

Monday, November 24, 2025**6:00 PM****McFarland Municipal Center**
5915 Milwaukee St, McFarland
Community Room

AGENDA

The public may attend in-person or remotely through the Zoom webinar or telephone options listed below. *Please Note: Virtual attendance is offered as a convenience, but technical difficulties beyond the Village's control may prevent or limit its availability at any meeting. The public is encouraged to attend the meeting in person to assure full access to the proceedings.*

PLEASE CLICK THE LINK BELOW TO JOIN THE ZOOM WEBINAR:

<https://us02web.zoom.us/j/83788865413>

Or by Telephone: +1 (312) 626-6799

Webinar ID: 837 8886 5413

Press *9 to raise/lower hand. Press *6 to mute/unmute.

1. CALL TO ORDER, ROLL CALL.
2. PUBLIC APPEARANCES.
 - a. This is an opportunity for members of the public to address the Public Works and Utilities Committee for items that are not on the agenda. Please remember this is a hybrid meeting conducted in person and through the Zoom online meeting platform. Meeting attendees wishing to address the Committee about items not on the agenda may do so at this time. Zoom attendees should type their name and address in the Question and Answer feature within the Zoom online meeting platform at this time. Members of the public who are present in person and wish to address the Committee should fill out a public comment form and turn into the meeting chairperson. When you are called upon to speak, state your name, address, and provide your comments to the Committee for their consideration. Please adhere to the 3-minute time limit. Additionally, you may send your public comments to public.works@mcfarland.wi.us to be included as part of the meeting.

Members of the public may also speak during their selected agenda item as they designate on the public comment form or in the Question and Answer feature on Zoom.
3. APPROVAL OF MINUTES.
 - a. Motion to approve the minutes of the October 27, 2025, Public Works & Utilities Committee meeting.
4. BUSINESS.
 - a. Discussion and action to make a recommendation to the Village Board to accept the Siggelkow Road Traffic Study.
 - b. Presentation and discussion regarding the Siggelkow Road design
 - c. Discussion and action to make a recommendation to the Village Board regarding the award of contract for the Babcock Channel Water Main Crossing project.
 - d. Discussion and action to make a recommendation to the Village Board regarding the award of contract for the 2026 Stormwater Maintenance project.

- e. Discussion and action to make a recommendation to the Village Board regarding the award of contract for the Holscher Water Tower repainting project.
- f. Discussion and action to make a recommendation to the Village Board regarding the award of contract for Well 5 drilling.
- g. Discussion and action on canceling the December 22, 2025, meeting.

5. SCHEDULE NEXT MEETING DATE.

- a. Monday, December 22, 2025, at 6:00 p.m.
- b. Monday, January 26, 2026, at 6:00 p.m.

6. ADJOURNMENT.

Any person who has a qualifying disability as defined by the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible location or format should contact the McFarland Municipal Center at (608)838-3153, 5915 Milwaukee Street, McFarland, Wisconsin, or village.clerk@mcfarland.wi.us by 2:00 p.m. at least 5 business days prior to the meeting so that any necessary arrangements can be made to accommodate each request. If the meeting or request is less than 5 business days from the meeting, requests for accommodations may still be made and reasonable efforts will be made to accommodate each request.

VILLAGE OF MCFARLAND

Public Works & Utilities Committee Minutes

Monday, October 27, 2025 - 6:00 PM

1. CALL TO ORDER, ROLL CALL.

Trustee Brassington called the regular meeting of the Public Works & Utilities Committee to order at 6:00 PM in the Community Room of the Municipal Center. This meeting was also held via Zoom webinar.

Members present: Village President Brassington, Trustee Prill, Pauline Boness, Zach Freeman, Eric Kindschi

Members not present: n/a

Staff Present: Public Works Director Lee Igl, Village Administrator Matt Schuenke, Assistant to the Public Works Director Aimee Irwin

2. PUBLIC APPEARANCES.

This is an opportunity for members of the public to address the Public Works and Utilities Committee for items that are not on the agenda. Please remember this is a hybrid meeting conducted in person and through the Zoom online meeting platform. Meeting attendees wishing to address the Committee about items not on the agenda may do so at this time. Zoom attendees should type their name and address in the Question and Answer feature within the Zoom online meeting platform at this time. Members of the public who are present in person and wish to address the Committee should fill out a public comment form and turn into the meeting chairperson. When you are called upon to speak, state your name, address, and provide your comments to the Committee for their consideration. Please adhere to the 3-minute time limit. Additionally, you may send your public comments to public.works@mcfarland.wi.us to be included as part of the meeting.

Members of the public may also speak during their selected agenda item as they designate on the public comment form or in the Question and Answer feature on Zoom.

None.

3. APPROVAL OF MINUTES.

Motion to approve the minutes of the September 17, 2025, Public Works & Utilities Committee meeting.

Motion by President Brassington, seconded by Freeman, to approve the minutes of the September 17, 2025, Public Works & Utilities Committee meeting. Motion carries 5 - 0 - 0.

4. BUSINESS.

Discussion and action to make a recommendation to the Village Board regarding updates to Chapter 53 - Streets, Sidewalks and Other Public Places ordinance and Appendix A.

Igl provided an overview of staff's recommended edits to Chapter 53 of the village ordinance and accompanying changes to Appendix A fees.

- Boness and President Brassington asked for clarification between renewal and re-submittal. Igl explained that a renewal would be applicable when an expired permit is being renewed with no changes, while a re-submittal includes changes to an already approved permit.
- Committee members recommended that the re-submittal fee be adjusted from \$75 as presented to \$100.

Motion by President Brassington, seconded by Trustee Prill, to recommend approval to the Village Board for recommended changes to Chapter 53, including Appendix A, as presented to be effective January 1, 2026, changing the re-submittal fee to \$100 instead of \$75 as presented. Motion carries 5 - 0 - 0.

b. Discussion and action to make a recommendation to the Village Board regarding the draft 2026 Budget for the Utilities Fund (600).

Irwin provided an overview of the draft 2026 budget for the Utilities fund, which includes sewer and water. Igl presented proposed changes to the capital improvement plan due to recent financial data and a shift in project timelines. For the year of 2026 in the Capital Improvement Plan, Igl proposed removing the dollars for the sewer utility of \$25,000, increasing the water utility infrastructure dollars to \$1,001,300, decreasing the Off-Street water to \$4,550,000 for a net increase of \$126,400.

- Boness asked why the water utility infrastructure amount was increasing for Creamery Road. Igl explained that due to water main breaks along Creamery Road, it has been determined that the pipe was not wrapped during installation. Igl added that due to the groundwater in the area, the recommendation is to replace the water main and wrap the pipe.
- President Brassington asked if the additional dollars were not added to the project could additional emergency issues arise. Igl responded that additional emergency issues such as a water main break could occur without the pipe being wrapped.

Motion by President Brassington, seconded by Boness, to recommend to the Village Board approval of the draft 2026 Budget for the Utilities Fund (600), including an addition of \$126,400 for water and sewer improvements as presented. Motion carries 5 - 0 - 0.

c. Discussion and action to make a recommendation to the Village Board regarding the draft 2026 Budget for the Stormwater Utility Fund (605).

Irwin provided an overview of the draft 2026 budget for the Stormwater Utility fund. Igl presented proposed changes to the capital improvement plan due to recent financial data and a shift in project timelines. For the year of 2026 in the Capital Improvement Plan, Igl proposed increasing the off-street storm dollars to \$578,000, a net increase of \$150,000. Igl explained that the additional funds would be utilized for three stormwater pipes being lined which are in very poor condition.

- President Brassington asked if all three of the stormwater pipes are equal in

terms of their poor condition. Igl stated he would not be able to pick one that is in worse condition over the other.

- Freeman asked if bids had already been received for the stormwater pipe lining. Igl explained that bids had previously been received for this work, but amounts were higher than expected.

Motion by President Brassington, seconded by Trustee Prill, to recommend to the Village Board approval of the draft 2026 Budget for the Stormwater Utility Fund (605), including an addition of \$150,000 for stormwater facility lining. Motion carries 5 - 0 - 0.

d. Discussion and recommendation to make a recommendation to the Village Board regarding the Babcock Channel Water Main Crossing and authorize the project for bid.

Igl provided an overview of the Babcock Channel Water Main crossing project that will run from Yahara Drive under 51 through Babcock Park to South Court. Tim Stieve of Town & Country Engineering commented that there has been an increase in the project cost estimate resulting from comments from WisDOT and their plans for Highway 51.

- Boness asked if there would be any flow concerns with the angle. Stieve responded that he was not worried about any issues.
- President Brassington asked what the impact would be for South Court. Stieve explained that there would be some limited access to the bulb during construction.

Motion by President Brassington, seconded by Boness, to recommend approval to the Village Board regarding the Babcock Channel Water Main Crossing and authorize the project for bid. Motion carries 5 - 0 - 0.

e. Discussion and action to make a recommendation to the Village Board regarding the 2026 Stormwater Maintenance project and authorize the project for bid.

Igl presented the two basin areas that are planned for stormwater maintenance in 2026, which are the Farwell Lagoon and Highland Oaks basin. Stieve explained that sediment testing had occurred for the Farwell Lagoon due to the additional permitting requirements for this dredging work as the lagoon is connected to a navigable waterway.

- President Brassington asked if the bidding process should wait until a response is received from the Wisconsin DNR regarding the sediment disposal requirements. Stieve stated he hopes a response will be received soon from the DNR, but he does not anticipate any major additional costs for disposal based on the initial evaluation of the sediment testing results.
- Boness asked if de-watering would be needed after the sediment is removed from the Farwell Lagoon. Stieve explained de-watering may be needed, but the colder temperatures may be able to assist with that.
- President Brassington asked if there were records from the previous dredging that would provide guidance on disposal this time. Stieve explained that records are not very detailed from the previous dredging.
- Freeman asked if the cost estimate was comparable to last year's cost per cubic

yard. Stieve explained that the cost estimate is higher than last year's due to some unknown with the project sites.

Motion by President Brassington, seconded by Trustee Prill, to recommend approval to the Village Board regarding the Farwell Lagoon and Highland Oaks Stormwater facility dredging and authorize the project for bid. Motion carries 5 - 0 - 0.

f. Discussion and action to make a recommendation to the Village Board regarding the Holscher Water Tower repainting project and authorize the project for bid.

Igl provided an overview of the tower project which includes repainting and recommended repairs based on the last inspection. Igl mentioned that the cost estimate for this project is at \$350,000 versus the original estimate of \$500,000 due to shrouding not being required.

- Brassington asked if painting could be split between the inside and outside and if the outside needed to be painted. Igl explained that you could split painting, but the last inspection's recommendation is to paint the exterior now to avoid having to blast the paint before repainting.

Motion by President Brassington, seconded by Freeman, to recommend approval to the Village Board regarding the Holscher Water Tower repainting project and authorize the project for bid. Motion carries 5 - 0 - 0.

5. SCHEDULE NEXT MEETING DATE.

a. Monday, November 24, 2025, at 6:00 p.m.

6. ADJOURNMENT.

Motion by Boness, no second, to adjourn at 6:50 PM. By unanimous consent, the meeting was adjourned.

Pursuant to law, written notice of this meeting was given to the public and posted on the public bulletin board in accordance with Open Meetings Law.

Respectfully submitted,
Aimee Irwin
Assistant to the Public Works Director


VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Monday, November 24, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Andrew Bremer, Comm & Eco Dev Director, Lee Igl, Public Works Director

AGENDA ITEM: Discussion and action to make a recommendation to the Village Board to accept the Siggelkow Road Traffic Study.

PREVIOUS ACTION:

September 23, 2024. Public Works and Utility Committee recommended to the Village Board a contract with AECOM to complete the Siggelkow Road Traffic Study.

September 24, 2024. Village Board approved a contract with AECOM to complete the Siggelkow Road Traffic Study.

ISSUE SUMMARY:

Included in the packet is a draft copy of the Siggelkow Road Traffic Study completed by Lee Gibbs from AECOM. The traffic study covers Siggelkow Road from Erling Avenue to CTH AB. Initial data collection for this project occurred in the Fall of 2025, followed by an analysis of existing conditions in 2026 leading to three separate public information meetings (PIMs).

The first public information meeting regarding the traffic study was held on May 7, 2025 and included a presentation on initial study findings. A second public information meeting was held on August 6, 2025 and included a presentation on initial corridor improvement alternatives. A third and final public information meeting regarding the traffic study was held on September 30, 2025 to discuss the preliminary preferred alternatives identified through the study. Links to the prior PIM presentations and materials are available on the [project website](#). The project also included input from staff from the Dane County Highway Department and City of Madison traffic engineering and planning staff as portions of the study area fall within multiple jurisdictions. Lee Gibbs will provide the Committee with a high-level overview of the report prior to taking action to recommend acceptance of the report by the Village Board. The recommendations within the study will be used to inform future improvement projects along Siggelkow Road, including the current 30% design plans for the portion of Siggelkow Road from Holscher Road to CTH AB.

FINANCIAL/BUDGET IMPACT:

VILLAGE PLAN REFERENCE:

ORDINANCE REFERENCE:

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended motion:



Motion, second, to recommend to the Village Board acceptance of the Siggelkow Road Traffic Study.

ATTACHMENTS:

1. 251114_DRAFT Siggelkow Rd Corridor Report

Corridor Study Report for Siggelkow Road

Village of McFarland, Wisconsin

DRAFT Report



Prepared by:

AECOM

October 2025

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Executive Summary

A corridor study was performed for the Siggelkow Road corridor that performed the following objectives: a geometric site review of the study area, a safety evaluation of the Siggelkow Road corridor and the study intersections, and an intersection operations analysis for existing-year and Year 2050 conditions. Locations with identified or potential deficiencies were noted and were considered for mitigation as part of an alternative's evaluation of the roadway corridor. Alternatives were noted for their perceived benefits and disadvantages, and a preferred alternative was identified.

The following describes the recommendations for the Siggelkow Road corridor:

Siggelkow Road (US 51 to County AB)

- In the short-term, it is recommended that the Village considers implementing improvements that will aid in the overall safety for all roadway users. Two distinct categories for this recommendation are intersection visibility and speed management.
 - Intersection visibility involves increasing the awareness for approaching motorists of an intersection and the possibility of conflicting vehicles, bicycles, and pedestrians. Elements such as reviewing/refreshing/upgrading signs and pavement markings, reviewing intersection lighting, and implementing intersection geometric features such as the extension of medians into crosswalks and the removal of negative left-turn lane offsets will raise awareness of approaching motorists to other intersection users and/or improve their field of vision at the intersection.
 - Speed management involves not only reducing travel speeds for all motorists, but also on reducing the variability that motorists can travel (narrower speed variability can help with gap assessment and decision-making) and reducing the number of “superspeeders”, those who travel ten mph or more above the posted speed limit. Strategies such as providing speed feedback or implementing geometric improvements aim to reiterate or inform motorists of the posted speed limit or their travel speed as well as make their driving environment more uncomfortable which would reduce the likelihood of traveling at higher speeds. Consideration should be given to reduce the posted speed limit along Siggelkow Road to reduce motorists from traveling at significantly higher speeds.
- In the short-term and long-term, it is recommended that the Village considers extending their multimodal accommodations along Siggelkow Road to provide connectivity from the existing sections eastward to the Village limits and rural Dane County. Consideration should be given to upgrading sidewalks to multi-use paths to physically separate bicyclists from the travel lanes of Siggelkow Road; in turn, the existing bike lanes could be eliminated, and pedestrian curb extensions could be provided to reduce the crosswalk length to cross Siggelkow Road.

Siggelkow Road (US 51 to Catalina Parkway)

- It is recommended that Siggelkow Road maintain its existing cross-section. The Village's East Side Plan growth projections forecast that this section of Siggelkow Road may experience daily traffic volumes in the 17,000 to 19,000 vehicles per day range. This

amount of traffic is at the typical roadway capacity for a three-lane cross-section. Three-lane roadways with this traffic volume typically have continuous platoons of traffic with few gaps for side-street traffic to enter or cross the major street. This condition, in turn, may lead to increased congestion along Siggelkow Road and its side-streets, particularly at major intersections. In addition, increased congestion may increase traffic volumes on parallel east-west travel routes, such as Calico Drive, Canyon Parkway, and Red Oak Trail (all residential neighborhood roadways), as motorists seek faster east-west travel. The increase of cut-through traffic on residential streets will likely lead to an increase in travel speeds and crash risk on roadways that were not designed for large traffic volumes. Section 5.2 of this study discussed the future land uses and intensities assumed for the East Side Plan growth and that a conservative, or aggressive, growth pattern was used to ensure that recommendations from this study would be able to accommodate these more intense growth patterns. It is plausible that these growth patterns may not be realized within 25 years, or even at all, which would lessen the traffic impacts along Siggelkow Road. Therefore, while the conversion of this section of Siggelkow Road into a three-lane cross-section is not recommended **at this time**, the Village will revisit this alternative as a potential solution in the future as the East Side area develops and needs warrant.

Siggelkow Road (Catalina Parkway to County AB)

- In the short-term, it is recommended that Siggelkow Road provides a three-lane cross-section (one travel lane in each direction with a median / two-way left-turn lane) for this section of the corridor. While the western section is projected to experience large traffic volumes due to existing traffic and projected growth, this section is projected to have daily traffic volumes that can be accommodated by a three-lane cross-section. In addition, constructing a four/five-lane cross-section would create inconsistencies along Siggelkow Road with different sections of two/three-lane (Holscher Road to Catalina Parkway) and four/five-lane cross-sections (US 51 to Holscher Road). This inconsistency can lead to driver expectancy issues.

As development occurs in this area, it is recommended that right of way be preserved along Siggelkow Road, which would accommodate potential expansion due to growth (e.g., additional travel lanes) as well as multimodal accommodations such as sidewalks and multi-use paths. In addition, access management strategies should be implemented along this roadway section so access points along Siggelkow Road are located to maximize safety and traffic flow along the roadway as well as the driveways.

Siggelkow Road and Erling Avenue

- In the short-term, it is recommended to install elements at this intersection to alert approaching motorists of the at-grade trail crossing. Features such as sign and pavement marking installations, additional lighting, and bump-outs would help inform motorists of the approaching trail and – in the case of bump-outs – reduce the crosswalk width for trail users.

Siggelkow Road and Freedom Ring Road / Valley Drive

- In the short-term, maintain the existing side-road stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration. In addition, converting the side-road stop intersection control to an all-way stop intersection control currently does not meet minimum traffic volume warrants; also, this conversion may create safety risk due to the hills along Siggelkow Road near this intersection limiting sight distance.

- In the long-term, it is recommended to convert the existing side-road stop intersection control to a roundabout (Alternative 6.2.3) to accommodate anticipated growth and increasing traffic volumes at this location. The roundabout design will improve intersection safety by reducing travel speeds through the intersection and its design eliminates angle and head-on crashes. The roundabout design will also provide two-stage crossings for bicyclists and pedestrians via raised splitter islands.

Siggelkow Road and Marsh Road

- In the short-term, maintain the existing all-way stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration.
- In the long-term, it is recommended to convert the existing side-road stop intersection control to a traffic signal (Alternative 6.3.1) to accommodate anticipated growth and increasing traffic volumes at this location. While a roundabout design is preferred to lower travel speeds through the intersection, the roundabout design would require right of way to implement, including the likelihood of purchasing residential homes close to the intersection. The traffic signal can be designed to provide bicyclists and pedestrians with dedicated time to enter the intersection without vehicle movement. In addition, the traffic signal can be designed to maximize traffic flow with the existing cross-section in-place.
- When the traffic signal is considered for implementation, consideration should be given to providing an eastbound left-turn lane from Siggelkow Road to Marsh Road. This improvement would allow left-turning vehicles to exit the through traffic stream and the traffic signal can be designed to provide dedicated green time to left-turning vehicles, improving traffic safety and traffic flow at the intersection.

Siggelkow Road and Holscher Road

- In the short-term, maintain the existing side-road stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration. In addition, converting the side-road stop intersection control to an all-way stop intersection control currently does not meet minimum traffic volume warrants; also, this conversion may create safety risk due to the hills along Siggelkow Road near this intersection limiting sight distance.
- In the long-term, it is recommended to convert the existing side-road stop intersection control to a roundabout (Alternative 6.4.3) to accommodate anticipated growth and increasing traffic volumes at this location. The roundabout design will improve intersection safety by reducing travel speeds through the intersection and its design eliminates angle and head-on crashes. The roundabout design will also provide two-stage crossings for bicyclists and pedestrians via raised splitter islands.

Siggelkow Road and County AB

- In the short-term, maintain the existing side-road stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration. In addition, converting the side-road stop intersection control to an all-way stop intersection control currently does not meet minimum traffic volume warrants; also, this conversion may create safety risks due to the hill along County AB near this intersection limiting sight distance.

- In the short-term, it is recommended to address safety concerns at this intersection, particularly with the upcoming Dane County Highway Department roadway project along County AB. Intersection sight distance should be reviewed and addressed to maximize vision triangles at this location. The vertical alignment along County AB should be reviewed to determine whether it can be lowered to lessen the impact of the hill just south of Siggelkow Road. A reduction of the posted speed limit along County AB from 55 mph to 45 mph should be considered to alert motorists of the approaching intersection. Left-turn lanes should also be considered for addition on County AB at Siggelkow Road to provide storage for left-turning vehicles out of the through travel lanes of County AB.
- In the long-term, both a traffic signal and roundabout are viable alternatives for implementation. Both intersection control strategies help improve traffic operations and traffic safety when compared to the existing side-road stop control. The decision of a preferred alternative will be determined in the future as the East Side develops and traffic patterns from that development are better understood. If a roundabout is preferred, consideration should be given to minimize the right of way and construction impacts to the existing residence and buildings in the northeast quadrant of the intersection. For example, shifting the roundabout to the west to avoid removal of any buildings

Other Recommendations

- It is recommended that pavement markings be monitored and refreshed to maintain their visibility for motorists and bicyclists/pedestrians. In addition, it is recommended that curb ramps be reviewed to ensure that PROWAG-compliant pedestrian treatments are provided on the inclined sections of the sidewalk / crosswalk transition area.
- It is recommended that access management strategies along Siggelkow Road be implemented as land uses change and parcels become developed, particularly east of Catalina Parkway. This improvement will allow for safe and efficient traffic operations along Siggelkow Road and help identify locations for proper access driveway design.
- It is recommended that right of way be preserved along Siggelkow Road from Catalina Parkway to County AB to accommodate any roadway widening, such as additional travel lanes or a left-turn lane, or additional features such as transit stop elements, which may be needed to accommodate development of parcels in this area.
- It is recommended that collaboration between the Village of McFarland and the City of Madison continue regarding funding and phasing for design and construction services to improve portions of Siggelkow Road that reside within both communities' municipal limits. This coordination is necessary so both agencies agree on future improvement strategies for the roadway and align funding and phasing for when implementation is ready to take place.
- It is recommended that the Village investigate and considers reducing the posted speed limit along Siggelkow Road by five miles per hour (35 mph to 30 mph west of Catalina Parkway, 45 mph to 40 mph to the east) to reduce the range of travel speeds along the corridor. Reducing the range of travel speeds would improve safety by reducing the amount of "superspeeders" along the corridor. While it is likely that motorists would travel above the speed limit, it would not be at high travel speeds.

1 Introduction

Siggelkow Road is a vital east-west roadway in the Village of McFarland as it serves as a through route and a connector within and surrounding the village by providing access to residential neighborhoods and local businesses. Within the study area, Siggelkow Road travels through several distinct environments and its roadway features reflect these surroundings. From Erling Avenue to US 51, it is primarily a two-lane roadway serving several residential neighborhoods and an industrial property. From US 51 to Holscher Road, it becomes a four-lane roadway providing direct access to residential neighborhoods, an industrial corridor, and indirect access to indoor and outdoor athletic fields, village parks, and schools. From Holscher Road to County AB, Siggelkow Road transitions back to a two-lane roadway providing access to residential neighborhoods and rural properties. The Siggelkow Road corridor provides multimodal accommodations such as sidewalks and on-street bike lanes within the Village, offering dedicated areas for pedestrians and bicyclists to use.

The Village of McFarland comprehensive and land use plans indicate future growth along Siggelkow Road east of Catalina Parkway. Particular land uses or intensities are unknown at this time, but the Village would like to understand how growth patterns would affect traffic safety and operations along the corridor. In addition, a review of existing conditions was requested to address any known or identified deficiencies along the roadway or its surroundings.

1.1 Study Purpose and Goals

The purpose of this study is to provide recommendations for the Village of McFarland that improve current and future conditions along Siggelkow Road. These recommendations could be incorporated into a roadway design project. The goals of this study are listed below:

- Evaluation of traffic safety, traffic operations, access, and multimodal accommodations
- Projection of future traffic growth patterns along Siggelkow Road
- Recommend improvements to the corridor that optimize safety and mobility while balancing access and multimodal needs

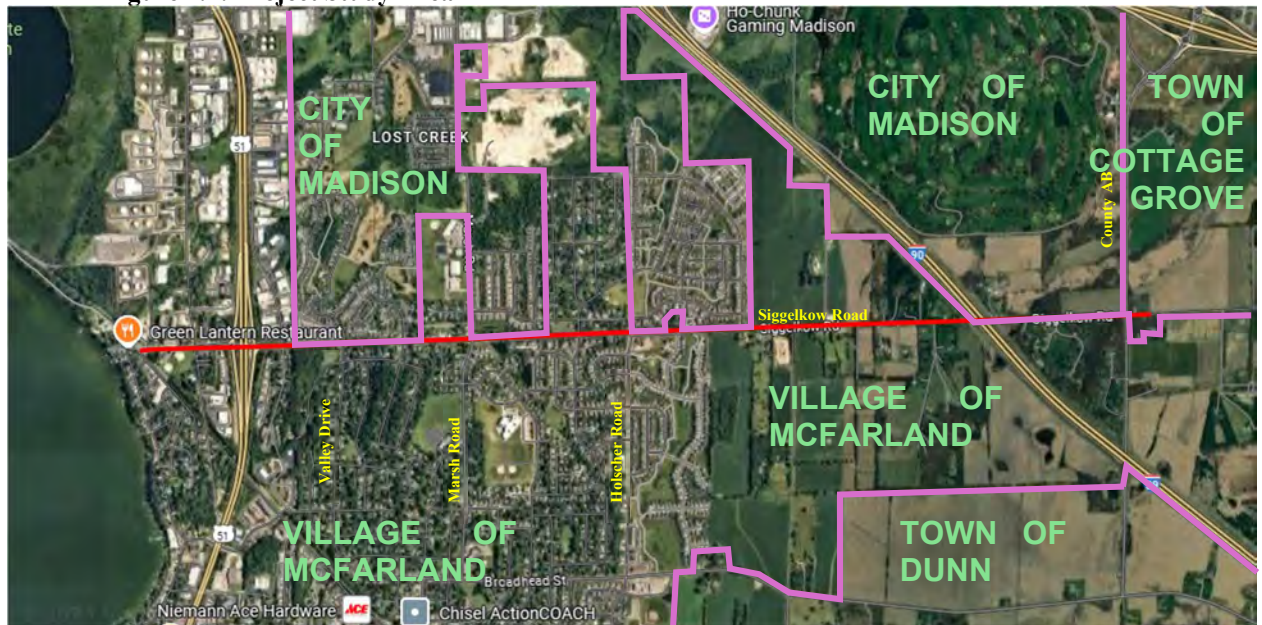
1.2 Study Area

The Siggelkow Road corridor study area runs from Erling Avenue to County AB. Key intersections within the study area include the following:

- Erling Avenue
- Terminal Drive
- US 51 southbound ramps
- US 51 northbound ramps
- Triangle Street / Paulson Road
- Freedom Ring Road / Valley Drive
- Freese Lane / North Autumn Lane
- Marsh Road
- Black Walnut Drive / Carncross Drive
- Holscher Road
- Catalina Parkway
- County AB

The general study area limits are illustrated in **Figure 1.1**.

Figure 1.1: Project Study Area



Source: Google

Siggelkow Road serves as a boundary between the Village of McFarland and the City of Madison. The City has jurisdiction of the roadway along several sections:

- East of Triangle Street to east of Freese Lane
- Marsh Road to east of Dream Lane
- Holscher Road to east of Catalina Parkway
- I-39/90 to County AB

1.3 Study Approach

This study was completed utilizing industry accepted publications such as the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, WisDOT's *Facilities Development Manual* (FDM), AASHTO's *Policy of Geometric Design of Highways and Streets*, and FHWA's *Manual on Uniform Traffic Control Devices* (MUTCD). These design standards aid in determining substandard components within the existing roadway and helped develop alternatives to address the concerns.

Additionally, the Village requested public input during the project to engage the public, local stakeholders, and policy makers to help confirm problem locations, identify needs and desires for consideration, and provide feedback about potential alternatives within the study area. Three Public Information Meetings (PIMs) were held throughout the project to allow attendees to provide direct feedback on existing concerns, proposed alternatives, and the preferred alternative.

The Village also held meetings with staff from the City of Madison and Dane County Highway Department. These meetings allowed the project team to inform the other agencies of the study's purpose and goals, tasks conducted, and alternatives developed. Discussions with the City and County also helped the Village in identifying recommendations for the Siggelkow Road corridor.

2 Existing Area Conditions

2.1 Roadway Transportation System

Descriptions of major area roadways within the study area are summarized below. Roadway and intersection characteristics are illustrated in **Figure 2.1**.

Siggelkow Road

Siggelkow Road is an east-west roadway in the Village of McFarland, serving as a key connector within the community and surrounding areas. Siggelkow Road is functionally classified as several route types, as listed below:

- Erling Avenue to Terminal Drive – local street
- Terminal Drive to US 51 – collector roadway
- US 51 to Holscher Road – minor arterial
- Holscher Road to County AB - collector roadway

The roadway has varying travel lane configurations throughout the study area, described below. Urban sections have curb and gutter while rural sections have shoulders and ditches:

- From Erling Avenue to Terminal Drive, it is an urban, two-lane undivided roadway
- From Terminal Drive to Triangle Street, it is an urban, four-lane roadway with a raised median separating the travel lanes
- From Triangle Street to Marsh Road, it is an urban, four-lane undivided roadway
- From Marsh Road to Holscher Road, it is an urban, four-lane roadway with a raised median separating the travel lanes
- From Holscher Road to Catalina Parkway, it is an urban, two-lane roadway with a raised median separating the travel lanes
- From Catalina Parkway to County AB, it is a rural, two-lane undivided roadway

Due to these varying configurations, the roadway cross-section width (not including curb and gutter) along Siggelkow Road varies from a minimum of 22 feet in the rural section of the corridor to a maximum of 80 feet in the divided sections. On-street parking is provided along both sides of the roadway from Erling Avenue to Terminal Drive.

All intersections along Siggelkow Road (excluding Terminal Drive, Marsh Road, and County AB) are stop-controlled with Siggelkow Road functioning as the “major” (i.e., non-stopping) roadway. At Terminal Drive, Marsh Road, and County AB, all movements from Siggelkow Road are under stop-sign control. Exclusive turn lanes are provided along Siggelkow Road at Terminal Drive; the US 51 interchange ramps; Triangle Street; Marsh Road; Dream Lane; Black Walnut Road; Holscher Road; Lodgecliffe Lane; and Catalina Parkway. The posted speed limit along Siggelkow Road within the Village (west of Catalina Parkway) is 35 miles per hour (mph) and increases to 45 mph from Catalina Parkway to County AB.



Existing Intersection Characteristics
Siggelkow Road Corridor Study

Figure 2.1

Sidewalks are provided on the north side of Siggelkow Road from Triangle Street to Catalina Parkway and on the south side from Marsh Road to Catalina Parkway. On-street bike lanes are present on both sides of Siggelkow Road from Terminal Drive to Catalina Parkway; however, these accommodations are not provided in the rural section of the corridor. The Lower Yahara Bike Trail runs along the south side of the corridor from Erling Avenue to Terminal Drive. While no transit stops are provided directly on Siggelkow Road, Madison Metro Transit does have two “flag stops” at Freese Lane and Dream Lane near the corridor. These flag stops are used exclusively by students traveling to and from school during the school year.

August 2022 traffic counts along Siggelkow Road indicated a daily traffic volume of 7,600 vehicles per day (vpd) east of Valley Drive; 8,900 vpd east of Freese Lane; 6,000 vpd east of Marsh Road; and 1,600 vpd between Catalina Parkway and County AB.

Erling Avenue

Erling Avenue is a two-lane, northwest-to-southeast local street providing access to various residential and commercial areas. Just north of Siggelkow Road, Erling Avenue becomes McDaniel Lane. At its unsignalized intersection with Siggelkow Road, no exclusive turn lanes are provided on Erling Avenue and all movements from Erling Avenue are under stop-sign control. Marked on-street parking is provided north of Siggelkow Road. The Lower Yahara Bike Trail and a railroad track run parallel along the east side of McDaniel Lane and Erling Avenue and crosses Siggelkow Road just east of the physical intersection with Erling Avenue. Active railroad crossing equipment and gates are provided at the railroad crossing. Sidewalks are not provided along Erling Avenue, and the roadway has a posted speed limit of 25 mph.

Terminal Drive

Terminal Drive is a two-lane, north-south collector roadway that runs parallel to US 51, providing access to various residential and commercial areas west of the expressway. At its unsignalized intersection with Siggelkow Road, no exclusive turn lanes are provided and all movements from Terminal Drive are under stop control. The Lower Yahara Bike Trail runs on Terminal Drive south of Siggelkow Road via on-street bike lanes. Sidewalks and on-street parking are not provided along Terminal Drive, and the roadway has a posted speed limit of 25 mph.

US 51

US 51 is a north-south, four-lane expressway that connects communities like McFarland and Stoughton with the Madison Beltline and the City of Madison. US 51 has a diamond-style interchange with Siggelkow Road with single-lane exit and entrance ramps. Exclusive left-turn and right-turn lanes are provided on the exit ramps and all movements at both ramps are under stop control.

Triangle Street / Paulson Road

Triangle Street and Paulson Road are two-lane, north-south roadways that run parallel to US 51, providing access to various residential and commercial areas east of the expressway. At Siggelkow Road, Triangle Street is the north leg of its intersection while Paulson Road is the south leg. Triangle Street is classified as a collector roadway while Paulson Road is classified as a local street. At their unsignalized intersection with Siggelkow Road, no marked exclusive turning lanes are provided and all movements from Triangle Street and Paulson Road are under stop

control. However, the approaching lane of Triangle Street is wide enough to allow for right-turning movements to occur. A sidewalk is present along the east side of Triangle Street. Triangle Street has a posted speed limit of 30 mph and Paulson Road has a posted speed limit of 25 mph.

Valley Drive / Freedom Ring Road

Valley Drive and Freedom Ring Road are two-lane, north-south roadways that serve residential neighborhoods in the area. At Siggelkow Road, Valley Drive is the south leg of the intersection while Freedom Ring Road is the north leg. Valley Drive is classified as a collector roadway while Freedom Ring Road is classified as a local street. At their unsignalized intersection with Siggelkow Road, no exclusive turning lanes are provided and all movements from Valley Drive and Freedom Ring Road are under stop control. Sidewalks are provided on both sides of Freedom Ring Road while on-street bike lanes are provided on Valley Drive. The west crosswalk at the intersection has multiple warning signs and rapid rectangular flashing beacons (RRFBs) for both approaches of Siggelkow Road. Parking is permitted on both sides of the roadways, and they both have a posted speed limit of 25 mph.

Freese Lane / North Autumn Lane

Freese Lane and North Autumn Lane are two-lane, north-south local streets that serve residential neighborhoods in the area. At Siggelkow Road, Freese Lane is the north leg of the intersection while North Autumn Lane is the south leg. At their unsignalized intersection with Siggelkow Road, no exclusive turning lanes are provided and all movements from Freese Lane and North Autumn Lane are under stop control. Sidewalks are provided on both sides of Freese Lane and both roadways provide on-street parking. Freese Lane and North Autumn Lane have posted speed limits of 25 mph.

Marsh Road

Marsh Road is a two-lane, north-south minor arterial that provides another connection between McFarland and Madison. At its unsignalized intersection with Siggelkow Road, the south approach consists of an exclusive left-turn lane and a shared through/right lane while the north approach provides a shared left/through lane and an exclusive right-turn lane. All movements at the intersection are under stop control. Marsh Road provides sidewalks on both sides of the roadway north of Siggelkow Road and on the east side of the roadway south of Siggelkow Road. On-street bike lanes are provided on both sides of Marsh Road north of Siggelkow Road and on the west side of the roadway south of Siggelkow Road. On-street parking is prohibited north of Siggelkow Road and permitted on the east side of Marsh Road, south of Siggelkow Road. Marsh Road has a posted speed limit of 25 mph south of Siggelkow Road and 30 mph north of Siggelkow Road.

Black Walnut Drive / Carncross Drive

Black Walnut Drive and Carncross Drive are two-lane, north-south local streets that serve residential neighborhoods in the area. At Siggelkow Road, Black Walnut Drive is the south leg of the intersection while Carncross Drive is the north leg. At their unsignalized intersection with Siggelkow Road, no exclusive turning lanes are provided and all movements from these roadways are under stop control. Sidewalks are provided on both sides of Black Walnut Drive and both roadways provide on-street parking. The west crosswalk at the intersection has multiple warning signs and rapid rectangular flashing beacons (RRFBs) for both approaches of Siggelkow Road. Black Walnut Drive and Carncross Drive have posted speed limits of 25 mph.

Holscher Road / Siggelkow Run

Holscher Road and Siggelkow Run are two-lane, north-south roadways that serve residential neighborhoods in the area. At Siggelkow Road, Holscher Road is the south leg of the intersection while Siggelkow Run is the north leg. Holscher Road is classified as a collector roadway while Siggelkow Run is a local street. At its unsignalized intersection with Siggelkow Road, exclusive right-turn and shared through/left lanes are provided on Holscher Road while no exclusive turn lanes are provided on Siggelkow Run. All movements from Holscher Road and Siggelkow Run are under stop-sign control. Holscher Road provides on-street bike lanes and on-street parking on both sides of the roadway. Both roadways have a posted speed limit of 25 mph.

Catalina Parkway

Catalina Parkway is a two-lane, north-south local street that serves a residential neighborhood. At its unsignalized intersection with Siggelkow Road, Catalina parkway does not provide exclusive turn lanes, and all movements are under stop control. On-street parking and sidewalks are provided on both sides of the roadway. Catalina Parkway has a posted speed limit of 25 mph.

County AB

County AB is a two-lane, north-south roadway that connects rural Dane County to the Madison Beltline and the eastern Madison area. South of Siggelkow Road, County AB is classified as a collector roadway and is a minor arterial north of Siggelkow Road. At its unsignalized intersection with Siggelkow Road, no exclusive turn lanes are provided on County AB. At this intersection, Siggelkow Road is considered the “minor” road and all movements from Siggelkow Road are under stop-sign control. The roadway has a posted speed limit of 55 mph.

2.2 Area Land Uses

For much of the study area, Siggelkow Road travels through residential neighborhoods and land uses that support them. Several local commercial and industrial uses are located near the Triangle Street and Terminal Drive intersections. East of Catalina Parkway, Siggelkow Road transitions to agricultural and vacant properties.

2.3 Planned Roadway Improvement Projects

One roadway improvement project was under construction within the Siggelkow Road study area at the time of this study: the US 51 and Siggelkow Road interchange ramp termini. At both locations, the existing side-street stop control intersection control will be upgraded to roundabout control. This WisDOT-initiated project will address safety issues that currently exist at these intersections. Each intersection would comprise of a roundabout with a single circulation lane and each intersection approach to the roundabout would have one approach lane and one exit lane. The east leg of the US 51 northbound ramps would also have a right-turn bypass lane for vehicles using the northbound entrance ramp

2.4 Future Development

At the time of this study, no proposed developments were assumed within the study area. A review of the Village's Comprehensive Plan (April 2023 update) indicate commercial and business park properties are anticipated along Siggelkow Road between Catalina Parkway and I-39/90. Residential neighborhoods are proposed to surround the commercial areas that front Siggelkow Road. A mixed use / commercial development is planned at the County AB intersection. It should be noted that while these development plans are identified, no further action has taken place and, moreover, these plans can change in the future.

2.5 Data Collection Plan

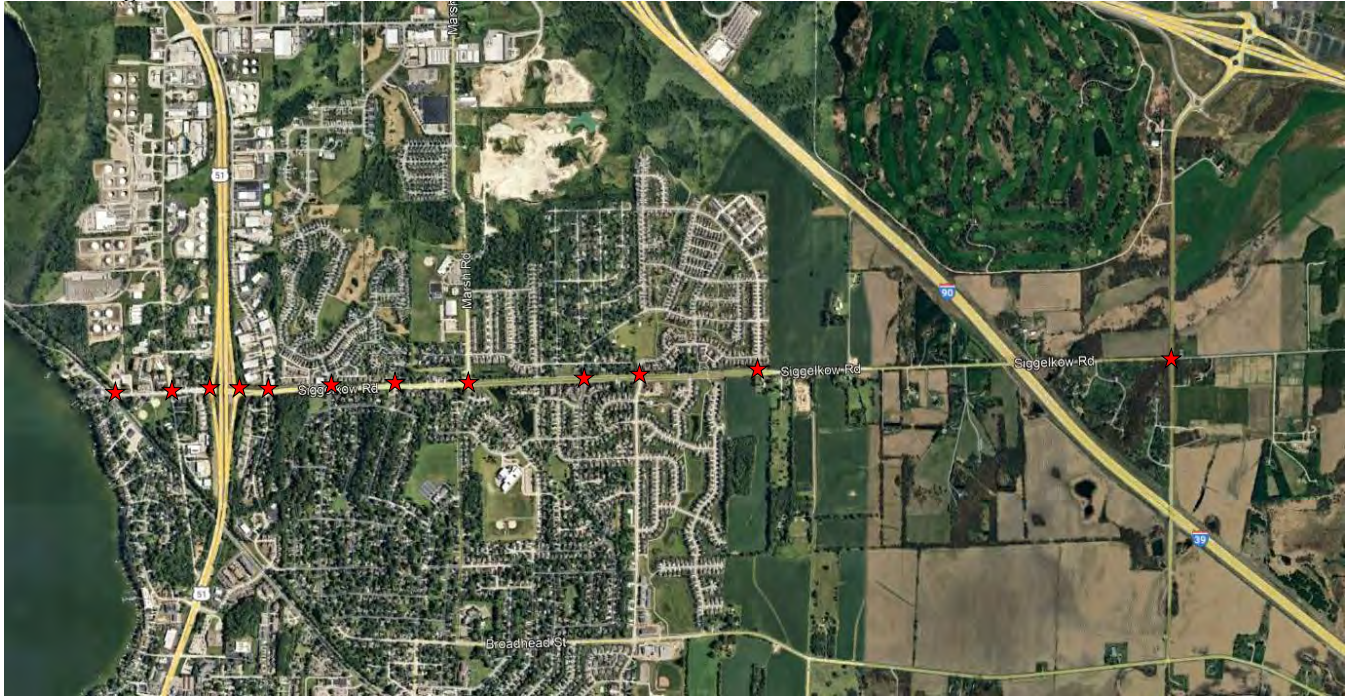
Data collection efforts focused on gathering and organizing a variety of information related to the study area. A field review of the corridor was performed to gather intersection and roadway geometrics, multimodal facilities, and surrounding land uses. Intersection turning movement counts were gathered to understand traffic operations during peak traffic periods.

Key intersections evaluated in this study were identified during the project scoping process. It was determined that intersection data collection would be conducted at the following locations:

- Siggelkow Road and Erling Avenue
- Siggelkow Road and Terminal Drive
- Siggelkow Road and US 51 southbound ramps
- Siggelkow Road and US 51 northbound ramps
- Siggelkow Road and Triangle Street / Paulson Road
- Siggelkow Road and Freedom Ring Road / Valley Drive
- Siggelkow Road and Freese Lane / North Autumn Lane
- Siggelkow Road and Marsh Road
- Siggelkow Road and Black Walnut Drive / Carncross Drive
- Siggelkow Road and Holscher Road
- Siggelkow Road and Catalina Parkway
- Siggelkow Road and County AB

Key roadway and intersection locations are shown in **Figure 2.2**.

Figure 2.2: Intersection Data Collection



2.6 Peak Hour Turning Movement Counts

Weekday turning movement counts were collected at the above-mentioned intersections in October 2024 from 6:00 to 9:00 a.m. and from 3:00 to 7:00 p.m. The counts, collected by AECOM, used video-based data collection technology. Intersection turning movement counts at the US 51 interchange ramps were obtained from a previous study at these locations and were collected in July 2021. It was determined that the morning peak hour of the study area occurred from 7:15 a.m. to 8:15 a.m. and the afternoon peak hour occurred from 4:15 p.m. to 5:15 p.m. The peak-hour turning movement counts were reviewed for volume imbalances as counts were conducted over several days; volumes were adjusted, as needed, to provide a more balanced traffic volume data set. The existing peak hour turning movement volumes are illustrated in **Figure 2.3** while intersection turning movement count summaries for each location are provided in **Appendix A**.



Existing Year (Year 2024) Peak Hour Intersection Volumes
Siggelkow Road Corridor Study

Figure 2.3

3 Corridor Safety Analysis

The existing roadway and intersection geometrics were reviewed to determine whether design standards and appropriate multimodal accommodations (e.g., ADA or PROWAG) are met. Roadway and intersection crash data on Siggelkow Road for Years 2020 through 2024 was obtained from WisDOT for review. This review investigated for crash commonalities and trends through the project corridor. The following section summarize the processes and results for the safety analysis.

3.1 Geometric Review

Roadway and intersection geometry along the corridor was reviewed and compared to national (AASHTO) and state (WisDOT Facilities Development Manual) standards. These standards provide information on recommended cross section elements, horizontal and vertical profile, site distance and intersection spacing. The following locations raise potential concerns to be considered for future improvements.

Siggelkow Road Corridor

Access density

The residential and commercial areas along the western and central parts of the Siggelkow Road study area provide numerous access points to the roadway for public streets, private driveways, and businesses. The eastern portion of the study area becomes more rural with fewer access points provided. An access review of the corridor study area found that Siggelkow Road has seventy total access points over three miles, equating to a corridor access density of approximately 23 access points per mile. Within the Village (Erling Avenue to Catalina Parkway), the access density is approximately 28 access points per mile or one access point for every 190 feet. This density falls inline for urban and suburban corridors like Siggelkow Road.

Travel speeds

The Village of McFarland collected travel speed data along Siggelkow Road to understand how motorists currently drive through the corridor. Counts were taken for seven days in December 2024 using radar speed trailers. A summary of this speed study is provided in **Table 3.1**.

Table 3.1: Siggelkow Road Travel Speeds, at Valley Road

Direction	Posted Speed (mph)	Average Speed (mph)	Percent Under 35 mph	10-mph Pace	Percent Over 45 mph
Eastbound	35	31.5	54.0%	31 to 40	1.2%
Westbound	35	36.5	35.4%	31 to 40	1.5%
Both directions	35	33.5	46.5%	31 to 40	1.3%

10-mph pace: the 10-mph range of speeds that has the most recorded observations.

The results of the speed study indicate that a majority of eastbound motorists and one-third of westbound motorists travel at, or below, the posted speed limit. Given the environment surrounding the intersection (few access points, wide cross-section, multiple travel lanes), these findings are encouraging that a large portion of the traveling public are following the posted speed limit. The small percentage of “superspeeders” – motorists traveling over ten mph above the posted speed limit – is also encouraging that motorists do not feel comfortable traveling at excessive speeds along this stretch of roadway.

Vertical curve sight distance

Intersection sight distance and stopping sight distance concerns may occur on vertical curves when the roadway’s vertical alignment block the view of motorists from seeing approaching hazards such as intersections, driveways, or other vehicles. This condition typically increases crash risk due to a motorist’s inability to safely react to an approaching hazard or an increase in improper gap assessment along a side-street. While construction as-built plans of the corridor were unavailable, the following locations were identified as having a potential sight distance issue due to vertical roadway alignment based on visual field observations:

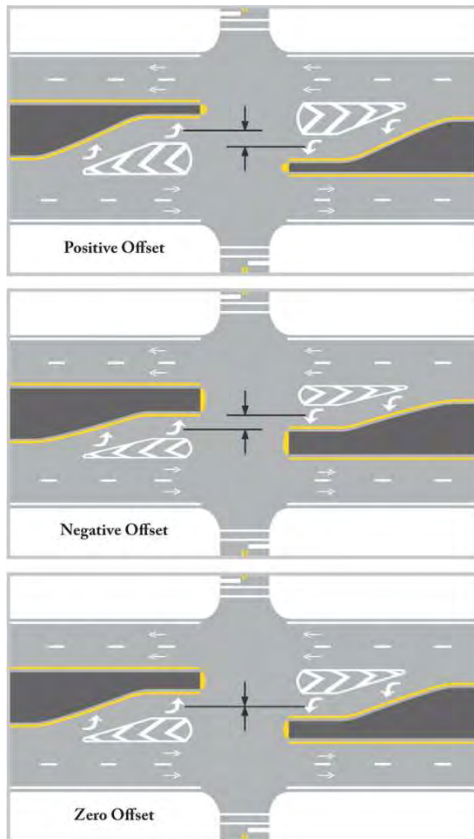
- Triangle Street / Paulson Road intersection
- Curve just west of Freese Lane / North Autumn Lane
- Holscher Road / Siggelkow Run
- Catalina Parkway
- Vertical curve between Catalina Parkway and Storck Road
- Vertical curve west of Lee South Court

Shoulder Width

From Catalina Parkway to County AB – the section of Siggelkow Road outside of Village limits – the roadway transitions from an urban cross-section with medians and curb and gutter to a rural section with shoulders and ditches. From visual observations and a review of WisDOT’s Wisconsin Local Roads (WISLR) database, Siggelkow Road has three-foot shoulders on both sides of the roadway. Given the 45 mph speed limit in this section, this narrow shoulder width can increase safety risk potential as it provides minimal space for vehicle recovery, minimal space for disabled vehicles, potential roadway deterioration resulting in poor pavement surface, and minimal space for bicyclists to use.

Left-Turn Lane Offset

At the Siggelkow Road intersections with Black Walnut Drive and with Holscher Road, the geometry of the left-turn lanes along Siggelkow Road can increase crash risk due to their negative offset. Left-turn lanes at intersections are aligned with positive, negative, or zero offset, as shown below. Intersections with negative left-turn lane offset can result in opposing left-turning vehicles blocking the vision of each other. This condition can increase left-turn crash risk. Intersections with zero offset can still have left-turning vehicles block the vision of opposing traffic, but typically not to the extent or frequency of a negative left-turn lane offset.



Terminal Drive intersection

Just east of this intersection, westbound Siggelkow Road transitions from two travel lanes to one travel lane at Terminal Drive. The lane drop is performed by shifting the on-street bike lane across the outside (dropped) lane and creating an exclusive right-turn lane at Terminal Drive (see image below). This condition creates a “trapping right” driving situation in which motorists traveling in the outside lane are abruptly “trapped” in the right-turn lane with little warning. This creates a safety risk due to driver expectancy issues and motorists performing sudden lane shifts to continue west on Siggelkow Road.



Siggelkow Road, looking west at Terminal Drive

Holscher Road intersection

Just east of this intersection, Siggelkow Road transitions from four travel lanes to two travel lanes. For eastbound-traveling motorists, a Lane Ends (W4-2) sign is provided to alert motorists to this condition; however, Type 3 object markers are present to identify the location of the lane drop and subsequent merge. Object markers are typically used to identify obstructions within or adjacent to the roadway, such as bridge abutments, piers, or guardrail end treatments. Installing object markers to identify a lane drop may be confusing to motorists as they are being used in an unconventional manner.



Siggelkow Road, looking east just past Holscher Road

County AB

The Siggelkow Road and County AB intersection is located on a vertical curve along County AB, with the crest of the curve south of the intersection. Motorists on Siggelkow Road attempting to enter the intersection may have difficulty doing so safely due to the grade of the vertical curve limiting their sight distance. This condition, coupled with abundant vegetation in the intersection area, the embankment in the southwest corner of the intersection, and the 55 mph speed limit along County AB, increases crash risk due to improper gap assessment and substandard intersection and stopping sight distances.



Siggelkow Road, looking south at County AB

3.2 Multimodal Accommodations Review

A review of existing infrastructure for bicyclists and pedestrians, such as sidewalks, bike lanes, and bike paths, was performed to understand their current state. This evaluation included the physical state of the surface, associated pavement markings or other infrastructure, wayfinding or guidance elements, and connectivity.

Pedestrian Accommodations

Sidewalks are present along Siggelkow Road in the following locations:

- North side of roadway – from Triangle Street to east of Catalina Parkway
- South side of roadway – from Triangle Street to Paulson Road and from Marsh Road to west of Catalina Parkway

In addition to sidewalks, a multi-use path is provided on the south side of Siggelkow Road from Erling Avenue to Terminal Drive and from Paulson Road to Marsh Road. This path connects with the adjacent sidewalk for continuity. While sidewalks and paths are provided along Siggelkow Road, there is a sidewalk gap on the north side of from Erling Avenue to Triangle Street.

Marked crosswalks are provided at numerous locations within the Village segment of the corridor. During the field survey, it was noted that different crosswalk marking styles were present at intersections. For example, the Marsh Road intersection uses both standard/transverse style (continuous lines denoting the crosswalk) and longitudinal bar/continental style (thick bars of pavement marking identifying the crosswalk). It may be beneficial to have the same crosswalk style throughout the corridor for consistency purposes, such as providing high-visibility

crosswalks (e.g., continental-style) at intersection with RRFBs. While curb ramps are present at all locations, some curb ramps do not have detectable warning fields (i.e., dome-shaped bumps) to alert pedestrians of the approaching traveled way they are about to cross. In addition, several locations have Type 1 curb ramps, which can create potential tripping hazards on the side flares if they are too steep.

Two locations (Valley Drive and Black Walnut Drive) have crosswalks enhanced with multiple and overhead sign locations as well as RRFB installations to increase awareness to motorists of pedestrians using a crosswalk. The RRFB infrastructure was tested during a field survey and was found to be in good working order.



Siggelkow Road, looking east at Black Walnut Drive (note different crosswalk styles and lack of curb ramp detection field)

Bicycle Accommodations

On-street bike lanes are provided on both sides of Siggelkow Road from Terminal Drive to east of Catalina Parkway. West of Terminal Drive, the Lower Yahara Bike Trail is provided on the south side of the roadway for bicycle use. East of Catalina Parkway, bicyclists must use the traveled way as there are no bike accommodations or paved edgelines along the rural section of Siggelkow Road. Given the larger amount of daily traffic along Siggelkow Road, the multi-lane cross-section of the roadway, and the speed limit of the roadway, these conditions may not make use of the on-street bike lanes comfortable for bicyclists as they would likely be exposed to a high frequency of higher-speed vehicles. In addition, the westbound, on-street bike lane stops abruptly at Terminal Drive, leaving the bicyclists to continue in the travel lane with motorized vehicles.

3.3 Intersection Crash Statistics

WisDOT provided crash data (Years 2020 through 2024) for the extents of the Siggelkow Road corridor. This data was reviewed for crash frequency, severity, and commonalities for key intersections and roadway segments throughout the study area. **Table 3.2** illustrates the injury type, total crashes, and intersection crash rate for each location. As a general rule of thumb, locations with an intersection crash rate above 1.0 crashes per million entering vehicles (MEV) should be considered for further investigation and mitigation.

It should be noted that the intersections of Siggelkow Road and the US 51 interchange ramps were not included in the crash analysis. This is due to the WisDOT roundabout improvements that are proposed for these locations. This improvement is the result of a detailed safety analysis and was recommended to improve traffic safety. Therefore, additional analysis of these intersections were not necessary.

The following outlines historical crash data at the key study intersections and any crash trends or commonalities identified from the crash review.

Siggelkow Road and Triangle Street

At the Triangle Street intersection, one intersection-related crash was reported in the past five years. This crash was an angle crash that involved an eastbound, left-turning vehicle striking a westbound through vehicle.

Siggelkow Road and Freedom Ring Road

At the Freedom Ring Road intersection, seven intersection-related crashes were reported in the past five years. Of those seven crashes, five were angle crashes, one was a rear-end crash, and one was a lane departure crash. One of the angle crashes was a vehicle striking a bicyclist crossing the intersection. Three of the angle crashes involved a motorist traveling south on Freedom Ring Road.

Siggelkow Road and Freese Lane

At the Freese Lane intersection, four intersection-related crashes were reported in the past five years. Of those four crashes, two were angle crashes, one was a rear-end crash, and one was a sideswipe crash. Two of the four crashes involved motorists being struck by eastbound traffic.

Table 3.2: Intersection Crash Statistics

Intersection	Injury Type					Total Crashes	Crash Rate (MEV)
	K	A	B	C	O		
Erling Avenue	0	0	0	0	0	0	---
Terminal Drive	0	0	0	0	0	0	---
Triangle Street	0	0	0	0	1	1	0.06
Freedom Ring Road / Valley Drive	0	0	2	0	5	7	0.39
Autumn Lane / Freese Lane	0	0	1	0	3	4	0.25
Marsh Road	0	0	2	1	4	7	0.40
Black Walnut Drive / Carncross Drive	0	0	2	0	2	4	0.34
Holscher Drive	0	0	0	0	3	3	0.28
Catalina Parkway	0	0	0	0	0	0	---
CTH AB	0	0	0	0	1	1	0.18
Non Intersection	1	0	0	1	6	8	---
Total Crashes	1	0	7	2	25	35	---

Crash data obtained from UW TOPS Lab for Years 2020 through 2024
 K – fatal crash ; A – serious injury crash ; B – minor injury crash
 C – possible injury crash ; O – property damage only crash
 Crash rate – crashes per million entering vehicles (MEV)

Siggelkow Road and Marsh Road

At the Marsh Road intersection, seven intersection-related crashes were reported in the past five years. Of those seven crashes, six were angle crashes and one was a rear-end crash. All angle crashes were cited by police as a failure to yield by a motorist before the crash occurred. Three of the seven crashes involved a teenage driver.

Siggelkow Road and Black Walnut Drive

At the Marsh Road intersection, four intersection-related crashes were reported in the past five years. Of those four crashes, three were angle crashes and one was a rear-end crash. All angle crashes involved a westbound vehicle striking a vehicle crossing along Black Walnut Drive. Two of four crashes involved a teenage driver.

Siggelkow Road and Holscher Drive

At the Holscher Drive intersection, three intersection-related crashes were reported in the past five years. Of those three crashes, all were angle crashes that involved a northbound, left-turning vehicle being struck by a vehicle traveling along Siggelkow Road.

Siggelkow Road and County AB

At the County AB intersection, one intersection-related crash was reported in the past five years. This crash was a sideswipe crash involving an eastbound vehicle attempting to turn right and striking another eastbound vehicle that was stopped at County AB.

Non-Intersection Related Crashes

Seven crashes were reported in the past five years along Siggelkow Road. Of those seven crashes, five were lane departure crashes and two were angle crashes. Each crash occurred in isolated locations (i.e., there was no cluster of crashes in the same location). One crash resulted in a fatality; however, this crash was the result of a police chase that led to a vehicle departing from the roadway. Two crashes were flagged as having an impaired driver, two crashes were flagged as speed-related and three crashes were flagged as occurring during inclement weather (note: some crashes had multiple flags associated with the crash).

4 Pavement Inventory

An investigation of the existing roadway pavement was performed along Siggelkow Road. This analysis will provide a preliminary evaluation of the roadway pavement condition to determine if any deficiencies are present.

4.1 Roadway Pavement Evaluation

Siggelkow Road has an asphalt pavement roadway surface throughout the entirety of the study area. From Erling Avenue to Catalina Parkway, concrete curb and gutter is provided; east of Catalina Parkway gravel shoulders are present. The current roadway surface was installed over several time periods including Years 2005, 2008, 2012, and 2016. An inventory of the existing pavement condition was performed by visually inspecting the roadway and driving over the roadway surface. In addition, WisDOT's Wisconsin Local Roads (WISLR) database was reviewed to obtain its PASER score. PASER scores indicate the current condition of the roadway pavement and are calculated based on surface type, identified distress, distress severity levels, rutting, and faulting. PASER scores range from one to ten, with ten representing a new roadway surface and one representing a completely failed pavement. The PASER scores for Siggelkow Road were frequently identified as seven or eight. PASER scores of 7 indicate the roadway is in "good" condition and may be showing minimal traffic wear, such as longitudinal cracks. PASER scores of 8 indicate the roadway is in "very good" condition. Pavements with these scores are typically treated with maintenance efforts, such as sealcoating and crack filling. These scores fall in line with a visual review of the roadway as the asphalt pavement provided a smooth ride with minimal faulting or cracking of the roadway surface.

5 Traffic Operations Analysis

To determine how traffic operates under existing conditions, an operational analysis was conducted for intersections identified in **Section 2.5** using methodologies published in the *Highway Capacity Manual (HCM) 7th Edition*. The HCM module in the traffic operations software package, Synchro12, was used to document the results of the traffic operations analysis. Operational analysis results identify a Level of Service (LOS), which is intended to depict the quality of traffic flow through an intersection. Signalized and unsignalized intersections are given a ranking from LOS A through LOS F as a function of the average control delay as presented in **Table 5.1** for signalized intersections and **Table 5.2** for unsignalized intersections. For urban arterials such as Siggelkow Road, the minimum acceptable LOS is LOS D. It should be noted that the Erling Avenue intersection used Synchro to output results as the intersection control configuration is not supported using HCM methodologies.

Table 5.1. Level of Service (LOS) Criteria, Signalized Intersections

LOS Designation	Average Control Delay/Vehicle (seconds)	Description
A	≤ 10.0	Very low vehicle delays, free flow, signal progression extremely favorable, most vehicles arrive during given signal phase.
B	10.1 to 20.0	Good signal progression, more vehicles stop and experience higher delays than for LOS A.
C	20.1 to 35.0	Stable flow, fair signal progression, significant number of vehicles stop at signals.
D	35.1 to 55.0	Congestion noticeable, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	55.1 to 80.0	Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
F	> 80.0	Unacceptable delays, extremely unstable flow and congestion, traffic exceeds roadway capacity, stop-and-go conditions

SOURCE: *Highway Capacity Manual, 7th Edition*, Transportation Research Board, 2010.

Table 5.2. Level of Service (LOS) Criteria, Unsignalized Intersections

LOS Designation	Average Control Delay/Vehicle (seconds)	Description
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
B	10.1 to 15.0	Same as LOS A
C	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limited stable traffic flow.
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

SOURCE: *Highway Capacity Manual, 7th Edition*, Transportation Research Board, 2010.

5.1 Existing Conditions

To determine how traffic currently operates in the study area, an operational analysis was conducted for the weekday morning and afternoon peak hours at the key intersections. Existing geometrics, traffic controls, and peak hour traffic volumes for the key intersections are shown in Figure 2.1 and Figure 2.3. Level of service and queueing results for each turning movement at the analyzed intersections are shown in **Table 5.3** for the weekday AM peak hour and **Table 5.4** for the weekday PM peak hour. The traffic operations output files are in **Appendix B**. It should be noted that the intersections of Siggelkow Road and the US 51 interchange ramps were not included in the operations analysis. This is due to the WisDOT roundabout improvements that are proposed for these locations. This improvement is the result of a detailed operations analysis and it was recommended to maximize traffic flow. Therefore, additional analysis of these intersections was not necessary.

The results of the existing-year traffic operations analysis indicate that all intersections and lane groups currently operate at adequate levels of service (LOS D or better) during peak traffic periods. Therefore, no improvements are needed to address existing-year peak-hour traffic conditions along Siggelkow Road.

