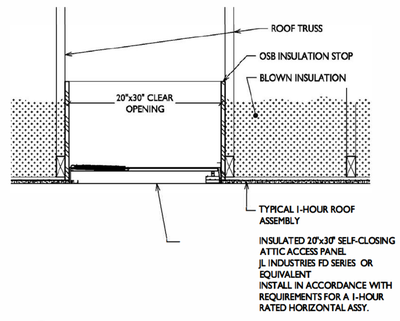
13 A-4.3 TRUSS BEARING @ ELEV. SHAFT
1" = 1'-0"



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

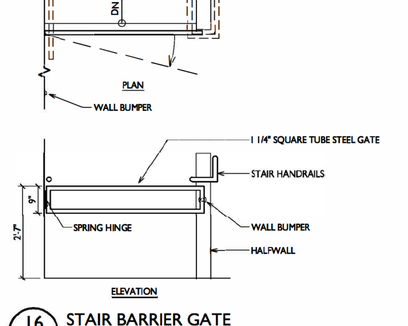


5 A-4.3 1 HR RATED @ WALL PENETRATIONS
1" = 1'-0"
INCLUDING WASHER BOXES, FIRE EXTINGUISHER CABINETS, MAILBOXES, ETC.

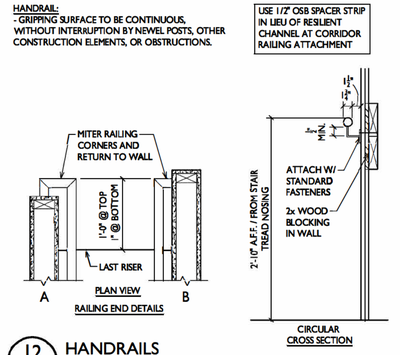


1 A-4.3 1 HR ATTIC ACCESS PANEL
1" = 1'-0"

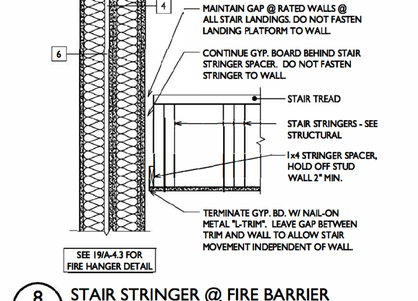
18 A-4.3 HANGER AT 2 HR FIRE BARRIER
1" = 1'-0"



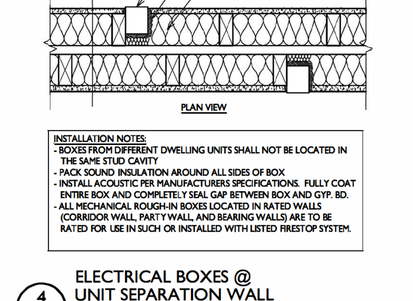
14 A-4.3 ELEVATOR HOISTWAY / LIFELINE BEAM BEARING
1" = 1'-0"



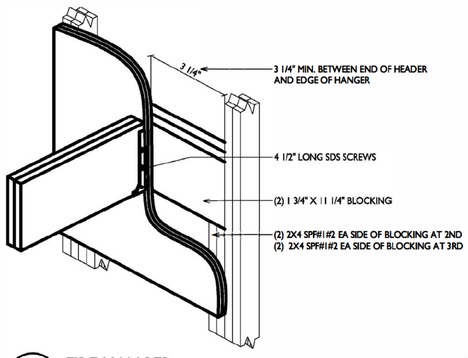
10 A-4.3 STRINGER TO LANDING CONNECTION
1" = 1'-0"



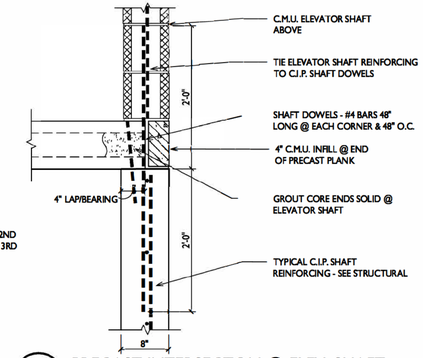
6 A-4.3 GYP. BD. @ ALL BATHTUBS/SHOWERS
N.T.S.



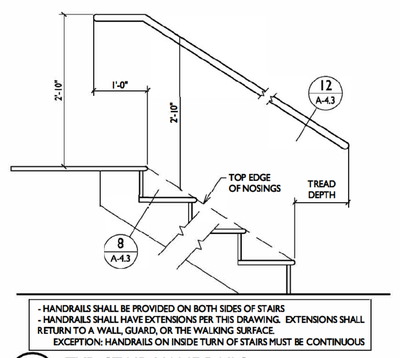
2 A-4.3 CONCEALED SPACES
N.T.S.



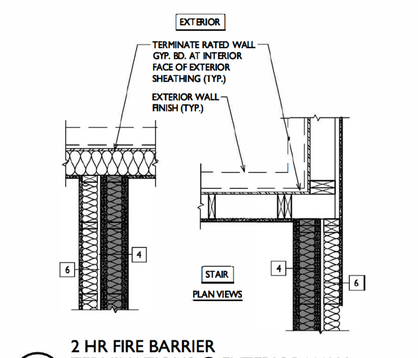
19 A-4.3 FIRE HANGER
1" = 1'-0"



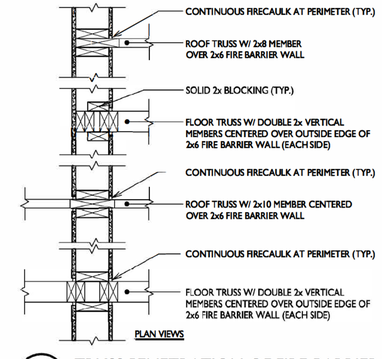
15 A-4.3 PRECAST INTERSECTON @ ELEV. SHAFT
1" = 1'-0"



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



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



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

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

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

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

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

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PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Details

SHEET NUMBER
A-4.3

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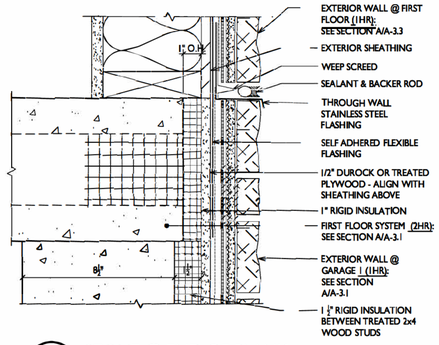
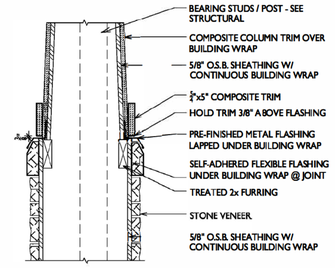
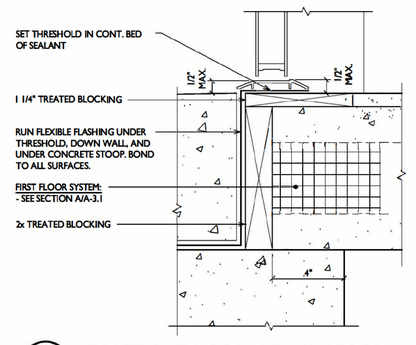


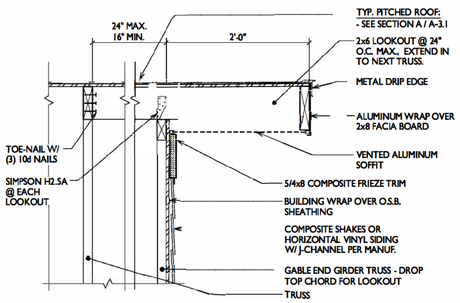
12 A-4.4 **STONE @ END OF PLANK**
3" = 1'-0"



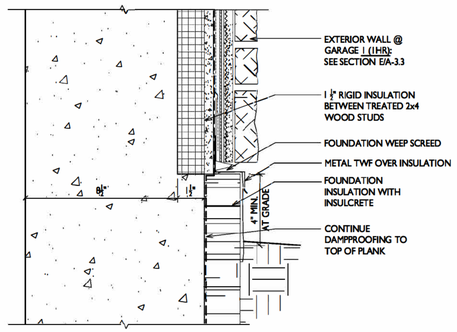
9 A-4.4 **COLUMN @ STONE VENEER**
1" = 1'-0"



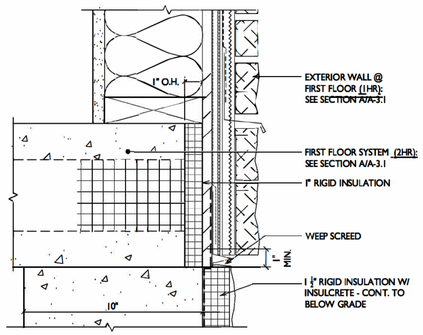
5 A-4.4 **STOREFRONT DOOR @ FLUSH STOOP**
3" = 1'-0"



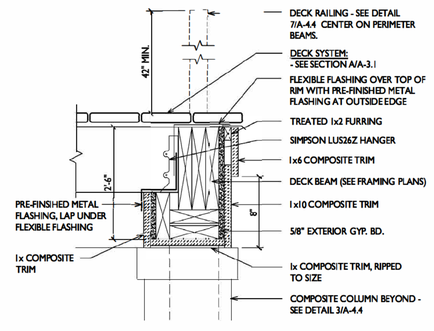
1 A-4.4 **ROOF RAKE @ SIDING**
1" = 1'-0"



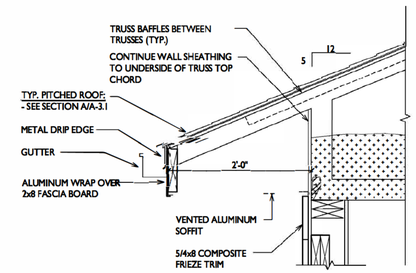
13 A-4.4 **STONE W/ LEDGE @ GRADE**
3" = 1'-0"



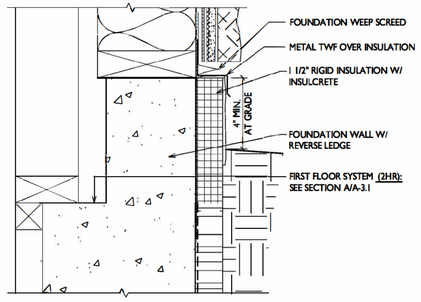
10 A-4.4 **STONE / INSULCRETE TRANSITION**
3" = 1'-0"



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**
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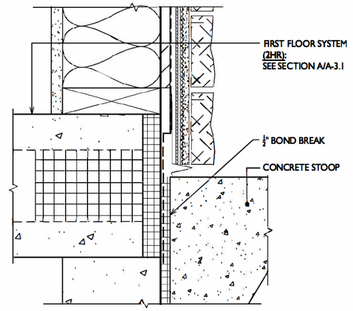
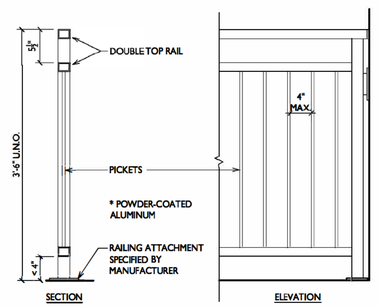
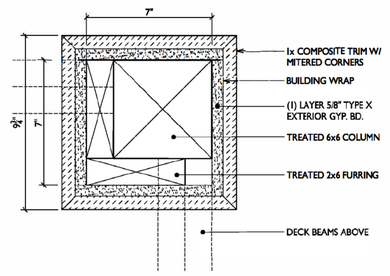


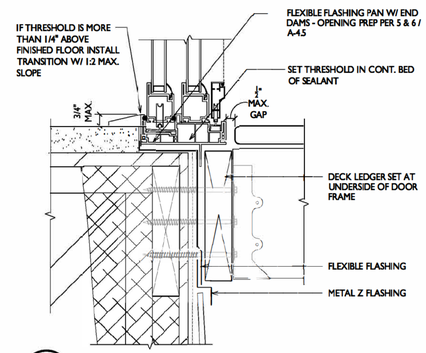
11 A-4.4 **WALL @ DROPPED STOOP**
3" = 1'-0"



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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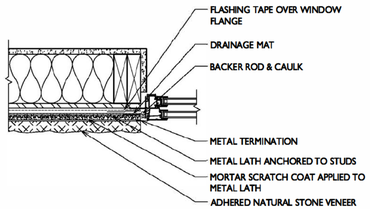
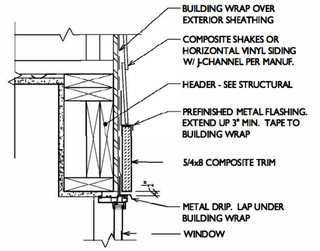
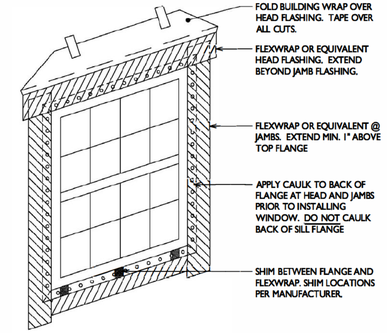


17 A-4.5 WINDOW JAMB @ STONE VENEER
1 1/2" = 1'-0"

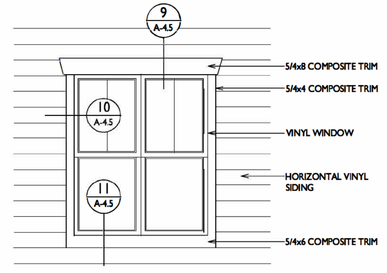
13 A-4.5 NOT USED



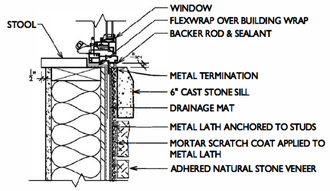
9 A-4.5 WINDOW HEAD @ SIDING
1 1/2" = 1'-0"



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

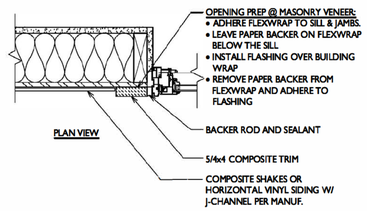


1 A-4.5 WINDOW ELEVATION AT HORIZONTAL VINYL SIDING
3/8" = 1'-0"

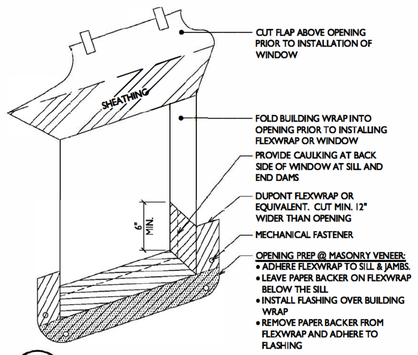


18 A-4.5 WINDOW SILL @ STONE VENEER
1 1/2" = 1'-0"

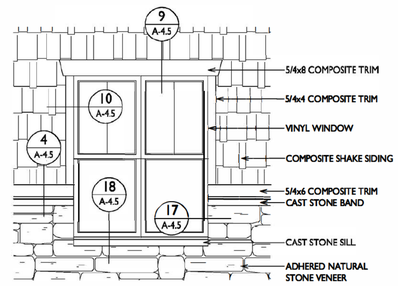
14 A-4.5 NOT USED



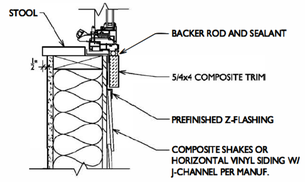
10 A-4.5 WINDOW JAMB @ SIDING
1 1/2" = 1'-0"



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

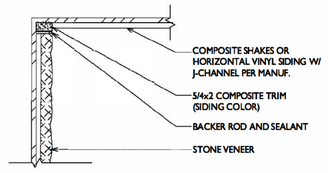


2 A-4.5 WINDOW ELEVATION AT SHAKE SIDING / STONE VENEER TRANSITION
3/8" = 1'-0"

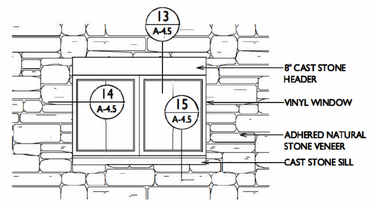


15 A-4.5 NOT USED

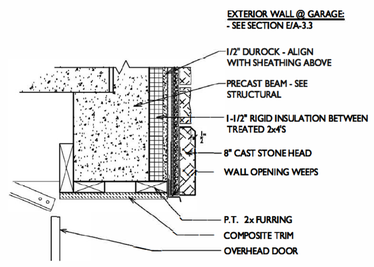
11 A-4.5 WINDOW SILL @ SIDING
1 1/2" = 1'-0"



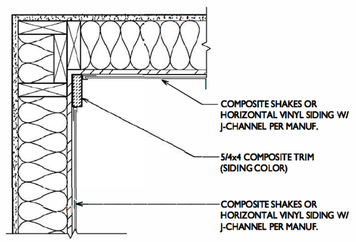
7 A-4.5 STONE / SIDING TRANSITION
1 1/2" = 1'-0"



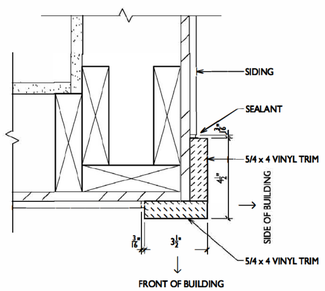
3 A-4.5 WINDOW ELEVATION AT STONE VENEER
3/8" = 1'-0"



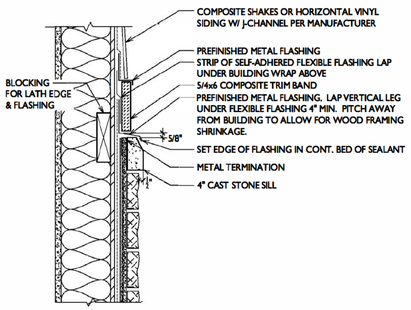
16 A-4.5 OVERHEAD DOOR AT GARAGE
1 1/2" = 1'-0"



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



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



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

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Whistling Ridge Building #3

108 Whistle Street
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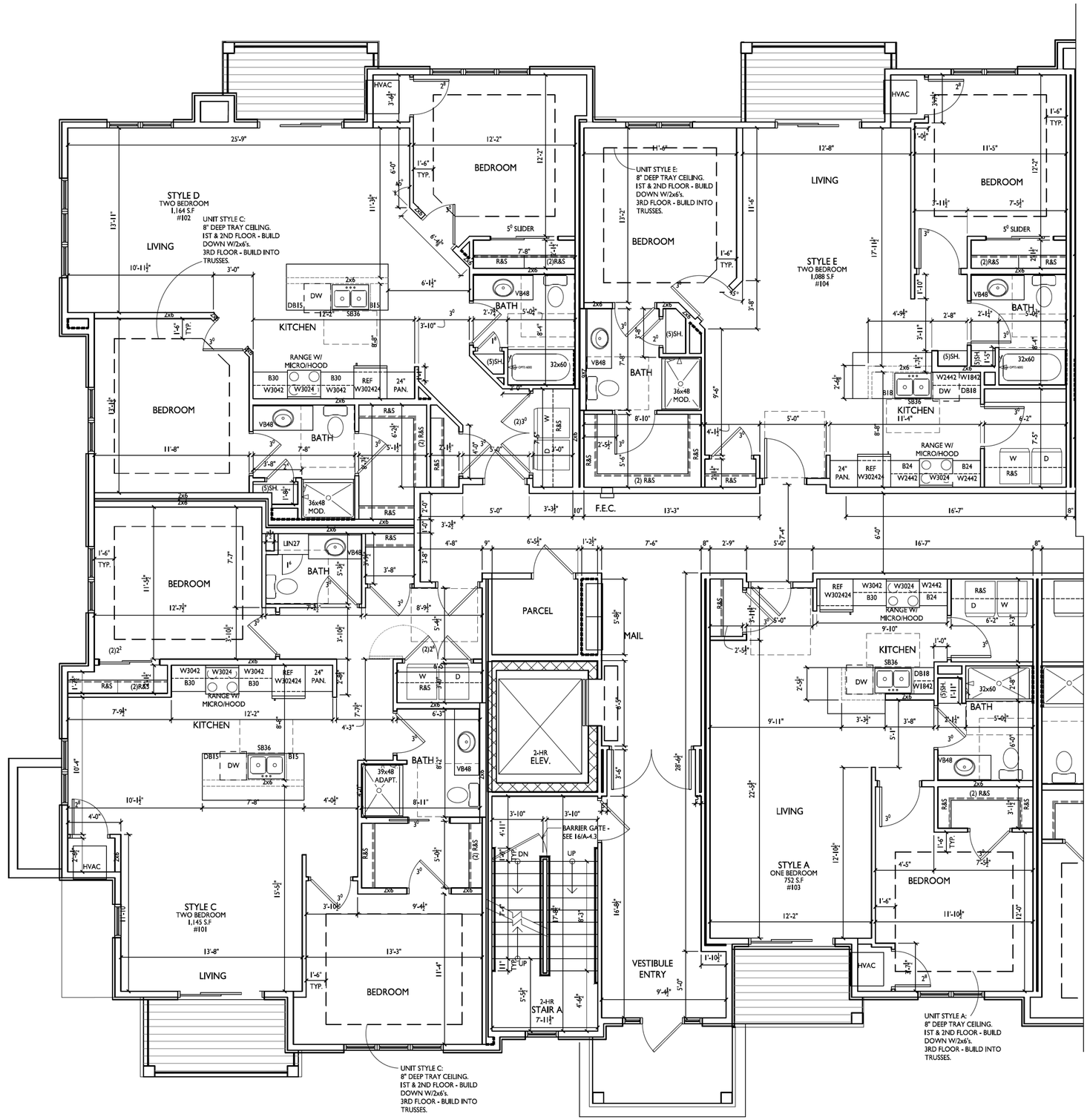

1 A-5.1 ENLARGED FIRST FLOOR PLAN

1/4" = 1'-0"

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1ST FLOOR

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Enlarged First Floor Plan

SHEET NUMBER
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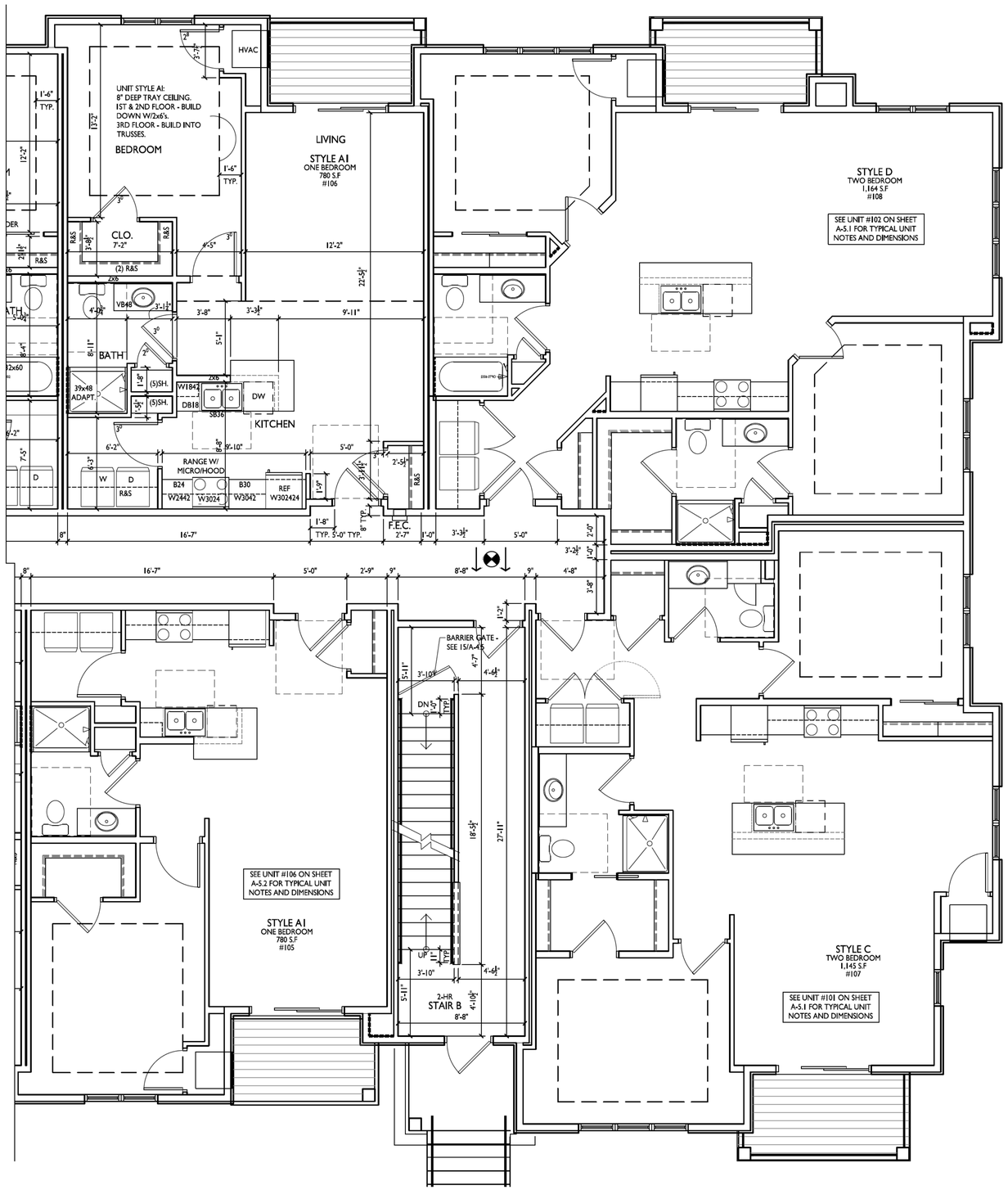

1 A-5.2 ENLARGED FIRST FLOOR PLAN

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

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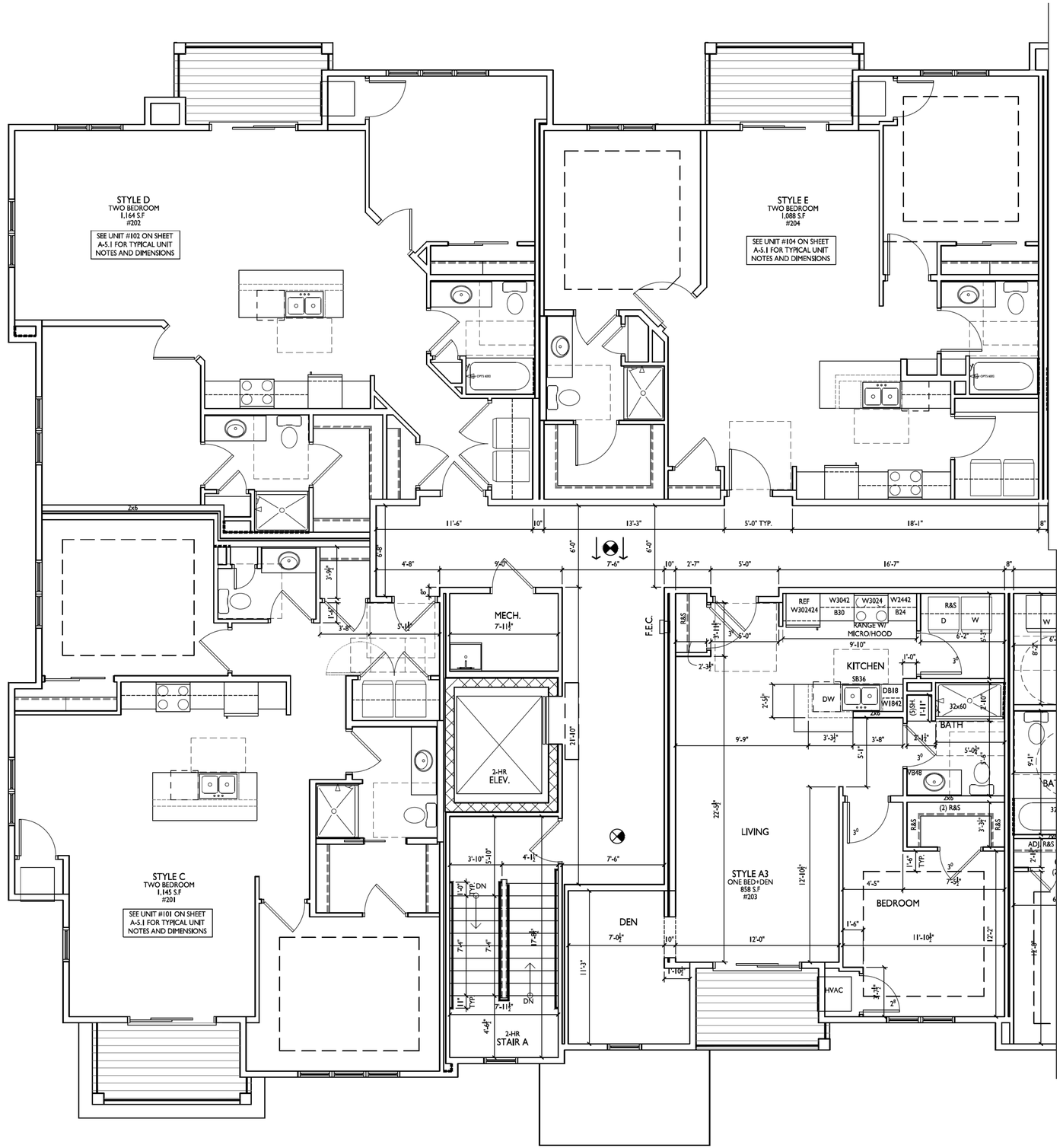

1 A-5.3 ENLARGED SECOND FLOOR PLAN

1/4" = 1'-0"

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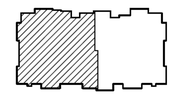
8401 Greenway Blvd., Suite 900
Middleton, WI 53562



2ND FLOOR

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PROJECT TITLE
Whistling Ridge
Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged Second
Floor Plan

SHEET NUMBER

A-5.3

PROJECT NO. 2002

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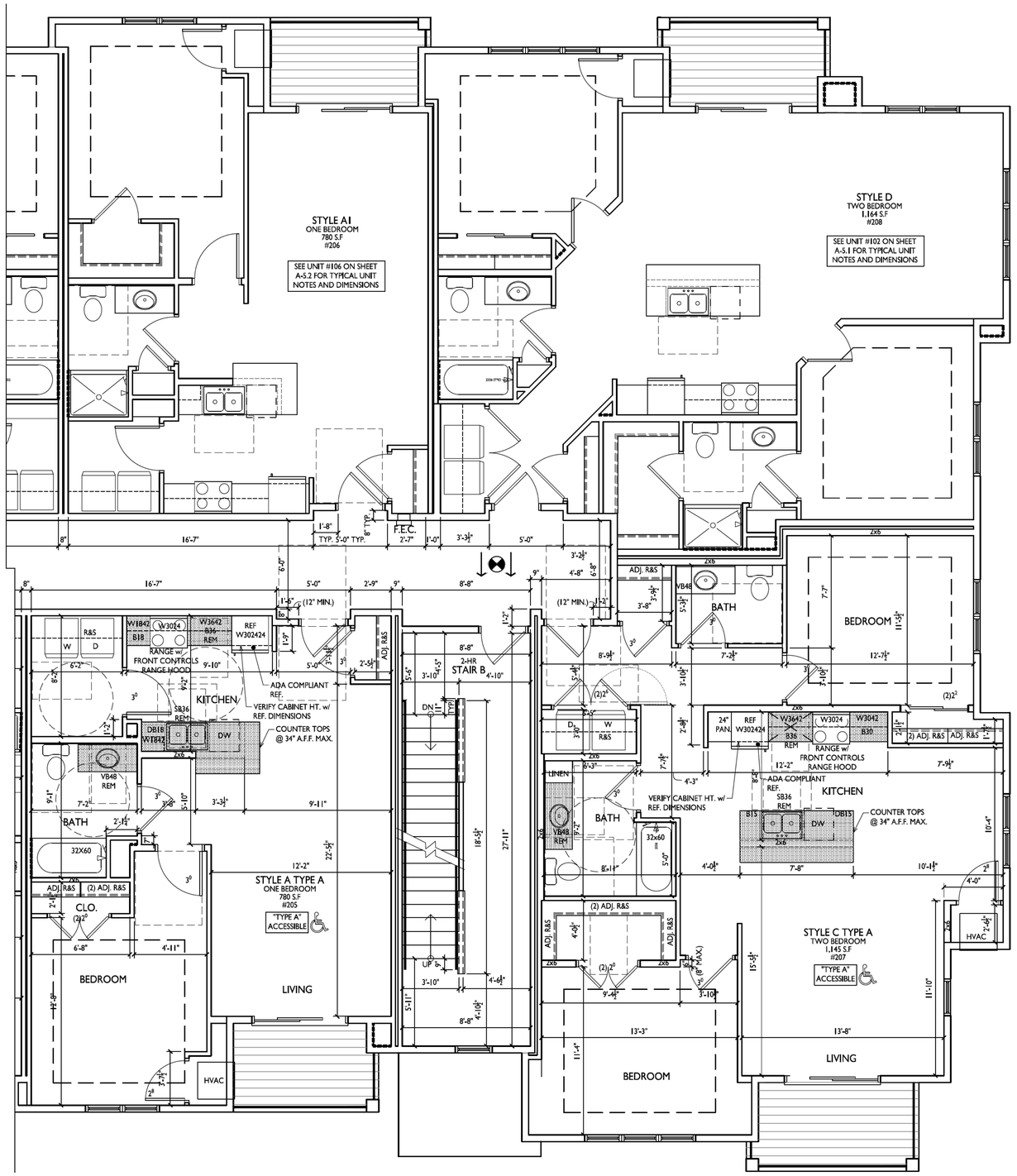