Table 5.3. Traffic Operations Analysis, Existing Conditions, Weekday AM Peak Hour

Weekday Morning Peak - Existing Conditions															
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Siggelkow Rd & Erling Ave/McDaniel Ln	6.1	A	Lane Configuration	-	-	-	-	<1>	-	-	1>	-	-	<1	-
			Volume	-	-	-	15	-	50	-	10	45	20	10	-
			Delay (s)	-	-	-	-	1.7	-	-	9.0	-	-	10.1	-
			LOS	-	-	-	-	A	-	-	A	-	-	B	-
			V/C Ratio	-	-	-	-	0.01	-	-	0.07	-	-	0.05	-
			95% Queue (ft)	-	-	-	-	25	-	-	150	-	-	100	-
Siggelkow Rd & Terminal Dr	8.0	A	Lane Configuration	-	<1>	-	-	<1	1	-	<1>	-	-	<1>	-
			Volume	10	50	5	25	50	30	5	20	35	40	10	10
			Delay (s)	-	8.0	-	-	8.5	7.1	-	7.6	-	-	8.0	-
			LOS	-	A	-	-	A	A	-	A	-	-	A	-
			V/C Ratio	-	0.09	-	-	0.11	0.04	-	0.07	-	-	0.08	-
			95% Queue (ft)	-	10	-	-	10	5	-	5	-	-	10	-
Siggelkow Rd & Triangle St/Paulson Rd	1.6	A	Lane Configuration	1	2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	65	215	20	5	690	35	15	5	10	5	5	20
			Delay (s)	10.0	-	-	7.8	0.0	-	-	21.3	-	-	18.8	-
			LOS	B	-	-	A	A	-	-	C	-	-	C	-
			V/C Ratio	0.09	-	-	0.00	-	-	-	0.12	-	-	0.10	-
			95% Queue (ft)	10	-	-	0	-	-	-	10	-	-	10	-
Siggelkow Rd & Freedom Ring Rd/Valley Dr	3.9	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	20	180	25	40	595	5	60	5	30	5	15	75
			Delay (s)	9.2	0.2	-	7.8	0.3	-	-	21.7	-	-	15.0	-
			LOS	A	A	-	A	A	-	-	C	-	-	C	-
			V/C Ratio	0.03	-	-	0.03	-	-	-	0.33	-	-	0.23	-
			95% Queue (ft)	5	-	-	5	-	-	-	35	-	-	25	-
Siggelkow Rd & Freese Ln/N Autumn Ln	1.0	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	5	205	5	5	600	5	20	0	10	10	0	20
			Delay (s)	9.0	0.1	-	7.7	0.0	-	-	13.7	-	-	13.8	-
			LOS	A	A	-	A	A	-	-	B	-	-	B	-
			V/C Ratio	0.01	-	-	0.00	-	-	-	0.07	-	-	0.07	-
			95% Queue (ft)	0	-	-	0	-	-	-	5	-	-	5	-
Siggelkow Rd & Marsh Rd	15.2	C	Lane Configuration	-	<2>	-	1	2>	-	1	1>	-	-	<1	1
			Volume	45	105	80	70	395	60	170	70	30	20	30	45
			Delay (s)	13.3	13.2	-	11.8	19.4	14.3	17.0	12.4	-	-	12.6	11.4
			LOS	B	B	-	B	C	B	C	B	-	-	B	B
			V/C Ratio	0.24	0.30	-	0.17	0.59	0.42	0.43	0.23	-	-	0.13	0.10
			95% Queue (ft)	25	30	-	15	95	50	55	25	-	-	10	10
Siggelkow Rd & Black Walnut Dr/Carncross Dr	4.2	A	Lane Configuration	1	2>	-	1	2>	-	-	<1>	-	-	<1>	-
			Volume	35	100	10	15	360	5	50	5	20	5	5	120
			Delay (s)	8.5	-	-	7.5	-	-	-	15.7	-	-	11.8	-
			LOS	A	-	-	A	-	-	-	C	-	-	B	-
			V/C Ratio	0.04	-	-	0.01	-	-	-	0.21	-	-	0.22	-
			95% Queue (ft)	5	-	-	0	-	-	-	15	-	-	25	-
Siggelkow Rd & Holscher Rd	6.1	A	Lane Configuration	1	2>	-	1	2>	-	-	<1	1	-	<1>	-
			Volume	15	70	40	10	165	5	155	5	30	5	5	60
			Delay (s)	7.8	-	-	7.6	-	-	-	14.4	9.0	-	9.8	-
			LOS	A	-	-	A	-	-	-	B	A	-	A	-
			V/C Ratio	0.01	-	-	0.01	-	-	-	0.32	0.03	-	0.10	-
			95% Queue (ft)	0	-	-	0	-	-	-	35	5	-	10	-
Siggelkow Rd & Catalina Pkwy	4.3	A	Lane Configuration	1	1	-	-	<1>	-	-	-	-	-	<1>	-
			Volume	30	70	-	-	100	5	-	-	-	45	0	75
			Delay (s)	7.5	-	-	-	-	-	-	-	-	-	10.0	-
			LOS	A	-	-	-	-	-	-	-	-	-	B	-
			V/C Ratio	0.02	-	-	-	-	-	-	-	-	-	0.15	-
			95% Queue (ft)	5	-	-	-	-	-	-	-	-	-	15	-
Siggelkow Rd & CTH AB	4.8	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	-
			Volume	120	5	10	5	10	5	25	140	5	5	40	65
			Delay (s)	-	12.1	-	-	10.7	-	-	7.5	-	-	7.6	-
			LOS	-	B	-	-	B	-	-	A	-	-	A	-
			V/C Ratio	-	0.22	-	-	0.03	-	-	0.02	-	-	0.00	-
			95% Queue (ft)	-	25	-	-	5	-	-	0	-	-	-	-

Table 5.4. Traffic Operations Analysis, Existing Conditions, Weekday PM Peak Hour

Weekday Afternoon Peak - Existing Conditions															
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Siggelkow Rd & Erling Ave/McDaniel Ln	7.5	A	Lane Configuration	-	-	-	-	<1>	-	-	1>	-	-	<1	-
			Volume	-	-	-	50	-	45	-	10	35	40	5	-
			Delay (s)	-	-	-	-	4.0	-	-	9.7	-	-	12.5	-
			LOS	-	-	-	-	A	-	-	A	-	-	B	-
			V/C Ratio	-	-	-	-	0.04	-	-	0.06	-	-	0.09	-
95% Queue (ft)	-	-	-	-	75	-	-	125	-	-	200	-			
Siggelkow Rd & Terminal Dr	8.1	A	Lane Configuration	-	<1>	-	-	<1	1	-	<1>	-	-	<1>	-
			Volume	5	65	10	30	70	15	10	15	40	60	20	15
			Delay (s)	-	8.1	-	-	8.7	7.1	-	7.6	-	-	8.1	-
			LOS	-	A	-	-	A	A	-	A	-	-	A	-
			V/C Ratio	-	0.10	-	-	0.14	0.02	-	0.07	-	-	0.12	-
95% Queue (ft)	-	10	-	-	15	0	-	5	-	-	10	-			
Siggelkow Rd & Triangle St/Paulson Rd	1.7	A	Lane Configuration	1	2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	10	630	20	15	395	10	10	5	10	15	5	70
			Delay (s)	8.3	-	-	9.3	0.2	-	-	22.1	-	-	14.4	-
			LOS	A	-	-	A	A	-	-	C	-	-	B	-
			V/C Ratio	0.01	-	-	0.02	-	-	-	0.09	-	-	0.22	-
95% Queue (ft)	0	-	-	5	-	-	-	10	-	-	20	-			
Siggelkow Rd & Freedom Ring Rd/Valley Dr	7.4	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	120	475	60	50	320	40	25	15	55	40	25	70
			Delay (s)	8.4	0.7	-	8.7	0.4	-	-	31.0	-	-	34.9	-
			LOS	A	A	-	A	A	-	-	D	-	-	D	-
			V/C Ratio	0.10	-	-	0.05	-	-	-	0.41	-	-	0.55	-
95% Queue (ft)	10	-	-	5	-	-	-	45	-	-	75	-			
Siggelkow Rd & Freese Ln/N Autumn Ln	0.9	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	15	535	20	10	390	10	10	5	5	15	5	10
			Delay (s)	8.2	0.1	-	8.7	0.1	-	-	18.2	-	-	15.6	-
			LOS	A	A	-	A	A	-	-	C	-	-	C	-
			V/C Ratio	0.01	-	-	0.01	-	-	-	0.04	-	-	0.08	-
95% Queue (ft)	0	-	-	0	-	-	-	5	-	-	10	-			
Siggelkow Rd & Marsh Rd	17.3	C	Lane Configuration	-	<2>	-	1	2>	-	1	1>	-	-	<1	1
			Volume	90	390	75	45	260	65	75	60	40	60	90	75
			Delay (s)	22.6	19.5	-	12.3	15.9	14.1	14.1	13.7	-	-	16.6	12.1
			LOS	C	C	-	B	C	B	B	B	-	-	C	B
			V/C Ratio	0.63	0.57	-	0.11	0.40	0.33	0.20	0.24	-	-	0.38	0.17
95% Queue (ft)	105	90	-	10	25	35	20	25	-	-	45	15			
Siggelkow Rd & Black Walnut Dr/Carncross Dr	3.2	A	Lane Configuration	1	2>	-	1	2>	-	-	<1>	1	-	<1>	-
			Volume	120	310	55	10	255	10	30	5	5	5	5	80
			Delay (s)	8.1	-	-	8.1	-	-	-	22.2	-	-	10.7	-
			LOS	A	-	-	A	-	-	-	C	-	-	B	-
			V/C Ratio	0.10	-	-	0.01	-	-	-	0.17	-	-	0.13	-
95% Queue (ft)	10	-	-	0	-	-	-	15	-	-	10	-			
Siggelkow Rd & Holscher Rd	4.5	A	Lane Configuration	1	2>	-	1	2>	-	-	<1	1	-	<1>	-
			Volume	45	155	125	20	135	5	100	10	15	5	10	40
			Delay (s)	7.6	-	-	7.9	-	-	-	16.5	9.4	-	10.0	-
			LOS	A	-	-	A	-	-	-	C	A	-	B	-
			V/C Ratio	0.03	-	-	0.02	-	-	-	0.27	0.02	-	0.07	-
95% Queue (ft)	5	-	-	5	-	-	-	25	5	-	5	-			
Siggelkow Rd & Catalina Pkwy	3.2	A	Lane Configuration	1	1	-	-	<1>	-	-	-	-	-	<1>	-
			Volume	60	115	-	-	100	30	-	-	-	20	0	55
			Delay (s)	7.6	-	-	-	-	-	-	-	-	-	10.0	-
			LOS	A	-	-	-	-	-	-	-	-	-	B	-
			V/C Ratio	0.05	-	-	-	-	-	-	-	-	-	0.11	-
95% Queue (ft)	5	-	-	-	-	-	-	-	-	-	10	-			
Siggelkow Rd & CTH AB	4.6	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	-
			Volume	85	20	40	10	15	5	20	95	10	5	115	90
			Delay (s)	-	12.9	-	-	11.3	-	-	7.8	-	-	7.5	-
			LOS	-	B	-	-	B	-	-	A	-	-	A	-
			V/C Ratio	-	0.27	-	-	0.06	-	-	0.02	-	-	0.00	-
95% Queue (ft)	-	30	-	-	5	-	-	0	-	-	0	-			

5.2 Year 2050 Conditions, No Build

To determine if the existing roadway system will accommodate Year 2050 traffic volumes, a peak hour operations analysis was conducted that evaluated the existing intersection geometry, lane configuration, and traffic control with forecasted Year 2050 peak hour volumes. Analysis outputs are illustrated in **Table 5.5** (weekday morning peak hour) and **Table 5.6** (weekday afternoon peak hour). Traffic operations output files are provided in **Appendix C**.

The Year 2050 traffic volumes were projected using the following methodologies:

- The Village of McFarland 2023 East Side Plan, published in Section 5.2, was used to establish future growth and future traffic patterns along Siggelkow Road. Village staff was consulted to determine the proposed type and size of land use that could occupy a particular parcel. A more favorable (i.e., aggressive) growth pattern was used for this analysis so a conservative, or higher, estimate of site traffic was evaluated. The following lists the type and amount of potential growth that was projected to occur by the Year 2050:
 - 1,820 residential dwelling units
 - 398,000 square feet of retail building space
 - 230,000 square feet of business park building space
 - ITE identifies “business park” as a combination of incubator, office, retail, restaurant, warehouse, light industrial, or science-based facilities
 - 800,000 square feet of industrial park building space
 - ITE identifies “industrial park” as a mix of manufacturing, service, and warehouse facilities

Peak-hour traffic volumes for these sites were developed using trip generation rates published in the ITE *Trip Generation Manual, 11th Edition*. Trip reductions were made to account for internal trip capture (i.e., multiple trips occurring onsite and not using external roadways) and for mode split (i.e., trips occurring that do not use motorized vehicles); these reductions were reviewed using engineering judgement and a review of state and national guidelines, such as the ITE *Trip Generation Handbook* and the WisDOT *Mixed-Use Development Trip Generation Study*. **Appendix D** illustrates the trip generation rates developed for the East Side Plan.

It should be reiterated that these land uses and sizes are planning-level estimates only and no formal proposed site plans for development have been submitted to the Village at the time of this study. In addition, this analysis evaluated a higher estimate of site traffic to ensure that any improvements necessary along Siggelkow Road would accommodate a wide range of potential traffic patterns.

- An external growth rate was applied to Siggelkow Road to account for increases in traffic outside of the East Side Plan. This growth rate considers elements such as population growth, transportation network improvements, and new local and regional developments not specifically identified in this study. A review of existing traffic patterns and future growth in the McFarland and Dane County areas determined an additional growth rate of 0.25 percent per year would be adequate to account for these external factors.
- The US 51 and Siggelkow interchange reconstruction, as discussed in Section 2.3. This improvement will be complete in Year 2025 and was included in the no-build evaluation.



Year 2050 Projected Peak Hour Intersection Volumes
Siggelkow Road Corridor Study

Figure 5.1

Table 5.5. Traffic Operations Analysis, Year 2050 No-Build Conditions, Weekday AM Peak Hour

Weekday Morning Peak - Year 2050 No Build Conditions															
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Siggelkow Rd & Erling Ave/McDaniel Ln	6.1	A	Lane Configuration	-	-	-	-	<1>	-	-	<1>	-	-	<1>	-
			Volume	-	-	-	15	-	50	-	10	45	20	10	-
			Delay (s)	-	-	-	-	1.7	-	-	9.0	-	-	10.1	-
			LOS	-	-	-	-	A	-	-	A	-	-	B	-
			V/C Ratio	-	-	-	-	0.01	-	-	0.07	-	-	0.05	-
95% Queue (ft)	-	-	-	-	25	-	-	150	-	-	100	-			
Siggelkow Rd & Terminal Dr	7.9	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	-
			Volume	10	50	5	25	55	30	5	20	35	40	10	10
			Delay (s)	-	7.9	-	-	8.0	-	-	7.6	-	-	8.0	-
			LOS	-	A	-	-	A	-	-	A	-	-	A	-
			V/C Ratio	-	0.09	-	-	0.14	-	-	0.07	-	-	0.08	-
95% Queue (ft)	-	10	-	-	10	-	-	5	-	-	10	-			
Siggelkow Rd & US 51 SB Ramps	6.7	A	Lane Configuration	-	>1>	-	-	<1>	-	-	-	-	<1>	-	
			Volume	-	105	25	150	65	-	-	-	-	365	-	45
			Delay (s)	-	7.0	-	-	4.1	-	-	-	-	-	7.9	-
			LOS	-	A	-	-	A	-	-	-	-	-	A	-
			V/C Ratio	-	0.19	-	-	0.17	-	-	-	-	-	0.42	-
95% Queue (ft)	-	20	-	-	15	-	-	-	-	-	55	-			
Siggelkow Rd & US 51 NB Ramps	8.1	A	Lane Configuration	-	<1>	-	-	1	1	-	<1>	-	-	-	-
			Volume	80	385	-	-	185	780	30	-	135	-	-	-
			Delay (s)	-	6.6	-	-	4.6	10.1	-	7.1	-	-	-	-
			LOS	-	A	-	-	A	B	-	A	-	-	-	-
			V/C Ratio	-	0.41	-	-	0.18	0.64	-	0.24	-	-	-	-
95% Queue (ft)	-	50	-	-	20	125	-	25	-	-	-	-			
Siggelkow Rd & Triangle St/Paulson Rd	1.9	A	Lane Configuration	1	1>	-	-	<2>	-	-	<1>	1	-	<1>	-
			Volume	65	435	20	5	930	35	15	5	10	5	5	20
			Delay (s)	11.5	-	-	8.5	0.0	-	-	49.6	11.8	-	38.3	-
			LOS	B	-	-	A	A	-	-	E	B	-	E	-
			V/C Ratio	0.12	-	-	0.00	-	-	-	0.22	0.12	-	0.21	-
95% Queue (ft)	10	-	-	0	-	-	-	20	10	-	20	-			
Siggelkow Rd & Freedom Ring Rd/Valley Dr	6.4	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	20	405	25	40	830	5	60	5	30	5	15	75
			Delay (s)	10.4	0.4	-	8.5	0.4	-	-	68.7	-	-	24.4	-
			LOS	B	A	-	A	A	-	-	F	-	-	C	-
			V/C Ratio	0.03	-	-	0.04	-	-	-	0.69	-	-	0.37	-
95% Queue (ft)	5	-	-	5	-	-	-	100	-	-	40	-			
Siggelkow Rd & Freese Ln/N Autumn Ln	1.1	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	5	425	5	5	840	5	20	1	10	10	1	20
			Delay (s)	10.1	0.1	-	8.4	0.0	-	-	22.7	-	-	20.9	-
			LOS	B	A	-	A	A	-	-	C	-	-	C	-
			V/C Ratio	0.01	-	-	0.00	-	-	-	0.15	-	-	0.13	-
95% Queue (ft)	0	-	-	0	-	-	-	15	-	-	10	-			
Siggelkow Rd & Marsh Rd	45.8	E	Lane Configuration	-	<2>	-	1	2>	-	1	1>	-	-	<1>	1
			Volume	45	325	80	70	610	75	190	70	30	30	30	45
			Delay (s)	25.4	28.8	-	14.1	104.6	31.3	28.1	16.2	-	-	16.8	14.5
			LOS	D	D	-	B	F	D	D	C	-	-	C	B
			V/C Ratio	0.61	0.69	-	0.21	1.10	0.73	0.63	0.30	-	-	0.22	0.14
95% Queue (ft)	95	120	-	20	410	150	100	30	-	-	20	15			
Siggelkow Rd & Black Walnut Dr/Carncross Dr	4.2	A	Lane Configuration	1	2>	-	1	2>	-	-	<1>	-	-	<1>	-
			Volume	35	340	10	15	590	5	50	5	20	5	5	120
			Delay (s)	9.6	-	-	8.2	-	-	-	35.5	-	-	15.6	-
			LOS	A	-	-	A	-	-	-	E	-	-	C	-
			V/C Ratio	0.05	-	-	0.02	-	-	-	0.43	-	-	0.31	-
95% Queue (ft)	5	-	-	0	-	-	-	50	-	-	35	-			
Siggelkow Rd & Holscher Rd	10.2	B	Lane Configuration	1	2>	-	1	2>	-	-	<1>	1	-	<1>	-
			Volume	15	310	40	10	365	5	185	5	30	5	5	60
			Delay (s)	8.4	-	-	8.3	-	-	-	49.1	10.0	-	11.7	-
			LOS	A	-	-	A	-	-	-	E	B	-	B	-
			V/C Ratio	0.02	-	-	0.01	-	-	-	0.76	0.04	-	0.13	-
95% Queue (ft)	0	-	-	0	-	-	-	145	5	-	10	-			
Siggelkow Rd & Catalina Pkwy	4.6	A	Lane Configuration	1	1>	-	1	1>	-	1	1>	-	1	1>	-
			Volume	30	285	25	40	260	5	40	1	95	45	1	75
			Delay (s)	7.9	-	-	8.0	-	-	-	20.5	10.9	-	21.3	10.3
			LOS	A	-	-	A	-	-	-	C	B	-	C	B
			V/C Ratio	0.03	-	-	0.04	-	-	-	0.16	0.15	-	0.18	0.11
95% Queue (ft)	5	-	-	5	-	-	-	15	15	-	15	10			
Siggelkow Rd & CTH AB	165.0	F	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	-
			Volume	485	5	45	5	10	5	60	220	5	5	90	430
			Delay (s)	-	300+	-	-	16.2	-	-	8.9	-	-	7.8	-
			LOS	-	F	-	-	C	-	-	A	-	-	A	-
			V/C Ratio	-	1.84	-	-	0.06	-	-	0.07	-	-	0.01	-
95% Queue (ft)	-	975	-	-	5	-	-	5	-	-	0	-			

NOTE: Green shaded cells denote an improvement to the lane configuration or intersection control

Table 5.6. Traffic Operations Analysis, Year 2050 No-Build Conditions, Weekday PM Peak Hour

Weekday Afternoon Peak - Year 2050 No-Build Conditions															
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Siggelkow Rd & Erling Ave/McDaniel Ln	6.1	A	Lane Configuration	-	-	-	-	<1>	-	-	1>	-	-	<1	-
			Volume	-	-	-	50	-	45	-	10	40	45	5	-
			Delay (s)	-	-	-	-	1.7	-	-	9.0	-	-	10.1	-
			LOS	-	-	-	-	A	-	-	A	-	-	B	-
			V/C Ratio	-	-	-	-	0.01	-	-	0.07	-	-	0.05	-
95% Queue (ft)	-	-	-	-	25	-	-	150	-	-	100	-			
Siggelkow Rd & Terminal Dr	8.0	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	-
			Volume	5	75	5	25	75	15	10	10	35	60	20	15
			Delay (s)	-	8.0	-	-	8.2	-	-	7.6	-	-	8.1	-
			LOS	-	A	-	-	A	-	-	A	-	-	A	-
			V/C Ratio	-	0.11	-	-	0.15	-	-	0.07	-	-	0.12	-
95% Queue (ft)	-	10	-	-	15	-	-	5	-	-	10	-			
Siggelkow Rd & US 51 SB Ramps	23.5	C	Lane Configuration	-	1>	-	-	<1	-	-	-	-	-	<1>	-
			Volume	-	120	50	225	65	-	-	-	-	775	-	55
			Delay (s)	-	15.7	-	-	4.7	-	-	-	-	-	31.6	-
			LOS	-	C	-	-	A	-	-	-	-	-	D	-
			V/C Ratio	-	0.41	-	-	0.23	-	-	-	-	-	0.91	-
95% Queue (ft)	-	55	-	-	25	-	-	-	-	-	350	-			
Siggelkow Rd & US 51 NB Ramps	10.5	B	Lane Configuration	-	<1	-	-	1	1	-	<1>	-	-	-	-
			Volume	50	845	-	-	265	590	20	-	195	-	-	-
			Delay (s)	-	13.5	-	-	4.9	6.6	-	15.2	-	-	-	-
			LOS	-	B	-	-	A	A	-	C	-	-	-	-
			V/C Ratio	-	0.74	-	-	0.24	0.45	-	0.47	-	-	-	-
95% Queue (ft)	-	185	-	-	25	60	-	60	-	-	-	-			
Siggelkow Rd & Triangle St/Paulson Rd	6.1	A	Lane Configuration	1	1>	-	-	<2>	-	-	<1	1	-	<1>	-
			Volume	10	1010	20	15	775	10	10	1	10	15	5	70
			Delay (s)	9.8	-	-	11.3	0.4	-	-	104.0	21.7	-	112.0	-
			LOS	A	A	-	B	A	-	-	F	C	-	F	-
			V/C Ratio	0.01	-	-	0.03	-	-	-	0.24	0.04	-	0.85	-
95% Queue (ft)	0	-	-	5	-	-	-	20	5	-	130	-			
Siggelkow Rd & Freedom Ring Rd/Valley Dr	60.5	F	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	120	855	55	50	700	40	25	15	50	40	25	70
			Delay (s)	9.9	1.5	-	10.2	0.8	-	-	300+	-	-	300+	-
			LOS	A	A	-	B	A	-	-	F	-	-	F	-
			V/C Ratio	0.15	-	-	0.07	-	-	-	1.85	-	-	1.80	-
95% Queue (ft)	15	-	-	5	-	-	-	180	-	-	300	-			
Siggelkow Rd & Freese Ln/N Autumn Ln	1.1	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	15	915	20	5	770	10	5	1	5	15	1	10
			Delay (s)	9.5	0.2	-	10.2	0.1	-	-	43.8	-	-	36.8	-
			LOS	A	A	-	B	A	-	-	E	-	-	E	-
			V/C Ratio	0.02	-	-	0.01	-	-	-	0.10	-	-	0.20	-
95% Queue (ft)	5	-	-	0	-	-	-	10	-	-	20	-			
Siggelkow Rd & Marsh Rd	107.1	F	Lane Configuration	-	<2>	-	1	2>	-	1	1>	-	-	<1	1
			Volume	95	735	100	45	615	90	100	60	35	90	90	75
			Delay (s)	174.7	163.5	-	14.7	116.3	41.1	21.0	19.3	-	-	29.6	16.6
			LOS	F	F	-	B	F	E	C	C	-	-	D	C
			V/C Ratio	1.30	1.29	-	0.13	1.16	0.83	0.35	0.33	-	-	0.61	0.24
95% Queue (ft)	535	520	-	10	390	170	35	35	-	-	85	20			
Siggelkow Rd & Black Walnut Dr/Carncross Dr	3.6	A	Lane Configuration	1	2>	-	1	2>	-	-	<1	1	-	<1>	-
			Volume	120	690	55	10	640	10	30	5	5	5	5	80
			Delay (s)	9.6	-	-	9.4	-	-	-	84.2	-	-	15.8	-
			LOS	A	-	-	A	-	-	-	F	-	-	C	-
			V/C Ratio	0.14	-	-	0.01	-	-	-	0.50	-	-	0.22	-
95% Queue (ft)	15	-	-	0	-	-	-	55	-	-	20	-			
Siggelkow Rd & Holscher Rd	12.6	B	Lane Configuration	1	2>	-	1	2>	-	-	<1	1	-	<1>	-
			Volume	40	510	150	20	495	5	125	10	15	5	5	40
			Delay (s)	8.7	-	-	9.2	-	-	-	124.0	11.0	-	14.9	-
			LOS	A	-	-	A	-	-	-	F	B	-	B	-
			V/C Ratio	0.05	-	-	0.03	-	-	-	0.96	0.03	-	0.13	-
95% Queue (ft)	5	-	-	5	-	-	-	175	5	-	10	-			
Siggelkow Rd & Catalina Pkwy	6.9	A	Lane Configuration	1	1>	-	1	1>	-	1	1>	-	1	1>	-
			Volume	60	400	65	125	410	30	50	1	100	20	1	55
			Delay (s)	8.6	-	-	9.0	-	-	-	87.4	13.0	-	60.1	11.8
			LOS	A	-	-	A	-	-	-	F	B	-	F	B
			V/C Ratio	0.06	-	-	0.13	-	-	-	0.58	0.20	-	0.26	0.11
95% Queue (ft)	5	-	-	10	-	-	-	70	20	-	25	10			
Siggelkow Rd & CTH AB	300+	F	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	-
			Volume	650	15	90	10	15	5	75	195	5	5	230	705
			Delay (s)	-	300+	-	-	37.0	-	-	11.8	-	-	7.7	-
			LOS	-	F	-	-	E	-	-	B	-	-	A	-
			V/C Ratio	-	6.52	-	-	0.23	-	-	0.14	-	-	0.01	-
95% Queue (ft)	-	1000+	-	-	20	-	-	15	-	-	0	-			

NOTE: Green shaded cells denote an improvement to the lane configuration or intersection control

The results of the future-year no-build traffic operations analysis indicate that several intersections and movements are anticipated to experience deficiencies during peak traffic periods. These locations are discussed below:

- All of the studied intersections east of US 51 are anticipated to have a lane group and/or approach experience LOS E or LOS F during a peak traffic period. This is due to the significant increase in peak-hour traffic projected along Siggelkow Road. This is not an uncommon situation, however, especially when side-streets intersect high-volume, urban multi-lane arterials such as Siggelkow Road.
- The Siggelkow Road intersections with Valley Drive, Marsh Road, and County AB are of particular note as the overall intersection LOS are anticipated to be LOS F during peak traffic periods. This is due to a combination of significantly high side-street delay and/or Siggelkow Road, itself, having LOS F conditions. It is likely that these intersections would require upgrades to their intersection control to accommodate future traffic volumes.
 - From the existing-year traffic operations analysis, the intersection of Siggelkow Road and Marsh Road, overall, has the lowest LOS experienced during peak-hour conditions (LOS C during morning and afternoon periods). As traffic volumes increase, it is likely that this intersection will be the first intersection to have overall intersection operational deficiencies.
- All intersections west of, and including, US 51 are anticipated to operate adequately during Year 2050 operations. This is due to the majority of Siggelkow Road traffic anticipating to travel to and from the US 51 corridor. This condition would leave the study intersections west of US 51 mainly unaffected by the traffic growth.

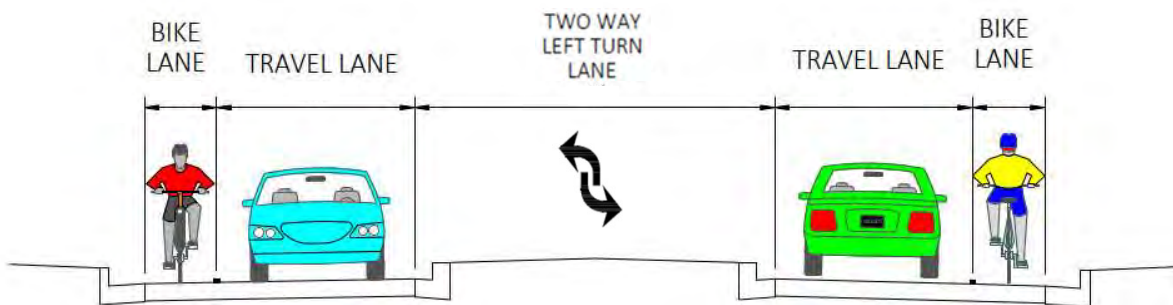
6 Alternatives Evaluation

Section 3 highlighted geometric deficiencies along Siggelkow Road that may create safety issues for vehicles, bicyclists, and pedestrians. Section 5 indicated that many intersections are anticipated to experience operational deficiencies during peak-hour traffic periods as growth is anticipated on the Village's east side. Therefore, alternatives were developed that address these issues while maintaining favorable safety, mobility, access, and multimodal accommodations. These alternatives, and their evaluation, are provided below.

6.1 Siggelkow Road Corridor, US 51 to County AB

The existing cross-section provides both four travel lanes (west of Holscher Road) and two travel lanes (east of Holscher Road). Public concerns regarding higher travel speeds and limited sight distance along Siggelkow Road resulted in investigating alternatives that would affect the physical cross-section of the roadway. These alternatives would also need to accommodate future traffic increases due to growth anticipated along the Village's east side.

6.1.1 Alternative 1a: Convert to a Three-Lane Cross-Section



NOTE: A raised or painted median could also be implemented instead of the two-way left-turn lane, where applicable or already in place

Description:

This concept modifies the existing, four-lane cross-section from US 51 to Holscher Road by providing one travel lane in each direction with a two-way, left-turn lane that separates the through lanes. The two travel lanes would extend eastward to County AB with the two-way, left-turn lane provided east of Catalina Parkway. On-street bike lanes would remain and be extended to County AB. Sidewalks and/or multi-use paths would be provided on both sides of the roadway.

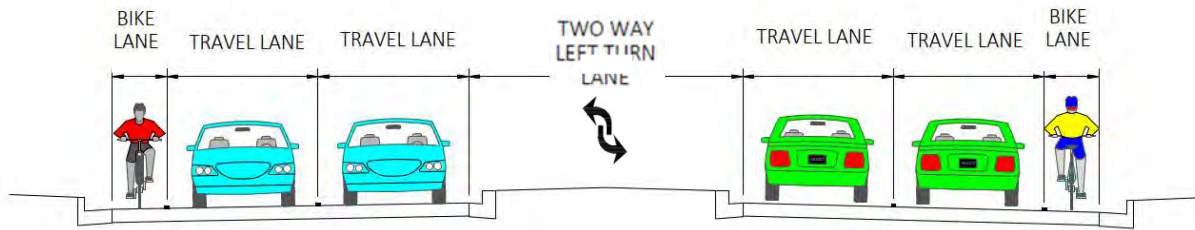
Potential Benefits of Concept:

- Improves safety for left-turning vehicles by creating a refuge area for turning vehicles to wait for gaps in oncoming traffic
- Reduces travel speeds by making motorists travel in one lane instead of weaving between multiple travel lanes
- Provides improved crossing for bicyclists and pedestrians due to the presence of the median between travel lanes shortening crossing distances and having fewer conflicts with vehicles at one time
- Can be implemented without impacts to the roadway curb line or right of way
- Minimal construction costs for implementation
- Potential reduction in impervious surfaces along the roadway corridor

Potential Detriments of Concept:

- Reduces traffic capacity along Siggelkow Road by providing one travel lane instead of two travel lanes
- Potential travel time increases may make motorists use other parallel routes in residential neighborhoods instead of using an arterial like Siggelkow Road
- Increases delay on side-streets due to fewer gaps along Siggelkow Road
- Increased construction costs to retrofit existing four-lane section to two lanes

6.1.2 Alternative 1b: Maintain and/or Expand Four-Lane Cross-Section



NOTE: A raised or painted median could also be implemented instead of the two-way left-turn lane, where applicable or already in place

Description:

This concept maintains the existing four-lane cross-section from US 51 to Holscher Road and extends four travel lanes eastward to County AB. A two-way, left-turn lane that separates the travel lanes would be provided. On-street bike lanes would remain and be extended to County AB. Sidewalks and/or multi-use paths would be provided on both sides of the roadway.

Potential Benefits of Concept:

- Maximizes traffic flow along Siggelkow Road by providing multiple travel lanes in each direction
- Improves safety for left-turning vehicles (where left-turn lanes would be added) by creating a refuge area for turning vehicles to wait for gaps in oncoming traffic
- Provides a consistent cross-section with what is already in-place west of Holscher Road
- Provides improved crossing for bicyclists and pedestrians due to the presence of the median between travel lanes

Potential Detriments of Concept:

- Does not address travel speed concerns as multiple travel lanes would remain and allow faster vehicles to maneuver around slower vehicles
- Bicyclists and pedestrians crossing Siggelkow Road would cross two travel lanes at once
- Increased construction costs to widen from two lanes to four lanes
- Increases amount of impervious surfaces along roadway corridor

6.2 Valley Drive Intersection

The Valley Drive intersection is anticipated to operate at poor levels of service by Year 2050 as the existing lane configurations and intersection control cannot accommodate forecasted traffic volumes. In addition, the existing Spartan Day Camp child facility in the northwest quadrant of the intersection creates bicyclists and pedestrians that travel to and from the facility.

6.2.1 Alternative 1: All-way stop control

Description:

This alternative would install stop signs for all intersection approaches, requiring vehicles to stop before entering the intersection. No geometric changes would be made with this alternative.

Potential Benefits of Concept:

- Improves safety for Valley Drive traffic by requiring all vehicles to stop before entering intersection
- Lowers traffic speeds through intersection as vehicles are required to stop
- No impacts to roadway cross-section or right of way needed to implement
- Minimal construction costs

Potential Detriments of Concept:

- Not a long-term solution as increased traffic volumes will create longer delays and queues on all roadway approaches
- Can create driver expectancy issues as stop-sign control along multiple-lane roadways are not typical
- Multi-lane, all-way stop control intersections can create safety issues for bicyclists and pedestrians as waiting motorists may continue their travel once their lane is cleared, increasing uncomfortableness and crash risk for non-motorists users
- Short-term safety concerns as Siggelkow Road traffic transitions from a free-flow movement to a stop-controlled movement and may not see/adhere to the stop signs

6.2.2 Alternative 2: Traffic Signal

Description:

This alternative would upgrade the intersection control from stop-control to traffic signals. No geometric changes were assumed for this alternative.

Potential Benefits of Concept:

- Improves traffic operations by allocating green time to all movements
- Improves traffic safety for Valley Drive traffic by permitting green time for their movements
- Improves bicyclist and pedestrian movement as the traffic signal could provide leading pedestrian intervals (LPIs) to allow non-vehicular movements to enter the intersection before vehicles

Potential Detriments of Concept:

- May increase rear-end crashes along Siggelkow Road due to interrupted traffic flow during red signal phase.
- Increased cost to build signal infrastructure
- Ongoing traffic signal maintenance, electricity, and re-timing costs.

6.2.3 Alternative 3: Roundabout



Description:

This alternative would upgrade the intersection control from stop-control to a roundabout. The Siggelkow Road approaches would provide two approach lanes while the Valley Drive approach would provide one approach lane.

Potential Benefits of Concept:

- Improves traffic safety by eliminating head-on and right-angle crashes at the intersection
- Improves traffic operations by minimizing vehicle stopping and delays
- Reduces travel speeds approaching and through intersection area due to circulatory lanes
- Improves bicyclist and pedestrian movement by providing raised center islands to allow two-stage crossing

Potential Detriments of Concept:

- Requires right of way acquisition
- Most expensive alternative to implement
- Can increase frequency of property-damage crash types such as rear-end or sideswipe

6.3 Marsh Road Intersection

The Marsh Road intersection is anticipated to operate at poor levels of service by Year 2050 as the existing lane configurations and intersection control cannot accommodate forecasted traffic volumes. In addition, this intersection experienced the most reported crashes along the study corridor (seven crashes from Years 2020 through 2024).

6.3.1 Alternative 1: Traffic Signal

Description:

This alternative would upgrade the intersection control from stop-control to traffic signals. To aid in traffic operations, a neutral-offset left-turn lane would be provided on the west leg (eastbound Siggelkow Road). No other geometric changes were assumed for this alternative.

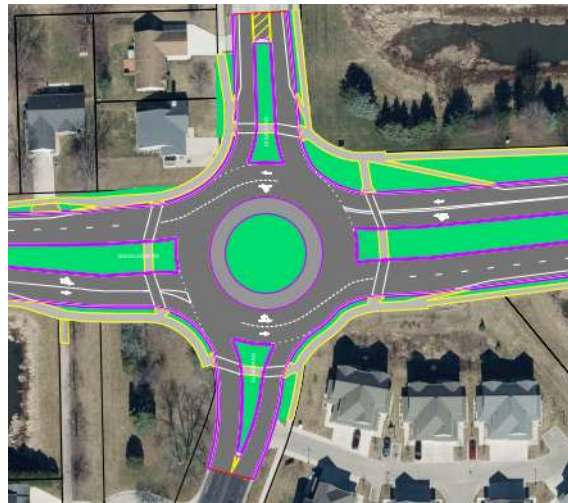
Potential Benefits of Concept:

- Improves traffic operations by allocating green time to all movements
- Improves traffic safety for Marsh Road traffic by permitting green time for movements and the addition of a left-turn lane will improve safety for left-turning vehicles
- Improves bicyclist and pedestrian movement as traffic signal could provide leading pedestrian intervals (LPIs) to allow non-vehicular movement enter the intersection first

Potential Detriments of Concept:

- May increase rear-end crashes along Siggelkow Road due to interrupted traffic flow during red signal phase.
- Increased cost to build signal infrastructure
- Ongoing traffic signal maintenance, electricity, and re-timing costs.

6.3.2 Alternative 2: Roundabout



Description:

This alternative would upgrade the intersection control from stop-control to a roundabout. The Siggelkow Road approaches would provide two approach lanes while the Marsh Road approach would provide one approach lane.

Potential Benefits of Concept:

- Improves traffic safety by eliminating head-on and right-angle crashes at the intersection
- Improves traffic operations by minimizing vehicle stopping and delays
- Reduces travel speeds approaching and through intersection area due to circulatory lanes
- Improves bicyclist and pedestrian movement by providing raised center islands to allow two-stage crossing

Potential Detriments of Concept:

- Requires right of way acquisition
- Most expensive alternative to implement
- Can increase frequency of property-damage crash types such as rear-end or sideswipe

6.4 Holscher Road Intersection

The Holscher Road intersection is anticipated to operate at poor levels of service by Year 2050 as the existing lane configurations and intersection control cannot accommodate forecasted traffic volumes. The intersection is also located on top of a hill where sight distance may be reduced.

6.4.1 *Alternative 1: All-way stop control*

Description:

This alternative would install stop signs on all intersection approaches, requiring all vehicles to stop before entering the intersection. No geometric changes would be made with this alternative.

Potential Benefits of Concept:

- Improves safety for Holscher Road traffic by requiring Siggelkow Road vehicles to stop before entering intersection
- Lowers traffic speeds through intersection as vehicles are required to stop
- No impacts to roadway cross-section or right of way needed to implement
- Minimal construction costs

Potential Detriments of Concept:

- Not a long-term solution as increased traffic volumes will create longer delays and queues on all roadway approaches
- Can create driver expectancy issues as stop-sign control along multiple-lane roadways are not typical
- Multi-lane, all-way stop control intersections can create safety issues for bicyclists and pedestrians as waiting motorists may continue their travel once their lane is cleared, increasing uncomfortableness and crash risk for non-motorists users
- Short-term safety concerns as Siggelkow Road traffic transitions from a free-flow movement to a stop-controlled movement (on top of a hill) and motorists may not see/adhere to the stop signs

6.4.2 *Alternative 2: Traffic Signal*

Description:

This alternative would upgrade the intersection control from stop-control to traffic signals. No geometric changes were assumed for this alternative.

Potential Benefits of Concept:

- Improves traffic operations by allocating green time to all movements
- Improves traffic safety for Holscher Road traffic by permitting green time for their movements
- Improves bicyclist and pedestrian movement as traffic signal could provide leading pedestrian intervals (LPIs) to allow non-vehicular movement enter the intersection first

Potential Detriments of Concept:

- May increase rear-end crashes along Siggelkow Road due to interrupted traffic flow during red signal phase.
- Increased cost to build signal infrastructure
- Ongoing traffic signal maintenance, electricity, and re-timing costs.

6.4.3 Alternative 3: Roundabout



Description:

This alternative would upgrade the intersection control from stop-control to a roundabout. The Siggelkow Road approaches would provide two approach lanes while the Holscher Road approach would provide one approach lane.

Potential Benefits of Concept:

- Improves traffic safety by eliminating head-on and right-angle crashes at the intersection
- Improves traffic operations by minimizing vehicle stopping and delays
- Reduces travel speeds approaching and through intersection area due to circulatory lanes
- Improves bicyclist and pedestrian movement by providing raised center islands to allow two-stage crossing

Potential Detriments of Concept:

- Requires right of way acquisition
- Most expensive alternative to implement
- Can increase frequency of property-damage crash types such as rear-end or sideswipe

6.5 County AB Intersection

The County AB intersection is anticipated to operate at poor levels of service by Year 2050 as the existing lane configurations and intersection control cannot accommodate forecasted traffic volumes. The intersection also has safety concerns due to the intersection being located on a hill and limited intersection vision triangles.

6.5.1 Alternative 1: All-way stop control

Description:

This alternative would install stop signs on all intersection approaches, requiring all vehicles to stop before entering the intersection. No geometric changes would be made with this alternative.

Potential Benefits of Concept:

- Lowers traffic speeds through intersection as vehicles are required to stop
- No impacts to roadway cross-section or right of way needed to implement
- Minimal construction costs

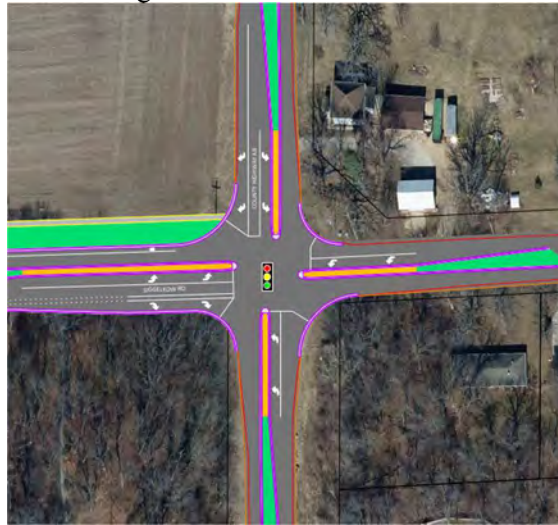
Potential Detriments of Concept:

- Not a long-term solution as increased traffic volumes will create longer delays and queues on all roadway approaches
- Multi-lane, all-way stop control intersections can create safety issues for bicyclists and pedestrians as waiting motorists may continue their travel once their lane is cleared, increasing uncomfortableness and crash risk for non-motorists users
- Safety concerns as County AB is a high-speed roadway and transitioning from a free-flow movement to a stop-controlled movement may results in motorists not seeing or reacting appropriately to the stop signs
 - Implementing a speed limit reduction approaching the intersection may help minimize this condition

6.5.2 Alternative 2: Traffic Signal

Description:

This alternative would upgrade the intersection control from stop-control to traffic signals. Left-turn lanes would be added on all intersection approaches while right-turn lanes would be provided on the north and west intersection legs.



Potential Benefits of Concept:

- Improves traffic operations by allocating green time to all movements
- Improves traffic safety by permitting green time for their movements
- Improves bicyclist and pedestrian movement as traffic signal could provide leading pedestrian intervals (LPIs) to allow non-vehicular movement enter the intersection first

Potential Detriments of Concept:

- May increase rear-end crashes due to interrupted traffic flow during red signal phase
- Increased cost to build signal infrastructure
- Ongoing traffic signal maintenance, electricity, and re-timing costs.

6.5.3 Alternative 3: Roundabout



Description:

This alternative would upgrade the intersection control from stop-control to a single-lane roundabout. All approaches would provide one approach lane, and the north leg (southbound County AB) would also provide a right-turn bypass lane.

Potential Benefits of Concept:

- Improves traffic safety by eliminating head-on and right-angle crashes at the intersection
- Improves traffic operations by minimizing vehicle stopping and delays
- Reduces travel speeds approaching and through intersection area due to circulatory lanes
- Improves bicyclist and pedestrian movement by providing raised center islands to allow two-stage crossing

Potential Detriments of Concept:

- Requires right of way acquisition
- Most expensive alternative to implement
- Can increase frequency of property-damage crash types such as rear-end or sideswipe

6.6 Other Considerations

In addition to the recommendations previously discussed, there are other locations in the study area that would benefit from improvements, but the improvement is more systemic (e.g., corridor-wide signing and pavement marking review) or the improvement does not have a comparable alternative to evaluate against it. The following describes other recommendations to improve safety, mobility, access, and multimodal accommodations along the Siggelkow Road corridor:

6.6.1 Erling Avenue intersection

The intersection of Siggelkow Road and Erling Avenue is unique in that it is a T-intersection with the crossbar of the “T” (in this case, Erling Avenue) under stop-sign control. This is due to the at-grade railroad crossing on Siggelkow Road; stopping Siggelkow Road traffic introduces train-vehicle crash risk in the event a train is traveling through the area. Also at this intersection is a crossing of the Lower Yahara River Trail, which also crosses the Siggelkow Road approach. The unique intersection control, coupled with the railroad crossing and trail crossing, leads to motorists having to assess many things over a short distance. In addition, the intersection control is not conducive to a comfortable bicycle and pedestrian crossing. Therefore, the following identifies possible solutions to aid in the safety of all users at this location:

- Providing clearer, more visible elements to the intersection would help motorists prioritize their focus as they are approaching the intersection. This would include, but not limited to, the following elements:
 - Providing high-visibility crosswalk pavement markings or colors to make the crosswalk stand out better against the pavement
 - Review and refresh pavement markings more frequently for visibility during daytime and nighttime conditions
 - Adding pedestrian crossing signs (W11-2, W16-7P) at the crosswalk to show motorists where the physical crosswalk is located
 - Install in-street pedestrian crossing signs (R1-6) to further reinforce the crosswalk location
 - Review overhead lighting for adequacy at the intersection
 - Install bump-outs at the crosswalk to reduce the width bicyclists and pedestrians are crossing the travel lanes

6.6.2 Visibility Solutions

Field reviews of the Siggelkow Road corridor identified several hills along the roadway that could restrict sight distance for motorists. This was reinforced by public concerns about crossing Siggelkow Road due to physical visibility issues (like hills) as well as a perceived lack of awareness by motorists as bicyclists and pedestrians are crossing the roadway. Therefore, the following identifies possible solutions to aid in increasing visibility or alertness of all users in these situations:

- Increasing visibility of signs and pavement markings to make motorists aware they are approaching areas with possible bicycle or pedestrian activity
 - High-visibility crosswalks
 - Improved signing / pavement marking elements
 - Review intersection lighting for adequacy
 - Install in-road signs / pavement markings
 - Install RRFB installations
- Adding vertical changes to the roadway surface, such as a raised crosswalk or raised intersection, forces motorists to slow due to the uncomfortableness they would have driving over the raised sections and increase bicycle and pedestrian visibility
- Removing the object marker signs along eastbound Siggelkow Road east of Holscher Road and replacing with W12-1R (arrow pointing down and right) to indicate a lane merge is occurring in this area
- Extending raised medians into the crosswalk or the physical intersection would provide an area of refuge for bicyclists and pedestrians, allowing for two-stage crossing of Siggelkow Road

- Vehicle turning radii would need to be evaluated to ensure that vehicles can safely make turning movements without striking the curb
- Eliminating negative left-turn lane offsets (see Section 3.1 for further details) would improve vision for left-turning motorists, reducing the probability of crashes involving left-turning motorists

6.6.3 Speed Management Solutions

Section 3.1 discussed observed speed data that was collected by the Village of McFarland to understand existing travel speeds along Siggelkow Road. While the results of the speed data indicate motorists are traveling at or near the posted speed limit, public concerns were raised about increased travel speeds along Siggelkow Road, particularly at or beyond Catalina Parkway. Therefore, the following identifies possible solutions to aid in the education and management of travel speeds along Siggelkow Road:

- Providing additional ways of alerting motorists of the speed limit along Siggelkow Road, such as pavement marking words (e.g., “25 MPH”), LED-illuminated speed limit signs, or speed feedback signs to make motorists look at the speed limit sign so they are aware of the legal speed limit.
- Narrowing the travel lanes along Siggelkow Road would create a heightened alertness of motorists to stay in the lane and, in turn, reduce travel speeds to ensure this condition
 - The additional width that would be gained by narrowing the travel lanes could be used to provide more space for the on-street bike lane, providing a larger buffer between the bike lane and the travel lane
- Lowering the posted speed limit along Siggelkow Road by five mph (i.e., 35 mph to 30 mph and 45 mph to 40 mph) may help reduce the number of motorists traveling at significantly higher speeds (superspeeders) by reducing the range of travel speeds by motorists. This, in turn, will help improve safety for all users along Siggelkow Road. This concept is currently being implemented by the City of Madison as part of their Vision Zero safety campaign.
 - If a speed limit is minimally reduced, five mph for example, motorists will likely continue to travel at higher-than-posted speeds. However, motorists may not want to travel at excessive speeds over the speed limit due to its safety risk and law enforcement consequences. Therefore, the speed profile of motorists shifts to a slower condition.
 - For example, if a segment of motorists are traveling over 45 mph in a 35 mph speed zone, lowering the speed limit to 30 mph will likely result in motorists traveling at 40 mph. While motorists are still speeding, they are doing so at a reduced travel speed.

6.6.4 Multimodal Accommodations

The Village of McFarland provided numerous multimodal accommodations along Siggelkow Road, such as on-street bike lanes, sidewalks on both sides of the roadway, and multi-use paths. As the Village expands to the east, it is likely that the demand for non-vehicular transportation modes will subsequently increase. Therefore, the following identifies possible solutions to maintain and improve multimodal facilities along Siggelkow Road:

- Extending the existing multi-use path east of Marsh Road would provide more bicycle / pedestrian connectivity to the eastern portions of the Village and rural Dane County, particularly for those that do not feel comfortable using the on-street bicycle accommodations

- Consider providing a wider buffer between the on-street bike lanes and the travel lanes in areas that may have changes to the cross-section (e.g., TWLTL, narrower lanes, etc)
- Upgrading the sidewalks to multi-use paths would allow a wider path for two-way traffic on each side of Siggelkow Road and would also physically separate bicyclists and pedestrians from the traveled way of the roadway
- Reviewing curb ramps for ADA-compliance would benefit pedestrians of all abilities to use crosswalks along Siggelkow Road

6.7 Alternatives Evaluation, Traffic Operations Analysis

In the previous sections, numerous alternatives were introduced that involved different cross-sections along Siggelkow Road (two travel lanes versus four travel lanes) and different intersection control types (AWSC, traffic signal, roundabout). This section illustrates the results of traffic operations analysis for the aforementioned intersections with the various cross-sections and intersection control types. The following describes each table and its description:

- Table 6.1: Year 2050 analysis of traffic signals with two travel lanes on Siggelkow Road
- Table 6.2: Year 2050 analysis of traffic signals with four travel lanes on Siggelkow Road
- Table 6.3: Year 2050 analysis of roundabouts with two travel lanes on Siggelkow Road
- Table 6.4: Year 2050 analysis of roundabouts with four travel lanes on Siggelkow Road

The results of this analysis indicated that all studied intersections would benefit operationally with an intersection control upgrade to a traffic signal or roundabout, regardless of the number of through lanes along Siggelkow Road. It should be noted that alternatives with a two-lane Siggelkow Road resulted in longer delays and queues than the four-lane alternative; this is expected as multiple travel lanes on Siggelkow Road allows for more traffic to travel through the intersection at a time, which can allow for more green time dedicated to the side-street approaches (for traffic signals) or allow for side-street vehicles to enter the intersection (for roundabouts).

Several study intersections were not identified for evaluation of specific alternatives, such as Triangle Street, Autumn Lane, and Black Walnut Drive. These, and other intersections not investigated in this study, would remain as side-street stop-control intersections in the future. These locations currently, and will continue to, generate relatively low traffic volumes during peak traffic periods. Improvements made to address side-street delay on low-volume approaches are, typically, not cost-effective due to its localized benefit, can degrade traffic operations along the “major” street due to more frequent interruptions in traffic flow, and can increase safety concerns as “major” street traffic may not adhere to new intersection control patterns that address low-volume approaches, such as stop signs or traffic signals. Therefore, no location-specific alternatives were developed for these intersections.

Table 6.1. Traffic Operations Analysis, Year 2050 Traffic Signal, Two-Lane Siggelkow Road

Year 2050 Build Analysis - Traffic Signal (2-lane Siggelkow)																
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound			
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Siggelkow Rd & Valley Dr AM Peak Hour	7.8	A	Lane Configuration	1	1	-	1	1	-	-	-	<1>	-	-	<1	1
			Volume	20	405	25	40	830	5	60	5	30	5	15	75	
			Delay (s)	3.2	4.9	-	0.9	3.7	-	-	35.6	-	-	31.7	34.7	
			LOS	A	A	-	A	A	-	-	D	-	-	C	C	
			V/C Ratio	0.05	0.29	-	0.07	0.73	-	-	0.48	-	-	0.08	0.46	
			95% Queue (ft)	5	105	-	5	60	-	-	90	-	-	20	75	
Siggelkow Rd & Valley Dr PM Peak Hour	12.0	B	Lane Configuration	1	1	-	1	1	-	-	-	<1>	-	-	<1	1
			Volume	120	855	55	50	700	40	25	15	50	40	25	70	
			Delay (s)	11.5	8.8	-	14.3	6.4	-	-	44.1	-	-	41.4	42.4	
			LOS	B	A	-	B	A	-	-	D	-	-	D	D	
			V/C Ratio	0.26	0.69	-	0.14	0.55	-	-	0.49	-	-	0.29	0.40	
			95% Queue (ft)	65	315	-	30	220	-	-	105	-	-	75	80	
Siggelkow Rd & Marsh Rd AM Peak Hour	24.6	C	Lane Configuration	1	1	-	1	1	-	1	1	-	-	-	<1	1
			Volume	45	325	80	70	610	75	190	70	30	30	30	45	
			Delay (s)	15.2	10.2	-	8.8	26.7	-	43.3	25.9	-	-	33.5	32.7	
			LOS	B	B	-	A	C	-	D	C	-	-	C	C	
			V/C Ratio	0.21	0.54	-	0.16	0.88	-	0.76	0.30	-	-	0.29	0.18	
			95% Queue (ft)	15	150	-	25	500	-	125	80	-	-	60	25	
Siggelkow Rd & Marsh Rd PM Peak Hour	33.0	C	Lane Configuration	1	1	-	1	1	-	1	1	-	-	-	<1	1
			Volume	95	735	100	45	615	90	100	60	35	90	90	75	
			Delay (s)	20.5	26.4	-	11.5	40.0	-	52.4	27.1	-	-	43.9	23.1	
			LOS	C	C	-	B	D	-	D	C	-	-	D	C	
			V/C Ratio	0.45	0.98	-	0.11	0.85	-	0.64	0.22	-	-	0.67	0.17	
			95% Queue (ft)	50	270	-	25	670	-	125	85	-	-	210	50	
Siggelkow Rd & Holscher Rd AM Peak Hour	10.1	B	Lane Configuration	1	1	-	1	1	-	1	1	-	-	-	<1>	-
			Volume	15	310	40	10	365	5	185	5	30	5	5	60	
			Delay (s)	11.8	9.8	-	11.7	9.7	-	11.4	9.6	-	-	10.0	-	
			LOS	B	A	-	B	A	-	B	A	-	-	B	-	
			V/C Ratio	0.05	0.63	-	0.03	0.63	-	0.39	0.09	-	-	0.17	-	
			95% Queue (ft)	5	80	-	5	80	-	65	10	-	-	20	-	
Siggelkow Rd & Holscher Rd PM Peak Hour	8.7	A	Lane Configuration	1	1	-	1	1	-	1	1	-	-	-	<1>	-
			Volume	40	510	150	20	495	5	125	10	15	5	5	40	
			Delay (s)	1.2	1.9	-	3.7	5.9	-	41.9	37.4	-	-	36.5	-	
			LOS	A	A	-	A	A	-	D	D	-	-	D	-	
			V/C Ratio	0.08	0.57	-	0.04	0.41	-	0.52	0.11	-	-	0.23	-	
			95% Queue (ft)	5	30	-	5	165	-	145	25	-	-	55	-	
Siggelkow Rd & County AB AM Peak Hour	18.7	C	Lane Configuration	1	1	1	1	1	-	1	1	-	1	1	1	
			Volume	485	5	45	5	10	5	60	220	5	5	90	430	
			Delay (s)	16.3	9.2	9.3	25.0	25.3	-	15.2	15.3	-	16.3	19.5	27.3	
			LOS	B	A	A	C	C	-	B	B	-	B	B	C	
			V/C Ratio	0.69	0.01	0.04	0.02	0.08	-	0.17	0.38	-	0.01	0.23	0.82	
			95% Queue (ft)	220	5	10	5	10	-	25	85	-	5	45	175	
Siggelkow Rd & County AB PM Peak Hour	24.8	C	Lane Configuration	1	1	1	1	1	-	1	1	-	1	1		
			Volume	650	15	90	10	15	5	75	195	5	5	230	705	
			Delay (s)	32.9	9.3	9.7	32.7	32.9	-	23.6	21.8	-	25.1	33.7	11.8	
			LOS	C	A	A	C	C	-	C	C	-	C	C	B	
			V/C Ratio	0.91	0.02	0.08	0.04	0.10	-	0.37	0.40	-	0.01	0.67	0.57	
			95% Queue (ft)	510	10	25	10	20	-	55	145	-	5	215	215	

Table 6.2. Traffic Operations Analysis, Year 2050 Traffic Signal, Four-Lane Siggelkow Road

Year 2050 Build Analysis - Traffic Signal (4-lane Siggelkow)															
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Siggelkow Rd & Valley Dr AM Peak Hour	6.4	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1	1
			Volume	20	405	25	40	830	5	60	5	30	5	15	75
			Delay (s)	3.8	3.9	-	0.9	1.1	-	-	35.6	-	-	31.7	34.7
			LOS	A	A	-	A	A	-	-	D	-	-	C	C
			V/C Ratio	0.22	0.23	-	0.40	0.41	-	-	0.48	-	-	0.08	0.46
			95% Queue (ft)	45	45	-	15	15	-	-	85	-	-	20	75
Siggelkow Rd & Valley Dr PM Peak Hour	7.1	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1	1
			Volume	120	855	55	50	700	40	25	15	50	40	25	70
			Delay (s)	5.7	6.2	-	0.8	0.6	-	-	34.3	-	-	32.4	33.4
			LOS	A	A	-	A	A	-	-	C	-	-	C	C
			V/C Ratio	0.48	0.50	-	0.34	0.35	-	-	0.43	-	-	0.25	0.37
			95% Queue (ft)	110	140	-	15	15	-	-	80	-	-	55	60
Siggelkow Rd & Marsh Rd AM Peak Hour	12.8	B	Lane Configuration	-	<2>	-	1	2>	-	1	1>	-	-	<1	1
			Volume	45	325	80	70	610	75	190	70	30	30	30	45
			Delay (s)	1.2	1.2	-	7.3	8.8	8.8	40.3	25.4	-	-	33.5	32.7
			LOS	A	A	-	A	A	A	D	C	-	-	C	C
			V/C Ratio	0.33	0.34	-	0.13	0.37	0.37	0.74	0.29	-	-	0.29	0.18
			95% Queue (ft)	10	15	-	25	135	135	105	80	-	-	60	25
Siggelkow Rd & Marsh Rd PM Peak Hour	13.5	B	Lane Configuration	-	<2>	-	1	2>	-	1	1>	-	-	<1	1
			Volume	95	735	100	45	615	90	100	60	35	90	90	75
			Delay (s)	5.0	5.7	-	8.7	15.3	15.3	25.8	22.6	-	-	33.9	29.6
			LOS	A	A	-	A	B	B	C	C	-	-	C	C
			V/C Ratio	0.64	0.68	-	0.10	0.37	0.37	0.41	0.23	-	-	0.60	0.20
			95% Queue (ft)	50	90	-	15	175	175	75	70	-	-	160	40
Siggelkow Rd & Holscher Rd AM Peak Hour	8.7	A	Lane Configuration	1	2>	-	1	2>	-	-	<1	1	-	<1>	-
			Volume	15	310	40	10	365	5	165	5	30	5	5	60
			Delay (s)	9.2	8.3	-	9.2	8.3	-	-	10.2	8.6	-	9.0	-
			LOS	A	A	-	A	A	-	-	B	A	-	A	-
			V/C Ratio	0.04	0.35	-	0.03	0.35	-	-	0.37	0.08	-	0.16	-
			95% Queue (ft)	5	35	-	5	35	-	-	45	10	-	15	-
Siggelkow Rd & Holscher Rd PM Peak Hour	11.1	B	Lane Configuration	1	2>	-	1	2>	-	-	<1	1	-	<1>	-
			Volume	40	510	150	20	495	5	125	10	15	5	5	40
			Delay (s)	9.8	9.9	-	8.0	4.8	-	-	32.6	29.3	-	30.2	-
			LOS	A	A	-	A	A	-	-	C	C	-	C	-
			V/C Ratio	0.07	0.30	-	0.04	0.22	-	-	0.46	0.10	-	0.21	-
			95% Queue (ft)	20	175	-	10	60	-	-	115	20	-	45	-
Siggelkow Rd & County AB AM Peak Hour	18.7	C	Lane Configuration	1	1	1	1	1	-	1	1	-	1	1	
			Volume	485	5	45	5	10	5	60	220	5	5	90	430
			Delay (s)	16.3	9.2	9.3	25.0	25.3	-	15.2	15.3	-	16.3	19.5	27.3
			LOS	B	A	A	C	C	-	B	B	-	B	B	C
			V/C Ratio	0.69	0.01	0.04	0.02	0.08	-	0.17	0.38	-	0.01	0.23	0.82
			95% Queue (ft)	220	5	10	5	10	-	25	85	-	5	45	175
Siggelkow Rd & County AB PM Peak Hour	24.8	C	Lane Configuration	1	1	1	1	1	-	1	1	-	1	1	
			Volume	650	15	90	10	15	5	75	195	5	5	230	705
			Delay (s)	32.9	9.3	9.7	32.7	32.9	-	23.6	21.8	-	25.1	33.7	11.8
			LOS	C	A	A	C	C	-	C	C	-	C	C	B
			V/C Ratio	0.91	0.02	0.08	0.04	0.10	-	0.37	0.40	-	0.01	0.67	0.57
			95% Queue (ft)	510	10	25	10	20	-	55	145	-	5	215	215

Table 6.3. Traffic Operations Analysis, Year 2050 Roundabout, Two-Lane Siggelkow Road

Year 2050 Build Analysis - Single-Lane Roundabout																
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound			
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Siggelkow Rd & Valley Dr Peak Hour	AM	13.3	B	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	20	405	25	40	830	5	60	5	30	5	15	75
				LOS	-	7.1	-	-	17.6	-	-	5.6	-	-	10.9	-
				Delay (s)	-	A	-	-	C	-	-	A	-	-	B	-
				V/C Ratio	-	0.42	-	-	0.80	-	-	0.13	-	-	0.23	-
				95% Queue (ft)	-	55	-	-	240	-	-	10	-	-	25	-
Siggelkow Rd & Valley Dr Peak Hour	PM	16.9	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	120	855	55	50	700	40	25	15	50	40	25	70
				LOS	-	21.7	-	-	12.7	-	-	9.3	-	-	8.2	-
				Delay (s)	-	C	-	-	B	-	-	A	-	-	A	-
				V/C Ratio	-	0.86	-	-	0.68	-	-	0.15	-	-	0.22	-
				95% Queue (ft)	-	295	-	-	145	-	-	15	-	-	20	-
Siggelkow Rd & Marsh Rd Peak Hour	AM	19.5	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	45	325	80	70	610	75	190	70	30	30	30	45
				LOS	-	8.1	-	-	31.7	-	-	8.7	-	-	11.1	-
				Delay (s)	-	A	-	-	D	-	-	A	-	-	B	-
				V/C Ratio	-	0.45	-	-	0.91	-	-	0.39	-	-	0.25	-
				95% Queue (ft)	-	60	-	-	340	-	-	45	-	-	25	-
Siggelkow Rd & Marsh Rd Peak Hour	PM	20.0	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	95	735	100	45	615	90	100	60	35	90	90	75
				LOS	-	27.4	-	-	15.7	-	-	12.3	-	-	11.6	-
				Delay (s)	-	D	-	-	C	-	-	B	-	-	B	-
				V/C Ratio	-	0.89	-	-	0.73	-	-	0.37	-	-	0.42	-
				95% Queue (ft)	-	335	-	-	175	-	-	45	-	-	55	-
Siggelkow Rd & Holscher Rd AM Peak Hour	AM	6.9	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	15	310	40	10	365	5	185	5	30	5	5	60
				LOS	-	6.0	-	-	7.9	-	-	6.9	-	-	6.2	-
				Delay (s)	-	A	-	-	A	-	-	A	-	-	A	-
				V/C Ratio	-	0.34	-	-	0.42	-	-	0.28	-	-	0.11	-
				95% Queue (ft)	-	40	-	-	55	-	-	30	-	-	10	-
Siggelkow Rd & Holscher Rd PM Peak Hour	PM	8.6	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	40	510	150	20	495	5	125	10	15	5	5	40
				LOS	-	9.1	-	-	8.5	-	-	7.0	-	-	5.8	-
				Delay (s)	-	A	-	-	A	-	-	A	-	-	A	-
				V/C Ratio	-	0.57	-	-	0.49	-	-	0.21	-	-	0.07	-
				95% Queue (ft)	-	95	-	-	70	-	-	20	-	-	5	-
Siggelkow Rd & County AB AM Peak Hour	AM	7.2	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	485	5	45	5	10	5	60	220	5	5	90	430
				LOS	-	8.1	-	-	7.3	-	-	9.4	-	-	3.7	5.6
				Delay (s)	-	A	-	-	A	-	-	A	-	-	A	A
				V/C Ratio	-	0.48	-	-	0.04	-	-	0.39	-	-	0.09	0.34
				95% Queue (ft)	-	70	-	-	5	-	-	45	-	-	10	40
Siggelkow Rd & County AB PM Peak Hour	PM	18.4	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>	
				Volume	650	15	90	10	15	5	75	195	5	5	230	705
				LOS	-	32.3	-	-	8.7	-	-	15.7	-	-	5.1	9.4
				Delay (s)	-	D	-	-	A	-	-	C	-	-	A	A
				V/C Ratio	-	0.92	-	-	0.07	-	-	0.55	-	-	0.23	0.60
				95% Queue (ft)	-	365	-	-	5	-	-	85	-	-	25	110

Table 6.4. Traffic Operations Analysis, Year 2050 Roundabout, Four-Lane Siggelkow Road

Year 2050 Build Analysis - Dual-Lane Roundabout																
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound			
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Siggelkow Rd & Valley Dr Peak Hour	AM	6.2	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	
				Volume	20	405	25	40	830	5	60	5	30	5	15	75
				LOS	-	4.5	-	-	6.5	-	-	5.6	-	-	11.3	-
				Delay (s)	-	A	-	-	A	-	-	A	-	-	B	-
				V/C Ratio	-	0.21	-	-	0.41	-	-	0.13	-	-	0.23	-
				95% Queue (ft)	-	20	-	-	50	-	-	10	-	-	25	-
Siggelkow Rd & Valley Dr Peak Hour	PM	6.7	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	
				Volume	120	855	55	50	700	40	25	15	50	40	25	70
				LOS	-	6.8	-	-	6.0	-	-	9.6	-	-	8.4	-
				Delay (s)	-	A	-	-	A	-	-	A	-	-	A	-
				V/C Ratio	-	0.43	-	-	0.34	-	-	0.15	-	-	0.22	-
				95% Queue (ft)	-	55	-	-	40	-	-	15	-	-	20	-
Siggelkow Rd & Marsh Rd Peak Hour	AM	7.7	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	
				Volume	45	325	80	70	610	75	190	70	30	30	30	45
				LOS	-	5.0	-	-	8.4	-	-	8.9	-	-	11.5	-
				Delay (s)	-	A	-	-	A	-	-	A	-	-	B	-
				V/C Ratio	-	0.23	-	-	0.45	-	-	0.39	-	-	0.26	-
				95% Queue (ft)	-	25	-	-	60	-	-	50	-	-	25	-
Siggelkow Rd & Marsh Rd Peak Hour	PM	8.3	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	
				Volume	95	735	100	45	615	90	100	60	35	90	90	75
				LOS	-	7.6	-	-	6.7	-	-	12.8	-	-	12.0	-
				Delay (s)	-	A	-	-	A	-	-	B	-	-	B	-
				V/C Ratio	-	0.45	-	-	0.37	-	-	0.38	-	-	0.43	-
				95% Queue (ft)	-	60	-	-	45	-	-	45	-	-	55	-
Siggelkow Rd & Holscher Rd AM Peak Hour	AM	5.2	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	
				Volume	15	310	40	10	365	5	185	5	30	5	5	60
				LOS	-	4.1	-	-	5.1	-	-	7.0	-	-	6.4	-
				Delay (s)	-	A	-	-	A	-	-	A	-	-	A	-
				V/C Ratio	-	0.17	-	-	0.21	-	-	0.28	-	-	0.12	-
				95% Queue (ft)	-	15	-	-	20	-	-	30	-	-	10	-
Siggelkow Rd & Holscher Rd PM Peak Hour	PM	5.3	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	
				Volume	40	510	150	20	495	5	125	10	15	5	5	40
				LOS	-	5.0	-	-	5.1	-	-	7.1	-	-	5.9	-
				Delay (s)	-	A	-	-	A	-	-	A	-	-	A	-
				V/C Ratio	-	0.29	-	-	0.25	-	-	0.21	-	-	0.08	-
				95% Queue (ft)	-	30	-	-	25	-	-	20	-	-	5	-

7 Recommendations and Conclusions

A corridor study was performed for the Siggelkow Road corridor that performed the following objectives: a geometric site review of the study area, a safety evaluation of the Siggelkow Road corridor and the study intersections, and an intersection operations analysis for existing-year and Year 2050 conditions. Locations with identified or potential deficiencies were noted and were considered for mitigation as part of an alternatives evaluation of the roadway corridor. Alternatives were noted for its perceived benefits and disadvantages and a preferred alternative was identified.