1 A-5.4 ENLARGED SECOND FLOOR PLAN

1/4" = 1'-0"

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2ND FLOOR

ISSUED
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108 Whistle Street
Marshall, WI

SHEET TITLE
Enlarged Second Floor Plan

SHEET NUMBER
A-5.4

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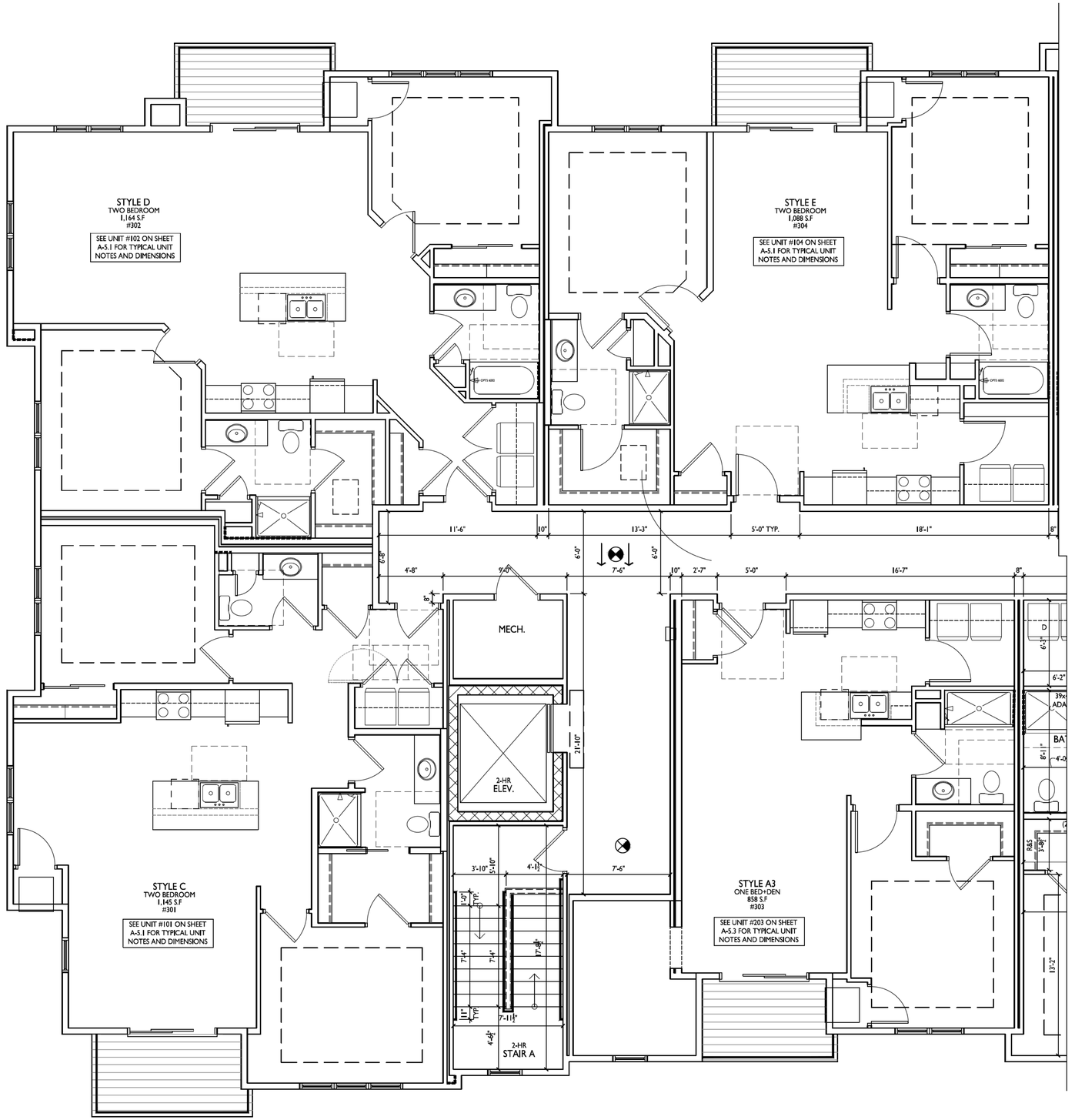

1 A-5.5 ENLARGED THIRD FLOOR PLAN

1/4" = 1'-0"

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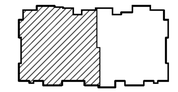

3RD FLOOR

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Whistling Ridge
Building #3

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Marshall, WI

SHEET TITLE
Enlarged Third
Floor Plan

SHEET NUMBER
A-5.5

PROJECT NO. 2002

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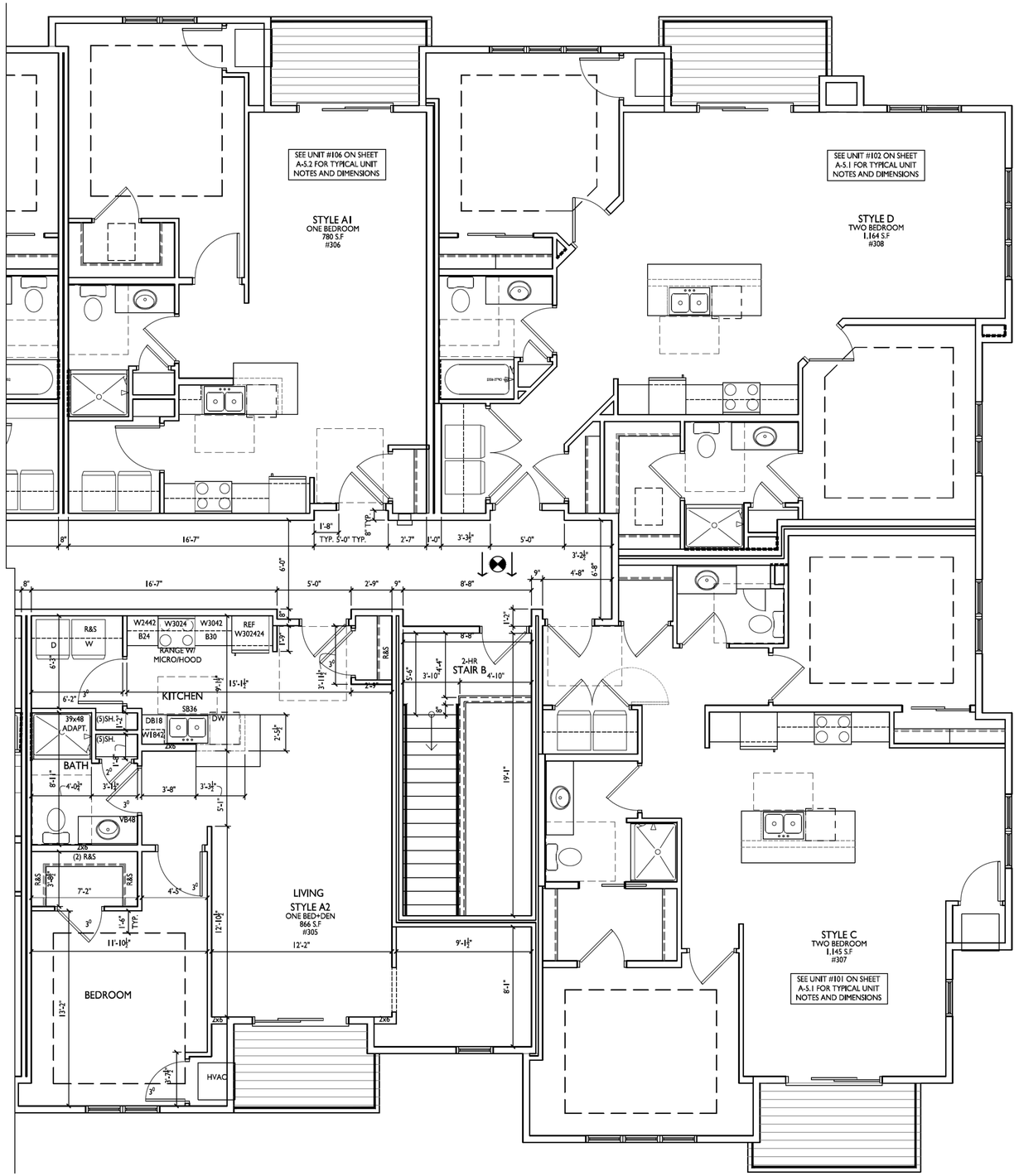

1 A-5.6 ENLARGED THIRD FLOOR PLAN

1/4" = 1'-0"

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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:

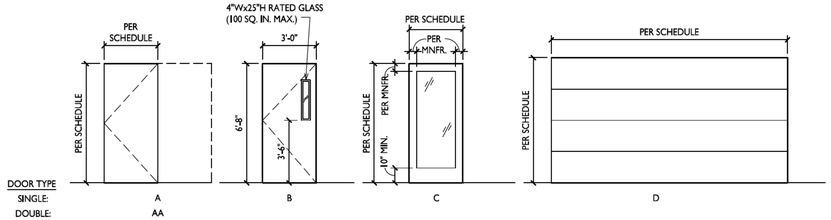
AL - ALUMINUM
HM - HOLLOW METAL
IM - INSULATED METAL
KD - KNOCK DOWN FRAME
SCW - SOLID CORE WOOD
HCW - HOLLOW CORE WOOD
ACW - ALUMINUM CLAD WOOD
WD - WOOD
FG - FIBERGLASS

INTERIOR STAIR SIGNAGE EXAMPLE

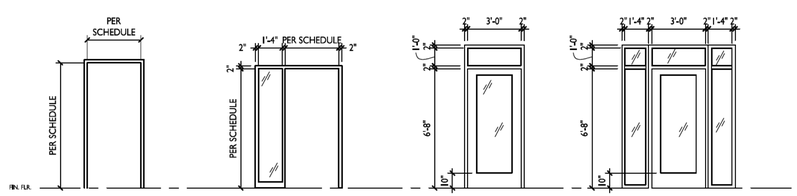
GENERAL WINDOW NOTES:

- 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).

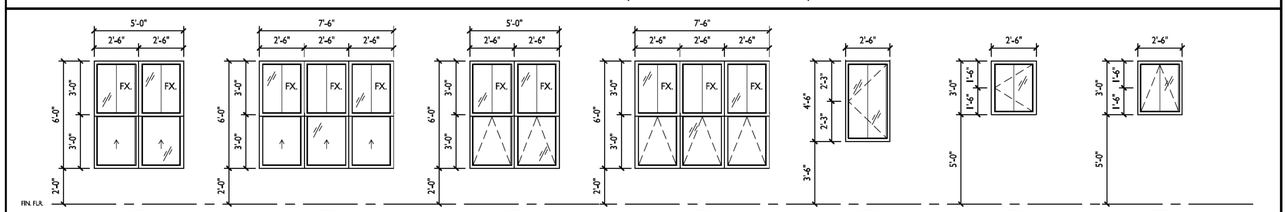
DOOR ELEVATIONS



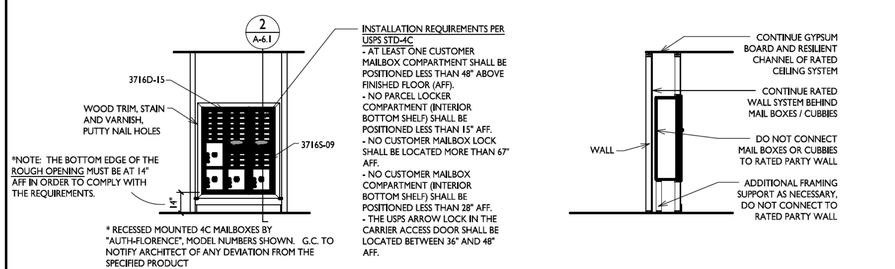
DOOR FRAME ELEVATIONS



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:

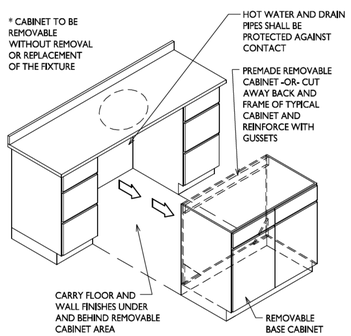
1. PROVIDE 30"x48" CLEAR FLOOR SPACE FOR PARALLEL APPROACH AT SINK AND APPLIANCES AS SHOWN ON PLANS.
2. PROVIDE SLIDE-IN RANGE.

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
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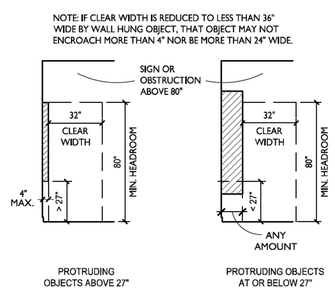

HC4 / A-7.1 PROJECTING OBJECTS
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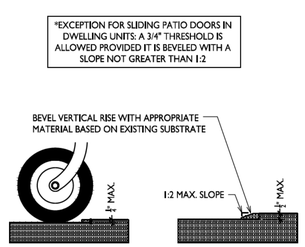

HC3 / A-7.1 CHANGES IN LEVEL ALONG ACCESSIBLE ROUTE
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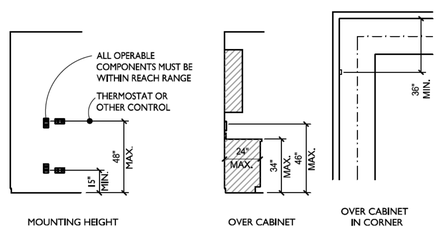

HC2 / A-7.1 SWITCHES, OUTLETS, THERMOSTATS
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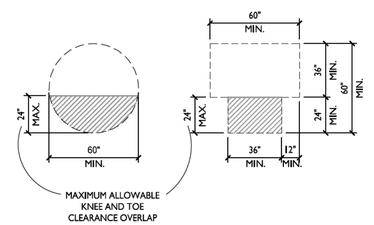

HC1 / A-7.1 TURNING SPACE CLEARANCES
N.T.S.

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ISSUED
Issued For Plan Review - September 11, 2025

PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Accessibility Requirements

SHEET NUMBER
A-7.1

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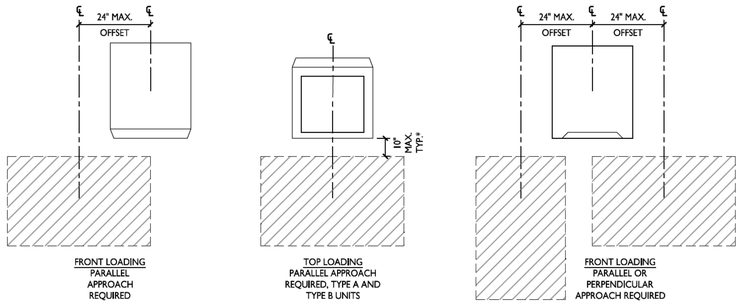

HC8 A-7.2 LAUNDRY EQUIPMENT CLEARANCES
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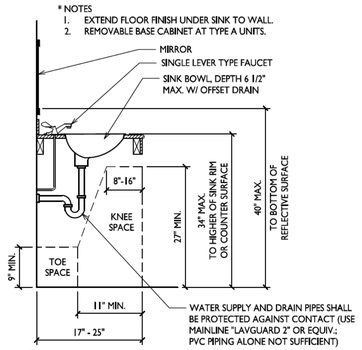

HC7 A-7.2 VANITY KNEE / TOE CLEARANCE
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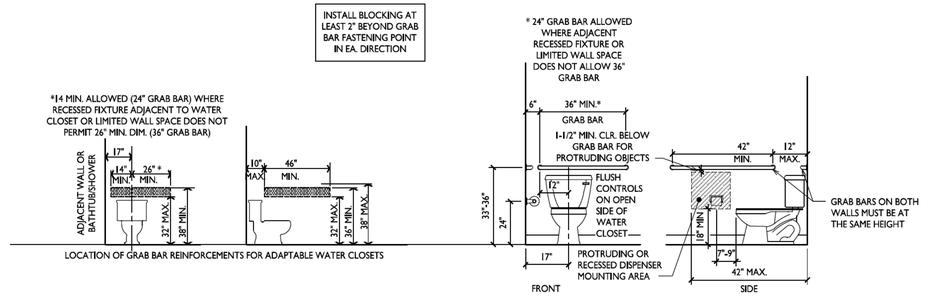

HC6 A-7.2 TOILET GRAB BARS AND BLOCKING
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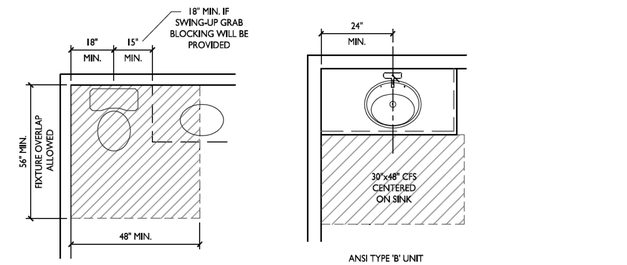
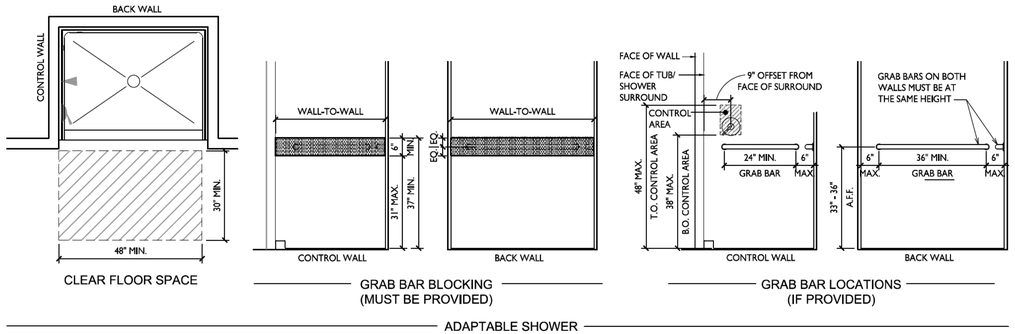
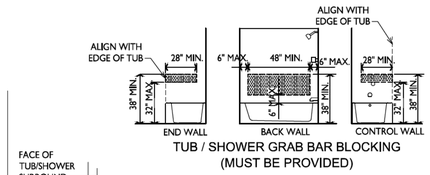
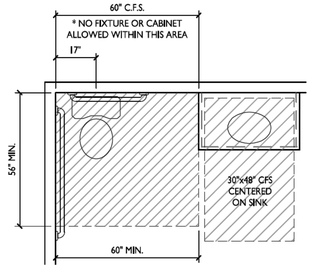
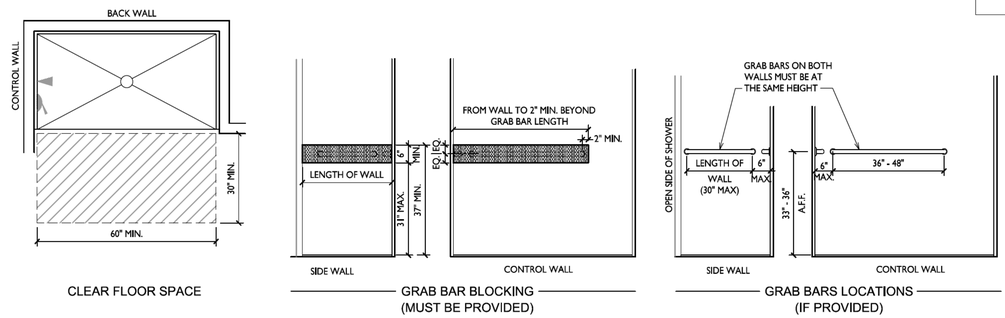
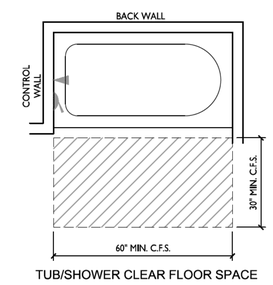






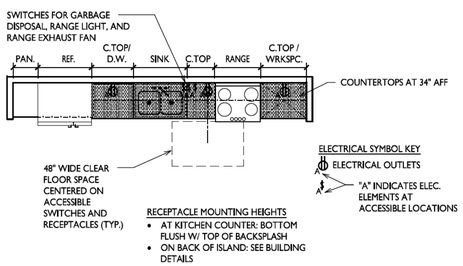


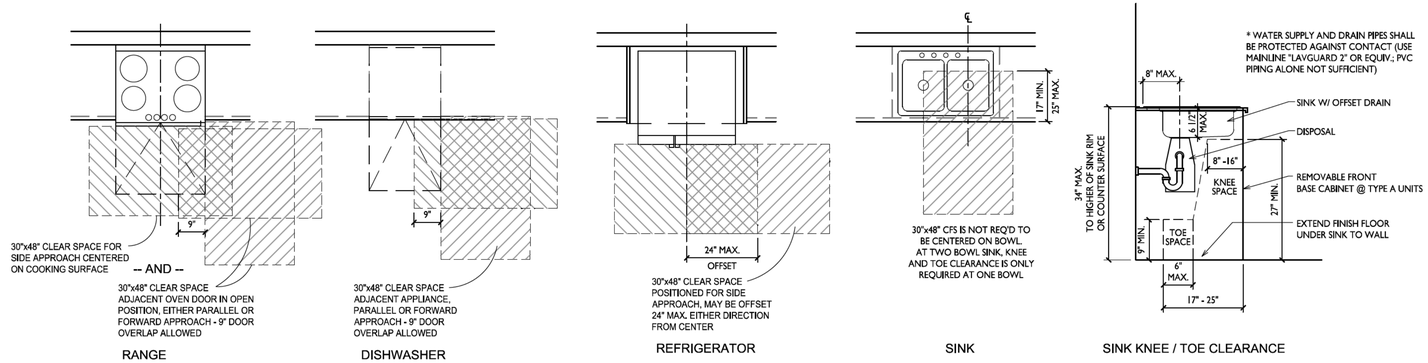




HC10 A-7.2 BATHROOM FIXTURE CLEARANCES
N.T.S.

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





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

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PROJECT TITLE
Whistling Ridge
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108 Whistle Street
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Details

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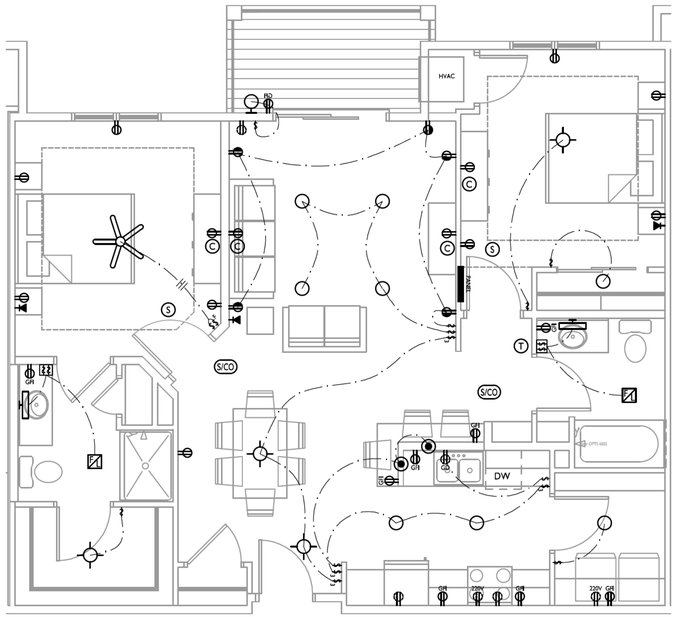
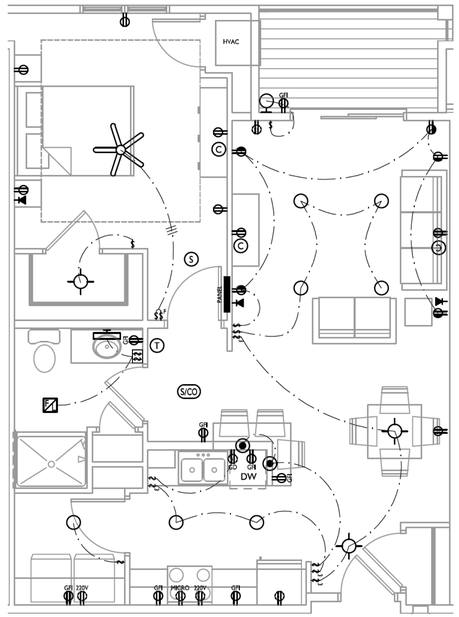


2 A-8.1

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.

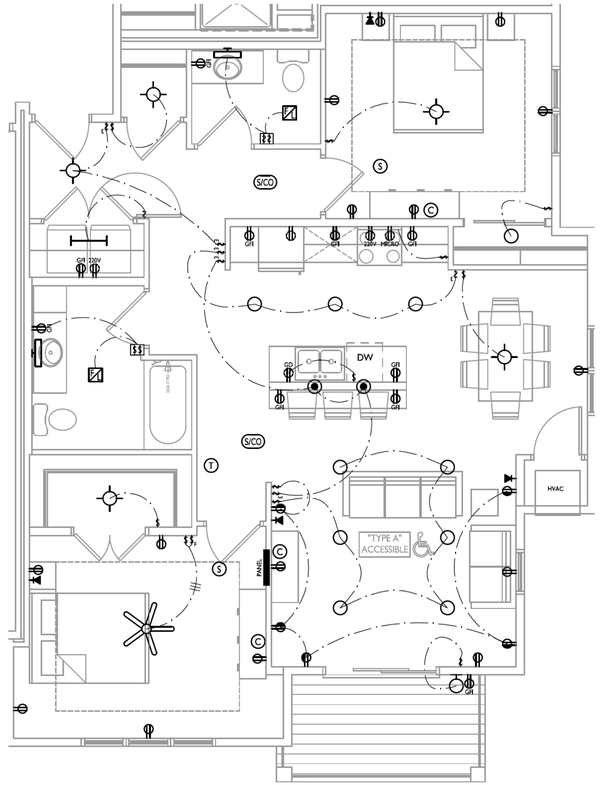
TYPICAL MOUNTING HEIGHTS (A.F.F.)

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.

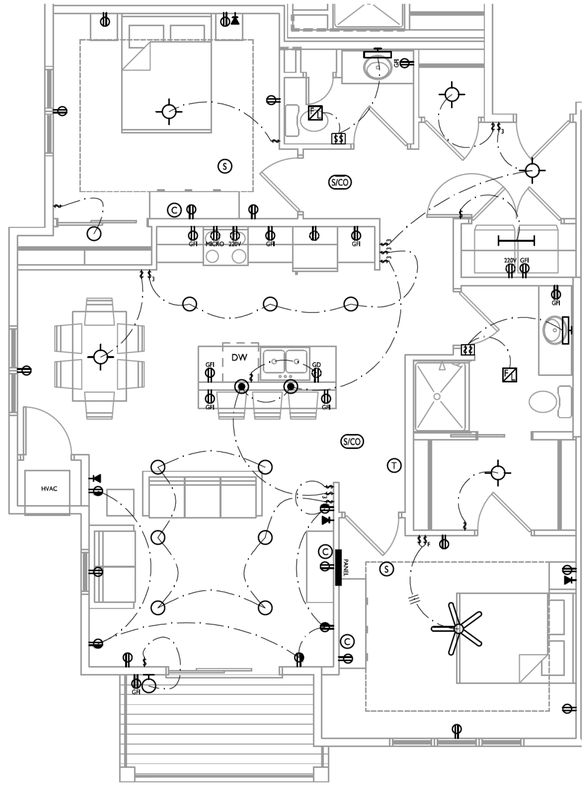
- PANEL — ELECTRICAL PANEL
- DUPLEX RECEPTACLE
- HALF-SWITCHED RECEPTACLE
- GFI RECEPTACLE
- WEATHERPROOF RECEPTACLE
- GARBAGE DISPOSAL RECEPTACLE
- 220V RECEPTACLE
- CEILING RECEPTACLE
- C — CABLE JACK
- T — THERMOSTAT
- PHONE JACK
- EXHAUST FAN / LIGHT
- S — SMOKE DETECTOR
- CO — CARBON MONOXIDE DETECTOR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

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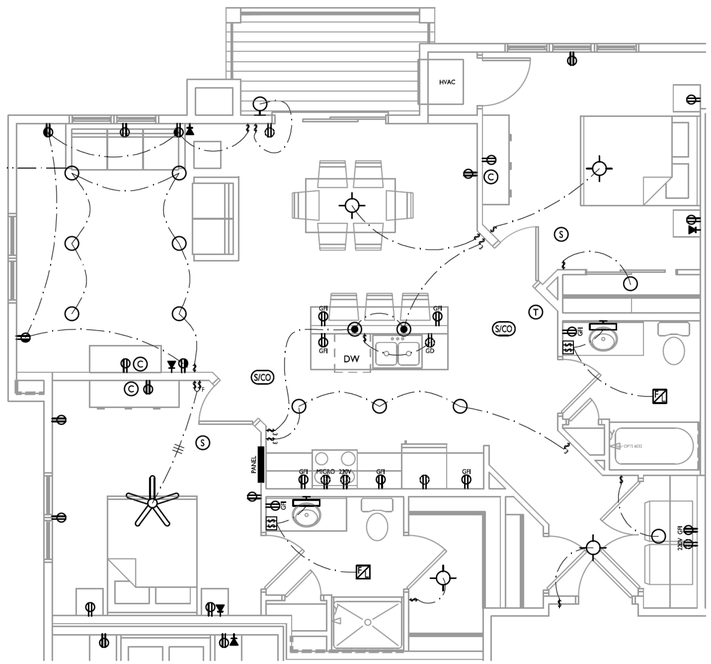

3 A-8.1

TYPICAL STYLE D DEVICE PLACEMENT PLAN

1/4"=1'-0"

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PROJECT TITLE
Whistling Ridge Building #3

108 Whistle Street
Marshall, WI

SHEET TITLE
Device Placement Plan

SHEET NUMBER
A-8.1

PROJECT NO. 2002

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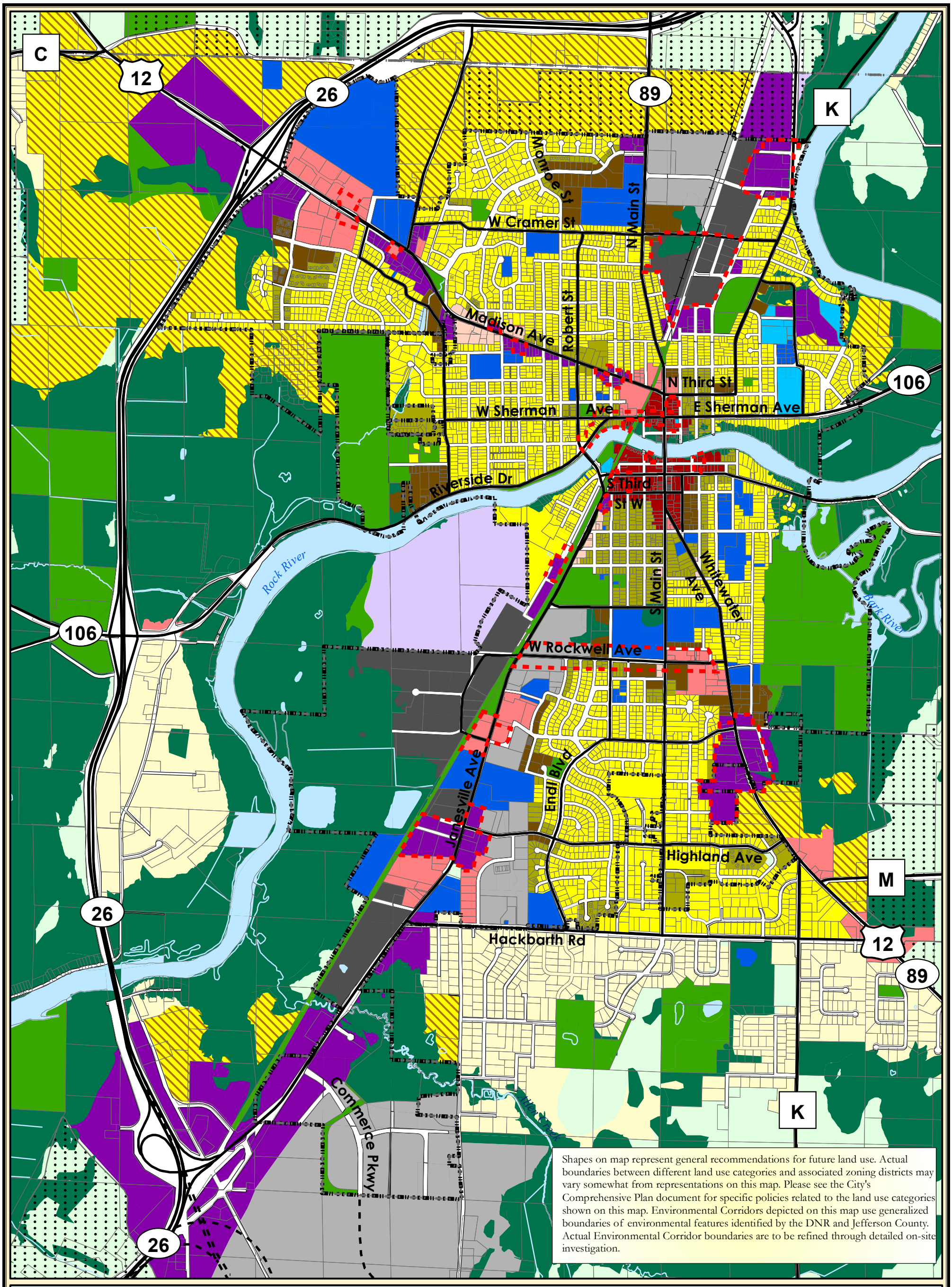
C
12
26
89
K
106
M
W Cramer St
Monroe St
N Main St
Robert St
Madison Ave
N Third St
W Sherman Ave
E Sherman Ave
Riverside Dr
S Third St W
S Main St
Whitewater Ave
Rock River
Bark River
W Rockwell Ave
Jonesville Ave
Endl Blvd
Highland Ave
Hackbarth Rd
Commerce Pkwy
Otter Creek
Shapes on map represent 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
Edgewater Rd
N 3rd St
State Hwy 26
State Hwy 106
E SHERMAN AVE

TRAFFIC ANALYSIS & DESIGN, INC.