The following describes the recommendations for the Siggelkow Road corridor:

Siggelkow Road (US 51 to County AB)

- In the short-term, it is recommended that the Village considers implementing improvements that will aid in the overall safety for all roadway users. Two distinct categories for this recommendation are intersection visibility and speed management.
 - Intersection visibility involves increasing the awareness for approaching motorists of an intersection and the possibility of conflicting vehicles, bicycles, and pedestrians. Elements such as reviewing/refreshing/upgrading signs and pavement markings, reviewing intersection lighting, and implementing intersection geometric features such as the extension of medians into crosswalks and the removal of negative left-turn lane offsets will raise awareness of approaching motorists to other intersection users and/or improve their field of vision at the intersection.
 - Speed management involves not only reducing travel speeds for all motorists, but also on reducing the variability that motorists can travel (narrower speed variability can help with gap assessment and decision-making) and reducing the number of “superspeeders”, those who travel ten mph or more above the posted speed limit. Strategies such as providing speed feedback or implementing geometric improvements aim to reiterate or inform motorists of the posted speed limit or their travel speed as well as make their driving environment more uncomfortable which would reduce the likelihood of traveling at higher speeds. Consideration should be given to reduce the posted speed limit along Siggelkow Road to reduce motorists from traveling at significantly higher speeds.
- In the short-term and long-term, it is recommended that the Village considers extending their multimodal accommodations along Siggelkow Road to provide connectivity from the existing sections eastward to the Village limits and rural Dane County. Consideration should be given to upgrading sidewalks to multi-use paths to physically separate bicyclists from the travel lanes of Siggelkow Road; in turn, the existing bike lanes could be eliminated, and pedestrian curb extensions could be provided to reduce the crosswalk length to cross Siggelkow Road.

Siggelkow Road (US 51 to Catalina Parkway)

- It is recommended that Siggelkow Road maintain its existing cross-section. The Village’s East Side Plan growth projections forecast that this section of Siggelkow Road may experience daily traffic volumes in the 17,000 to 19,000 vehicles per day range. This

amount of traffic is at the typical roadway capacity for a three-lane cross-section. Three-lane roadways with this traffic volume typically have continuous platoons of traffic with few gaps for side-street traffic to enter or cross the major street. This condition, in turn, may lead to increased congestion along Siggelkow Road and its side-streets, particularly at major intersections. In addition, increased congestion may increase traffic volumes on parallel east-west travel routes, such as Calico Drive, Canyon Parkway, and Red Oak Trail (all residential neighborhood roadways), as motorists seek faster east-west travel. The increase of cut-through traffic on residential streets will likely lead to an increase in travel speeds and crash risk on roadways that were not designed for large traffic volumes. Section 5.2 of this study discussed the future land uses and intensities assumed for the East Side Plan growth and that a conservative, or aggressive, growth pattern was used to ensure that recommendations from this study would be able to accommodate these more intense growth patterns. It is plausible that these growth patterns may not be realized within 25 years, or even at all, which would lessen the traffic impacts along Siggelkow Road. Therefore, while the conversion of this section of Siggelkow Road into a three-lane cross-section is not recommended **at this time**, the Village will revisit this alternative as a potential solution in the future as the East Side area develops and needs warrant.

Siggelkow Road (Catalina Parkway to County AB)

- In the short-term, it is recommended that Siggelkow Road provides a three-lane cross-section (one travel lane in each direction with a median / two-way left-turn lane) for this section of the corridor. While the western section is projected to experience large traffic volumes due to existing traffic and projected growth, this section is projected to have daily traffic volumes that can be accommodated by a three-lane cross-section. In addition, constructing a four/five-lane cross-section would create inconsistencies along Siggelkow Road with different sections of two/three-lane (Holscher Road to Catalina Parkway) and four/five-lane cross-sections (US 51 to Holscher Road). This inconsistency can lead to driver expectancy issues.

As development occurs in this area, it is recommended that right of way be preserved along Siggelkow Road, which would accommodate potential expansion due to growth (e.g., additional travel lanes) as well as multimodal accommodations such as sidewalks and multi-use paths. In addition, access management strategies should be implemented along this roadway section so access points along Siggelkow Road are located to maximize safety and traffic flow along the roadway as well as the driveways.

Siggelkow Road and Erling Avenue

- In the short-term, it is recommended to install elements at this intersection to alert approaching motorists of the at-grade trail crossing. Features such as sign and pavement marking installations, additional lighting, and bump-outs would help inform motorists of the approaching trail and – in the case of bump-outs – reduce the crosswalk width for trail users.

Siggelkow Road and Freedom Ring Road / Valley Drive

- In the short-term, maintain the existing side-road stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration. In addition, converting the side-road stop intersection control to an all-way stop intersection control currently does not meet minimum traffic volume warrants; also, this conversion may create safety risk due to the hills along Siggelkow Road near this intersection limiting sight distance.

- In the long-term, it is recommended to convert the existing side-road stop intersection control to a roundabout (Alternative 6.2.3) to accommodate anticipated growth and increasing traffic volumes at this location. The roundabout design will improve intersection safety by reducing travel speeds through the intersection and its design eliminates angle and head-on crashes. The roundabout design will also provide two-stage crossings for bicyclists and pedestrians via raised splitter islands.

Siggelkow Road and Marsh Road

- In the short-term, maintain the existing all-way stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration.
- In the long-term, it is recommended to convert the existing side-road stop intersection control to a traffic signal (Alternative 6.3.1) to accommodate anticipated growth and increasing traffic volumes at this location. While a roundabout design is preferred to lower travel speeds through the intersection, the roundabout design would require right of way to implement, including the likelihood of purchasing residential homes close to the intersection. The traffic signal can be designed to provide bicyclists and pedestrians with dedicated time to enter the intersection without vehicle movement. In addition, the traffic signal can be designed to maximize traffic flow with the existing cross-section in-place.
- When the traffic signal is considered for implementation, consideration should be given to providing an eastbound left-turn lane from Siggelkow Road to Marsh Road. This improvement would allow left-turning vehicles to exit the through traffic stream and the traffic signal can be designed to provide dedicated green time to left-turning vehicles, improving traffic safety and traffic flow at the intersection.

Siggelkow Road and Holscher Road

- In the short-term, maintain the existing side-road stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration. In addition, converting the side-road stop intersection control to an all-way stop intersection control currently does not meet minimum traffic volume warrants; also, this conversion may create safety risk due to the hills along Siggelkow Road near this intersection limiting sight distance.
- In the long-term, it is recommended to convert the existing side-road stop intersection control to a roundabout (Alternative 6.4.3) to accommodate anticipated growth and increasing traffic volumes at this location. The roundabout design will improve intersection safety by reducing travel speeds through the intersection and its design eliminates angle and head-on crashes. The roundabout design will also provide two-stage crossings for bicyclists and pedestrians via raised splitter islands.

Siggelkow Road and County AB

- In the short-term, maintain the existing side-road stop intersection control. The observed traffic volumes at this intersection currently do not meet minimum traffic volume warrants for traffic signal consideration. In addition, converting the side-road stop intersection control to an all-way stop intersection control currently does not meet minimum traffic volume warrants; also, this conversion may create safety risks due to the hill along County AB near this intersection limiting sight distance.

- In the short-term, it is recommended to address safety concerns at this intersection, particularly with the upcoming Dane County Highway Department roadway project along County AB. Intersection sight distance should be reviewed and addressed to maximize vision triangles at this location. The vertical alignment along County AB should be reviewed to determine whether it can be lowered to lessen the impact of the hill just south of Siggelkow Road. A reduction of the posted speed limit along County AB from 55 mph to 45 mph should be considered to alert motorists of the approaching intersection. Left-turn lanes should also be considered for addition on County AB at Siggelkow Road to provide storage for left-turning vehicles out of the through travel lanes of County AB.
- In the long-term, both a traffic signal and roundabout are viable alternatives for implementation. Both intersection control strategies help improve traffic operations and traffic safety when compared to the existing side-road stop control. The decision of a preferred alternative will be determined in the future as the East Side develops and traffic patterns from that development are better understood. If a roundabout is preferred, consideration should be given to minimize the right of way and construction impacts to the existing residence and buildings in the northeast quadrant of the intersection. For example, shifting the roundabout to the west to avoid removal of any buildings.

Other Recommendations

- It is recommended that pavement markings be monitored and refreshed to maintain their visibility for motorists and bicyclists/pedestrians. In addition, it is recommended that curb ramps be reviewed to ensure that PROWAG-compliant pedestrian treatments are provided on the inclined sections of the sidewalk / crosswalk transition area.
- It is recommended that access management strategies along Siggelkow Road be implemented as land uses change and parcels become developed, particularly east of Catalina Parkway. This improvement will allow for safe and efficient traffic operations along Siggelkow Road and help identify locations for proper access driveway design.
- It is recommended that right of way be preserved along Siggelkow Road from Catalina Parkway to County AB to accommodate any roadway widening, such as additional travel lanes or a left-turn lane, or additional features such as transit stop elements, which may be needed to accommodate development of parcels in this area.
- It is recommended that collaboration between the Village of McFarland and the City of Madison continue regarding funding and phasing for design and construction services to improve portions of Siggelkow Road that reside within both communities' municipal limits. This coordination is necessary so both agencies agree on future improvement strategies for the roadway and align funding and phasing for when implementation is ready to take place.
- It is recommended that the Village investigate and considers reducing the posted speed limit along Siggelkow Road by five miles per hour (35 mph to 30 mph west of Catalina Parkway, 45 mph to 40 mph to the east) to reduce the range of travel speeds along the corridor. Reducing the range of travel speeds would improve safety by reducing the amount of "superspeeders" along the corridor. While it is likely that motorists would travel above the speed limit, it would not be at high travel speeds.

8 Appendix

Appendix A: Intersection Turning Movement Counts

Appendix B: Existing-Year (Year 2024) Traffic Operations Analysis Worksheets

Appendix C: Future-Year (Year 2050) Traffic Operations Analysis Worksheets

Appendix D: Village East Side Plan Project Trip Generation Rates

Appendix A: Intersection Turning Movement Counts

Intersection Traffic Volume Report



Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Erling Ave and Siggelkow Rd**

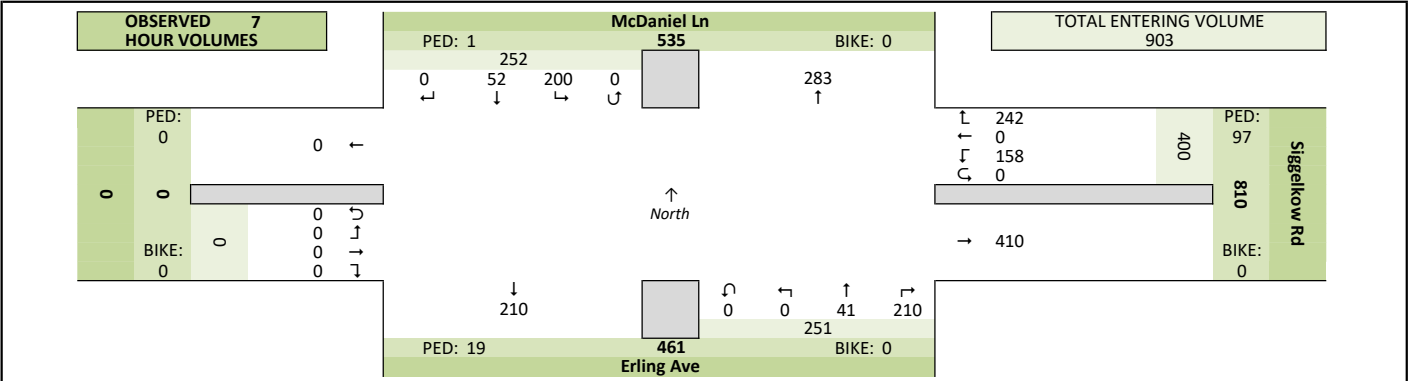
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	McDaniel Ln		
East Leg	Siggelkow Rd		
South Leg	Erling Ave		
West Leg			
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None None		

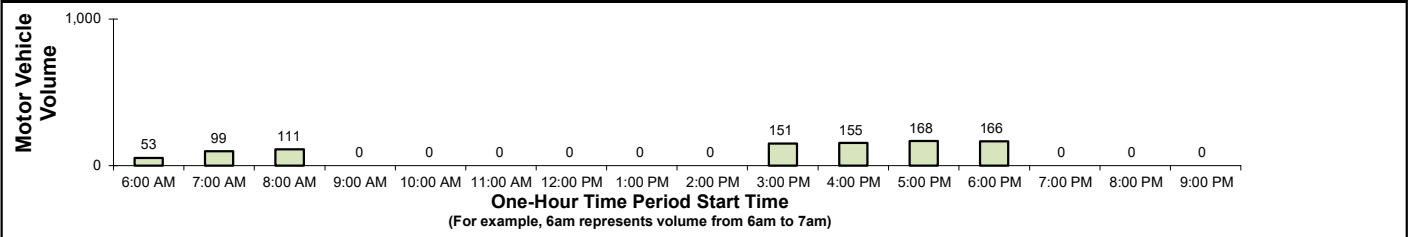
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates			
AM Peak Period	Thursday, October 17, 2024	Weather: Overcast & Wet	
Midday Peak Period	Thursday, October 17, 2024	Clear & Dry	
PM Peak Period	Thursday, October 17, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:45-8:45am	MD	PM 5:15-6:15pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Manual Adj.	1.000		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

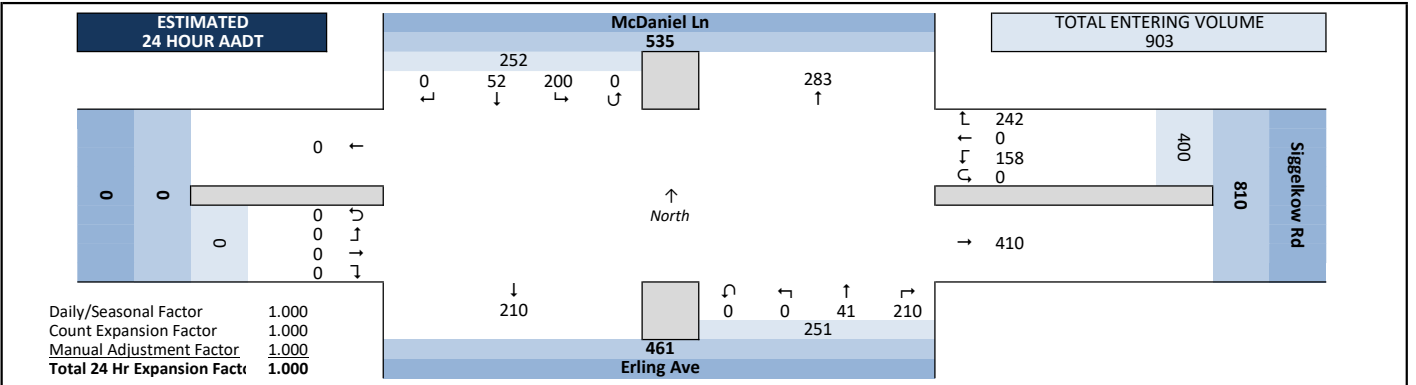
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Peak Hour Volume Summary

Erling Ave and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, October 17, 2024		From North					From East					From South					From West					Totals	
AM Peak Hour		McDaniel Ln					Siggelkow Rd					Erling Ave					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		
7:15 AM		0	0	5	0	5	6	0	3	0	9	5	1	0	0	6	0	0	0	0	0	0	20
7:30 AM		0	3	2	0	5	5	0	3	0	8	11	1	0	0	12	0	0	0	0	0	0	25
7:45 AM		0	3	4	0	7	13	0	2	0	15	10	2	0	0	12	0	0	0	0	0	0	34
8:00 AM		0	1	3	0	4	7	0	2	0	9	5	1	0	0	6	0	0	0	0	0	0	19
Peak Hour Volume		0	7	14	0	21	31	0	10	0	41	31	5	0	0	36	0	0	0	0	0	0	98
Rounded Hourly Volume		0	5	15	0	20	30	0	10	0	40	30	5	0	0	35	0	0	0	0	0	0	95
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	3.2	0.0	20.0	0.0	7.3	9.7	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6.1
% Heavy Trucks		0.0	0.0	7.1	0.0	4.8	0.0	0.0	0.0	0.0	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
% Trucks (Total)		0.0	0.0	7.1	0.0	4.8	3.2	0.0	20.0	0.0	7.3	9.7	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Peak Hour Factor (PHF)		0.00	0.58	0.70	0.00	0.75	0.60	0.00	0.83	0.00	0.68	0.70	0.62	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.72

N/A		From North					From East					From South					From West					Totals	
MD Peak Hour		McDaniel Ln					Siggelkow Rd					Erling Ave					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		
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
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
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
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
Peak Hour Volume		0	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	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	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	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	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	0.00

Thursday, October 17, 2024		From North					From East					From South					From West					Totals	
PM Peak Hour		McDaniel Ln					Siggelkow Rd					Erling Ave					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		
4:15 PM		0	1	13	0	14	10	0	8	0	18	7	1	0	0	8	0	0	0	0	0	0	40
4:30 PM		0	0	7	0	7	2	0	14	0	16	7	1	0	0	8	0	0	0	0	0	0	31
4:45 PM		0	3	8	0	11	8	0	8	0	16	10	5	0	0	15	0	0	0	0	0	0	42
5:00 PM		0	1	6	0	7	18	0	9	0	27	7	0	0	0	7	0	0	0	0	0	0	41
Peak Hour Volume		0	5	34	0	39	38	0	39	0	77	31	7	0	0	38	0	0	0	0	0	0	154
Rounded Hourly Volume		0	5	35	0	40	40	0	40	0	80	30	5	0	0	35	0	0	0	0	0	0	155
% Single Unit Trucks		0.0	60.0	14.7	0.0	20.5	15.8	0.0	5.1	0.0	10.4	3.2	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	11.0
% 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	0.0
% Trucks (Total)		0.0	60.0	14.7	0.0	20.5	15.8	0.0	5.1	0.0	10.4	3.2	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	11.0
Peak Hour Factor (PHF)		0.00	0.42	0.65	0.00	0.70	0.53	0.00	0.70	0.00	0.71	0.77	0.35	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.92

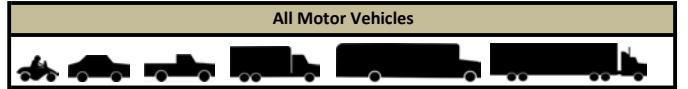
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		McDaniel Ln			Siggelkow Rd			Erling Ave			0			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
7:15 AM	AM	0	0	0	1	0	1	0	0	0	0	0	0	1
7:30 AM		0	0	0	5	0	5	3	0	3	0	0	0	8
7:45 AM		0	0	0	1	0	1	1	0	1	0	0	0	2
8:00 AM		0	0	0	1	0	1	0	0	0	0	0	0	1
Total		0	0	0	8	0	8	4	0	4	0	0	0	12
12:00 PM	MD	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
4:15 PM	PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	23	0	23	0	0	0	0	0	0	23
4:45 PM		0	0	0	12	0	12	0	0	0	0	0	0	12
5:00 PM		0	0	0	8	0	8	0	0	0	0	0	0	8
Total		0	0	0	43	0	43	0	0	0	0	0	0	43

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Erling Ave and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF		
	McDaniel Ln					Siggelkow Rd					Erling Ave					0									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
6:00 AM	0	0	2	0	2	2	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	8	53	0.83	
6:15 AM	0	0	2	1	0	3	2	0	0	0	2	7	1	0	0	8	0	0	0	0	0	13	65	0.81	
6:30 AM	0	0	1	2	0	3	4	0	0	0	4	4	5	0	0	9	0	0	0	0	0	16	72	0.90	
6:45 AM	0	0	0	4	0	4	3	0	0	0	3	6	3	0	0	9	0	0	0	0	0	16	81	0.81	
7:00 AM	0	0	0	1	0	1	10	0	2	0	12	7	0	0	0	7	0	0	0	0	0	20	99	0.73	
7:15 AM	0	0	0	5	0	5	6	0	3	0	9	5	1	0	0	6	0	0	0	0	0	20	98	0.72	
7:30 AM	0	0	3	2	0	5	5	0	3	0	8	11	1	0	0	12	0	0	0	0	0	25	110	0.81	
7:45 AM	0	0	3	4	0	7	13	0	2	0	15	10	2	0	0	12	0	0	0	0	0	34	118	0.87	
8:00 AM	0	0	1	3	0	4	7	0	2	0	9	5	1	0	0	6	0	0	0	0	0	19	111	0.84	
8:15 AM	0	0	1	5	0	6	9	0	5	0	14	10	2	0	0	12	0	0	0	0	0	32			
8:30 AM	0	0	3	9	0	12	10	0	0	0	10	9	2	0	0	11	0	0	0	0	0	33			
8:45 AM	0	0	0	11	0	11	9	0	2	0	11	5	0	0	0	5	0	0	0	0	0	27			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
3:00 PM	0	0	3	6	0	9	10	0	4	0	14	4	1	0	0	5	0	0	0	0	0	28	151	0.84	
3:15 PM	0	0	4	9	0	13	9	0	9	0	18	8	3	0	0	11	0	0	0	0	0	42	165	0.92	
3:30 PM	0	0	5	8	0	13	8	0	7	0	15	7	1	0	0	8	0	0	0	0	0	36	163	0.91	
3:45 PM	0	0	1	6	0	7	10	0	17	0	27	11	0	0	0	11	0	0	0	0	0	45	158	0.88	
4:00 PM	0	0	4	5	0	9	9	0	8	0	17	12	4	0	0	16	0	0	0	0	0	42	155	0.92	
4:15 PM	0	0	1	13	0	14	10	0	8	0	18	7	1	0	0	8	0	0	0	0	0	40	154	0.92	
4:30 PM	0	0	0	7	0	7	2	0	14	0	16	7	1	0	0	8	0	0	0	0	0	31	155	0.92	
4:45 PM	0	0	3	8	0	11	8	0	8	0	16	10	5	0	0	15	0	0	0	0	0	42	169	0.94	
5:00 PM	0	0	1	6	0	7	18	0	9	0	27	7	0	0	0	7	0	0	0	0	0	41	168	0.93	
5:15 PM	0	0	1	9	0	10	17	0	9	0	26	5	0	0	0	5	0	0	0	0	0	41	179	0.86	
5:30 PM	0	0	3	9	0	12	18	0	6	0	24	7	2	0	0	9	0	0	0	0	0	45	173	0.83	
5:45 PM	0	0	1	9	0	10	17	0	5	0	22	7	2	0	0	9	0	0	0	0	0	41	169	0.81	
6:00 PM	0	0	3	16	0	19	10	0	13	0	23	9	1	0	0	10	0	0	0	0	0	52	166	0.80	
6:15 PM	0	0	2	11	0	13	5	0	10	0	15	7	0	0	0	7	0	0	0	0	0	35			
6:30 PM	0	0	5	13	0	18	8	0	8	0	16	5	2	0	0	7	0	0	0	0	0	41			
6:45 PM	0	0	1	16	0	17	4	0	4	0	8	13	0	0	0	13	0	0	0	0	0	38			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
Totals	0	0	52	200	0	252	242	0	158	0	400	210	41	0	0	251	0	0	0	0	0	0	903		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF		
	McDaniel Ln					Siggelkow Rd					Erling Ave					0								
	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	7	14	0	21	31	0	10	0	41	31	5	0	0	36	0	0	0	0	0	0	98	0.72
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	
PM 4:15 PM	0	0	5	34	0	39	38	0	39	0	77	31	7	0	0	38	0	0	0	0	0	0	154	0.92

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Erling Ave and Siggelkow Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	McDaniel Ln					Siggelkow Rd					Erling Ave					0							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Start Time																							
6:00 AM			1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
6:15 AM			0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	4
6:30 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:45 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM			0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	8
7:15 AM			0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	7
7:30 AM			0	0	1	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	6
7:45 AM			0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	8
8:00 AM			0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	9
8:15 AM			0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM			0	0	1	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	5	
8:45 AM			0	0	0	0	2	0	0	0	2	0	0	0	0	0	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	
9:15 AM			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	
9:45 AM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM			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	
10:30 AM			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	
11:00 AM			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	
11:30 AM			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	
12:00 PM			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	
12:30 PM			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	
1:00 PM			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	
1:30 PM			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	
2:00 PM			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	
2:30 PM			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	
3:00 PM			0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	20
3:15 PM			0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	20
3:30 PM			0	4	0	0	4	3	0	3	6	0	0	0	0	0	0	0	0	0	0	10	20
3:45 PM			0	0	0	0	0	2	0	1	3	3	0	0	0	3	0	0	0	0	0	6	10
4:00 PM			0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	9
4:15 PM			0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	17
4:30 PM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
4:45 PM			0	2	0	0	2	1	0	1	2	1	0	0	0	1	0	0	0	0	0	5	16
5:00 PM			0	1	4	0	5	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10	14
5:15 PM			0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
5:30 PM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM			0	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	4
6:00 PM			0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
6:15 PM			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	
6:45 PM			0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	
7:00 PM			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	
7:30 PM			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	
8:00 PM			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	
8:30 PM			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	
9:00 PM			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	
9:30 PM			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	
Totals			0	10	10	0	20	20	0	13	0	33	12	1	0	0	13	0	0	0	0	0	66

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	McDaniel Ln					Siggelkow Rd					Erling Ave					0					
	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	1	0	1	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	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
PM 4:15 PM	0	3	5	0	8	6	0	2	0	8	1	0	0	0	1	0	0	0	0	0	17

Intersection Traffic Volume Report

Count Basics		Page 11 of 11	
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Erling Ave and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	McDaniel Ln			Siggelkow Rd			Erling Ave			0				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	9
6:30 AM	1	0	1	2	0	2	1	0	1	0	0	0	4	8
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 AM	0	0	0	1	0	1	2	0	2	0	0	0	3	14
7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
7:30 AM	0	0	0	5	0	5	3	0	3	0	0	0	8	12
7:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	4
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
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	
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	
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	2	0	2	1	0	1	0	0	0	3	12
3:15 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	10
3:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	7
3:45 PM	0	0	0	1	0	1	3	0	3	0	0	0	4	28
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	36
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	43
4:30 PM	0	0	0	23	0	23	0	0	0	0	0	0	23	47
4:45 PM	0	0	0	12	0	12	0	0	0	0	0	0	12	29
5:00 PM	0	0	0	8	0	8	0	0	0	0	0	0	8	23
5:15 PM	0	0	0	4	0	4	0	0	0	0	0	0	4	28
5:30 PM	0	0	0	5	0	5	0	0	0	0	0	0	5	29
5:45 PM	0	0	0	6	0	6	0	0	0	0	0	0	6	30
6:00 PM	0	0	0	8	0	8	5	0	5	0	0	0	13	24
6:15 PM	0	0	0	3	0	3	2	0	2	0	0	0	5	
6:30 PM	0	0	0	6	0	6	0	0	0	0	0	0	6	
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	1	0	1	97	0	97	19	0	19	0	0	0	117	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Terminal Dr and Siggelkow Rd**

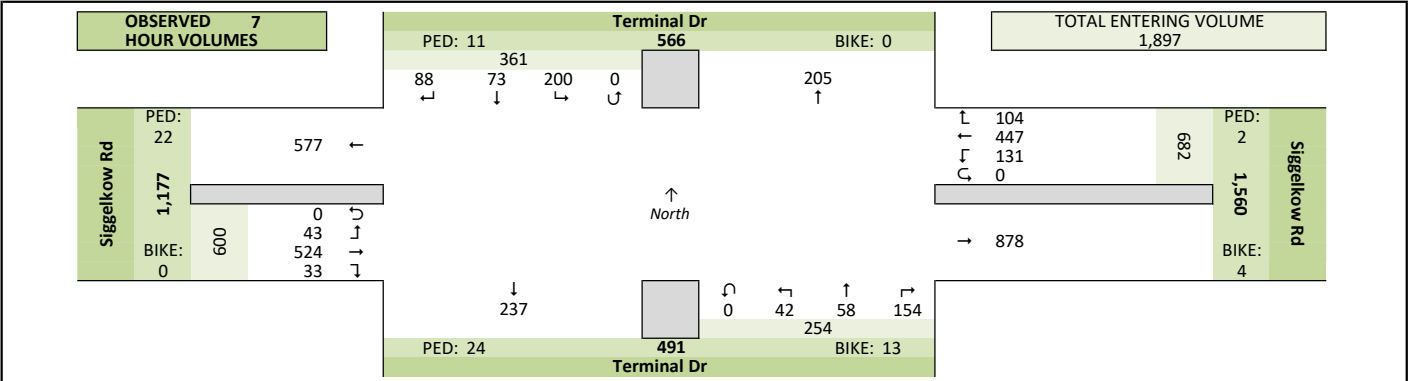
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	All-Way Stop		
Roadway Names	North Direction	↑	
North Leg	Terminal Dr		
East Leg	Siggelkow Rd		
South Leg	Terminal Dr		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	

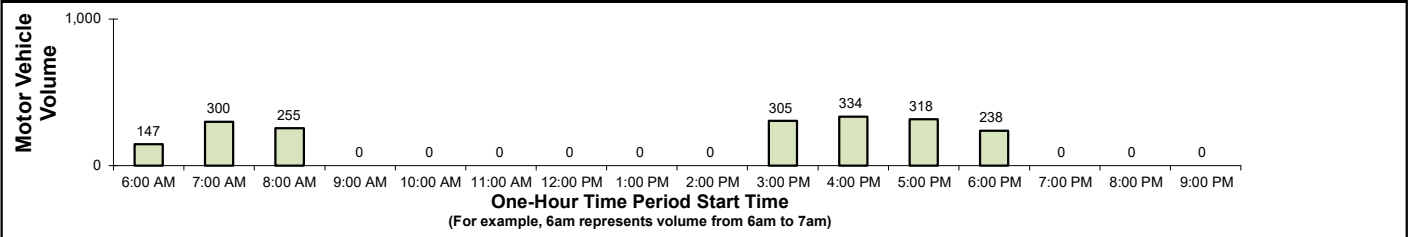
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates	Weather		
AM Peak Period	Tuesday, October 8, 2024	Clear & Dry	
Midday Peak Period	Tuesday, October 8, 2024	Clear & Dry	
PM Peak Period	Tuesday, October 8, 2024	Clear & Dry	
Calculated Peak Hours	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

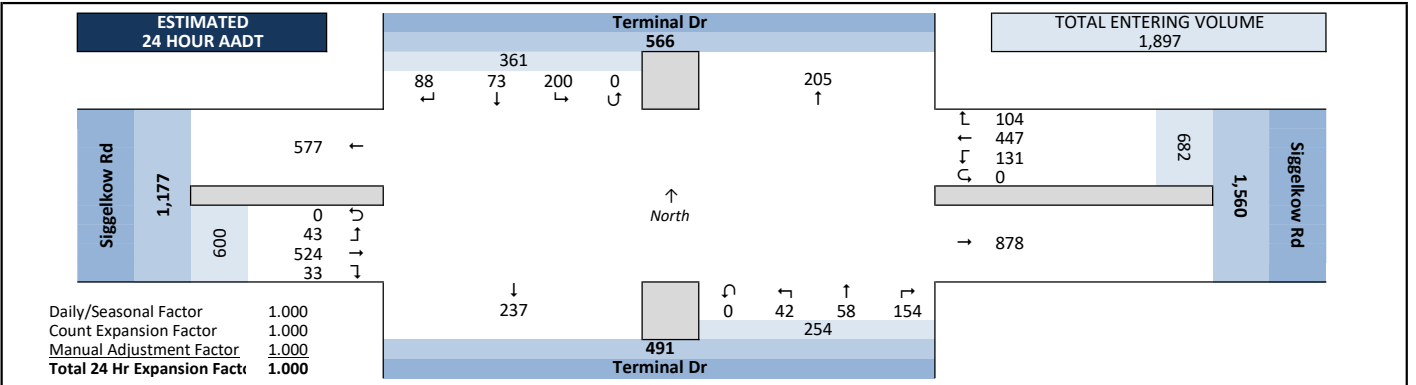
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

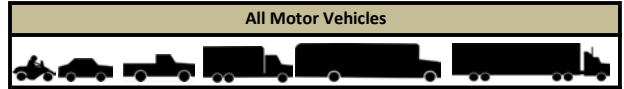


Intersection Traffic Volume Report

Count Basics		<i>Page 3 of 11</i>	
Start Date:	Tuesday, October 8, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Peak Hour Volume Summary

Terminal Dr and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 8, 2024		From North					From East					From South					From West					Totals				
		Terminal Dr					Siggelkow Rd					Terminal Dr					Siggelkow Rd									
AM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
Start Time																										
7:15 AM		0	2	11	0	13	5	14	6	0	25	11	5	1	0	17	1	21	3	0	25					
7:30 AM		3	3	11	0	17	5	13	4	0	22	5	5	4	0	14	2	20	1	0	23					
7:45 AM		5	3	8	0	16	5	23	4	0	32	7	3	1	0	11	1	18	7	0	26					
8:00 AM		2	1	4	0	7	7	21	6	0	34	6	1	3	0	10	1	18	2	0	21					
Peak Hour Volume		10	9	34	0	53	22	71	20	0	113	29	14	9	0	52	5	77	13	0	95					
Rounded Hourly Volume		10	10	35	0	55	20	70	20	0	110	30	15	10	0	55	5	75	15	0	95					
% Single Unit Trucks		0.0	0.0	8.8	0.0	5.7	0.0	2.8	5.0	0.0	2.7	13.8	7.1	11.1	0.0	11.5	40.0	3.9	0.0	0.0	5.3					
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	4.5	5.6	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	3.2					
% Trucks (Total)		0.0	0.0	8.8	0.0	5.7	4.5	8.5	5.0	0.0	7.1	13.8	7.1	11.1	0.0	11.5	40.0	7.8	0.0	0.0	8.4					
Peak Hour Factor (PHF)		0.50	0.75	0.77	0.00	0.78	0.79	0.77	0.83	0.00	0.83	0.66	0.70	0.56	0.00	0.76	0.62	0.92	0.46	0.00	0.91					

N/A		From North					From East					From South					From West					Totals				
		Terminal Dr					Siggelkow Rd					Terminal Dr					Siggelkow Rd									
Midday (MD) Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
Start Time																										
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
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
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
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
Peak Hour Volume		0	0	0	0	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	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	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	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	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	0.00	0.00	0.00	0.00

Tuesday, October 8, 2024		From North					From East					From South					From West					Totals				
		Terminal Dr					Siggelkow Rd					Terminal Dr					Siggelkow Rd									
PM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
Start Time																										
4:15 PM		5	5	6	0	16	4	20	7	0	31	7	5	1	0	13	1	27	2	0	30					
4:30 PM		2	7	18	0	27	4	16	3	0	23	11	2	3	0	16	3	13	1	0	17					
4:45 PM		7	4	19	0	30	1	13	5	0	19	11	3	1	0	15	3	21	1	0	25					
5:00 PM		3	2	13	0	18	1	24	6	0	31	6	1	5	0	12	2	22	2	0	26					
Peak Hour Volume		17	18	56	0	91	10	73	21	0	104	35	11	10	0	56	9	83	6	0	98					
Rounded Hourly Volume		15	20	55	0	90	10	75	20	0	105	35	10	10	0	55	10	85	5	0	100					
% Single Unit Trucks		0.0	0.0	1.8	0.0	1.1	0.0	5.5	4.8	0.0	4.8	0.0	9.1	30.0	0.0	7.1	22.2	3.6	0.0	0.0	5.1					
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.0					
% Trucks (Total)		0.0	0.0	1.8	0.0	1.1	0.0	6.8	4.8	0.0	5.8	0.0	9.1	30.0	0.0	7.1	22.2	6.0	0.0	0.0	7.1					
Peak Hour Factor (PHF)		0.61	0.64	0.74	0.00	0.76	0.62	0.76	0.75	0.00	0.84	0.80	0.55	0.50	0.00	0.87	0.75	0.77	0.75	0.00	0.82					

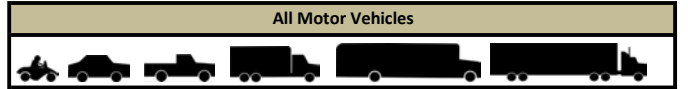
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Terminal Dr			Siggelkow Rd			Terminal Dr			Siggelkow Rd			
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	2	0	2	2	0	2	4
	7:45 AM	1	0	1	0	1	1	1	1	2	2	0	2	6
	8:00 AM	0	0	0	0	0	0	2	0	2	1	0	1	3
	Total	1	0	1	0	1	1	5	1	6	5	0	5	13
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	4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	4:30 PM	1	0	1	0	0	0	1	0	1	1	0	1	3
	4:45 PM	0	0	0	0	1	1	1	0	1	1	0	1	3
	5:00 PM	1	0	1	0	0	0	2	3	5	1	0	1	7
	Total	2	0	2	0	1	1	4	4	8	3	0	3	14

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Terminal Dr and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	Terminal Dr					Siggelkow Rd					Terminal Dr					Siggelkow Rd							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	2	0	2	1	3	2	0	6	0	0	0	0	0	1	7	0	0	8	16	147	0.67
6:15 AM	0	4	1	0	5	9	5	3	0	17	3	1	1	0	5	0	6	0	0	6	33	190	0.81
6:30 AM	0	2	9	0	11	5	10	1	0	16	2	1	0	0	3	0	12	1	0	13	43	237	0.74
6:45 AM	0	2	7	0	9	7	8	4	0	19	5	1	1	0	7	0	20	0	0	20	55	270	0.84
7:00 AM	1	3	4	0	8	6	15	1	0	22	5	3	3	0	11	1	16	1	0	18	59	300	0.88
7:15 AM	0	2	11	0	13	5	14	6	0	25	11	5	1	0	17	1	21	3	0	25	80	313	0.92
7:30 AM	3	3	11	0	17	5	13	4	0	22	5	5	4	0	14	2	20	1	0	23	76	316	0.93
7:45 AM	5	3	8	0	16	5	23	4	0	32	7	3	1	0	11	1	18	7	0	26	85	291	0.86
8:00 AM	2	1	4	0	7	7	21	6	0	34	6	1	3	0	10	1	18	2	0	21	72	255	0.77
8:15 AM	1	1	6	0	8	7	23	4	0	34	6	4	2	0	12	1	26	2	0	29	83		
8:30 AM	0	0	5	0	5	7	13	4	0	24	1	1	0	0	2	1	18	1	0	20	51		
8:45 AM	2	2	1	0	5	0	15	3	0	18	4	1	0	0	5	0	19	2	0	21	49		
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		
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		
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	0	17	0	18	6	18	9	0	33	7	1	1	0	9	0	14	1	0	15	75	305	0.89
3:15 PM	4	4	7	0	15	2	15	5	0	22	5	1	1	0	7	2	17	3	0	22	66	302	0.88
3:30 PM	5	4	6	0	15	3	13	9	0	25	15	6	3	0	24	3	19	0	0	22	86	326	0.91
3:45 PM	10	2	6	0	18	1	18	8	0	27	10	1	1	0	12	1	19	1	0	21	78	323	0.90
4:00 PM	6	7	5	0	18	2	19	6	0	27	2	1	2	0	5	2	18	2	0	22	72	334	0.93
4:15 PM	5	5	6	0	16	4	20	7	0	31	7	5	1	0	13	1	27	2	0	30	90	349	0.97
4:30 PM	2	7	18	0	27	4	16	3	0	23	11	2	3	0	16	3	13	1	0	17	83	336	0.94
4:45 PM	7	4	19	0	30	1	13	5	0	19	11	3	1	0	15	3	21	1	0	25	89	334	0.94
5:00 PM	3	2	13	0	18	1	24	6	0	31	6	1	5	0	12	2	22	2	0	26	87	318	0.91
5:15 PM	6	2	6	0	14	1	24	7	0	32	5	5	2	0	12	1	16	2	0	19	77	311	0.96
5:30 PM	5	4	9	0	18	6	25	6	0	37	2	0	0	0	2	1	21	2	0	24	81	290	0.90
5:45 PM	9	1	8	0	18	3	18	5	0	26	5	2	0	0	7	1	20	1	0	22	73	266	0.83
6:00 PM	4	0	2	0	6	2	23	6	0	31	6	0	3	0	9	2	29	3	0	34	80	238	0.74
6:15 PM	2	3	5	0	10	3	16	2	0	21	3	1	0	0	4	0	20	1	0	21	56		
6:30 PM	4	3	3	0	10	1	14	4	0	19	4	2	1	0	7	2	19	0	0	21	57		
6:45 PM	1	2	1	0	4	0	8	1	0	9	0	1	2	0	3	0	28	1	0	29	45		
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	88	73	200	0	361	104	447	131	0	682	154	58	42	0	254	33	524	43	0	600	1897		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Volume	PHF	
	Terminal Dr					Siggelkow Rd					Terminal Dr					Siggelkow Rd							
	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	10	9	34	0	53	22	71	20	0	113	29	14	9	0	52	5	77	13	0	95	313	0.92	
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 4:15 PM	17	18	56	0	91	10	73	21	0	104	35	11	10	0	56	9	83	6	0	98	349	0.97	

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Tuesday, October 8, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Terminal Dr and Siggelkow Rd

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum		
	Terminal Dr					Siggelkow Rd					Terminal Dr					Siggelkow Rd								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
6:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	16
6:15 AM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	18
6:30 AM	0	0	3	0	3	0	2	0	0	0	2	0	0	0	0	0	0	3	1	0	0	4	9	22
6:45 AM	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3	19
7:00 AM	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	1	0	0	0	1	4	23
7:15 AM	0	0	2	0	2	0	1	0	0	0	1	1	0	0	0	1	0	2	0	0	0	2	6	25
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	1	1	0	3	1	1	0	0	0	2	6	26
7:45 AM	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	1	3	0	0	0	4	7	23
8:00 AM	0	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	0	0	0	0	0	6	23
8:15 AM	0	0	0	0	0	0	1	2	0	0	3	1	1	1	0	3	0	1	0	0	0	1	7	
8:30 AM	0	0	1	0	1	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	2	0	0	0	0	2	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	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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
3:00 PM	0	0	1	0	1	1	1	1	0	0	3	1	0	1	0	2	0	1	1	0	0	2	8	32
3:15 PM	0	0	1	0	1	1	2	0	0	0	3	2	0	0	0	2	1	2	0	0	0	3	9	24
3:30 PM	3	0	0	0	3	1	0	0	0	1	1	0	2	0	3	2	3	0	0	0	5	12	17	
3:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	2	3	8	
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	10	
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	18
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	3	23	
4:45 PM	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	2	0	0	0	0	2	5	26	
5:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	2	0	2	0	4	0	0	0	4	8	27	
5:15 PM	0	0	1	0	1	0	1	3	0	4	0	0	0	0	0	0	2	0	0	0	2	7	26	
5:30 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	1	0	0	0	2	6	21	
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4	0	0	0	5	6	15	
6:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	0	2	0	0	0	2	7	9	
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
Totals	3	2	13	0	18	6	33	8	0	47	11	3	12	0	26	10	37	2	0	49	140			

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Terminal Dr					Siggelkow Rd					Terminal Dr					Siggelkow Rd					
	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	3	0	3	1	6	1	0	8	4	1	1	0	6	2	6	0	0	8	25
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 4:15 PM	0	0	1	0	1	0	5	1	0	6	0	1	3	0	4	2	5	0	0	7	18

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, October 8, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Terminal Dr and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Terminal Dr			Siggelkow Rd			Terminal Dr			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	4
6:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
6:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
6:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	9
7:00 AM	1	0	1	0	0	0	2	0	2	1	0	1	4	14
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:30 AM	0	0	0	0	0	0	2	0	2	2	0	2	4	13
7:45 AM	1	0	1	0	1	1	1	1	2	2	0	2	6	9
8:00 AM	0	0	0	0	0	0	2	0	2	1	0	1	3	3
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	
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	
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	1	1	2	0	0	0	2	20
3:15 PM	2	0	2	0	0	0	0	2	2	0	0	0	4	18
3:30 PM	2	0	2	0	2	2	0	2	2	0	0	0	6	15
3:45 PM	0	0	0	2	0	2	2	2	4	2	0	2	8	12
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	14
4:30 PM	1	0	1	0	0	0	1	0	1	1	0	1	3	16
4:45 PM	0	0	0	0	1	1	1	0	1	1	0	1	3	17
5:00 PM	1	0	1	0	0	0	2	3	5	1	0	1	7	17
5:15 PM	1	0	1	0	0	0	2	0	2	0	0	0	3	18
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	4	15
5:45 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	12
6:00 PM	2	0	2	0	0	0	2	0	2	4	0	4	8	11
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	1	0	1	1	
6:45 PM	0	0	0	0	0	0	1	1	2	0	0	0	2	
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	11	0	11	2	4	6	24	13	37	22	0	22	76	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Paulson Rd and Siggelkow Rd**

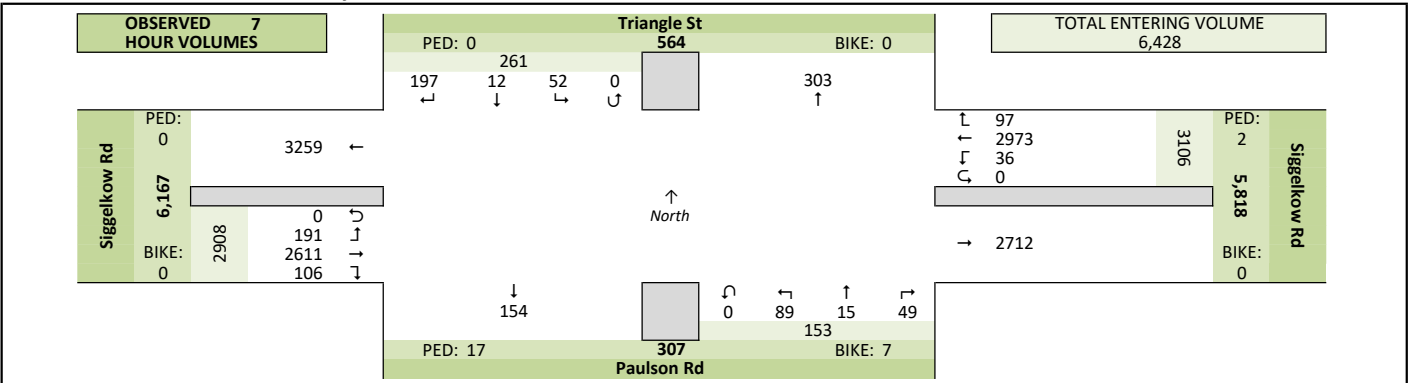
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Triangle St		
East Leg	Siggelkow Rd		
South Leg	Paulson Rd		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None None		

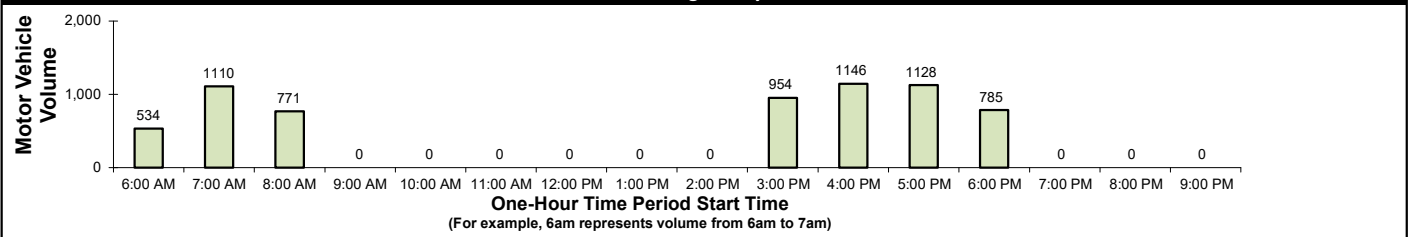
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates	Weather		
AM Peak Period	Tuesday, October 8, 2024	Clear & Dry	
Midday Peak Period	Tuesday, October 8, 2024	Clear & Dry	
PM Peak Period	Tuesday, October 8, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

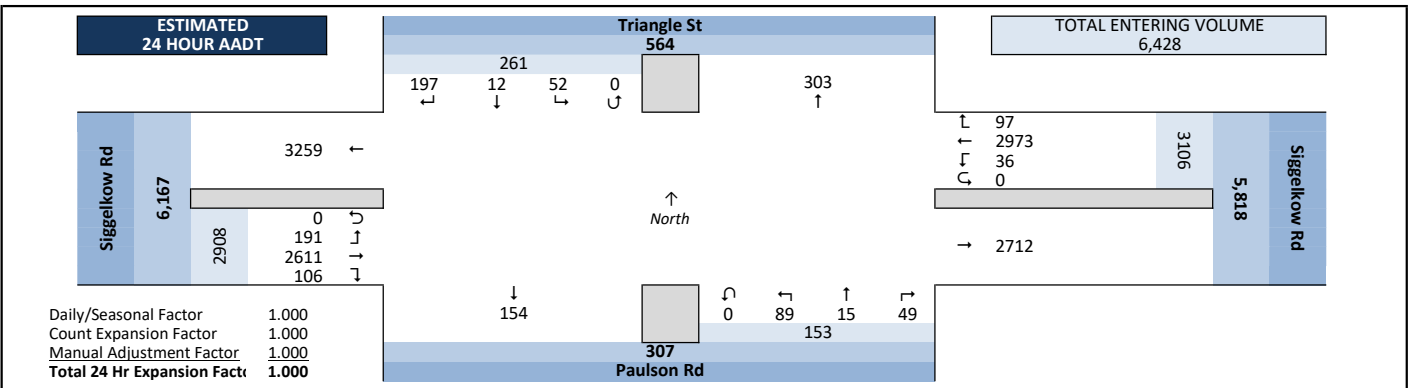
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

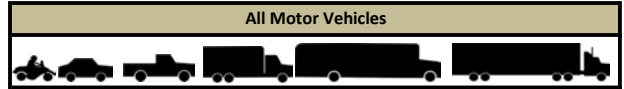


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date: Tuesday, October 8, 2024	Weekday		
Total Number of Hours Counted: 7	Non-Holiday	No Special Events	

Peak Hour Volume Summary

Paulson Rd and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 8, 2024		From North					From East					From South					From West					Totals
AM Peak Hour		Triangle St					Siggelkow Rd					Paulson Rd					Siggelkow Rd					
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	
7:15 AM		0	2	1	0	3	5	183	0	0	188	2	2	5	0	9	5	46	13	0	64	264
7:30 AM		8	0	0	0	8	9	176	1	0	186	2	1	6	0	9	4	70	15	0	89	292
7:45 AM		5	0	3	0	8	8	215	1	0	224	1	0	3	0	4	7	51	25	0	83	319
8:00 AM		8	0	1	0	9	16	161	1	0	178	2	2	2	0	6	4	47	16	0	67	260
Peak Hour Volume		21	2	5	0	28	38	735	3	0	776	7	5	16	0	28	20	214	69	0	303	1135
Rounded Hourly Volume		20	0	5	0	25	40	735	5	0	780	5	5	15	0	25	20	215	70	0	305	1135
% Single Unit Trucks		14.3	0.0	40.0	0.0	17.9	2.6	2.0	33.3	0.0	2.2	14.3	0.0	0.0	0.0	3.6	10.0	5.1	2.9	0.0	5.0	3.3
% Heavy Trucks		4.8	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
% Trucks (Total)		19.0	0.0	40.0	0.0	21.4	2.6	2.0	33.3	0.0	2.2	14.3	0.0	0.0	0.0	3.6	10.0	5.1	2.9	0.0	5.0	3.4
Peak Hour Factor (PHF)		0.66	0.25	0.42	0.00	0.78	0.59	0.85	0.75	0.00	0.87	0.87	0.62	0.67	0.00	0.78	0.71	0.76	0.69	0.00	0.85	0.89

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		Triangle St					Siggelkow Rd					Paulson Rd					Siggelkow Rd					
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	
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

Tuesday, October 8, 2024		From North					From East					From South					From West					Totals
PM Peak Hour		Triangle St					Siggelkow Rd					Paulson Rd					Siggelkow Rd					
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	
4:15 PM		11	2	3	0	16	2	96	5	0	103	3	0	4	0	7	5	147	4	0	156	282
4:30 PM		30	0	6	0	36	4	119	4	0	127	3	1	1	0	5	4	171	1	0	176	344
4:45 PM		12	2	2	0	16	0	92	3	0	95	1	0	2	0	3	5	152	3	0	160	274
5:00 PM		14	1	4	0	19	1	88	1	0	90	1	0	2	0	3	4	182	1	0	187	299
Peak Hour Volume		67	5	15	0	87	7	395	13	0	415	8	1	9	0	18	18	652	9	0	679	1199
Rounded Hourly Volume		65	5	15	0	85	5	395	15	0	415	10	0	10	0	20	20	650	10	0	680	1200
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	11.1	0.0	5.6	0.0	1.1	0.0	0.0	1.0	1.1
% Heavy Trucks		1.5	0.0	0.0	0.0	1.1	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
% Trucks (Total)		1.5	0.0	0.0	0.0	1.1	0.0	1.5	0.0	0.0	1.4	0.0	0.0	11.1	0.0	5.6	0.0	1.1	0.0	0.0	1.0	1.3
Peak Hour Factor (PHF)		0.56	0.62	0.62	0.00	0.60	0.44	0.83	0.65	0.00	0.82	0.67	0.25	0.56	0.00	0.64	0.90	0.90	0.56	0.00	0.91	0.87

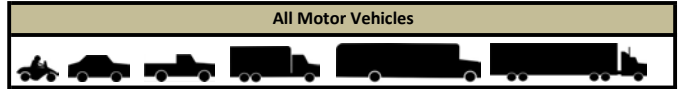
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Triangle St			Siggelkow Rd			Paulson Rd			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
7:15 AM		0	0	0	0	0	0	2	0	2	0	0	0	2
7:30 AM		0	0	0	1	0	1	4	0	4	0	0	0	5
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	2	0	2	0	0	0	2
Total		0	0	0	1	0	1	10	0	10	0	0	0	11
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
4:15 PM		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
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM		0	0	0	0	0	0	0	3	3	0	0	0	3
Total		0	0	0	0	0	0	0	3	3	0	0	0	3