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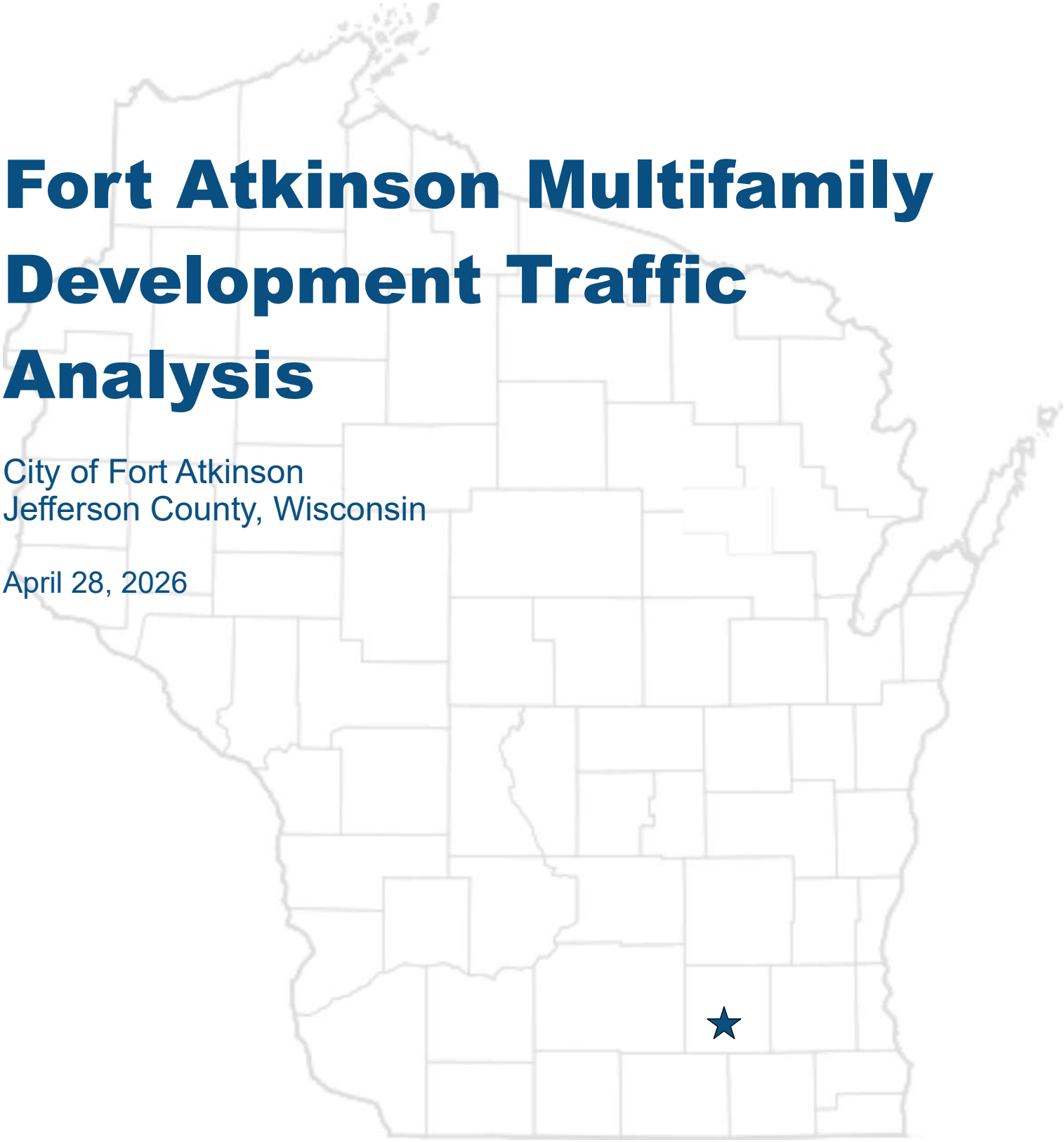
www.tadi-us.com

Fort Atkinson Multifamily Development Traffic Analysis

City of Fort Atkinson
Jefferson County, Wisconsin

April 28, 2026



TRAFFIC IMPACT ANALYSIS FOR:

FORT ATKINSON MULTIFAMILY DEVELOPMENT

CITY OF FORT ATKINSON, JEFFERSON COUNTY, WISCONSIN

DATE SUBMITTED: April 28, 2026

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

Daniel C. Bieberitz

Daniel Bieberitz, P.E., PTOE
TADI

Traffic Impact Analysis
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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

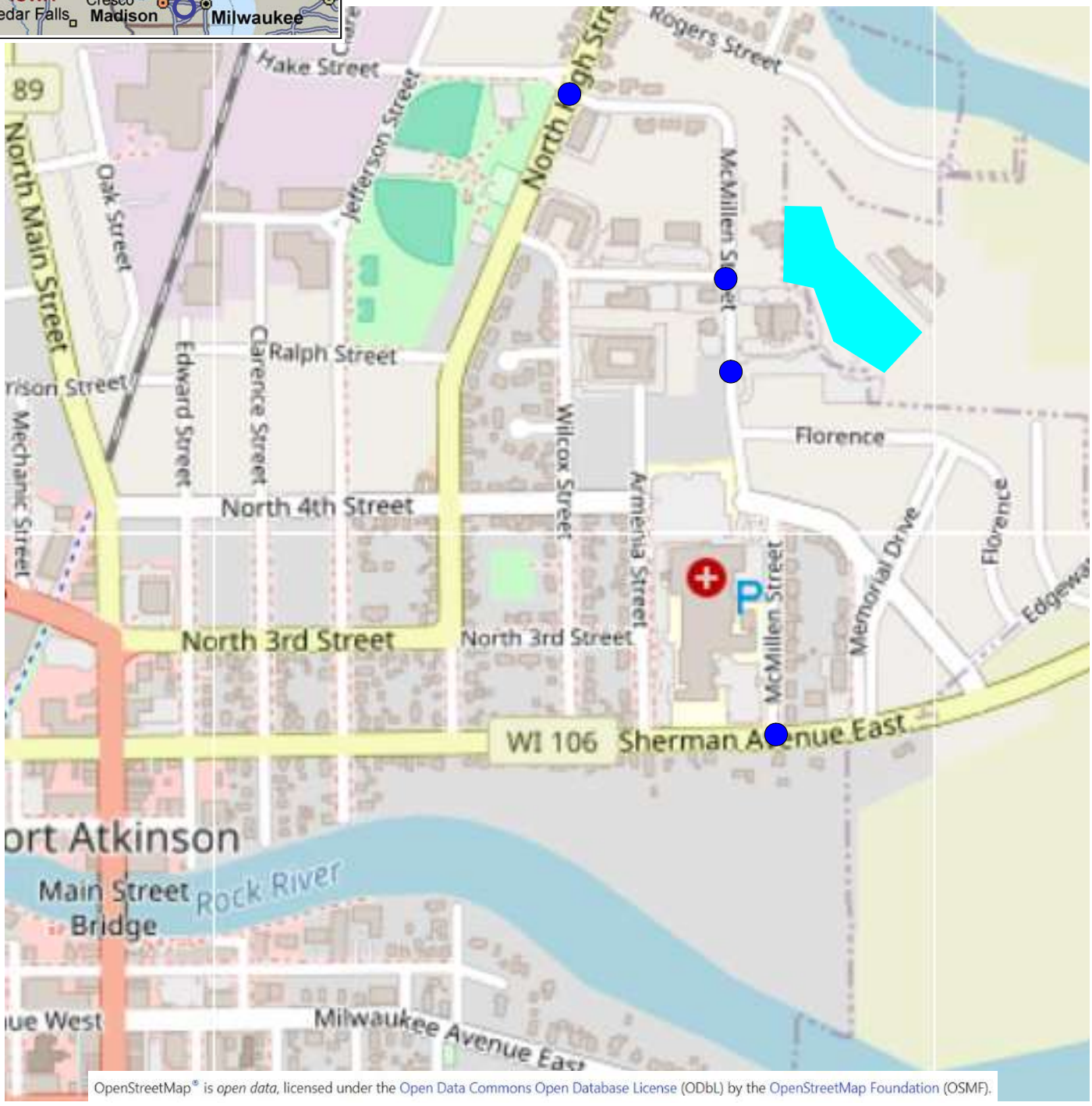

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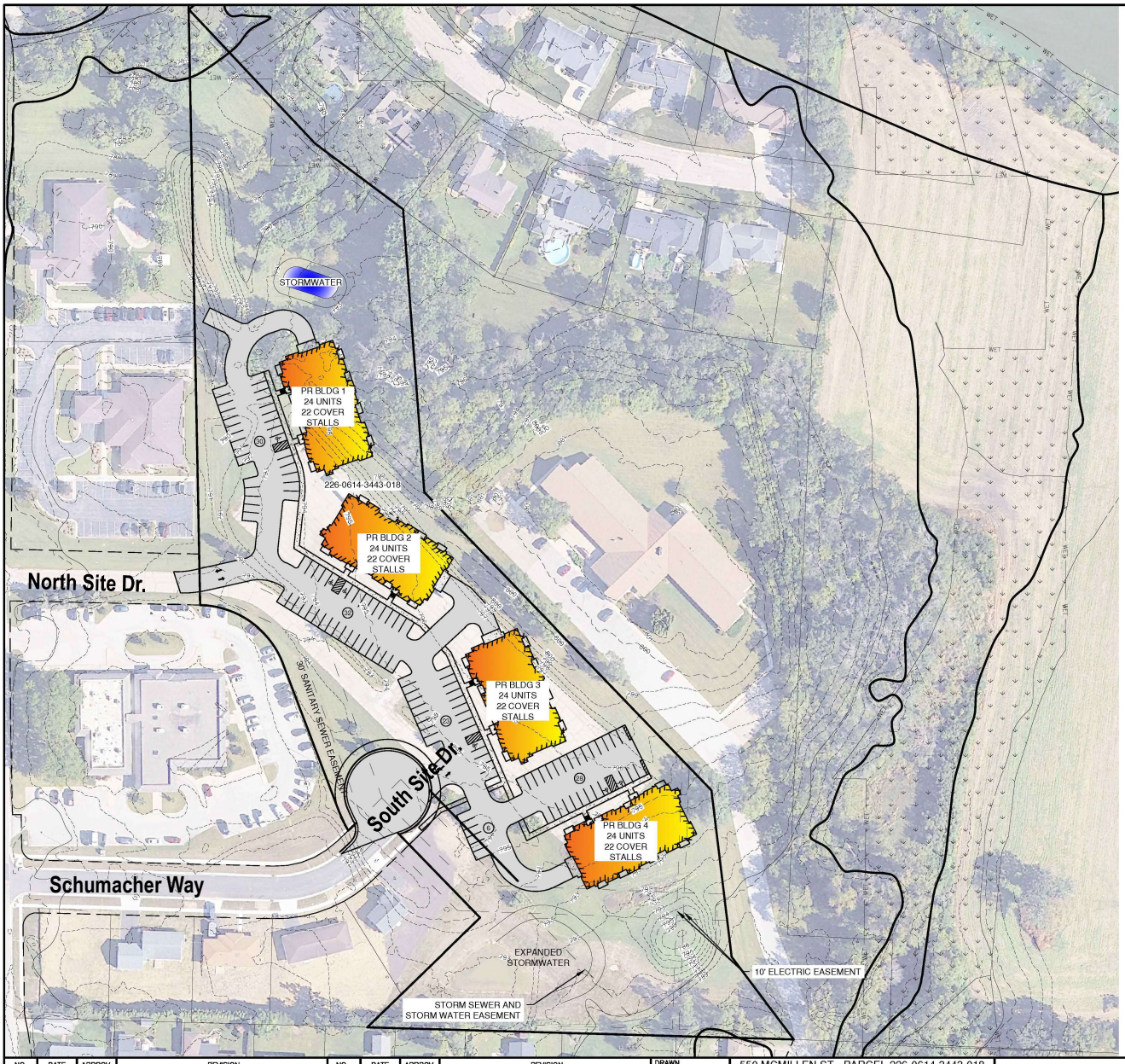
EXHIBIT 1
SITE LOCATION MAP

FORT ATKINSON, WISCONSIN



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

CONCEPT SITE PLAN - 96 UNIT LAYOUT

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SCALE
FILE
JOB NO.

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

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EXHIBIT 2
CONCEPTUAL SITE PLAN

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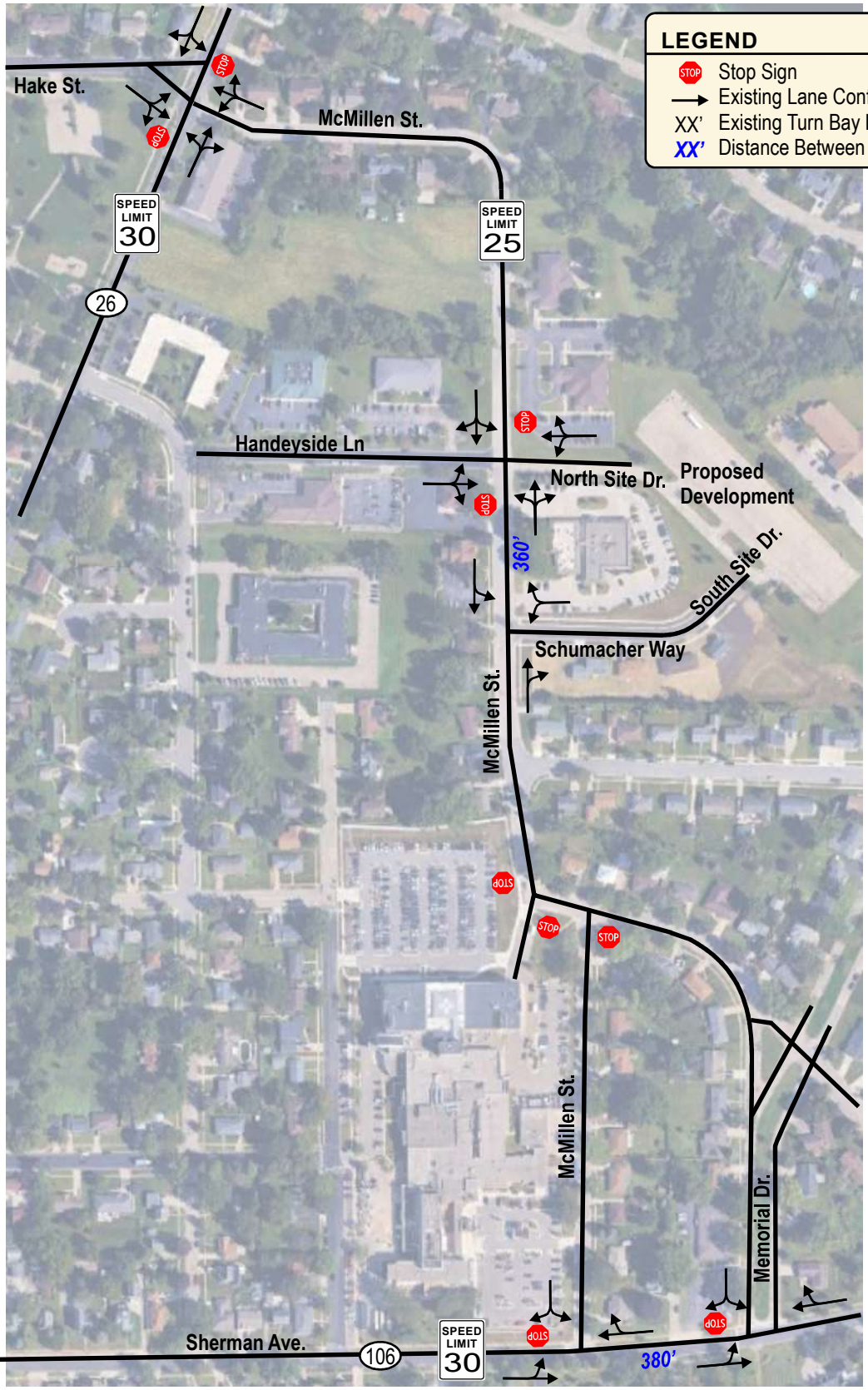

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EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

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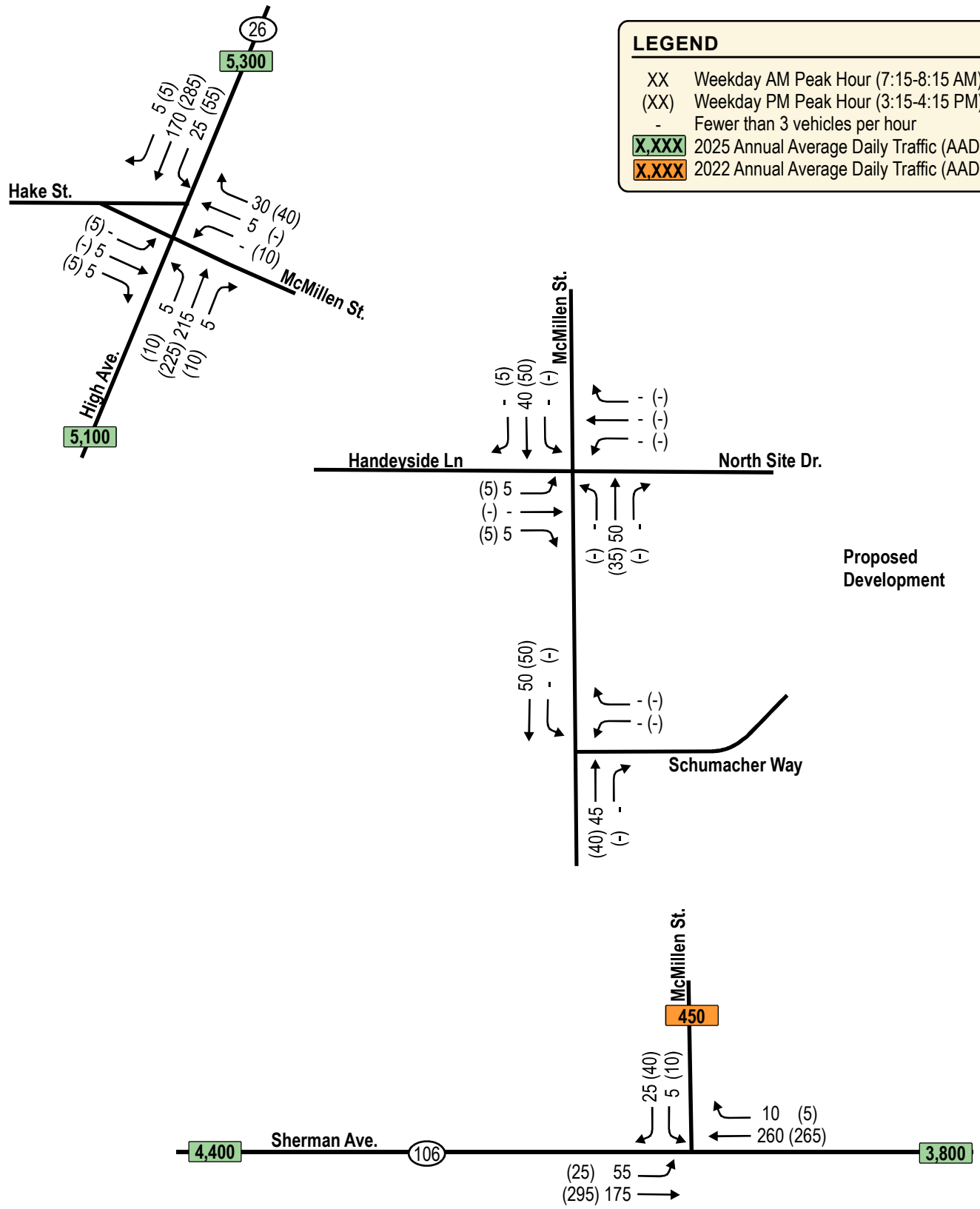

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EXHIBIT 4
YEAR 2026 EXISTING TRAFFIC VOLUMES

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.

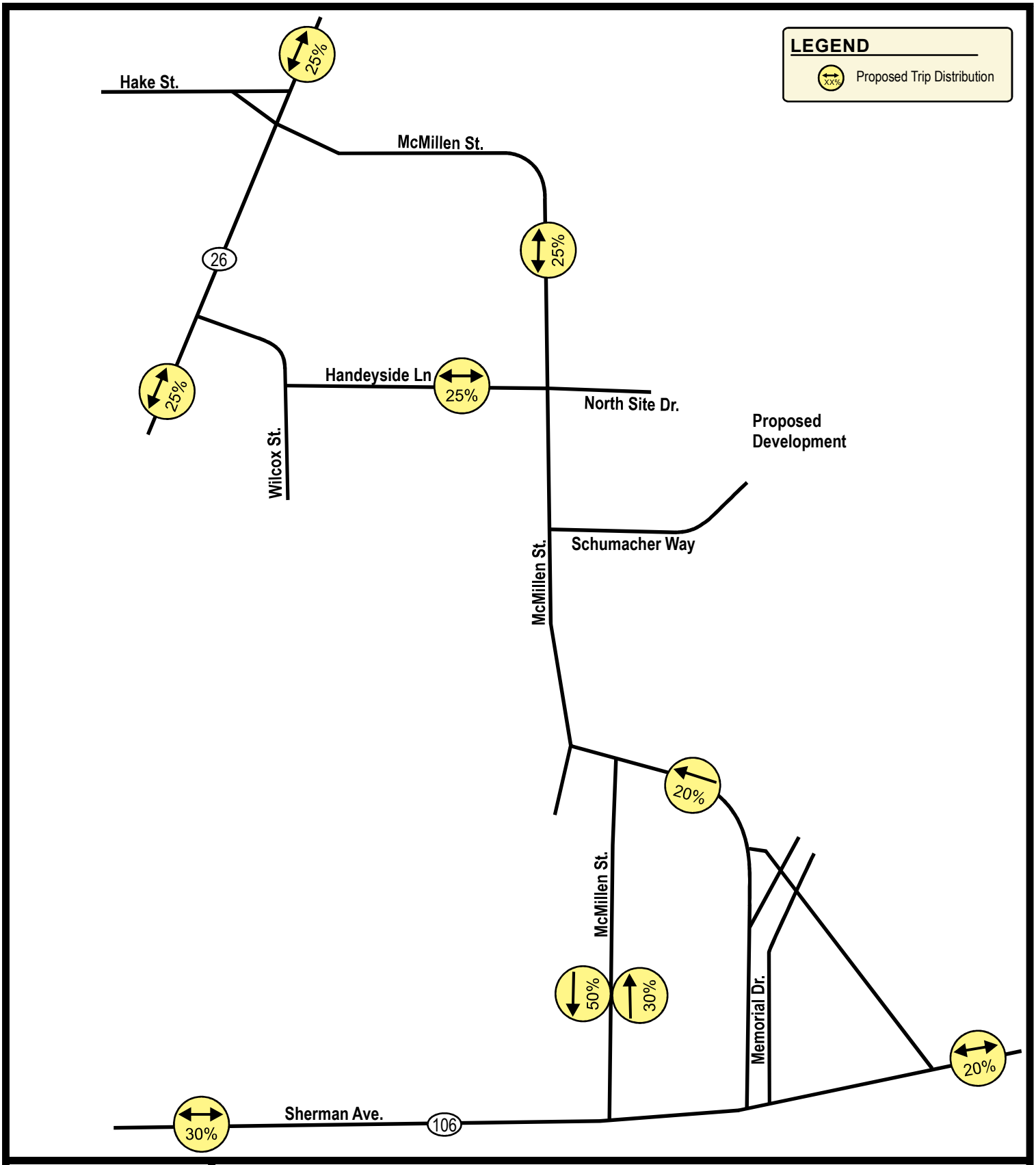
TRIP DISTRIBUTION

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.



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3648 ~ 4/21/26

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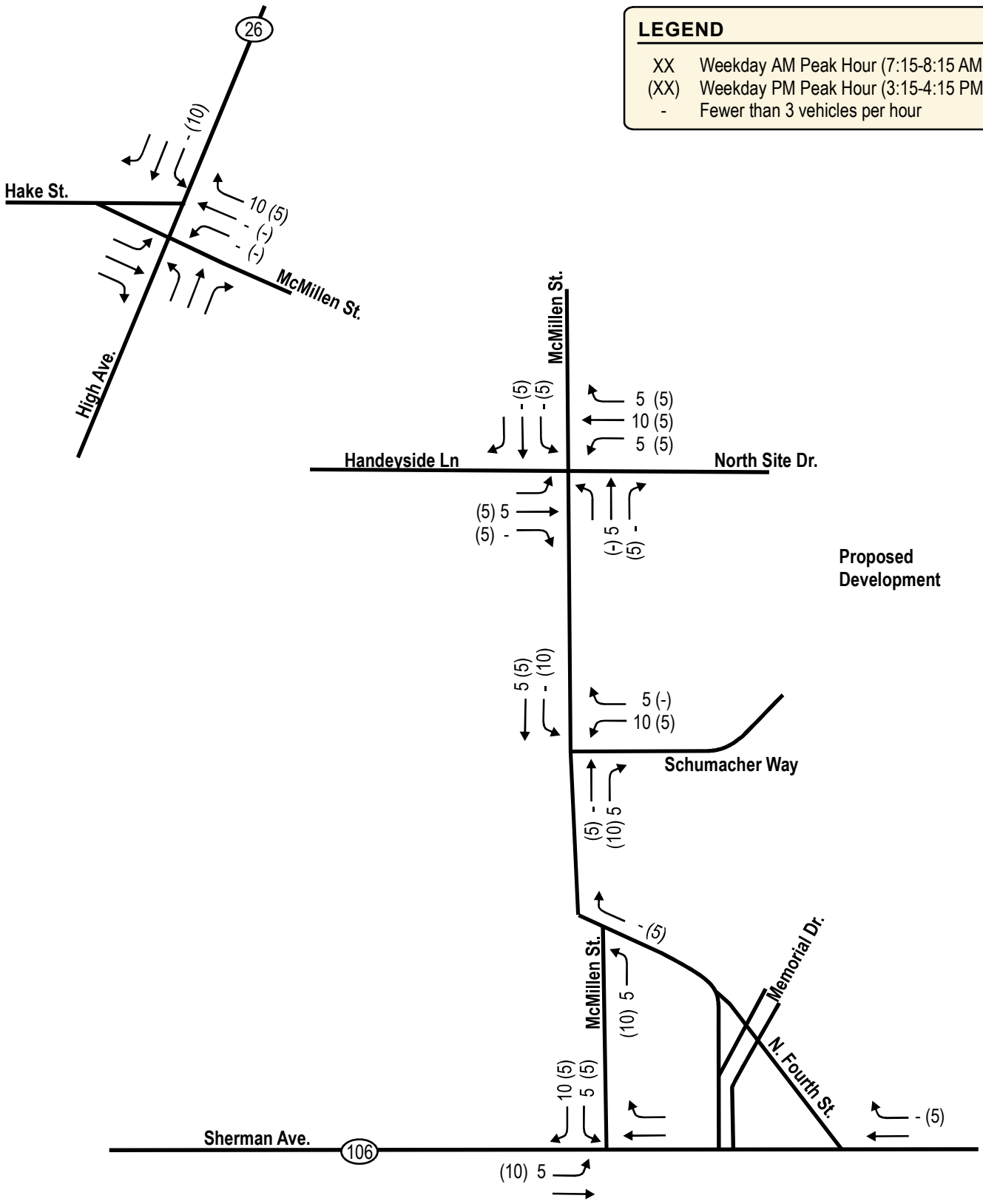
EXHIBIT 6
DEVELOPMENT TRIP DISTRIBUTION PERCENTAGES

FORT ATKINSON, WISCONSIN



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N
NOT TO SCALE

EXHIBIT 7
ON-SITE DEVELOPMENT NEW TRIPS

FORT ATKINSON, WISCONSIN

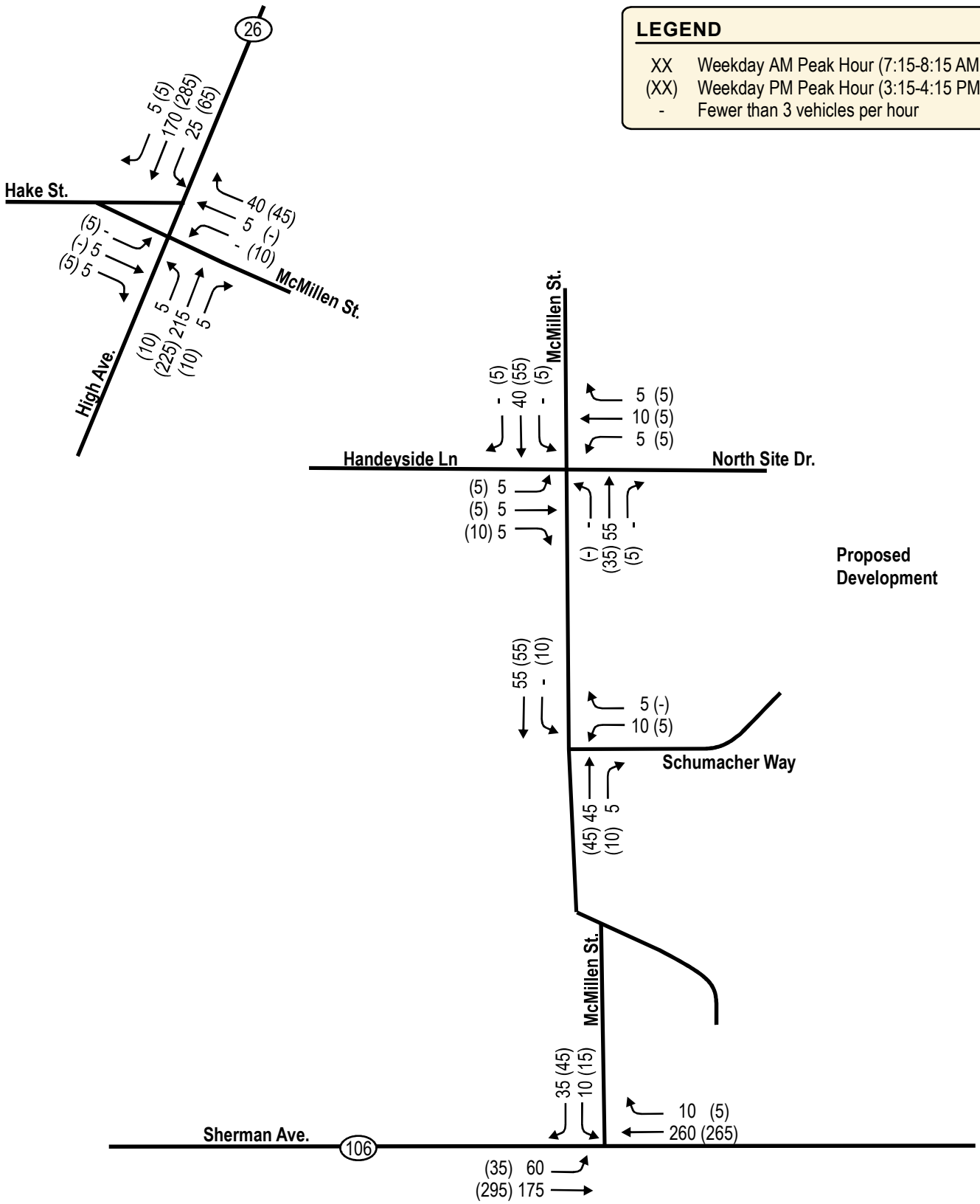

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EXHIBIT 8
BUILD TRAFFIC VOLUMES

FORT ATKINSON, WISCONSIN

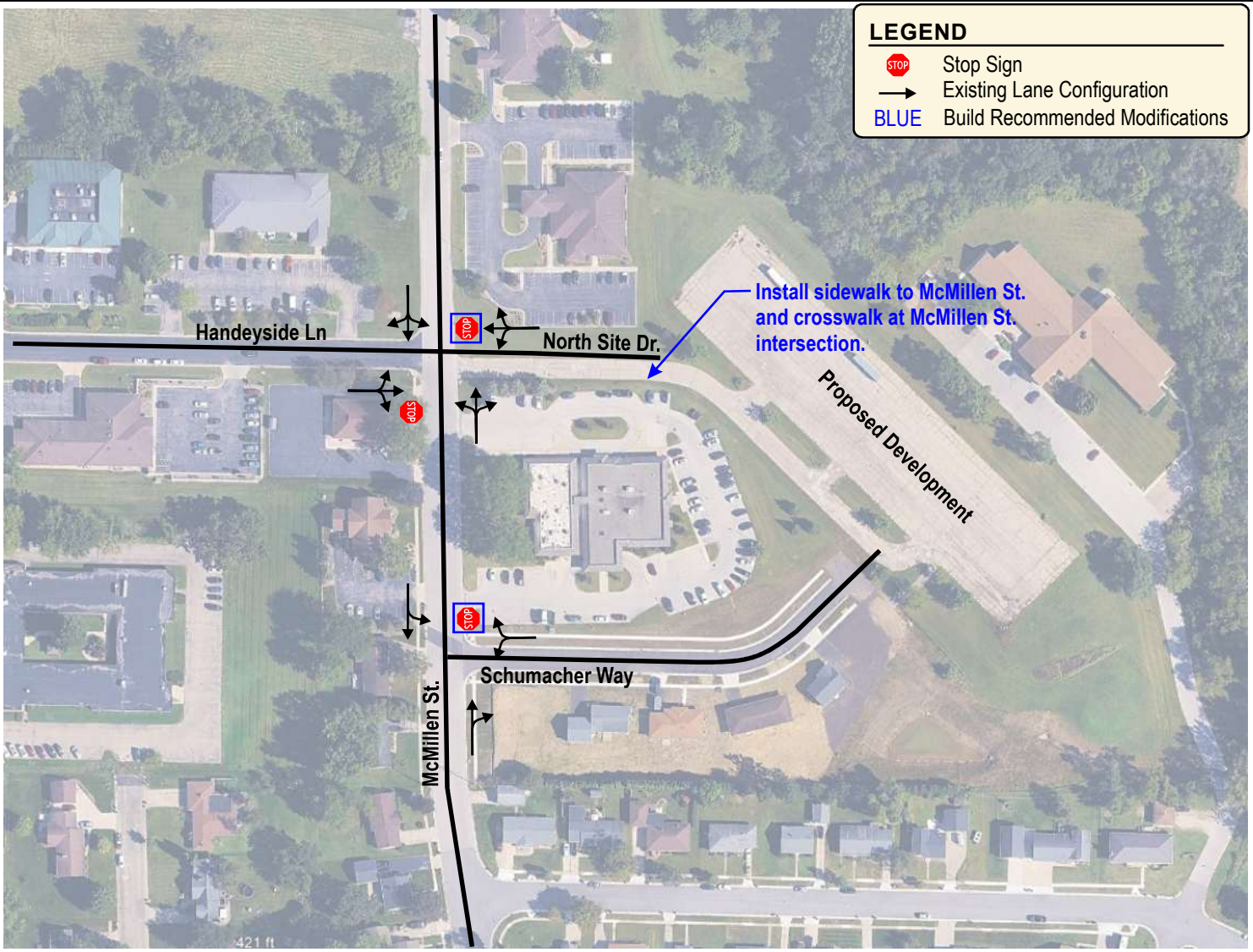

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EXHIBIT 9
RECOMMENDED MODIFICATIONS

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***

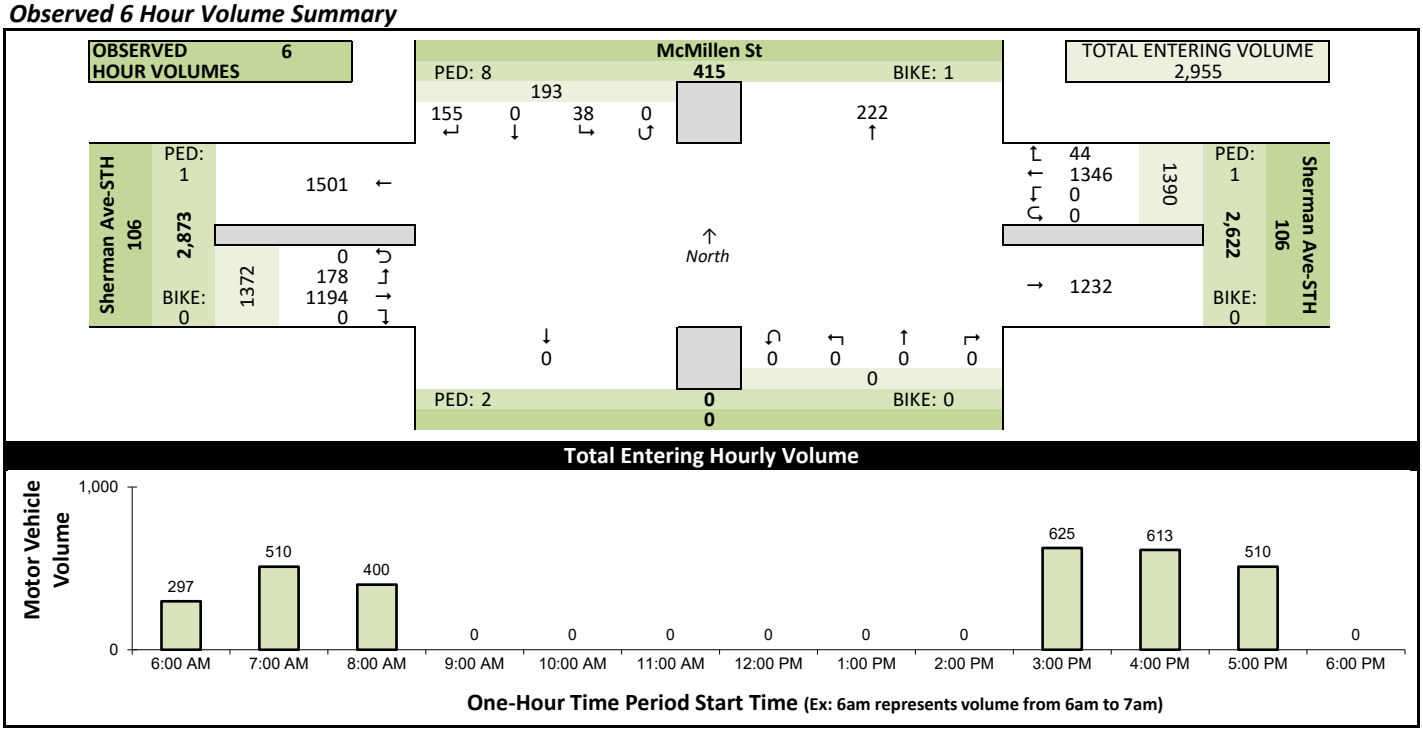
Site Information

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		

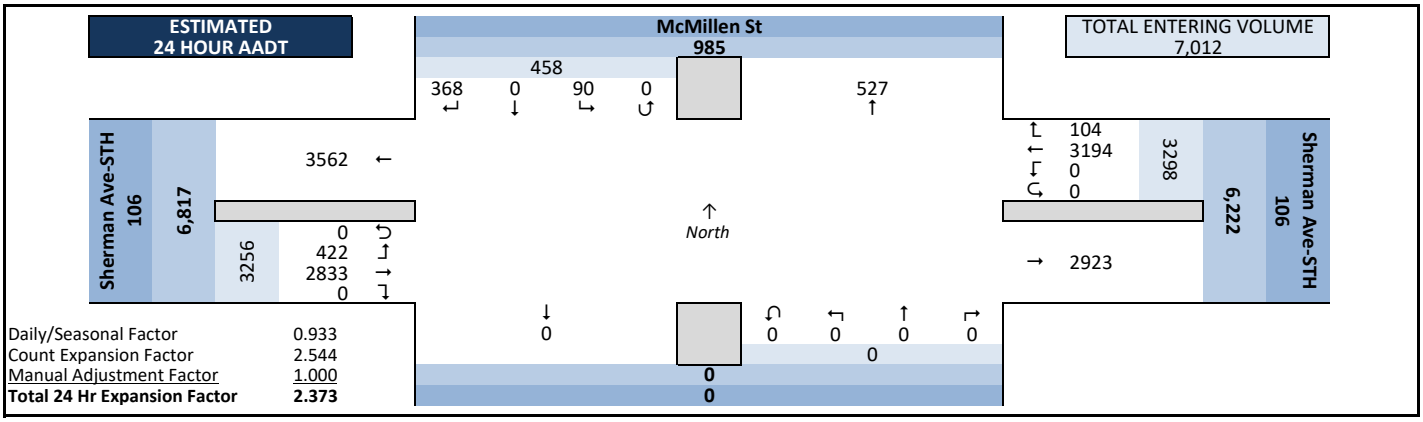
Count Information

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

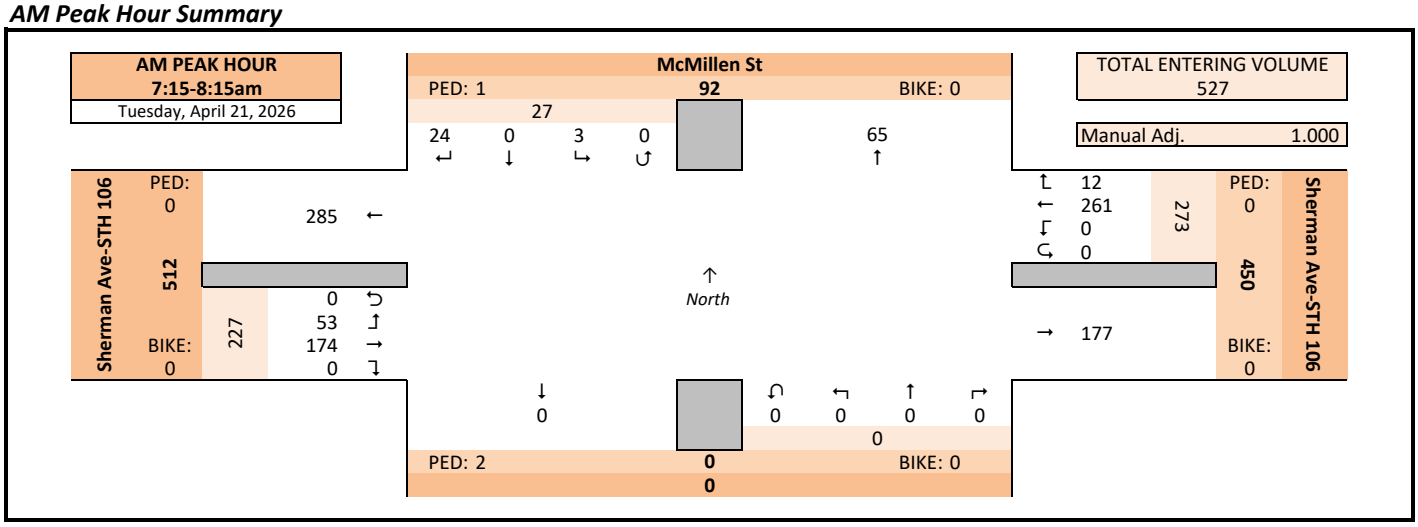
Peak Hour Volume Graphical Summary

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

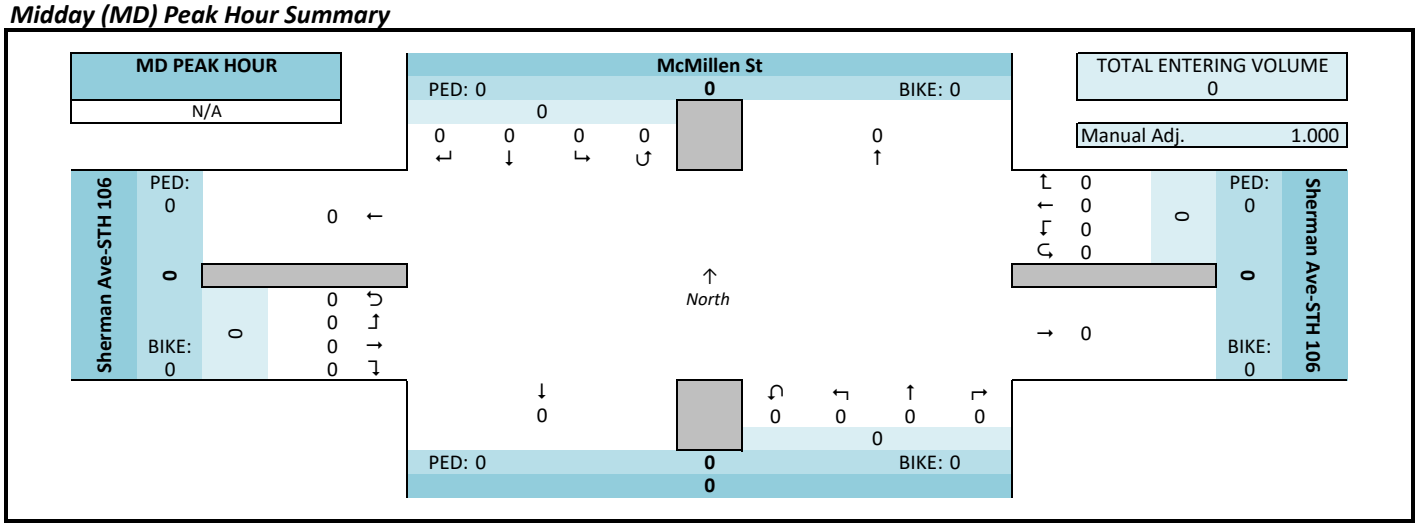
Sherman Ave-STH 106 & McMillen St

All Motor Vehicles

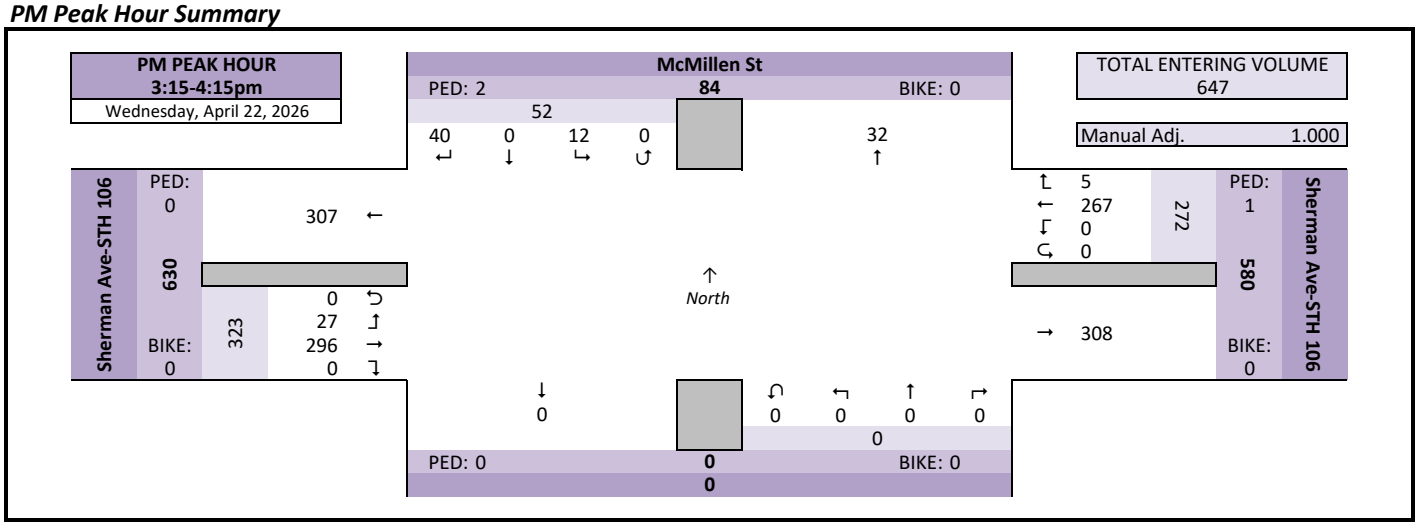
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

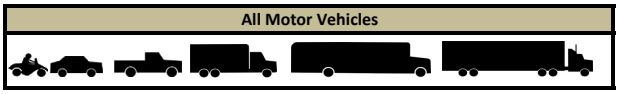


Intersection Traffic Volume Report

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

Peak Hour Volume Summary

Sherman Ave-STH 106 & McMillen St



Peak Hour Volumes, Truck Percentages, and PHFs

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

N/A		From North					From East					From South					From West					
	MD Peak Hour	McMillen St					Sherman Ave-STH 106					0					Sherman Ave-STH 106					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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

Peak Hour Pedestrian and Bicyclist Volumes

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

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

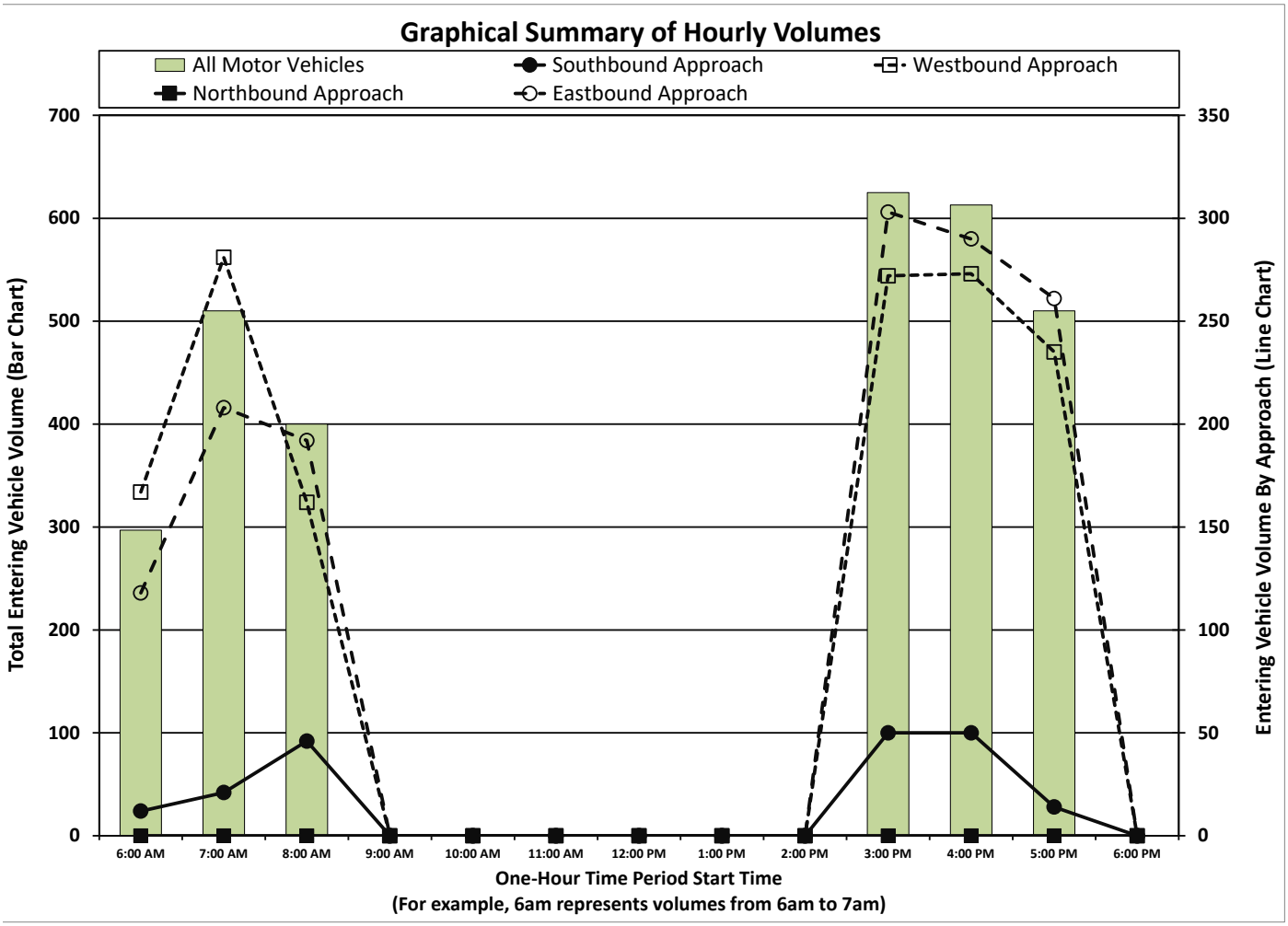
Sherman Ave-STH 106 & McMillen St

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

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Vehicle Volume	Directional Volume Totals 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

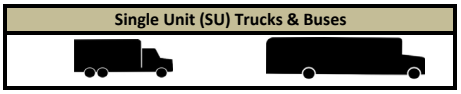
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

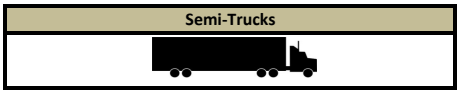
	Hourly Time Period	From North (↓) McMillen St					From East (←) Sherman Ave-STH 106					From South (↑) 0					From West (→) Sherman Ave-STH 106					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	0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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

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

Sherman Ave-STH 106 & McMillen St

15-Minute Heavy Vehicle Data

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

Peak Hour Heavy Vehicle Volume Summary

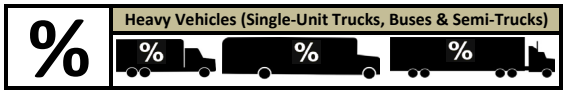
	Hourly Time Period Start Time	From North (↓) McMillen St Right	Thru	Left	U-Tn	Total	From East (←) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	From South (↑) 0 Right	Thru	Left	U-Tn	Total	From West (→) Sherman Ave-STH 106 Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	3	0	0	0	3	2	10	0	0	12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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

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

Sherman Ave-STH 106 & McMillen St



15-Minute Heavy Vehicle Percentages

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

Semi Truck Percentage: 0.41%

Peak Hour Heavy Vehicle Percentages Summary

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

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

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

Sherman Ave-STH 106 & McMillen St

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		McMillen St			Sherman Ave-STH 106			0			Sherman Ave-STH 106				
	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***