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Paulson Rd and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	Triangle St					Siggelkow Rd					Paulson Rd					Siggelkow Rd							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	2	0	0	0	2	1	65	0	0	66	0	0	1	0	1	3	13	3	0	19	88	534	0.65
6:15 AM	1	0	0	0	1	2	67	0	0	69	2	0	2	0	4	0	16	4	0	20	94	681	0.72
6:30 AM	1	0	1	0	2	4	102	1	0	107	0	0	4	0	4	0	27	6	0	33	146	851	0.81
6:45 AM	3	1	0	0	4	7	129	0	0	136	1	0	7	0	8	2	42	14	0	58	206	997	0.85
7:00 AM	3	0	0	0	3	3	169	0	0	172	4	0	7	0	11	5	32	12	0	49	235	1110	0.87
7:15 AM	0	2	1	0	3	5	183	0	0	188	2	2	5	0	9	5	46	13	0	64	264	1135	0.89
7:30 AM	8	0	0	0	8	9	176	1	0	186	2	1	6	0	9	4	70	15	0	89	292	1059	0.83
7:45 AM	5	0	3	0	8	8	215	1	0	224	1	0	3	0	4	7	51	25	0	83	319	935	0.73
8:00 AM	8	0	1	0	9	16	161	1	0	178	2	2	2	0	6	4	47	16	0	67	260	771	0.74
8:15 AM	7	0	2	0	9	7	101	1	0	109	0	1	1	0	2	3	58	7	0	68	188		
8:30 AM	9	0	1	0	10	7	79	1	0	87	2	0	5	0	7	3	48	13	0	64	168		
8:45 AM	4	0	0	0	4	4	97	1	0	102	0	0	1	0	1	0	43	5	0	48	155		
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		
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		
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	11	0	7	0	18	1	91	1	0	93	2	0	7	0	9	6	108	8	0	122	242	954	0.92
3:15 PM	7	0	1	0	8	4	65	0	0	69	4	1	6	0	11	4	93	11	0	108	196	958	0.92
3:30 PM	17	1	2	0	20	2	77	2	0	81	2	1	5	0	8	7	134	6	0	147	256	1044	0.93
3:45 PM	6	0	2	0	8	4	89	0	0	93	2	0	3	0	5	5	142	7	0	154	260	1132	0.82
4:00 PM	10	0	4	0	14	1	106	2	0	109	3	1	1	0	5	1	113	4	0	118	246	1146	0.83
4:15 PM	11	2	3	0	16	2	96	5	0	103	3	0	4	0	7	5	147	4	0	156	282	1199	0.87
4:30 PM	30	0	6	0	36	4	119	4	0	127	3	1	1	0	5	4	171	1	0	176	344	1218	0.89
4:45 PM	12	2	2	0	16	0	92	3	0	95	1	0	2	0	3	5	152	3	0	160	274	1142	0.95
5:00 PM	14	1	4	0	19	1	88	1	0	90	1	0	2	0	3	4	182	1	0	187	299	1128	0.94
5:15 PM	7	0	2	0	9	2	104	3	0	109	1	1	0	0	2	5	175	1	0	181	301	1061	0.88
5:30 PM	3	1	3	0	7	2	85	2	0	89	3	2	2	0	7	4	158	3	0	165	268	954	0.89
5:45 PM	6	1	2	0	9	0	97	1	0	98	2	0	5	0	7	7	135	4	0	146	260	861	0.83
6:00 PM	7	1	3	0	11	1	85	3	0	89	3	0	3	0	6	5	119	2	0	126	232	785	0.85
6:15 PM	2	0	0	0	2	0	79	1	0	80	1	1	2	0	4	4	104	0	0	108	194		
6:30 PM	3	0	2	0	5	0	69	1	0	70	1	1	1	0	3	4	90	3	0	97	175		
6:45 PM	0	0	0	0	0	0	87	0	0	87	1	0	1	0	2	0	95	0	0	95	184		
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	197	12	52	0	261	97	2973	36	0	3106	49	15	89	0	153	106	2611	191	0	2908	6428		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	Triangle St					Siggelkow Rd					Paulson Rd					Siggelkow Rd						
	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	2	5	0	28	38	735	3	0	776	7	5	16	0	28	20	214	69	0	303	1135	0.89
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 4:15 PM	67	5	15	0	87	7	395	13	0	415</												

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Paulson Rd and Siggelkow Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Triangle St					Siggelkow Rd					Paulson Rd					Siggelkow Rd						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	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	1	0	0	1	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	
6:45 AM	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	
7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
7:15 AM	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	1	1	1	0	3	8	
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7	
7:45 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	1	2	1	0	4	11	
8:00 AM	2	0	0	0	2	1	6	1	0	8	0	0	0	0	0	0	3	0	0	3	13	
8:15 AM	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	9	
8:30 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	4	
8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	5	
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	
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	
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	0	1	0	2	0	4	0	0	4	1	0	0	0	1	0	2	1	0	3	10	
3:15 PM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	5	1	0	6	11	
3:30 PM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	4	2	0	6	10		
3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	1	0	5	9	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	10	
4:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	15	
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	13	
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	17	
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	23	
5:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	23	
5:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	21	
5:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	17	
6:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	1	0	3	6	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
6:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
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	17	0	3	0	20	3	50	2	0	55	3	1	2	0	6	4	51	12	0	67	148	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Triangle St					Siggelkow Rd					Paulson Rd					Siggelkow Rd					
	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	4	0	2	0	6	1	15	1	0	17	1	0	0	0	1	2	11	2	0	15	39
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 4:15 PM	1	0	0	0	1	0	6	0	0	6	0	0	1	0	1	0	7	0	0	7	15

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, October 8, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Paulson Rd and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Triangle St			Siggelkow Rd			Paulson Rd			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	3
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	5
6:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	9
7:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	10
7:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	11
7:30 AM	0	0	0	1	0	1	4	0	4	0	0	0	5	9
7:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	5
8:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	3
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	1	0	1	0	0	0	1	
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	
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	
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	1	0	1	0	0	0	1	4
3:15 PM	0	0	0	0	0	0	0	3	3	0	0	0	3	3
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	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	3	3	0	0	0	3	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
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	1	1	0	0	0	1	
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	2	0	2	17	7	24	0	0	0	26	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Freedom Ring Rd and Siggelkow Rd**

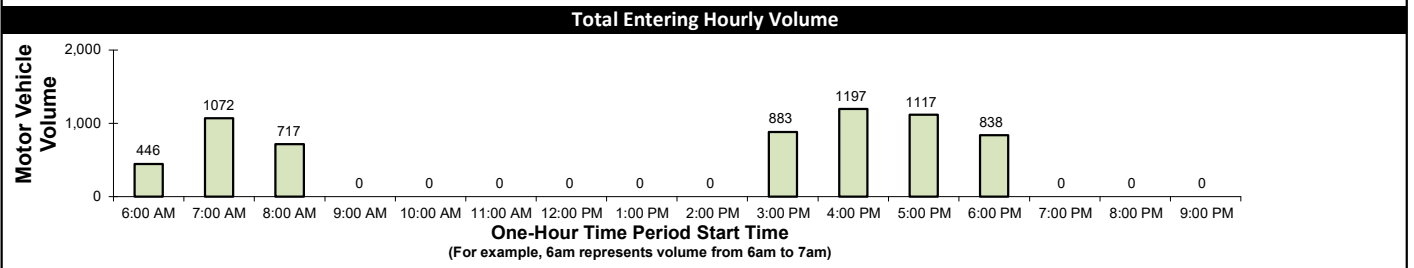
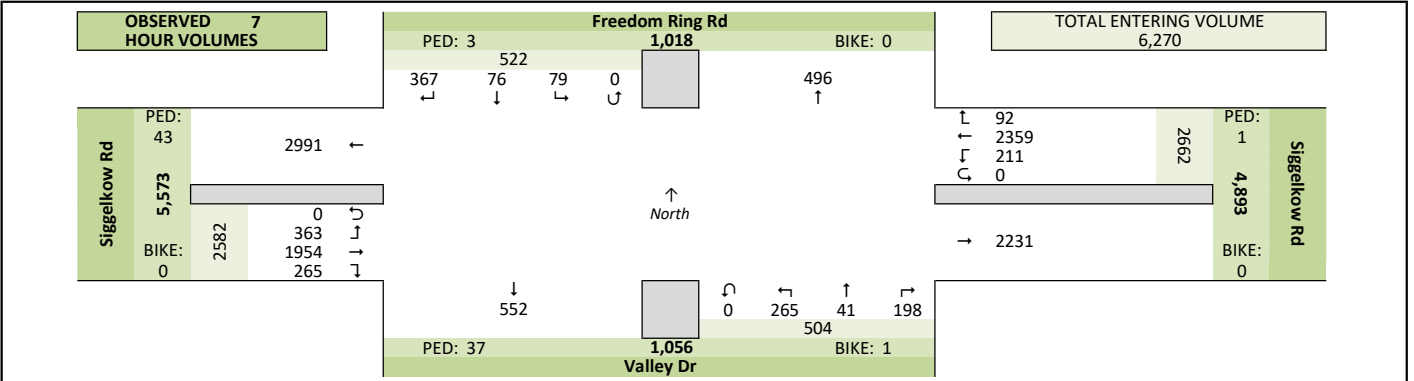
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	Freedom Ring Rd		
East Leg	Siggelkow Rd		
South Leg	Valley Dr		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None None		

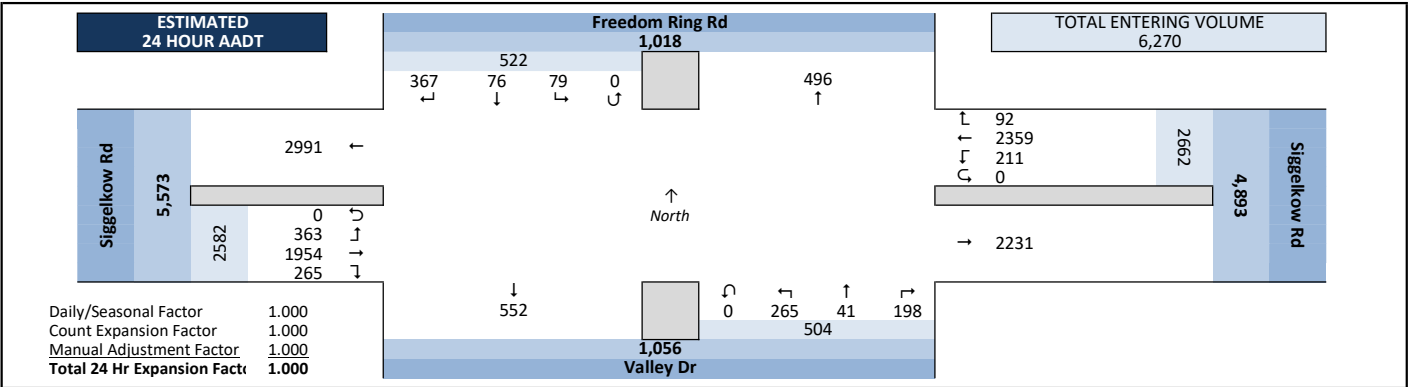
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates			
AM Peak Period	Tuesday, October 15, 2024	Weather: Overcast & Wet	
Midday Peak Period	Tuesday, October 15, 2024	Clear & Dry	
PM Peak Period	Tuesday, October 15, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

Observed 7 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics		<i>Page 3 of 11</i>	
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Peak Hour Volume Summary

Freedom Ring Rd and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
AM Peak Hour	Start Time	Freedom Ring Rd					Siggelkow Rd					Valley Dr					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
7:15 AM		19	5	1	0	25	0	156	8	0	164	5	1	9	0	15	6	46	3	0	55	259
7:30 AM		15	7	3	0	25	4	161	14	0	179	8	0	18	0	26	4	49	8	0	61	291
7:45 AM		34	0	0	0	34	2	164	12	0	178	7	1	15	0	23	7	58	5	0	70	305
8:00 AM		10	1	1	0	12	1	126	5	0	132	9	0	18	0	27	9	36	7	0	52	223
Peak Hour Volume		78	13	5	0	96	7	607	39	0	653	29	2	60	0	91	26	189	23	0	238	1078
Rounded Hourly Volume		80	15	5	0	100	5	605	40	0	650	30	0	60	0	90	25	190	25	0	240	1080
% Single Unit Trucks		1.3	0.0	0.0	0.0	1.0	14.3	2.0	2.6	0.0	2.1	0.0	0.0	1.7	0.0	1.1	15.4	4.2	8.7	0.0	5.9	2.8
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
% Trucks (Total)		1.3	0.0	0.0	0.0	1.0	14.3	2.0	5.1	0.0	2.3	0.0	0.0	1.7	0.0	1.1	15.4	4.2	8.7	0.0	5.9	2.9
Peak Hour Factor (PHF)		0.57	0.46	0.42	0.00	0.71	0.44	0.93	0.70	0.00	0.91	0.81	0.50	0.83	0.00	0.84	0.72	0.81	0.72	0.00	0.85	0.88

N/A		From North					From East					From South					From West					Totals	
Midday (MD) Peak Hour	Start Time	Freedom Ring Rd					Siggelkow Rd					Valley Dr					Siggelkow Rd						
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
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
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
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
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
Peak Hour Volume		0	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	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	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	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	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	0.00

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
PM Peak Hour	Start Time	Freedom Ring Rd					Siggelkow Rd					Valley Dr					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
4:15 PM		15	4	8	0	27	9	92	16	0	117	11	2	7	0	20	16	116	18	0	150	314
4:30 PM		23	5	8	0	36	8	82	12	0	102	13	6	10	0	29	15	99	21	0	135	302
4:45 PM		16	7	13	0	36	13	64	10	0	87	14	1	6	0	21	17	116	40	0	173	317
5:00 PM		16	10	11	0	37	6	78	9	0	93	17	4	5	0	26	7	126	31	0	164	320
Peak Hour Volume		70	26	40	0	136	36	316	47	0	399	55	13	28	0	96	55	457	110	0	622	1253
Rounded Hourly Volume		70	25	40	0	135	35	315	45	0	395	55	15	30	0	100	55	455	110	0	620	1250
% Single Unit Trucks		1.4	0.0	2.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	3.1	1.8	1.1	0.0	0.0	1.0	0.9
% 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	7.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.2
% Trucks (Total)		1.4	0.0	2.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.9	0.0	5.2	1.8	1.1	0.0	0.0	1.0	1.0
Peak Hour Factor (PHF)		0.76	0.65	0.77	0.00	0.92	0.69	0.86	0.73	0.00	0.85	0.81	0.54	0.70	0.00	0.83	0.81	0.91	0.69	0.00	0.90	0.98

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
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
													7:15 AM	
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	1	0	1	1	
8:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	
Total	0	0	0	0	0	0	1	0	1	1	0	1	2	
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	
4:15 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	
4:30 PM	1	0	1	0	0	0	0	1	1	0	0	0	2	
4:45 PM	2	0	2	0	0	0	1	0	1	0	0	0	3	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	3	0	3	0	0	0	2	1	3	3	0	3	9	

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Freedom Ring Rd and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	From North Freedom Ring Rd					From East Siggelkow Rd					From South Valley Dr					From West Siggelkow Rd					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	9	1	0	0	10	0	44	2	0	46	1	0	1	0	2	0	8	3	0	11	69	446	0.66
	6:15 AM	7	0	1	0	8	0	51	0	0	51	0	0	7	0	7	0	18	2	0	20	86	594	0.68
	6:30 AM	14	0	1	0	15	0	71	1	0	72	3	0	10	0	13	3	15	4	0	22	122	767	0.74
	6:45 AM	9	0	1	0	10	0	102	2	0	104	2	1	17	0	20	2	27	6	0	35	169	936	0.80
	7:00 AM	27	4	0	0	31	2	115	11	0	128	4	1	11	0	16	6	31	5	0	42	217	1072	0.88
	7:15 AM	19	5	1	0	25	0	156	8	0	164	5	1	9	0	15	6	46	3	0	55	259	1078	0.88
	7:30 AM	15	7	3	0	25	4	161	14	0	179	8	0	18	0	26	4	49	8	0	61	291	993	0.81
	7:45 AM	34	0	0	0	34	2	164	12	0	178	7	1	15	0	23	7	58	5	0	70	305	847	0.69
	8:00 AM	10	1	1	0	12	1	126	5	0	132	9	0	18	0	27	9	36	7	0	52	223	717	0.80
	8:15 AM	11	0	0	0	11	4	67	6	0	77	3	0	20	0	23	6	41	16	0	63	174		
	8:30 AM	10	0	0	0	10	1	68	12	0	81	5	1	14	0	20	5	25	4	0	34	145		
	8:45 AM	9	2	0	0	11	0	92	5	0	97	4	3	9	0	16	7	40	4	0	51	175		
	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	7	2	1	0	10	1	75	5	0	81	9	2	9	0	20	15	73	10	0	98	209	883	0.81
	3:15 PM	9	1	0	0	10	1	54	4	0	59	2	1	4	0	7	11	84	10	0	105	181	938	0.87
	3:30 PM	10	1	1	0	12	3	68	9	0	80	11	2	9	0	22	10	90	8	0	108	222	1071	0.85
	3:45 PM	9	0	4	0	13	4	80	10	0	94	7	1	14	0	22	20	101	21	0	142	271	1151	0.92
	4:00 PM	8	4	4	0	16	5	85	6	0	96	10	1	5	0	16	13	97	26	0	136	264	1197	0.94
	4:15 PM	15	4	8	0	27	9	92	16	0	117	11	2	7	0	20	16	116	18	0	150	314	1253	0.98
	4:30 PM	23	5	8	0	36	8	82	12	0	102	13	6	10	0	29	15	99	21	0	135	302	1254	0.98
	4:45 PM	16	7	13	0	36	13	64	10	0	87	14	1	6	0	21	17	116	40	0	173	317	1189	0.93
	5:00 PM	16	10	11	0	37	6	78	9	0	93	17	4	5	0	26	7	126	31	0	164	320	1117	0.87
	5:15 PM	25	3	4	0	32	10	74	8	0	92	7	1	10	0	18	15	127	31	0	173	315	1042	0.83
	5:30 PM	5	6	8	0	19	7	58	6	0	71	10	2	7	0	19	12	95	21	0	128	237	975	0.98
	5:45 PM	7	2	1	0	10	2	76	11	0	89	9	1	6	0	16	19	97	14	0	130	245	902	0.91
	6:00 PM	12	5	5	0	22	2	71	8	0	81	8	1	9	0	18	7	104	13	0	124	245	838	0.84
	6:15 PM	12	2	0	0	14	4	87	8	0	99	13	4	4	0	21	10	95	9	0	114	248		
	6:30 PM	13	2	1	0	16	1	48	5	0	54	4	2	5	0	11	11	59	13	0	83	164		
	6:45 PM	6	2	2	0	10	2	50	6	0	58	2	2	6	0	10	12	81	10	0	103	181		
	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		367	76	79	0	522	92	2359	211	0	2662	198	41	265	0	504	265	1954	363	0	2582	6270		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North Freedom Ring Rd					From East Siggelkow Rd					From South Valley Dr					From West Siggelkow Rd					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	78	13	5	0	96	7	607	39	0	653	29	2	60	0	91	26	189	23	0	238	1078	0.88
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 4:15 PM	70	26	40	0	136	36	316	47	0	399	55	13	28									

Intersection Traffic Volume Report

Count Basics		Page 9 of 11	
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Freedom Ring Rd and Siggelkow Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Freedom Ring Rd					Siggelkow Rd					Valley Dr					Siggelkow Rd							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
7:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3	26
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3	31
7:30 AM	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	1	2	1	0	0	4	9	33
7:45 AM	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	2	2	1	0	0	5	11	32
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	3	0	0	0	4	8	26
8:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	5	
8:30 AM	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	0	1	0	0	0	1	8	
8:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
3:00 PM	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	0	3	0	0	0	3	12	19
3:15 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	9
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
3:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	15
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	3	5	13
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	0	0	0	2	6	11
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	8
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	9
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0	2	3	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	3	5
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	2
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Totals	7	0	2	0	9	1	43	4	0	48	2	0	7	0	9	7	24	5	0	36	102		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Freedom Ring Rd					Siggelkow Rd					Valley Dr					Siggelkow Rd					
	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	1	0	0	0	1	1	12	2	0	15	0	0	1	0	1	4	8	2	0	14	31
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 4:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	5	5	1	5	0	0	0	6	13

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Freedom Ring Rd and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Freedom Ring Rd			Siggelkow Rd			Valley Dr			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	2
7:00 AM	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	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	2
8:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
8:15 AM	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
8:45 AM	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
9:15 AM	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
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	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
10:30 AM	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
11:00 AM	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
11:30 AM	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
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
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	1	0	1	0	0	0	1	62
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	62
3:45 PM	0	0	0	0	0	0	27	0	27	34	0	34	61	64
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	66
4:15 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	8
4:30 PM	1	0	1	0	0	0	0	1	1	0	0	0	2	8
4:45 PM	2	0	2	0	0	0	1	0	1	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	8
5:15 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	8
5:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	6
5:45 PM	0	0	0	0	0	0	2	0	2	1	0	1	3	4
6:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
6:15 PM	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
6:45 PM	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
7:15 PM	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
7:45 PM	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
8:15 PM	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
8:45 PM	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
9:15 PM	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
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	0	3	1	0	1	37	1	38	43	0	43	85	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Freese Ln and Siggelkow Rd**

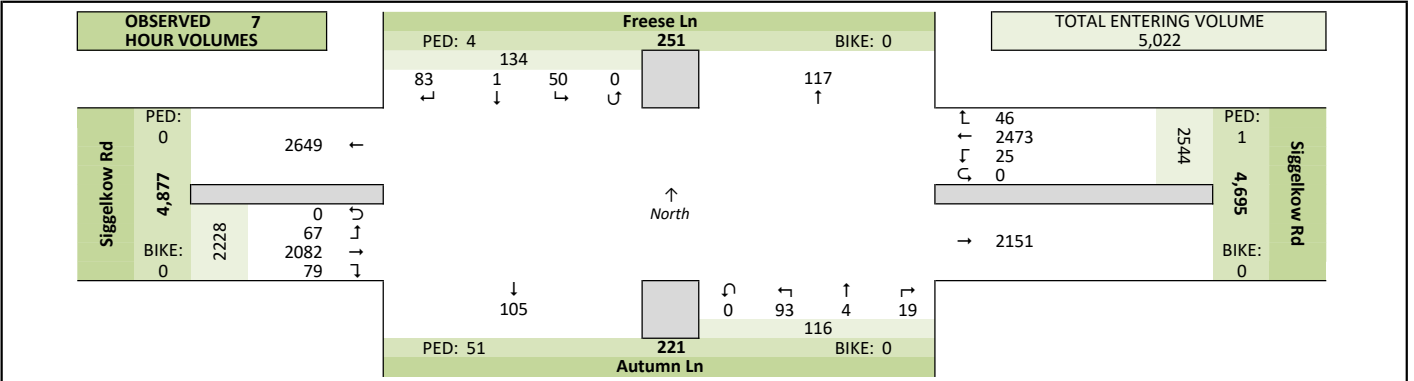
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	Freese Ln		
East Leg	Siggelkow Rd		
South Leg	Autumn Ln		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

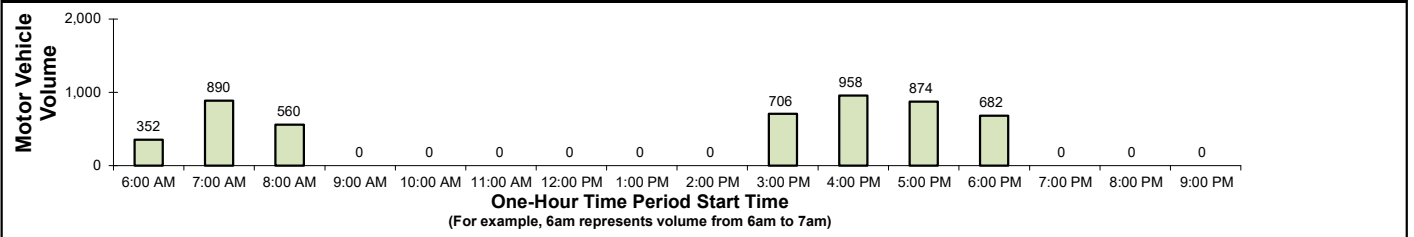
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates			
AM Peak Period	Tuesday, October 15, 2024	Weather: Overcast & Wet	
Midday Peak Period	Tuesday, October 15, 2024	Clear & Dry	
PM Peak Period	Tuesday, October 15, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

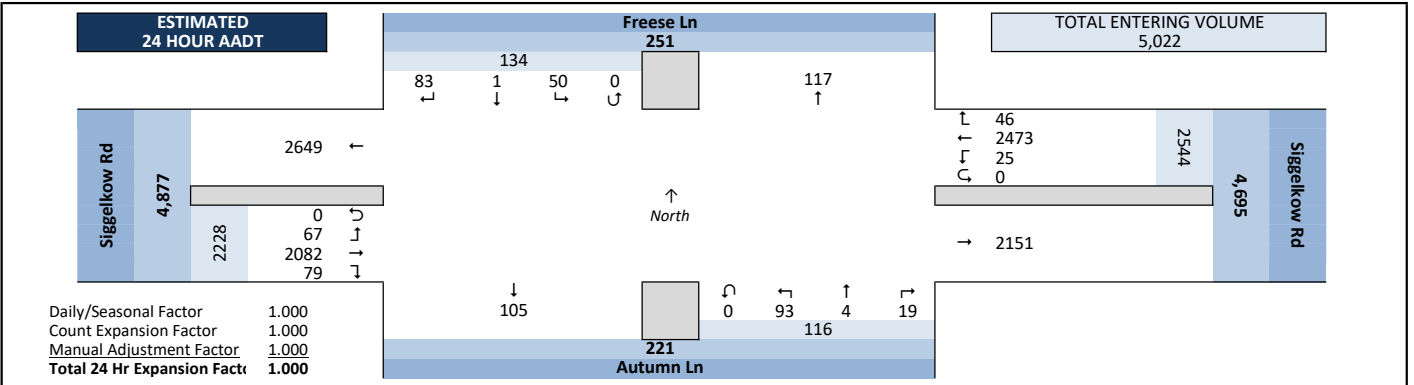
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

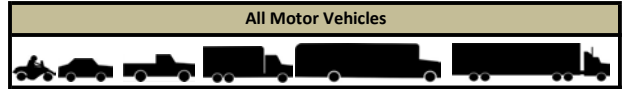


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date: Tuesday, October 15, 2024	Weekday		
Total Number of Hours Counted: 7	Non-Holiday	No Special Events	

Peak Hour Volume Summary

Freese Ln and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
AM Peak Hour		Freese Ln					Siggelkow Rd					Autumn Ln					Siggelkow Rd					
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	
7:15 AM		5	0	3	0	8	0	160	0	0	160	3	0	3	0	6	1	50	1	0	52	226
7:30 AM		3	0	1	0	4	3	170	2	0	175	4	0	6	0	10	2	57	1	0	60	249
7:45 AM		4	0	5	0	9	3	164	0	0	167	1	0	5	0	6	1	59	4	0	64	246
8:00 AM		6	0	0	0	6	0	120	0	0	120	1	0	6	0	7	2	43	0	0	45	178
Peak Hour Volume		18	0	9	0	27	6	614	2	0	622	9	0	20	0	29	6	209	6	0	221	899
Rounded Hourly Volume		20	0	10	0	30	5	615	0	0	620	10	0	20	0	30	5	210	5	0	220	900
% Single Unit Trucks		5.6	0.0	11.1	0.0	7.4	0.0	2.1	0.0	2.1	22.2	0.0	0.0	0.0	6.9	0.0	4.3	0.0	0.0	4.1	2.9	
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
% Trucks (Total)		5.6	0.0	11.1	0.0	7.4	0.0	2.3	0.0	2.3	22.2	0.0	0.0	0.0	6.9	0.0	4.3	0.0	0.0	4.1	3.0	
Peak Hour Factor (PHF)		0.75	0.00	0.45	0.00	0.75	0.50	0.90	0.25	0.00	0.89	0.56	0.00	0.83	0.00	0.72	0.75	0.89	0.37	0.00	0.86	0.90

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		Freese Ln					Siggelkow Rd					Autumn Ln					Siggelkow Rd					
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	
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

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
PM Peak Hour		Freese Ln					Siggelkow Rd					Autumn Ln					Siggelkow Rd					
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	
4:15 PM		3	0	5	0	8	4	112	1	0	117	0	0	3	0	3	7	123	2	0	132	260
4:30 PM		1	0	5	0	6	2	103	0	0	105	1	0	1	0	2	2	113	3	0	118	231
4:45 PM		5	0	6	0	11	3	83	4	0	90	0	1	2	0	3	5	137	3	0	145	249
5:00 PM		1	0	1	0	2	2	84	2	0	88	1	0	1	0	2	5	145	6	0	156	248
Peak Hour Volume		10	0	17	0	27	11	382	7	0	400	2	1	7	0	10	19	518	14	0	551	988
Rounded Hourly Volume		10	0	15	0	25	10	380	5	0	395	0	0	5	0	5	20	520	15	0	555	980
% Single Unit Trucks		0.0	0.0	5.9	0.0	3.7	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	1.0	0.0	0.0	1.1	
% 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	
% Trucks (Total)		0.0	0.0	5.9	0.0	3.7	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	1.0	0.0	0.0	1.1	
Peak Hour Factor (PHF)		0.50	0.00	0.71	0.00	0.61	0.69	0.85	0.44	0.00	0.85	0.50	0.25	0.58	0.00	0.83	0.68	0.89	0.58	0.00	0.88	0.95

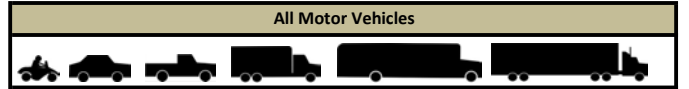
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Freese Ln			Siggelkow Rd			Autumn Ln			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
7:15 AM	AM	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	
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM		0	0	0	0	0	0	1	0	1	0	0	1	
Total		0	0	0	0	0	0	1	0	1	0	0	1	
12:00 PM	MD	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	
12:30 PM		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	
Total		0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	PM	0	0	0	0	0	0	2	0	2	0	0	2	
4:30 PM		0	0	0	0	0	0	2	0	2	0	0	2	
4:45 PM		2	0	2	0	0	0	1	0	1	0	0	3	
5:00 PM		0	0	0	0	0	0	1	0	1	0	0	1	
Total		2	0	2	0	0	0	6	0	6	0	0	8	

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Freese Ln and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	Freese Ln					Siggelkow Rd					Autumn Ln					Siggelkow Rd							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	1	0	0	0	1	1	44	0	0	45	0	0	1	0	1	0	9	0	0	9	56	352	0.67
6:15 AM	1	0	0	0	1	0	47	0	0	47	0	0	4	0	4	1	17	0	0	18	70	465	0.69
6:30 AM	3	0	0	0	3	1	67	0	0	68	0	0	2	0	2	1	20	0	0	21	94	621	0.69
6:45 AM	2	0	2	0	4	0	97	0	0	97	0	0	5	0	5	1	24	1	0	26	132	776	0.78
7:00 AM	2	0	1	0	3	1	116	0	0	117	1	0	10	0	11	2	36	0	0	38	169	890	0.89
7:15 AM	5	0	3	0	8	0	160	0	0	160	3	0	3	0	6	1	50	1	0	52	226	899	0.90
7:30 AM	3	0	1	0	4	3	170	2	0	175	4	0	6	0	10	2	57	1	0	60	249	797	0.80
7:45 AM	4	0	5	0	9	3	164	0	0	167	1	0	5	0	6	1	59	4	0	64	246	662	0.67
8:00 AM	6	0	0	0	6	0	120	0	0	120	1	0	6	0	7	2	43	0	0	45	178	560	0.79
8:15 AM	1	0	1	0	2	0	73	0	0	73	0	0	6	0	6	1	42	0	0	43	124		
8:30 AM	4	0	3	0	7	2	69	0	0	71	0	1	3	0	4	2	29	1	0	32	114		
8:45 AM	6	0	3	0	9	1	89	0	0	90	1	0	2	0	3	2	40	0	0	42	144		
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		
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		
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	4	0	1	0	5	0	67	1	0	68	1	0	4	0	5	2	79	3	0	84	162	706	0.82
3:15 PM	1	1	1	0	3	2	57	0	0	59	0	1	2	0	3	8	79	1	0	88	153	762	0.87
3:30 PM	3	0	0	0	3	1	75	1	0	77	0	0	2	0	2	3	86	6	0	95	177	869	0.84
3:45 PM	1	0	1	0	2	2	89	1	0	92	0	0	5	0	5	6	105	4	0	115	214	923	0.89
4:00 PM	4	0	1	0	5	4	89	5	0	98	1	0	3	0	4	3	102	6	0	111	218	958	0.92
4:15 PM	3	0	5	0	8	4	112	1	0	117	0	0	3	0	3	7	123	2	0	132	260	988	0.95
4:30 PM	1	0	5	0	6	2	103	0	0	105	1	0	1	0	2	2	113	3	0	118	231	966	0.97
4:45 PM	5	0	6	0	11	3	83	4	0	90	0	1	2	0	3	5	137	3	0	145	249	919	0.92
5:00 PM	1	0	1	0	2	2	84	2	0	88	1	0	1	0	2	5	145	6	0	156	248	874	0.88
5:15 PM	3	0	1	0	4	4	84	1	0	89	0	1	3	0	4	4	134	3	0	141	238	822	0.86
5:30 PM	3	0	3	0	6	0	60	1	0	61	0	0	4	0	4	4	105	4	0	113	184	803	0.92
5:45 PM	2	0	1	0	3	2	88	1	0	91	1	0	2	0	3	3	102	2	0	107	204	744	0.85
6:00 PM	4	0	2	0	6	0	72	1	0	73	0	0	3	0	3	3	108	3	0	114	196	682	0.78
6:15 PM	5	0	3	0	8	4	89	1	0	94	2	0	2	0	4	5	99	9	0	113	219		
6:30 PM	3	0	0	0	3	2	51	2	0	55	1	0	2	0	3	3	60	1	0	64	125		
6:45 PM	2	0	0	0	2	2	54	1	0	57	0	0	1	0	1	0	79	3	0	82	142		
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	83	1	50	0	134	46	2473	25	0	2544	19	4	93	0	116	79	2082	67	0	2228	5022		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	Freese Ln					Siggelkow Rd					Autumn Ln					Siggelkow Rd						
	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	18	0	9	0	27	6	614	2	0	622	9	0	20	0	29	6	209	6	0	221	899	0.90
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
PM 4:15 PM	10	0	17	0	27	11	382	7	0	400	2	1	7	0	10	19	518	14	0	551	988	0.95

Intersection Traffic Volume Report

Count Basics		Page 9 of 11	
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Freese Ln and Siggelkow Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Freese Ln					Siggelkow Rd					Autumn Ln					Siggelkow Rd							
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			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	7
6:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
6:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	16
7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3	21
7:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	3	27
7:30 AM	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	6	28
7:45 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	0	2	9	29
8:00 AM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	9	28	
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4	
8:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	1	0	0	0	1	7	
8:45 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	0	2	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	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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
3:00 PM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	3	1	0	0	4	13	21
3:15 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	13
3:30 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	14
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	13
4:00 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	1	0	0	0	1	5	16
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	0	3	4	11
4:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	9
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5	8
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	6
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3	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	0	5
6:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	
6:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Totals	2	0	5	0	7	5	56	0	0	61	4	0	1	0	5	2	28	1	0	0	31	104	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume		
	Freese Ln					Siggelkow Rd					Autumn Ln					Siggelkow Rd							
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	1	0	1	0	2	0	14	0	0	14	2	0	0	0	2	0	9	0	0	0	9	27	
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	
PM 4:15 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	5	0	0	0	6	11	

Intersection Traffic Volume Report

Count Basics		Page 11 of 11	
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Freese Ln and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Freese Ln			Siggelkow Rd			Autumn Ln			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	1	0	1	0	0	0	1	0	1	0	0	0	2	2
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	1
7:30 AM	0	0	0	0	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	1
8:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
8:15 AM	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
8:45 AM	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
9:15 AM	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
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	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
10:30 AM	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
11:00 AM	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
11:30 AM	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
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
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	1	0	1	0	0	0	1	36
3:30 PM	0	0	0	0	0	0	35	0	35	0	0	0	35	36
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	37
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	7
4:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	8
4:45 PM	2	0	2	0	0	0	1	0	1	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	8
5:15 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	8
5:30 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	6
5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
6:00 PM	0	0	0	0	0	0	3	0	3	0	0	0	3	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	0
6:45 PM	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
7:15 PM	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
7:45 PM	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
8:15 PM	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
8:45 PM	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
9:15 PM	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
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	4	0	4	1	0	1	51	0	51	0	0	0	56	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Marsh Rd and Siggelkow Rd**

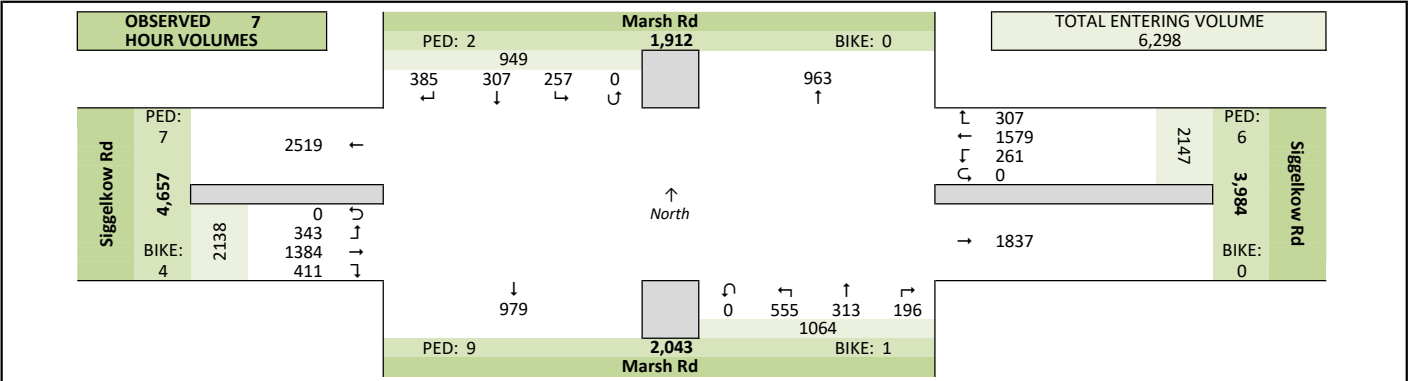
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Marsh Rd		
East Leg	Siggelkow Rd		
South Leg	Marsh Rd		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None None		

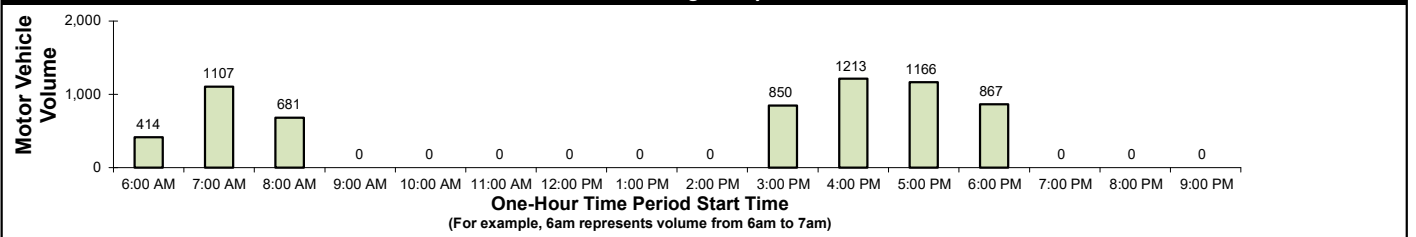
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates	Weather		
AM Peak Period	Tuesday, October 15, 2024	Clear & Dry	
Midday Peak Period	Tuesday, October 15, 2024	Clear & Dry	
PM Peak Period	Tuesday, October 15, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

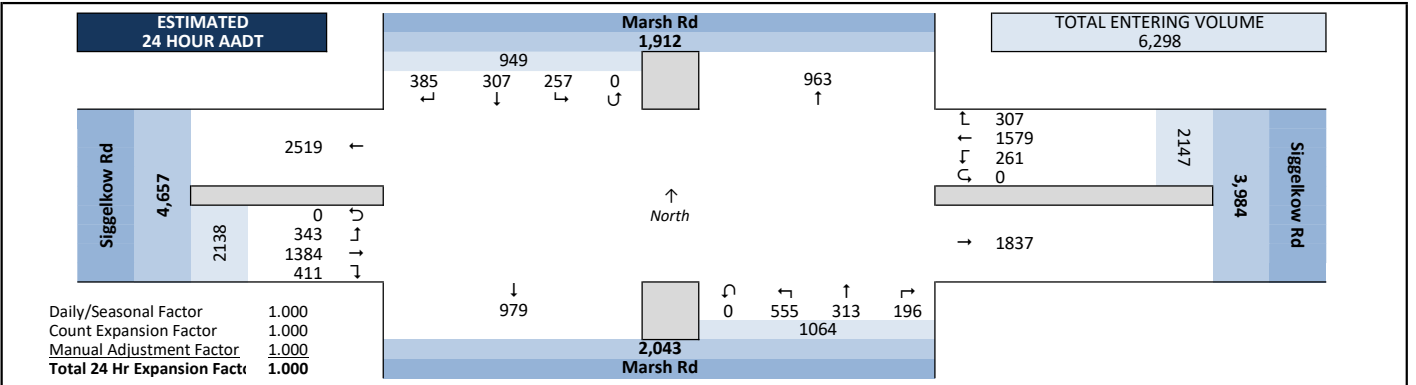
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

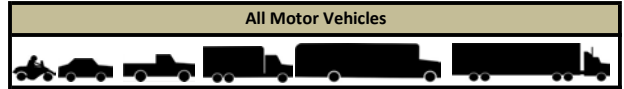


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Peak Hour Volume Summary

Marsh Rd and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
AM Peak Hour	Start Time	Marsh Rd					Siggelkow Rd					Marsh Rd					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:15 AM	4	7	6	0	17	27	113	16	0	156	0	15	39	0	54	29	12	16	0	57	284
7:30 AM	15	11	6	0	32	17	117	23	0	157	9	19	44	0	72	28	23	12	0	63	324	
7:45 AM	11	4	2	0	17	14	109	16	0	139	8	15	46	0	69	17	32	14	0	63	288	
8:00 AM	11	5	1	0	17	6	79	18	0	103	7	20	33	0	60	9	32	6	0	47	227	
Peak Hour Volume	41	27	15	0	83	64	418	73	0	555	24	69	162	0	255	83	99	48	0	230	1123	
Rounded Hourly Volume	40	25	15	0	80	65	420	75	0	560	25	70	160	0	255	85	100	50	0	235	1130	
% Single Unit Trucks	7.3	7.4	6.7	0.0	7.2	1.6	2.4	4.1	0.0	2.5	12.5	1.4	0.0	0.0	1.6	4.8	5.1	4.2	0.0	4.8	3.1	
% Heavy Trucks	2.4	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
% Trucks (Total)	9.8	7.4	6.7	0.0	8.4	1.6	2.4	4.1	0.0	2.5	12.5	1.4	0.0	0.0	1.6	4.8	5.1	4.2	0.0	4.8	3.2	
Peak Hour Factor (PHF)	0.68	0.61	0.62	0.00	0.65	0.59	0.89	0.79	0.00	0.88	0.67	0.86	0.88	0.00	0.89	0.72	0.77	0.75	0.00	0.91	0.87	

N/A		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour	Start Time	Marsh Rd					Siggelkow Rd					Marsh Rd					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	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	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
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
Peak Hour Volume	0	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	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	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	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	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	0.00

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
PM Peak Hour	Start Time	Marsh Rd					Siggelkow Rd					Marsh Rd					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM	29	22	16	0	67	15	58	6	0	79	10	16	24	0	50	14	87	23	0	124	320
4:30 PM	24	23	20	0	67	11	60	16	0	87	11	22	18	0	51	18	79	20	0	117	322	
4:45 PM	11	22	9	0	42	16	62	9	0	87	8	14	17	0	39	17	94	25	0	136	304	
5:00 PM	15	25	18	0	58	15	56	9	0	80	10	11	19	0	40	23	119	16	0	158	336	
Peak Hour Volume	79	92	63	0	234	57	236	40	0	333	39	63	78	0	180	72	379	84	0	535	1282	
Rounded Hourly Volume	80	90	65	0	235	55	235	40	0	330	40	65	80	0	185	70	380	85	0	535	1285	
% Single Unit Trucks	0.0	1.1	1.6	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	1.2	0.0	0.7	0.5	
% 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	1.1	1.6	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	1.2	0.0	0.7	0.5	
Peak Hour Factor (PHF)	0.68	0.92	0.79	0.00	0.87	0.89	0.95	0.62	0.00	0.96	0.89	0.72	0.81	0.00	0.88	0.78	0.80	0.84	0.00	0.85	0.95	

Peak Hour Pedestrian and Bicyclist Volumes

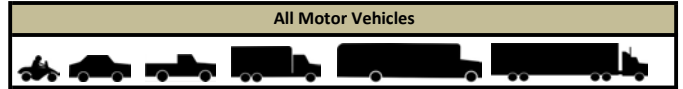
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
													7:15 AM	
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	2	0	2	2	0	2	0	0	0	4	
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	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	2	
5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
Total	0	0	0	0	0	0	2	0	2	1	2	3	5	

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Marsh Rd and Siggelkow Rd

Count Basics		<i>Page 5 of 11</i>	
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	Marsh Rd					Siggelkow Rd					Marsh Rd					Siggelkow Rd							
	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	3	5	1	0	9	4	38	2	0	44	1	1	6	0	8	2	5	2	0	9	70	414	0.65
6:15 AM	6	2	0	0	8	7	30	0	0	37	4	2	11	0	17	3	8	4	0	15	77	555	0.66
6:30 AM	3	0	1	0	4	9	45	1	0	55	2	10	18	0	30	2	4	13	0	19	108	762	0.67
6:45 AM	4	2	1	0	7	14	75	5	0	94	2	11	19	0	32	3	12	11	0	26	159	978	0.75
7:00 AM	9	6	5	0	20	19	83	7	0	109	4	14	24	0	42	7	12	21	0	40	211	1107	0.85
7:15 AM	4	7	6	0	17	27	113	16	0	156	0	15	39	0	54	29	12	16	0	57	284	1123	0.87
7:30 AM	15	11	6	0	32	17	117	23	0	157	9	19	44	0	72	28	23	12	0	63	324	997	0.77
7:45 AM	11	4	2	0	17	14	109	16	0	139	8	15	46	0	69	17	32	14	0	63	288	810	0.70
8:00 AM	11	5	1	0	17	6	79	18	0	103	7	20	33	0	60	9	32	6	0	47	227	681	0.75
8:15 AM	7	4	4	0	15	11	50	10	0	71	9	9	11	0	29	10	24	9	0	43	158		
8:30 AM	14	4	3	0	21	8	42	4	0	54	3	9	19	0	31	5	22	4	0	31	137		
8:45 AM	11	6	2	0	19	7	50	5	0	62	2	9	23	0	34	7	28	9	0	44	159		
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	9	4	5	0	18	6	29	7	0	42	11	10	34	0	55	22	52	7	0	81	196	850	0.87
3:15 PM	10	7	8	0	25	8	29	9	0	46	4	8	18	0	30	11	63	7	0	81	182	921	0.86
3:30 PM	18	12	16	0	46	2	42	11	0	55	8	10	20	0	38	17	66	6	0	89	228	1059	0.83
3:45 PM	18	7	11	0	36	7	53	8	0	68	5	13	19	0	37	17	75	11	0	103	244	1153	0.90
4:00 PM	22	17	15	0	54	11	56	10	0	77	12	6	16	0	34	22	74	6	0	102	267	1213	0.94
4:15 PM	29	22	16	0	67	15	58	6	0	79	10	16	24	0	50	14	87	23	0	124	320	1282	0.95
4:30 PM	24	23	20	0	67	11	60	16	0	87	11	22	18	0	51	18	79	20	0	117	322	1260	0.94
4:45 PM	11	22	9	0	42	16	62	9	0	87	8	14	17	0	39	17	94	25	0	136	304	1194	0.89
5:00 PM	15	25	18	0	58	15	56	9	0	80	10	11	19	0	40	23	119	16	0	158	336	1166	0.87
5:15 PM	21	13	15	0	49	12	52	14	0	78	10	11	15	0	36	32	86	17	0	135	298	1075	0.90
5:30 PM	12	10	14	0	36	20	39	13	0	72	11	17	11	0	39	20	71	18	0	109	256	1056	0.95
5:45 PM	28	29	16	0	73	14	50	9	0	73	9	12	10	0	31	14	62	23	0	99	276	960	0.86
6:00 PM	14	11	12	0	37	11	46	8	0	65	10	7	18	0	35	21	74	13	0	108	245	867	0.78
6:15 PM	37	19	28	0	84	8	42	13	0	63	8	14	11	0	33	15	70	14	0	99	279		
6:30 PM	8	13	7	0	28	4	38	7	0	49	10	5	5	0	20	7	47	9	0	63	160		
6:45 PM	11	17	15	0	43	4	36	5	0	45	8	3	7	0	18	19	51	7	0	77	183		
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	385	307	257	0	949	307	1579	261	0	2147	196	313	555	0	1064	411	1384	343	0	2138	6298		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Volume	PHF	
	Marsh Rd					Siggelkow Rd					Marsh Rd					Siggelkow Rd							
	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	41	27	15	0	83	64	418	73	0	555	24	69	162	0	255	83	99	48	0	230	1123	0.87	
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 4:15 PM	79	92	63	0	234	57	236	40	0	333	39	63	78	0	180	72	379	84	0	535	1282	0.95	

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Marsh Rd and Siggelkow Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North Marsh Rd					From East Siggelkow Rd					From South Marsh Rd					From West Siggelkow Rd					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		
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	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	1	0	1	1	1	1	0	0	2	2	0	1	0	3	0	0	0	0	0	6
7:15 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	5	36
7:30 AM	2	1	0	0	3	1	2	2	0	0	3	2	0	0	0	2	1	1	1	0	3	11
7:45 AM	1	0	1	0	2	0	4	2	0	6	0	0	0	0	0	1	1	1	0	3	11	31
8:00 AM	1	0	0	0	1	0	2	1	0	3	1	0	0	0	1	2	2	0	0	4	9	26
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	5	
8:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	6	
8:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	4	0	4	0	0	0	0	0	6	
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	
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	
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	5	0	0	5	2	0	2	0	4	0	4	2	0	6	15	25
3:15 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	4	16
3:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
3:45 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	4	13
4:00 PM	1	1	0	0	2	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	6	12
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	7
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	7
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3	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
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
6:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
6:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
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	12	5	3	0	20	6	29	7	0	42	8	6	8	0	22	6	18	9	0	33	117	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North Marsh Rd					From East Siggelkow Rd					From South Marsh Rd					From West Siggelkow Rd					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	4	2	1	0	7	1	10	3	0	14	3	1	0	0	4	4	5	2	0	11	36
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 4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	6

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Marsh Rd and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Marsh Rd			Siggelkow Rd			Marsh Rd			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	1
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	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	4
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	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	2	0	2	2	0	2	0	0	0	4	
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	
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	
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	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	5
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	2	6
5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
5:15 PM	0	0	0	1	0	1	0	0	0	1	0	1	2	8
5:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
5:45 PM	0	0	0	1	0	1	1	0	1	0	1	1	3	7
6:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	6
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
6:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	
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	2	0	2	6	0	6	9	1	10	7	4	11	29	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Black Walnut Dr and Siggelkow Rd**

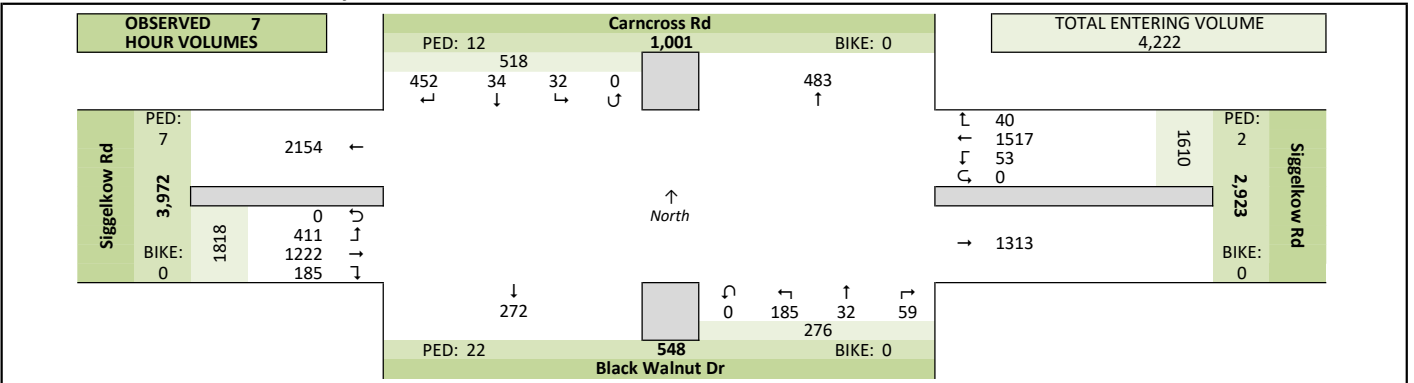
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	Carncross Rd		
East Leg	Siggelkow Rd		
South Leg	Black Walnut Dr		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	

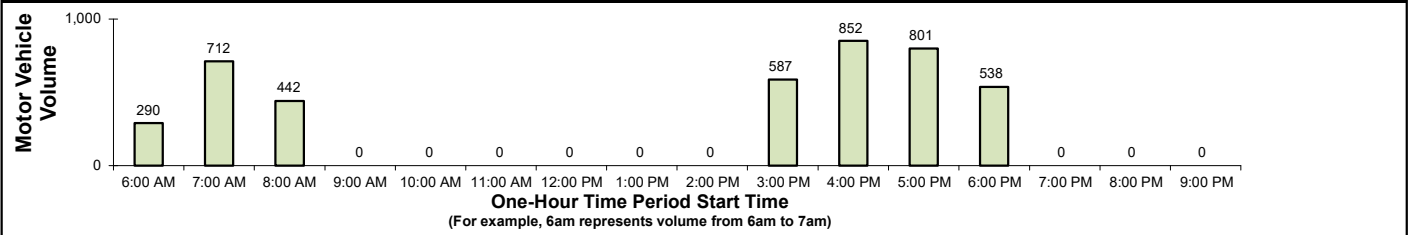
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates			
AM Peak Period	Thursday, October 17, 2024	Weather: Overcast & Wet	
Midday Peak Period	Thursday, October 17, 2024	Clear & Dry	
PM Peak Period	Thursday, October 17, 2024	Clear & Dry	
Calculated Peak Hours	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

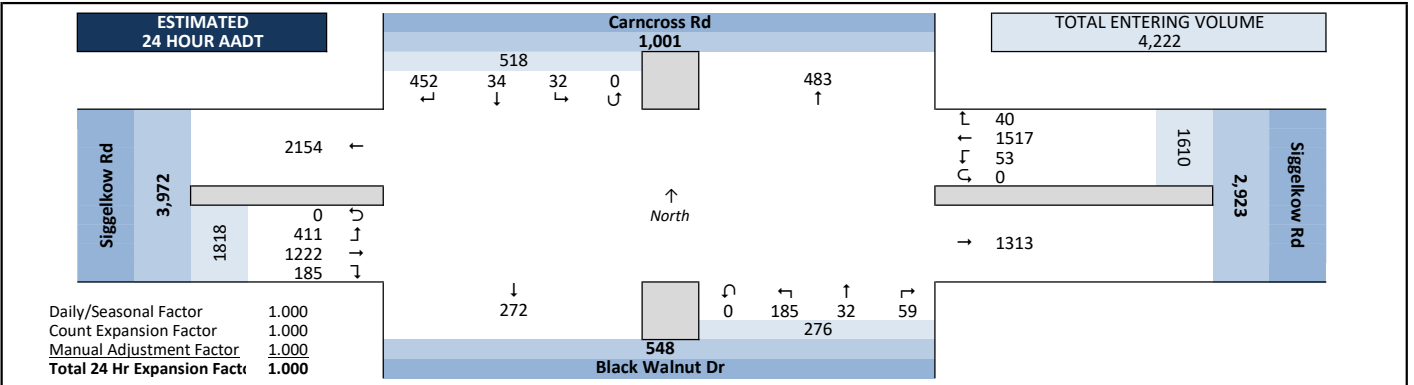
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

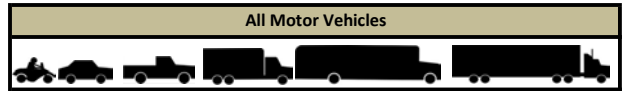


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Peak Hour Volume Summary

Black Walnut Dr and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, October 17, 2024		From North					From East					From South					From West					
		Carncross Rd					Siggelkow Rd					Black Walnut Dr					Siggelkow Rd					
AM Peak Hour	AM Peak Hour	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
	Start Time																					
	7:15 AM	26	2	3	0	31	0	88	3	0	91	3	1	12	0	16	2	27	2	0	31	169
	7:30 AM	33	0	1	0	34	0	95	7	0	102	7	3	16	0	26	1	18	8	0	27	189
	7:45 AM	26	4	1	0	31	3	102	4	0	109	7	2	14	0	23	2	32	15	0	49	212
	8:00 AM	24	0	1	0	25	1	69	1	0	71	0	0	3	0	3	6	27	14	0	47	146
	Peak Hour Volume	109	6	6	0	121	4	354	15	0	373	17	6	45	0	68	11	104	39	0	154	716
	Rounded Hourly Volume	110	5	5	0	120	5	355	15	0	375	15	5	45	0	65	10	105	40	0	155	715
	% Single Unit Trucks	1.8	33.3	0.0	0.0	3.3	0.0	1.7	6.7	0.0	1.9	0.0	0.0	0.0	0.0	0.0	9.1	10.6	5.1	0.0	9.1	3.5
	% Heavy Trucks	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	0.0	0.0	2.6	0.0	0.6
% Trucks (Total)	1.8	33.3	0.0	0.0	3.3	0.0	2.0	6.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0	9.1	10.6	7.7	0.0	9.7	3.8	
Peak Hour Factor (PHF)	0.83	0.37	0.50	0.00	0.89	0.33	0.87	0.54	0.00	0.86	0.61	0.50	0.70	0.00	0.65	0.46	0.81	0.65	0.00	0.79	0.84	

N/A		From North					From East					From South					From West					
		Carncross Rd					Siggelkow Rd					Black Walnut Dr					Siggelkow Rd					
Midday (MD) Peak Hour	MD Peak Hour	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
	Start Time																					
	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	

Thursday, October 17, 2024		From North					From East					From South					From West					
		Carncross Rd					Siggelkow Rd					Black Walnut Dr					Siggelkow Rd					
PM Peak Hour	PM Peak Hour	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
	Start Time																					
	4:15 PM	25	0	1	0	26	2	60	3	0	65	3	3	10	0	16	16	72	29	0	117	224
	4:30 PM	22	0	3	0	25	4	61	3	0	68	0	0	9	0	9	12	94	28	0	134	236
	4:45 PM	25	1	1	0	27	2	67	3	0	72	0	1	7	0	8	14	64	35	0	113	220
	5:00 PM	15	0	1	0	16	1	69	2	0	72	2	0	7	0	9	14	75	27	0	116	213
	Peak Hour Volume	87	1	6	0	94	9	257	11	0	277	5	4	33	0	42	56	305	119	0	480	893
	Rounded Hourly Volume	85	0	5	0	90	10	255	10	0	275	5	5	35	0	45	55	305	120	0	480	890
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.8	0.6
	% 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	11.1	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.8	0.6	
Peak Hour Factor (PHF)	0.87	0.25	0.50	0.00	0.87	0.56	0.93	0.92	0.00	0.96	0.42	0.33	0.82	0.00	0.66	0.87	0.81	0.85	0.00	0.90	0.95	

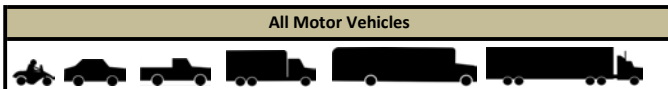
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		Carncross Rd			Siggelkow Rd			Black Walnut Dr			Siggelkow Rd			
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	5	0	5	1	0	1	6
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	1	0	1	1
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	5	0	5	2	0	2	7
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														
4:15 PM		0	0	0	0	0	0	1	0	1	1	0	1	2
4:30 PM		1	0	1	0	0	0	3	0	3	0	0	0	4
4:45 PM		2	0	2	0	0	0	3	0	3	1	0	1	6
5:00 PM		2	0	2	0	0	0	0	0	0	0	0	0	2
Total		5	0	5	0	0	0	7	0	7	2	0	2	14

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Black Walnut Dr and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	From North Carncross Rd					From East Siggelkow Rd					From South Black Walnut Dr					From West Siggelkow Rd					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				
	Start Time																							
AM Peak Period	6:00 AM	9	0	0	0	9	0	24	0	0	24	1	0	2	0	3	0	5	2	0	7	43	290	0.60
	6:15 AM	8	0	0	0	8	0	24	0	0	24	2	0	7	0	9	0	8	3	0	11	52	389	0.68
	6:30 AM	19	0	2	0	21	0	38	0	0	38	0	0	5	0	5	1	8	2	0	11	75	506	0.75
	6:45 AM	17	1	2	0	20	0	80	0	0	80	0	0	10	0	10	2	8	0	0	10	120	620	0.82
	7:00 AM	23	0	0	0	23	0	71	1	0	72	1	1	21	0	23	2	20	2	0	24	142	712	0.84
	7:15 AM	26	2	3	0	31	0	88	3	0	91	3	1	12	0	16	2	27	2	0	31	169	716	0.84
	7:30 AM	33	0	1	0	34	0	95	7	0	102	7	3	16	0	26	1	18	8	0	27	189	657	0.77
	7:45 AM	26	4	1	0	31	3	102	4	0	109	7	2	14	0	23	2	32	15	0	49	212	571	0.67
	8:00 AM	24	0	1	0	25	1	69	1	0	71	0	0	3	0	3	6	27	14	0	47	146	442	0.76
	8:15 AM	20	2	0	0	22	0	38	1	0	39	0	0	9	0	9	2	27	11	0	40	110		
	8:30 AM	6	0	0	0	6	1	56	0	0	57	1	1	5	0	7	4	25	4	0	33	103		
	8:45 AM	8	1	0	0	9	0	45	1	0	46	2	0	8	0	10	0	16	2	0	18	83		
	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			
	10:15 AM	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			
	10:45 AM	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			
	11:15 AM	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			
	11:45 AM	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			
	12:15 PM	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			
	12:45 PM	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			
	1:15 PM	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				
1:45 PM	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			
	2:15 PM	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			
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	3:00 PM	9	0	1	0	10	3	32	1	0	36	3	5	5	0	13	11	52	15	0	78	137	587	0.88
	3:15 PM	14	1	0	0	15	0	56	0	0	56	5	0	1	0	6	10	48	14	0	72	149	622	0.90
	3:30 PM	7	1	0	0	8	2	38	1	0	41	3	1	3	0	7	10	51	18	0	79	135	697	0.78
	3:45 PM	12	0	1	0	13	5	46	0	0	51	4	0	3	0	7	4	69	22	0	95	166	798	0.85
	4:00 PM	12	2	2	0	16	3	50	3	0	56	3	3	4	0	10	9	63	18	0	90	172	852	0.90
	4:15 PM	25	0	1	0	26	2	60	3	0	65	3	3	10	0	16	16	72	29	0	117	224	893	0.95
	4:30 PM	22	0	3	0	25	4	61	3	0	68	0	0	9	0	9	12	94	28	0	134	236	865	0.92
	4:45 PM	25	1	1	0	27	2	67	3	0	72	0	1	7	0	8	14	64	35	0	113	220	846	0.96
	5:00 PM	15	0	1	0	16	1	69	2	0	72	2	0	7	0	9	14	75	27	0	116	213	801	0.92
	5:15 PM	12	0	0	0	12	3	59	1	0	63	0	1	3	0	4	14	72	31	0	117	196	770	0.89
5:30 PM	11	7	1	0	19	3	63	3	0	69	0	0	7	0	7	14	92	16	0	122	217	689	0.79	
5:45 PM	9	7	0	0	16	2	44	6	0	52	0	0	5	0	5	12	61	29	0	102	175	576	0.79	
6:00 PM	27	2	4	0	33	1	49	5	0	55	3	3	5	0	11	7	57	19	0	83	182	538	0.74	
6:15 PM	10	1	2	0	13	1	36	1	0	38	0	0	1	0	1	5	44	14	0	63	115			
6:30 PM	16	1	3	0	20	2	26	1	0	29	0	1	1	0	2	5	33	15	0	53	104			
6:45 PM	7	1	2	0	10	1	31	2	0	34	9	6	2	0	17	6	54	16	0	76	137			
7:00 PM	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				
7:30 PM	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				
8:00 PM	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				
8:30 PM	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				
9:00 PM	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				
9:30 PM	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				
Totals		452	34	32	0	518	40	1517	53	0	1610	59	32	185	0	276	185	1222	411	0	1818	4222		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North Carncross Rd					From East Siggelkow Rd					From South Black Walnut Dr					From West Siggelkow Rd					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			
	Start Time																						
AM 7:15 AM	109	6	6	0	121	4	354	15	0	373	17	6	45	0	68	11	104	39	0	154	716	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	0	
PM 4:15 PM	87	1	6	0	94	9	257	11	0	277	5	4	33	0	42	56	305	119	0	480	893	0.95	

Intersection Traffic Volume Report

Count Basics		Page 9 of 11	
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Black Walnut Dr and Siggelkow Rd

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North Carncross Rd					From East Siggelkow Rd					From South Black Walnut Dr					From West Siggelkow Rd					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		
	6:00 AM	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
7:15 AM	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	5
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	3	3	0	6	10
8:00 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	5
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
3:00 PM	1	0	0	0	1	0	3	0	0	3	1	1	0	0	2	0	4	1	0	0	5	11
3:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	1	1	0	0	0	2	4	17
3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	1	0	0	0	1	5	13
4:00 PM	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	1	0	0	1	5	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	11
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4	10
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3	7
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
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	5	2	0	0	7	3	32	1	0	36	3	2	0	0	5	2	36	6	0	44	92	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North Carncross Rd					From East Siggelkow Rd					From South Black Walnut Dr					From West Siggelkow Rd					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	2	0	0	4	0	7	1	0	8	0	0	0	0	0	1	11	3	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 4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	5

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Black Walnut Dr and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Carncross Rd			Siggelkow Rd			Black Walnut Dr			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	1	0	1	0	0	0	1	7
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	5	0	5	1	0	1	6	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	1	0	0	0	1	
8:45 AM	0	0	0	0	0	0	1	0	1	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	
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	
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	2	0	2	2	11
3:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	9
3:30 PM	4	0	4	2	0	2	0	0	0	0	0	0	6	9
3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:15 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	14
4:30 PM	1	0	1	0	0	0	3	0	3	0	0	0	4	12
4:45 PM	2	0	2	0	0	0	3	0	3	1	0	1	6	8
5:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:15 PM	0	0	0	0	0	0	2	0	2	1	0	1	3	
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	4	0	4	0	0	0	4	
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	12	0	12	2	0	2	22	0	22	7	0	7	43	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Holscher Rd and Siggelkow Rd**

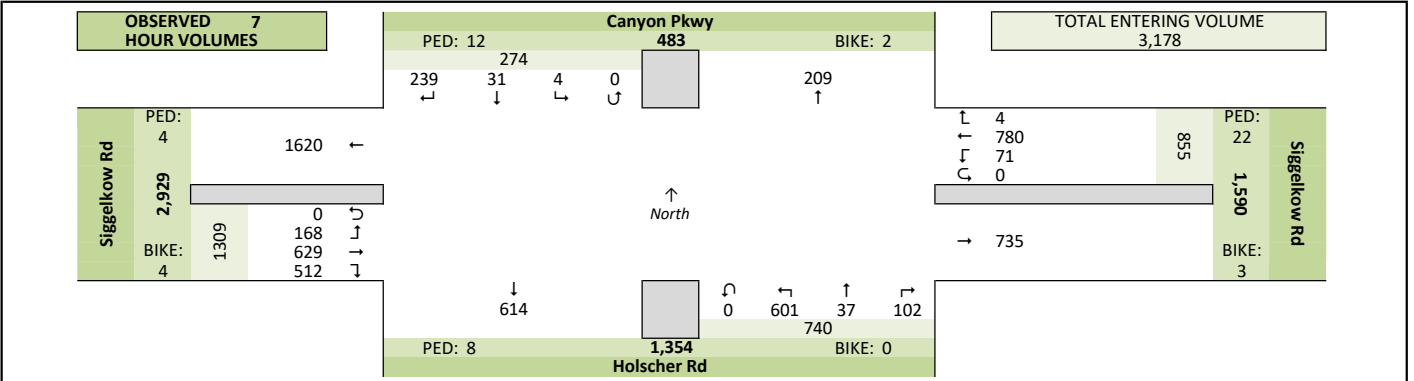
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Canyon Pkwy		
East Leg	Siggelkow Rd		
South Leg	Holscher Rd		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None None		

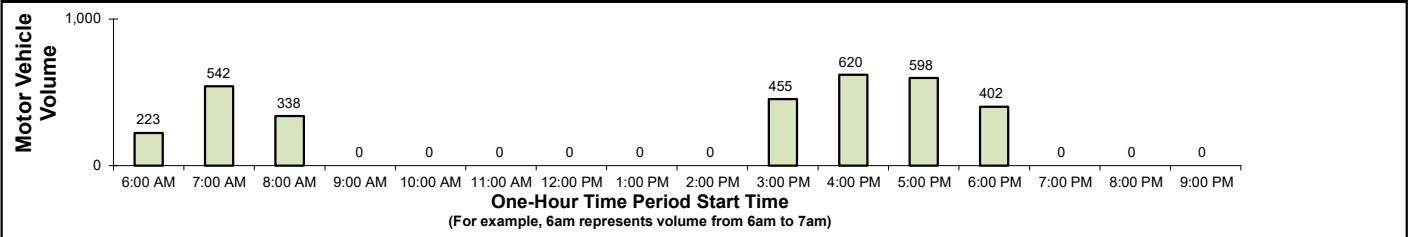
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates			
AM Peak Period	Thursday, October 17, 2024	Clear & Dry	
Midday Peak Period	Thursday, October 17, 2024	Clear & Dry	
PM Peak Period	Thursday, October 17, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Manual Adj.	1.000		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

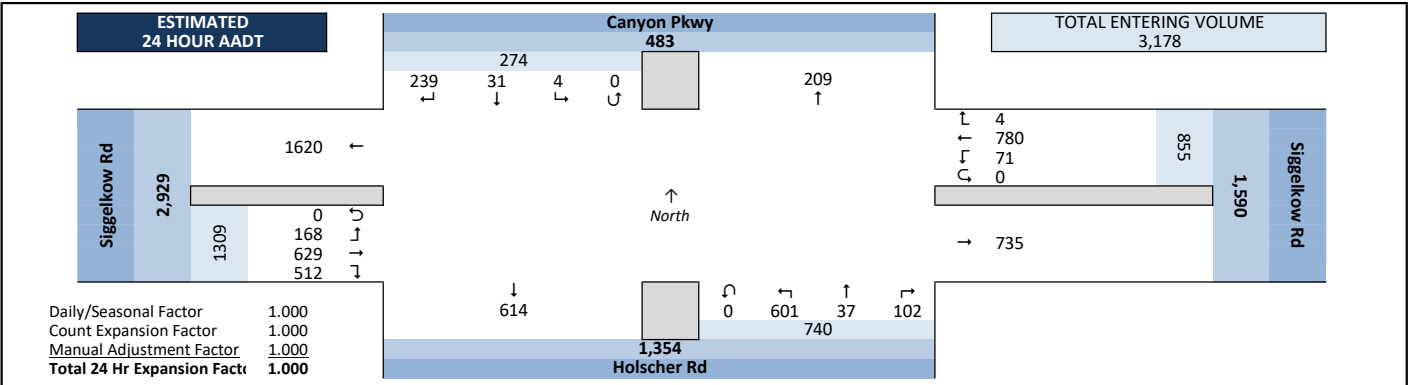
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics		<i>Page 3 of 11</i>	
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Peak Hour Volume Summary

Holscher Rd and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, October 17, 2024		From North					From East					From South					From West					Totals
		Canyon Pkwy					Siggelkow Rd					Holscher Rd					Siggelkow Rd					
AM Peak Hour	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	
	7:15 AM	17	3	1	0	21	0	37	6	0	43	3	0	37	0	40	12	19	4	0	35	139
	7:30 AM	16	0	0	0	16	0	55	4	0	59	11	0	37	0	48	9	17	1	0	27	150
	7:45 AM	17	2	1	0	20	0	55	1	0	56	6	3	39	0	48	13	20	6	0	39	163
	8:00 AM	6	1	0	0	7	0	38	0	0	38	5	0	32	0	37	6	16	5	0	27	109
	Peak Hour Volume	56	6	2	0	64	0	185	11	0	196	25	3	145	0	173	40	72	16	0	128	561
	Rounded Hourly Volume	55	5	0	0	60	0	185	10	0	195	25	5	145	0	175	40	70	15	0	125	555
	% Single Unit Trucks	5.4	16.7	0.0	0.0	6.2	0.0	2.2	18.2	0.0	3.1	4.0	33.3	2.1	0.0	2.9	12.5	5.6	0.0	0.0	7.0	4.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.5	9.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	5.4	16.7	0.0	0.0	6.2	0.0	2.7	27.3	0.0	4.1	4.0	33.3	2.1	0.0	2.9	12.5	5.6	0.0	0.0	7.0	4.6
	Peak Hour Factor (PHF)	0.82	0.50	0.50	0.00	0.76	0.00	0.84	0.46	0.00	0.83	0.57	0.25	0.93	0.00	0.90	0.77	0.90	0.67	0.00	0.82	0.86

N/A		From North					From East					From South					From West					Totals
		Canyon Pkwy					Siggelkow Rd					Holscher Rd					Siggelkow Rd					
MD Peak Hour	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	
	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

Thursday, October 17, 2024		From North					From East					From South					From West					Totals
		Canyon Pkwy					Siggelkow Rd					Holscher Rd					Siggelkow Rd					
PM Peak Hour	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	
	4:15 PM	11	2	1	0	14	0	32	3	0	35	3	3	22	0	28	30	36	10	0	76	153
	4:30 PM	13	3	0	0	16	0	34	5	0	39	2	0	22	0	24	36	46	15	0	97	176
	4:45 PM	11	1	0	0	12	0	40	6	0	46	5	2	27	0	34	27	31	7	0	65	157
	5:00 PM	7	1	0	0	8	1	35	7	0	43	3	3	30	0	36	34	31	12	0	77	164
	Peak Hour Volume	42	7	1	0	50	1	141	21	0	163	13	8	101	0	122	127	144	44	0	315	650
	Rounded Hourly Volume	40	5	0	0	45	0	140	20	0	160	15	10	100	0	125	125	145	45	0	315	645
	% 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	1.0	0.0	0.8	3.1	0.0	0.0	0.0	1.3	0.8
	% 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.8	3.1	0.0	0.0	0.0	1.3	0.8
	Peak Hour Factor (PHF)	0.81	0.58	0.25	0.00	0.78	0.25	0.88	0.75	0.00	0.89	0.65	0.67	0.84	0.00	0.85	0.88	0.78	0.73	0.00	0.81	0.92

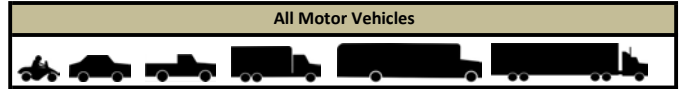
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Canyon Pkwy			Siggelkow Rd			Holscher Rd			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	5	0	5	5	0	5	0	1	1	11
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
	8:00 AM	2	0	2	2	0	2	0	0	0	0	0	0	4
	Total	2	0	2	8	0	8	5	0	5	1	1	2	17
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	4:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3
	4:30 PM	1	0	1	2	0	2	0	0	0	0	0	0	3
	4:45 PM	2	0	2	1	0	1	0	0	0	2	0	2	5
	5:00 PM	2	0	2	1	0	1	0	0	0	0	0	0	3
	Total	5	0	5	6	1	7	0	0	0	2	0	2	14

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Holscher Rd and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North Canyon Pkwy					From East Siggelkow Rd					From South Holscher Rd					From West Siggelkow Rd					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			
	6:00 AM	3	1	0	0	4	0	14	0	0	14	1	0	7	0	8	1	5	0	0			
6:15 AM	5	0	0	0	5	0	13	1	0	14	5	0	6	0	11	2	7	1	0	10	40	281	0.71
6:30 AM	6	0	0	0	6	0	18	0	0	18	4	0	14	0	18	4	6	0	0	10	52	380	0.68
6:45 AM	10	0	0	0	10	0	47	0	0	47	4	0	28	0	32	4	5	1	0	10	99	478	0.80
7:00 AM	15	0	0	0	15	0	24	0	0	24	2	0	30	0	32	8	11	0	0	19	90	542	0.83
7:15 AM	17	3	1	0	21	0	37	6	0	43	3	0	37	0	40	12	19	4	0	35	139	561	0.86
7:30 AM	16	0	0	0	16	0	55	4	0	59	11	0	37	0	48	9	17	1	0	27	150	494	0.76
7:45 AM	17	2	1	0	20	0	55	1	0	56	6	3	39	0	48	13	20	6	0	39	163	430	0.66
8:00 AM	6	1	0	0	7	0	38	0	0	38	5	0	32	0	37	6	16	5	0	27	109	338	0.78
8:15 AM	5	0	0	0	5	0	16	2	0	18	3	2	18	0	23	8	13	5	0	26	72		
8:30 AM	9	1	0	0	10	0	27	1	0	28	1	0	20	0	21	10	14	3	0	27	86		
8:45 AM	0	0	0	0	0	0	26	1	0	27	6	0	20	0	26	6	10	2	0	18	71		
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		
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		
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	4	2	0	0	6	0	21	3	0	24	3	1	10	0	14	20	27	10	0	57	101	455	0.81
3:15 PM	10	0	0	0	10	0	23	3	0	26	2	1	24	0	27	26	24	1	0	51	114	488	0.87
3:30 PM	4	0	0	0	4	0	20	1	0	21	3	3	16	0	22	21	26	6	0	53	100	527	0.86
3:45 PM	4	1	0	0	5	0	27	3	0	30	5	3	20	0	28	34	28	15	0	77	140	603	0.86
4:00 PM	5	2	0	0	7	1	30	4	0	35	3	3	20	0	26	26	29	11	0	66	134	620	0.88
4:15 PM	11	2	1	0	14	0	32	3	0	35	3	3	22	0	28	30	36	10	0	76	153	650	0.92
4:30 PM	13	3	0	0	16	0	34	5	0	39	2	0	22	0	24	36	46	15	0	97	176	645	0.92
4:45 PM	11	1	0	0	12	0	40	6	0	46	5	2	27	0	34	27	31	7	0	65	157	637	0.95
5:00 PM	7	1	0	0	8	1	35	7	0	43	3	3	30	0	36	34	31	12	0	77	164	598	0.89
5:15 PM	6	0	0	0	6	0	30	8	0	38	3	0	27	0	30	28	36	10	0	74	148	571	0.85
5:30 PM	17	2	0	0	19	0	23	2	0	25	6	3	23	0	32	45	38	9	0	92	168	513	0.76
5:45 PM	9	0	0	0	9	2	30	2	0	34	1	1	14	0	16	27	26	6	0	59	118	418	0.76
6:00 PM	14	6	0	0	20	0	23	4	0	27	3	4	17	0	24	21	37	8	0	66	137	402	0.73
6:15 PM	7	1	0	0	8	0	17	2	0	19	4	1	12	0	17	19	22	5	0	46	90		
6:30 PM	5	1	1	0	7	0	13	2	0	15	3	1	12	0	16	15	16	4	0	35	73		
6:45 PM	3	1	0	0	4	0	12	0	0	12	2	3	17	0	22	20	33	11	0	64	102		
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	239	31	4	0	274	4	780	71	0	855	102	37	601	0	740	512	629	168	0	1309	3178		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North Canyon Pkwy					From East Siggelkow Rd					From South Holscher Rd					From West Siggelkow Rd					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	56	6	2	0	64	0	185	11	0	196	25	3	145	0	173	40	72	16	0			128
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	
PM 4:15 PM	42	7	1	0	50	1	141	21	0	163	13	8	101	0	122	127	144	44	0	315	650	0.92	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Holscher Rd and Siggelkow Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North Canyon Pkwy					From East Siggelkow Rd					From South Holscher Rd					From West Siggelkow Rd					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			
	Start Time																						
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	1	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	2	3	21
7:15 AM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2	6	26	
7:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3	24	
7:45 AM	3	0	0	0	3	0	1	1	0	2	0	1	1	0	2	1	1	0	0	2	9	25	
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	2	2	0	0	4	8	21	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	3	4	4	
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5	5	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
3:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	1	2	1	0	4	8	19	
3:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	15	15	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4	14	14	
3:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	1	0	1	5	12	12	
4:00 PM	1	0	0	0	1	0	0	0	0	0	1	1	0	2	0	1	0	0	1	4	7	7	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	5	5	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	9	9	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	11	11	
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	2	0	2	5	9	9	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	5	5	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	3	3	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
6:15 PM	0	0	0	0	0	0	1	0	0	1	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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Totals	5	1	0	0	6	0	17	4	0	21	3	2	19	0	24	13	20	2	0	35	86		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North Canyon Pkwy					From East Siggelkow Rd					From South Holscher Rd					From West Siggelkow Rd					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		
	Start Time																					
AM 7:15 AM	3	1	0	0	4	0	5	3	0	8	1	1	3	0	5	5	4	0	0	9	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	0
PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	5	

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			Page 11 of 11
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Holscher Rd and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Canyon Pkwy			Siggelkow Rd			Holscher Rd			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	2
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	11
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:15 AM	0	0	0	5	0	5	5	0	5	0	1	1	11	17
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	8
8:00 AM	2	0	2	2	0	2	0	0	0	0	0	0	4	7
8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	
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	
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	
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	3
3:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	8
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
4:00 PM	1	2	3	0	0	0	0	0	0	2	2	4	5	16
4:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	14
4:30 PM	1	0	1	2	0	2	0	0	0	0	0	0	3	11
4:45 PM	2	0	2	1	0	1	0	0	0	2	0	2	5	10
5:00 PM	2	0	2	1	0	1	0	0	0	0	0	0	3	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	10
5:45 PM	0	0	0	1	0	1	0	0	0	1	0	1	2	9
6:00 PM	1	0	1	2	2	4	0	0	0	0	1	1	6	7
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
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	12	2	14	22	3	25	8	0	8	4	4	8	55	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **Catalina Pkwy and Siggelkow Rd**

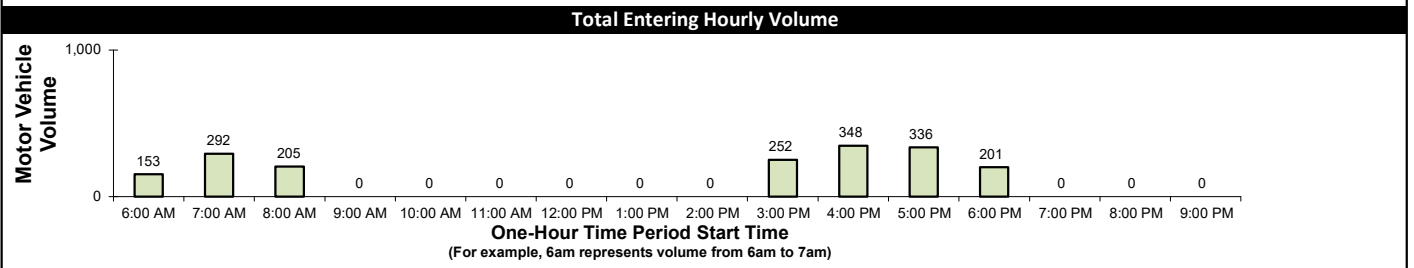
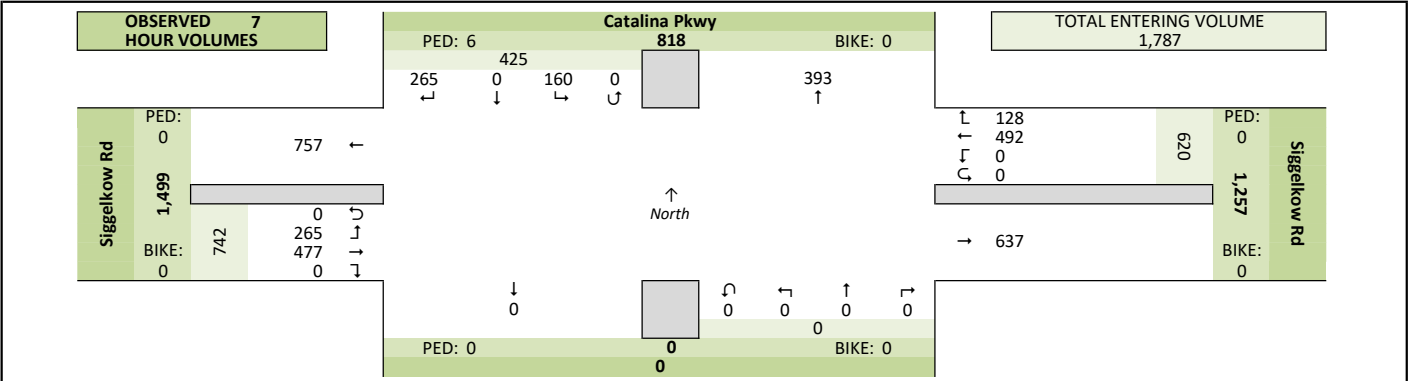
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Catalina Pkwy		
East Leg	Siggelkow Rd		
South Leg			
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

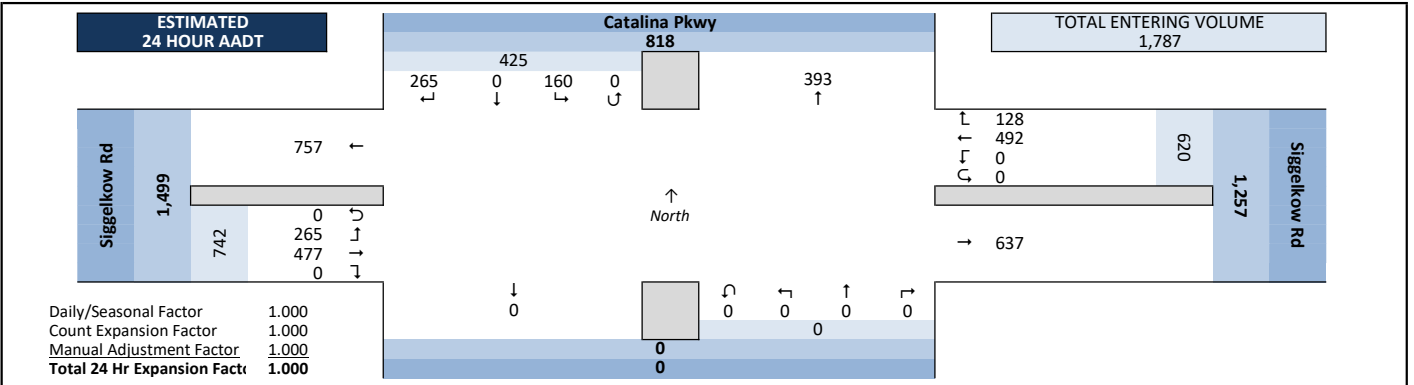
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates			
AM Peak Period	Tuesday, October 22, 2024	Weather: Clear & Dry	
Midday Peak Period	Tuesday, October 22, 2024	Clear & Dry	
PM Peak Period	Tuesday, October 22, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

Observed 7 Hour Volume Summary



Estimated 24 Hour AADT

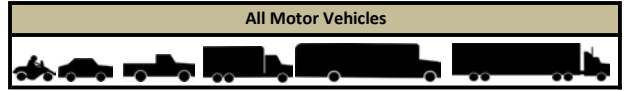


Intersection Traffic Volume Report

Count Basics		<i>Page 3 of 11</i>	
Start Date: Tuesday, October 22, 2024	Weekday		
Total Number of Hours Counted: 7	Non-Holiday	No Special Events	

Peak Hour Volume Summary

Catalina Pkwy and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 22, 2024		From North					From East					From South					From West					Totals				
		Catalina Pkwy					Siggelkow Rd					0					Siggelkow Rd									
	AM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
	Start Time																									
	7:15 AM	25	0	11	0	36	1	16	0	0	17	0	0	0	0	0	0	0	19	3	0	22	75			
	7:30 AM	18	0	15	0	33	1	27	0	0	28	0	0	0	0	0	0	0	15	8	0	23	84			
	7:45 AM	8	0	8	0	16	2	28	0	0	30	0	0	0	0	0	0	0	22	10	0	32	78			
	8:00 AM	15	0	11	0	26	2	21	0	0	23	0	0	0	0	0	0	0	17	8	0	25	74			
	Peak Hour Volume	66	0	45	0	111	6	92	0	0	98	0	0	0	0	0	0	0	73	29	0	102	311			
	Rounded Hourly Volume	65	0	45	0	110	5	90	0	0	95	0	0	0	0	0	0	0	75	30	0	105	310			
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	6.9	0.0	3.9	1.6			
	% 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	0.0			
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	6.9	0.0	3.9	1.6			
	Peak Hour Factor (PHF)	0.66	0.00	0.75	0.00	0.77	0.75	0.82	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.72	0.00	0.80	0.93			

N/A		From North					From East					From South					From West					Totals			
		Catalina Pkwy					Siggelkow Rd					0					Siggelkow Rd								
	MD Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	Start Time																								
	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
	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
	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
	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
	Peak Hour Volume	0	0	0	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	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	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	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	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	0.00	0.00	0.00

Tuesday, October 22, 2024		From North					From East					From South					From West					Totals			
		Catalina Pkwy					Siggelkow Rd					0					Siggelkow Rd								
	PM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	Start Time																								
	4:15 PM	15	0	2	0	17	4	16	0	0	20	0	0	0	0	0	0	0	38	6	0	44	81		
	4:30 PM	9	0	6	0	15	8	26	0	0	34	0	0	0	0	0	0	0	34	18	0	52	101		
	4:45 PM	11	0	7	0	18	10	27	0	0	37	0	0	0	0	0	0	0	22	14	0	36	91		
	5:00 PM	17	0	6	0	23	8	25	0	0	33	0	0	0	0	0	0	0	28	23	0	51	107		
	Peak Hour Volume	52	0	21	0	73	30	94	0	0	124	0	0	0	0	0	0	0	122	61	0	183	380		
	Rounded Hourly Volume	50	0	20	0	70	30	95	0	0	125	0	0	0	0	0	0	0	120	60	0	180	375		
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	3.3	1.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	3.8	2.4		
	% 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	0.0		
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	3.3	1.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	3.8	2.4		
	Peak Hour Factor (PHF)	0.76	0.00	0.75	0.00	0.79	0.75	0.87	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.66	0.00	0.88	0.89		

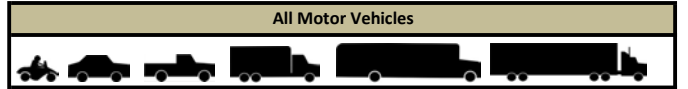
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Catalina Pkwy			Siggelkow Rd			0			Siggelkow Rd			
	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	1	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1
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	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	1	0	1	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
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Catalina Pkwy and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF		
	Catalina Pkwy					Siggelkow Rd					0					Siggelkow Rd									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
6:00 AM	6	0	4	0	10	0	6	0	0	6	0	0	0	0	0	0	0	6	1	0	7	23	153	0.72	
6:15 AM	6	0	2	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	12	1	0	13	30	185	0.84
6:30 AM	14	0	8	0	22	1	16	0	0	17	0	0	0	0	0	0	0	7	1	0	8	47	230	0.77	
6:45 AM	11	0	11	0	22	2	16	0	0	18	0	0	0	0	0	0	0	11	2	0	13	53	267	0.79	
7:00 AM	14	0	12	0	26	2	12	0	0	14	0	0	0	0	0	0	0	13	2	0	15	55	292	0.87	
7:15 AM	25	0	11	0	36	1	16	0	0	17	0	0	0	0	0	0	0	19	3	0	22	75	311	0.93	
7:30 AM	18	0	15	0	33	1	27	0	0	28	0	0	0	0	0	0	0	15	8	0	23	84	293	0.87	
7:45 AM	8	0	8	0	16	2	28	0	0	30	0	0	0	0	0	0	0	22	10	0	32	78	254	0.81	
8:00 AM	15	0	11	0	26	2	21	0	0	23	0	0	0	0	0	0	0	17	8	0	25	74	205	0.69	
8:15 AM	7	0	10	0	17	0	19	0	0	19	0	0	0	0	0	0	0	13	8	0	21	57			
8:30 AM	7	0	6	0	13	5	13	0	0	18	0	0	0	0	0	0	0	10	4	0	14	45			
8:45 AM	8	0	2	0	10	1	9	0	0	10	0	0	0	0	0	0	0	6	3	0	9	29			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
3:00 PM	2	0	3	0	5	3	16	0	0	19	0	0	0	0	0	0	0	19	9	0	28	52	252	0.76	
3:15 PM	4	0	2	0	6	11	11	0	0	22	0	0	0	0	0	0	0	12	9	0	21	49	275	0.83	
3:30 PM	6	0	4	0	10	10	19	0	0	29	0	0	0	0	0	0	0	20	9	0	29	68	307	0.92	
3:45 PM	6	0	4	0	10	1	17	0	0	18	0	0	0	0	0	0	0	37	18	0	55	83	340	0.84	
4:00 PM	8	0	8	0	16	5	23	0	0	28	0	0	0	0	0	0	0	19	12	0	31	75	348	0.86	
4:15 PM	15	0	2	0	17	4	16	0	0	20	0	0	0	0	0	0	0	38	6	0	44	81	380	0.89	
4:30 PM	9	0	6	0	15	8	26	0	0	34	0	0	0	0	0	0	0	34	18	0	52	101	394	0.92	
4:45 PM	11	0	7	0	18	10	27	0	0	37	0	0	0	0	0	0	0	22	14	0	36	91	368	0.86	
5:00 PM	17	0	6	0	23	8	25	0	0	33	0	0	0	0	0	0	0	28	23	0	51	107	336	0.79	
5:15 PM	7	0	7	0	14	15	29	0	0	44	0	0	0	0	0	0	0	18	19	0	37	95	299	0.79	
5:30 PM	14	0	1	0	15	9	20	0	0	29	0	0	0	0	0	0	0	13	18	0	31	75	266	0.89	
5:45 PM	4	0	1	0	5	6	18	0	0	24	0	0	0	0	0	0	0	13	17	0	30	59	228	0.81	
6:00 PM	5	0	6	0	11	5	21	0	0	26	0	0	0	0	0	0	0	21	12	0	33	70	201	0.72	
6:15 PM	6	0	2	0	8	6	14	0	0	20	0	0	0	0	0	0	0	19	15	0	34	62			
6:30 PM	5	0	0	0	5	5	8	0	0	13	0	0	0	0	0	0	0	10	9	0	19	37			
6:45 PM	7	0	1	0	8	5	10	0	0	15	0	0	0	0	0	0	0	3	6	0	9	32			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
Totals	265	0	160	0	425	128	492	0	0	620	0	0	0	0	0	0	0	477	265	0	742	1787			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF	
	Catalina Pkwy					Siggelkow Rd					0					Siggelkow Rd							
	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	66	0	45	0	111	6	92	0	0	98	0	0	0	0	0	0	0	73	29	0	102	311	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	0	
PM 4:15 PM	52	0	21	0	73	30	94	0	0	124	0	0	0	0	0	0	0	122	61	0	183	380	0.89

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 11	
Start Date:	Tuesday, October 22, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Catalina Pkwy and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Catalina Pkwy			Siggelkow Rd			0			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
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	0
8:30 AM	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
9:00 AM	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
9:30 AM	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
10:00 AM	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
10:30 AM	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
11:00 AM	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
11:30 AM	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
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
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	1
4:00 PM	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	1
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	2
5:30 PM	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
6:00 PM	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	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	0
7:00 PM	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
7:30 PM	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
8:00 PM	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
8:30 PM	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
9:00 PM	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
9:30 PM	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
Totals	6	0	6	0	0	0	0	0	0	0	0	0	6	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries



Intersection of: **CTH AB and Siggelkow Rd**

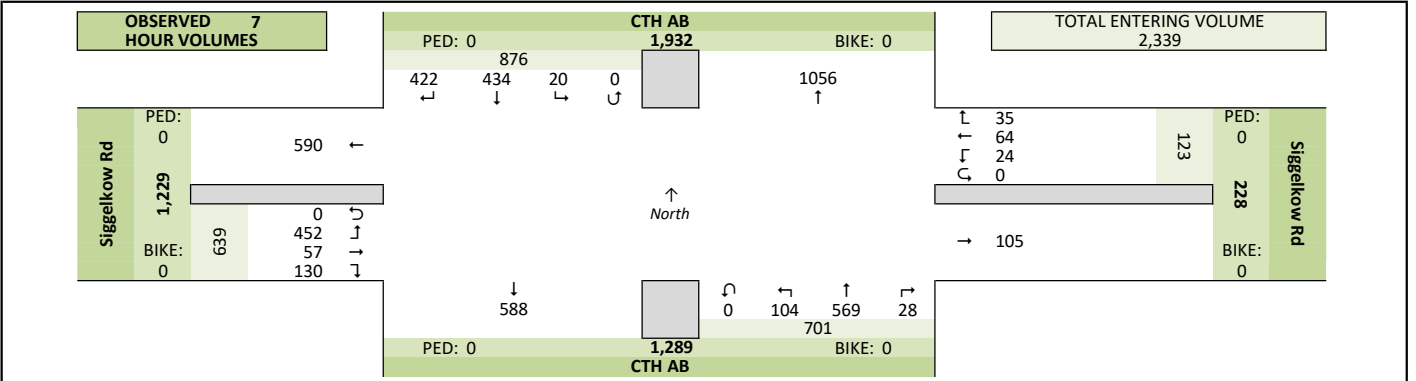
Site Information

Municipality	City of McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	CTH AB		
East Leg	Siggelkow Rd		
South Leg	CTH AB		
West Leg	Siggelkow Rd		
Special Considerations			
Schools	Other		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

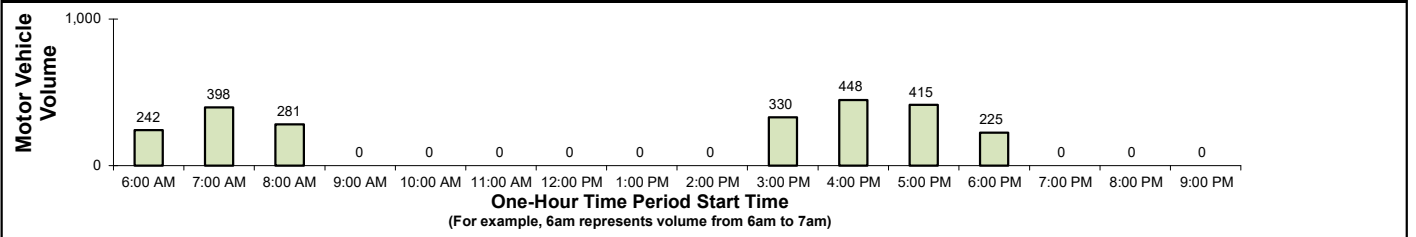
Count Information

Hrs Counted:	7:00 AM - 8:00 PM		
Count Dates			
AM Peak Period	Tuesday, October 22, 2024	Weather: Clear & Dry	
Midday Peak Period	Tuesday, October 22, 2024	Clear & Dry	
PM Peak Period	Tuesday, October 22, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(4) Rural Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	1.000
Company Name	MioVision		
Observers	AM Peak Period	MioVision	
	Midday Peak Period	MioVision	
	PM Peak Period	MioVision	
Comments			

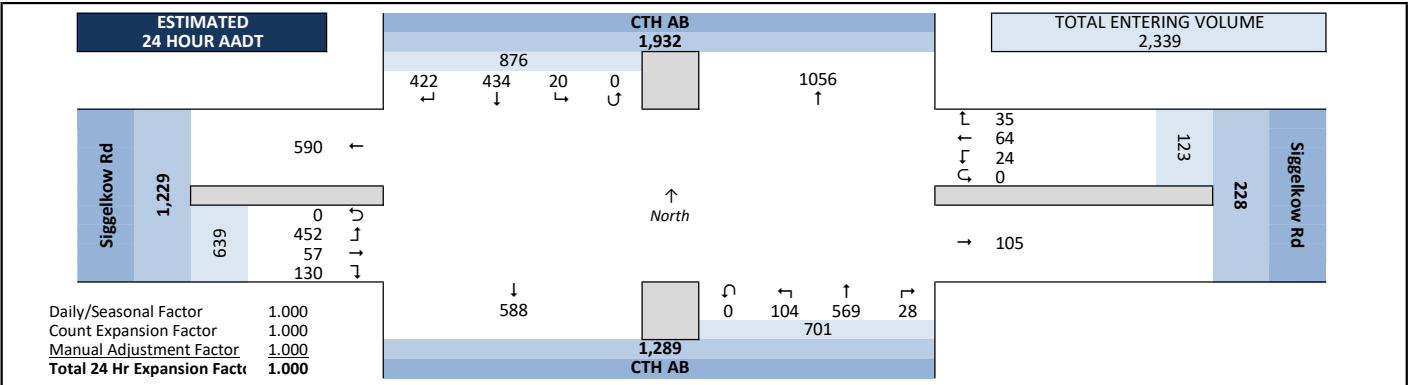
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

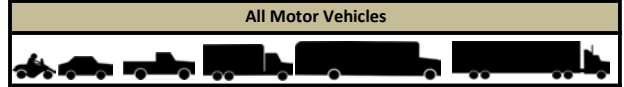


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Tuesday, October 22, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

Peak Hour Volume Summary

CTH AB and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 22, 2024		From North					From East					From South					From West					Totals
AM Peak Hour	Start Time	CTH AB					Siggelkow Rd					CTH AB					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:15 AM		13	7	1	0	21	1	1	1	0	3	0	38	5	0	43	2	0	33	0	35
7:30 AM		16	9	0	0	25	4	1	1	0	6	0	35	6	0	41	1	1	34	0	36	108
7:45 AM		22	7	0	0	29	1	2	1	0	4	0	38	8	0	46	7	2	27	0	36	115
8:00 AM		15	17	3	0	35	0	4	2	0	6	1	28	3	0	32	1	3	23	0	27	100
Peak Hour Volume		66	40	4	0	110	6	8	5	0	19	1	139	22	0	162	11	6	117	0	134	425
Rounded Hourly Volume		65	40	5	0	110	5	10	5	0	20	0	140	20	0	160	10	5	115	0	130	420
% Single Unit Trucks		3.0	7.5	0.0	0.0	4.5	0.0	12.5	40.0	0.0	15.8	100.0	1.4	9.1	0.0	3.1	0.0	50.0	0.0	0.0	2.2	3.8
% Heavy Trucks		0.0	2.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.5
% Trucks (Total)		3.0	10.0	0.0	0.0	5.5	0.0	12.5	40.0	0.0	15.8	100.0	2.2	9.1	0.0	3.7	0.0	50.0	0.0	0.0	2.2	4.2
Peak Hour Factor (PHF)		0.75	0.59	0.33	0.00	0.79	0.37	0.50	0.62	0.00	0.79	0.25	0.91	0.69	0.00	0.88	0.39	0.50	0.86	0.00	0.93	0.92

N/A		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour	Start Time	CTH AB					Siggelkow Rd					CTH AB					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	12:00 PM		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

Tuesday, October 22, 2024		From North					From East					From South					From West					Totals
PM Peak Hour	Start Time	CTH AB					Siggelkow Rd					CTH AB					Siggelkow Rd					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:15 PM		11	10	0	0	21	0	5	2	0	7	3	19	2	0	24	15	6	14	0	35
4:30 PM		24	36	2	0	62	3	6	3	0	12	3	21	4	0	28	9	4	30	0	43	145
4:45 PM		27	24	0	0	51	1	0	2	0	3	1	24	6	0	31	5	5	16	0	26	111
5:00 PM		28	42	0	0	70	2	3	1	0	6	0	28	6	0	34	8	2	23	0	33	143
Peak Hour Volume		90	112	2	0	204	6	14	8	0	28	7	92	18	0	117	37	17	83	0	137	486
Rounded Hourly Volume		90	110	0	0	200	5	15	10	0	30	5	90	20	0	115	35	15	85	0	135	480
% Single Unit Trucks		2.2	1.8	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	28.6	1.1	0.0	0.0	2.6	8.1	11.8	2.4	0.0	5.1	2.9
% Heavy Trucks		0.0	0.9	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.7	0.4
% Trucks (Total)		2.2	2.7	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	28.6	1.1	0.0	0.0	2.6	8.1	11.8	3.6	0.0	5.8	3.3
Peak Hour Factor (PHF)		0.80	0.67	0.25	0.00	0.73	0.50	0.58	0.67	0.00	0.58	0.58	0.82	0.75	0.00	0.86	0.62	0.71	0.69	0.00	0.80	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 Volume
15-Minute Start Time	CTH AB			Siggelkow Rd			CTH AB			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	
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	
4:15 PM	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	
4:45 PM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH AB and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North CTH AB					From East Siggelkow Rd					From South CTH AB					From West Siggelkow Rd					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			
	6:00 AM	2	5	0	0	7	0	0	0	0	0	2	11	2	0	15	1	2	8	0			
6:15 AM	8	9	0	0	17	0	1	0	0	1	2	13	5	0	20	1	0	12	0	13	51	282	0.78
6:30 AM	12	5	2	0	19	2	2	2	0	6	2	26	3	0	31	1	0	11	0	12	68	333	0.82
6:45 AM	8	8	3	0	19	13	2	1	0	16	3	18	7	0	28	5	1	21	0	27	90	373	0.86
7:00 AM	5	6	0	0	11	0	2	2	0	4	0	26	5	0	31	3	1	23	0	27	73	398	0.87
7:15 AM	13	7	1	0	21	1	1	1	0	3	0	38	5	0	43	2	0	33	0	35	102	425	0.92
7:30 AM	16	9	0	0	25	4	1	1	0	6	0	35	6	0	41	1	1	34	0	36	108	406	0.88
7:45 AM	22	7	0	0	29	1	2	1	0	4	0	38	8	0	46	7	2	27	0	36	115	355	0.77
8:00 AM	15	17	3	0	35	0	4	2	0	6	1	28	3	0	32	1	3	23	0	27	100	281	0.70
8:15 AM	10	12	0	0	22	2	4	1	0	7	3	24	3	0	30	5	6	13	0	24	83		
8:30 AM	8	6	0	0	14	1	2	0	0	3	0	18	5	0	23	6	0	11	0	17	57		
8:45 AM	6	6	1	0	13	0	3	0	0	3	0	15	1	0	16	3	0	6	0	9	41		
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		
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		
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	15	19	1	0	35	0	1	1	0	2	0	13	6	0	19	4	1	11	0	16	72	330	0.84
3:15 PM	14	20	0	0	34	0	1	0	0	1	1	15	3	0	19	4	3	7	0	14	68	363	0.86
3:30 PM	23	22	1	0	46	0	2	1	0	3	0	23	3	0	26	7	1	15	0	23	98	382	0.91
3:45 PM	14	13	1	0	28	0	3	0	0	3	0	21	2	0	23	7	1	30	0	38	92	429	0.74
4:00 PM	21	27	2	0	50	1	0	0	0	1	3	18	4	0	25	8	3	18	0	29	105	448	0.77
4:15 PM	11	10	0	0	21	0	5	2	0	7	3	19	2	0	24	15	6	14	0	35	87	486	0.84
4:30 PM	24	36	2	0	62	3	6	3	0	12	3	21	4	0	28	9	4	30	0	43	145	510	0.88
4:45 PM	27	24	0	0	51	1	0	2	0	3	1	24	6	0	31	5	5	16	0	26	111	444	0.78
5:00 PM	28	42	0	0	70	2	3	1	0	6	0	28	6	0	34	8	2	23	0	33	143	415	0.73
5:15 PM	33	23	0	0	56	1	3	0	0	4	1	21	3	0	25	11	4	11	0	26	111	343	0.77
5:30 PM	19	21	0	0	40	2	5	0	0	7	2	14	3	0	19	2	2	9	0	13	79	301	0.92
5:45 PM	18	29	1	0	48	0	3	1	0	4	0	18	3	0	21	3	1	5	0	9	82	267	0.81
6:00 PM	14	19	1	0	34	0	3	1	0	4	0	7	2	0	9	5	4	15	0	24	71	225	0.79
6:15 PM	17	13	0	0	30	1	2	0	0	3	1	15	2	0	18	3	1	14	0	18	69		
6:30 PM	10	9	0	0	19	0	2	1	0	3	0	13	0	0	13	1	3	6	0	10	45		
6:45 PM	9	10	1	0	20	0	1	0	0	1	0	9	2	0	11	2	0	6	0	8	40		
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	422	434	20	0	876	35	64	24	0	123	28	569	104	0	701	130	57	452	0	639	2339		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North CTH AB					From East Siggelkow Rd					From South CTH AB					From West Siggelkow Rd					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	66	40	4	0	110	6	8	5	0	19	1	139	22	0	162	11	6	117	0			134
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	
PM 4:15 PM	90	112	2	0	204	6	14	8	0	28	7	92	18	0	117	37	17	83	0	137	486	0.84	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

CTH AB and Siggelkow Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum				
	CTH AB					Siggelkow Rd					CTH AB					Siggelkow Rd										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
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	11	
6:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	19
6:30 AM	0	0	0	0	0	1	1	2	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	6	18
6:45 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	18
7:00 AM	0	1	0	0	1	0	2	2	0	4	0	1	1	0	2	0	0	1	0	1	0	1	0	1	8	17
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	
7:30 AM	2	1	0	0	3	0	0	1	0	1	0	0	1	0	1	0	1	0	0	0	0	1	0	1	6	27
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	24
8:00 AM	0	1	0	0	1	0	1	1	0	2	1	3	0	0	4	0	2	0	0	2	2	9	2	9	25	
8:15 AM	0	1	0	0	1	0	0	0	0	0	3	3	0	0	6	0	3	1	0	4	4	11				
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	3					
8:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	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					
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					
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	3	0	0	3	0	0	0	0	0	0	3			14	
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5			16		
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4			19		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2			17		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	5			18		
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3	2	0	0	5	8			16		
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2			16		
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	15			15		
5:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			14		
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	8			12		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1			4		
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2			3		
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			1		
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	15	0	0	22	2	5	7	0	14	9	26	4	0	39	5	13	7	0	25	100					

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	CTH AB					Siggelkow Rd					CTH AB					Siggelkow Rd					
	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	4	0	0	6	0	1	2	0	3	1	3	2	0	6	0	3	0	0	3	18
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 4:15 PM	2	3	0	0	5	0	0	0	0	0	2	1	0	0	3	3	2	3	0	8	16

Intersection Traffic Volume Report

Count Basics		Page 11 of 11	
Start Date:	Tuesday, October 22, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

CTH AB and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	CTH AB			Siggelkow Rd			CTH AB			Siggelkow Rd				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Start Time														
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	0
8:30 AM	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
9:00 AM	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
9:30 AM	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
10:00 AM	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
10:30 AM	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
11:00 AM	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
11:30 AM	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
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
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	0
5:30 PM	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
6:00 PM	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
6:30 PM	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
7:00 PM	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
7:30 PM	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
8:00 PM	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
8:30 PM	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
9:00 PM	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
9:30 PM	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
Totals	0	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					
Elementary School Age Children	x					
Visually Impaired (white cane/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Appendix B: Existing-Year (Year 2024) Traffic Operations Analysis Worksheets

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	9	50	3	25	48	28	6	17	33	41	11	7
Future Vol, veh/h	9	50	3	25	48	28	6	17	33	41	11	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	8	8	8	7	7	7	12	12	12	6	6	6
Mvmt Flow	10	54	3	27	52	30	7	18	36	45	12	8
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8	8.1	7.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	15%	34%	0%	69%
Vol Thru, %	30%	81%	66%	0%	19%
Vol Right, %	59%	5%	0%	100%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	62	73	28	59
LT Vol	6	9	25	0	41
Through Vol	17	50	48	0	11
RT Vol	33	3	0	28	7
Lane Flow Rate	61	67	79	30	64
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.072	0.085	0.111	0.035	0.081
Departure Headway (Hd)	4.274	4.554	5.045	4.171	4.565
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	842	790	701	844	789
Service Time	2.28	2.562	2.844	1.97	2.57
HCM Lane V/C Ratio	0.072	0.085	0.113	0.036	0.081
HCM Control Delay, s/veh	7.6	8	8.5	7.1	8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.1	0.3

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑		↑
Traffic Vol, veh/h	0	100	24	112	61	0	0	0	0	179	0	41
Future Vol, veh/h	0	100	24	112	61	0	0	0	0	179	0	41
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	40	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	4	4	4	0	0	0	4	4	4
Mvmt Flow	0	109	26	122	66	0	0	0	0	195	0	45

Major/Minor	Major1			Major2			Minor2				
Conflicting Flow All	-	0	0	138	0	0			364	-	33
Stage 1	-	-	-	-	-	-			310	-	-
Stage 2	-	-	-	-	-	-			54	-	-
Critical Hdwy	-	-	-	4.18	-	-			6.88	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-			5.88	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.88	-	-
Follow-up Hdwy	-	-	-	2.24	-	-			3.54	-	3.34
Pot Cap-1 Maneuver	0	-	-	1429	-	0			603	0	1026
Stage 1	0	-	-	-	-	0			711	0	-
Stage 2	0	-	-	-	-	0			956	0	-
Platoon blocked, %	-	-	-	-	-	-			-	-	-
Mov Cap-1 Maneuver	-	-	-	1429	-	-			552	0	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-			552	0	-
Stage 1	-	-	-	-	-	-			711	0	-
Stage 2	-	-	-	-	-	-			874	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	5.02	13.85
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1429	-	552	1026
HCM Lane V/C Ratio	-	-	0.085	-	0.353	0.043
HCM Control Delay (s/veh)	-	-	7.8	-	15	8.7
HCM Lane LOS	-	-	A	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	-	1.6	0.1

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑		↘		↗			
Traffic Vol, veh/h	82	197	0	0	143	581	30	0	99	0	0	0
Future Vol, veh/h	82	197	0	0	143	581	30	0	99	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	40	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	4	4	4	2	2	2	1	1	1	2	2	2
Mvmt Flow	95	229	0	0	166	676	35	0	115	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	166	0	504
Stage 1	-	-	420
Stage 2	-	-	84
Critical Hdwy	4.18	-	6.82
Critical Hdwy Stg 1	-	-	5.82
Critical Hdwy Stg 2	-	-	5.82
Follow-up Hdwy	2.24	-	3.31
Pot Cap-1 Maneuver	1395	0	918
Stage 1	-	0	634
Stage 2	-	0	932
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1395	-	917
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	591
Stage 2	-	-	932

Approach	EB	WB	NB
HCM Control Delay, s/v	2.28	0	10.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	465	917	1395	-	-
HCM Lane V/C Ratio	0.075	0.126	0.068	-	-
HCM Control Delay (s/veh)	13.4	9.5	7.8	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.4	0.2	-	-

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	65	214	17	3	689	36	15	5	7	5	2	19
Future Vol, veh/h	65	214	17	3	689	36	15	5	7	5	2	19
Conflicting Peds, #/hr	0	0	10	11	0	1	10	0	11	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	21	21	21
Mvmt Flow	73	240	19	3	774	40	17	6	8	6	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	816	0	0	271	0	0	812	1229	152	1082	1219	418
Stage 1	-	-	-	-	-	-	407	407	-	802	802	-
Stage 2	-	-	-	-	-	-	405	822	-	280	417	-
Critical Hdwy	4.2	-	-	4.14	-	-	7.58	6.58	6.98	7.92	6.92	7.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.92	5.92	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.92	5.92	-
Follow-up Hdwy	2.25	-	-	2.22	-	-	3.54	4.04	3.34	3.71	4.21	3.51
Pot Cap-1 Maneuver	789	-	-	1290	-	-	267	174	861	149	154	534
Stage 1	-	-	-	-	-	-	586	591	-	305	352	-
Stage 2	-	-	-	-	-	-	588	381	-	652	544	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	788	-	-	1276	-	-	224	155	843	128	138	528
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	155	-	128	138	-
Stage 1	-	-	-	-	-	-	526	530	-	304	351	-
Stage 2	-	-	-	-	-	-	553	380	-	574	489	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.2			0.06			21.3			18.81		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	251	788	-	-	14	-	-	290
HCM Lane V/C Ratio	0.121	0.093	-	-	0.003	-	-	0.101
HCM Control Delay (s/veh)	21.3	10	-	-	7.8	0	-	18.8
HCM Lane LOS	C	B	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	20	180	26	39	592	6	61	2	29	5	13	75
Future Vol, veh/h	20	180	26	39	592	6	61	2	29	5	13	75
Conflicting Peds, #/hr	1	0	2	1	0	0	2	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	2	2	2	1	1	1	1	1	1
Mvmt Flow	23	205	30	44	673	7	69	2	33	6	15	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	681	0	0	236	0	0	701	1036	120	916	1047	343
Stage 1	-	-	-	-	-	-	267	267	-	766	766	-
Stage 2	-	-	-	-	-	-	434	769	-	150	282	-
Critical Hdwy	4.22	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.26	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	881	-	-	1328	-	-	327	232	912	229	228	656
Stage 1	-	-	-	-	-	-	718	689	-	364	412	-
Stage 2	-	-	-	-	-	-	573	411	-	840	679	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	881	-	-	1326	-	-	247	215	909	203	212	654
Mov Cap-2 Maneuver	-	-	-	-	-	-	247	215	-	203	212	-
Stage 1	-	-	-	-	-	-	697	669	-	348	395	-
Stage 2	-	-	-	-	-	-	459	394	-	784	659	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.98			0.74			21.66			15.04		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	319	271	-	-	217	-	-	464
HCM Lane V/C Ratio	0.327	0.026	-	-	0.033	-	-	0.228
HCM Control Delay (s/veh)	21.7	9.2	0.2	-	7.8	0.3	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	0.9

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	6	203	6	2	598	6	21	0	9	9	0	19
Future Vol, veh/h	6	203	6	2	598	6	21	0	9	9	0	19
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	2	2	2	7	7	7	7	7	7
Mvmt Flow	7	226	7	2	664	7	23	0	10	10	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	671	0	0	233	0	0	581	919	118	799	919	337
Stage 1	-	-	-	-	-	-	243	243	-	672	672	-
Stage 2	-	-	-	-	-	-	338	676	-	127	247	-
Critical Hdwy	4.18	-	-	4.14	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.24	-	-	2.22	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	902	-	-	1331	-	-	387	261	896	268	261	645
Stage 1	-	-	-	-	-	-	725	691	-	400	441	-
Stage 2	-	-	-	-	-	-	637	439	-	849	689	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	902	-	-	1330	-	-	370	258	894	262	258	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	370	258	-	262	258	-
Stage 1	-	-	-	-	-	-	718	685	-	399	440	-
Stage 2	-	-	-	-	-	-	614	438	-	832	683	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.32			0.04			13.67			13.84		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	97	-	-	12	-	-	438
HCM Lane V/C Ratio	0.074	0.007	-	-	0.002	-	-	0.071
HCM Control Delay (s/veh)	13.7	9	0.1	-	7.7	0	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔		↔	↔			↔	↔
Traffic Vol, veh/h	43	102	77	71	396	60	167	70	28	17	28	42
Future Vol, veh/h	43	102	77	71	396	60	167	70	28	17	28	42
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	8	8	8
Mvmt Flow	49	117	89	82	455	69	192	80	32	20	32	48
Number of Lanes	0	2	0	1	2	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay, s/veh	13.2	16.5	15.3	12
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	46%	0%	100%	0%	0%	38%	0%
Vol Thru, %	0%	71%	54%	40%	0%	100%	69%	62%	0%
Vol Right, %	0%	29%	0%	60%	0%	0%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	98	94	128	71	264	192	45	42
LT Vol	167	0	43	0	71	0	0	17	0
Through Vol	0	70	51	51	0	264	132	28	0
RT Vol	0	28	0	77	0	0	60	0	42
Lane Flow Rate	192	113	108	147	82	303	221	52	48
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.434	0.232	0.241	0.3	0.17	0.59	0.415	0.124	0.103
Departure Headway (Hd)	8.139	7.428	8.015	7.35	7.506	6.997	6.775	8.623	7.714
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	483	448	488	478	516	532	415	464
Service Time	5.887	5.176	5.766	5.101	5.247	4.739	4.516	6.382	5.472
HCM Lane V/C Ratio	0.433	0.234	0.241	0.301	0.172	0.587	0.415	0.125	0.103
HCM Control Delay, s/veh	17	12.4	13.3	13.2	11.8	19.4	14.3	12.6	11.4
HCM Lane LOS	C	B	B	B	B	C	B	B	B
HCM 95th-tile Q	2.2	0.9	0.9	1.2	0.6	3.8	2	0.4	0.3

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	36	101	10	14	361	4	49	6	18	6	6	117
Future Vol, veh/h	36	101	10	14	361	4	49	6	18	6	6	117
Conflicting Peds, #/hr	2	0	7	5	0	0	7	0	5	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	10	10	10	2	2	2	0	0	0	3	3	3
Mvmt Flow	43	120	12	17	430	5	58	7	21	7	7	139

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	437	0	0	139	0	0	478	689	78	622	692	226
Stage 1	-	-	-	-	-	-	219	219	-	467	467	-
Stage 2	-	-	-	-	-	-	259	470	-	154	225	-
Critical Hdwy	4.3	-	-	4.14	-	-	7.5	6.5	6.9	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.56	5.56	-
Follow-up Hdwy	2.3	-	-	2.22	-	-	3.5	4	3.3	3.53	4.03	3.33
Pot Cap-1 Maneuver	1065	-	-	1442	-	-	475	371	973	369	364	774
Stage 1	-	-	-	-	-	-	769	726	-	542	557	-
Stage 2	-	-	-	-	-	-	729	564	-	829	714	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1063	-	-	1432	-	-	357	349	962	333	342	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	349	-	333	342	-
Stage 1	-	-	-	-	-	-	733	692	-	535	550	-
Stage 2	-	-	-	-	-	-	578	556	-	767	681	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.09			0.28			15.75			11.76		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	421	1063	-	-	1432	-	-	686
HCM Lane V/C Ratio	0.206	0.04	-	-	0.012	-	-	0.224
HCM Control Delay (s/veh)	15.7	8.5	-	-	7.5	-	-	11.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.9

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↖	↖		↖↗	
Traffic Vol, veh/h	15	71	39	10	165	1	154	3	27	2	6	60
Future Vol, veh/h	15	71	39	10	165	1	154	3	27	2	6	60
Conflicting Peds, #/hr	3	0	6	13	0	10	6	0	13	10	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	130	-	130	-	-	85	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	7	7	4	4	4	3	3	3	6	6	6
Mvmt Flow	17	83	45	12	192	1	179	3	31	2	7	70

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	141	0	0	282	379	90	317	401	113
Stage 1	-	-	-	-	-	-	153	153	-	226	226	-
Stage 2	-	-	-	-	-	-	129	226	-	91	176	-
Critical Hdwy	4.24	-	-	4.18	-	-	7.56	6.56	6.96	7.62	6.62	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.62	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.62	5.62	-
Follow-up Hdwy	2.27	-	-	2.24	-	-	3.53	4.03	3.33	3.56	4.06	3.36
Pot Cap-1 Maneuver	1330	-	-	1425	-	-	646	549	947	603	527	906
Stage 1	-	-	-	-	-	-	831	767	-	745	706	-
Stage 2	-	-	-	-	-	-	859	713	-	895	743	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1318	-	-	1408	-	-	564	526	924	554	504	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	526	-	554	504	-
Stage 1	-	-	-	-	-	-	810	748	-	732	694	-
Stage 2	-	-	-	-	-	-	773	700	-	838	724	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.93			0.43			13.63			9.85		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	564	924	1318	-	-	1408	-	-	822
HCM Lane V/C Ratio	0.324	0.034	0.013	-	-	0.008	-	-	0.096
HCM Control Delay (s/veh)	14.4	9	7.8	-	-	7.6	-	-	9.8
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.4	0.1	0	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	71	101	6	44	74
Future Vol, veh/h	29	71	101	6	44	74
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	31	76	109	6	47	80

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	116	0	-	0	253
Stage 1	-	-	-	-	113
Stage 2	-	-	-	-	140
Critical Hdwy	4.14	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.236	-	-	-	3.5
Pot Cap-1 Maneuver	1460	-	-	-	740
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	892
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	723
Mov Cap-2 Maneuver	-	-	-	-	723
Stage 1	-	-	-	-	896
Stage 2	-	-	-	-	891

Approach	EB	WB	SB
HCM Control Delay, s/v	2.18	0	10
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	847
HCM Lane V/C Ratio	0.021	-	-	-	0.15
HCM Control Delay (s/veh)	7.5	-	-	-	10
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	117	6	11	5	8	6	22	139	1	4	40	66
Future Vol, veh/h	117	6	11	5	8	6	22	139	1	4	40	66
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	16	16	16	4	4	4	6	6	6
Mvmt Flow	127	7	12	5	9	7	24	151	1	4	43	72

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	291	288	79	255	323	152	115	0	0	152	0	0
Stage 1	88	88	-	199	199	-	-	-	-	-	-	-
Stage 2	203	200	-	55	124	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.26	6.66	6.36	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.26	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.26	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.644	4.144	3.444	2.236	-	-	2.254	-	-
Pot Cap-1 Maneuver	661	622	981	670	572	859	1461	-	-	1404	-	-
Stage 1	920	822	-	771	711	-	-	-	-	-	-	-
Stage 2	799	736	-	923	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	632	609	981	641	560	859	1461	-	-	1404	-	-
Mov Cap-2 Maneuver	632	609	-	641	560	-	-	-	-	-	-	-
Stage 1	916	819	-	757	698	-	-	-	-	-	-	-
Stage 2	769	723	-	901	765	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.13		10.69	1.02	0.28
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	244	-	-	650	654	58	-	-
HCM Lane V/C Ratio	0.016	-	-	0.224	0.032	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	-	12.1	10.7	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0	-	-

Intersection												
Intersection Delay, s/veh	8.1											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔			↔	
Traffic Vol, veh/h	5	64	7	27	70	13	8	12	37	58	20	14
Future Vol, veh/h	5	64	7	27	70	13	8	12	37	58	20	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	7	7	7	6	6	6	7	7	7	1	1	1
Mvmt Flow	5	66	7	28	72	13	8	12	38	60	21	14
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.1		8.1	
HCM LOS	A		A	

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	14%	7%	28%	0%	63%
Vol Thru, %	21%	84%	72%	0%	22%
Vol Right, %	65%	9%	0%	100%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	76	97	13	92
LT Vol	8	5	27	0	58
Through Vol	12	64	70	0	20
RT Vol	37	7	0	13	14
Lane Flow Rate	59	78	100	13	95
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.069	0.099	0.143	0.016	0.118
Departure Headway (Hd)	4.24	4.567	5.156	4.314	4.489
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	847	787	698	832	800
Service Time	2.255	2.584	2.872	2.029	2.503
HCM Lane V/C Ratio	0.07	0.099	0.143	0.016	0.119
HCM Control Delay, s/veh	7.6	8.1	8.7	7.1	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.5	0	0.4

Intersection												
Int Delay, s/veh	45.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑		↑
Traffic Vol, veh/h	0	114	45	160	59	0	0	0	0	449	0	51
Future Vol, veh/h	0	114	45	160	59	0	0	0	0	449	0	51
Conflicting Peds, #/hr	0	0	13	13	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	40	-	-	-	-	-	0	-	0
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, %	3	3	3	1	1	1	2	2	2	1	1	1
Mvmt Flow	0	123	48	172	63	0	0	0	0	483	0	55

Major/Minor	Major1			Major2			Minor2				
Conflicting Flow All	-	0	0	184	0	0			469	-	32
Stage 1	-	-	-	-	-	-			408	-	-
Stage 2	-	-	-	-	-	-			61	-	-
Critical Hdwy	-	-	-	4.12	-	-			6.82	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-			5.82	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.82	-	-
Follow-up Hdwy	-	-	-	2.21	-	-			3.51	-	3.31
Pot Cap-1 Maneuver	0	-	-	1396	-	0			526	0	1038
Stage 1	0	-	-	-	-	0			643	0	-
Stage 2	0	-	-	-	-	0			957	0	-
Platoon blocked, %	-	-	-	-	-	-			-	-	-
Mov Cap-1 Maneuver	-	-	-	1396	-	-			~ 461	0	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-			~ 461	0	-
Stage 1	-	-	-	-	-	-			643	0	-
Stage 2	-	-	-	-	-	-			839	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	5.8	77.3
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1396	-	461	1038
HCM Lane V/C Ratio	-	-	0.123	-	1.047	0.053
HCM Control Delay (s/veh)	-	-	7.9	-	85.1	8.7
HCM Lane LOS	-	-	A	-	F	A
HCM 95th %tile Q(veh)	-	-	0.4	-	14.9	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗			↗↗		↘		↗			
Traffic Vol, veh/h	52	511	0	0	198	277	20	0	146	0	0	0
Future Vol, veh/h	52	511	0	0	198	277	20	0	146	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	13	0	13	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	40	-	-	-	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	1	1	1
Mvmt Flow	58	574	0	0	222	311	22	0	164	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	222	0	815
Stage 1	-	-	691
Stage 2	-	-	124
Critical Hdwy	4.14	-	6.82
Critical Hdwy Stg 1	-	-	5.82
Critical Hdwy Stg 2	-	-	5.82
Follow-up Hdwy	2.22	-	3.31
Pot Cap-1 Maneuver	1344	0	699
Stage 1	-	0	461
Stage 2	-	0	891
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1344	-	690
Mov Cap-2 Maneuver	-	-	300
Stage 1	-	-	441
Stage 2	-	-	880