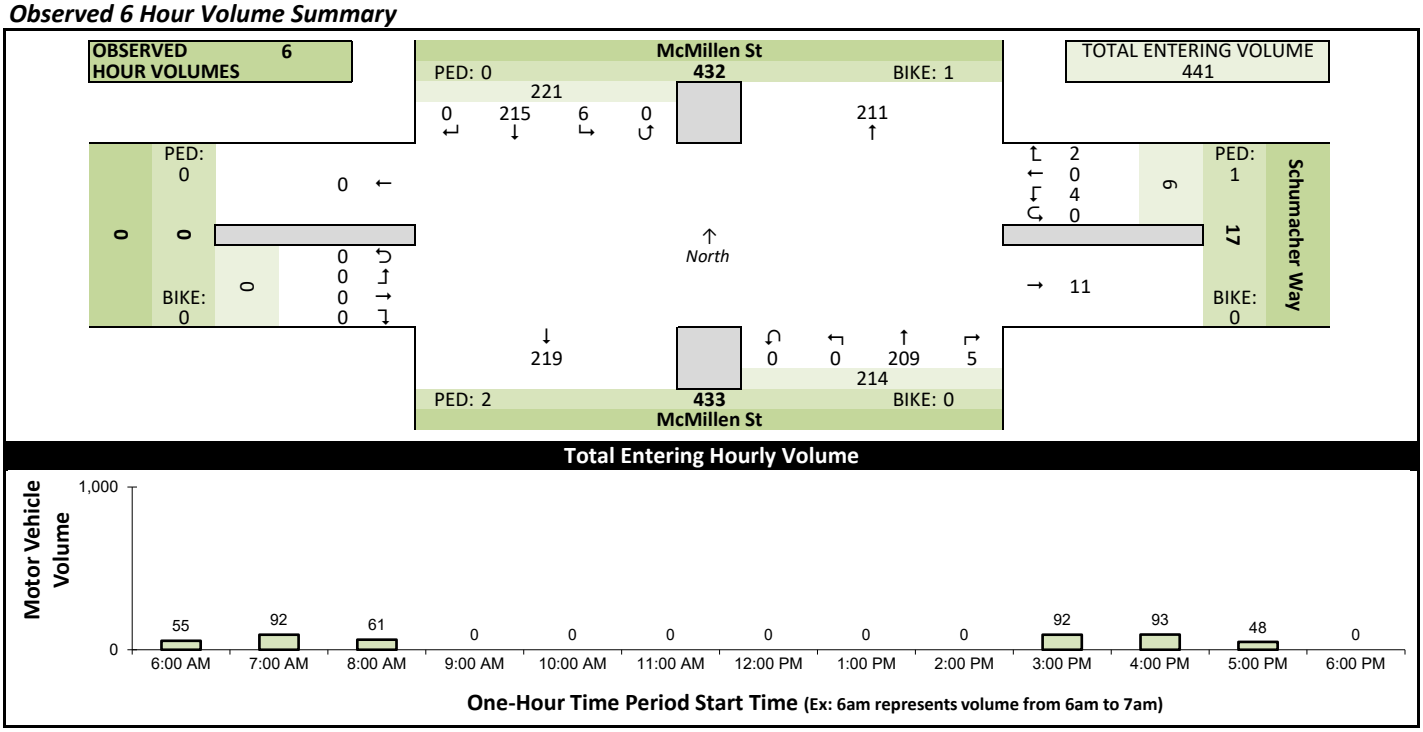
Site Information

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	

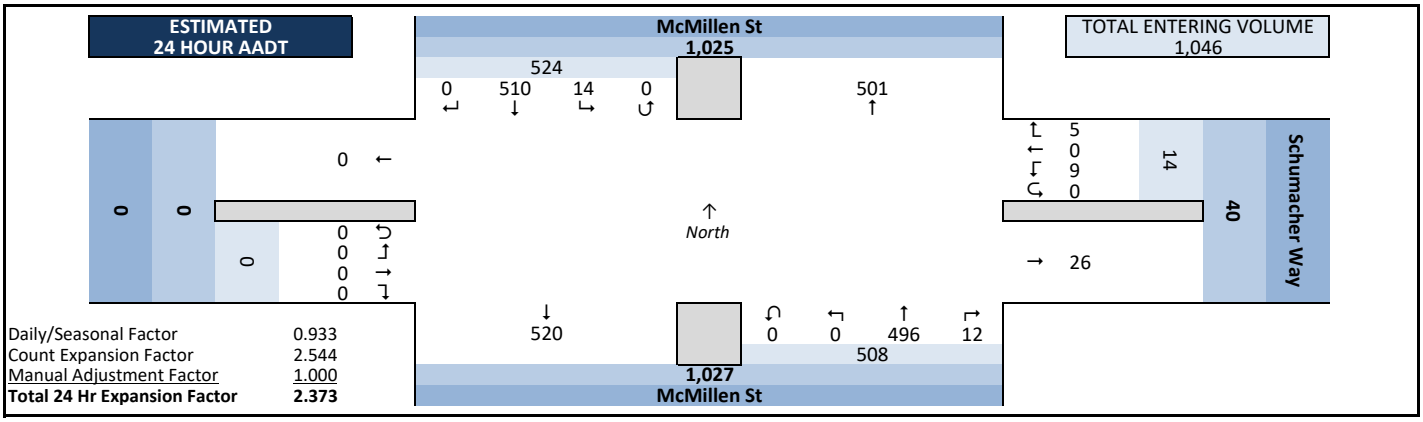
Count Information

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

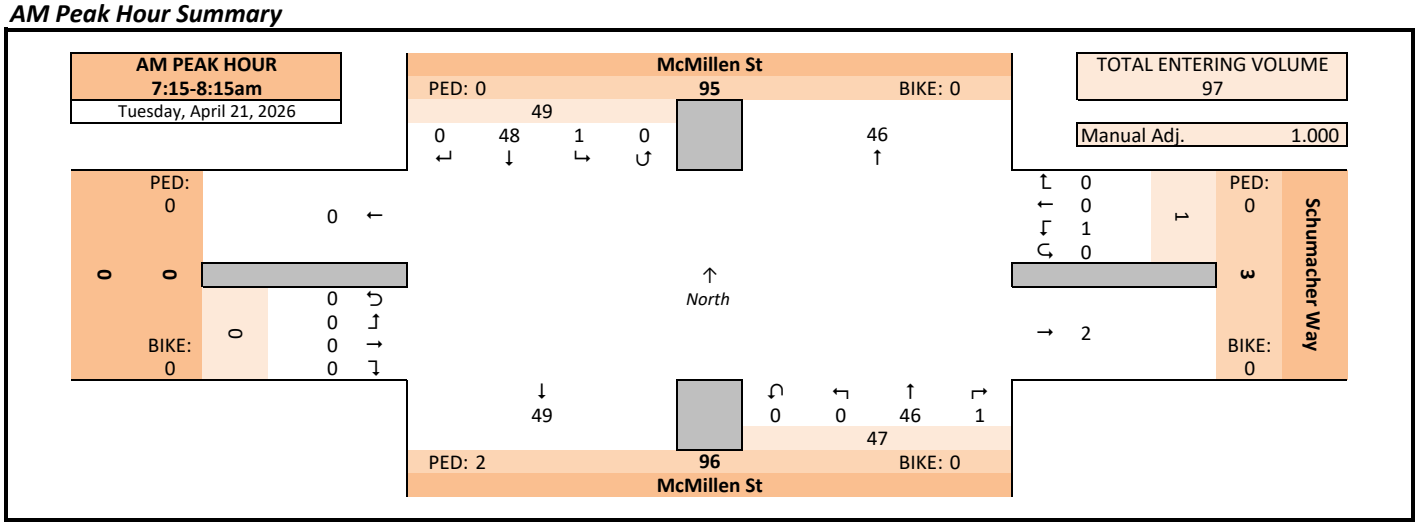
Peak Hour Volume Graphical Summary

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

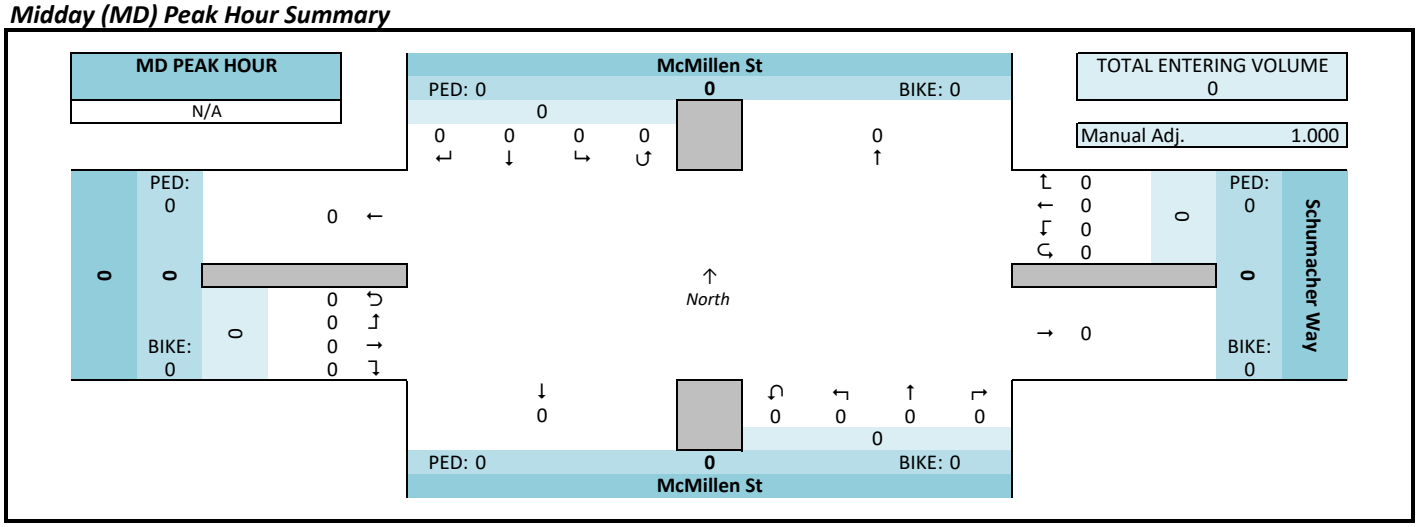
McMillen St & Schumacher Way

All Motor Vehicles

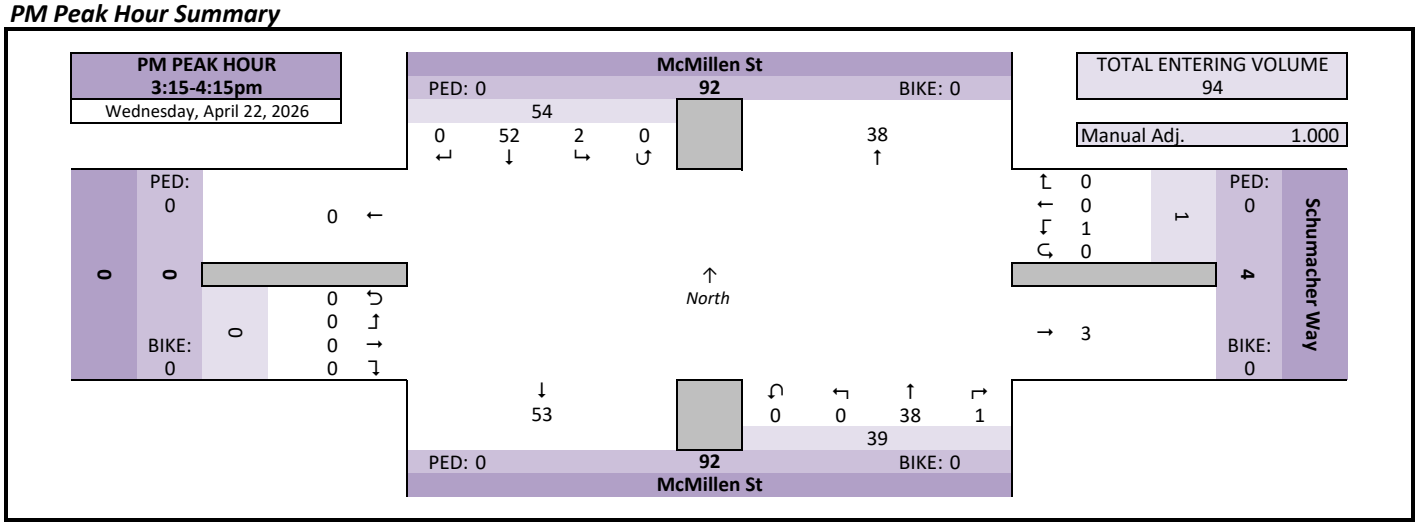
AM Peak Hour Summary



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

All Motor Vehicles

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

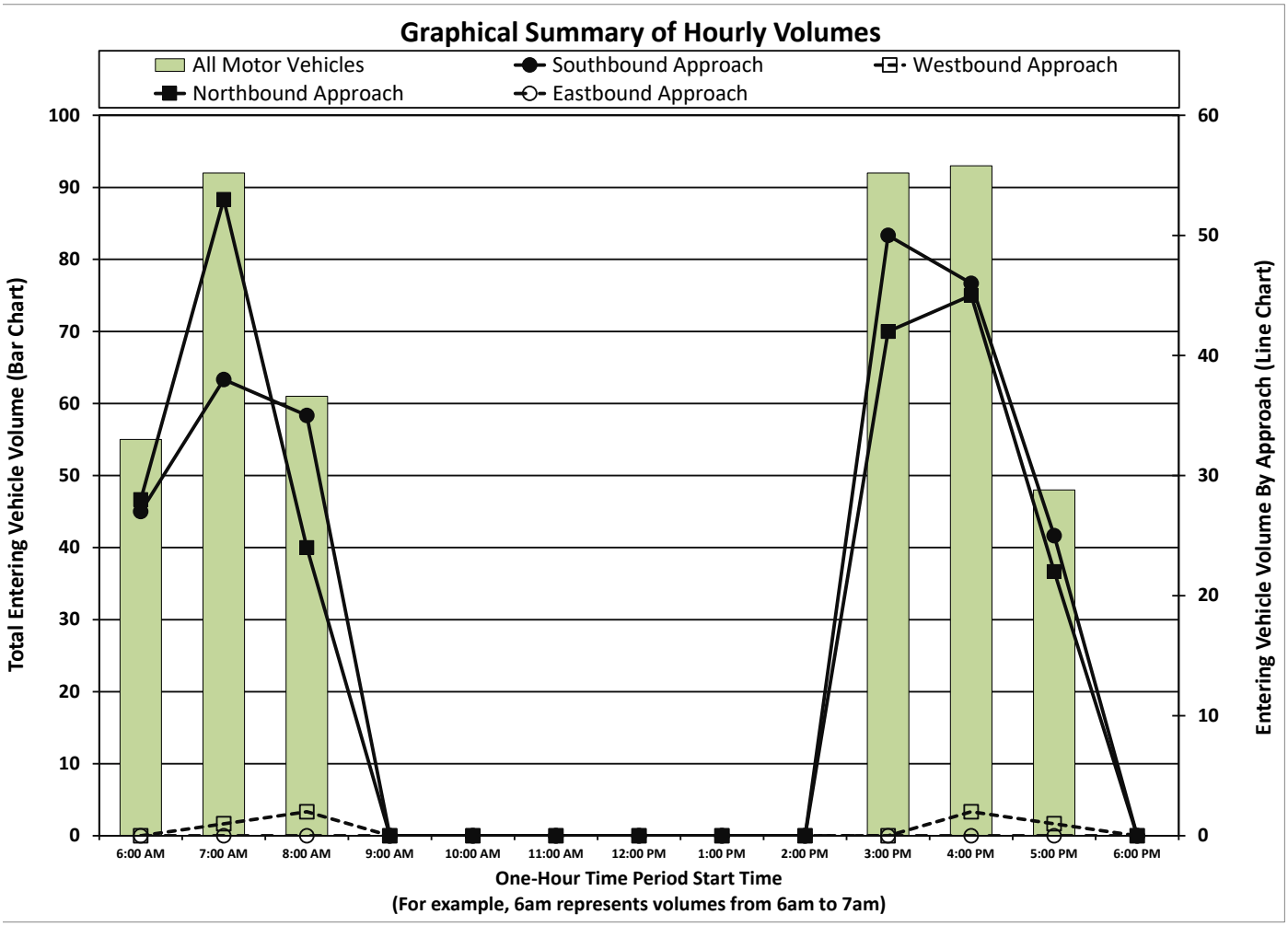
McMillen St & Schumacher Way

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		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	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

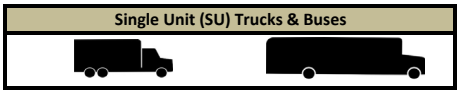
Hourly Time Period		From North (↓) McMillen St					From East (←) Schumacher Way					From South (↑) McMillen St					From West (→) 0					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	46	1	0	47	0	0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

Intersection Traffic Volume Report

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

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

McMillen St & Schumacher Way



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

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

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

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

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

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

McMillen St & Schumacher Way

Semi-Trucks

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

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

McMillen St & Schumacher Way

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) McMillen St Right	Thru	Left	U-Tn	Total	From East (←) Schumacher Way Right	Thru	Left	U-Tn	Total	From South (↑) McMillen St Right	Thru	Left	U-Tn	Total	From West (→) 0 Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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

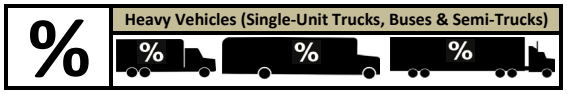
Hourly Time Period Start Time		From North (↓) McMillen St Right	Thru	Left	U-Tn	Total	From East (←) Schumacher Way Right	Thru	Left	U-Tn	Total	From South (↑) McMillen St Right	Thru	Left	U-Tn	Total	From West (→) 0 Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0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

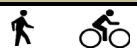
Intersection Traffic Volume Report

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***

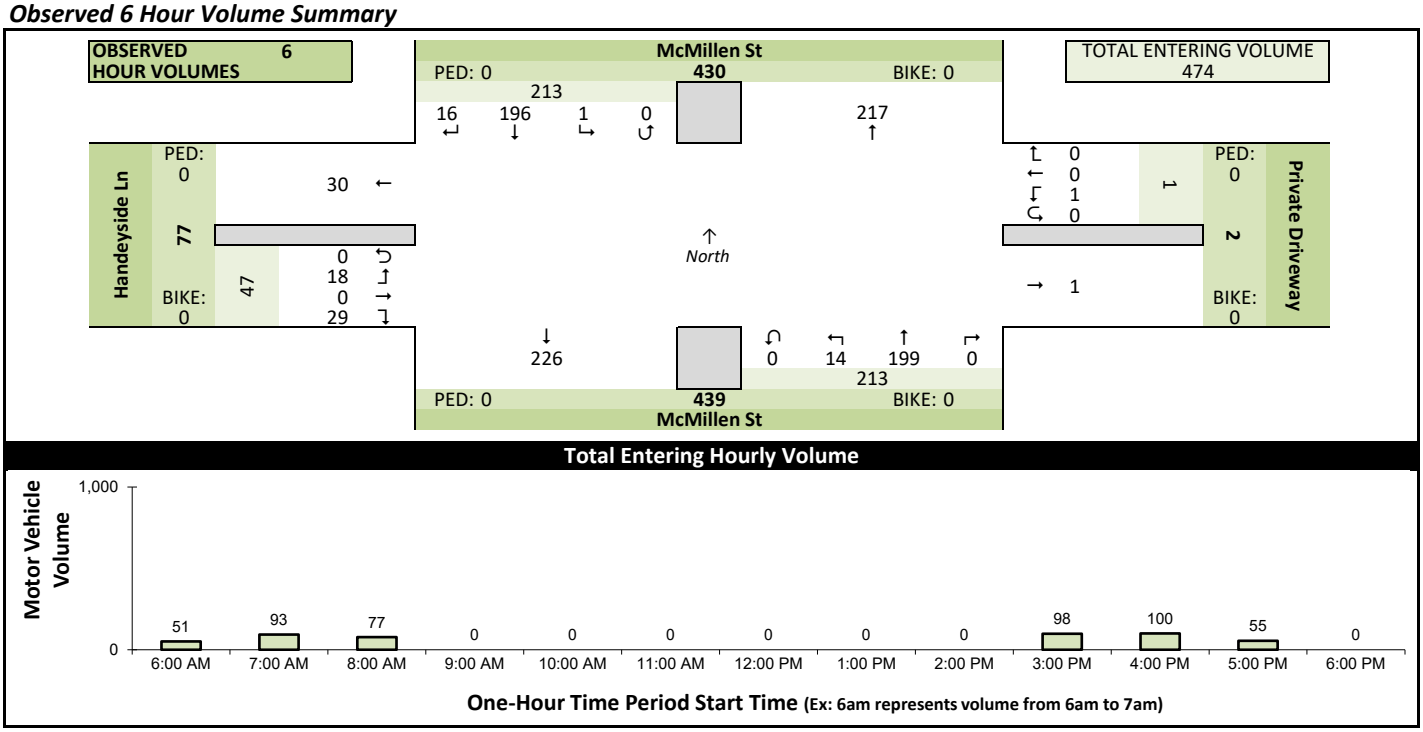
Site Information

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	

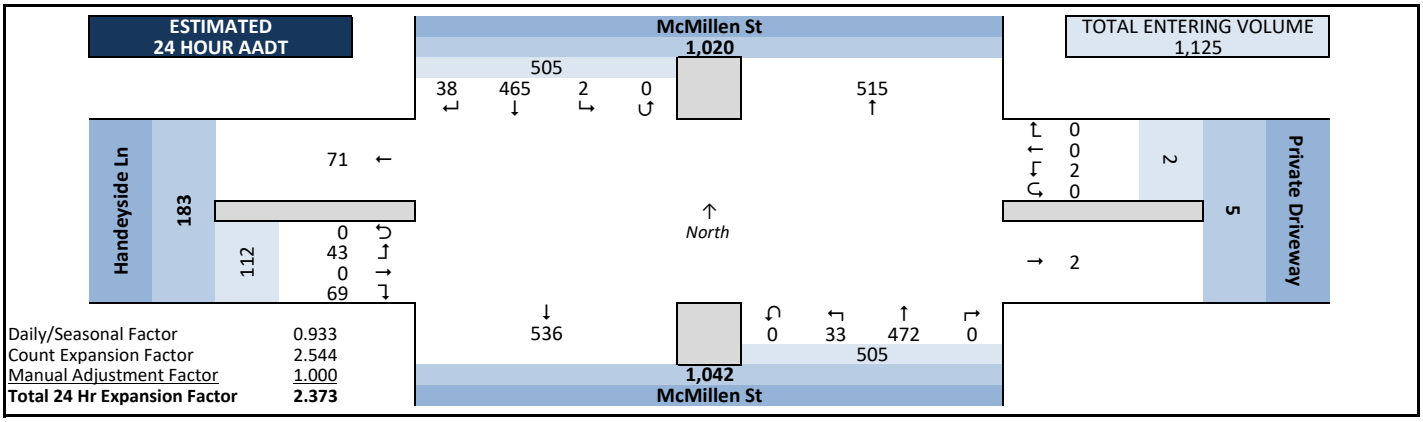
Count Information

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				
Observers — Midday Peak Period	0				
Observers — 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

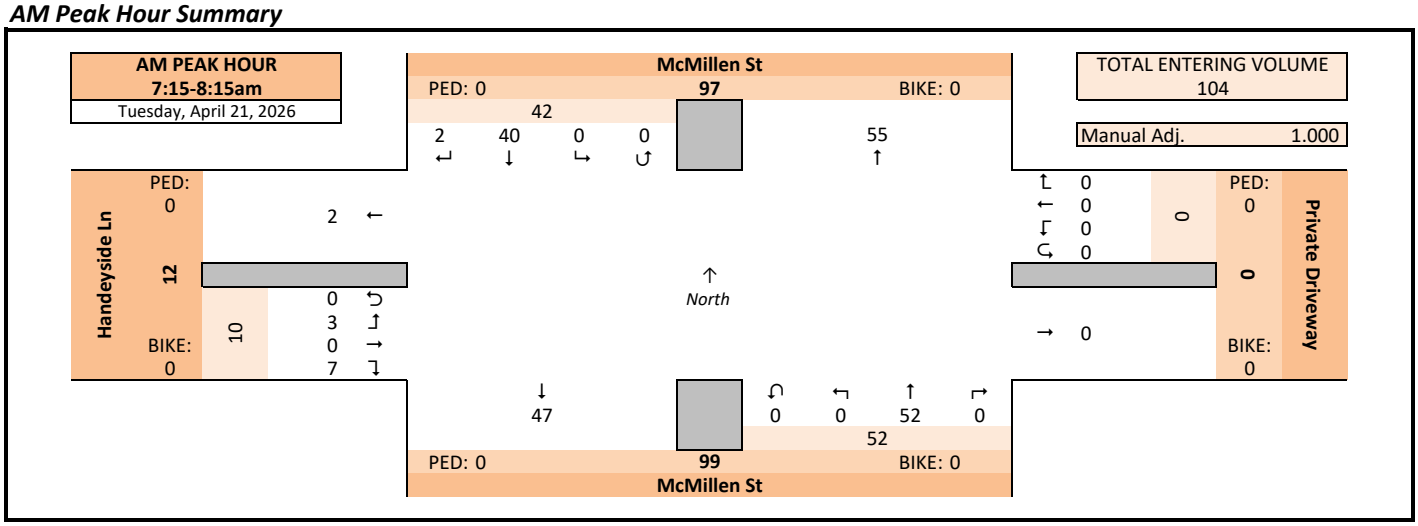
Peak Hour Volume Graphical Summary

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

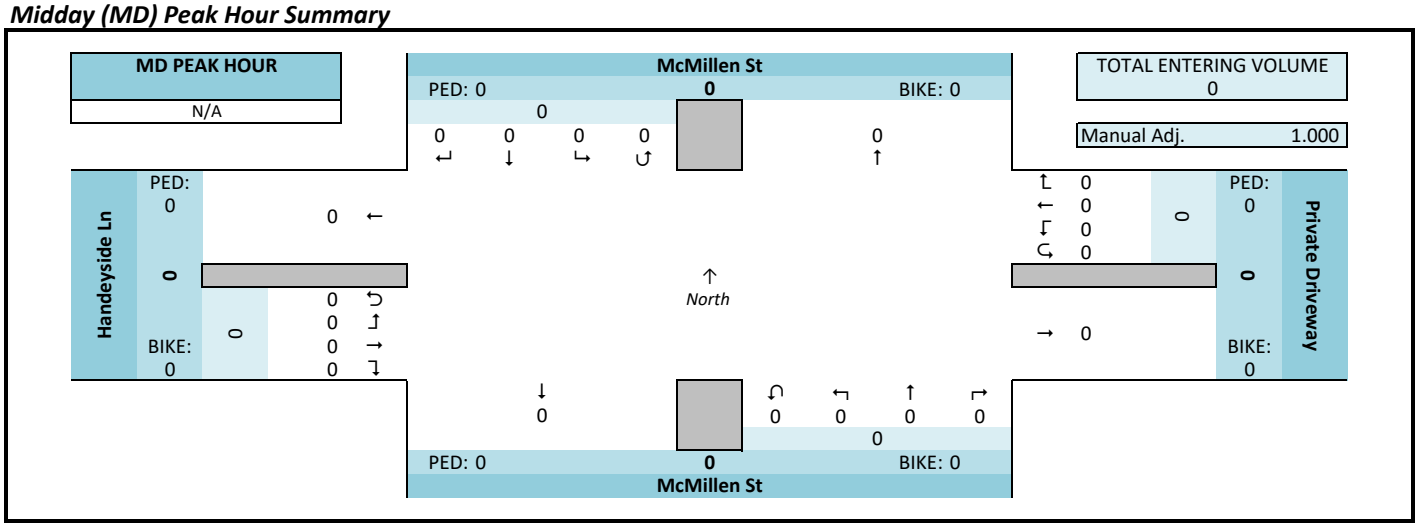
McMillen St & Handeyside Ln

All Motor Vehicles

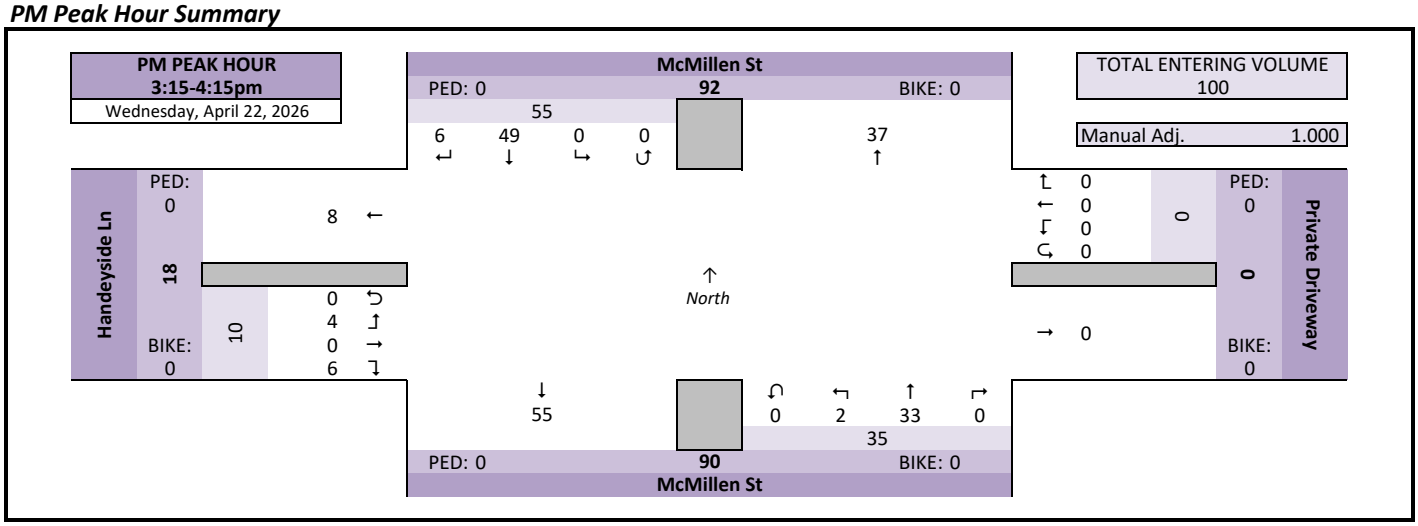
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

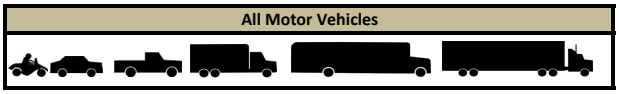


Intersection Traffic Volume Report

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

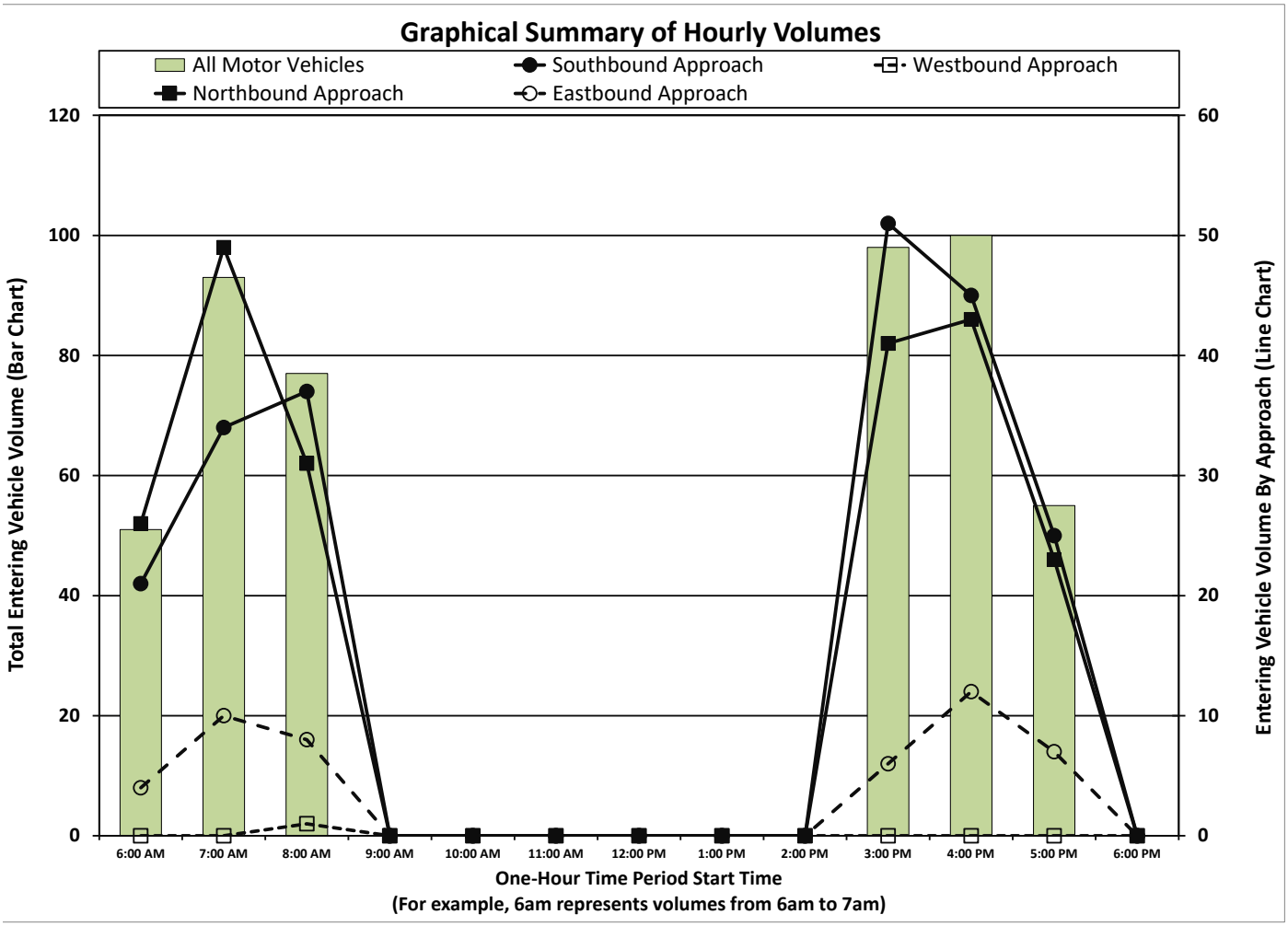
McMillen St & Handeyside Ln

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
AM	7:00 AM	1	33	0	0	34	0	0	0	0	0	0	49	0	0	49	7	0	3	0	10	93	10	83
AM	8:00 AM	2	34	1	0	37	0	0	1	0	1	0	30	1	0	31	5	0	3	0	8	77	9	68
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	6	45	0	0	51	0	0	0	0	0	0	37	4	0	41	4	0	2	0	6	98	6	92
PM	4:00 PM	5	40	0	0	45	0	0	0	0	0	0	39	4	0	43	7	0	5	0	12	100	12	88
PM	5:00 PM	2	23	0	0	25	0	0	0	0	0	0	19	4	0	23	4	0	3	0	7	55	7	48
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		16	196	1	0	213	0	0	1	0	1	0	199	14	0	213	29	0	18	0	47	474	48	426



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

McMillen St & Handeyside Ln

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

All Motor Vehicles

15-Minute Motor Vehicle Data

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

Peak Hour All Vehicle Volume Summary

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

Intersection Traffic Volume Report

15-Minute Automobile Data

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

McMillen St & Handeyside Ln

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

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

Peak Hour Automobile Volume Summary

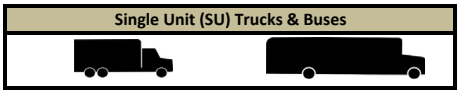
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

Intersection Traffic Volume Report

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

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

McMillen St & Handeyside Ln



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

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

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

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

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

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

McMillen St & Handeyside Ln

Semi-Trucks

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

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

McMillen St & Handeyside Ln

15-Minute Heavy Vehicle Data

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

Peak Hour Heavy Vehicle Volume Summary

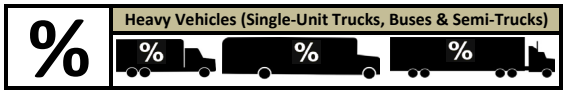
Hourly Time Period Start Time		From North (↓) McMillen St					From East (←) Private Driveway					From South (↑) McMillen St					From West (→) Handeyside Ln					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