Approach	EB	WB	NB
HCM Control Delay, s/v	0.72	0	12.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	300	690	1344	-	-
HCM Lane V/C Ratio	0.075	0.238	0.043	-	-
HCM Control Delay (s/veh)	18	11.8	7.8	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	0.9	0.1	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖↗			↔			↔	
Traffic Vol, veh/h	9	630	18	13	395	7	9	1	8	15	5	71
Future Vol, veh/h	9	630	18	13	395	7	9	1	8	15	5	71
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	6	6	6	1	1	1
Mvmt Flow	10	724	21	15	454	8	10	1	9	17	6	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	462	0	0	748	0	0	1021	1250	378	874	1256	234
Stage 1	-	-	-	-	-	-	758	758	-	488	488	-
Stage 2	-	-	-	-	-	-	263	492	-	386	769	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.62	6.62	7.02	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.62	5.62	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.62	5.62	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.56	4.06	3.36	3.51	4.01	3.31
Pot Cap-1 Maneuver	1103	-	-	863	-	-	185	166	608	245	171	771
Stage 1	-	-	-	-	-	-	356	404	-	533	551	-
Stage 2	-	-	-	-	-	-	708	536	-	611	411	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1103	-	-	861	-	-	154	161	605	232	166	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	161	-	232	166	-
Stage 1	-	-	-	-	-	-	352	399	-	522	540	-
Stage 2	-	-	-	-	-	-	612	525	-	593	406	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.45			22.08			14.42		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	1103	-	-	110	-	-	486
HCM Lane V/C Ratio	0.089	0.009	-	-	0.017	-	-	0.215
HCM Control Delay (s/veh)	22.1	8.3	-	-	9.3	0.2	-	14.4
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.8

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	121	474	57	48	319	39	26	13	52	40	26	70
Future Vol, veh/h	121	474	57	48	319	39	26	13	52	40	26	70
Conflicting Peds, #/hr	6	0	5	2	0	3	5	0	2	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	2	2	2
Mvmt Flow	123	484	58	49	326	40	27	13	53	41	27	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	547	0	0	1045	1234	279	948	1243	195
Stage 1	-	-	-	-	-	-	765	765	-	449	449	-
Stage 2	-	-	-	-	-	-	280	469	-	498	794	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.6	6.6	7	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.54	5.54	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.55	4.05	3.35	3.52	4.02	3.32
Pot Cap-1 Maneuver	1191	-	-	1033	-	-	179	171	709	216	173	814
Stage 1	-	-	-	-	-	-	355	403	-	559	570	-
Stage 2	-	-	-	-	-	-	695	551	-	522	398	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1184	-	-	1028	-	-	113	141	704	151	142	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	141	-	151	142	-
Stage 1	-	-	-	-	-	-	310	352	-	526	537	-
Stage 2	-	-	-	-	-	-	566	519	-	406	347	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.06			1.3			31.03			34.94		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	229	581	-	-	369	-	-	254
HCM Lane V/C Ratio	0.405	0.104	-	-	0.048	-	-	0.546
HCM Control Delay (s/veh)	31	8.4	0.7	-	8.7	0.4	-	34.9
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.8	0.3	-	-	0.1	-	-	3

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	14	532	20	7	390	11	7	1	2	16	1	10
Future Vol, veh/h	14	532	20	7	390	11	7	1	2	16	1	10
Conflicting Peds, #/hr	2	0	6	6	0	2	6	0	6	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	4	4	4
Mvmt Flow	15	560	21	7	411	12	7	1	2	17	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	424	0	0	587	0	0	833	1045	303	749	1050	219
Stage 1	-	-	-	-	-	-	606	606	-	433	433	-
Stage 2	-	-	-	-	-	-	227	439	-	316	617	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.5	6.5	6.9	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.5	4	3.3	3.54	4.04	3.34
Pot Cap-1 Maneuver	1139	-	-	991	-	-	265	231	700	297	223	779
Stage 1	-	-	-	-	-	-	456	490	-	566	575	-
Stage 2	-	-	-	-	-	-	761	582	-	664	475	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1137	-	-	985	-	-	251	223	692	285	216	773
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	223	-	285	216	-
Stage 1	-	-	-	-	-	-	446	480	-	560	569	-
Stage 2	-	-	-	-	-	-	739	576	-	647	465	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.32			0.22			18.19			15.64		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	85	-	-	59	-	-	367
HCM Lane V/C Ratio	0.037	0.013	-	-	0.007	-	-	0.078
HCM Control Delay (s/veh)	18.2	8.2	0.1	-	8.7	0.1	-	15.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔		↔	↔			↔	↔
Traffic Vol, veh/h	87	388	75	44	257	62	75	61	37	60	90	76
Future Vol, veh/h	87	388	75	44	257	62	75	61	37	60	90	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	1	1	1
Mvmt Flow	92	408	79	46	271	65	79	64	39	63	95	80
Number of Lanes	0	2	0	1	2	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay, s/veh	21.1	14.7	13.9	15.1
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	31%	0%	100%	0%	0%	40%	0%
Vol Thru, %	0%	62%	69%	72%	0%	100%	58%	60%	0%
Vol Right, %	0%	38%	0%	28%	0%	0%	42%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	98	281	269	44	171	148	150	76
LT Vol	75	0	87	0	44	0	0	60	0
Through Vol	0	61	194	194	0	171	86	90	0
RT Vol	0	37	0	75	0	0	62	0	76
Lane Flow Rate	79	103	296	283	46	180	155	158	80
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.199	0.238	0.628	0.573	0.109	0.397	0.329	0.377	0.171
Departure Headway (Hd)	9.086	8.302	7.646	7.288	8.437	7.925	7.623	8.607	7.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	430	470	493	423	453	469	417	465
Service Time	6.875	6.09	5.417	5.059	6.215	5.702	5.401	6.39	5.469
HCM Lane V/C Ratio	0.201	0.24	0.63	0.574	0.109	0.397	0.33	0.379	0.172
HCM Control Delay, s/veh	14.1	13.7	22.6	19.5	12.3	15.9	14.1	16.6	12.1
HCM Lane LOS	B	B	C	C	B	C	B	C	B
HCM 95th-tile Q	0.7	0.9	4.2	3.5	0.4	1.9	1.4	1.7	0.6

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	119	310	56	11	252	9	31	4	5	6	1	80
Future Vol, veh/h	119	310	56	11	252	9	31	4	5	6	1	80
Conflicting Peds, #/hr	7	0	9	7	0	5	9	0	7	5	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	125	326	59	12	265	9	33	4	5	6	1	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	394	0	0	781	920	209	723	945	153
Stage 1	-	-	-	-	-	-	615	615	-	300	300	-
Stage 2	-	-	-	-	-	-	165	305	-	423	645	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1285	-	-	1175	-	-	289	273	804	318	264	872
Stage 1	-	-	-	-	-	-	450	485	-	690	669	-
Stage 2	-	-	-	-	-	-	826	666	-	585	471	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1276	-	-	1165	-	-	228	240	791	274	232	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	240	-	274	232	-
Stage 1	-	-	-	-	-	-	402	434	-	678	658	-
Stage 2	-	-	-	-	-	-	730	655	-	515	421	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.99			0.33			22.19			10.65		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	251	1276	-	-	1165	-	-	728
HCM Lane V/C Ratio	0.168	0.098	-	-	0.01	-	-	0.126
HCM Control Delay (s/veh)	22.2	8.1	-	-	8.1	-	-	10.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.3	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↔	
Traffic Vol, veh/h	42	156	122	20	132	1	99	8	14	1	7	41
Future Vol, veh/h	42	156	122	20	132	1	99	8	14	1	7	41
Conflicting Peds, #/hr	7	0	2	6	0	11	2	0	6	11	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	130	-	130	-	-	85	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	0	0	0
Mvmt Flow	46	170	133	22	143	1	108	9	15	1	8	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	308	0	0	459	532	168	390	598	90
Stage 1	-	-	-	-	-	-	333	333	-	199	199	-
Stage 2	-	-	-	-	-	-	126	199	-	191	399	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.52	6.52	6.92	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.51	4.01	3.31	3.5	4	3.3
Pot Cap-1 Maneuver	1429	-	-	1264	-	-	488	454	850	548	418	956
Stage 1	-	-	-	-	-	-	657	645	-	790	741	-
Stage 2	-	-	-	-	-	-	868	738	-	798	605	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1414	-	-	1257	-	-	428	425	836	492	392	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	428	425	-	492	392	-
Stage 1	-	-	-	-	-	-	632	620	-	769	720	-
Stage 2	-	-	-	-	-	-	798	717	-	740	582	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1			1.03			15.7			10.01		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	836	1414	-	-	1257	-	-	771
HCM Lane V/C Ratio	0.272	0.018	0.032	-	-	0.017	-	-	0.069
HCM Control Delay (s/veh)	16.5	9.4	7.6	-	-	7.9	-	-	10
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.1	0.1	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	114	98	29	20	55
Future Vol, veh/h	58	114	98	29	20	55
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	4	2	2	0	0
Mvmt Flow	65	128	110	33	22	62

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	144	0	-	0	387 128
Stage 1	-	-	-	-	127 -
Stage 2	-	-	-	-	259 -
Critical Hdwy	4.14	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.236	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1427	-	-	-	620 927
Stage 1	-	-	-	-	903 -
Stage 2	-	-	-	-	789 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1425	-	-	-	591 925
Mov Cap-2 Maneuver	-	-	-	-	591 -
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	788 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.58	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1425	-	-	-	804
HCM Lane V/C Ratio	0.046	-	-	-	0.105
HCM Control Delay (s/veh)	7.6	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	17	37	8	14	6	18	92	7	2	112	90
Future Vol, veh/h	83	17	37	8	14	6	18	92	7	2	112	90
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	6	6	0	0	0	3	3	3	3	3	3
Mvmt Flow	99	20	44	10	17	7	21	110	8	2	133	107

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	352	352	187	305	402	114	240	0	0	118	0	0
Stage 1	192	192	-	157	157	-	-	-	-	-	-	-
Stage 2	161	161	-	148	245	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.1	6.5	6.2	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.5	4	3.3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	595	566	845	652	540	944	1320	-	-	1464	-	-
Stage 1	801	734	-	850	772	-	-	-	-	-	-	-
Stage 2	832	757	-	859	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	561	555	845	584	530	944	1320	-	-	1464	-	-
Mov Cap-2 Maneuver	561	555	-	584	530	-	-	-	-	-	-	-
Stage 1	799	733	-	836	759	-	-	-	-	-	-	-
Stage 2	794	744	-	790	706	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.93			11.33		1.2		0.07	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	273	-	-	616	602	16	-
HCM Lane V/C Ratio	0.016	-	-	0.265	0.055	0.002	-
HCM Control Delay (s/veh)	7.8	0	-	12.9	11.3	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	0	-

Appendix C: Future-Year (Year 2050) Traffic Operations Analysis Worksheets

Intersection

Intersection Delay, s/veh 7.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	56	3	25	55	28	6	17	33	41	11	7
Future Vol, veh/h	9	56	3	25	55	28	6	17	33	41	11	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	8	8	8	7	7	7	12	12	12	6	6	6
Mvmt Flow	10	61	3	27	60	30	7	18	36	45	12	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	8	7.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	13%	23%	69%
Vol Thru, %	30%	82%	51%	19%
Vol Right, %	59%	4%	26%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	68	108	59
LT Vol	6	9	25	41
Through Vol	17	56	55	11
RT Vol	33	3	28	7
Lane Flow Rate	61	74	117	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.072	0.091	0.14	0.081
Departure Headway (Hd)	4.278	4.448	4.288	4.569
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	839	809	842	786
Service Time	2.292	2.459	2.288	2.583
HCM Lane V/C Ratio	0.073	0.091	0.139	0.081
HCM Control Delay, s/veh	7.6	7.9	8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.5	0.3

HCM 7th TWSC
120: Paulson Rd/Triangle St & Siggelkow Rd

07/23/2025

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	65	437	17	3	929	36	15	5	7	5	2	19
Future Vol, veh/h	65	437	17	3	929	36	15	5	7	5	2	19
Conflicting Peds, #/hr	0	0	10	11	0	1	10	0	11	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	21	21	21
Mvmt Flow	73	491	19	3	1044	40	17	6	8	6	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	521	0	0	1197	1750	523	1723	1739	553
Stage 1	-	-	-	-	-	-	658	658	-	1072	1072	-
Stage 2	-	-	-	-	-	-	540	1092	-	651	667	-
Critical Hdwy	4.175	-	-	4.13	-	-	7.36	6.56	6.26	7.615	6.815	7.215
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.815	5.815	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.415	5.815	-
Follow-up Hdwy	2.2475	-	-	2.219	-	-	3.538	4.038	3.338	3.6995	4.1995	3.4995
Pot Cap-1 Maneuver	626	-	-	1043	-	-	150	84	548	54	74	439
Stage 1	-	-	-	-	-	-	448	456	-	211	266	-
Stage 2	-	-	-	-	-	-	490	286	-	418	420	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	626	-	-	1032	-	-	119	73	537	43	65	434
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	73	-	43	65	-
Stage 1	-	-	-	-	-	-	392	399	-	210	264	-
Stage 2	-	-	-	-	-	-	456	285	-	355	367	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.44			0.06			39.8			38.33		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	537	626	-	-	11	-	-	137
HCM Lane V/C Ratio	0.219	0.015	0.117	-	-	0.003	-	-	0.214
HCM Control Delay (s/veh)	49.6	11.8	11.5	-	-	8.5	0	-	38.3
HCM Lane LOS	E	B	B	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.8	0	0.4	-	-	0	-	-	0.8

HCM 7th TWSC
125: Valley Dr/Freedom Ring Rd & Siggelkow Rd

07/23/2025

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	20	403	26	39	832	6	61	2	29	5	13	75
Future Vol, veh/h	20	403	26	39	832	6	61	2	29	5	13	75
Conflicting Peds, #/hr	1	0	2	1	0	0	2	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	2	2	2	1	1	1	1	1	1
Mvmt Flow	23	458	30	44	945	7	69	2	33	6	15	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	953	0	0	490	0	0	1091	1562	247	1315	1573	479
Stage 1	-	-	-	-	-	-	520	520	-	1039	1039	-
Stage 2	-	-	-	-	-	-	571	1042	-	277	535	-
Critical Hdwy	4.22	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.26	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	692	-	-	1070	-	-	171	112	757	117	110	535
Stage 1	-	-	-	-	-	-	510	533	-	249	308	-
Stage 2	-	-	-	-	-	-	476	307	-	709	525	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	692	-	-	1068	-	-	112	101	754	99	100	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	101	-	99	100	-
Stage 1	-	-	-	-	-	-	489	511	-	234	291	-
Stage 2	-	-	-	-	-	-	357	289	-	649	504	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.79			0.8			68.66			24.43		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	148	-	-	159	-	-	289
HCM Lane V/C Ratio	0.685	0.033	-	-	0.041	-	-	0.365
HCM Control Delay (s/veh)	68.7	10.4	0.4	-	8.5	0.4	-	24.4
HCM Lane LOS	F	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.9	0.1	-	-	0.1	-	-	1.6

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	426	6	2	838	6	21	1	9	9	1	19
Future Vol, veh/h	6	426	6	2	838	6	21	1	9	9	1	19
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	2	2	2	7	7	7	7	7	7
Mvmt Flow	7	473	7	2	931	7	23	1	10	10	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	938	0	0	481	0	0	963	1433	242	1190	1433	470
Stage 1	-	-	-	-	-	-	491	491	-	939	939	-
Stage 2	-	-	-	-	-	-	472	942	-	252	494	-
Critical Hdwy	4.18	-	-	4.14	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.24	-	-	2.22	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	714	-	-	1078	-	-	203	127	744	137	127	527
Stage 1	-	-	-	-	-	-	515	534	-	274	330	-
Stage 2	-	-	-	-	-	-	529	329	-	716	532	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	714	-	-	1077	-	-	190	125	742	132	125	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	125	-	132	125	-
Stage 1	-	-	-	-	-	-	509	528	-	273	329	-
Stage 2	-	-	-	-	-	-	504	328	-	697	526	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.24			0.04			22.72			20.88		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	48	-	-	8	-	-	259
HCM Lane V/C Ratio	0.145	0.009	-	-	0.002	-	-	0.125
HCM Control Delay (s/veh)	22.7	10.1	0.1	-	8.4	0	-	20.9
HCM Lane LOS	C	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	45.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔		↔	↔			↔	↔
Traffic Vol, veh/h	43	325	77	71	611	75	192	70	28	32	28	42
Future Vol, veh/h	43	325	77	71	611	75	192	70	28	32	28	42
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	8	8	8
Mvmt Flow	49	374	89	82	702	86	221	80	32	37	32	48
Number of Lanes	0	2	0	1	2	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay, s/veh	27.2	69.1	24.1	15.9
HCM LOS	D	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	21%	0%	100%	0%	0%	53%	0%
Vol Thru, %	0%	71%	79%	68%	0%	100%	73%	47%	0%
Vol Right, %	0%	29%	0%	32%	0%	0%	27%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	98	206	240	71	407	279	60	42
LT Vol	192	0	43	0	71	0	0	32	0
Through Vol	0	70	163	163	0	407	204	28	0
RT Vol	0	28	0	77	0	0	75	0	42
Lane Flow Rate	221	113	236	275	82	468	320	69	48
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.613	0.291	0.601	0.675	0.204	1.106	0.739	0.207	0.132
Departure Headway (Hd)	10.348	9.627	9.455	9.114	9.016	8.502	8.308	11.23	10.223
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	351	375	385	399	398	426	436	321	353
Service Time	8.048	7.327	7.155	6.814	6.771	6.256	6.062	8.93	7.923
HCM Lane V/C Ratio	0.63	0.301	0.613	0.689	0.206	1.099	0.734	0.215	0.136
HCM Control Delay, s/veh	28.1	16.2	25.4	28.8	14.1	104.6	31.3	16.8	14.5
HCM Lane LOS	D	C	D	D	B	F	D	C	B
HCM 95th-tile Q	3.9	1.2	3.8	4.8	0.8	16.3	6	0.8	0.5

HCM 7th TWSC
 140: Black Walnut Dr/Carncross Dr & Siggelkow Rd

07/23/2025

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	36	339	10	14	591	4	49	6	18	6	6	117
Future Vol, veh/h	36	339	10	14	591	4	49	6	18	6	6	117
Conflicting Peds, #/hr	2	0	7	5	0	0	7	0	5	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	10	10	10	2	2	2	0	0	0	3	3	3
Mvmt Flow	43	404	12	17	704	5	58	7	21	7	7	139

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	422	0	0	898	1246	220	1037	1249	363
Stage 1	-	-	-	-	-	-	502	502	-	741	741	-
Stage 2	-	-	-	-	-	-	396	744	-	296	508	-
Critical Hdwy	4.3	-	-	4.14	-	-	7.5	6.5	6.9	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.56	5.56	-
Follow-up Hdwy	2.3	-	-	2.22	-	-	3.5	4	3.3	3.53	4.03	3.33
Pot Cap-1 Maneuver	834	-	-	1133	-	-	238	175	790	184	170	631
Stage 1	-	-	-	-	-	-	525	545	-	372	418	-
Stage 2	-	-	-	-	-	-	606	425	-	685	534	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	832	-	-	1126	-	-	163	162	781	159	158	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	162	-	159	158	-
Stage 1	-	-	-	-	-	-	495	514	-	366	411	-
Stage 2	-	-	-	-	-	-	453	417	-	620	503	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.89			0.19			35.53			15.64		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	832	-	-	1126	-	-	491
HCM Lane V/C Ratio	0.429	0.052	-	-	0.015	-	-	0.313
HCM Control Delay (s/veh)	35.5	9.6	-	-	8.2	-	-	15.6
HCM Lane LOS	E	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.2	-	-	0	-	-	1.3

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↖	↖		↖↗	
Traffic Vol, veh/h	15	309	39	10	365	1	184	3	27	2	6	60
Future Vol, veh/h	15	309	39	10	365	1	184	3	27	2	6	60
Conflicting Peds, #/hr	3	0	6	13	0	10	6	0	13	10	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	130	-	130	-	-	85	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	7	7	4	4	4	3	3	3	6	6	6
Mvmt Flow	17	359	45	12	424	1	214	3	31	2	7	70

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	436	0	0	418	0	0	675	889	228	688	911	229
Stage 1	-	-	-	-	-	-	430	430	-	458	458	-
Stage 2	-	-	-	-	-	-	245	459	-	229	453	-
Critical Hdwy	4.24	-	-	4.18	-	-	7.56	6.56	6.96	7.62	6.62	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.62	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.62	5.62	-
Follow-up Hdwy	2.27	-	-	2.24	-	-	3.53	4.03	3.33	3.56	4.06	3.36
Pot Cap-1 Maneuver	1086	-	-	1124	-	-	338	279	771	325	266	762
Stage 1	-	-	-	-	-	-	571	579	-	541	555	-
Stage 2	-	-	-	-	-	-	734	562	-	741	559	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1075	-	-	1110	-	-	285	266	752	293	253	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	285	266	-	293	253	-
Stage 1	-	-	-	-	-	-	555	563	-	531	544	-
Stage 2	-	-	-	-	-	-	647	551	-	686	543	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.35			0.22			44.18			11.71		
HCM LOS							E			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	752	1075	-	-	1110	-	-	615
HCM Lane V/C Ratio	0.763	0.042	0.016	-	-	0.01	-	-	0.129
HCM Control Delay (s/veh)	49.1	10	8.4	-	-	8.3	-	-	11.7
HCM Lane LOS	E	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	5.8	0.1	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	29	284	25	40	261	6	40	1	95	44	0	74
Future Vol, veh/h	29	284	25	40	261	6	40	1	95	44	0	74
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	92	92	93	93	92	92	92	93	92	93
Heavy Vehicles, %	4	4	2	2	1	1	2	2	2	0	2	0
Mvmt Flow	31	305	27	43	281	6	43	1	103	47	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	333	0	0	750	756	320	741	767	286
Stage 1	-	-	-	-	-	-	381	381	-	372	372	-
Stage 2	-	-	-	-	-	-	369	375	-	369	395	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1262	-	-	1227	-	-	328	337	721	335	333	758
Stage 1	-	-	-	-	-	-	641	613	-	653	619	-
Stage 2	-	-	-	-	-	-	651	617	-	655	605	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1261	-	-	1227	-	-	275	317	720	268	313	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	317	-	268	313	-
Stage 1	-	-	-	-	-	-	625	598	-	629	596	-
Stage 2	-	-	-	-	-	-	562	595	-	546	590	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.68			1.06			13.75			14.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	275	711	1261	-	-	1227	-	-	268	756
HCM Lane V/C Ratio	0.158	0.147	0.025	-	-	0.035	-	-	0.176	0.105
HCM Control Delay (s/veh)	20.5	10.9	7.9	-	-	8	-	-	21.3	10.3
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	0.5	0.1	-	-	0.1	-	-	0.6	0.4

Intersection												
Int Delay, s/veh	165.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	487	6	44	5	8	6	62	219	1	4	90	431
Future Vol, veh/h	487	6	44	5	8	6	62	219	1	4	90	431
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	16	16	16	4	4	4	6	6	6
Mvmt Flow	529	7	48	5	9	7	67	238	1	4	98	468

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	718	715	332	483	948	239	566	0	0	239	0	0
Stage 1	341	341	-	373	373	-	-	-	-	-	-	-
Stage 2	377	374	-	110	575	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.26	6.66	6.36	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.26	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.26	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.644	4.144	3.444	2.236	-	-	2.254	-	-
Pot Cap-1 Maneuver	~344	356	710	471	247	767	996	-	-	1305	-	-
Stage 1	674	639	-	620	594	-	-	-	-	-	-	-
Stage 2	644	618	-	862	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~302	327	710	396	226	767	996	-	-	1305	-	-
Mov Cap-2 Maneuver	~302	327	-	396	226	-	-	-	-	-	-	-
Stage 1	671	635	-	571	548	-	-	-	-	-	-	-
Stage 2	580	569	-	792	478	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/veh	18.02		16.25		1.95		0.06	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	395	-	-	317	341	12	-	-
HCM Lane V/C Ratio	0.068	-	-	1.841	0.061	0.003	-	-
HCM Control Delay (s/veh)	8.9	0	-	\$ 418	16.2	7.8	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	38.9	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	74	7	27	74	13	8	12	37	58	20	14
Future Vol, veh/h	5	74	7	27	74	13	8	12	37	58	20	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	7	7	7	6	6	6	7	7	7	1	1	1
Mvmt Flow	5	76	7	28	76	13	8	12	38	60	21	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	8.2	7.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	6%	24%	63%
Vol Thru, %	21%	86%	65%	22%
Vol Right, %	65%	8%	11%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	86	114	92
LT Vol	8	5	27	58
Through Vol	12	74	74	20
RT Vol	37	7	13	14
Lane Flow Rate	59	89	118	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.069	0.11	0.145	0.118
Departure Headway (Hd)	4.242	4.463	4.431	4.492
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	805	812	800
Service Time	2.258	2.477	2.444	2.507
HCM Lane V/C Ratio	0.07	0.111	0.145	0.119
HCM Control Delay, s/veh	7.6	8	8.2	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.5	0.4

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖↗			↖	↗		↖↗	
Traffic Vol, veh/h	9	1011	18	13	774	7	9	1	8	15	5	71
Future Vol, veh/h	9	1011	18	13	774	7	9	1	8	15	5	71
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	6	6	6	1	1	1
Mvmt Flow	10	1162	21	15	890	8	10	1	9	17	6	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	898	0	0	1186	0	0	1677	2124	1178	2110	2130	452
Stage 1	-	-	-	-	-	-	1196	1196	-	924	924	-
Stage 2	-	-	-	-	-	-	481	928	-	1186	1206	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.39	6.59	6.29	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.59	5.59	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.557	4.057	3.357	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	760	-	-	591	-	-	66	48	225	33	50	558
Stage 1	-	-	-	-	-	-	221	252	-	292	349	-
Stage 2	-	-	-	-	-	-	527	339	-	231	257	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	760	-	-	590	-	-	47	46	224	30	47	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	46	-	30	47	-
Stage 1	-	-	-	-	-	-	217	248	-	283	337	-
Stage 2	-	-	-	-	-	-	426	327	-	217	253	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.09			0.54			67.61			111.93		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	47	224	760	-	-	58	-	-	123
HCM Lane V/C Ratio	0.244	0.041	0.014	-	-	0.025	-	-	0.851
HCM Control Delay (s/veh)	104.3	21.7	9.8	-	-	11.3	0.4	-	111.9
HCM Lane LOS	F	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.8	0.1	0	-	-	0.1	-	-	5.2

HCM 7th TWSC
125: Valley Dr/Freedom Ring Rd & Siggelkow Rd

07/23/2025

Intersection												
Int Delay, s/veh	60.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	121	855	57	48	698	39	26	13	52	40	26	70
Future Vol, veh/h	121	855	57	48	698	39	26	13	52	40	26	70
Conflicting Peds, #/hr	6	0	5	2	0	3	5	0	2	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	2	2	2
Mvmt Flow	123	872	58	49	712	40	27	13	53	41	27	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	758	0	0	936	0	0	1627	2009	473	1529	2019	388
Stage 1	-	-	-	-	-	-	1153	1153	-	836	836	-
Stage 2	-	-	-	-	-	-	473	856	-	693	1183	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.6	6.6	7	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.54	5.54	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.55	4.05	3.35	3.52	4.02	3.32
Pot Cap-1 Maneuver	856	-	-	740	-	-	66	56	529	80	58	611
Stage 1	-	-	-	-	-	-	205	264	-	328	381	-
Stage 2	-	-	-	-	-	-	533	366	-	400	261	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	851	-	-	737	-	-	~ 19	41	525	~ 39	42	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 19	41	-	~ 39	42	-
Stage 1	-	-	-	-	-	-	164	211	-	298	346	-
Stage 2	-	-	-	-	-	-	395	333	-	270	209	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.43	1.3	\$ 578.73	\$ 496.81
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	50	388	-	-	205	-	-	77
HCM Lane V/C Ratio	1.851	0.145	-	-	0.066	-	-	1.8
HCM Control Delay (s/veh)	\$ 578.7	9.9	1.5	-	10.2	0.8	-	\$ 496.8
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	9.1	0.5	-	-	0.2	-	-	12

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔			↔		
Traffic Vol, veh/h	14	913	20	7	769	11	7	1	2	16	1	10
Future Vol, veh/h	14	913	20	7	769	11	7	1	2	16	1	10
Conflicting Peds, #/hr	2	0	6	6	0	2	6	0	6	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	4	4	4
Mvmt Flow	15	961	21	7	809	12	7	1	2	17	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	823	0	0	988	0	0	1433	1845	503	1349	1850	419
Stage 1	-	-	-	-	-	-	1007	1007	-	832	832	-
Stage 2	-	-	-	-	-	-	426	838	-	517	1018	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.5	6.5	6.9	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.5	4	3.3	3.54	4.04	3.34
Pot Cap-1 Maneuver	809	-	-	701	-	-	96	76	519	107	72	578
Stage 1	-	-	-	-	-	-	262	321	-	325	378	-
Stage 2	-	-	-	-	-	-	582	385	-	505	309	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	697	-	-	89	72	513	101	69	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	72	-	101	69	-
Stage 1	-	-	-	-	-	-	254	311	-	320	372	-
Stage 2	-	-	-	-	-	-	559	379	-	485	299	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.37			0.23			43.77			36.79		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	52	-	-	31	-	-	141
HCM Lane V/C Ratio	0.102	0.018	-	-	0.011	-	-	0.201
HCM Control Delay (s/veh)	43.8	9.5	0.2	-	10.2	0.1	-	36.8
HCM Lane LOS	E	A	A	-	B	A	-	E
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.7

Intersection	
Intersection Delay, s/veh	107.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔		↔	↔			↔	↔
Traffic Vol, veh/h	96	736	99	44	613	92	98	61	37	90	90	76
Future Vol, veh/h	96	736	99	44	613	92	98	61	37	90	90	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	1	1	1
Mvmt Flow	101	775	104	46	645	97	103	64	39	95	95	80
Number of Lanes	0	2	0	1	2	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay, s/veh	169.1	80.6	20.2	25.7
HCM LOS	F	F	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	21%	0%	100%	0%	0%	50%	0%
Vol Thru, %	0%	62%	79%	79%	0%	100%	69%	50%	0%
Vol Right, %	0%	38%	0%	21%	0%	0%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	98	464	467	44	409	296	180	76
LT Vol	98	0	96	0	44	0	0	90	0
Through Vol	0	61	368	368	0	409	204	90	0
RT Vol	0	37	0	99	0	0	92	0	76
Lane Flow Rate	103	103	488	492	46	430	312	189	80
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.331	0.309	1.283	1.257	0.127	1.123	0.795	0.581	0.224
Departure Headway (Hd)	12.3	11.503	9.784	9.522	10.439	9.922	9.697	11.785	10.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	294	315	376	383	346	370	377	309	334
Service Time	10	9.203	7.484	7.222	8.139	7.622	7.397	9.485	8.498
HCM Lane V/C Ratio	0.35	0.327	1.298	1.285	0.133	1.162	0.828	0.612	0.24
HCM Control Delay, s/veh	21	19.3	174.7	163.5	14.7	116.3	41.1	29.6	16.6
HCM Lane LOS	C	C	F	F	B	F	E	D	C
HCM 95th-tile Q	1.4	1.3	21.3	20.7	0.4	15.5	6.8	3.4	0.8

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	119	688	56	11	638	9	31	4	5	6	1	80
Future Vol, veh/h	119	688	56	11	638	9	31	4	5	6	1	80
Conflicting Peds, #/hr	7	0	9	7	0	5	9	0	7	5	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	125	724	59	12	672	9	33	4	5	6	1	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	688	0	0	792	0	0	1382	1724	408	1328	1749	357
Stage 1	-	-	-	-	-	-	1013	1013	-	706	706	-
Stage 2	-	-	-	-	-	-	368	711	-	622	1043	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	909	-	-	837	-	-	105	90	599	115	87	646
Stage 1	-	-	-	-	-	-	260	319	-	397	441	-
Stage 2	-	-	-	-	-	-	629	439	-	446	309	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	903	-	-	830	-	-	75	75	589	91	73	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	75	-	91	73	-
Stage 1	-	-	-	-	-	-	222	272	-	389	432	-
Stage 2	-	-	-	-	-	-	532	430	-	372	264	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.33			0.16			84.23			15.84		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	903	-	-	830	-	-	423
HCM Lane V/C Ratio	0.499	0.139	-	-	0.014	-	-	0.216
HCM Control Delay (s/veh)	84.2	9.6	-	-	9.4	-	-	15.8
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.1	0.5	-	-	0	-	-	0.8

Intersection												
Int Delay, s/veh	12.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↔	
Traffic Vol, veh/h	42	508	148	20	494	1	123	8	14	1	7	41
Future Vol, veh/h	42	508	148	20	494	1	123	8	14	1	7	41
Conflicting Peds, #/hr	7	0	2	6	0	11	2	0	6	11	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	130	-	130	-	-	85	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	0	0	0
Mvmt Flow	46	552	161	22	537	1	134	9	15	1	8	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	719	0	0	1053	1322	374	975	1402	287
Stage 1	-	-	-	-	-	-	730	730	-	592	592	-
Stage 2	-	-	-	-	-	-	323	593	-	383	810	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.52	6.52	6.92	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.51	4.01	3.31	3.5	4	3.3
Pot Cap-1 Maneuver	1024	-	-	892	-	-	182	156	627	209	141	716
Stage 1	-	-	-	-	-	-	382	428	-	465	497	-
Stage 2	-	-	-	-	-	-	666	494	-	617	396	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1013	-	-	886	-	-	148	143	617	175	129	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	143	-	175	129	-
Stage 1	-	-	-	-	-	-	363	407	-	448	480	-
Stage 2	-	-	-	-	-	-	595	477	-	557	376	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.52			0.36			113.12			14.95		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	617	1013	-	-	886	-	-	415
HCM Lane V/C Ratio	0.963	0.025	0.045	-	-	0.025	-	-	0.128
HCM Control Delay (s/veh)	124	11	8.7	-	-	9.2	-	-	14.9
HCM Lane LOS	F	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	7	0.1	0.1	-	-	0.1	-	-	0.4

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	58	401	65	125	410	29	50	1	100	20	0	55
Future Vol, veh/h	58	401	65	125	410	29	50	1	100	20	0	55
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	75	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	92	92	89	89	92	92	92	89	92	89
Heavy Vehicles, %	4	4	2	2	2	2	2	2	2	0	2	0
Mvmt Flow	65	451	71	136	461	33	54	1	109	22	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	494	0	0	521	0	0	1350	1382	487	1332	1401	479
Stage 1	-	-	-	-	-	-	616	616	-	750	750	-
Stage 2	-	-	-	-	-	-	733	766	-	582	652	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1059	-	-	1045	-	-	128	144	581	133	140	591
Stage 1	-	-	-	-	-	-	478	482	-	407	419	-
Stage 2	-	-	-	-	-	-	412	412	-	502	464	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1058	-	-	1045	-	-	93	117	580	87	114	590
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	117	-	87	114	-
Stage 1	-	-	-	-	-	-	448	452	-	353	364	-
Stage 2	-	-	-	-	-	-	321	358	-	382	436	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.96			1.93			37.65			24.7		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	93	558	1058	-	-	1045	-	-	87	590
HCM Lane V/C Ratio	0.583	0.197	0.062	-	-	0.13	-	-	0.258	0.105
HCM Control Delay (s/veh)	87.4	13	8.6	-	-	9	-	-	60.1	11.8
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	2.7	0.7	0.2	-	-	0.4	-	-	0.9	0.3

Intersection												
Int Delay, s/veh	964.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	651	17	91	8	14	6	75	197	7	2	232	705
Future Vol, veh/h	651	17	91	8	14	6	75	197	7	2	232	705
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	6	6	0	0	0	3	3	3	3	3	3
Mvmt Flow	775	20	108	10	17	7	89	235	8	2	276	839

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1122	1122	696	708	1538	239	1115	0	0	243	0	0
Stage 1	701	701	-	417	417	-	-	-	-	-	-	-
Stage 2	421	421	-	291	1120	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.1	6.5	6.2	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.5	4	3.3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 180	202	435	352	117	805	622	-	-	1318	-	-
Stage 1	~ 423	435	-	617	595	-	-	-	-	-	-	-
Stage 2	~ 602	582	-	721	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 126	168	435	197	97	805	622	-	-	1318	-	-
Mov Cap-2 Maneuver	~ 126	168	-	197	97	-	-	-	-	-	-	-
Stage 1	~ 421	432	-	515	496	-	-	-	-	-	-	-
Stage 2	~ 481	485	-	513	282	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay (s/veh)	\$2544.29		36.97		3.16		0.02	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	139	145	3	-	-
HCM Lane V/C Ratio	0.143	-	-	6.518	0.229	0.002	-	-
HCM Control Delay (s/veh)	11.8	0		\$2544.3	37	7.7	0	-
HCM Lane LOS	B	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	99	0.8	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	9	56	3	25	55	28	6	17	33	41	11	7
Future Vol, veh/h	9	56	3	25	55	28	6	17	33	41	11	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	8	8	8	7	7	7	12	12	12	6	6	6
Mvmt Flow	10	61	3	27	60	30	7	18	36	45	12	8
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.1	8.2	7.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	13%	31%	0%	69%
Vol Thru, %	30%	82%	69%	0%	19%
Vol Right, %	59%	4%	0%	100%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	68	80	28	59
LT Vol	6	9	25	0	41
Through Vol	17	56	55	0	11
RT Vol	33	3	0	28	7
Lane Flow Rate	61	74	87	30	64
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.073	0.094	0.124	0.036	0.082
Departure Headway (Hd)	4.31	4.563	5.139	4.28	4.6
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	833	787	702	842	781
Service Time	2.324	2.578	2.839	1.98	2.614
HCM Lane V/C Ratio	0.073	0.094	0.124	0.036	0.082
HCM Control Delay, s/veh	7.7	8.1	8.6	7.1	8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.1	0.3

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	65	437	17	3	929	36	15	5	7	5	2	19
Future Vol, veh/h	65	437	17	3	929	36	15	5	7	5	2	19
Conflicting Peds, #/hr	0	0	10	11	0	1	10	0	11	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	50	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	21	21	21
Mvmt Flow	73	491	19	3	1044	40	17	6	8	6	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	521	0	0	1719	1750	523	1723	1739	1075
Stage 1	-	-	-	-	-	-	658	658	-	1072	1072	-
Stage 2	-	-	-	-	-	-	1062	1092	-	651	667	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.14	6.54	6.24	7.31	6.71	6.41
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.31	5.71	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.31	5.71	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.536	4.036	3.336	3.689	4.189	3.489
Pot Cap-1 Maneuver	632	-	-	1045	-	-	70	85	550	63	78	245
Stage 1	-	-	-	-	-	-	450	458	-	246	275	-
Stage 2	-	-	-	-	-	-	268	288	-	427	429	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	631	-	-	1034	-	-	53	74	539	50	68	242
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	74	-	50	68	-
Stage 1	-	-	-	-	-	-	394	401	-	245	274	-
Stage 2	-	-	-	-	-	-	239	287	-	363	375	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.43			0.03			79.87			42.14		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	539	631	-	-	1034	-	-	126
HCM Lane V/C Ratio	0.392	0.015	0.116	-	-	0.003	-	-	0.233
HCM Control Delay (s/veh)	103.7	11.8	11.5	-	-	8.5	-	-	42.1
HCM Lane LOS	F	B	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.5	0	0.4	-	-	0	-	-	0.8

HCM 7th Signalized Intersection Summary
 125: Valley Dr/Freedom Ring Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	403	26	39	832	6	61	2	29	5	13	75
Future Volume (veh/h)	20	403	26	39	832	6	61	2	29	5	13	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1716	1716	1716	1772	1772	1772	1617	1617	1617	1885	1885	1885
Adj Flow Rate, veh/h	23	458	30	44	945	7	69	2	33	6	15	85
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	6	2	2	2	1	1	1	1	1	1
Cap, veh/h	486	1168	77	628	1288	10	157	16	45	92	178	185
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	541	1593	104	860	1757	13	704	133	389	292	1530	1591
Grp Volume(v), veh/h	23	0	488	44	0	952	104	0	0	21	0	85
Grp Sat Flow(s),veh/h/ln	541	0	1697	860	0	1770	1227	0	0	1822	0	1591
Q Serve(g_s), s	0.9	0.0	8.6	0.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	4.0
Cycle Q Clear(g_c), s	0.9	0.0	8.6	9.3	0.0	0.0	6.5	0.0	0.0	0.8	0.0	4.0
Prop In Lane	1.00		0.06	1.00		0.01	0.66		0.32	0.29		1.00
Lane Grp Cap(c), veh/h	486	0	1244	628	0	1298	218	0	0	270	0	185
V/C Ratio(X)	0.05	0.00	0.39	0.07	0.00	0.73	0.48	0.00	0.00	0.08	0.00	0.46
Avail Cap(c_a), veh/h	486	0	1244	628	0	1298	436	0	0	583	0	477
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.0	0.0	4.0	0.7	0.0	0.0	34.0	0.0	0.0	31.6	0.0	33.0
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.2	0.0	3.7	1.6	0.0	0.0	0.1	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	4.1	0.1	0.0	2.4	3.6	0.0	0.0	0.7	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.2	0.0	4.9	0.9	0.0	3.7	35.6	0.0	0.0	31.7	0.0	34.7
LnGrp LOS	A		A	A		A	D			C		C
Approach Vol, veh/h		511			996			104			106	
Approach Delay, s/veh		4.8			3.6			35.6			34.1	
Approach LOS		A			A			D			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.7		15.3		64.7		15.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0				
Max Q Clear Time (g_c+I1), s		10.6		6.0		11.3		8.5				
Green Ext Time (p_c), s		3.6		0.3		9.3		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			7.8									
HCM 7th LOS			A									

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	6	426	6	2	838	6	21	1	9	9	1	19
Future Vol, veh/h	6	426	6	2	838	6	21	1	9	9	1	19
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	2	2	2	7	7	7	7	7	7
Mvmt Flow	7	473	7	2	931	7	23	1	10	10	1	21

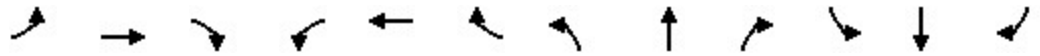
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	938	0	0	481	0	0	1428	1433	479	1427	1433	935
Stage 1	-	-	-	-	-	-	491	491	-	939	939	-
Stage 2	-	-	-	-	-	-	937	942	-	488	494	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	722	-	-	1082	-	-	110	131	577	110	131	315
Stage 1	-	-	-	-	-	-	550	540	-	310	336	-
Stage 2	-	-	-	-	-	-	311	335	-	552	538	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	722	-	-	1080	-	-	100	129	576	106	129	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	129	-	106	129	-
Stage 1	-	-	-	-	-	-	544	534	-	310	335	-
Stage 2	-	-	-	-	-	-	288	334	-	536	533	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.14			0.02			41.24			27.88		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	722	-	-	1080	-	-	189
HCM Lane V/C Ratio	0.259	0.009	-	-	0.002	-	-	0.17
HCM Control Delay (s/veh)	41.2	10	-	-	8.3	-	-	27.9
HCM Lane LOS	E	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.6

HCM 7th Signalized Intersection Summary
135: Marsh Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	325	77	71	611	75	192	70	28	32	28	42
Future Volume (veh/h)	43	325	77	71	611	75	192	70	28	32	28	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1730	1730	1758	1758	1758	1703	1703	1703	1781	1781	1781
Adj Flow Rate, veh/h	49	374	89	82	702	86	221	80	32	37	32	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	8	8	8
Cap, veh/h	233	697	166	509	800	98	290	267	107	138	97	168
Arrive On Green	0.06	0.69	0.69	0.05	0.52	0.52	0.07	0.23	0.23	0.11	0.11	0.11
Sat Flow, veh/h	1647	1350	321	1674	1535	188	1622	1154	461	617	866	1496
Grp Volume(v), veh/h	49	0	463	82	0	788	221	0	112	69	0	30
Grp Sat Flow(s),veh/h/ln	1647	0	1671	1674	0	1723	1622	0	1615	1483	0	1496
Q Serve(g_s), s	1.1	0.0	11.0	1.8	0.0	32.3	5.5	0.0	4.6	1.5	0.0	1.5
Cycle Q Clear(g_c), s	1.1	0.0	11.0	1.8	0.0	32.3	5.5	0.0	4.6	3.2	0.0	1.5
Prop In Lane	1.00		0.19	1.00		0.11	1.00		0.29	0.54		1.00
Lane Grp Cap(c), veh/h	233	0	863	509	0	898	290	0	373	236	0	168
V/C Ratio(X)	0.21	0.00	0.54	0.16	0.00	0.88	0.76	0.00	0.30	0.29	0.00	0.18
Avail Cap(c_a), veh/h	268	0	863	536	0	898	290	0	676	501	0	449
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	7.8	8.6	0.0	16.9	31.9	0.0	25.4	32.9	0.0	32.2
Incr Delay (d2), s/veh	0.4	0.0	2.4	0.1	0.0	11.8	11.4	0.0	0.4	0.7	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	6.0	1.0	0.0	20.0	4.9	0.0	3.2	2.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	0.0	10.2	8.8	0.0	28.7	43.3	0.0	25.9	33.5	0.0	32.7
LnGrp LOS	B		B	A		C	D		C	C		C
Approach Vol, veh/h		512			870			333				99
Approach Delay, s/veh		10.6			26.8			37.4				33.3
Approach LOS		B			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	47.3	9.5	15.0	7.8	47.7		24.5				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	5.5	25.0	5.5	24.0	5.0	25.0		33.5				
Max Q Clear Time (g_c+I1), s	3.8	13.0	7.5	5.2	3.1	34.3		6.6				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.4	0.0	0.0		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.6									
HCM 7th LOS			C									

HCM 7th TWSC
 140: Black Walnut Dr/Carncross Dr & Siggelkow Rd

08/01/2025

Intersection

Int Delay, s/veh 8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	36	339	10	14	591	4	49	6	18	6	6	117
Future Vol, veh/h	36	339	10	14	591	4	49	6	18	6	6	117
Conflicting Peds, #/hr	2	0	7	5	0	0	7	0	5	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	10	10	10	2	2	2	0	0	0	3	3	3
Mvmt Flow	43	404	12	17	704	5	58	7	21	7	7	139

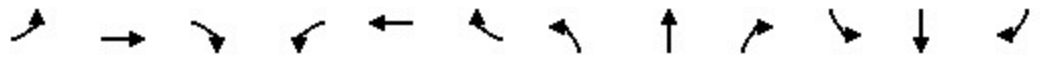
Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	710	0	0	422
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.2	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.29	-	-	2.218
Pot Cap-1 Maneuver	853	-	-	1137
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	851	-	-	1129
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.88	0.19	90.42	22.26
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	120	851	-	-	1129	-	-	360
HCM Lane V/C Ratio	0.727	0.05	-	-	0.015	-	-	0.427
HCM Control Delay (s/veh)	90.4	9.5	-	-	8.2	-	-	22.3
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4	0.2	-	-	0	-	-	2.1

HCM 7th Signalized Intersection Summary
 145: Holscher Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	309	39	10	365	1	184	3	27	2	6	60
Future Volume (veh/h)	15	309	39	10	365	1	184	3	27	2	6	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	0.98		0.98	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1702	1702	1702	1744	1744	1744	1690	1690	1690	1554	1554	1554
Adj Flow Rate, veh/h	17	359	45	12	424	1	214	3	31	2	7	70
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	7	7	7	4	4	4	3	3	3	6	6	6
Cap, veh/h	369	568	71	377	668	2	545	34	350	109	37	309
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	869	1477	185	912	1739	4	1176	125	1294	9	138	1142
Grp Volume(v), veh/h	17	0	404	12	0	425	214	0	34	79	0	0
Grp Sat Flow(s),veh/h/ln	869	0	1662	912	0	1743	1176	0	1419	1289	0	0
Q Serve(g_s), s	0.6	0.0	6.9	0.4	0.0	6.9	3.3	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	6.9	7.3	0.0	6.9	4.9	0.0	0.6	1.7	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	1.00		0.91	0.03		0.89
Lane Grp Cap(c), veh/h	369	0	639	377	0	670	545	0	384	455	0	0
V/C Ratio(X)	0.05	0.00	0.63	0.03	0.00	0.63	0.39	0.00	0.09	0.17	0.00	0.00
Avail Cap(c_a), veh/h	1485	0	2772	1547	0	2907	1072	0	1020	1030	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	8.7	11.7	0.0	8.7	10.9	0.0	9.5	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.0	0.0	1.0	0.5	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	3.1	0.1	0.0	3.2	2.1	0.0	0.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	9.8	11.7	0.0	9.7	11.4	0.0	9.6	10.0	0.0	0.0
LnGrp LOS	B		A	B		A	B		A	B		
Approach Vol, veh/h		421			437			248				79
Approach Delay, s/veh		9.8			9.8			11.1				10.0
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.4		15.4		19.4		15.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		58.0		25.0		58.0		25.0				
Max Q Clear Time (g_c+I1), s		9.5		3.7		9.3		6.9				
Green Ext Time (p_c), s		2.8		0.4		2.9		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				10.1								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	29	284	25	40	261	6	40	1	95	44	0	74
Future Vol, veh/h	29	284	25	40	261	6	40	1	95	44	0	74
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	75	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	92	92	93	93	92	92	92	93	92	93
Heavy Vehicles, %	4	4	2	2	1	1	2	2	2	0	2	0
Mvmt Flow	31	305	27	43	281	6	43	1	103	47	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	333	0	0	750	756	320	741	767	286
Stage 1	-	-	-	-	-	-	381	381	-	372	372	-
Stage 2	-	-	-	-	-	-	369	375	-	369	395	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1262	-	-	1227	-	-	328	337	721	335	333	758
Stage 1	-	-	-	-	-	-	641	613	-	653	619	-
Stage 2	-	-	-	-	-	-	651	617	-	655	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1261	-	-	1227	-	-	275	317	720	268	313	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	317	-	268	313	-
Stage 1	-	-	-	-	-	-	625	598	-	629	596	-
Stage 2	-	-	-	-	-	-	562	595	-	546	590	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.68			1.06			13.75			14.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	275	711	1261	-	-	1227	-	-	268	756	
HCM Lane V/C Ratio	0.158	0.147	0.025	-	-	0.035	-	-	0.176	0.105	
HCM Control Delay (s/veh)	20.5	10.9	7.9	-	-	8	-	-	21.3	10.3	
HCM Lane LOS		C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	0.5	0.1	-	-	0.1	-	-	0.6	0.4	

HCM 7th Signalized Intersection Summary

155: CTH AB & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	487	6	44	5	8	6	62	219	1	4	90	431
Future Volume (veh/h)	487	6	44	5	8	6	62	219	1	4	90	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1890	1890	1870	1645	1645	1645	1821	1821	1821	1830	1830	1811
Adj Flow Rate, veh/h	529	7	30	5	9	4	67	238	1	4	98	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	16	16	16	4	4	4	6	6	6
Cap, veh/h	768	858	720	237	107	48	394	634	3	374	420	352
Arrive On Green	0.29	0.45	0.45	0.10	0.10	0.10	0.06	0.35	0.35	0.23	0.23	0.23
Sat Flow, veh/h	1800	1890	1585	1206	1079	480	1735	1812	8	1117	1830	1535
Grp Volume(v), veh/h	529	7	30	5	0	13	67	0	239	4	98	290
Grp Sat Flow(s),veh/h/ln	1800	1890	1585	1206	0	1559	1735	0	1820	1117	1830	1535
Q Serve(g_s), s	14.8	0.1	0.6	0.2	0.0	0.5	1.7	0.0	6.0	0.2	2.7	11.0
Cycle Q Clear(g_c), s	14.8	0.1	0.6	0.2	0.0	0.5	1.7	0.0	6.0	0.2	2.7	11.0
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	768	858	720	237	0	155	394	0	637	374	420	352
V/C Ratio(X)	0.69	0.01	0.04	0.02	0.00	0.08	0.17	0.00	0.38	0.01	0.23	0.82
Avail Cap(c_a), veh/h	923	1388	1164	472	0	458	456	0	980	544	699	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	9.2	9.3	25.0	0.0	25.1	15.0	0.0	14.9	18.3	19.2	22.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.4	0.0	0.3	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.1	0.3	0.1	0.0	0.3	1.0	0.0	3.6	0.1	1.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	9.2	9.3	25.0	0.0	25.3	15.2	0.0	15.3	18.3	19.5	27.3
LnGrp LOS	B	A	A	C		C	B		B	B	B	C
Approach Vol, veh/h		566			18			306			392	
Approach Delay, s/veh		15.8			25.2			15.3			25.3	
Approach LOS		B			C			B			C	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		27.4		33.8	7.4	20.0	21.7	12.1				
Change Period (Y+Rc), s		6.0		6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s		33.0		45.0	5.6	23.4	23.0	18.0				
Max Q Clear Time (g_c+I1), s		8.0		2.6	3.7	13.0	16.8	2.5				
Green Ext Time (p_c), s		1.1		0.1	0.0	1.0	1.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				18.7								
HCM 7th LOS				B								

Intersection												
Intersection Delay, s/veh	8.2											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	5	74	7	27	74	13	8	12	37	58	20	14
Future Vol, veh/h	5	74	7	27	74	13	8	12	37	58	20	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	7	7	7	6	6	6	7	7	7	1	1	1
Mvmt Flow	5	76	7	28	76	13	8	12	38	60	21	14
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.2		8.2	
HCM LOS	A		A	

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	14%	6%	27%	0%	63%
Vol Thru, %	21%	86%	73%	0%	22%
Vol Right, %	65%	8%	0%	100%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	86	101	13	92
LT Vol	8	5	27	0	58
Through Vol	12	74	74	0	20
RT Vol	37	7	0	13	14
Lane Flow Rate	59	89	104	13	95
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.07	0.113	0.149	0.016	0.119
Departure Headway (Hd)	4.277	4.582	5.163	4.326	4.526
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	839	785	697	829	794
Service Time	2.294	2.598	2.88	2.043	2.542
HCM Lane V/C Ratio	0.07	0.113	0.149	0.016	0.12
HCM Control Delay, s/veh	7.6	8.2	8.8	7.1	8.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.5	0	0.4

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↔	
Traffic Vol, veh/h	9	1011	18	13	774	7	9	1	8	15	5	71
Future Vol, veh/h	9	1011	18	13	774	7	9	1	8	15	5	71
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	50	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	6	6	6	1	1	1
Mvmt Flow	10	1162	21	15	890	8	10	1	9	17	6	82

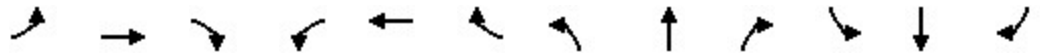
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	898	0	0	1186	0	0	2122	2124	1178	2110	2130	897
Stage 1	-	-	-	-	-	-	1196	1196	-	924	924	-
Stage 2	-	-	-	-	-	-	925	928	-	1186	1206	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.16	6.56	6.26	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.554	4.054	3.354	3.509	4.009	3.309
Pot Cap-1 Maneuver	761	-	-	592	-	-	36	49	228	37	50	340
Stage 1	-	-	-	-	-	-	223	255	-	325	350	-
Stage 2	-	-	-	-	-	-	317	342	-	231	258	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	761	-	-	591	-	-	23	47	227	34	48	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	47	-	34	48	-
Stage 1	-	-	-	-	-	-	219	251	-	316	341	-
Stage 2	-	-	-	-	-	-	230	333	-	217	253	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.08			0.18			149.3			118.76		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	24	227	761	-	-	591	-	-	120
HCM Lane V/C Ratio	0.478	0.041	0.014	-	-	0.025	-	-	0.873
HCM Control Delay (s/veh)	251.5	21.6	9.8	-	-	11.3	-	-	118.8
HCM Lane LOS	F	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.4	0.1	0	-	-	0.1	-	-	5.4

HCM 7th Signalized Intersection Summary
 125: Valley Dr/Freedom Ring Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	855	57	48	698	39	26	13	52	40	26	70
Future Volume (veh/h)	121	855	57	48	698	39	26	13	52	40	26	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.98		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1800	1800	1800	1566	1566	1566	1870	1870	1870
Adj Flow Rate, veh/h	123	872	58	49	712	40	27	13	53	41	27	71
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	0	0	0	5	5	5	2	2	2
Cap, veh/h	474	1264	84	362	1290	72	74	35	82	148	84	178
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	679	1653	110	579	1688	95	236	300	710	786	730	1544
Grp Volume(v), veh/h	123	0	930	49	0	752	93	0	0	68	0	71
Grp Sat Flow(s),veh/h/ln	679	0	1763	579	0	1783	1247	0	0	1516	0	1544
Q Serve(g_s), s	9.0	0.0	26.3	4.6	0.0	17.2	3.1	0.0	0.0	0.0	0.0	4.3
Cycle Q Clear(g_c), s	26.2	0.0	26.3	30.9	0.0	17.2	7.1	0.0	0.0	3.9	0.0	4.3
Prop In Lane	1.00		0.06	1.00		0.05	0.29		0.57	0.60		1.00
Lane Grp Cap(c), veh/h	474	0	1348	362	0	1363	190	0	0	233	0	178
V/C Ratio(X)	0.26	0.00	0.69	0.14	0.00	0.55	0.49	0.00	0.00	0.29	0.00	0.40
Avail Cap(c_a), veh/h	474	0	1348	362	0	1363	344	0	0	419	0	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	5.9	13.6	0.0	4.8	42.1	0.0	0.0	40.8	0.0	41.0
Incr Delay (d2), s/veh	1.3	0.0	2.9	0.8	0.0	1.6	1.9	0.0	0.0	0.7	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	12.5	1.2	0.0	8.8	4.1	0.0	0.0	2.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	8.8	14.3	0.0	6.4	44.1	0.0	0.0	41.4	0.0	42.4
LnGrp LOS	B		A	B		A	D			D		D
Approach Vol, veh/h		1053			801			93				139
Approach Delay, s/veh		9.1			6.9			44.1				42.0
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.5		17.5		82.5		17.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		24.0		64.0		24.0				
Max Q Clear Time (g_c+I1), s		28.3		6.3		32.9		9.1				
Green Ext Time (p_c), s		10.4		0.5		6.6		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.0								
HCM 7th LOS				B								

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	14	913	20	7	769	11	7	1	2	16	1	10
Future Vol, veh/h	14	913	20	7	769	11	7	1	2	16	1	10
Conflicting Peds, #/hr	2	0	6	6	0	2	6	0	6	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	4	4	4
Mvmt Flow	15	961	21	7	809	12	7	1	2	17	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	823	0	0	988	0	0	1838	1845	984	1829	1850	823
Stage 1	-	-	-	-	-	-	1007	1007	-	832	832	-
Stage 2	-	-	-	-	-	-	831	838	-	997	1018	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.54	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.536	4.036	3.336
Pot Cap-1 Maneuver	811	-	-	703	-	-	59	76	304	58	73	370
Stage 1	-	-	-	-	-	-	293	321	-	361	381	-
Stage 2	-	-	-	-	-	-	367	385	-	292	312	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	810	-	-	699	-	-	54	73	301	55	71	367
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	73	-	55	71	-
Stage 1	-	-	-	-	-	-	286	313	-	356	377	-
Stage 2	-	-	-	-	-	-	350	380	-	282	305	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.14			0.09			68.72			71.43		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	67	810	-	-	699	-	-	81
HCM Lane V/C Ratio	0.158	0.018	-	-	0.011	-	-	0.35
HCM Control Delay (s/veh)	68.7	9.5	-	-	10.2	-	-	71.4
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	1.3

HCM 7th Signalized Intersection Summary
 135: Marsh Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	736	99	44	613	92	98	61	37	90	90	76
Future Volume (veh/h)	96	736	99	44	613	92	98	61	37	90	90	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1800	1800	1800	1730	1730	1730	1885	1885	1885
Adj Flow Rate, veh/h	101	775	104	46	645	97	103	64	39	95	95	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	1	1	1
Cap, veh/h	223	788	106	435	759	114	161	292	178	158	126	286
Arrive On Green	0.09	1.00	1.00	0.02	0.33	0.33	0.05	0.29	0.29	0.18	0.18	0.18
Sat Flow, veh/h	1701	1537	206	1714	1528	230	1648	1004	612	566	683	1555
Grp Volume(v), veh/h	101	0	879	46	0	742	103	0	103	190	0	50
Grp Sat Flow(s),veh/h/ln	1701	0	1743	1714	0	1758	1648	0	1616	1249	0	1555
Q Serve(g_s), s	2.9	0.0	0.0	1.3	0.0	39.3	1.0	0.0	4.8	10.6	0.0	2.2
Cycle Q Clear(g_c), s	2.9	0.0	0.0	1.3	0.0	39.3	1.0	0.0	4.8	15.4	0.0	2.2
Prop In Lane	1.00		0.12	1.00		0.13	1.00		0.38	0.50		1.00
Lane Grp Cap(c), veh/h	223	0	894	435	0	874	161	0	471	284	0	286
V/C Ratio(X)	0.45	0.00	0.98	0.11	0.00	0.85	0.64	0.00	0.22	0.67	0.00	0.17
Avail Cap(c_a), veh/h	230	0	894	468	0	874	174	0	541	370	0	373
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	11.3	0.0	29.9	45.4	0.0	26.8	40.9	0.0	22.8
Incr Delay (d2), s/veh	1.4	0.0	26.4	0.1	0.0	10.1	7.0	0.0	0.2	3.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	10.7	0.9	0.0	26.7	5.0	0.0	3.4	8.3	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.5	0.0	26.4	11.5	0.0	40.0	52.4	0.0	27.1	43.9	0.0	23.1
LnGrp LOS	C		C	B		D	D		C	D		C
Approach Vol, veh/h		980			788			206				240
Approach Delay, s/veh		25.8			38.3			39.7				39.5
Approach LOS		C			D			D				D
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	57.3	10.7	24.4	9.2	55.7		35.1				
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	4.5	6.0		6.0				
Max Green Setting (Gmax), s	5.5	45.0	5.5	* 24	5.1	44.9		33.5				
Max Q Clear Time (g_c+I1), s	3.3	2.0	3.0	17.4	4.9	41.3		6.8				
Green Ext Time (p_c), s	0.0	8.3	0.0	0.6	0.0	1.7		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			33.0									
HCM 7th LOS			C									

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	119	688	56	11	638	9	31	4	5	6	1	80
Future Vol, veh/h	119	688	56	11	638	9	31	4	5	6	1	80
Conflicting Peds, #/hr	7	0	9	7	0	5	9	0	7	5	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	125	724	59	12	672	9	33	4	5	6	1	84

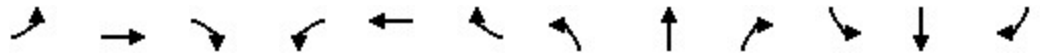
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	688	0	0	792	0	0	1717	1724	770	1690	1749	692
Stage 1	-	-	-	-	-	-	1013	1013	-	706	706	-
Stage 2	-	-	-	-	-	-	704	711	-	984	1043	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	911	-	-	837	-	-	72	90	404	75	87	447
Stage 1	-	-	-	-	-	-	290	319	-	430	441	-
Stage 2	-	-	-	-	-	-	431	439	-	302	309	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	905	-	-	830	-	-	48	75	398	59	73	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	75	-	59	73	-
Stage 1	-	-	-	-	-	-	248	272	-	421	432	-
Stage 2	-	-	-	-	-	-	340	430	-	251	264	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.33	0.16	171.72	22.81
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	56	905	-	-	830	-	-	293
HCM Lane V/C Ratio	0.753	0.138	-	-	0.014	-	-	0.313
HCM Control Delay (s/veh)	171.7	9.6	-	-	9.4	-	-	22.8
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.2	0.5	-	-	0	-	-	1.3

HCM 7th Signalized Intersection Summary
 145: Holscher Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Volume (veh/h)	42	508	148	20	494	1	123	8	14	1	7	41
Future Volume (veh/h)	42	508	148	20	494	1	123	8	14	1	7	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.97		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1800	1800	1800	1717	1717	1717	1630	1630	1630
Adj Flow Rate, veh/h	46	552	161	22	537	1	134	9	15	1	8	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	0	0	0
Cap, veh/h	586	970	283	593	1320	2	260	81	136	37	32	165
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	827	1320	385	708	1796	3	1202	562	937	6	223	1141
Grp Volume(v), veh/h	46	0	713	22	0	538	134	0	24	54	0	0
Grp Sat Flow(s),veh/h/ln	827	0	1705	708	0	1799	1202	0	1499	1369	0	0
Q Serve(g_s), s	0.9	0.0	0.0	0.8	0.0	11.3	6.0	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	0.0	0.8	0.0	11.3	9.5	0.0	1.4	3.5	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.00	1.00		0.63	0.02		0.83
Lane Grp Cap(c), veh/h	586	0	1253	593	0	1323	260	0	217	235	0	0
V/C Ratio(X)	0.08	0.00	0.57	0.04	0.00	0.41	0.52	0.00	0.11	0.23	0.00	0.00
Avail Cap(c_a), veh/h	586	0	1253	593	0	1323	398	0	390	392	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.9	0.0	0.0	3.6	0.0	5.0	40.3	0.0	37.1	38.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.9	0.1	0.0	0.9	1.6	0.0	0.2	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	1.2	0.2	0.0	6.5	5.8	0.0	1.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.2	0.0	1.9	3.7	0.0	5.9	41.9	0.0	37.4	38.5	0.0	0.0
LnGrp LOS	A		A	A		A	D		D	D		
Approach Vol, veh/h		759			560			158				54
Approach Delay, s/veh		1.8			5.9			41.2				38.5
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.5		20.5		79.5		20.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		62.0		26.0		62.0		26.0				
Max Q Clear Time (g_c+I1), s		14.2		5.5		13.3		11.5				
Green Ext Time (p_c), s		6.4		0.2		4.0		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				8.7								
HCM 7th LOS				A								

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	58	401	65	125	410	29	50	1	100	20	0	55
Future Vol, veh/h	58	401	65	125	410	29	50	1	100	20	0	55
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	75	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	92	92	89	89	92	92	92	89	92	89
Heavy Vehicles, %	4	4	2	2	2	2	2	2	2	0	2	0
Mvmt Flow	65	451	71	136	461	33	54	1	109	22	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	494	0	0	521	0	0	1350	1382	487	1332	1401	479
Stage 1	-	-	-	-	-	-	616	616	-	750	750	-
Stage 2	-	-	-	-	-	-	733	766	-	582	652	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1059	-	-	1045	-	-	128	144	581	133	140	591
Stage 1	-	-	-	-	-	-	478	482	-	407	419	-
Stage 2	-	-	-	-	-	-	412	412	-	502	464	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1058	-	-	1045	-	-	93	117	580	87	114	590
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	117	-	87	114	-
Stage 1	-	-	-	-	-	-	448	452	-	353	364	-
Stage 2	-	-	-	-	-	-	321	358	-	382	436	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.96			1.93			37.65			24.7		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	93	558	1058	-	-	1045	-	-	87	590
HCM Lane V/C Ratio	0.583	0.197	0.062	-	-	0.13	-	-	0.258	0.105
HCM Control Delay (s/veh)	87.4	13	8.6	-	-	9	-	-	60.1	11.8
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	2.7	0.7	0.2	-	-	0.4	-	-	0.9	0.3

HCM 7th Signalized Intersection Summary

155: CTH AB & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	17	91	8	14	6	75	197	7	2	232	705
Future Volume (veh/h)	651	17	91	8	14	6	75	197	7	2	232	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1830	1830	1811	1880	1880	1880	1836	1836	1836	1875	1875	1856
Adj Flow Rate, veh/h	775	20	67	10	17	4	89	235	5	2	276	520
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	0	0	0	3	3	3	3	3	3
Cap, veh/h	853	964	808	237	167	39	238	586	12	338	410	908
Arrive On Green	0.36	0.53	0.53	0.11	0.11	0.11	0.05	0.33	0.33	0.22	0.22	0.22
Sat Flow, veh/h	1743	1830	1535	1317	1471	346	1749	1791	38	1143	1875	1572
Grp Volume(v), veh/h	775	20	67	10	0	21	89	0	240	2	276	520
Grp Sat Flow(s),veh/h/ln	1743	1830	1535	1317	0	1818	1749	0	1829	1143	1875	1572
Q Serve(g_s), s	29.5	0.4	1.8	0.6	0.0	0.9	3.1	0.0	8.4	0.1	11.1	17.2
Cycle Q Clear(g_c), s	29.5	0.4	1.8	0.6	0.0	0.9	3.1	0.0	8.4	0.1	11.1	17.2
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	853	964	808	237	0	206	238	0	599	338	410	908
V/C Ratio(X)	0.91	0.02	0.08	0.04	0.00	0.10	0.37	0.00	0.40	0.01	0.67	0.57
Avail Cap(c_a), veh/h	853	1124	942	352	0	365	250	0	612	338	410	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	9.3	9.6	32.6	0.0	32.7	22.6	0.0	21.4	25.1	29.4	11.0
Incr Delay (d2), s/veh	13.5	0.0	0.0	0.1	0.0	0.2	1.0	0.0	0.4	0.0	4.3	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.4	0.3	0.9	0.3	0.0	0.7	2.1	0.0	5.8	0.1	8.6	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	9.3	9.7	32.7	0.0	32.9	23.6	0.0	21.8	25.1	33.7	11.8
LnGrp LOS	C	A	A	C		C	C		C	C	C	B
Approach Vol, veh/h		862			31			329			798	
Approach Delay, s/veh		30.5			32.8			22.3			19.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		32.9		49.3	8.9	24.0	34.0	15.3				
Change Period (Y+Rc), s		6.0		6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s		27.5		50.5	5.0	18.0	29.5	16.5				
Max Q Clear Time (g_c+I1), s		10.4		3.8	5.1	19.2	31.5	2.9				
Green Ext Time (p_c), s		1.0		0.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.8								
HCM 7th LOS				C								

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	9	56	3	25	55	28	6	17	33	41	11	7
Future Vol, veh/h	9	56	3	25	55	28	6	17	33	41	11	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	8	8	8	7	7	7	12	12	12	6	6	6
Mvmt Flow	10	61	3	27	60	30	7	18	36	45	12	8
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.1	8.2	7.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	13%	31%	0%	69%
Vol Thru, %	30%	82%	69%	0%	19%
Vol Right, %	59%	4%	0%	100%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	68	80	28	59
LT Vol	6	9	25	0	41
Through Vol	17	56	55	0	11
RT Vol	33	3	0	28	7
Lane Flow Rate	61	74	87	30	64
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.073	0.094	0.124	0.036	0.082
Departure Headway (Hd)	4.31	4.563	5.139	4.28	4.6
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	833	787	702	842	781
Service Time	2.324	2.578	2.839	1.98	2.614
HCM Lane V/C Ratio	0.073	0.094	0.124	0.036	0.082
HCM Control Delay, s/veh	7.7	8.1	8.6	7.1	8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.1	0.3

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	65	437	17	3	929	36	15	5	7	5	2	19
Future Vol, veh/h	65	437	17	3	929	36	15	5	7	5	2	19
Conflicting Peds, #/hr	0	0	10	11	0	1	10	0	11	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	21	21	21
Mvmt Flow	73	491	19	3	1044	40	17	6	8	6	2	21

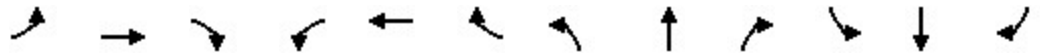
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	521	0	0	1197	1750	523	1723	1739	553
Stage 1	-	-	-	-	-	-	658	658	-	1072	1072	-
Stage 2	-	-	-	-	-	-	540	1092	-	651	667	-
Critical Hdwy	4.175	-	-	4.13	-	-	7.36	6.56	6.26	7.615	6.815	7.215
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.815	5.815	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.415	5.815	-
Follow-up Hdwy	2.2475	-	-	2.219	-	-	3.538	4.038	3.338	3.6995	4.1995	3.4995
Pot Cap-1 Maneuver	626	-	-	1043	-	-	150	84	548	54	74	439
Stage 1	-	-	-	-	-	-	448	456	-	211	266	-
Stage 2	-	-	-	-	-	-	490	286	-	418	420	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	626	-	-	1032	-	-	119	73	537	43	65	434
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	73	-	43	65	-
Stage 1	-	-	-	-	-	-	392	399	-	210	264	-
Stage 2	-	-	-	-	-	-	456	285	-	355	367	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.44			0.06			39.8			38.33		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	537	626	-	-	11	-	-	137
HCM Lane V/C Ratio	0.219	0.015	0.117	-	-	0.003	-	-	0.214
HCM Control Delay (s/veh)	49.6	11.8	11.5	-	-	8.5	0	-	38.3
HCM Lane LOS	E	B	B	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.8	0	0.4	-	-	0	-	-	0.8

HCM 7th Signalized Intersection Summary
 125: Valley Dr/Freedom Ring Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	↔
Traffic Volume (veh/h)	20	403	26	39	832	6	61	2	29	5	13	75
Future Volume (veh/h)	20	403	26	39	832	6	61	2	29	5	13	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1716	1716	1716	1772	1772	1772	1617	1617	1617	1885	1885	1885
Adj Flow Rate, veh/h	23	458	30	44	945	7	69	2	33	6	15	85
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	6	2	2	2	1	1	1	1	1	1
Cap, veh/h	112	2045	133	117	2321	17	157	16	45	92	178	186
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	86	2789	182	93	3165	23	706	133	390	292	1530	1594
Grp Volume(v), veh/h	258	0	253	509	0	487	104	0	0	21	0	85
Grp Sat Flow(s),veh/h/ln	1528	0	1528	1673	0	1608	1229	0	0	1822	0	1594
Q Serve(g_s), s	0.0	0.0	4.2	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	4.0
Cycle Q Clear(g_c), s	3.8	0.0	4.2	0.0	0.0	0.0	6.4	0.0	0.0	0.8	0.0	4.0
Prop In Lane	0.09		0.12	0.09		0.01	0.66		0.32	0.29		1.00
Lane Grp Cap(c), veh/h	1170	0	1121	1276	0	1179	218	0	0	270	0	186
V/C Ratio(X)	0.22	0.00	0.23	0.40	0.00	0.41	0.48	0.00	0.00	0.08	0.00	0.46
Avail Cap(c_a), veh/h	1170	0	1121	1276	0	1179	452	0	0	605	0	498
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	0.0	3.4	0.0	0.0	0.0	33.9	0.0	0.0	31.6	0.0	33.0
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.9	0.0	1.1	1.6	0.0	0.0	0.1	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.0	1.8	0.6	0.0	0.6	3.6	0.0	0.0	0.7	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	0.0	3.9	0.9	0.0	1.1	35.6	0.0	0.0	31.7	0.0	34.7
LnGrp LOS	A		A	A		A	D			C		C
Approach Vol, veh/h		511			996			104				106
Approach Delay, s/veh		3.8			1.0			35.6				34.1
Approach LOS		A			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.7		15.3		64.7		15.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s		6.2		6.0		2.0		8.4				
Green Ext Time (p_c), s		3.4		0.3		7.8		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.0									
HCM 7th LOS			A									

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	426	6	2	838	6	21	1	9	9	1	19
Future Vol, veh/h	6	426	6	2	838	6	21	1	9	9	1	19
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	2	2	2	7	7	7	7	7	7
Mvmt Flow	7	473	7	2	931	7	23	1	10	10	1	21

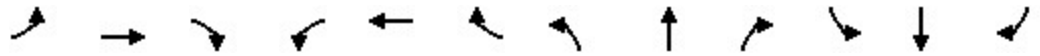
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	938	0	0	481	0	0	963	1433	242	1190	1433	470
Stage 1	-	-	-	-	-	-	491	491	-	939	939	-
Stage 2	-	-	-	-	-	-	472	942	-	252	494	-
Critical Hdwy	4.18	-	-	4.14	-	-	7.64	6.64	7.04	7.64	6.64	7.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.64	5.64	-
Follow-up Hdwy	2.24	-	-	2.22	-	-	3.57	4.07	3.37	3.57	4.07	3.37
Pot Cap-1 Maneuver	714	-	-	1078	-	-	203	127	744	137	127	527
Stage 1	-	-	-	-	-	-	515	534	-	274	330	-
Stage 2	-	-	-	-	-	-	529	329	-	716	532	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	714	-	-	1077	-	-	190	125	742	132	125	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	125	-	132	125	-
Stage 1	-	-	-	-	-	-	509	528	-	273	329	-
Stage 2	-	-	-	-	-	-	504	328	-	697	526	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.24			0.04			22.72			20.88		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	48	-	-	8	-	-	259
HCM Lane V/C Ratio	0.145	0.009	-	-	0.002	-	-	0.125
HCM Control Delay (s/veh)	22.7	10.1	0.1	-	8.4	0	-	20.9
HCM Lane LOS	C	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4

HCM 7th Signalized Intersection Summary
 135: Marsh Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖	↕↕		↖	↕			↕	↖
Traffic Volume (veh/h)	43	325	77	71	611	75	192	70	28	32	28	42
Future Volume (veh/h)	43	325	77	71	611	75	192	70	28	32	28	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1730	1730	1730	1797	1797	1797	1703	1703	1703	1781	1781	1781
Adj Flow Rate, veh/h	49	374	89	82	702	86	221	80	32	37	32	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	8	8	8
Cap, veh/h	156	1100	260	635	1875	230	300	274	110	139	97	169
Arrive On Green	1.00	1.00	1.00	0.05	0.61	0.61	0.08	0.24	0.24	0.11	0.11	0.11
Sat Flow, veh/h	201	2156	509	1711	3061	375	1622	1155	462	620	868	1502
Grp Volume(v), veh/h	253	0	259	82	391	397	221	0	112	69	0	30
Grp Sat Flow(s),veh/h/ln	1384	0	1481	1711	1707	1728	1622	0	1617	1488	0	1502
Q Serve(g_s), s	0.0	0.0	0.0	1.7	9.2	9.2	6.0	0.0	4.5	1.5	0.0	1.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.7	9.2	9.2	6.0	0.0	4.5	3.2	0.0	1.4
Prop In Lane	0.19		0.34	1.00		0.22	1.00		0.29	0.54		1.00
Lane Grp Cap(c), veh/h	760	0	756	635	1046	1059	300	0	384	236	0	169
V/C Ratio(X)	0.33	0.00	0.34	0.13	0.37	0.37	0.74	0.00	0.29	0.29	0.00	0.18
Avail Cap(c_a), veh/h	760	0	756	665	1046	1059	300	0	687	503	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	7.2	7.8	7.8	31.1	0.0	25.0	32.8	0.0	32.2
Incr Delay (d2), s/veh	1.2	0.0	1.2	0.1	1.0	1.0	9.2	0.0	0.4	0.7	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.5	1.0	5.5	5.6	4.1	0.0	3.2	2.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.2	0.0	1.2	7.3	8.8	8.8	40.3	0.0	25.4	33.5	0.0	32.7
LnGrp LOS	A		A	A	A	A	D		C	C		C
Approach Vol, veh/h		512			870			333				99
Approach Delay, s/veh		1.2			8.7			35.3				33.3
Approach LOS		A			A			D				C
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	8.2	46.8	10.0	15.0	55.0	25.0						
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	6.0						
Max Green Setting (Gmax), s	5.6	24.4	6.0	24.0	34.0	34.0						
Max Q Clear Time (g_c+I1), s	3.7	2.0	8.0	5.2	11.2	6.5						
Green Ext Time (p_c), s	0.0	3.3	0.0	0.4	5.0	0.6						
Intersection Summary												
HCM 7th Control Delay, s/veh			12.8									
HCM 7th LOS			B									

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	36	339	10	14	591	4	49	6	18	6	6	117
Future Vol, veh/h	36	339	10	14	591	4	49	6	18	6	6	117
Conflicting Peds, #/hr	2	0	7	5	0	0	7	0	5	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	10	10	10	2	2	2	0	0	0	3	3	3
Mvmt Flow	43	404	12	17	704	5	58	7	21	7	7	139

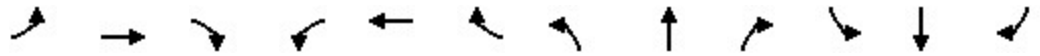
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	422	0	0	898	1246	220	1037	1249	363
Stage 1	-	-	-	-	-	-	502	502	-	741	741	-
Stage 2	-	-	-	-	-	-	396	744	-	296	508	-
Critical Hdwy	4.3	-	-	4.14	-	-	7.5	6.5	6.9	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.56	5.56	-
Follow-up Hdwy	2.3	-	-	2.22	-	-	3.5	4	3.3	3.53	4.03	3.33
Pot Cap-1 Maneuver	834	-	-	1133	-	-	238	175	790	184	170	631
Stage 1	-	-	-	-	-	-	525	545	-	372	418	-
Stage 2	-	-	-	-	-	-	606	425	-	685	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	832	-	-	1126	-	-	163	162	781	159	158	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	162	-	159	158	-
Stage 1	-	-	-	-	-	-	495	514	-	366	411	-
Stage 2	-	-	-	-	-	-	453	417	-	620	503	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.89			0.19			35.53			15.64		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	832	-	-	1126	-	-	491
HCM Lane V/C Ratio	0.429	0.052	-	-	0.015	-	-	0.313
HCM Control Delay (s/veh)	35.5	9.6	-	-	8.2	-	-	15.6
HCM Lane LOS	E	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.2	-	-	0	-	-	1.3

HCM 7th Signalized Intersection Summary
 145: Holscher Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	309	39	10	365	1	184	3	27	2	6	60
Future Volume (veh/h)	15	309	39	10	365	1	184	3	27	2	6	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	0.99		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1740	1740	1740	1783	1783	1783	1690	1690	1690	1554	1554	1554
Adj Flow Rate, veh/h	17	359	45	12	424	1	214	3	31	2	7	70
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	7	7	7	4	4	4	3	3	3	6	6	6
Cap, veh/h	447	1016	126	458	1195	3	578	36	369	117	40	330
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	887	2947	366	931	3466	8	1184	125	1295	9	140	1160
Grp Volume(v), veh/h	17	200	204	12	207	218	214	0	34	79	0	0
Grp Sat Flow(s),veh/h/ln	887	1653	1660	931	1693	1781	1184	0	1421	1309	0	0
Q Serve(g_s), s	0.5	2.9	3.0	0.3	3.0	3.0	3.0	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.9	3.0	3.3	3.0	3.0	4.5	0.0	0.6	1.5	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.00	1.00		0.91	0.03		0.89
Lane Grp Cap(c), veh/h	447	570	573	458	584	614	578	0	405	487	0	0
V/C Ratio(X)	0.04	0.35	0.36	0.03	0.35	0.35	0.37	0.00	0.08	0.16	0.00	0.00
Avail Cap(c_a), veh/h	1729	2959	2973	1804	3032	3189	1155	0	1096	1120	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	7.9	7.9	9.2	7.9	7.9	9.8	0.0	8.5	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	0.4	0.3	0.4	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.2	1.3	0.1	1.3	1.4	1.8	0.0	0.3	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	8.3	8.3	9.2	8.3	8.3	10.2	0.0	8.6	9.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B		A	A		
Approach Vol, veh/h		421			437			248				79
Approach Delay, s/veh		8.3			8.3			9.9				9.0
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.2		15.2		17.2		15.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		58.0		25.0		58.0		25.0				
Max Q Clear Time (g_c+I1), s		5.4		3.5		5.3		6.5				
Green Ext Time (p_c), s		2.7		0.4		2.7		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				8.7								
HCM 7th LOS				A								

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	29	284	25	40	261	6	40	1	95	44	0	74
Future Vol, veh/h	29	284	25	40	261	6	40	1	95	44	0	74
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	75	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	92	92	93	93	92	92	92	93	92	93
Heavy Vehicles, %	4	4	2	2	1	1	2	2	2	0	2	0
Mvmt Flow	31	305	27	43	281	6	43	1	103	47	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	333	0	0	750	756	320	741	767	286
Stage 1	-	-	-	-	-	-	381	381	-	372	372	-
Stage 2	-	-	-	-	-	-	369	375	-	369	395	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1262	-	-	1227	-	-	328	337	721	335	333	758
Stage 1	-	-	-	-	-	-	641	613	-	653	619	-
Stage 2	-	-	-	-	-	-	651	617	-	655	605	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1261	-	-	1227	-	-	275	317	720	268	313	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	317	-	268	313	-
Stage 1	-	-	-	-	-	-	625	598	-	629	596	-
Stage 2	-	-	-	-	-	-	562	595	-	546	590	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.68			1.06			13.75			14.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	275	711	1261	-	-	1227	-	-	268	756
HCM Lane V/C Ratio	0.158	0.147	0.025	-	-	0.035	-	-	0.176	0.105
HCM Control Delay (s/veh)	20.5	10.9	7.9	-	-	8	-	-	21.3	10.3
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	0.5	0.1	-	-	0.1	-	-	0.6	0.4

HCM 7th Signalized Intersection Summary

155: CTH AB & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	487	6	44	5	8	6	62	219	1	4	90	431
Future Volume (veh/h)	487	6	44	5	8	6	62	219	1	4	90	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1890	1890	1870	1645	1645	1645	1821	1821	1821	1830	1830	1811
Adj Flow Rate, veh/h	529	7	30	5	9	4	67	238	1	4	98	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	16	16	16	4	4	4	6	6	6
Cap, veh/h	768	858	720	237	107	48	394	634	3	374	420	352
Arrive On Green	0.29	0.45	0.45	0.10	0.10	0.10	0.06	0.35	0.35	0.23	0.23	0.23
Sat Flow, veh/h	1800	1890	1585	1206	1079	480	1735	1812	8	1117	1830	1535
Grp Volume(v), veh/h	529	7	30	5	0	13	67	0	239	4	98	290
Grp Sat Flow(s),veh/h/ln	1800	1890	1585	1206	0	1559	1735	0	1820	1117	1830	1535
Q Serve(g_s), s	14.8	0.1	0.6	0.2	0.0	0.5	1.7	0.0	6.0	0.2	2.7	11.0
Cycle Q Clear(g_c), s	14.8	0.1	0.6	0.2	0.0	0.5	1.7	0.0	6.0	0.2	2.7	11.0
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	768	858	720	237	0	155	394	0	637	374	420	352
V/C Ratio(X)	0.69	0.01	0.04	0.02	0.00	0.08	0.17	0.00	0.38	0.01	0.23	0.82
Avail Cap(c_a), veh/h	923	1388	1164	472	0	458	456	0	980	544	699	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	9.2	9.3	25.0	0.0	25.1	15.0	0.0	14.9	18.3	19.2	22.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.4	0.0	0.3	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.1	0.3	0.1	0.0	0.3	1.0	0.0	3.6	0.1	1.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	9.2	9.3	25.0	0.0	25.3	15.2	0.0	15.3	18.3	19.5	27.3
LnGrp LOS	B	A	A	C		C	B		B	B	B	C
Approach Vol, veh/h		566			18			306			392	
Approach Delay, s/veh		15.8			25.2			15.3			25.3	
Approach LOS		B			C			B			C	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		27.4		33.8	7.4	20.0	21.7	12.1				
Change Period (Y+Rc), s		6.0		6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s		33.0		45.0	5.6	23.4	23.0	18.0				
Max Q Clear Time (g_c+I1), s		8.0		2.6	3.7	13.0	16.8	2.5				
Green Ext Time (p_c), s		1.1		0.1	0.0	1.0	1.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				18.7								
HCM 7th LOS				B								

Intersection

Intersection Delay, s/veh 8.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	5	74	7	27	74	13	8	12	37	58	20	14
Future Vol, veh/h	5	74	7	27	74	13	8	12	37	58	20	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	7	7	7	6	6	6	7	7	7	1	1	1
Mvmt Flow	5	76	7	28	76	13	8	12	38	60	21	14
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.2	8.6	7.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	14%	6%	27%	0%	63%
Vol Thru, %	21%	86%	73%	0%	22%
Vol Right, %	65%	8%	0%	100%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	86	101	13	92
LT Vol	8	5	27	0	58
Through Vol	12	74	74	0	20
RT Vol	37	7	0	13	14
Lane Flow Rate	59	89	104	13	95
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.07	0.113	0.149	0.016	0.119
Departure Headway (Hd)	4.277	4.582	5.163	4.326	4.526
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	839	785	697	829	794
Service Time	2.294	2.598	2.88	2.043	2.542
HCM Lane V/C Ratio	0.07	0.113	0.149	0.016	0.12
HCM Control Delay, s/veh	7.6	8.2	8.8	7.1	8.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.5	0	0.4

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖↗			↖	↗		↖↗	
Traffic Vol, veh/h	9	1011	18	13	774	7	9	1	8	15	5	71
Future Vol, veh/h	9	1011	18	13	774	7	9	1	8	15	5	71
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	6	6	6	1	1	1
Mvmt Flow	10	1162	21	15	890	8	10	1	9	17	6	82

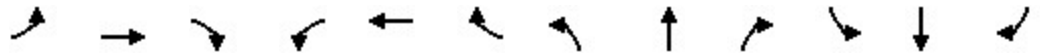
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	898	0	0	1186	0	0	1677	2124	1178	2110	2130	452
Stage 1	-	-	-	-	-	-	1196	1196	-	924	924	-
Stage 2	-	-	-	-	-	-	481	928	-	1186	1206	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.39	6.59	6.29	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.59	5.59	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.557	4.057	3.357	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	760	-	-	591	-	-	66	48	225	33	50	558
Stage 1	-	-	-	-	-	-	221	252	-	292	349	-
Stage 2	-	-	-	-	-	-	527	339	-	231	257	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	760	-	-	590	-	-	47	46	224	30	47	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	46	-	30	47	-
Stage 1	-	-	-	-	-	-	217	248	-	283	337	-
Stage 2	-	-	-	-	-	-	426	327	-	217	253	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.09			0.54			67.61			111.93		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	47	224	760	-	-	58	-	-	123
HCM Lane V/C Ratio	0.244	0.041	0.014	-	-	0.025	-	-	0.851
HCM Control Delay (s/veh)	104.3	21.7	9.8	-	-	11.3	0.4	-	111.9
HCM Lane LOS	F	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.8	0.1	0	-	-	0.1	-	-	5.2

HCM 7th Signalized Intersection Summary
 125: Valley Dr/Freedom Ring Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	↔
Traffic Volume (veh/h)	121	855	57	48	698	39	26	13	52	40	26	70
Future Volume (veh/h)	121	855	57	48	698	39	26	13	52	40	26	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.97	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1800	1800	1800	1566	1566	1566	1870	1870	1870
Adj Flow Rate, veh/h	123	872	58	49	712	40	27	13	53	41	27	71
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	0	0	0	5	5	5	2	2	2
Cap, veh/h	268	1783	117	150	2055	114	88	39	91	177	99	192
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	290	2452	161	137	2827	157	242	317	740	852	809	1562
Grp Volume(v), veh/h	480	0	573	390	0	411	93	0	0	68	0	71
Grp Sat Flow(s),veh/h/ln	1312	0	1591	1511	0	1609	1299	0	0	1661	0	1562
Q Serve(g_s), s	3.7	0.0	12.3	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	3.3
Cycle Q Clear(g_c), s	9.5	0.0	12.3	0.0	0.0	0.0	5.2	0.0	0.0	2.7	0.0	3.3
Prop In Lane	0.26		0.10	0.13		0.10	0.29		0.57	0.60		1.00
Lane Grp Cap(c), veh/h	1010	0	1157	1149	0	1170	218	0	0	276	0	192
V/C Ratio(X)	0.48	0.00	0.50	0.34	0.00	0.35	0.43	0.00	0.00	0.25	0.00	0.37
Avail Cap(c_a), veh/h	1010	0	1157	1149	0	1170	439	0	0	542	0	469
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.1	0.0	4.7	0.0	0.0	0.0	33.0	0.0	0.0	31.9	0.0	32.2
Incr Delay (d2), s/veh	1.6	0.0	1.5	0.8	0.0	0.8	1.3	0.0	0.0	0.5	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	5.7	0.5	0.0	0.5	3.2	0.0	0.0	2.2	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	0.0	6.2	0.8	0.0	0.8	34.3	0.0	0.0	32.4	0.0	33.4
LnGrp LOS	A		A	A		A	C			C		C
Approach Vol, veh/h		1053			801			93				139
Approach Delay, s/veh		6.0			0.8			34.3				32.9
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.2		15.8		64.2		15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0				
Max Q Clear Time (g_c+I1), s		14.3		5.3		2.0		7.2				
Green Ext Time (p_c), s		8.8		0.5		6.2		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				7.1								
HCM 7th LOS				A								

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔			↔		
Traffic Vol, veh/h	14	913	20	7	769	11	7	1	2	16	1	10
Future Vol, veh/h	14	913	20	7	769	11	7	1	2	16	1	10
Conflicting Peds, #/hr	2	0	6	6	0	2	6	0	6	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	4	4	4
Mvmt Flow	15	961	21	7	809	12	7	1	2	17	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	823	0	0	988	0	0	1433	1845	503	1349	1850	419
Stage 1	-	-	-	-	-	-	1007	1007	-	832	832	-
Stage 2	-	-	-	-	-	-	426	838	-	517	1018	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.5	6.5	6.9	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.58	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.5	4	3.3	3.54	4.04	3.34
Pot Cap-1 Maneuver	809	-	-	701	-	-	96	76	519	107	72	578
Stage 1	-	-	-	-	-	-	262	321	-	325	378	-
Stage 2	-	-	-	-	-	-	582	385	-	505	309	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	697	-	-	89	72	513	101	69	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	72	-	101	69	-
Stage 1	-	-	-	-	-	-	254	311	-	320	372	-
Stage 2	-	-	-	-	-	-	559	379	-	485	299	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.37			0.23			43.77			36.79		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	52	-	-	31	-	-	141
HCM Lane V/C Ratio	0.102	0.018	-	-	0.011	-	-	0.201
HCM Control Delay (s/veh)	43.8	9.5	0.2	-	10.2	0.1	-	36.8
HCM Lane LOS	E	A	A	-	B	A	-	E
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.7

HCM 7th Signalized Intersection Summary

135: Marsh Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖	↕↕		↖	↕			↕	↗
Traffic Volume (veh/h)	96	736	99	44	613	92	98	61	37	90	90	76
Future Volume (veh/h)	96	736	99	44	613	92	98	61	37	90	90	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1786	1786	1786	1840	1840	1840	1730	1730	1730	1885	1885	1885
Adj Flow Rate, veh/h	101	775	104	46	645	97	103	64	39	95	95	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	1	1	1
Cap, veh/h	172	1158	153	440	1747	262	251	278	170	182	134	251
Arrive On Green	0.97	0.97	0.97	0.03	0.38	0.38	0.07	0.28	0.28	0.16	0.16	0.16
Sat Flow, veh/h	242	2398	316	1752	3047	458	1648	1005	612	718	840	1571
Grp Volume(v), veh/h	467	0	513	46	370	372	103	0	103	190	0	50
Grp Sat Flow(s),veh/h/ln	1397	0	1559	1752	1748	1757	1648	0	1617	1558	0	1571
Q Serve(g_s), s	0.0	0.0	2.6	1.0	12.1	12.2	4.0	0.0	3.9	8.5	0.0	2.2
Cycle Q Clear(g_c), s	1.5	0.0	2.6	1.0	12.1	12.2	4.0	0.0	3.9	9.3	0.0	2.2
Prop In Lane	0.22		0.20	1.00		0.26	1.00		0.38	0.50		1.00
Lane Grp Cap(c), veh/h	730	0	753	440	1002	1007	251	0	448	316	0	251
V/C Ratio(X)	0.64	0.00	0.68	0.10	0.37	0.37	0.41	0.00	0.23	0.60	0.00	0.20
Avail Cap(c_a), veh/h	730	0	753	490	1002	1007	253	0	677	532	0	471
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.7	0.0	0.7	8.6	14.3	14.3	24.8	0.0	22.3	32.1	0.0	29.2
Incr Delay (d2), s/veh	4.3	0.0	4.9	0.1	1.0	1.0	1.1	0.0	0.3	1.8	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	2.4	0.6	8.9	9.0	2.9	0.0	2.7	6.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	0.0	5.7	8.7	15.3	15.3	25.8	0.0	22.6	33.9	0.0	29.6
LnGrp LOS	A		A	A	B	B	C		C	C		C
Approach Vol, veh/h		980			788			206				240
Approach Delay, s/veh		5.3			14.9			24.2				33.0
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	7.2	44.7	9.4	18.8	51.9	28.1						
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	6.0						
Max Green Setting (Gmax), s	5.5	25.0	5.5	24.0	34.5	33.5						
Max Q Clear Time (g_c+I1), s	3.0	4.6	6.0	11.3	14.2	5.9						
Green Ext Time (p_c), s	0.0	6.9	0.0	1.0	4.5	0.6						
Intersection Summary												
HCM 7th Control Delay, s/veh			13.5									
HCM 7th LOS			B									

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	119	688	56	11	638	9	31	4	5	6	1	80
Future Vol, veh/h	119	688	56	11	638	9	31	4	5	6	1	80
Conflicting Peds, #/hr	7	0	9	7	0	5	9	0	7	5	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	125	724	59	12	672	9	33	4	5	6	1	84

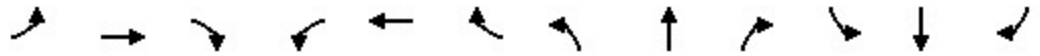
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	688	0	0	792	0	0	1382	1724	408	1328	1749	357
Stage 1	-	-	-	-	-	-	1013	1013	-	706	706	-
Stage 2	-	-	-	-	-	-	368	711	-	622	1043	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	909	-	-	837	-	-	105	90	599	115	87	646
Stage 1	-	-	-	-	-	-	260	319	-	397	441	-
Stage 2	-	-	-	-	-	-	629	439	-	446	309	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	903	-	-	830	-	-	75	75	589	91	73	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	75	-	91	73	-
Stage 1	-	-	-	-	-	-	222	272	-	389	432	-
Stage 2	-	-	-	-	-	-	532	430	-	372	264	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.33	0.16	84.23	15.84
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	903	-	-	830	-	-	423
HCM Lane V/C Ratio	0.499	0.139	-	-	0.014	-	-	0.216
HCM Control Delay (s/veh)	84.2	9.6	-	-	9.4	-	-	15.8
HCM Lane LOS	F	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.1	0.5	-	-	0	-	-	0.8

HCM 7th Signalized Intersection Summary
 145: Holscher Rd & Siggelkow Rd

08/01/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Volume (veh/h)	42	508	148	20	494	1	123	8	14	1	7	41
Future Volume (veh/h)	42	508	148	20	494	1	123	8	14	1	7	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.98		0.96	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1840	1840	1840	1717	1717	1717	1630	1630	1630
Adj Flow Rate, veh/h	46	552	161	22	537	1	134	9	15	1	8	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	0	0	0
Cap, veh/h	632	1833	532	499	2491	5	291	87	145	47	35	179
Arrive On Green	0.47	0.47	0.47	0.70	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	844	2634	765	724	3580	7	1218	562	937	6	225	1158
Grp Volume(v), veh/h	46	363	350	22	262	276	134	0	24	54	0	0
Grp Sat Flow(s),veh/h/ln	844	1734	1664	724	1748	1839	1218	0	1500	1389	0	0
Q Serve(g_s), s	2.6	10.4	10.5	1.1	4.3	4.3	4.7	0.0	1.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	10.4	10.5	11.6	4.3	4.3	7.4	0.0	1.1	2.7	0.0	0.0
Prop In Lane	1.00		0.46	1.00		0.00	1.00		0.63	0.02		0.83
Lane Grp Cap(c), veh/h	632	1207	1158	499	1216	1279	291	0	231	260	0	0
V/C Ratio(X)	0.07	0.30	0.30	0.04	0.22	0.22	0.46	0.00	0.10	0.21	0.00	0.00
Avail Cap(c_a), veh/h	632	1207	1158	499	1216	1279	591	0	600	600	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	9.3	9.3	7.8	4.4	4.4	31.5	0.0	29.1	29.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.6	0.7	0.2	0.4	0.4	1.1	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	7.0	6.8	0.3	2.3	2.4	4.5	0.0	0.7	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	9.9	10.0	8.0	4.8	4.7	32.6	0.0	29.3	30.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		759			560			158				54
Approach Delay, s/veh		9.9			4.9			32.1				30.2
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.7		18.3		61.7		18.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		36.0		32.0		36.0		32.0				
Max Q Clear Time (g_c+I1), s		12.5		4.7		13.6		9.4				
Green Ext Time (p_c), s		4.9		0.3		3.3		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.1								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	58	401	65	125	410	29	50	1	100	20	0	55
Future Vol, veh/h	58	401	65	125	410	29	50	1	100	20	0	55
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	75	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	92	92	89	89	92	92	92	89	92	89
Heavy Vehicles, %	4	4	2	2	2	2	2	2	2	0	2	0
Mvmt Flow	65	451	71	136	461	33	54	1	109	22	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	494	0	0	521	0	0	1350	1382	487	1332	1401	479
Stage 1	-	-	-	-	-	-	616	616	-	750	750	-
Stage 2	-	-	-	-	-	-	733	766	-	582	652	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1059	-	-	1045	-	-	128	144	581	133	140	591
Stage 1	-	-	-	-	-	-	478	482	-	407	419	-
Stage 2	-	-	-	-	-	-	412	412	-	502	464	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1058	-	-	1045	-	-	93	117	580	87	114	590
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	117	-	87	114	-
Stage 1	-	-	-	-	-	-	448	452	-	353	364	-
Stage 2	-	-	-	-	-	-	321	358	-	382	436	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.96			1.93			37.65			24.7		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	93	558	1058	-	-	1045	-	-	87	590
HCM Lane V/C Ratio	0.583	0.197	0.062	-	-	0.13	-	-	0.258	0.105
HCM Control Delay (s/veh)	87.4	13	8.6	-	-	9	-	-	60.1	11.8
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	2.7	0.7	0.2	-	-	0.4	-	-	0.9	0.3

HCM 7th Signalized Intersection Summary

155: CTH AB & Siggelkow Rd

08/01/2025

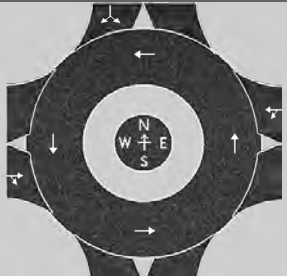


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	17	91	8	14	6	75	197	7	2	232	705
Future Volume (veh/h)	651	17	91	8	14	6	75	197	7	2	232	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1830	1830	1811	1880	1880	1880	1836	1836	1836	1875	1875	1856
Adj Flow Rate, veh/h	775	20	67	10	17	4	89	235	5	2	276	520
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	0	0	0	3	3	3	3	3	3
Cap, veh/h	853	964	808	237	167	39	238	586	12	338	410	908
Arrive On Green	0.36	0.53	0.53	0.11	0.11	0.11	0.05	0.33	0.33	0.22	0.22	0.22
Sat Flow, veh/h	1743	1830	1535	1317	1471	346	1749	1791	38	1143	1875	1572
Grp Volume(v), veh/h	775	20	67	10	0	21	89	0	240	2	276	520
Grp Sat Flow(s),veh/h/ln	1743	1830	1535	1317	0	1818	1749	0	1829	1143	1875	1572
Q Serve(g_s), s	29.5	0.4	1.8	0.6	0.0	0.9	3.1	0.0	8.4	0.1	11.1	17.2
Cycle Q Clear(g_c), s	29.5	0.4	1.8	0.6	0.0	0.9	3.1	0.0	8.4	0.1	11.1	17.2
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	853	964	808	237	0	206	238	0	599	338	410	908
V/C Ratio(X)	0.91	0.02	0.08	0.04	0.00	0.10	0.37	0.00	0.40	0.01	0.67	0.57
Avail Cap(c_a), veh/h	853	1124	942	352	0	365	250	0	612	338	410	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	9.3	9.6	32.6	0.0	32.7	22.6	0.0	21.4	25.1	29.4	11.0
Incr Delay (d2), s/veh	13.5	0.0	0.0	0.1	0.0	0.2	1.0	0.0	0.4	0.0	4.3	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.4	0.3	0.9	0.3	0.0	0.7	2.1	0.0	5.8	0.1	8.6	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	9.3	9.7	32.7	0.0	32.9	23.6	0.0	21.8	25.1	33.7	11.8
LnGrp LOS	C	A	A	C		C	C		C	C	C	B
Approach Vol, veh/h		862			31			329			798	
Approach Delay, s/veh		30.5			32.8			22.3			19.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		32.9		49.3	8.9	24.0	34.0	15.3				
Change Period (Y+Rc), s		6.0		6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s		27.5		50.5	5.0	18.0	29.5	16.5				
Max Q Clear Time (g_c+I1), s		10.4		3.8	5.1	19.2	31.5	2.9				
Green Ext Time (p_c), s		1.0		0.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.8								
HCM 7th LOS				C								

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & US 51 SB
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	7/10/2025		N/S Street Name	US 51 SB
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	Build		Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
Lane Assignment			TR				LT								LR	
Volume (V), veh/h	0		106	26	0	149	65						0	365		44
Percent Heavy Vehicles, %	8		8	8	4	4	4						4	4		4
Flow Rate (v _{PCE}), pc/h	0		124	31	0	168	73						0	413		50
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								1			
Pedestrians Crossing, p/h	0				0								0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000						4.7000	
Follow-Up Headway, s		2.6000			2.6000						2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		155			241						463	
Entry Volume, veh/h		144			232						445	
Circulating Flow (v _c), pc/h	581			0			537			241		
Exiting Flow (v _{ex}), pc/h	537			123			0			199		
Capacity (c _{PCE}), pc/h		800			1385						1103	
Capacity (c), veh/h		741			1331						1060	
v/c Ratio (x)		0.19			0.17						0.42	

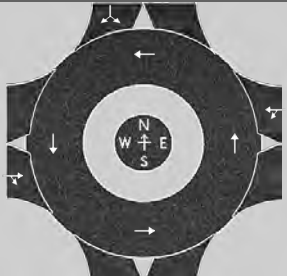
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.0			4.1						7.9	
Lane LOS		A			A						A	
95% Queue Length, Q ₉₅ (veh)		0.7			0.6						2.1	
95% Queue Length, Q ₉₅ (ft)		18.6			15.0						54.2	
Approach Delay, s/veh LOS	7.0	A		4.1	A					7.9	A	
Intersection Delay, s/veh LOS	6.7						A					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & US 51 SB
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	7/10/2025		N/S Street Name	US 51 SB
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.93
Project Description	Build		Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
Lane Assignment			TR				LT								LR	
Volume (V), veh/h	0		121	48	0	225	63						0	777		54
Percent Heavy Vehicles, %	8		8	8	4	4	4						4	4		4
Flow Rate (v _{PCE}), pc/h	0		141	56	0	252	70						0	869		60
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								1			
Pedestrians Crossing, p/h	0				0								0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000						4.7000	
Follow-Up Headway, s		2.6000			2.6000						2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		197			322						929	
Entry Volume, veh/h		182			310						893	
Circulating Flow (v _c), pc/h	1121			0			1010			322		
Exiting Flow (v _{ex}), pc/h	1010			130			0			308		
Capacity (c _{PCE}), pc/h		480			1385						1022	
Capacity (c), veh/h		445			1331						982	
v/c Ratio (x)		0.41			0.23						0.91	

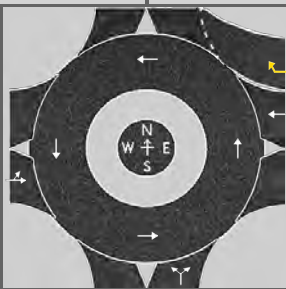
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		15.7			4.7						31.6	
Lane LOS		C			A						D	
95% Queue Length, Q ₉₅ (veh)		2.0			0.9						13.6	
95% Queue Length, Q ₉₅ (ft)		53.2			22.5						350.9	
Approach Delay, s/veh LOS	15.7	C		4.7	A					31.6	D	
Intersection Delay, s/veh LOS	23.5						C					

HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	7/10/2025
Analysis Year	2050
Time Analyzed	AM Peak Hour
Project Description	Build



Site Information

Intersection	Siggelkow Road & US 51 NB
E/W Street Name	Siggelkow Road
N/S Street Name	US 51 NB
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.86
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
Lane Assignment	LT				T				LR							
Volume (V), veh/h	0	82	384		0		187	782	0	32		135				
Percent Heavy Vehicles, %	4	4	4		2		2	2	1	1		1				
Flow Rate (v _{PCE}), pc/h	0	99	464		0		222	927	0	38		159				
Right-Turn Bypass	None				Yielding				None				None			
Conflicting Lanes	1				1				1							
Pedestrians Crossing, p/h	0				0				0							
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000	4.0000		4.7000				
Follow-Up Headway, s		2.6000			2.6000	2.3000		2.6000				

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		563			222	927		197				
Entry Volume, veh/h		541			218	909		195				
Circulating Flow (v _c), pc/h	0			137			563			260		
Exiting Flow (v _{ex}), pc/h	623			260			99			0		
Capacity (c _{PCE}), pc/h		1385			1217	1447		814				
Capacity (c), veh/h		1331			1193	1419		806				
v/c Ratio (x)		0.41			0.18	0.64		0.24				

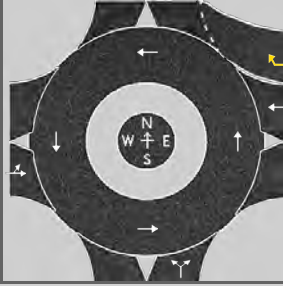
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.6			4.6	10.1		7.1				
Lane LOS		A			A	B		A				
95% Queue Length, Q ₉₅ (veh)		2.0			0.7	5.0		0.9				
95% Queue Length, Q ₉₅ (ft)		50.0			17.8	127.0		22.7				
Approach Delay, s/veh LOS	6.6	A		9.1	A		7.1	A				
Intersection Delay, s/veh LOS	8.1						A					

HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	7/10/2025
Analysis Year	2050
Time Analyzed	PM Peak Hour
Project Description	Build



Site Information

Intersection	Siggelkow Road & US 51 NB
E/W Street Name	Siggelkow Road
N/S Street Name	US 51 NB
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.89
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
Lane Assignment			LT				T				LR					
Volume (V), veh/h	0	52	843		0		265	589	0	21		195				
Percent Heavy Vehicles, %	2	2	2		1		1	1	1	1		1				
Flow Rate (v _{PCE}), pc/h	0	60	966		0		301	668	0	24		221				
Right-Turn Bypass	None				Yielding				None				None			
Conflicting Lanes	1				1				1							
Pedestrians Crossing, p/h	0				0				0							
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000	4.0000		4.7000				
Follow-Up Headway, s		2.6000			2.6000	2.3000		2.6000				

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1026			301	668		245				
Entry Volume, veh/h		1006			298	661		243				
Circulating Flow (v _c), pc/h	0			84			1026			325		
Exiting Flow (v _{ex}), pc/h	1187			325			60			0		
Capacity (C _{PCE}), pc/h		1385			1279	1493		525				
Capacity (c), veh/h		1357			1266	1478		520				
v/c Ratio (x)		0.74			0.24	0.45		0.47				

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		13.5			4.9	6.6		15.2				
Lane LOS		B			A	A		C				
95% Queue Length, Q ₉₅ (veh)		7.4			0.9	2.4		2.4				
95% Queue Length, Q ₉₅ (ft)		185.0			22.7	60.5		60.5				
Approach Delay, s/veh LOS	13.5		B	6.1		A	15.2		C			
Intersection Delay, s/veh LOS	10.5						B					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road and Valley...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Valley Drive
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.88
Project Description	Single-lane RAB		Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	20	405	25	0	40	830	5	0	60	5	30	0	5	15	75
Percent Heavy Vehicles, %	3	6	6	6	3	2	2	2	3	1	1	1	3	5	5	5
Flow Rate (v _{PCE}), pc/h	0	24	488	30	0	46	962	6	0	69	6	34	0	6	18	89
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		542			1014			109			113	
Entry Volume, veh/h		511			994			108			108	
Circulating Flow (v _c), pc/h	70			99			518			1077		
Exiting Flow (v _{ex}), pc/h	528			1120			36			94		
Capacity (c _{PCE}), pc/h		1296			1261			849			501	
Capacity (c), veh/h		1223			1236			841			477	
v/c Ratio (x)		0.42			0.80			0.13			0.23	

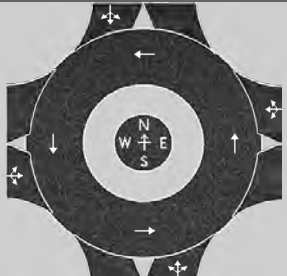
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.1			17.6			5.6			10.9	
Lane LOS		A			C			A			B	
95% Queue Length, Q ₉₅ (veh)		2.1			9.4			0.4			0.9	
95% Queue Length, Q ₉₅ (ft)		55.0			238.8			10.1			23.4	
Approach Delay, s/veh LOS	7.1	A		17.6	C		5.6	A		10.9	B	
Intersection Delay, s/veh LOS	13.3						B					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road and Valley...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Valley Drive
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.98
Project Description	Single-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	120	855	55	0	50	700	40	0	25	15	30	0	40	25	70
Percent Heavy Vehicles, %	3	1	1	1	3	0	0	0	3	5	5	5	3	2	2	2
Flow Rate (v _{PCE}), pc/h	0	124	881	57	0	51	714	41	0	27	16	32	0	42	26	73
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1062			806			75			141	
Entry Volume, veh/h		1051			806			71			138	
Circulating Flow (v _c), pc/h	119			167			1047			792		
Exiting Flow (v _{ex}), pc/h	955			814			181			134		
Capacity (c _{PCE}), pc/h		1237			1183			515			655	
Capacity (c), veh/h		1225			1183			491			643	
v/c Ratio (x)		0.86			0.68			0.15			0.22	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		21.7			12.7			9.3			8.2	
Lane LOS		C			B			A			A	
95% Queue Length, Q ₉₅ (veh)		11.8			5.7			0.5			0.8	
95% Queue Length, Q ₉₅ (ft)		297.4			142.5			13.0			20.3	
Approach Delay, s/veh LOS	21.7		C	12.7		B	9.3		A	8.2		A
Intersection Delay, s/veh LOS	16.9						C					

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General Information

Site Information

Analyst			Intersection	Siggelkow Road and Valley...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Valley Drive
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.88
Project Description	Two-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR		LTR				LTR			
Volume (V), veh/h	0	20	405	25	0	40	830	5	0	60	5	30	0	5	15	75
Percent Heavy Vehicles, %	3	6	6	6	3	2	2	2	3	1	1	1	3	5	5	5
Flow Rate (v _{PCE}), pc/h	0	24	488	30	0	46	962	6	0	69	6	34	0	6	18	89
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.7000	4.4000		4.7000	4.4000			4.8000			4.8000	
Follow-Up Headway, s	2.5000	2.5000		2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	255	287		477	537			109			113	
Entry Volume, veh/h	240	271		467	527			108			108	
Circulating Flow (v _c), pc/h	70			99			518			1077		
Exiting Flow (v _{ex}), pc/h	528			1120			36			94		
Capacity (c _{PCE}), pc/h	1347	1354		1310	1321			837			486	
Capacity (c), veh/h	1270	1278		1284	1295			828			463	
v/c Ratio (x)	0.19	0.21		0.36	0.41			0.13			0.23	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.4	4.6		6.2	6.7			5.6			11.3	
Lane LOS	A	A		A	A			A			B	
95% Queue Length, Q ₉₅ (veh)	0.7	0.8		1.7	2.0			0.4			0.9	
95% Queue Length, Q ₉₅ (ft)	18.3	21.0		43.2	50.8			10.1			23.4	
Approach Delay, s/veh LOS	4.5	A		6.5	A		5.6	A		11.3	B	
Intersection Delay, s/veh LOS	6.2						A					

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Site Information

Analyst			Intersection	Siggelkow Road and Valley...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Valley Drive
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.98
Project Description	Two-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR		LTR				LTR			
Volume (V), veh/h	0	120	855	55	0	50	700	40	0	25	15	30	0	40	25	70
Percent Heavy Vehicles, %	3	1	1	1	3	0	0	0	3	5	5	5	3	2	2	2
Flow Rate (v _{PCE}), pc/h	0	124	881	57	0	51	714	41	0	27	16	32	0	42	26	73
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.7000	4.4000		4.7000	4.4000			4.8000			4.8000	
Follow-Up Headway, s	2.5000	2.5000		2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	499	563		379	427			75			141	
Entry Volume, veh/h	494	557		379	427			71			138	
Circulating Flow (v _c), pc/h	119			167			1047			792		
Exiting Flow (v _{ex}), pc/h	955			814			181			134		
Capacity (c _{pce}), pc/h	1285	1298		1227	1244			500			641	
Capacity (c), veh/h	1272	1285		1227	1244			477			629	
v/c Ratio (x)	0.39	0.43		0.31	0.34			0.15			0.22	

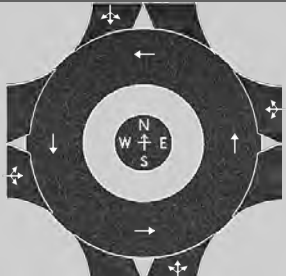
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	6.6	7.1		5.8	6.1			9.6			8.4	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	1.9	2.2		1.3	1.5			0.5			0.8	
95% Queue Length, Q ₉₅ (ft)	47.9	55.4		32.5	37.5			13.0			20.3	
Approach Delay, s/veh LOS	6.8		A	6.0		A	9.6		A	8.4		A
Intersection Delay, s/veh LOS	6.7						A					

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Site Information

Analyst			Intersection	Siggelkow Road & Marsh Ro...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Marsh Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.87
Project Description	Single-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	45	325	80	0	70	610	75	0	190	70	30	0	30	30	45
Percent Heavy Vehicles, %	3	5	5	5	3	3	3	3	3	2	2	2	3	8	8	8
Flow Rate (v _{PCE}), pc/h	0	54	392	97	0	83	722	89	0	223	82	35	0	37	37	56
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		543			894			340			130	
Entry Volume, veh/h		517			868			333			120	
Circulating Flow (v _c), pc/h	157			359			483			1028		
Exiting Flow (v _{ex}), pc/h	464			1001			225			217		
Capacity (C _{PCE}), pc/h		1194			986			877			524	
Capacity (c), veh/h		1137			958			860			486	
v/c Ratio (x)		0.45			0.91			0.39			0.25	

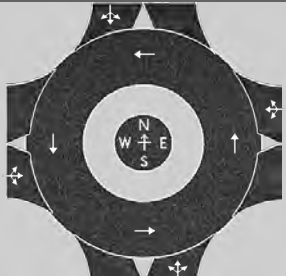
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.1			31.7			8.7			11.1	
Lane LOS		A			D			A			B	
95% Queue Length, Q ₉₅ (veh)		2.4			13.3			1.8			1.0	
95% Queue Length, Q ₉₅ (ft)		62.4			340.5			45.7			26.6	
Approach Delay, s/veh LOS	8.1	A		31.7	D		8.7	A		11.1	B	
Intersection Delay, s/veh LOS	19.5						C					

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General Information

Site Information

Analyst			Intersection	Siggelkow Road & Marsh Ro...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Marsh Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.95
Project Description	Single-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	95	735	100	0	45	615	90	0	100	60	35	0	90	90	75
Percent Heavy Vehicles, %	3	1	1	1	3	0	0	0	3	0	0	0	3	1	1	1
Flow Rate (v _{PCE}), pc/h	0	101	781	106	0	47	647	95	0	105	63	37	0	96	96	80
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		988			789			205			272	
Entry Volume, veh/h		978			789			205			269	
Circulating Flow (v _c), pc/h	239			269			978			799		
Exiting Flow (v _{ex}), pc/h	914			832			259			249		
Capacity (c _{PCE}), pc/h		1105			1074			550			651	
Capacity (c), veh/h		1094			1074			550			645	
v/c Ratio (x)		0.89			0.73			0.37			0.42	

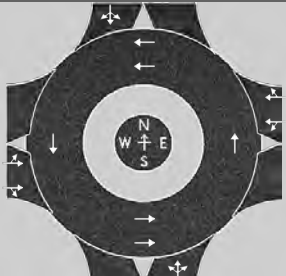
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		27.4			15.7			12.3			11.6	
Lane LOS		D			C			B			B	
95% Queue Length, Q ₉₅ (veh)		13.2			7.0			1.7			2.1	
95% Queue Length, Q ₉₅ (ft)		332.6			175.0			42.5			52.9	
Approach Delay, s/veh LOS	27.4		D	15.7		C	12.3		B	11.6		B
Intersection Delay, s/veh LOS	20.0						C					

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Site Information

Analyst			Intersection	Siggelkow Road & Marsh Ro...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Marsh Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.87
Project Description	Two-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR		LTR				LTR			
Volume (V), veh/h	0	45	325	80	0	70	610	75	0	190	70	30	0	30	30	45
Percent Heavy Vehicles, %	3	5	5	5	3	3	3	3	3	2	2	2	3	8	8	8
Flow Rate (v _{PCE}), pc/h	0	54	392	97	0	83	722	89	0	223	82	35	0	37	37	56
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.7000	4.4000		4.7000	4.4000			4.8000			4.8000	
Follow-Up Headway, s	2.5000	2.5000		2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	255	288		420	474			340			130	
Entry Volume, veh/h	243	274		408	460			333			120	
Circulating Flow (v _c), pc/h	157			359			483			1028		
Exiting Flow (v _{ex}), pc/h	464			1001			225			217		
Capacity (c _{PCE}), pc/h	1239	1255		1021	1052			866			510	
Capacity (c), veh/h	1180	1195		991	1021			849			472	
v/c Ratio (x)	0.21	0.23		0.41	0.45			0.39			0.26	

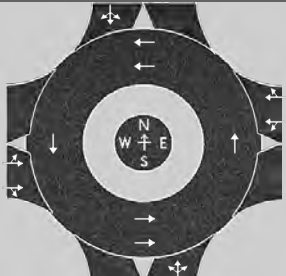
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.9	5.1		8.2	8.6			8.9			11.5	
Lane LOS	A	A		A	A			A			B	
95% Queue Length, Q ₉₅ (veh)	0.8	0.9		2.0	2.4			1.9			1.0	
95% Queue Length, Q ₉₅ (ft)	20.8	23.4		51.2	61.4			48.3			26.6	
Approach Delay, s/veh LOS	5.0 A			8.4 A			8.9 A			11.5 B		
Intersection Delay, s/veh LOS	7.7 A											

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Site Information

Analyst			Intersection	Siggelkow Road & Marsh Ro...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Marsh Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.95
Project Description	Two-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR				LTR				LTR	
Volume (V), veh/h	0	95	735	100	0	45	615	90	0	100	60	35	0	90	90	75
Percent Heavy Vehicles, %	3	1	1	1	3	0	0	0	3	0	0	0	3	1	1	1
Flow Rate (v _{PCE}), pc/h	0	101	781	106	0	47	647	95	0	105	63	37	0	96	96	80
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.7000	4.4000		4.7000	4.4000			4.8000			4.8000	
Follow-Up Headway, s	2.5000	2.5000		2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	464	524		371	418			205			272	
Entry Volume, veh/h	460	518		371	418			205			269	
Circulating Flow (v _c), pc/h	239			269			978			799		
Exiting Flow (v _{ex}), pc/h	914			832			259			249		
Capacity (c _{PCE}), pc/h	1145	1168		1113	1138			535			637	
Capacity (c), veh/h	1134	1157		1113	1138			535			630	
v/c Ratio (x)	0.41	0.45		0.33	0.37			0.38			0.43	

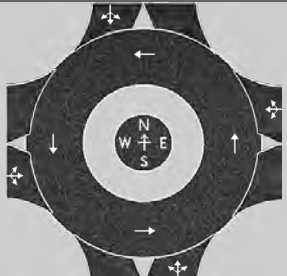
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	7.4	7.9		6.5	6.8			12.8			12.0	
Lane LOS	A	A		A	A			B			B	
95% Queue Length, Q ₉₅ (veh)	2.0	2.4		1.5	1.7			1.8			2.1	
95% Queue Length, Q ₉₅ (ft)	50.4	60.5		37.5	42.5			45.0			52.9	
Approach Delay, s/veh LOS	7.6		A	6.7		A	12.8		B	12.0		B
Intersection Delay, s/veh LOS	8.3						A					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & Holscher...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Holscher Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.86
Project Description	Single-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	15	310	40	0	10	365	5	0	185	5	30	0	5	5	60
Percent Heavy Vehicles, %	3	7	7	7	3	4	4	4	3	3	3	3	3	2	2	2
Flow Rate (v _{PCE}), pc/h	0	19	386	50	0	12	441	6	0	222	6	36	0	6	6	71
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		455			459			264			83	
Entry Volume, veh/h		425			441			256			81	
Circulating Flow (v _c), pc/h	24			247			411			675		
Exiting Flow (v _{ex}), pc/h	428			734			31			68		
Capacity (C _{PCE}), pc/h		1354			1097			939			732	
Capacity (c), veh/h		1265			1054			912			718	
v/c Ratio (x)		0.34			0.42			0.28			0.11	

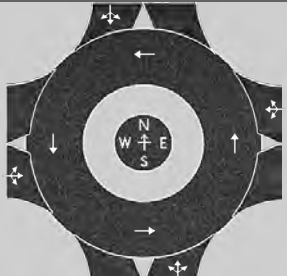
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.0			7.9			6.9			6.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		1.5			2.1			1.2			0.4	
95% Queue Length, Q ₉₅ (ft)		39.6			54.2			30.7			10.2	
Approach Delay, s/veh LOS	6.0	A		7.9	A		6.9	A		6.2	A	
Intersection Delay, s/veh LOS	6.9						A					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & Holscher...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Holscher Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	Single-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	40	510	150	0	20	495	5	0	125	10	15	0	5	5	40
Percent Heavy Vehicles, %	3	1	1	1	3	0	0	0	3	1	1	1	3	0	0	0
Flow Rate (v _{PCE}), pc/h	0	44	560	165	0	22	538	5	0	137	11	16	0	5	5	43
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		769			565			164			53	
Entry Volume, veh/h		761			565			162			53	
Circulating Flow (v _c), pc/h	32			192			609			697		
Exiting Flow (v _{ex}), pc/h	581			718			60			192		
Capacity (C _{PCE}), pc/h		1343			1155			779			717	
Capacity (c), veh/h		1330			1155			771			717	
v/c Ratio (x)		0.57			0.49			0.21			0.07	


Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		9.1			8.5			7.0			5.8	
Lane LOS		A			A			A			A	
95% Queue Length, Q ₉₅ (veh)		3.8			2.8			0.8			0.2	
95% Queue Length, Q ₉₅ (ft)		95.8			70.0			20.2			5.0	
Approach Delay, s/veh LOS	9.1	A		8.5	A		7.0	A		5.8	A	
Intersection Delay, s/veh LOS	8.6						A					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & Holscher...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Holscher Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.86
Project Description	Two-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR		LTR				LTR			
Volume (V), veh/h	0	15	310	40	0	10	365	5	0	185	5	30	0	5	5	60
Percent Heavy Vehicles, %	3	7	7	7	3	4	4	4	3	3	3	3	3	2	2	2
Flow Rate (v _{PCE}), pc/h	0	19	386	50	0	12	441	6	0	222	6	36	0	6	6	71
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.7000	4.4000		4.7000	4.4000			4.8000			4.8000	
Follow-Up Headway, s	2.5000	2.5000		2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	214	241		216	243			264			83	
Entry Volume, veh/h	200	225		207	234			256			81	
Circulating Flow (v _c), pc/h	24			247			411			675		
Exiting Flow (v _{ex}), pc/h	428			734			31			68		
Capacity (c _{PCE}), pc/h	1407	1410		1136	1160			929			718	
Capacity (c), veh/h	1315	1318		1093	1115			901			704	
v/c Ratio (x)	0.15	0.17		0.19	0.21			0.28			0.12	


Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.0	4.1		5.0	5.1			7.0			6.4	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	0.5	0.6		0.7	0.8			1.2			0.4	
95% Queue Length, Q ₉₅ (ft)	13.2	15.8		18.1	20.6			30.7			10.2	
Approach Delay, s/veh LOS	4.1	A		5.1	A		7.0	A		6.4	A	
Intersection Delay, s/veh LOS	5.2						A					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & Holscher...
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	9/3/2025		N/S Street Name	Holscher Road
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	Two-lane RAB		Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR		LTR				LTR			
Volume (V), veh/h	0	40	510	150	0	20	495	5	0	125	10	15	0	5	5	40
Percent Heavy Vehicles, %	3	1	1	1	3	0	0	0	3	1	1	1	3	0	0	0
Flow Rate (v _{PCE}), pc/h	0	44	560	165	0	22	538	5	0	137	11	16	0	5	5	43
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.7000	4.4000		4.7000	4.4000			4.8000			4.8000	
Follow-Up Headway, s	2.5000	2.5000		2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	361	408		266	299			164			53	
Entry Volume, veh/h	358	404		266	299			162			53	
Circulating Flow (v _c), pc/h	32			192			609			697		
Exiting Flow (v _{ex}), pc/h	581			718			60			192		
Capacity (c _{PCE}), pc/h	1397	1400		1198	1217			766			703	
Capacity (c), veh/h	1383	1386		1198	1217			758			703	
v/c Ratio (x)	0.26	0.29		0.22	0.25			0.21			0.08	


Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.8	5.1		5.0	5.1			7.1			5.9	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	1.0	1.2		0.8	1.0			0.8			0.2	
95% Queue Length, Q ₉₅ (ft)	25.2	30.2		20.0	25.0			20.2			5.0	
Approach Delay, s/veh LOS	5.0 A			5.1 A			7.1 A			5.9 A		
Intersection Delay, s/veh LOS	5.3									A		

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & County AB
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	7/10/2025		N/S Street Name	County AB
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	Build		Jurisdiction	Dane County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LT	
Volume (V), veh/h	0	487	6	44	0	5	8	6	0	62	219	1	0	4	90	431
Percent Heavy Vehicles, %	2	2	2	2	16	16	16	16	4	4	4	4	6	6	6	6
Flow Rate (v _{PCE}), pc/h	0	540	7	49	0	6	10	8	0	70	248	1	0	5	104	497
Right-Turn Bypass	None				None				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	4.0000
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	2.3000

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		596			24			319			109	497
Entry Volume, veh/h		584			21			307			103	469
Circulating Flow (v _c), pc/h	115			858			552			86		
Exiting Flow (v _{ex}), pc/h	13			80			796			159		
Capacity (C _{pce}), pc/h		1242			616			822			1277	1469
Capacity (c), veh/h		1218			531			790			1204	1386
v/c Ratio (x)		0.48			0.04			0.39			0.09	0.34


Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.1			7.3			9.4			3.7	5.6
Lane LOS		A			A			A			A	A
95% Queue Length, Q ₉₅ (veh)		2.7			0.1			1.8			0.3	1.5
95% Queue Length, Q ₉₅ (ft)		68.6			2.8			46.4			7.9	39.3
Approach Delay, s/veh LOS	8.1	A		7.3	A		9.4	A		5.3	A	
Intersection Delay, s/veh LOS	7.2						A					

HCS Roundabouts Report

General Information

Site Information

Analyst			Intersection	Siggelkow Road & County AB
Agency or Co.	AECOM		E/W Street Name	Siggelkow Road
Date Performed	7/10/2025		N/S Street Name	County AB
Analysis Year	2050		Analysis Time Period, hrs	0.25
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.84
Project Description	Build		Jurisdiction	Dane County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LT			
Volume (V), veh/h	0	651	17	91	0	8	14	6	0	75	197	7	0	2	232	705
Percent Heavy Vehicles, %	6	6	6	6	0	0	0	0	3	3	3	3	3	3	3	3
Flow Rate (v _{PCE}), pc/h	0	822	21	115	0	10	17	7	0	92	242	9	0	2	284	864
Right-Turn Bypass	None				None				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	4.0000
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	2.3000

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		958			34			343			286	864
Entry Volume, veh/h		904			34			333			278	839
Circulating Flow (v _c), pc/h	296			1156			845			119		
Exiting Flow (v _{ex}), pc/h	32			109			1071			409		
Capacity (C _{PCE}), pc/h		1047			465			623			1237	1436
Capacity (c), veh/h		988			465			605			1201	1394
v/c Ratio (x)		0.92			0.07			0.55			0.23	0.60

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		32.3			8.7			15.7			5.1	9.4
Lane LOS		D			A			C			A	A
95% Queue Length, Q ₉₅ (veh)		13.9			0.2			3.3			0.9	4.3
95% Queue Length, Q ₉₅ (ft)		364.2			5.0			84.5			23.0	110.1
Approach Delay, s/veh LOS	32.3		D	8.7		A	15.7		C	8.3		A
Intersection Delay, s/veh LOS	18.4						C					

Appendix D: Village East Side Plan Project Trip Generation Rates

TRIP GENERATION TABLE: PROPOSED VILLAGE EAST SIDE PLAN

Land Use	Intensity	ITE LU Code	Total Trips							Trip Reduction for Internal Trips and Mode Split						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
Residential	1820 DU	210	15545	290	840	1130	960	575	1535	12440	230	675	900	765	465	1230
Retail	398,000 SF	820, 821, 822	19115	335	215	550	875	920	1795	15295	265	175	440	700	740	1435
Business Park	230,000 SF	770	2860	265	45	310	75	205	280	2290	210	35	250	60	165	225
Industrial Park	800,000 SF	130	2695	220	50	270	60	210	270	2155	175	40	215	50	170	215
TOTAL			40215	1110	1150	2260	1970	1910	3880	32180	880	925	1805	1575	1540	3105



McFarland
SUMMARY SHEET

MEETING DATE: Monday, November 24, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Presentation and discussion regarding the Siggelkow Road 30% design

PREVIOUS ACTION:

None.