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

McMillen St & Handeyside Ln



15-Minute Heavy Vehicle Percentages

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

Semi Truck Percentage: 0.00%

Peak Hour Heavy Vehicle Percentages Summary

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

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

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

McMillen St & Handeyside Ln

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

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

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

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

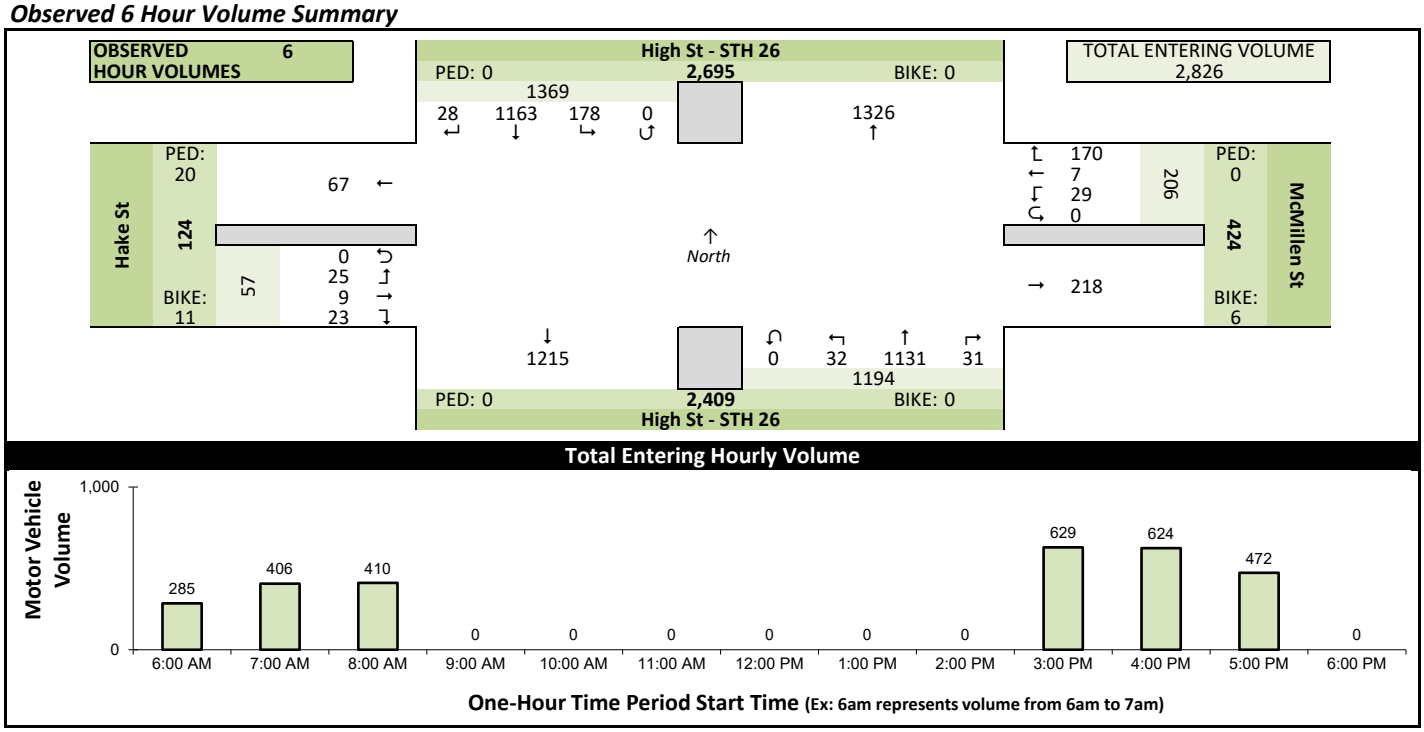
Site Information

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

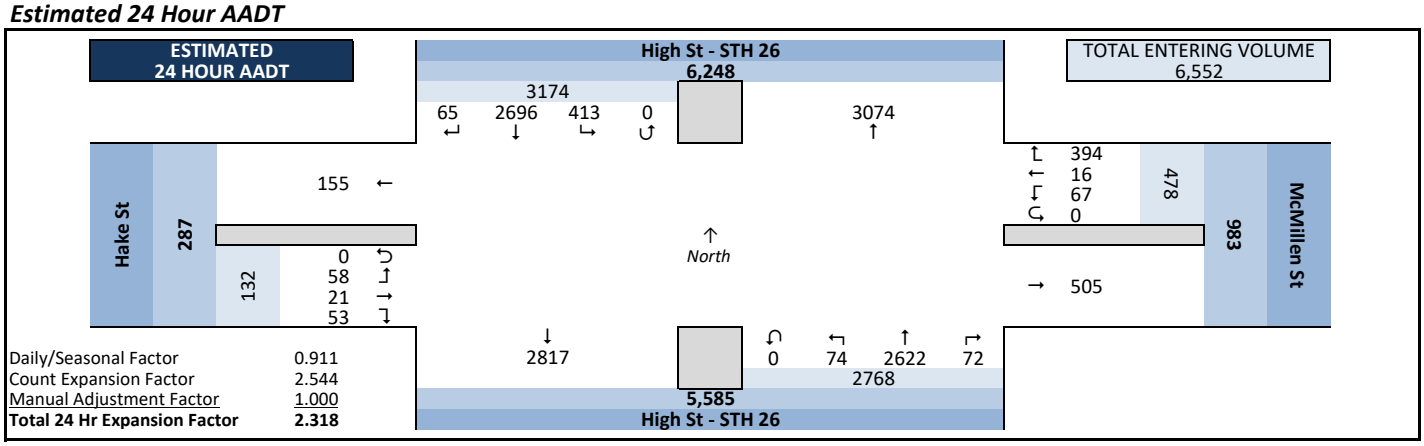
Count Information

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

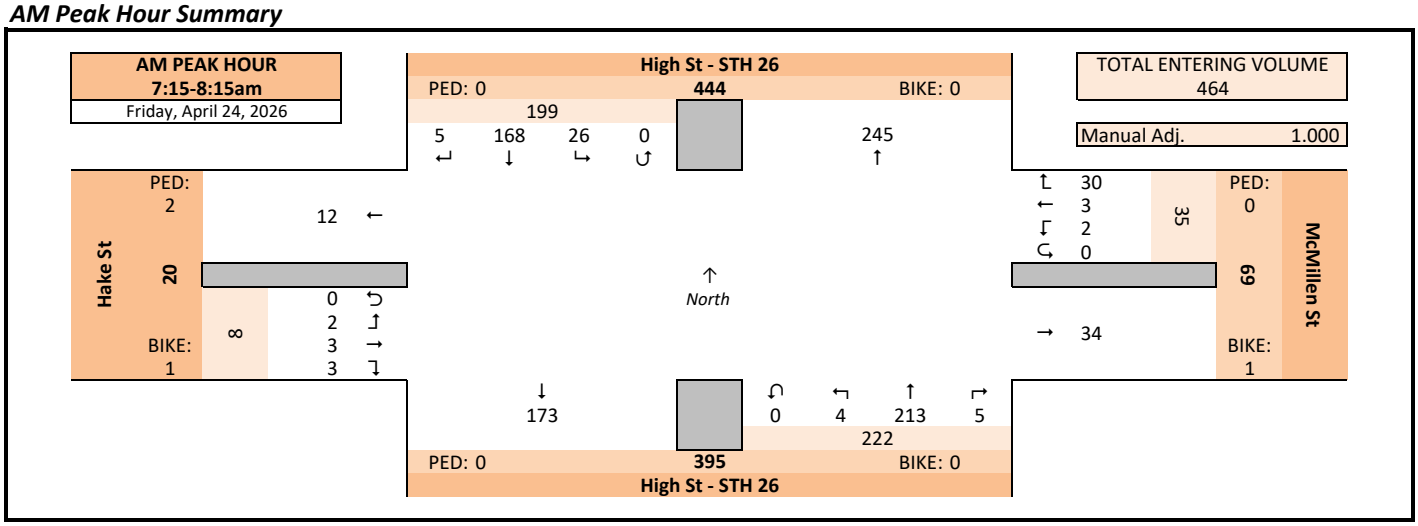
Peak Hour Volume Graphical Summary

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

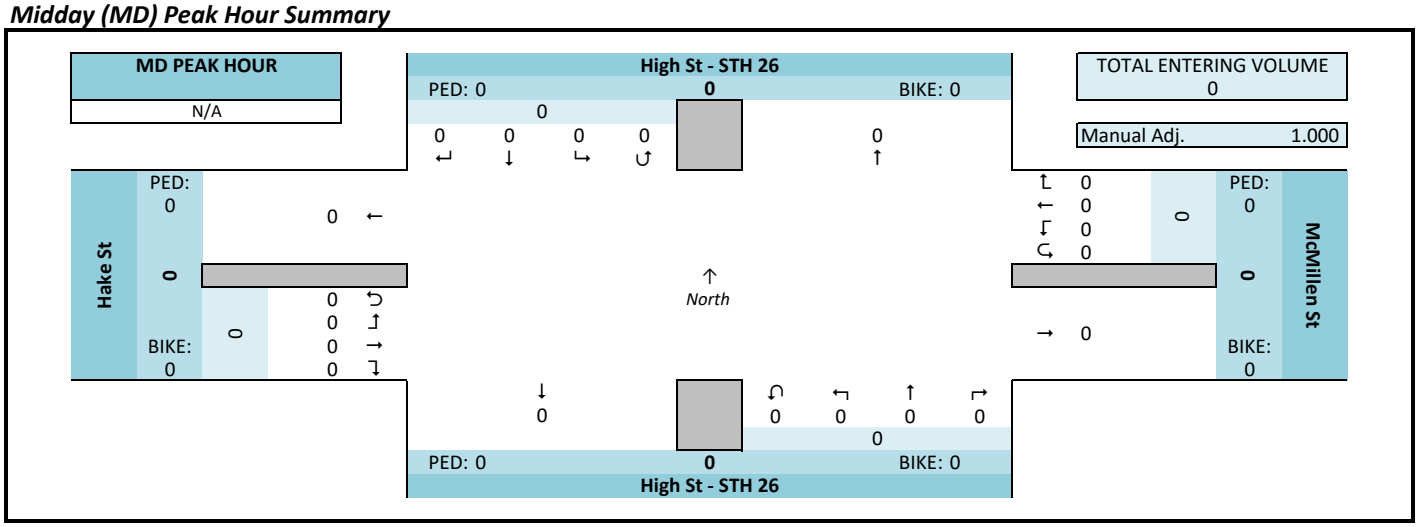
All Motor Vehicles

High St - STH 26 & McMillen St

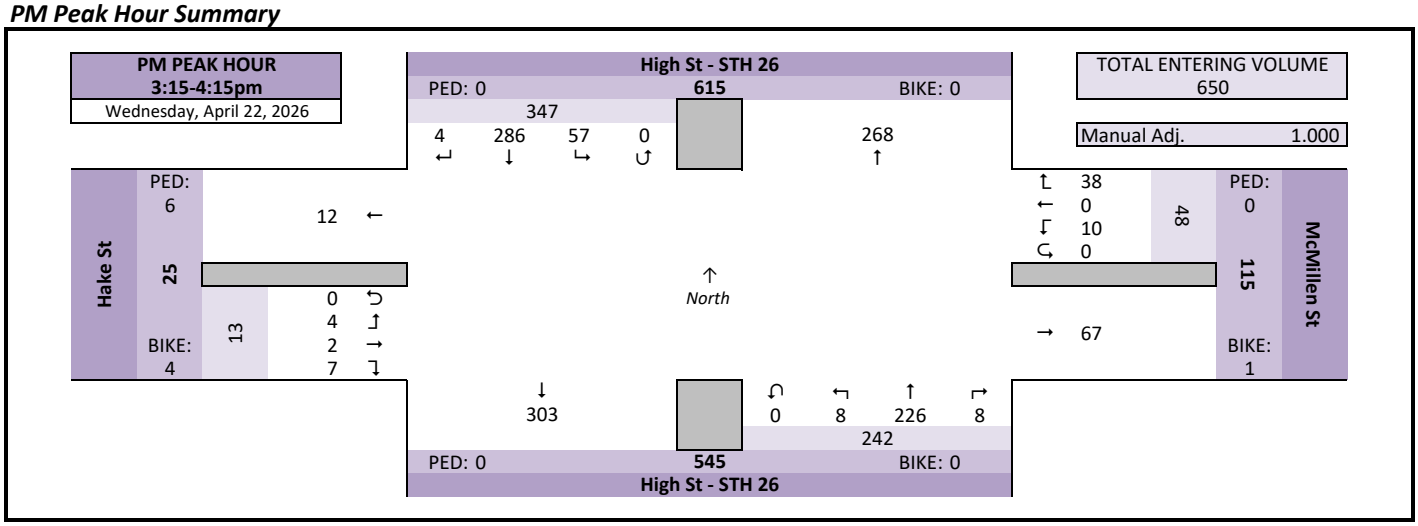
AM Peak Hour Summary



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 Volume
		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	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	1	1	0	0	0	2	0	2	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	Total	0	0	0	0	1	1	0	0	0	2	1	3	4
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	1	1	0	0	0	0	1	1	2
	3:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
	4:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
	Total	0	0	0	0	1	1	0	0	0	6	4	10	11

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

High St - STH 26 & McMillen St

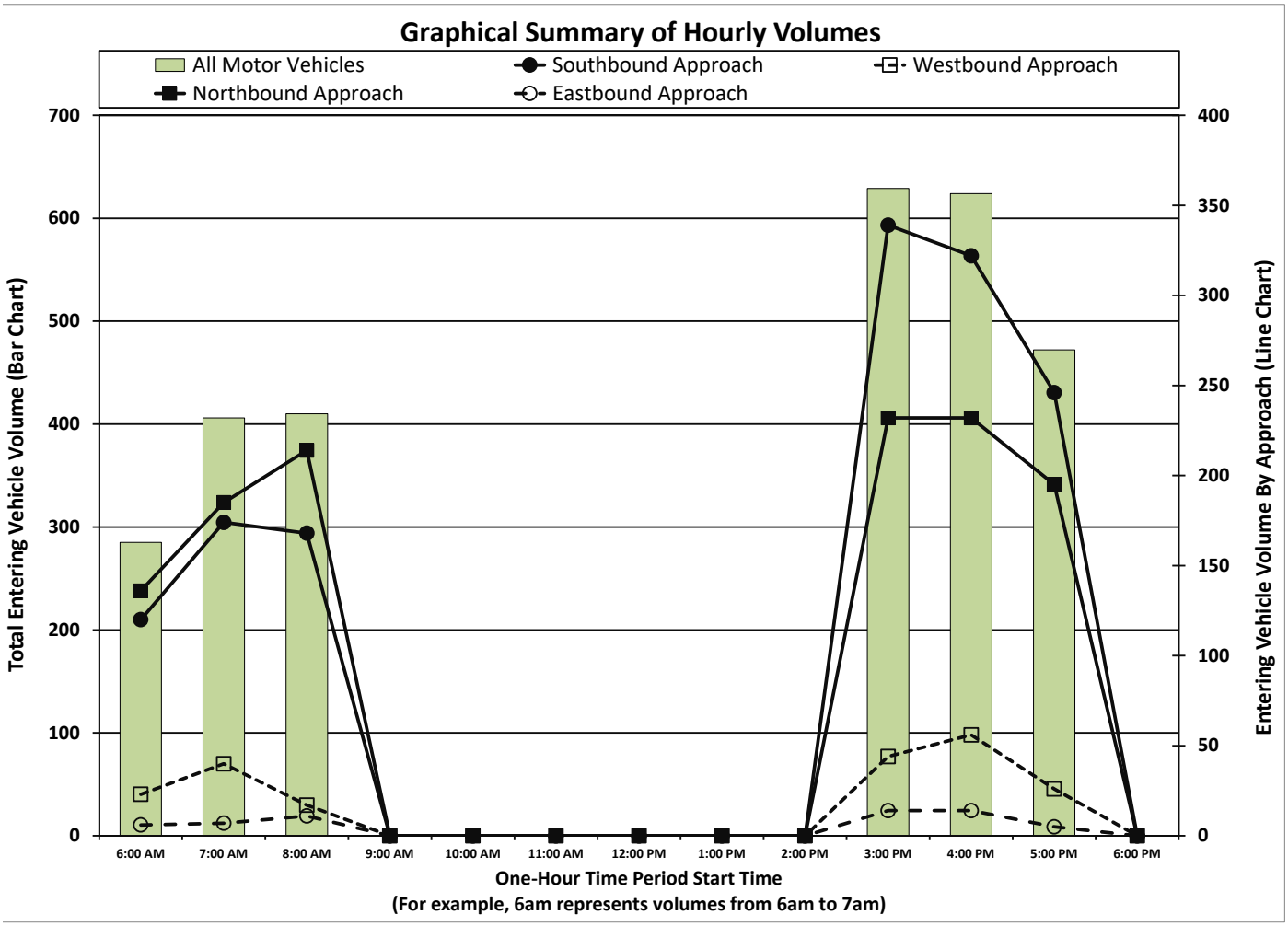
Count Basics			*Page 4 of 13*
Start Date:	Wednesday, April 22, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

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

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

High St - STH 26 & McMillen St

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

All Motor Vehicles

15-Minute Motor Vehicle Data

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

Peak Hour All Vehicle Volume Summary

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

Intersection Traffic Volume Report

15-Minute Automobile Data

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

High St - STH 26 & McMillen St

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

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

Peak Hour Automobile Volume Summary

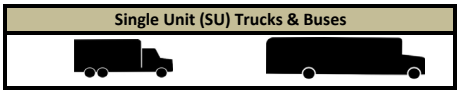
Hourly Time Period	Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	5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

Intersection Traffic Volume Report

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

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

High St - STH 26 & McMillen St



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

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

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

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

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

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

High St - STH 26 & McMillen St

Semi-Trucks

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

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

High St - STH 26 & McMillen St

15-Minute Heavy Vehicle Data

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

Peak Hour Heavy Vehicle Volume Summary

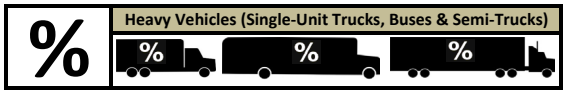
	Hourly Time Period Start Time	From North (↓) High St - STH 26					From East (←) McMillen St					From South (↑) High St - STH 26					From West (→) Hake St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

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

High St - STH 26 & McMillen St



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) 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 2, 2026**

TO: **Fort Atkinson City Council**

FROM: **Tom Williamson, Public Works Superintendent**

RE: **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)**

BACKGROUND

The City's Department of Public Works has operated a yard waste composting facility, known as the Compost Site, 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.

Before 2015, the City staffed and operated the site on Wednesdays after 3 p.m. and Saturdays from 9 a.m. to 3 p.m. The remaining days of the week were not open to the public but were staffed to actively turn and manage the accumulated compost materials and brush. Staff rented screens to process the finished compost and stockpile this material for sale to the public. Department staff processed the accumulated brush by burning this material over the winter months.

In 2015, the DNR indicated that the City could no longer burn the brush materials without the issuance of a DNR permit, the availability of which would depend on the burn pile's proximity to residential neighborhoods and locations like parks and hospitals. The Director of Public Works and City Manager at that time determined the most environmentally responsible way to process the city's brush materials would be to grind them into usable shredded materials.

Several operational changes have been made over the last several years to reduce site staffing requirements and reallocate those funds for brush grinding. Staff also began opening the site to the public six days a week to increase access. As a result, the volume of materials on site has grown, as has the City's financial obligations for managing the site and grinding the materials.

DISCUSSION

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. This partnership offers the City of Fort Atkinson the opportunity to lead the way in landfill waste reduction into the future, while reallocating staff time to focus on high priority work.

FINANCIAL ANALYSIS

The proposed agreement between the City and Green Box is included for review. The initial term of the agreement is for three years and offers the community 500 cubic yards of completed organic class "A" compost for resident and Department use (realized value to the community of $20,000.00 to $30,000.00).

The establishment of Green Box's operations will take several years and is capital intensive. As such, there is no monetary rent required as part of the initial agreement. If the Agreement is determined to be mutually beneficial during the initial term, staff and Green Box representatives will renegotiate a subsequent agreement which may include monetary rent and/or other benefits such as drop-off bins.

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. The exhibit below shows the last three years' Department labor costs for the active management and maintenance of the Compost Site. Staff anticipates significant savings with a reduction in the service hours required to manage and maintain the Compost Facility. Such person-hours would be reallocated to other operational matters, such as roadway, storm water, and sanitary sewer collection system infrastructure improvements and repairs. The additional benefit to the community is the immediate reduction of heavy equipment needs at the compost facility, allowing the City's equipment to be better utilized for right-of-way infrastructure repairs.

Compost Site Staffing Data

2023		2024		2025	
Staff Hours	510.75	Staff Hours	561.00	Staff Hours	531.38
Wages	$12,318.92	Wages	$14,011.59	Wages	$13,721.20

RECOMMENDATION

Staff recommends the City Council 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.

ATTACHMENTS

1. 2026-05-27 COFA Green Box Compost Agreement
2. Fort Atkinson Compost Site Area Exhibit 2026

COMMERCIAL COMPOSTING AGREEMENT BETWEEN THE CITY OF FORT ATKINSON AND GREEN BOX LLC

This **Commercial Composting Agreement** ("Agreement") is entered into this ___ day of _____, 2026, by and between **Green Box LLC** (dba Green Box Compost), located at 325 Linnerud Dr., Sun Prairie, WI 53590 ("Green Box"), and the **City of Fort Atkinson**, located at 101 N. Main St., Fort Atkinson, WI 53538 ("the City").

I. SUBJECT PROPERTY AND ACCESS

A. **Subject Property:** This Agreement applies only to the southern four (4) acres of the City-owned parcel at 600 Bark River Drive, Parcel No. 226-0514-1012-000, as specifically outlined in Appendix A ("Subject Property").
B. **Access:** Green Box is granted non-exclusive access to the Subject Property from the City-owned parcel to the north via the established driveway as shown in Appendix A. Green Box shall not interfere with City operations on the northern portion of the parcel.
C. **No Implied Rights:** Green Box is granted only the limited rights to use the Subject Property as expressly described herein; no other rights or easements are implied.

II. USE OF SUBJECT PROPERTY

A. Green Box may bring and use equipment reasonably necessary for composting operations onto the subject property. Green Box may store said equipment, such as front end loaders, screening machines, skid steers, and windrow turners on the Subject Property during the term of the Agreement.
B. Green Box may use the Subject Property for the normal business process of composting, which includes importing source-separated organics (SSO) and chipped yard waste, to create aerobic windrow compost. The City may cap volume if operations exceed a safe capacity, as determined by the Director of Public Works or their designee.
C. Green Box shall be responsible for the maintenance and upkeep of the Subject Property.
D. Complaints from residents relating to odor, debris, or other matters shall be taken by Green Box first. Green Box shall resolve the complaint where possible. The City will consider unresolved complaints and will work with Green Box to resolve. If complaints cannot be resolved through joint action by Green Box and the City, then the City reserves the right to terminate the Agreement for cause.
E. The City may provide chipped yard waste to Green Box to support the composting process, but is not obligated to do so. If the City chooses to provide chipped yard waste, it shall be chipped into portions consistent with the City's current standards.
F. The City shall not interfere with Green Box's composting operations on the Subject Property.

III. TERM AND RENEWAL

A. **Initial Term:** The initial term shall be three (3) years, commencing on June 2, 2026, or the date of adoption, whichever is later ("Initial Term").
B. **Renewal Limitations:** To protect City interests, this Agreement shall not automatically renew if no monetary rent is being paid to the City. Any renewal beyond the Initial Term requires mutual written agreement at least three (3) months prior to expiration.
C. **Termination for Convenience:** Either party may discontinue this Agreement for any reason by providing at least 180 days' written notice of termination for convenience.
D. **Notice to Vacate:** In the event the City considers the sale or transfer of the Subject Property, Green Box must be provided 180 days' notice to vacate.

IV. COMPENSATION AND RESIDENT BENEFITS

A. **Rent:** For the Initial Term, there is no monthly monetary rent. However, the City reserves the right to negotiate monetary rent for any subsequent terms to offset City costs.
B. **Start Up Costs**: Green Box agrees to pay half of the associated cost for site preparation to ensure the identified site is ready for operations for a cost not to exceed $2,000.00.
C. **Class A Compost:** Green Box shall provide the City with 500 cubic yards of Wisconsin Class A Compost annually at no cost, made available on-site by April 1st annually, starting in 2027. Green Box must provide an annual affidavit stating the market value of the compost provided.
D. **Resident Drop-off:** City residents shall have the right to drop off food waste at the Subject Property free of charge**,** subject to the specifications of Green Box.
E. **Service Availability:** Green Box shall offer residential and commercial food scrap and composting pick-up services to City residents and businesses at market-competitive rates.

V. PERSONNEL AND OPERATIONS

A. **Staffing:** Green Box shall maintain a full-time employee or manager on the Subject Property year-round when the site is operating.
B. **Employee Standards:** All Green Box employees working on the Subject Property must pass a City background check and wear identification at all times stating they are a Green Box employee.
C. **Operating Hours:** Site activities must align with City staffing hours: Monday through Friday, 8:00 AM – 3:00 PM, with extended hours on Wednesday 8:00 AM – Sunset and Saturday 9:00 AM - 3:00PM.

D. **Permissible Materials:** Green Box may only import Source Separated Organics (SSO) and chipped yard waste. The City's Director of Public Works reserves the right to cap the volume of material if it exceeds safe and effective processing capacity.
E. **Maintenance & Signage:** Green Box is solely responsible for the maintenance of the Subject Property and shall pay for and maintain signage identifying the location as "Green Box Employees Only Past This Point".

VI. LIABILITY AND INSURANCE

A. **Indemnification:** To the fullest extent allowed by law, Green Box shall indemnify, defend, and hold harmless the City, its officials, and employees from any and all claims, damages, or liabilities arising out of Green Box's operations or the acts/omissions of its employees and subcontractors.
B. **Insurance Requirements:** Green Box shall maintain the following minimum insurance coverages:
    a. **Commercial General Liability:** $1,000,000 per occurrence / $1,000,000 aggregate.
    b. **Automobile Liability:** $1,000,000 per occurrence.
    c. **Workers' Compensation:** Statutory limits per Wisconsin Chapter 102.
    d. **Umbrella Liability:** $5,000,000.
C. **Additional Insured:** The City must be named as an Additional Insured on all liability policies, and Green Box must provide 10 days' notice to the City prior to any policy cancellation.

VII. GENERAL PROVISIONS

A. **No Permanent Structures:** No permanent structures shall be constructed on the Subject Property without a separate written agreement.
B. **Independent Contractor:** Green Box is an independent contractor, not an employee or agent of the City.
C. **Compost Site Operations:** The Initial Term of this Agreement does not affect the City's operations of the City Drop Off Site, including resident drop-off of yard waste, electrics, and white goods.
D. **Public Records:** All records associated with the performance of this Agreement are subject to the Wisconsin Public Records Law.
E. **Choice of Law:** This Agreement is governed by the laws of the State of Wisconsin, with venue in the court having jurisdiction over the City of Fort Atkinson.

F. **Termination for Default:** If Green Box fails to perform its duties with diligence or materially breaches this Agreement, the City may terminate the Agreement immediately.

G. If the Agreement is terminated for any reason or is not renewed by the end of the Initial Term, Green Box is responsible to remove all materials, equipment, and other items from the Subject Property and return it to its original state at the start of the Agreement.

The parties have executed this Agreement on the day and year first written above.

City of Fort Atkinson

By:_____
Rebecca Houseman, City Manager

Date Approved by City Council: _____

Green Box LLC

By:_____
Name:
Title:

Appendix A

City of Fort Atkinson

Compost Site Area Exhibit

5/21/2026, 5:57:00 PM

Cartographic Lines

- Property Boundary
- Surface Water
- Tax Parcel Information

1:1,504

0 0.01 0.03 0.05 mi

0 0.02 0.04 0.08 km

LIO

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

MEMORANDUM

DATE: **June 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **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)**

BACKGROUND

Sections 70.05.04 and 70.06.03 of the City of Fort Atkinson Land Division and Development Ordinance outline 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 Plan Commission recommended the CSM for approval at a meeting on May 26, 2026.

DISCUSSION

City 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. The required side setback within the Single Family Residential-7 (SR-7) zoning district is seven feet. The setback requirement is satisfied when considering the average of the setback measurements along the adjusted property line.

The proposal improves the functionality and conformity of both parcels without negatively impacting surrounding properties or neighborhood character.

FINANCIAL ANALYSIS

There is no financial impact on the City related to approval of the CSM.

RECOMMENDATION

Staff and the Plan Commission recommend the City Council 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.

ATTACHMENTS

1. Plan Commission Memorandum
2. Central Neighborhood Planning Area
3. CSM
4. Location Map
5. Future Land Use Map
6. Application Materials_Redacted

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

CSM REVIEW
REPORT TO THE PLAN COMMISSION

DATE: May 26, 2026
FILE NUMBER: CSM-2025-08
PROPERTY ADDRESS: 217 Jefferson St.; 213 E Sherman Avenue
EXISTING ZONING: Single Family Residential-7
PARCEL NUMBER: 226-0514-0322-152; 226-0514-0322-153
PROPOSED ZONING: No Change
OWNER: Ken and Linda Kolodzne; John Ciccarelli and Karen Taylor
EXISTING LAND USE: Single Family Residential
APPLICANT: Wisconsin Mapping LLC
REQUESTED USES: No change

BACKGROUND

Sections 70.05.04 and 70.06.03 of the City of Fort Atkinson Land Division and Development Ordinance outline 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.

REQUEST OVERVIEW

City 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. The required side setback within the Single Family Residential-7 (SR-7) zoning district is seven feet. In Staff's opinion, the setback requirement is satisfied when considering the average of the setback measurements along the adjusted property line.

Staff further notes that the proposed lot line adjustment represents a cooperative effort between the applicants and the neighboring property owner to resolve longstanding property line inconsistencies. Approval of the CSM would bring the principal structure at 217 Jefferson Street significantly closer to zoning conformity while also bringing the existing fence on the Kolodzne property into compliance. Overall, the proposal improves the functionality and conformity of both parcels without negatively impacting surrounding properties or

neighborhood character.

Public Notice is not required for certified survey maps.

DISCUSSION

The current and proposed parcel is located within the Central Neighborhoods Planning Area and is designated as "Neighborhood" in the Comprehensive Plan. The property is also identified as "Two Flat" on the Future Land Use Map. The proposed Certified Survey Map (CSM) does not alter the existing land use or development pattern of the property and, therefore, is not anticipated to negatively impact or conflict with the Comprehensive Plan or the Future Land Use Map designation.

Staff has reviewed the proposed CSM and finds it generally consistent with the City's Land Division and Development Ordinance as well as the Zoning Ordinance. However, staff identified several mapping and drafting errors that must be corrected prior to approval of the Final CSM. The corrected Final CSM shall be submitted for staff review to ensure compliance with all applicable ordinance requirements.

Per Ch. 236, Wis. Stats. and Ch. A-E7, Wis. Admin Code:
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. *Describe the solid square symbol 74.32' westerly of the S1/4 corner of Section 34-6-14 at the top of Sheet 1*.
s. 236.20(2)(c) The length and bearing of the exterior boundaries, the boundary lines of all blocks, public grounds, streets, and alleys, and all lot lines. *The total length of the east line of Lot 2 computes to 232.62', rather than 231.61', as shown. Please verify. The length of the east line of this CSM totals 289.01'.*
s. 236.34(1m)(c) Graphic scale bar: *while the map appears to be drawn at a scale of 1" = 50', the graphic scale bar does not scale 1" = 50'*.
s. 236.34(1m)(c) Sheet numbering: *Add Sheet number "1" to the bottom of the first sheet of the CSM*.
s. 236.34(1m)(c) Description in header under "Certified Survey Map": *it appears that the description should also include Lot 7 of Block 9 and unplatted lands. Please verify and adjust the header on both sheets and in the Surveyor's Certificate*.
Per Ch. 70 City of Fort Atkinson Land Division and Development Ordinance:
s. 70.06.01(1)(b) Contact information. Name, mailing address, email address, and phone number of the owner, developer and land surveyor. *Add the underlined information to the final CSM*.
General Notes:
*1) Northwesterly of Lot 1, should the abutting "Lot 3" be changed to "Lot **1**?"*

2) What is the "bbbb" above the notary part of the Owner's Certificate?
*3) In the notary part of both Owner's Certificates, change "known to be the person" to "known to be the person**s**", since two signatures are being notarized in each case.*
4) In line 5 of the legal description of the Surveyor's Certificate, change "…West line of Block 9" to "…East line of Block 9."
5) In the City Manager Resolution, check the spelling of "Kolodzne".
6) Add setbacks for the houses and garages to the nearest lot lines in both lots.

RECOMMENDATION

Staff recommends that the Plan Commission recommend the City Council approve this Certified Survey Map facilitating the alteration of a property line with the following conditions:
- Subject to the changes identified in the Staff memo
- Any other comments from the Plan Commission.

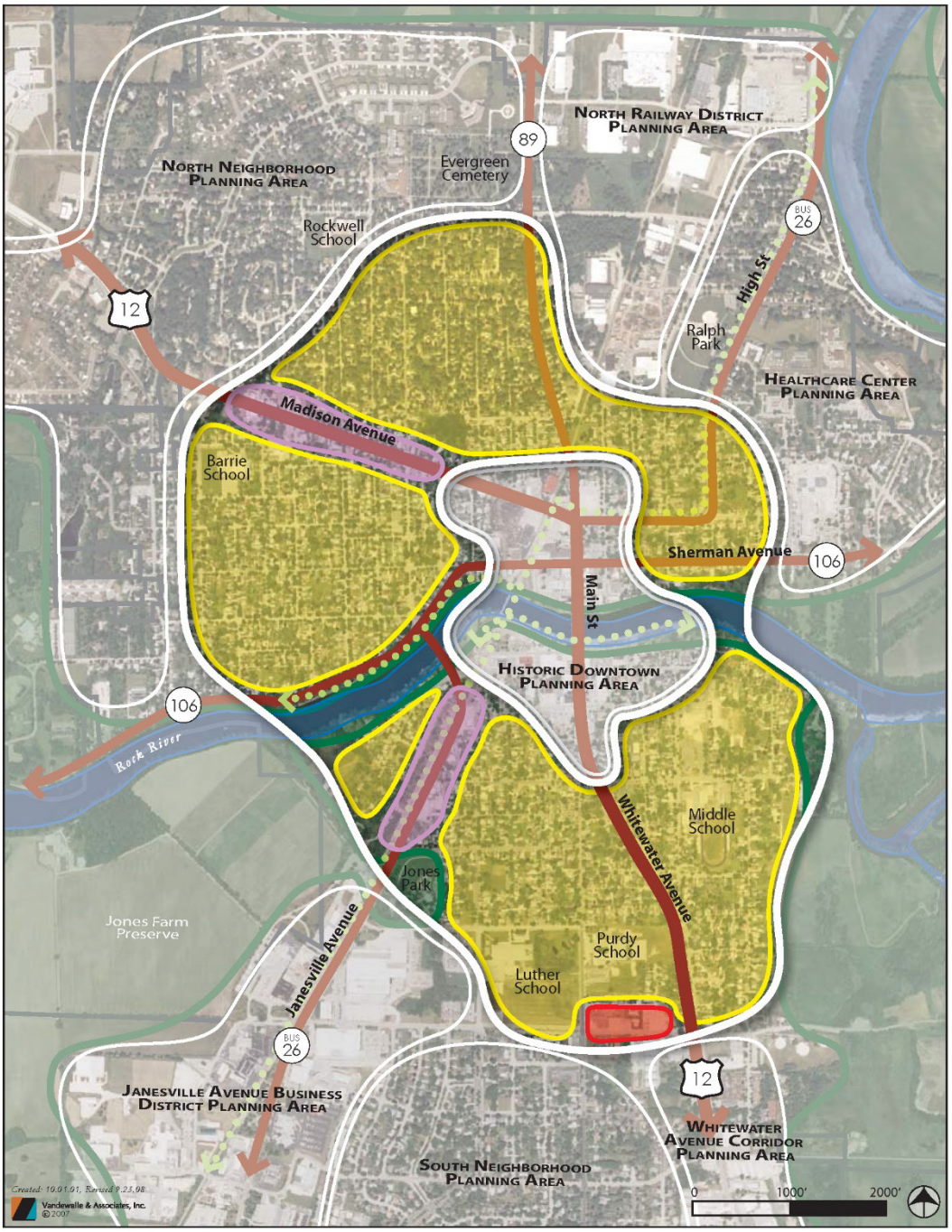
ATTACHMENTS

1. Central Neighborhood Planning Area
2. CSM
3. Location Map
4. Future Land Use Map
5. Application Materials_Redacted

Central Neighborhoods Planning Area

FIGURE: 2.16

City of Fort Atkinson
Futures Open House



Opportunities

- Urban living experience
- Single family neighborhood character
- Historic preservation balanced with modernization
- Bed & Breakfast Opportunities
- Schools, parks & downtown as gathering places
- Parks & streets maintenance & improvements
- Neighborhood retail revitalization, along Janesville, Madison & Whitewater Avenues

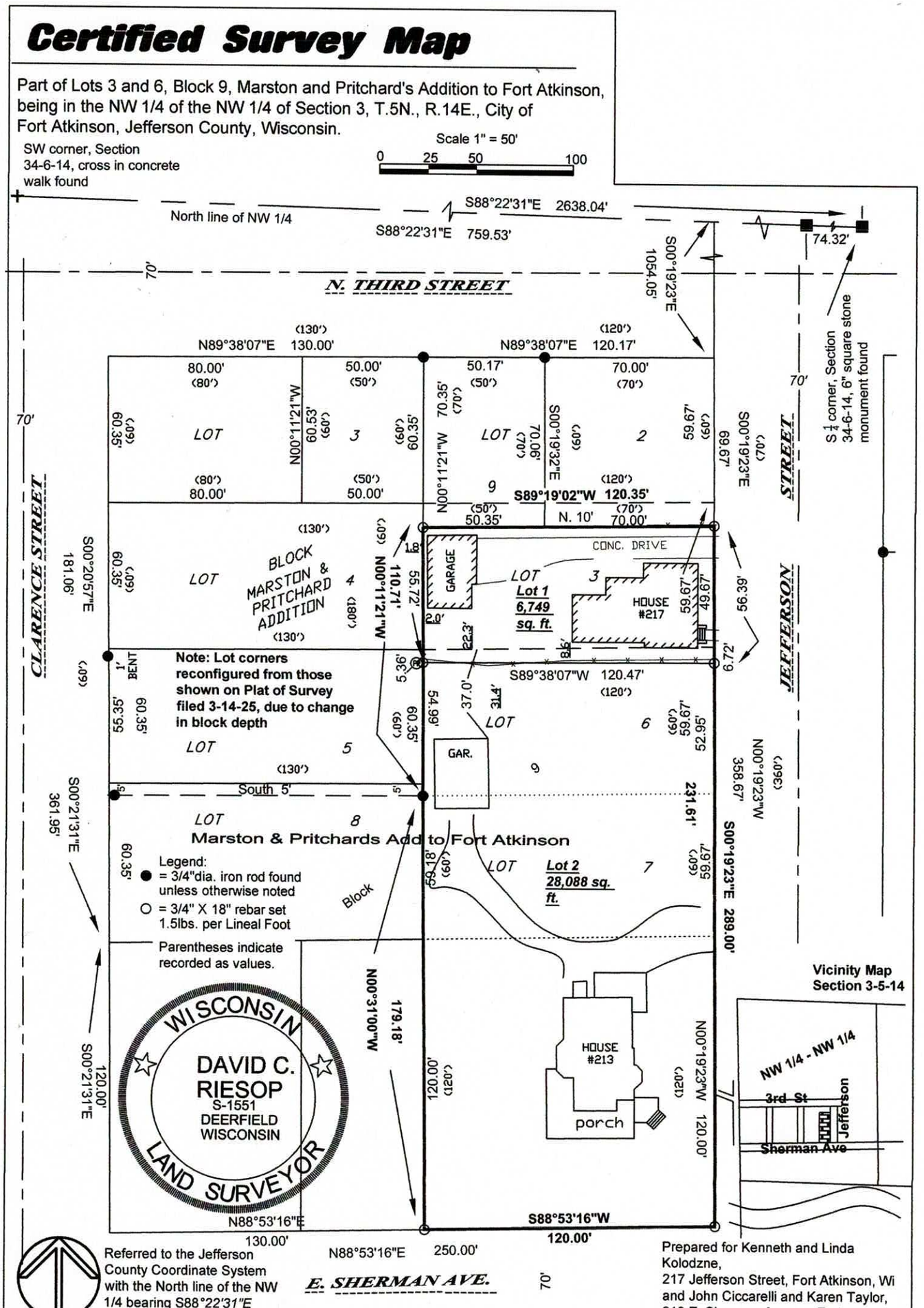
Note: This map is not a Detailed Future Land Use Map or Future Transportation Map for zoning and other decision making. The purpose of this map is to show conceptual future growth options and facilitate public discussion.

Conceptual Land Uses

- Community Commercial
- Downtown
- Major Institutions
- Mixed-Use
- Neighborhood
- Employment
- Environmental Corridors
- Agriculture
- Existing Major Roads
- Potential Future Roads
- Main Trails *(Existing & Proposed)*

Certified Survey Map

Part of Lots 3 and 6, Block 9, Marston and Pritchard's Addition to Fort Atkinson, being in the NW 1/4 of the NW 1/4 of Section 3, T.5N., R.14E., City of Fort Atkinson, Jefferson County, Wisconsin.



Referred to the Jefferson County Coordinate System with the North line of the NW 1/4 bearing S88°22'31"E

Prepared for Kenneth and Linda Kolodzne, 217 Jefferson Street, Fort Atkinson, Wi and John Ciccarelli and Karen Taylor, 213 E. Sherman Avenue, Fort Atkinson, Wisconsin

Wisconsin Mapping, LLC
surveying and mapping services
306 West Quarry Street, Deerfield, Wisconsin 53531

Dwg. No. 6376C-25 Date 4/27/2026
Sheet ____ of 2
Document No. ____
C. S. M. No. ____ V. ____ P. ____

Certified Survey Map

Part of Lots 3 and 6, Block 9, Marston and Pritchard's Addition to Fort Atkinson, being in the NW 1/4 of the NW 1/4 of Section 3, T.5N., R.14E., City of Fort Atkinson, Jefferson County, Wisconsin.

Owner's Certificate

As owner I hereby certify that I have caused the land described on this certified survey to be surveyed, divided, and mapped as represented on this certified survey map. I further certify that this map is required to be submitted to the City of Fort Atkinson for approval

_____ _____

bbbb Kenneth A. Kolodzne Linda S. Kolodzne

STATE OF WISCONSIN)
COUNTY OF JEFFERSON)ss.

Personally came before me this __ day of _____, 20___, the above named owners to me known to be the person who executed the foregoing instrument and acknowledged the same.

_____

Notary Public, Jefferson County, Wisconsin
my commission expires, _____.

Owner's Certificate

As owner I hereby certify that I have caused the land described on this certified survey to be surveyed, divided, and mapped as represented on this certified survey map. I further certify that this map is required to be submitted to the City of Fort Atkinson for approval

_____ _____

John Ciccarelli Karen Taylor

STATE OF WISCONSIN)
COUNTY OF JEFFERSON)ss.

Personally came before me this __ day of _____, 20___, the above named owners to me known to be the person who executed the foregoing instrument and acknowledged the same.

_____

Notary Public, Jefferson County, Wisconsin
my commission expires, _____.

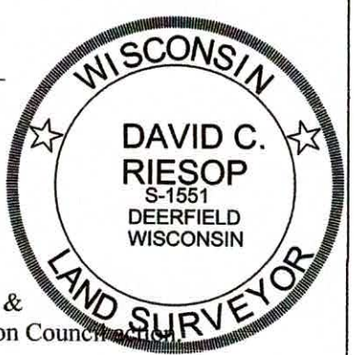
Surveyor's Certificate

I hereby certify that in full compliance with the provisions of Chapter 236.34 of the Wisconsin Statutes and the subdivision regulations of the City of Fort Atkinson, and by the direction of Kenneth Kolodzne, I have surveyed, divided and mapped the lands described hereon, and that such map correctly represents the exterior boundaries of the lands surveyed and its subdivision thereof, and that this land is located within and more fully described to wit:

Part of Lots 3 and 6, Block 9, Marston and Pritchard's Addition to Fort Atkinson, being in the NW 1/4 of the NW 1/4 of Section 3, T.5N., R.14E., City of Fort Atkinson, Jefferson County, Wisconsin, described as follows: Commencing at the Southwest corner of Section 34, Town 6 North, Range 14 East; thence S88°22'31"E along the Township line, 759.53 feet; thence S00°19'23"E along the extended West line of Block 9 of Marston & Pritchard's Addition, 1054.05 to the Northeast corner of Block 9; thence continue S00°19'23"E, 69.67 feet to the point of beginning; thence S00°19'23"E, 289.00 feet to the North line of Sherman Avenue; thence S88°53'16"W along said North line, 120.00 feet; thence N00°31'00"W, 179.18 feet to the Southwest corner of Lot 6 of Block 9; thence N00°11'21"W, 110.71 feet; thence N89°19'02"E. 120.35 feet to the point of beginning. The above described containing 0.800 acres or 34,837 square feet.

_____

David C. Riesop S-1551



City Manager Resolution

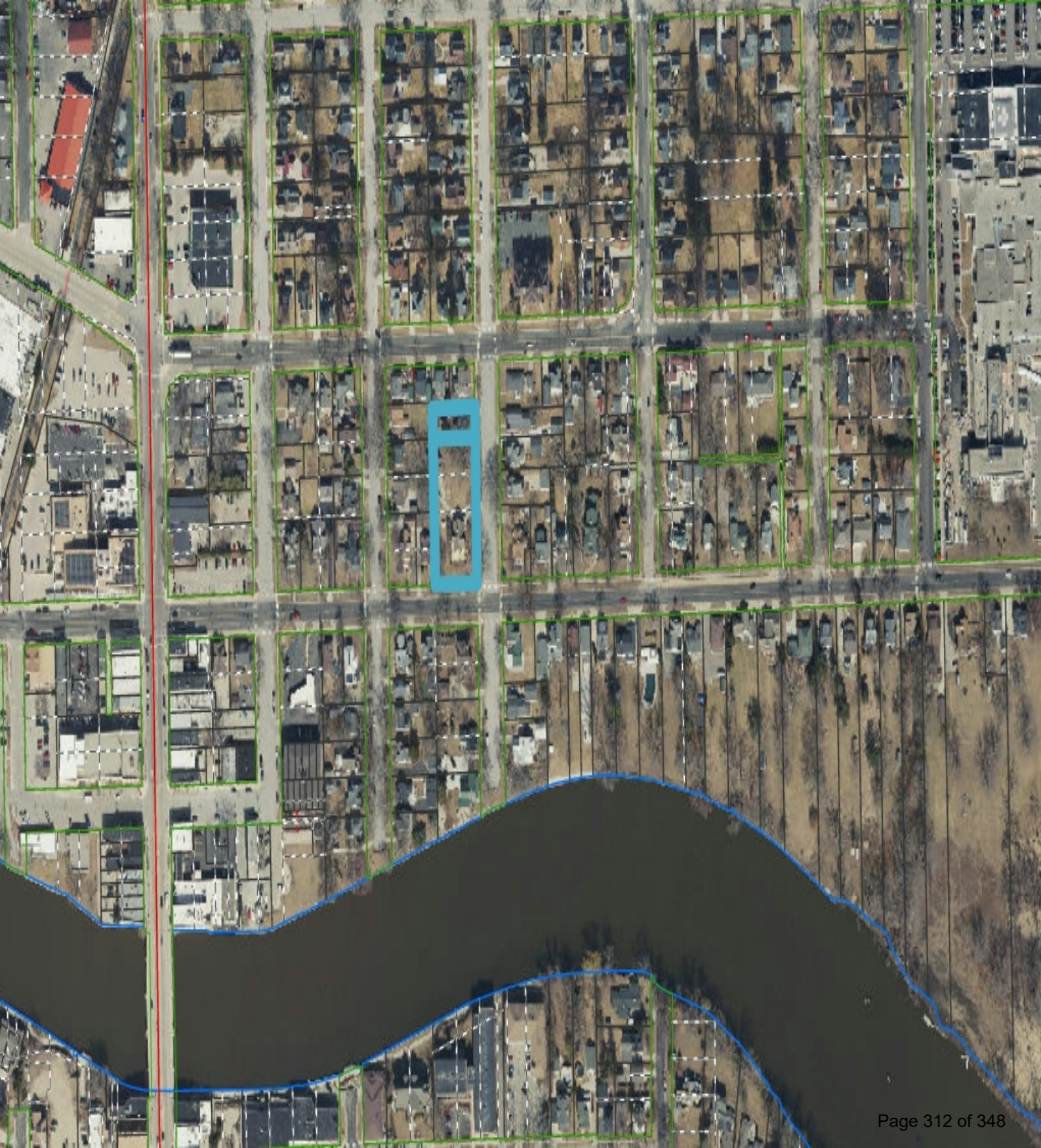
Resolved that this Certified Survey Map, Kenneth & Linda Koloddzne and John Ciccarelli & Karen Taylor as owners was approved for recording by City Plan Commission and Common Council action.

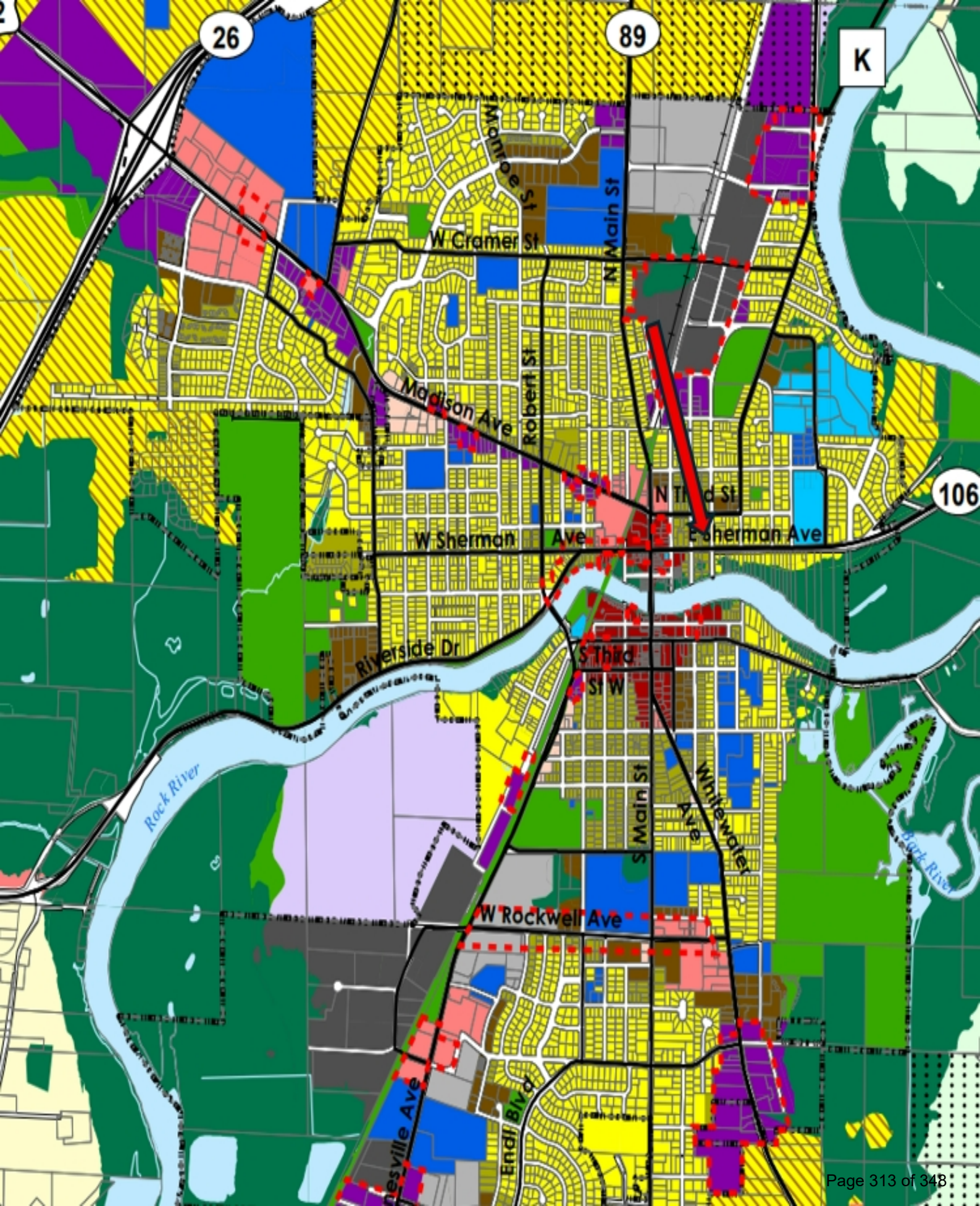
_____

City Manager Dated this _____ day of _____, 20___.

Wisconsin Mapping, LLC
surveying and mapping services
306 West Quarry Street, Deerfield, Wisconsin 53531
(608) 764-5602

Dwg. No. 6376.25 Date 4/28/26
Sheet 2 of 2
Document No.
C. S. M. No. V. P.




26
89
K
106
Monroe St
W Cramer St
N Main St
Madison Ave
Robert St
N Third St
W Sherman Ave
E Sherman Ave
Riverside Dr
S Third St W
Rock River
S Main St
Whitewater Ave
W Rockwell Ave
Endl Blvd

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): WISCONSIN MAPPING LLC, DAVID RIESOP

Phone number: [redacted] Email: [redacted]

OWNER Name, company, and client (if applicable): KEN & LINDA KOLODZNE

Phone number: [redacted] Email: [redacted]

Postal address for proposed CSM: 217 JEFFERSON ST., FORT ATKINSON

Parcel Identification Numbers Involved: 226-0514-0322-152
226-0514-0322-153

Brief description of proposed division or combination and purpose: THIS IS A LOT LINE ADJUSTMENT. THE KOLODZNE'S WOULD LIKE TO PURCHASE 5 FEET FROM NEIGHBOR TO THEIR SOUTH AND ATTACH TO THEIR EXISTING 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 $100 plus $10 per additional lot received by City Treasurer (Maximum $500) — Date 9/9/25 SW
- ❑ 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,

X _____

(Signature of Applicant)

FORT • ATKINSON

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: KEN KOLODZNE

Project Name: _____

Project Address: 217 JEFFERSON ST

Parcel Number: 226-0514-0322-152

Dated this _____ day of _____, 20____.

Agreement signed and entered into by:

The City of Fort Atkinson

_____
City Manager

Property Owner Information:

Owner Name: KEN KOLODZNE

Applicant Information (if different):

Applicant Name: _____

X Owner Signature: _____

Applicant Signature: _____

Address: 217 JEFFERSON ST

Address: _____

Phone Number: [redacted]

Phone Number: _____

Email Address: [redacted]

Email Address: _____

Certified Survey Map

Part of Lots 3 and 6, Block 9, Marston and Pritchard's Addition to Fort Atkinson, being in the NW 1/4 of the NW 1/4 of Section 3, T.5N., R.14E., City of Fort Atkinson, Jefferson County, Wisconsin.

Note: This survey and map is intended to represent a lot line adjustment between adjoining lot owners

Prepared for Kenneth and Linda Kolodzne, 217 Jefferson Street, Fort Atkinson, Wi and John Ciccarelli and Karen Taylor, 213 E. Sherman Avenue, Fort Atkinson, Wisconsin

Wisconsin Mapping, LLC

surveying and mapping services
306 West Quarry Street, Deerfield, Wisconsin 53531
(608) 764-5602

Dwg. No. 6376C-25 Date 8/19/2025
Sheet 1 of 2
Document No.
C. S. M. No. V. P.

Certified Survey Map

Part of Lots 3 and 6, Block 9, Marston and Pritchard's Addition to Fort Atkinson, being in the NW 1/4 of the NW 1/4 of Section 3, T.5N., R.14E., City of Fort Atkinson, Jefferson County, Wisconsin.

Surveyor's Certificate
I hereby certify that in full compliance with the provisions of Chapter 236.34 of the Wisconsin Statutes and the subdivision regulations of the City of Fort Atkinson, and by the direction of Kenneth Koldzne, I have surveyed, divided and mapped the lands described hereon, and that such map correctly represents the exterior boundaries of the lands surveyed and its subdivision thereof, and that this land is located within and more fully described to wit:

Part of Lots 3 and 6, Block 9, Marston and Pritchard's Addition to Fort Atkinson, being in the NW 1/4 of the NW 1/4 of Section 3, T.5N., R.14E., City of Fort Atkinson, Jefferson County, Wisconsin, described as follows:

Commencing at the Southwest corner of Section 34 of Township 6 North, Range 14 East; thence S88°22'31"E along the North line of the NW ¼ of Section 3, 762.00 feet to the extended East line Block 9 of the plat of Marston and Pritchard's Addition to Fort Atkinson; thence S00°11'21"E along said extended line, 1053.96 feet to the Northeast corner of said Block 9; thence S00°11'21"E along the East line of said Block, 71.06 feet to the point of beginning; thence continue S00°11'21"E, 55.00 feet; thence S89°38'07"E, 120.17 feet to the West line of Lot 6 of said Block 9; thence N00°11'21"W along the West line of Lots 6 and 3 of said Block, 55.00 feet; thence N89°38'07"E, 120.17 feet to the point of beginning. The above described containing 6,609 square feet.

_____
David C. Riesop S-1551

City Manager Resolution
Resolved that this Certified Survey Map in the City of Fort Atkinson, Kenneth and Linda Kolodzne and John Ciccarelli and Karen Taylor, owners, is hereby approved by the City Clerk.

Dated this _____ day of _____, 20___.

_____
Michelle A. Ebbert, City Clerk

Wisconsin Mapping, LLC
surveying and mapping services
306 West Quarry Street, Deerfield, Wisconsin 53531
(608) 764-5602

Dwg. No. 6376C-25 Date 8/19/2025
Sheet 2 of 2
Document No. _____
C. S. M. No. _____ V. _____ P. _____

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

MEMORANDUM

DATE: **June 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **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)**

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. 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 remembered because alcohol is consumed *Away* from the premises. Likewise, Class B you consume on-site, for example *Bar.*

Table 1: Type of license, beverage and where consumption is permitted.

Type of License	Type of Beverage	Consumption Location
"Class A"	Intoxicating Liquor	Off-site
Class "A"	Fermented Malt	Off-site
"Class A" Liquor: Cider Only*	Cider Only	Off-site
"Class B"	Intoxicating Liquor	On-site
Class "B"	Fermented Malt	On-site
"Class C"	Wine only	On-site
Reserve "Class B"	Intoxicating Liquor	On-site
Temporary Class "B" **	Fermented Malt	On-site
Temporary "Class B" **	Wine	On-site

*The 2015-17 Wisconsin State Budget (2015 Act 55) provides that municipalities shall issue a "Class A" liquor license if both of the following apply:

- The “Class A” liquor license application is for sales limited to cider products only.
- The application for a “Class A” liquor license holds a Class “A” beer license for the same premises.

2015 Act 55 provision also defines ‘cider’ to mean any alcohol beverage that is obtained from the fermentation of the juice of apples or pears and that contains not less than 0.5 percent alcohol by volume and not more than 7.0 percent alcohol by volume. “Cider” includes flavored, sparkling, and carbonated cider.

** Temporary Class “B” Fermented Malt and Temporary “Class B” Wine – these licenses are issued throughout the year to lodges, societies, bona fide clubs, chambers, non-profit, etc.

Table 2: Combination of Licenses

License Combinations	**Type of Beverage(s)**	**Consumption Location**
“Class A” and Class “A”	Intoxicating Liquor and Fermented Malt	Off-site
Class “A” and “Class A” Liquor: Cider Only	Fermented Malt and Cider	Off-site
“Class B” and Class “B”	Intoxicating Liquor and Fermented Malt	On-site
Class “B” and “Class C” Wine	Fermented Malt and Wine	On-site
Reserve “Class B” and Class “B”	Intoxicating Liquor and Fermented Malt	On-site
Temporary Class “B” and Temporary “Class B”	Fermented Malt and Wine	On-site

Table 3: License fees (maximum amount allowable by State Statute is being charged)

Type of License	**License Fee**
“Class A” Intoxicating Liquor	$500.00
Class “A” Fermented Malt	$100.00
“Class A” Liquor: Cider Only	No fee.
“Class B” Intoxicating Liquor	$500.00
Class “B” Fermented Malt	$100.00
“Class C” Wine Only	$100.00
Reserve “Class B” Intoxicating Liquor	$10,000 (one-time)

Temporary Class “B” Fermented Malt	$10.00
Temporary “Class B” Wine	$10.00

A combination Class A license (intoxicating liquor and fermented malt) would total $600.00.
A combination Class B license (intoxicating liquor and fermented malt) would total $600.00.

Table 4: Existing Quotas (03/19/2026)

License	Quota	Licenses Issued	Licenses Available
“Class A” Intoxicating Liquor	16 - 1 per 750 residents	16	0
Class “A” Fermented Malt	17 - 1 per 750 residents	17	0
“Class B” Intoxicating Liquor	25 - 1 per 500 residents	25	0
RESERVE “Class B” Intoxicating Liquor	5 - $10,000 one-time fee	4	1

DISCUSSION

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.

The following information was confirmed:

- Confirmation of Legal Name (corporation, limited liability company, partnership), Trade or Business Name
- Verification of Federal Identification Number
- Verification of Wisconsin Seller’s Permit Number
- Letter from McGrath Catering stating they will surrender their Class B license contingent upon approval of applicant DLM Group, LLC for use at 1245 Whitewater Avenue.

The License Committee met on May 26, 2026 and recommended City Council approval contingent upon a successful background check.

FINANCIAL ANALYSIS

The alcohol licensing period is July 1st through June 30th annually. The timing of the application submission will align with the licensing period which will coincide with the sale of the business. The publication fee for new applications is $100.00.

RECOMMENDATION

Staff and the License Committee recommend the City Council 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 contingent upon background check and payment of licensing fees.

ATTACHMENTS

1. DLM Group LLC Alcohol License Applications_Redacted

Form **AB-200**

Alcohol Beverage License Application

For Municipal Use Only
Municipality: City Fort Atk
License Period: 7.1.26 6.30.27

Application Type *(check one)*

☑ Initial (New) ☐ Renewal

License(s) Requested: (up to two boxes may be checked)

☐ Class "A" Beer	$	☒ Class "B" Beer	$ 100
☐ "Class A" Liquor	$	☒ Regular "Class B" Liquor	$ 500
☐ "Class A" Liquor (cider only)	$	☐ Reserve "Class B" Liquor	$
☐ "Class C" Liquor (wine only)	$	☐ Above-Quota "Class B" Liquor	$

Fees	
License Fee(s)	$ 600
Background Check Fee	$ -
Publication Fee	$ 30
Total Fees	$

Part A: Premises/Business Information

1. Legal Business Name (individual name if sole proprietorship)
DLM Group LLC

2. Business Trade Name or DBA
Jennie's Entertainment and Events

3. FEIN
93-4980877

4. Wisconsin Seller's Permit Number
456-1031558096-02

5. Entity Type *(check one)*
☐ Sole Proprietor ☐ Partnership ☑ Limited Liability Company ☐ Corporation ☐ Nonprofit Organization

6. If the applicant business is an LLC, are the controlling members other LLCs or corporations? ☐ Yes ☑ No
If yes, the members, managers, officers and directors of those business entities must be listed in Part C and provide a Form AB-100.

7. State of Organization
Wisconsin

8. Date of Organization
12/20/23

9. Wisconsin DFI Registration Number
D078120

10. Premises Address
1245 Whitewater Ave, Fort Atkinson, WI 53538

11. City
Fort Atkinson

12. State
WI

13. Zip Code
53538

14. County
28

15. Governing Municipality: ☑ City ☐ Town ☐ Village of: _____

16. Aldermanic District
—

17. Premises Phone

18. Premises Email
[redacted]

19. Website

20. Premises Description

Initial (New Applicants Only): Describe the building or buildings where alcohol beverages are produced, 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.

Renewal Applicants Only: I am renewing a license and by checking the box following this statement, I affirm that I have reviewed the last issued license certificate and the premises description remains the same. ☐

The premises consists of the main dining and bar areas located within the building, including:
The primary indoor dining room, Main bar/service counter area, Kitchen and food preparation areas, Alcohol storage areas, Restrooms, Any designated private event or banquet spaces within the building. Alcohol beverages will be stored, served, sold, and consumed within these interior areas of the premises.

If applicable, the licensed premises also includes:
Outdoor patio/seating areas adjacent to the building

21. Mailing Address (If different from premises address)

22. City

23. State

24. Zip Code

Part B: Questions

1. Has the business (sole proprietorship, partnership, limited liability company, or corporation) been convicted of violating federal or state laws or local ordinances? Exclude traffic offenses unless related to alcohol beverages. ☐ Yes ☑ No

If yes, list the details of violation below. Attach additional sheets if necessary.

Law/Ordinance Violated	Location	Trial Date
Penalty Imposed	Was sentence completed? ☐ Yes ☐ No	
Law/Ordinance Violated	Location	Trial Date
Penalty Imposed	Was sentence completed? ☐ Yes ☐ No	

2. Are charges for any offenses pending against the business? Exclude traffic offenses unless related to alcohol beverages. ☐ Yes ☑ No

If yes, describe the nature and status of pending charges using the space below. Attach additional sheets as needed.

3. Is the applicant business or any of its officers, directors, members, agent, employees, owners, or other related individuals or entities a restricted investor with any interest in an alcohol beverage producer or wholesaler? . . ☐ Yes ☑ No
If yes, provide the name of the restricted investor and describe the nature of the interest.

4. Have the partners, agent, or sole proprietor satisfied the responsible beverage server training requirement for this license period? Submit proof of completion. . . . . ☑ Yes ☐ No
5. Is the applicant business indebted to any wholesaler beyond 15 days for beer or 30 days for liquor/wine?. . . . . ☐ Yes ☑ No
6. Does the applicant business owe past due municipal property taxes, assessments, or other fees? . . . . . ☐ Yes ☑ No

Part C: Individual Information

Check each box to attest that you have provided the appropriate supplementary information to complete your application. See the instructions for Part C of this application, beginning on page 2, to complete this section.

☑ I have accurately listed and provided contact and personal information for all required persons involved in the applicant business and any business identified in Part A, Question 6 using Form AB-200AA.

☑ I have provided an accurate Form AB-100 for each person listed in Form AB-200AA.

☑ *(For corporations, limited liability companies, and nonprofit organizations only)* I have provided an accurate Form AB-101 to appoint an agent on behalf of my business.

☑ I understand that my application is not complete until this supplementary paperwork is received by the municipal clerk where I am applying for an alcohol beverage license.

Part D: Attestation

One of the following must sign and attest to this application:

• sole proprietor • one general partner of a partnership • one corporate officer • one member of an LLC

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 business 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 this business according to the law, including but not limited to, purchasing alcohol beverages from state authorized 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.
Johnson	Jakob	R

Title	Email	Phone
Operating Partner	[redacted]	[redacted]

Signature	Date
Jakob Johnson	5/18/26

Part E: For Clerk Use Only

Date Application Was Filed With Clerk	License Number	Date License Granted	Date License Issued
5-18-2026			

Signature of Clerk/Deputy Clerk	Date Provisional License Issued (if applicable)

Form
AB-200AA

Alcohol Beverage License Application

Appendix A - List of Persons Involved in the Applicant Business

Application Type *(check one)*
☑ Initial (New) ☐ Renewal
License Period 070126 - 063027

Instructions

This form is required supplemental material to Form AB-200, Alcohol Beverage License Application, for new and renewal applications.

The persons holding the following titles in the applicant business and any businesses referenced in Part A, Question 6, must provide contact and personal information to determine fitness to hold an alcohol beverage license under state law:

- Sole proprietor
- All partners of a partnership
- All officers, directors, and agent of a corporation or nonprofit organization
- All members or managers, and agent of a limited liability company

Contact and personal information for persons named above must be listed in the table below and submitted with this application. Attach additional sheets if necessary.

Each person holding a title named above must submit the most accurate Form AB-100 with this application.

Corporations, nonprofit organizations, and limited liability companies must submit the most accurate Form AB-101 with this application.

*Status Definitions

New: All entries on a new application or any person added to a renewal application for the first time.

Remove: This person no longer has a relationship to the applicant business.

Update: There are changes to this person's personal or contact information, or their relationship to the applicant business.

No Change: There are no changes to this person's personal or contact information, or their relationship to the applicant business.

1. Legal Business Name (individual name if sole proprietorship)
DLM Group LLC

2. Business Trade Name or DBA
Jennie's Entertainment and Events

3. FEIN
93-4980877

Listing of Persons Involved in Applicant Business

First Name and Middle Initial	Last Name	Title/Relationship to Applicant Business	Phone Number	Email	Status*
Jakob R	Johnson	Operating Partner	[redacted]	[redacted]	No Change
Romie J	Johnson	Majority Owner	[redacted]	[redacted]	No Change
Aldo	Sbigoli	Minority Owner	[redacted]	[redacted]	No Change
Jeffrey	Moxley	Minority Owner	[redacted]	[redacted]	No Change

AB-200AA (N. 2-26) Wisconsin Department of Revenue

Form
AB-101

Alcohol Beverage Appointment of Agent

Date
5/18/26

Agent Type *(check one)*

☑ Original (no fee) ☐ Successor ($10 fee for municipal licensees only)

Part A: Business Information

1. Legal Business Name (individual name if sole proprietor)
DLM Group LLC

2. Business Trade Name or DBA
Jennie's Entertainment and Events

3. Entity Type *(check one)*
☑ Limited Liability Company ☐ Corporation ☐ Nonprofit Organization

4. Alcohol Beverage Business Authorization *(check one)*
☐ Municipal Retail License ☑ State Permit

5. If successor agent, provide State Permit or Municipal Retail License Number

6. Describe the reason for appointing a successor agent, if successor is checked above.

Part B: Agent Information

1. Last Name	2. First Name	3. M.I.
Johnson	Jakob	R

4. Email [redacted]

5. Phone [redacted]

6. Home Address [redacted]

7. City	8. State	9. Zip Code	10. Date of Birth
[redacted]	WI	53190	[redacted]

11. Driver's License/State ID Number	12. Driver's License/State ID State of Issuance
[redacted]	Wisconsin

Part C: Agent Questions

1. Have you satisfied the responsible beverage server training requirement? Submit proof of completion. ☑ Yes ☐ No

2. Have you completed Form AB-100, *Alcohol Beverage Individual Questionnaire* (licensee) or Form AB-300, *Alcohol Beverage Personal Questionnaire* (permittee)? ☑ Yes ☐ No

3. Have you been a Wisconsin resident for at least 90 continuous days? See instructions for exceptions. ☑ Yes ☐ No

Continued →

Part D: Business Attestation

READ CAREFULLY BEFORE SIGNING: I, the **Undersigned**, authorize the above-named individual to act for the above-named corporation, nonprofit organization, or limited liability company with full authority and control of the premises and of all alcohol beverage activities on such premises. I certify that I am authorized by the above-named entity to authorize this individual to act on behalf of the entity. If I am appointing a successor agent, I rescind all previous agent appointments for this premises. Further, I 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.
Johnson	Jakob	R

Title	Email	Phone
Operating Partner	[redacted]	[redacted]

Signature	Date
	5/18/26

Part E: Agent Attestation

READ CAREFULLY BEFORE SIGNING: I, the **Agent**, hereby accept this appointment as agent for the above-named corporation, nonprofit organization, or limited liability company and assume full responsibility for the conduct of all alcohol beverage activities on the premises for the above-named business. 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.
Johnson	Jakob	R

Signature	Date
Jakob Johnson	5/18/26

Form
AB-100

Alcohol Beverage Individual Questionnaire

Date

All individuals involved in the alcohol beverage business must complete this form, including:

- sole proprietor
- all partners of a partnership
- all officers, directors, and agent of a corporation or nonprofit organization
- members and agent of a limited liability company

Your alcohol beverage application is not complete until all required Individual Questionnaires are submitted.

Part A: Business Information

1. Legal Business Name (individual name if sole proprietor)
DLM Group LLC

2. Business Trade Name or DBA
Jennie's Entertainment and Events

3. Entity Type *(check one)*
☐ Sole Proprietor ☐ Partnership ☑ Limited Liability Company ☐ Corporation ☐ Nonprofit Organization

Part B: Individual Information

1. Last Name	2. First Name	3. M.I.
Johnson	Romie	

4. Relationship to Business (Title) [redacted]

7. Home Address [redacted]

8. City	9. State	10. Zip Code	11. Date of Birth
[redacted]	[redacted]	[redacted]	[redacted]

12. Driver's License/State ID Number	13. Driver's License/State ID State of Issuance
[redacted]2	IL

Part C: Address History

1. Do you currently live in Wisconsin? ☐ Yes ☑ No

If yes, provide the month and year when you permanently moved to Wisconsin (MM/YYYY)

2. List in chronological order all of your addresses **within the last 5 years**. Attach additional sheets if necessary.

Previous Address 1	City	State	Zip Code
Previous Address 2	City	State	Zip Code
Previous Address 3	City	State	Zip Code
Previous Address 4	City	State	Zip Code
Previous Address 5	City	State	Zip Code

3. List all states and counties you have lived in as an adult. Attach additional sheets if necessary.

State	County	State	County	State	County	State	County
State	County	State	County	State	County	State	County

Continued →

Part D: Criminal History

1. Have you ever been convicted of any offenses (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or of any county or municipal ordinances?..... ☐ Yes ☑ No

If yes to question 1, please list details of each conviction below. Attach additional sheets as needed.

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

2. Are charges for any offenses currently pending against you (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or any county or municipal ordinances?..... ☐ Yes ☑ No

If yes to question 2, describe nature and status of pending charges using the space below. Attach additional sheets as needed.

Part E: Attestation

READ CAREFULLY BEFORE SIGNING: Under penalty of law, I have answered each of the above questions completely and truthfully. I certify that I am not prohibited from participating in this business due to any involvement in another tier of the alcohol beverage industry as a restricted investor. 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.

Signature	Date
Romie Johnson	5/18/26

Form
AB-100

Alcohol Beverage Individual Questionnaire

Date

All individuals involved in the alcohol beverage business must complete this form, including:

- sole proprietor
- all partners of a partnership
- all officers, directors, and agent of a corporation or nonprofit organization
- members and agent of a limited liability company

Your alcohol beverage application is not complete until all required Individual Questionnaires are submitted.

Part A: Business Information

1. Legal Business Name (individual name if sole proprietor)
DLM Group LLC

2. Business Trade Name or DBA
Jennie's Entertainment and Events

3. Entity Type *(check one)*
☐ Sole Proprietor ☐ Partnership ☑ Limited Liability Company ☐ Corporation ☐ Nonprofit Organization

Part B: Individual Information

1. Last Name	2. First Name	3. M.I.
[redacted]	[redacted]	

4. Relationship to Business (Title)	5. Email	6. Phone
Minority Owner	[redacted]	[redacted]

7. Home Address
[redacted]

Part C: Address History

1. Do you currently live in Wisconsin? ☐ Yes ☑ No

If yes, provide the month and year when you permanently moved to Wisconsin (MM/YYYY)

2. List in chronological order all of your addresses **within the last 5 years**. Attach additional sheets if necessary.

Previous Address 1	City	State	Zip Code
Previous Address 2	City	State	Zip Code
Previous Address 3	City	State	Zip Code
Previous Address 4	City	State	Zip Code
Previous Address 5	City	State	Zip Code

3. List all states and counties you have lived in as an adult. Attach additional sheets if necessary.

State	County	State	County	State	County	State	County
State	County	State	County	State	County	State	County

Continued →

Part D: Criminal History

1. Have you ever been convicted of any offenses (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or of any county or municipal ordinances?..... ☐ Yes ☑ No

If yes to question 1, please list details of each conviction below. Attach additional sheets as needed.

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

2. Are charges for any offenses currently pending against you (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or any county or municipal ordinances?..... ☐ Yes ☑ No

If yes to question 2, describe nature and status of pending charges using the space below. Attach additional sheets as needed.

Part E: Attestation

READ CAREFULLY BEFORE SIGNING: Under penalty of law, I have answered each of the above questions completely and truthfully. I certify that I am not prohibited from participating in this business due to any involvement in another tier of the alcohol beverage industry as a restricted investor. 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.

Signature	Date
Jeff Moxley	5/18/26

Form
AB-100

Alcohol Beverage Individual Questionnaire

Date

All individuals involved in the alcohol beverage business must complete this form, including:

- sole proprietor
- all partners of a partnership
- all officers, directors, and agent of a corporation or nonprofit organization
- members and agent of a limited liability company

Your alcohol beverage application is not complete until all required Individual Questionnaires are submitted.

Part A: Business Information

1. Legal Business Name (individual name if sole proprietor)
DLM Group LLC

2. Business Trade Name or DBA
Jennie's Entertainment and Events

3. Entity Type *(check one)*
☐ Sole Proprietor ☐ Partnership ☑ Limited Liability Company ☐ Corporation ☐ Nonprofit Organization

Part B: Individual Information

1. Last Name	2. First Name	3. M.I.
Johnson	Jakob	

4. Relationship to Business (Title)	5. Email	6. Phone
Operating Partner	[redacted]	[redacted]

7. Home Address
[redacted]

8. City	9. State	10. Zip Code	11. Date of Birth
[redacted]	[redacted]	53190	1[redacted]

[redacted] State ID Number	13. Driver's License/State ID State of Issuance
[redacted]	WI

Part C: Address History

1. Do you currently live in Wisconsin? ☑ Yes ☐ No

If yes, provide the month and year when you permanently moved to Wisconsin (MM/YYYY) 02/202

2. List in chronological order all of your addresses **within the last 5 years**. Attach additional sheets if necessary.

Previous Address 1 [redacted]	City [redacted]	State IL	Zip Code [redacted]
Previous Address 2	City	State	Zip Code
Previous Address 3	City	State	Zip Code
Previous Address 4	City	State	Zip Code
Previous Address 5	City	State	Zip Code

3. List all states and counties you have lived in as an adult. Attach additional sheets if necessary.

State	County	State	County	State	County	State	County
State	County	State	County	State	County	State	County

Continued →

Part D: Criminal History

1. Have you ever been convicted of any offenses (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or of any county or municipal ordinances? . . . . . ☐ Yes ☑ No

If yes to question 1, please list details of each conviction below. Attach additional sheets as needed.

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed? . . . . . ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed? . . . . . ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed? . . . . . ☐ Yes ☐ No

2. Are charges for any offenses currently pending against you (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or any county or municipal ordinances? . . . . . ☐ Yes ☑ No

If yes to question 2, describe nature and status of pending charges using the space below. Attach additional sheets as needed.

Part E: Attestation

READ CAREFULLY BEFORE SIGNING: Under penalty of law, I have answered each of the above questions completely and truthfully. I certify that I am not prohibited from participating in this business due to any involvement in another tier of the alcohol beverage industry as a restricted investor. 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.

Signature	Date
Jakob Johnson	5/18/26

Form
AB-100

Alcohol Beverage Individual Questionnaire

Date

All individuals involved in the alcohol beverage business must complete this form, including:

- sole proprietor
- all partners of a partnership
- all officers, directors, and agent of a corporation or nonprofit organization
- members and agent of a limited liability company

Your alcohol beverage application is not complete until all required Individual Questionnaires are submitted.

Part A: Business Information

1. Legal Business Name (individual name if sole proprietor)
DLM Group LLC

2. Business Trade Name or DBA
Jennie's Entertainment and Events

3. Entity Type *(check one)*
☐ Sole Proprietor ☐ Partnership ☑ Limited Liability Company ☐ Corporation ☐ Nonprofit Organization

Part B: Individual Information

1. Last Name	2. First Name	3. M.I.
[redacted]	[redacted]	

4. Relationship to Business (Title)	5. Email	6. Phone
Minority Owner	[redacted]	[redacted]

7. Home Address
[redacted]

8. City	9. State	10. Zip Code	11. Date of Birth
[redacted]	IL	[redacted]	[redacted]

12. Driver's License/State ID Number	13. Driver's License/State ID State of Issuance
[redacted]	IL

Part C: Address History

1. Do you currently live in Wisconsin? ☐ Yes ☑ No

If yes, provide the month and year when you permanently moved to Wisconsin (MM/YYYY)

2. List in chronological order all of your addresses **within the last 5 years**. Attach additional sheets if necessary.

Previous Address 1	City	State	Zip Code
Previous Address 2	City	State	Zip Code
Previous Address 3	City	State	Zip Code
Previous Address 4	City	State	Zip Code
Previous Address 5	City	State	Zip Code

3. List all states and counties you have lived in as an adult. Attach additional sheets if necessary.

State	County	State	County	State	County	State	County
State	County	State	County	State	County	State	County

Continued →

Part D: Criminal History

1. Have you ever been convicted of any offenses (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or of any county or municipal ordinances?..... ☐ Yes ☑ No

If yes to question 1, please list details of each conviction below. Attach additional sheets as needed.

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

Law/Ordinance Violated	Location	Conviction Date

Penalty Imposed	Was sentence completed?..... ☐ Yes ☐ No

2. Are charges for any offenses currently pending against you (excluding traffic offenses unless related to alcohol beverages) for violation of any federal, Wisconsin, or another state's laws or any county or municipal ordinances?..... ☐ Yes ☑ No

If yes to question 2, describe nature and status of pending charges using the space below. Attach additional sheets as needed.

Part E: Attestation

READ CAREFULLY BEFORE SIGNING: Under penalty of law, I have answered each of the above questions completely and truthfully. I certify that I am not prohibited from participating in this business due to any involvement in another tier of the alcohol beverage industry as a restricted investor. 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.

Signature	Date
Aldo Sbigoli	5/18/26

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

MEMORANDUM

DATE: **June 2, 2026**

TO: **Fort Atkinson City Council**

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

RE: **Review and possible action on a Water Utility Simplified Rate Case Application to the Public Service Commission (Navin, Director of Public Works)**

BACKGROUND

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. That report is attached for reference. In this report, the Water Utility rates were recommended for annual review for potential increases through 2026. The Public Service Commission (PSC) regulates rate increases and requires assessment of the previous year's accounting to ensure a rate of return that qualifies the Utility for a simple rate increase.

DISCUSSION

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. A copy of the public notice is attached, with a schedule of current and proposed rates. The rate increase has a two-fold impact. First, taking advantage of the simple increases staves off the need for significant jumps in rates down the road. The last rate case was in 2024. Before that, it was 2022. Before the 2022 increase was the 2020 rate increase that funded a dedicated, annual, water main replacement program at 1% of the City's water main per year. The simple rate increase will adjust for increased costs in that program as well as operating expenses for the Utility.

After this Simplified Rate Case, the City of Fort Atkinson Water Utility will be due for a conventional rate case in 2028. A conventional rate case includes an audit by the PSC, public notice and input, a technical analysis, and a public hearing if needed. Once that is complete, the PSC reviews the full record and issues a final order that sets the allowed rates.

The attached WI Water Rates Dashboard documents show how the City of Fort Atkinson Water Utility rates compare to other utilities within 25 miles of the City as rates stand today. There are also examples of how the Utility rates will compare with a 3% increase. Further information can be found at https://dashboards.efc.sog.unc.edu/wi for those who would like to explore the dashboard tools.

FINANCIAL ANALYSIS

If approved, Water Utility rates will increase 3% for all customers. There are two components to each water bill: the fixed rate, as the name indicates, is fixed for all customer categories; and the usage rate, which is variable based upon the volume of water used. The base rate will increase from $14.47 to $14.90. Usage rate will increase from $3.44 per 100 cubic feet (747 gallons) to $3.54 per 100 cubic feet. The fire protection rate will go from $22.07 to $22.73 and the water main replacement rate will go from $3.96 to $4.05. The proposed fixed rate increases are shown in the table below. The average home owner with a usage of 13 will see a bi-monthly increase of $2.51.

Bi-Monthly Main Replacement Charge:	Revised Bi-Monthly Main Replacement Charge:	Bi-Monthly Meter Charge:	Revised Bi-Monthly Meter Charge:	Bi-Monthly Fire Protection Service Charge:	Revised Bi-Monthly Fire Protection Service Charge:	Usage Charge (per 100 cubic feet)	Revised Usage Charge (per 100 cubic feet)
5/8" - $3.96	$ 4.08	5/8" - $14.47	14.9	5/8" - $22.07	22.73	$ 3.44	$ 3.54
1" - $9.79	$ 10.08	1" - $23.21	23.91	1" - $55.17	56.83		
1 1/2" - $19.57	$ 20.16	1 1/2" - $38.93	40.1	1 1/2" - $110.35	113.66		
2" - $31.23	$ 32.17	2" - $58.92	60.69	2" - $176.55	181.85		
3" - $58.61	$ 60.37	3" - $97.02	99.93	3" - $331.04	340.97		
4" - $97.65	$ 100.58	4" - $148.76	153.22	4" - $551.63	568.18		
6" - $195.29	$ 201.15	6" - $268.68	276.74	6" - $1,103.36	1136.46		

RECOMMENDATION

Staff recommends the City Council approve the simplified rate case application to the PSC for an increase in water utility rates of 3%.

ATTACHMENTS

1. Water Rate Case Table
2. SRC_City of Fort Atkinson Water Utility (2060)
3. 2023 Trilogy Financial Projections
4. Dashboard comparison

Bi-Monthly Main Replacement Charge:	Revised Bi-Monthly Main Replacement Charge:	Bi-Monthly Meter Charge:	Revised Bi-Monthly Meter Charge:	Bi-Monthly Fire Protection Service Charge:	Revised Bi-Monthly Fire Protection Service Charge:	Usage Charge (per 100 cubic feet)	Revised Usage Charge (per 100 cubic feet)
5/8" - $3.96	$ 4.08	5/8" - $14.47	14.9	5/8" - $22.07	22.73	$ 3.44	$ 3.54
1" - $9.79	$ 10.08	1" - $23.21	23.91	1" - $55.17	56.83		
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6" - $195.29	$ 201.15	6" - $268.68	276.74	6" - $1,103.36	1136.46		

Simplified Rate Case Application - Water Class AB

2060 - City of Fort Atkinson Water Utility

Note: this application is not officially submitted until it is uploaded to the Commission's Electronic Records Filing System.

Public Service Commission of Wisconsin *(filing this form out is in accordance with Wis.Stat196.193)*

PO Box 7854 *3011(1/1/2020)*

Madison WI 53707-7854

Preparer Name: **Zach Navin**

Preparer Phone Number: **920-397-9901**

Preparer Email Address: **znavin@fortatkinsonwi.gov**

Date Application will be filed with the PSC: **07/01/2026**

Notice Date to be Mailed/Published: **06/18/2026**

Customer Notice Method: **Newspaper Publication**

Newspaper Name: **Jefferson County Daily Union**

Rate Effective Date: **10/01/2026**

	Annual Report Information	Page	
1	Total Sales of Water	W-1	$3,191,501
2	Rate Increase Factor		3.0%
3	Line 1 * Line 2		$95,745
4	Net Operating Income (Operating Revenues - Operating Expenses)	W-1	$505,667
5	Adjusted Total Operating Income (Line 3 + Line 4)		$601,412
6	Average Net Rate Base - Water Utility	F-23	$10,942,950
7	Line 5 / Line 6		5.5%
8	**Test 1 - Financial Eligibility Qualifies ***		**Yes**
9	Adjusted Operating Income (Line 5)		
10	Total Operation & Maintenance (O&M) expense (600 and 900 accounts only)		
11	Line 9 / Line 10		
12	**Test 2 - Financial Eligibility Qualifies ****		

* Eligible if line 7 <= 6.40%

** Eligible if line 11 <= 6.0%

History Check

Effective Date of the Last Full Rate Case: **10/01/2021**

Rates from last full rate case have been in effect for at least one full calendar year and the current annual report has been filed. **Yes**

If Class AB, it has been 5 years or less since the last full rate case. **Yes**

Effective Date of the Last SRC: **07/01/2024**

Rates from the last SRC have been in effect for one year (12 months). **Yes**

Water Meter Rates

5/8" meter rate at the last full rate case: **13.90**

Current 5/8" meter rate: **3.96**

If Class C or D, current rate is less than 40% higher than the last full rate case. **NA**

5/8" meter rate percent increase since last full rate case: **-71.51%**

Notice of Rate Increase
Water Customers of the City of Fort Atkinson Water Utility

This is to give you notice that the City of Fort Atkinson Water Utility will file an application on July 1, 2026, with the Public Service Commission of Wisconsin (PSC), for authority to increase water rates. Rates for general service will increase 3.0 percent. The increase is necessary to reduce the existing deficiency in present rates. The request is being made under Wis. Stat. 196.193. Rate increases granted under this statute do not require a public hearing. The effect of the increase for some selected customers is shown below. Public Fire Protection and Wholesale rates (if applicable) will also increase 3.0 percent.

Customer Classification	Meter Size	Cubic Feet	Existing BiMonthly Rate	Revised BiMonthly Rate
Average Residential	3/4	1,100	$52.31	$53.84
Public Authority	1 1/2	13,800	$319.40	$329.12
Multifamily	2	8,200	$250.35	$257.87
Commercial	1	5,200	$166.94	$171.89
Industrial	4	76,600	$1,427.75	$1,472.16

City of Fort Atkinson Water Utility anticipates that this rate increase will go into effect on October 1, 2026. If you have any questions about the rate increase request, call the City of Fort Atkinson Water Utility at (920)397-9901.

TRILOGY CONSULTING, LLC
MUNICIPAL & UTILITY ADVISORS

WATER UTILITY FINANCIAL PLANNING
October 2023

Financial Projections and User Rates

In September 2021, the Fort Atkinson Water Utility received approval from the Wisconsin Public Service Commission for an increase in water rates of 55% to fund its ongoing operations, begin an annual program of replacing aging water main infrastructure, and maintain a financially healthy utility. The City hired Trilogy Consulting to review the Utility's progress in meeting its financial goals and assess any needed updates to Utility policies and rates.

Based on the PSC's final decision, the Utility was projected to collect $3.03 million annually from the new rates to fund all of its financial obligations and $843,000 annually for replacement of water mains. Rates were implemented on October 1, 2021, so 2022 was the first full year under the Utility's approved rates. Revenues in 2022 from user rates totaled $2.94 million, about $90,000 less than what was originally projected. Additionally, costs for capital projects have risen significantly since the original projections were made in 2020, particularly for the replacement of hydrants and services related to the main replacement program, for which there is no dedicated source of funding.

Because of higher costs of materials and slightly lower sales revenues than anticipated, the Utility should plan to apply to the PSC for a Simplified Rate Case (SRC), if it meets the PSC's financial eligibility. The PSC sets its eligibility requirements for an SRC in January or February each year to determine what the appropriate benchmark rate of return (ROR) on investment is and the percentage rate increase that would apply to utilities seeking a SRC. For 2023, the benchmark ROR is 6.20%, meaning that in order for a utility to qualify, the revenues from the rate increase would not result in a utility earning more than 6.20%. The 2023 SRC rate increase was determined to be 8.0%, making the Fort Atkinson Water Utility ineligible to apply for the SRC during 2023.

With the expected construction activity for 2023, current projections show for 2023 that the Utility will earn about 4.1% ROR for 2023. If the financial eligibility requirements remain the same and revenues for 2023 are similar to 2022, then the Utility would still not be eligible for the SRC in 2024, although by a small margin. If revenues are down or if expenses are higher than expected by about $20,000, then the Utility might qualify for the SRC under the current PSC criteria. Alternatively, if the PSC changes the eligibility benchmarks, then the Utility may qualify even under current projections.

An increase of 8.0% would result in additional revenues of about $228,000. If the PSC changes the amount of the increase that a SRC would provide, then revenues would change accordingly.

The minimum increase that the PSC allows under the SRC process is 3.0%; at that level, revenues would increase by about $85,000. An increase in revenues in this range would help to offset the rising costs of materials as the Utility continues its infrastructure replacement program. To fully fund the program if costs remain high, multiple SRCs may be needed, depending on the magnitude of any rate increases that the Utility can implement.

Under PSC rules, Class AB utilities can only utilize the SRC process to increase rates for 5 years since their last conventional rate case order. For the Water Utility, that was July 29, 2021, meaning it has the potential to increase rates through an SRC in 2024, 2025, and 2026, as long as the rates would go into effect prior to July 29, 2026. After that date, if the Utility needs to increase rates, then it would again need to go through the conventional rate case process.

Cash Available for Capital

Table 1 - Projected Cash Flow with Zero Rate Increase

	2023	2024	2025	2026	2027
Total Cash In	$2,976,881	$2,974,344	$2,974,521	$2,976,367	$2,978,029
O&M Expenses	$1,053,358	$1,113,891	$1,154,530	$1,140,275	$1,096,128
Taxes	$361,018	$369,836	$376,361	$382,422	$391,890
Debt Service	$342,484	$221,000	$249,148	$251,676	$255,666
Cash Available for Capital	$1,220,022	$1,269,617	$1,194,482	$1,201,993	$1,234,344
Projected Rate Increases		0.0%	0.0%	0.0%	0.0%
Required Spending on Main Replacements	$843,000	$843,000	$843,000	$843,000	$843,000
Projected Spending on Hydrants & Services	$400,000	$435,000	$332,000	$600,000	$400,000
Net Available for Other Capital	($22,978)	($8,383)	$19,482	($241,007)	($8,656)
Actual / Planned Other Capital Needs	$314,000	$145,000	$253,240	$159,577	$98,265
Projected Addition to / (Use of) Reserves	($336,978)	($153,383)	($233,758)	($400,584)	($106,920)
Recommended Minimum Reserve	$917,585	$814,227	$855,527	$857,484	$850,437
Projected Reserves Above Minimum	$108,624	$170,264	$120,239	($154,819)	($557,360)

In order to help in future capital planning, the Utility asked Trilogy to prepare cash flow projections that would estimate the amount of annual cash that is available for capital projects other than the main replacement program and related hydrants and services. With the increase in costs to replace hydrants and services, the Utility will have minimal annual funding for other capital investment without an increase in water rates. Instead, it will need to rely on Utility

reserves for other capital items. This may be adequate in the short term, but the Utility should maintain a minimum level of reserves for other purposes and cannot rely on reserves in the long term, as they will quickly dip below the recommended level. Table 1 above summarizes the projected cash flow of the Utility under no rate increases through 2027.

If the Utility is eligible for SRCs, even at a minimal level of 3.0% per year from 2024 through 2026, then it will be in a much more stable financial position, even though the amount of money that the Utility will be required to spend on main replacements will rise by the same percentage as well. However, this will help the Utility to keep pace on its goal to replace mains at an amount of 1% per year, as construction costs rise in the future. Table 2 below summarizes the cash flow projections at a minimal level of increases of 3.0% per year for three years. If the SRC percentage increase remains higher and the Utility is eligible for the increase, then the financial health of the Utility will only be improved, and it should pursue the implementation of SRCs, if possible.

Table 2 – Projected Cash Flow with Minimal Rate Increases

	2023	2024	2025	2026	2027
Total Cash In	$2,976,881	$3,059,892	$3,148,183	$3,240,787	$3,242,450
O&M Expenses	$1,053,358	$1,113,891	$1,154,530	$1,140,275	$1,096,128
Taxes	$361,018	$369,836	$376,274	$382,159	$391,357
Debt Service	$342,484	$221,000	$249,148	$251,676	$255,666
Cash Available for Capital	$1,220,022	$1,355,165	$1,368,231	$1,466,676	$1,499,298
Projected Rate Increases		3.0%	3.0%	3.0%	0.0%
Required Spending on Main Replacements	$843,000	$868,000	$894,000	$921,000	$921,000
Projected Spending on Hydrants & Services	$400,000	$435,000	$332,000	$600,000	$400,000
Net Available for Other Capital	($22,978)	$52,165	$142,231	($54,324)	$178,298
Actual / Planned Other Capital Needs	$314,000	$145,000	$253,240	$159,577	$98,265
Projected Addition to / (Use of) Reserves	($336,978)	($92,835)	($111,009)	($213,901)	$80,034
Recommended Minimum Reserve	$917,585	$814,227	$855,527	$857,484	$850,437
Projected Reserves Above Minimum	$108,624	$170,264	$180,787	$28,478	($187,380)

The Utility's ability to implement SRC rate increases also depends on the timing of those increases, since an additional SRC cannot be implemented until the previous one has been in place for a minimum of 12 months. The schedule below outlines the process and deadlines for maximizing the use of SRCs over the next three years.

	2024	2025	2026
Get New Benchmarks from PSC	February - March	February - March	February - March
Council Approval	March - April	March - April	March - April
Prior Year Annual Report Due	May 1	May 1	May 1
Determine Final SRC Eligibility	May 2	May 2	May 4
Publish Customer Notice	May 8 – June 3	May 8 – June 3	May 8 – June 3
File SRC Application	May 15 – June 10	May 15 – June 10	May 15 – June 10
New Rate Implementation Date	July 1 - 27	July 1 - 27	July 1 - 27

https://dashboards.efc.sog.unc.edu/wi

UNC SCHOOL OF GOVERNMENT Environmental Finance Center

WI Water Rates Dashboard

Rates as of July, 2025

Dashboard updated: February 2026

PSC of WISCONSIN

Fort Atkinson

Rates Comparison | Financial Benchmarks | Characteristics | Links

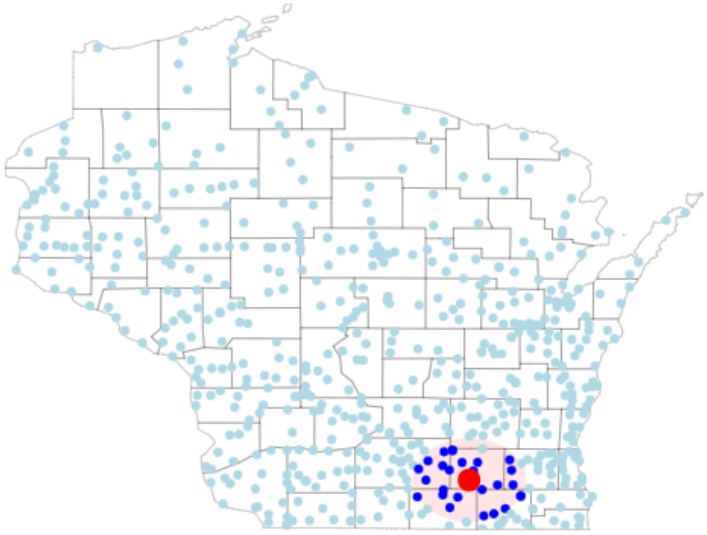
Select residential bill and monthly consumption amount

5,000 gallons
668 cubic feet

Monthly Water Bill: $41.27
Includes fire protection: $11.04 direct charge

Select comparison group: Within 25 miles distance

Comparing to **all utilities within 25 miles of your utility**



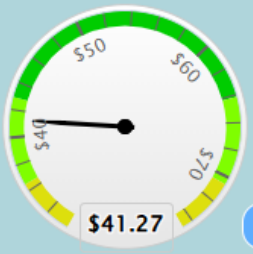
27 rate structures compared

Effects of raising rates by: 0%

Bill Comparison

Water Bill at 5,000 gallons

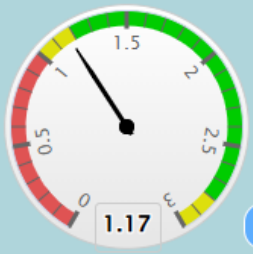
Median: $41.95



Min $24.32 Max $112.57

Cost Recovery

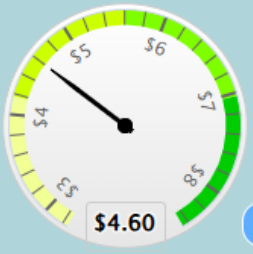
Operating Ratio Incl. Deprec.



Marginal Price

Water Price difference for the next 1,000 gallons

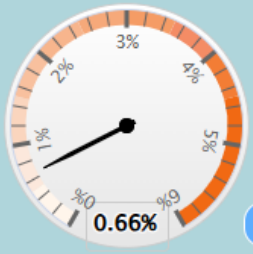
Median: $4.60



Min $2.54 Max $13.75

Median Affordability

Annual Water Bills as % MHI



UNC SCHOOL OF GOVERNMENT Environmental Finance Center

WI Water Rates Dashboard

Rates as of July, 2025

Dashboard updated: February 2026

PSC of WISCONSIN

Fort Atkinson

Rates Comparison | Financial Benchmarks | Characteristics | Links

Select residential bill and monthly consumption amount

5,000 gallons
668 cubic feet

Monthly Water Bill After Rates Increase: $42.51
Includes fire protection: $11.04 direct charge

Select comparison group: Within 25 miles distance

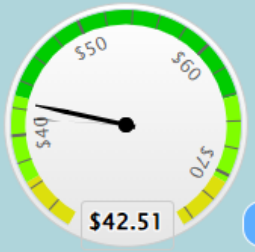
*****Caution*****
Revenue impacts are highly speculative. For more detailed modeling, the EFC's Water and Wastewater Rates Analysis Model is a free tool that examines how revenues at your utility could be affected by various changes in rate structures. However, neither of these tools should be used in place of an in-depth rate study.
*****Caution*****
Assumes across-the-board rate increases for all customer classes. Projected revenue impacts assume a 3 percent drop in demand for every 10 percent increase in price. Accuracy of projections decreases as the proposed rate increase gets larger.

Effects of raising rates by: 3%

Bill Comparison

Water Bill at 5,000 gallons

Median: $41.95



Min $24.32 Max $112.57

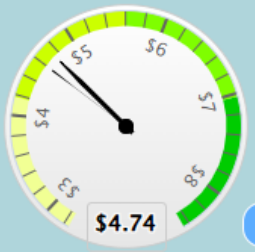
Cost Recovery

Operating Ratio Incl. Deprec.

Marginal Price

Water Price difference for the next 1,000 gallons

Median: $4.60



Min $2.54 Max $13.75

Median Affordability

Annual Water Bills as % MHI