ISSUE SUMMARY:

Town and Country will be presenting the initial layouts that were presented at the Public Information Meeting (PIM) on November 13th, of the 30% design plan for Siggelkow Road. This design plan is building off of the traffic study conducted by AECOM, which we just reviewed.

The design is from Catalina Parkway to County Highway AB. The plan was overlaid on aerial photos to show approximately where the construction may overlap with the right of way and property lines. The overlays include two cross-sections of roadways: one for a two-lane road with on-road bike lanes on both sides and an off-road bike lane on the south side and a sidewalk on the north side; the other cross-section is the same as one, but with an additional center turn lane, making it a three-lane roadway. There currently is no definitive timeline for construction of either of these cross-sections. We are sampling and collecting information from residents, staff, Village Board and Committee members. The project could be moved forward in phases if it is decided that is the best avenue.

The information collected at the PIM showed most residents were in favor of the two-lane cross-section and adding turn lanes as necessary, but not through the entire corridor. A page has been created on the village's website for additional details and to allow for input regarding the [Siggelkow Road Traffic Study & Design](#). Included on the website are the [layouts](#) that Town and Country has created.

We are looking for additional feedback from the committee on the initial design plans. The PIM feedback and your feedback will be worked into the design plan and will be brought back to the second PIM in February.

FINANCIAL/BUDGET IMPACT:

Not applicable at this time.

VILLAGE PLAN REFERENCE:

None.



ORDINANCE REFERENCE:

None.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

No action is required on this item.

ATTACHMENTS:

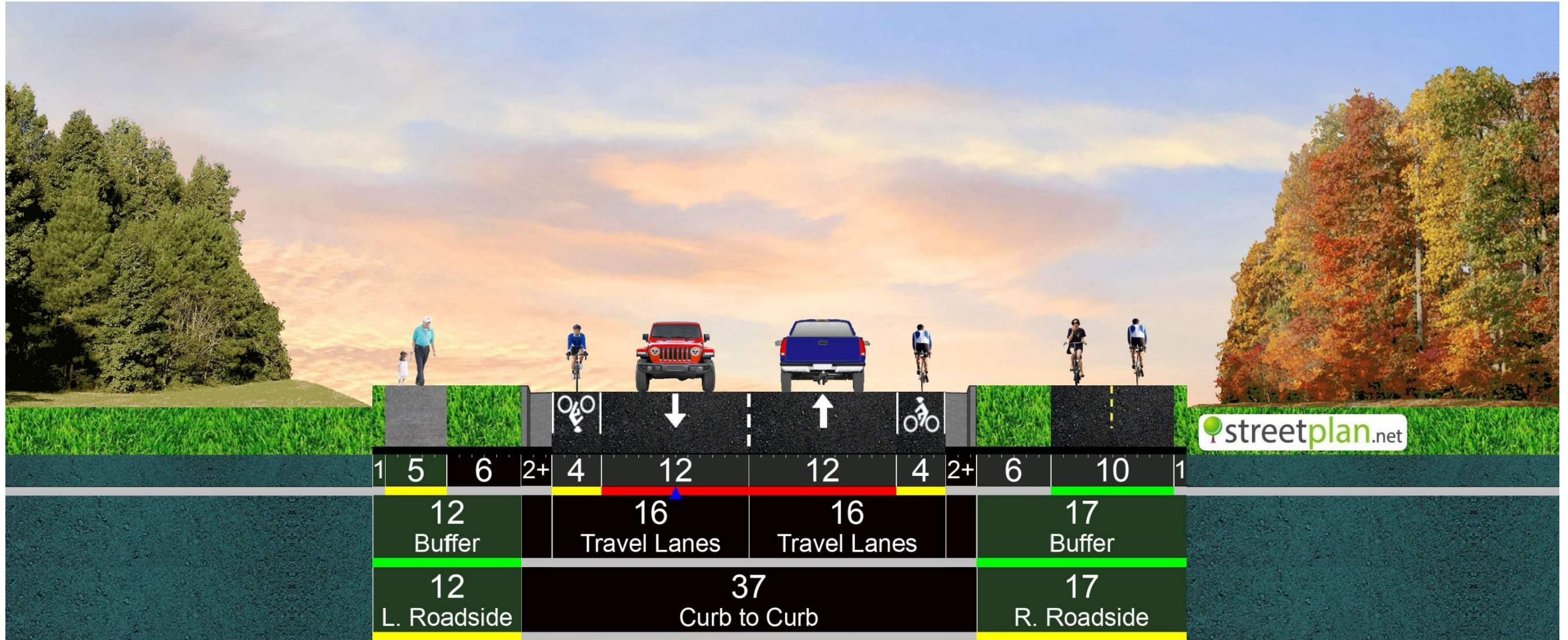
1. Alt. 1 Cross Section
2. Alt. 2 Cross Section

Siggelkow Road

Catalina Parkway to CTH AB

2-Lane

Right-of-Way: 66' of 66'

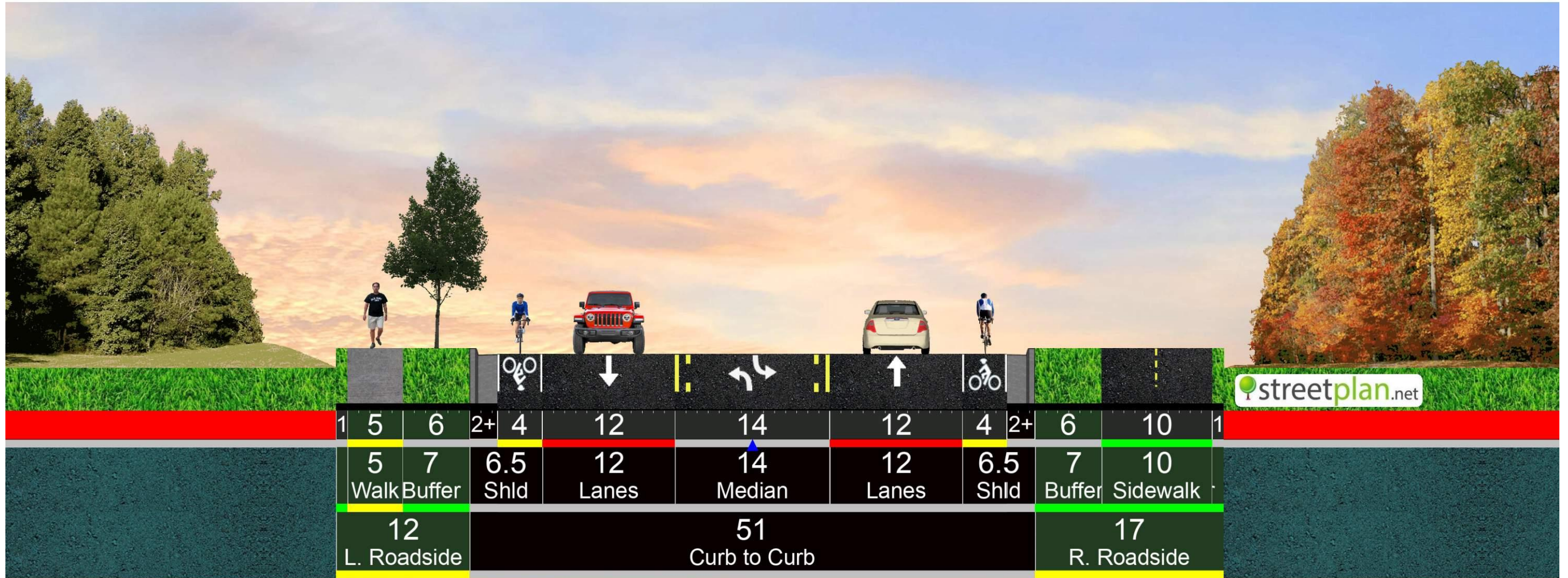


Siggelkow Road

Catalina Parkway to CTH AB

2/3 Lane

Right-of-Way: 80' of 66'




VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Monday, November 24, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Discussion and action to make a recommendation to the Village Board regarding the award of contract for the Babcock Channel Water Main Crossing project.

PREVIOUS ACTION:

The Public Works & Utilities Committee recommended approval to the Village Board regarding the project and authorized the project for bid at their October 27, 2025, meeting.

The Village Board approved the project and authorized it for bid at the October 28, 2025, meeting.

ISSUE SUMMARY:

The project under consideration is the construction of a new water main connection from the western edge of USH 51 right-of-way to the southern end of South Court. Exhibit 1 shows the proposed water main connection in the context of the larger system. This proposed connection would be 630 feet in length, crossing both the existing Dane County Babcock Park parcel and the Babcock channel. The new water main connection will provide increased system redundancy, improved water quality, and improved fire flow capabilities to the Village's existing system.

The committee reviewed the project during their October meeting and recommended approval along with authorization to bid. One bid was received and staff is recommending the rejection of the bid as it was substantially higher than the bid estimates provided by Town and Country engineering. We are looking at potential scope changes and will either go back out for bid or postpone the project until a later date. The one bid received was from Speedway Sand and Gravel with a bid of \$352,1720.20. The budgeted amount was \$230,000.

FINANCIAL/BUDGET IMPACT:

The engineer's estimated cost of the project is:

Construction	\$180,000
Contingency	\$ 20,000
<u>Engineering</u>	<u>\$ 30,000</u>
Total	\$230,000

The estimate included in the Capital Improvement Plan for the Babcock Channel Water Main crossing is \$226,500.



VILLAGE PLAN REFERENCE:

[2026 to 2030 Capital Improvement Plan](#)

ORDINANCE REFERENCE:

None.

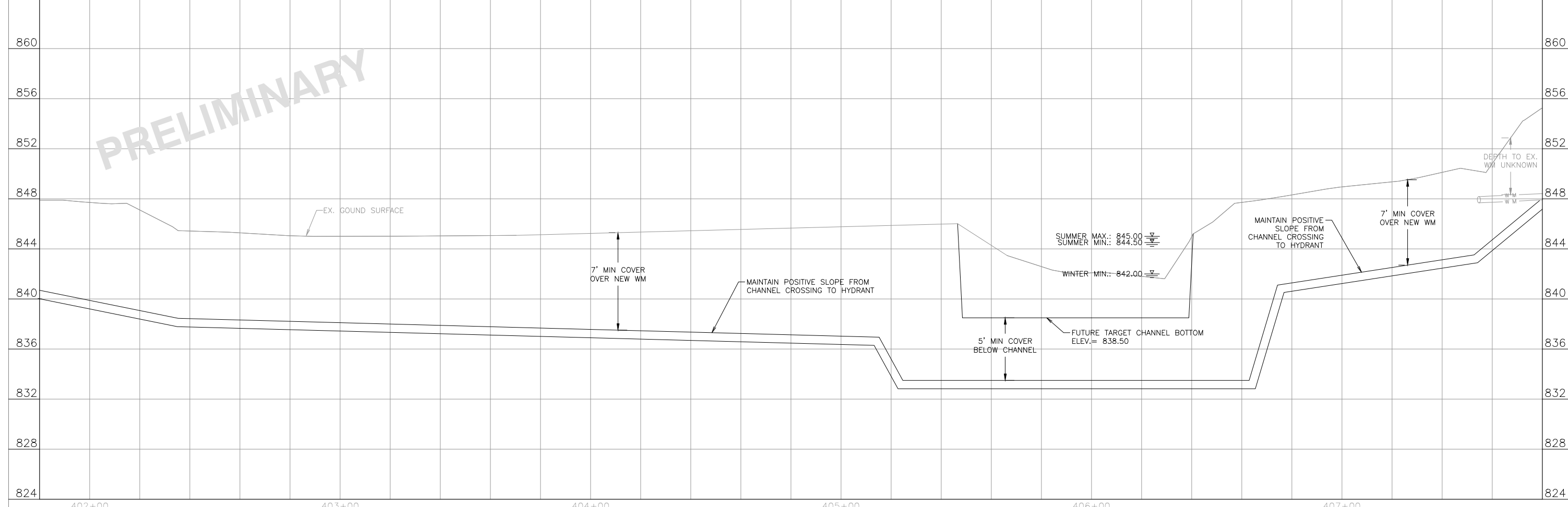
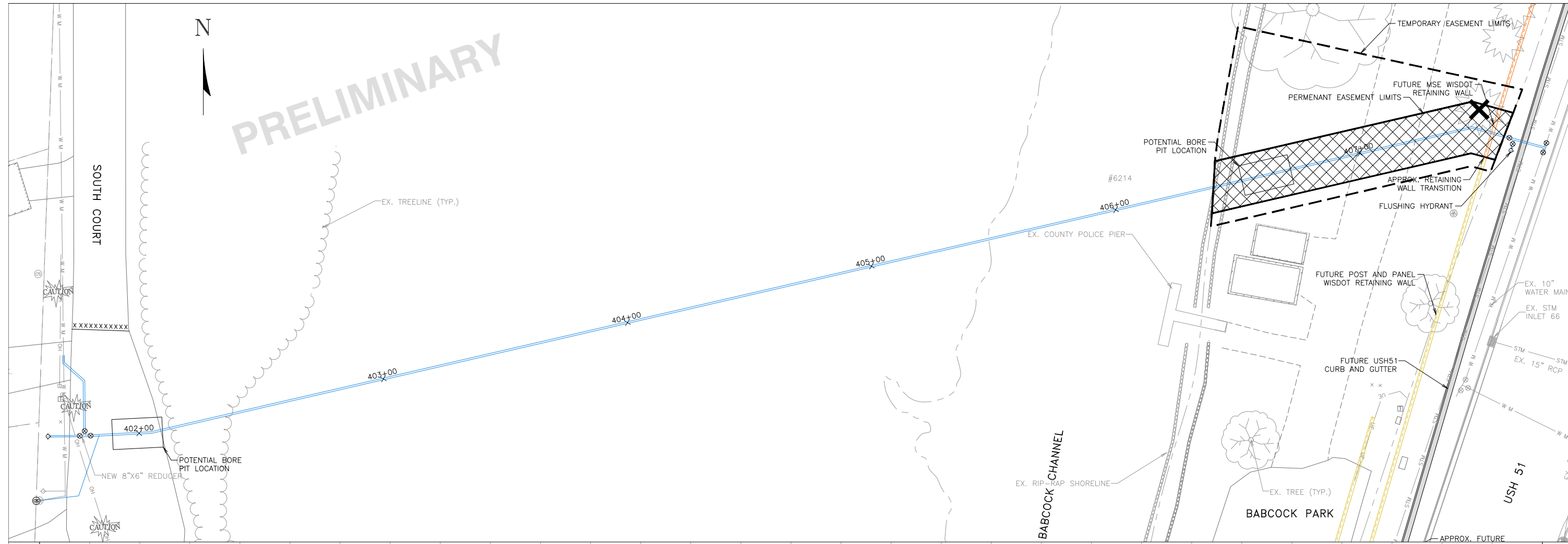
BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended motion:

Motion and second to recommend to the Village Board the rejection of the bid from Speedway Sand and Gravel for the Babcock Channel Water Main Crossing project.

ATTACHMENTS:

1. MC 242- BABCOCK CHANNEL CROSSING-Y0
2. Pages from Village of McFarland Water Crossing Alt Analysis- USH51 to South Court



PRELIMINARY

PRELIMINARY

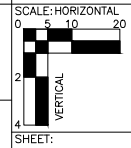
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Madison, WI 53719
(608) 273-3350
www.tceengineers.net

tc TOWN & COUNTRY
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EXHIBIT 3 BABCOCK CHANNEL
CROSSING ALTERNATIVES
Station 401+80 To Station 407+80

2025 STREET AND UTILITY IMPROVEMENTS
USH 51 TO SOUTH COURT CROSSING
Village of McFarland, Wisconsin

PROJECT NO.: MC 230
DRAWING FILE: MC 230 - BABCOCK CHANNEL CROSSING.DWG
DRAWN BY: P.J.R.
CHECKED BY: T.J.S.
DATE: 10-22-25
REVISIONS:



Y0

Exhibit 1 Water Main System and Project Location Village of McFarland

Lake Waubesa

PROJECT LOCATION

Hydrants
● Hydrants

Water Valves
 ● Hydrant Valve
 ● Main Valve
 ● Water Services

Water System Devices
 ● Well
 ● Storage Tank

Water Mains Diameter
 ● Unknown
 ● 2" or smaller
 ● 4
 ● 6
 ● 8
 ● 10
 ● 12

● Water Laterals
 ● Streets
 ● Municipal Boundary
 ● Tax Parcels

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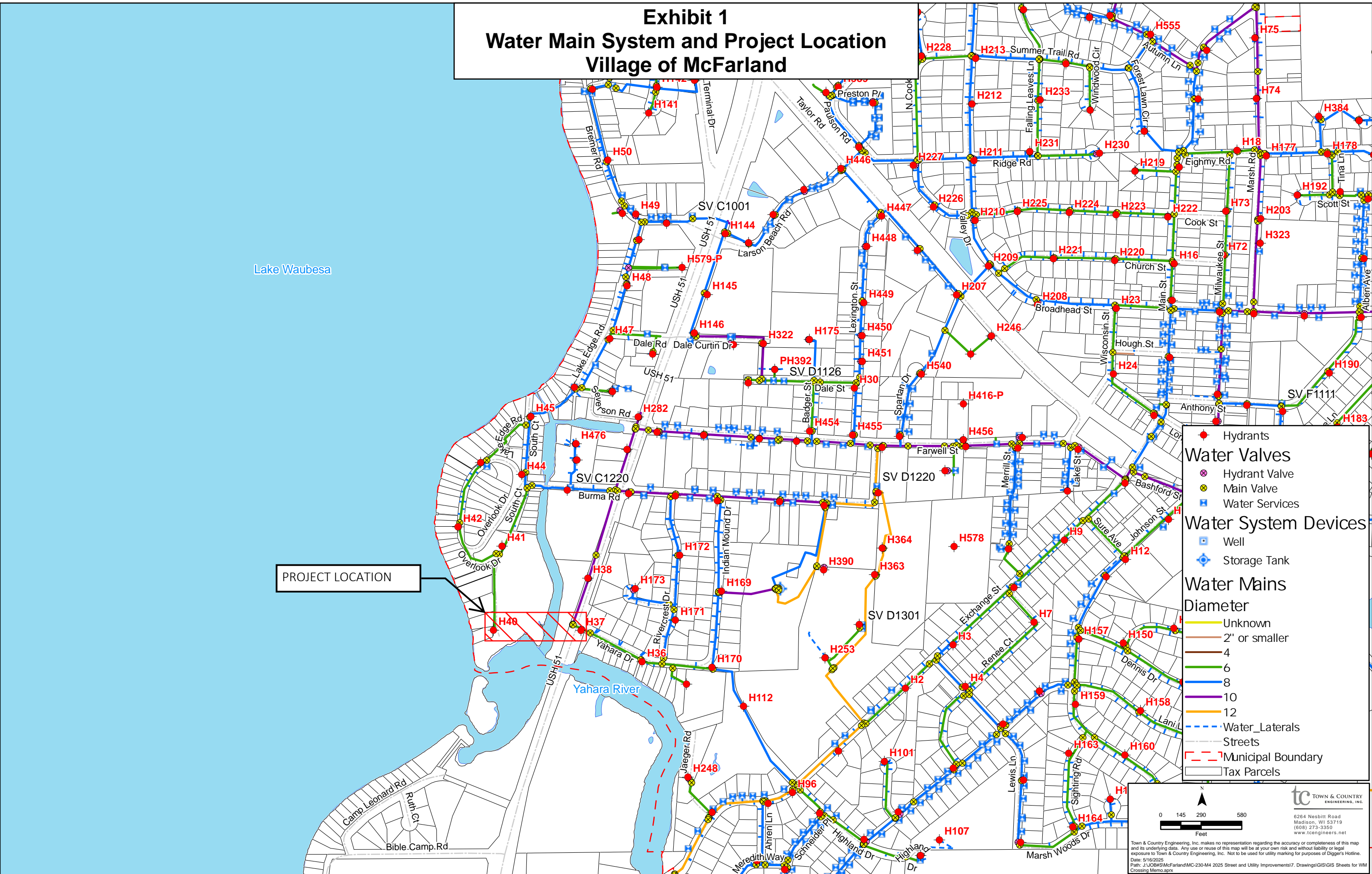


EXHIBIT 2a
Village of McFarland Water Model Results
Existing System Pressures and Fireflow

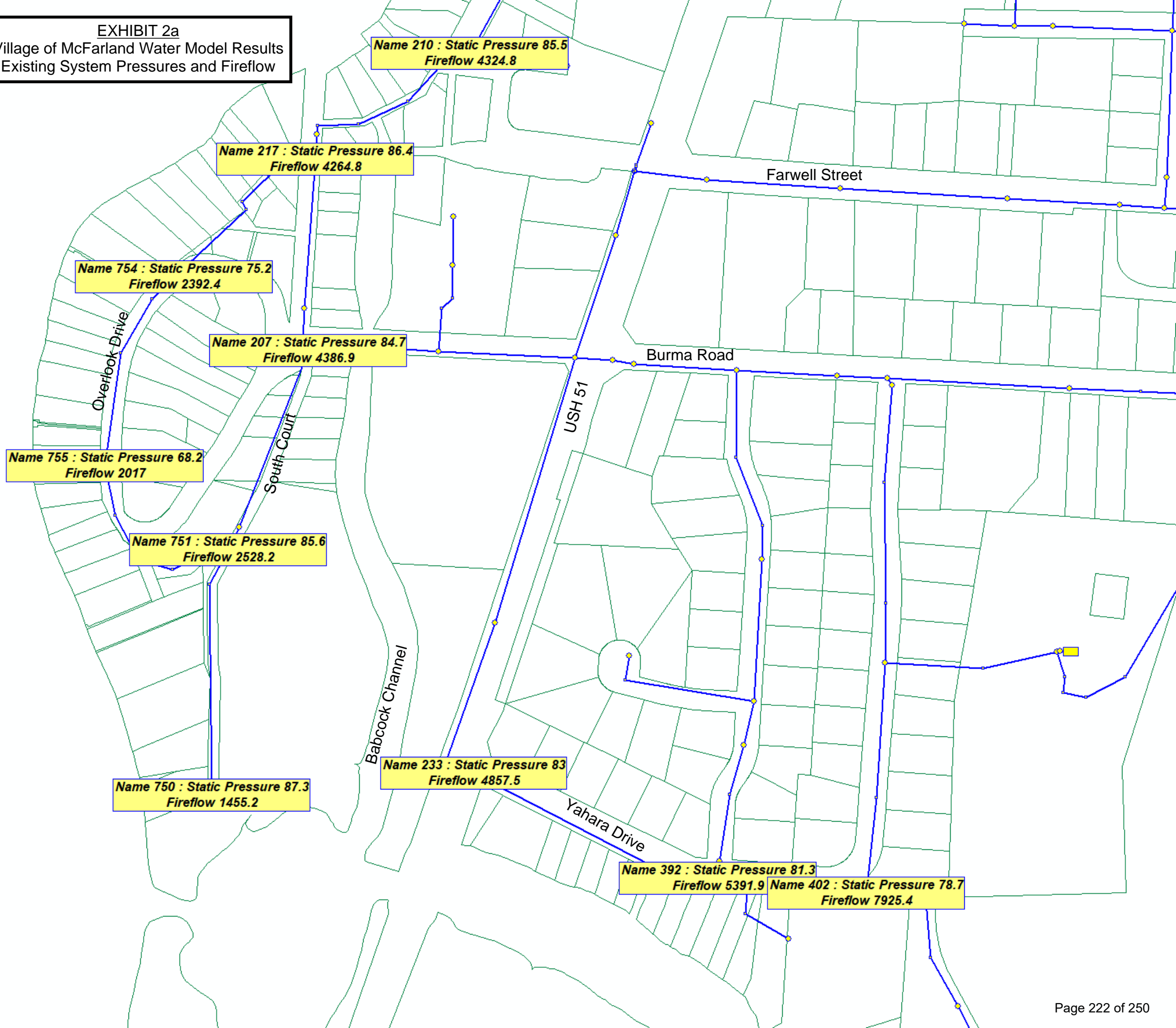
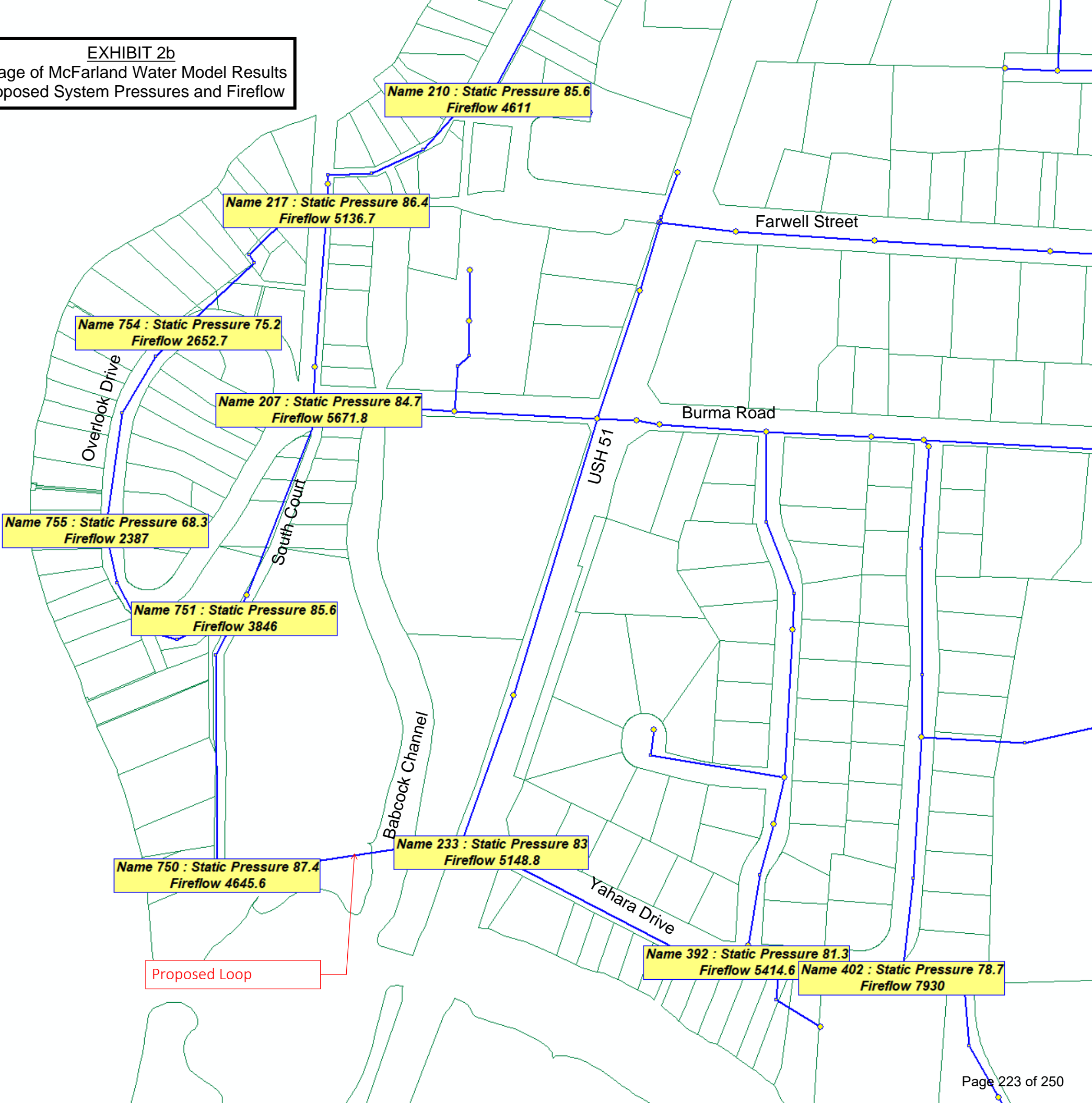


EXHIBIT 2b
Village of McFarland Water Model Results
Proposed System Pressures and Fireflow




VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Monday, November 24, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Discussion and action to make a recommendation to the Village Board regarding the award of contract for the 2026 Stormwater Maintenance project.

PREVIOUS ACTION:

Both projects were approved in the Stormwater Management plan in 2023.

The Public Works & Utilities Committee recommended approval to the Village Board regarding the project and authorized the project for bid at their October 27, 2025, meeting.

The Village Board approved the project and authorized it for bid at the October 28, 2025, meeting.

ISSUE SUMMARY:

The project under consideration is the maintenance of two of the Village's municipal stormwater treatment devices, the Farwell Lagoon and the Highland Oaks Park facility. The Farwell Lagoon is located west of the intersection of USH 51 and Farwell Street and south of Severson Street.

The Highland Oaks Facility is located south of the intersection of Osborn Drive and Oak Hollow Drive. Work at both of these locations primarily involves the removal of accumulated sediment and also involves some vegetation management and outfall improvements.

The committee reviewed the project during their October meeting and recommended approval along with authorization to bid. Bids have been received and staff are recommending the award of the contract to the low bidder, Integrity Grading and Excavating (IGE) with a bid of \$394,200. Three bids were received for the project, and they ranged from \$394,200 to \$1,458,000. IGE is a large company that has done projects locally for DOT and other municipalities. They have met all the Village's pre-qualifications.

FINANCIAL/BUDGET IMPACT:

Expense:

Integrity Grading and Excavating, Inc. construction	\$394,200
Contingency	\$ 15,800
<u>Engineering</u>	<u>\$ 42,000</u>
Total	\$453,000

Revenue:

Capital Improvement Plan	\$453,000
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VILLAGE PLAN REFERENCE:

[2026 to 2030 Capital Improvement Plan](#)
[2023 Stormwater BMP Maintenance Plan](#)

ORDINANCE REFERENCE:

None.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended Motion:

Motion and second to recommend to the Village Board the award of contract for the 2026 Stormwater Maintenance project to Integrity Grading and Excavating of Schofield, WI in the amount of \$394,200.

ATTACHMENTS:

1. MC 243 Recommendation Ltr
2. Highland Oaks Project Area Map
3. Farwell Lagoon Area Map

November 20, 2025

Village of McFarland
5915 Milwaukee Street, P.O. Box 110
McFarland, WI 53558

Attention: Mr. Matthew Schuenke, Administrator,

Subject: Analysis of Bids and Recommendation for Award of Contracts; 2026 Stormwater Maintenance; Village of McFarland

Bid Deadline: November 20, 2025 at 9:45 p.m. local time

Ladies and Gentlemen:

The purpose of this letter is to analyze the bids received for the 2026 Stormwater Maintenance project and to recommend award of a contract. This project involves the excavation and removal of accumulated sediment in stormwater detention devices, including clearing and grubbing, endwall repair, erosion control and restoration.

The pre-bid estimate for the base bid was \$390,000.00. Seven general contractors, subcontractors, and material suppliers requested sets of the plans, specifications and bidding documents. Three contractors submitted bids.

A summary of the bids is as follows:

Contractor	Base Bid
Integrity Grading and Excavating, Inc.	\$394,200.00
Speedway Sand & Gravel, Inc.	\$440,990.00
R.G. Huston Company, Inc.	\$1,458,000.00

All of the bids were properly submitted.

The low bidder is Integrity Grading and Excavating, Inc. of Schofield, Wisconsin, an experienced excavation contractor that has completed numerous projects in the Dane County Area, including recent work for WisDOT on the University Avenue Reconstruction, City of Fitchburg, Town of Vienna, and Town of Burke. The bid prices are within than the original project budget. We recommend that Integrity Grading and Excavating, Inc. be awarded a contract for a total of \$394,200.00.

This will be a unit price contract. That is, the contractor will be paid for the work actually performed on the basis on the unit prices bid. This means that the final line item costs

could be either greater than or less than the bid totals. Also, unexpected conditions are sometimes encountered which result in increased project costs. Therefore, it would be wise to continue to carry the recommended 10% contingency.

If you have any questions with respect to our thoughts on this matter, I am available at your convenience to discuss them with you.

Respectfully,
TOWN & COUNTRY ENGINEERING, INC.

Tim Stieve, P.E.
Project Engineer

TS:sai
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BID TABULATION

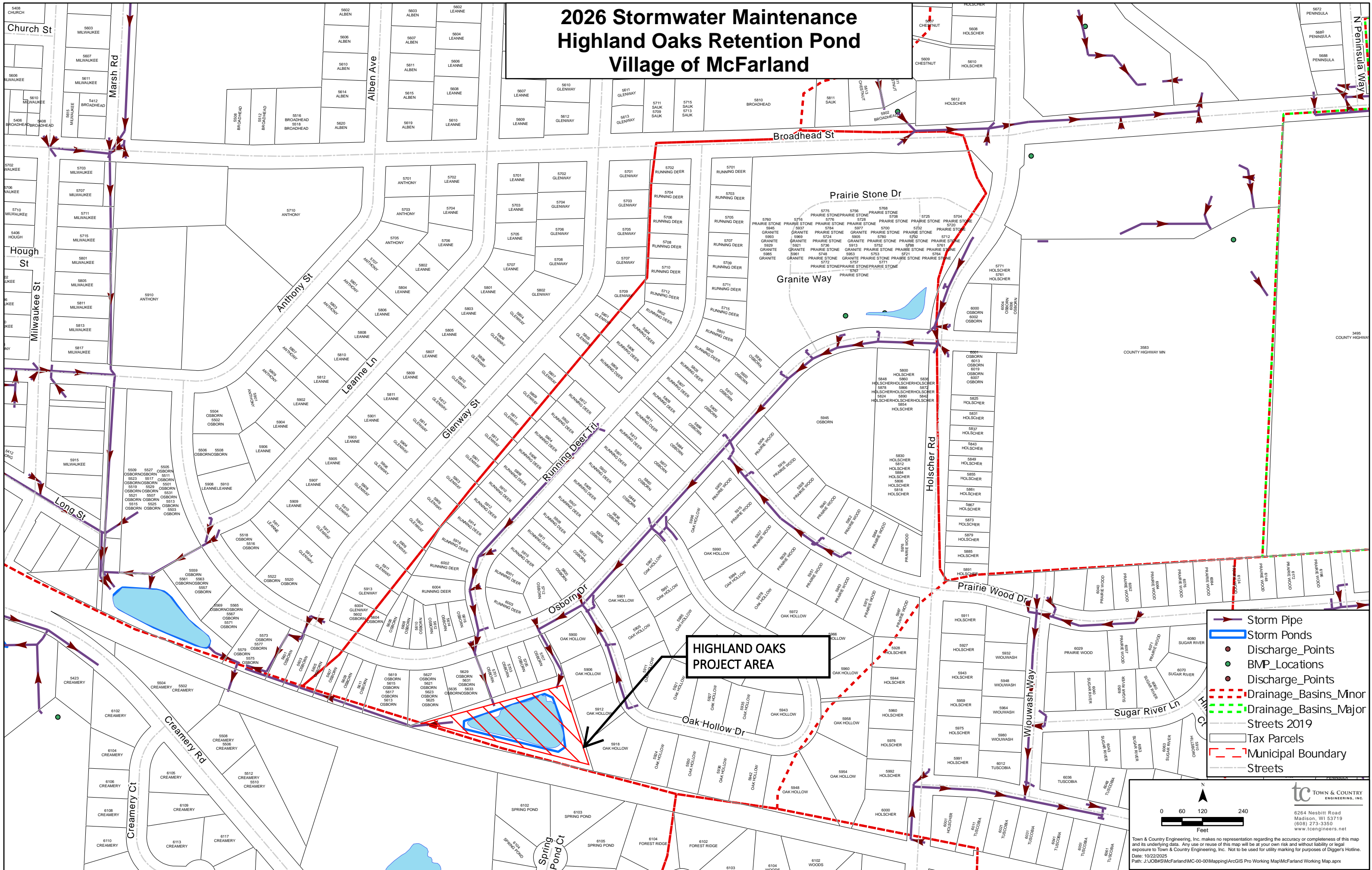
Project: 2026 Stormwater Maintenance; Village of McFarland

Engineer's Project Number: MC 243

Bid Deadline: November 20, 2024 at 9:45 a.m. local time

ITEM NO.	DESCRIPTION OF WORK	BID		Integrity Grading and Excavating, Inc.		Speedway Sand & Gravel, Inc.		R.G. Huston Company, Inc.	
		QUANT.	UNITS	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
BASE BID									
Highland Oaks Pond									
H1	Excavation and Grading of Stormwater Pond - Highland Oaks Pond	1	lump sum	\$ 145,000.00	\$ 145,000.00	\$ 238,600.00	\$ 238,600.00	\$ 911,000.00	\$ 911,000.00
H2	Repair Existing Storm Endwall	3	each	\$ 10,000.00	\$ 30,000.00	\$ 1,010.00	\$ 3,030.00	\$ 2,500.00	\$ 7,500.00
H3	Clearing and Grubbing	1	lump sum	\$ 8,250.00	\$ 8,250.00	\$ 22,500.00	\$ 22,500.00	\$ 35,000.00	\$ 35,000.00
H4	Erosion Control	1	lump sum	\$ 26,000.00	\$ 26,000.00	\$ 7,175.00	\$ 7,175.00	\$ 54,000.00	\$ 54,000.00
Farwell Lagoon									
F1	Excavation and Grading of Stormwater Pond - Farwell Lagoon	1	lump sum	\$ 167,000.00	\$ 167,000.00	\$ 143,800.00	\$ 143,800.00	\$ 406,000.00	\$ 406,000.00
F2	Repair Existing Storm Endwall	1	each	\$ 9,000.00	\$ 9,000.00	\$ 1,010.00	\$ 1,010.00	\$ 2,500.00	\$ 2,500.00
F3	Clearing and Grubbing	1	lump sum	\$ 4,300.00	\$ 4,300.00	\$ 14,000.00	\$ 14,000.00	\$ 20,000.00	\$ 20,000.00
F4	Erosion Control	1	lump sum	\$ 4,650.00	\$ 4,650.00	\$ 10,875.00	\$ 10,875.00	\$ 22,000.00	\$ 22,000.00
Base Bid Total					\$ 394,200.00		\$ 440,990.00		\$ 1,458,000.00

2026 Stormwater Maintenance Highland Oaks Retention Pond Village of McFarland



- Storm Pipe
- Storm Ponds
- Discharge Points
- BMP Locations
- Drainage Basins_Minor
- Drainage Basins_Major
- Streets 2019
- Tax Parcels
- Municipal Boundary
- Streets

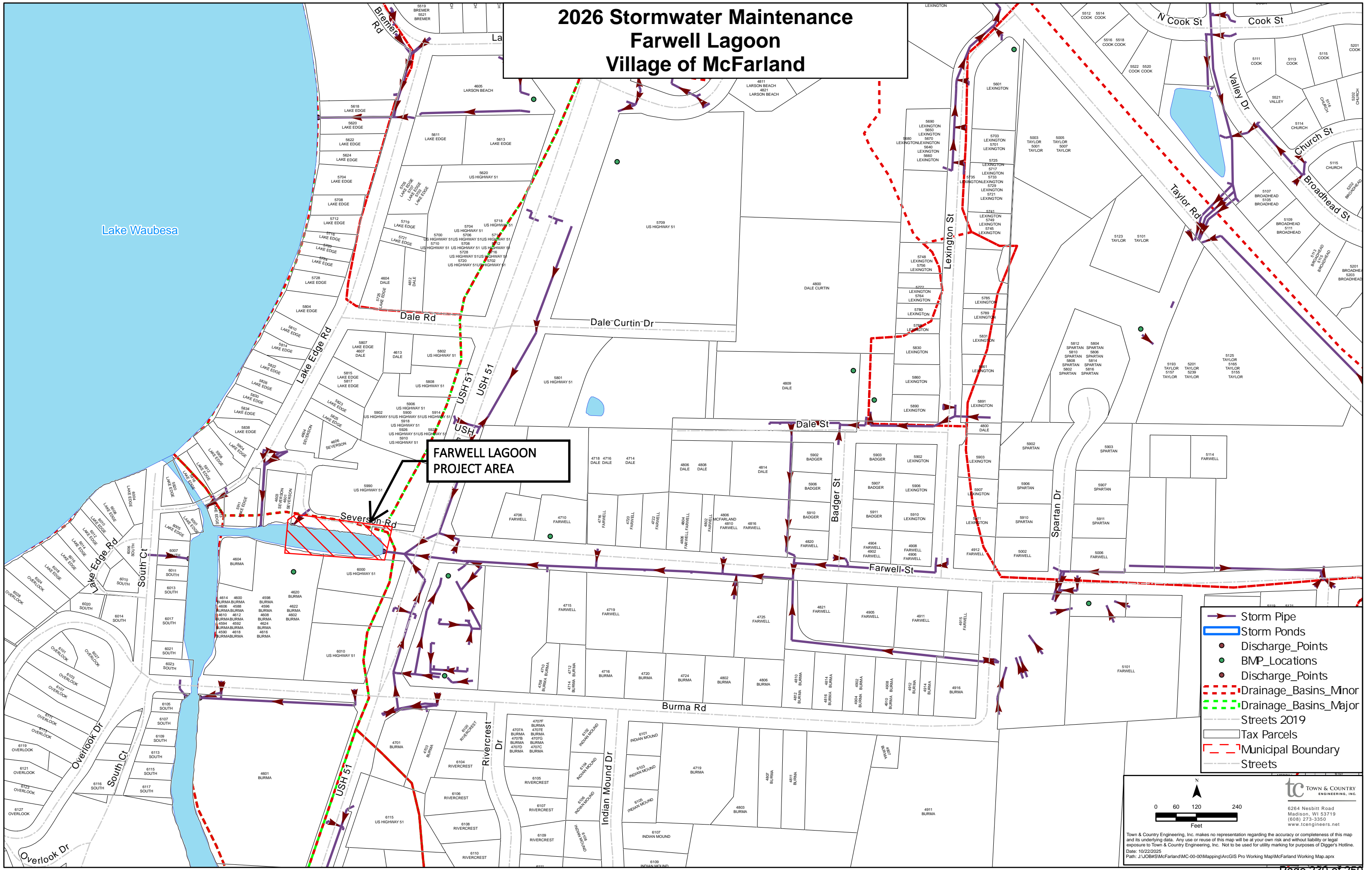
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2026 Stormwater Maintenance Farwell Lagoon Village of McFarland



**FARWELL LAGOON
PROJECT AREA**

- Storm Pipe
- Storm Ponds
- Discharge_Points
- BMP_Locations
- Discharge_Points
- Drainage_Basins_Minor
- Drainage_Basins_Major
- Streets 2019
- Tax Parcels
- Municipal Boundary
- Streets

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McFarland
SUMMARY SHEET

MEETING DATE: Monday, November 24, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Discussion and action to make a recommendation to the Village Board regarding the award of contract for the Holscher Water Tower repainting project.

PREVIOUS ACTION:

The Public Works & Utilities Committee reviewed the task order during their June 23, 2025, meeting.

The Village Board approved Town and County's proposal for engineering services for design and applying for Safe Drinking Water funding during their June 24, 2025, meeting.

The Public Works & Utilities Committee recommended approval to the Village Board regarding the project and authorized the project for RFP at their October 27, 2025, meeting.

The Village Board approved the project and authorized it for RFP at the October 28, 2025, meeting.

ISSUE SUMMARY:

The Holscher Road water tower was constructed in 2000 and has been in service since that date. It is inspected every 5 years, with the most recent inspection noting that the paint has reached a point where an overcoat is recommended (to avoid the cost of sandblasting and re-painting if left as-is). In addition, there are several features of the tower that do not comply with current Village and DNR requirements. The Village is pursuing Safe Drinking Water funding through the DNR to take advantage of low interest rates. This project is intended to address all the painting and other repairs recommended in the 2022 Dixon inspection report and identified in the subsequent DNR inspection.

The committee reviewed the project during their October meeting and recommended approval along with authorization for RFP.

Five base bids were received and ranged from \$198,900.00 to \$518,900.00. Based on evaluations of the proposals and the past work with the Village on the Burma Tower, staff is recommending accepting the proposal from L.C. United Painting Co. Inc in the amount of \$236,000.00. We also recommend accepting the additive proposals A-2 through A-5 for a sum total of \$48,500.00. These additive items are recommendations Dixon Engineering recommended during their last inspection for the tower. The total of the base bid plus the additive items is \$284,500.00.



FINANCIAL/BUDGET IMPACT:

The original estimate included in the Capital Improvement Plan for the painting of Holscher Water Tower is \$500,000. This amount was reduced to \$350,000 during budget discussions as we changed the scope of the project by eliminating the shrouding around the project. We were approved for \$400,000.00, under the Safe Drinking Water funding.

Expenses:

Construction	\$284,500.00
Engineering	\$ 84,400.00
Closing cost	\$ 16,000.00
<u>Contingency</u>	<u>\$ 14,225.00</u>
Total	\$350,625.00

Revenue:

Safe Drinking Water Funding \$400,000.00

VILLAGE PLAN REFERENCE:

[2026 to 2030 Capital Improvement Plan](#)

ORDINANCE REFERENCE:

None.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended Motion:

Motion, second to recommend to the Village Board the award the proposal to L.C. United Painting Co. Inc, of Sterling Heights, Michigan for the repainting of the Holscher Water Tower including the base bid of \$236,000.00 and additive proposals A-2, A-3, A-4 and A-5 for a total of \$284,500.00 and a total project cost of \$350,625.00.

ATTACHMENTS:

1. Holscher Tower Recommendation Letter

November 21, 2025

Village of McFarland
5915 Milwaukee Street, P.O. Box 110
McFarland, WI 53558

Attention: Mr. Matthew Schuenke, Administrator

Subject: Analysis of Proposals and Recommendation for Award of Contracts;
2026 Holscher Water Tower Repainting

Proposal Deadline: November 20, 2025 at 2:00 p.m. local time

Ladies and Gentlemen:

The purpose of this letter is to analyze the proposals received for the 2026 Holscher Water Tower Repainting project and to recommend award of a contract. This project involves repainting the existing 750,000-gallon elevated steel water storage tank owned and operated by the Village of McFarland Water Utility.

Five coating specialists submitted proposals; a summary of the proposals is as follows, with details attached:

Contractor	Base Bid	Sum of Additive Bid Items A-2 through A-5
Seven Brothers Painting, Inc.	\$198,900.00	\$47,800
L.C. United Painting Co. Inc.	\$236,000.00	\$48,500
Central Tank Coatings, Inc.	\$332,500.00	\$68,000
TMI Coatings, LLC	\$454,500.00	\$88,000
Classic Protective Coatings, Inc.	\$518,900.00	\$73,700

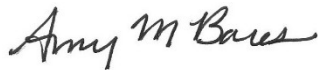
All of the proposals were properly submitted. The two lowest proposals were from Seven Brothers Painting, Inc. of Shelby Township, Michigan and L.C. United Painting Co. Inc, of Sterling Heights, Michigan. Award to L.C. United is recommended based on discussions with Village staff, evaluation of proposals, and past work completed with the Village on the Burma Road water tower.

We recommend that LC United, Inc. be awarded a contract for the base bid, plus additive bid items A-2 through A-5, for a total of \$284,500. Additive Bid Items A-2 through A-5 are for replacement of the fill pipe expansion joint, repainting of pit piping, replacement of the mud valve, and installation of a mechanical mixer. These items were recommended in the last tower inspection by Dixon Engineering, if budget allows. The base bid plus additive bid items A-2 through A-5 price is within the original budget of \$400,000 used for the Safe Drinking Water loan application.

This will be a unit price contract. That is, the contractor will be paid for the work actually performed on the basis on the unit prices bid. This means that the final line item costs could be either greater than or less than the bid totals. Also, unexpected conditions are sometimes encountered which result in increased project costs. As part of the Safe Drinking Water funding, a 5% contingency is required in the project budget to cover these costs.

If you have any questions with respect to our thoughts on this matter, I am available at your convenience to discuss them with you.

Respectfully,
TOWN & COUNTRY ENGINEERING, INC.

A handwritten signature in black ink that reads "Amy M Bares". The signature is written in a cursive style.

Amy M. Bares, P.E.
Senior Project Engineer

AMB:sai

J:\JOB#\S\McFarland\MC-219-D6 2024 Holscher Road Tower Painting\10. Construction\Recommendation Ltr.docx

PROPOSAL SUMMARY

Project: 2026 Holscher Water Tower Repair and Painting; Village of McFarland
 Engineer's Project Number: MC 219

ITEM NO.	DESCRIPTION OF WORK	BID		Seven Brothers Painting, Inc.		L.C. United Painting Co. Inc.		Central Tank Coatings, Inc.	
		QUANT.	UNITS	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
BASE BID									
1-1.	Mobilization and Demobilization	1	lump sum	\$ 10,000.00	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 7,000.00	\$ 7,000.00
1-2.	Coordination with Existing Cellular/Communications Equipment	1	lump sum	\$ 1,000.00	\$ 1,000.00	\$ 5,000.00	\$ 5,000.00	\$ 30,000.00	\$ 30,000.00
1-3.	Low-Pressure Wash and Spot Power Tool Clean Exterior	1	lump sum	\$ 50,000.00	\$ 50,000.00	\$ 30,000.00	\$ 30,000.00	\$ 40,000.00	\$ 40,000.00
1-4.	Repainting of Exterior (Overcoating)	1	lump sum	\$ 77,500.00	\$ 77,500.00	\$ 112,000.00	\$ 112,000.00	\$ 120,000.00	\$ 120,000.00
1-5.	Painting of Lettering/Logo	1	lump sum	\$ 9,500.00	\$ 9,500.00	\$ 11,000.00	\$ 11,000.00	\$ 20,000.00	\$ 20,000.00
1-6.	Spot Power Tool Cleaning of Dry Interior	1	lump sum	\$ 5,000.00	\$ 5,000.00	\$ 6,000.00	\$ 6,000.00	\$ 15,000.00	\$ 15,000.00
1-7.	Partial Repainting of Dry Interior	1	lump sum	\$ 3,000.00	\$ 3,000.00	\$ 3,500.00	\$ 3,500.00	\$ 10,000.00	\$ 10,000.00
1-8.	Spot Power Tool Cleaning of Wet Interior	1	lump sum	\$ 6,000.00	\$ 6,000.00	\$ 12,000.00	\$ 12,000.00	\$ 15,000.00	\$ 15,000.00
1-9.	Partial Repainting of Wet Interior	1	lump sum	\$ 6,500.00	\$ 6,500.00	\$ 4,000.00	\$ 4,000.00	\$ 15,000.00	\$ 15,000.00
1-10.	Seal CB&I Access Tube Air Gap	1	lump sum	\$ 1,500.00	\$ 1,500.00	\$ 7,000.00	\$ 7,000.00	\$ 2,500.00	\$ 2,500.00
1-11.	Replace Roof Vent	1	lump sum	\$ 6,900.00	\$ 6,900.00	\$ 6,500.00	\$ 6,500.00	\$ 8,500.00	\$ 8,500.00
1-12.	Ladder and Fall Protection Modifications	1	lump sum	\$ 6,000.00	\$ 6,000.00	\$ 11,500.00	\$ 11,500.00	\$ 25,000.00	\$ 25,000.00
1-13.	Install Gasket on Wet Access Hatch Cover	1	lump sum	\$ 1,500.00	\$ 1,500.00	\$ 500.00	\$ 500.00	\$ 1,500.00	\$ 1,500.00
1-14.	Install Sample Tap	1	lump sum	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
1-15.	Install Handholds/Painter's Rigging Lugs and Reattach Bottom of Aviation Light Pole	1	lump sum	\$ 1,600.00	\$ 1,600.00	\$ 8,500.00	\$ 8,500.00	\$ 10,000.00	\$ 10,000.00
1-16.	Overflow Pipe Modifications and Screen Installation	1	lump sum	\$ 3,900.00	\$ 3,900.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
1-17.	Install Condensate Drain	1	lump sum	\$ 1,500.00	\$ 1,500.00	\$ 5,500.00	\$ 5,500.00	\$ 4,000.00	\$ 4,000.00
1-18.	Foundation Repairs/Coating	1	lump sum	\$ 3,500.00	\$ 3,500.00	\$ 3,000.00	\$ 3,000.00	\$ 3,500.00	\$ 3,500.00
1-19.	Filling & Disinfecting of Tank Following Painting	1	lump sum	\$ 2,500.00	\$ 2,500.00	\$ 1,000.00	\$ 1,000.00	\$ 1,500.00	\$ 1,500.00
	TOTAL BASE BID				\$ 198,900.00		\$ 236,000.00		\$ 332,500.00
ADDITIVE OR DEDUCTIVE BID ITEMS (positive value for cost increase, negative value for decrease)									
A-1	Deduct for Cellular/Communications Equipment Removed Prior to Project	1	lump sum	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ (30,000.00)	\$ (30,000.00)
A-2	Adder to Replace Expansion Joint	1	lump sum	\$ 12,500.00	\$ 12,500.00	\$ 12,000.00	\$ 12,000.00	\$ 12,500.00	\$ 12,500.00
A-3	Adder or Repainting of Pit Piping	1	lump sum	\$ 4,500.00	\$ 4,500.00	\$ 7,000.00	\$ 7,000.00	\$ 20,000.00	\$ 20,000.00
A-4	Adder to Replace Mud Valve	1	lump sum	\$ 5,800.00	\$ 5,800.00	\$ 5,500.00	\$ 5,500.00	\$ 5,500.00	\$ 5,500.00
A-5	Adder to Install Mechanical Mixer	1	lump sum	\$ 25,000.00	\$ 25,000.00	\$ 24,000.00	\$ 24,000.00	\$ 30,000.00	\$ 30,000.00
ALTERNATE BID ITEMS (replaces Bid Items as indicated)									
B-1	Alternate for Blast Cleaning of Wet Interior (Replaces Bid Item 1-8)	1	lump sum	\$ 50,000.00	\$ 50,000.00	\$ 120,000.00	\$ 120,000.00		no bid
B-2	Alternate for Full Repainting of Wet Interior (Replaces Bid Item 1-9)	1	lump sum	\$ 80,000.00	\$ 80,000.00	\$ 64,000.00	\$ 64,000.00		no bid

PROPOSAL SUMMARY

Project: 2026 Holscher Water Tower Repair and Painting; Village of McFarland
 Engineer's Project Number: MC 219

ITEM NO.	DESCRIPTION OF WORK	BID		TMI Coatings, LLC		Classic Protective Coatings, Inc.			
		QUANT.	UNITS	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT		
BASE BID									
1-1.	Mobilization and Demobilization	1	lump sum	\$ 25,000.00	\$ 25,000.00	\$ 18,000.00	\$ 18,000.00		
1-2.	Coordination with Existing Cellular/Communications Equipment	1	lump sum	\$ 8,000.00	\$ 8,000.00	\$ 85,200.00	\$ 85,200.00		
1-3.	Low-Pressure Wash and Spot Power Tool Clean Exterior	1	lump sum	\$ 110,000.00	\$ 110,000.00	\$ 65,000.00	\$ 65,000.00		
1-4.	Repainting of Exterior (Overcoating)	1	lump sum	\$ 118,000.00	\$ 118,000.00	\$ 119,000.00	\$ 119,000.00		
1-5.	Painting of Lettering/Logo	1	lump sum	\$ 8,000.00	\$ 8,000.00	\$ 12,000.00	\$ 12,000.00		
1-6.	Spot Power Tool Cleaning of Dry Interior	1	lump sum	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00		
1-7.	Partial Repainting of Dry Interior	1	lump sum	\$ 12,000.00	\$ 12,000.00	\$ 6,800.00	\$ 6,800.00		
1-8.	Spot Power Tool Cleaning of Wet Interior	1	lump sum	\$ 38,000.00	\$ 38,000.00	\$ 45,500.00	\$ 45,500.00		
1-9.	Partial Repainting of Wet Interior	1	lump sum	\$ 20,000.00	\$ 20,000.00	\$ 22,000.00	\$ 22,000.00		
1-10.	Seal CB&f Access Tube Air Gap	1	lump sum	\$ 6,000.00	\$ 6,000.00	\$ 12,800.00	\$ 12,800.00		
1-11.	Replace Roof Vent	1	lump sum	\$ 14,000.00	\$ 14,000.00	\$ 9,500.00	\$ 9,500.00		
1-12.	Ladder and Fall Protection Modifications	1	lump sum	\$ 13,000.00	\$ 13,000.00	\$ 24,200.00	\$ 24,200.00		
1-13.	Install Gasket on Wet Access Hatch Cover	1	lump sum	\$ 500.00	\$ 500.00	\$ 1,200.00	\$ 1,200.00		
1-14.	Install Sample Tap	1	lump sum	\$ 2,000.00	\$ 2,000.00	\$ 3,200.00	\$ 3,200.00		
1-15.	Install Handholds/Painter's Rigging Lugs and Reattach Bottom of Aviation Light Pole	1	lump sum	\$ 46,000.00	\$ 46,000.00	\$ 43,400.00	\$ 43,400.00		
1-16.	Overflow Pipe Modifications and Screen Installation	1	lump sum	\$ 3,000.00	\$ 3,000.00	\$ 5,400.00	\$ 5,400.00		
1-17.	Install Condensate Drain	1	lump sum	\$ 11,000.00	\$ 11,000.00	\$ 14,000.00	\$ 14,000.00		
1-18.	Foundation Repairs/Coating	1	lump sum	\$ 2,000.00	\$ 2,000.00	\$ 8,900.00	\$ 8,900.00		
1-19.	Filling & Disinfecting of Tank Following Painting	1	lump sum	\$ 3,000.00	\$ 3,000.00	\$ 7,800.00	\$ 7,800.00		
	TOTAL BASE BID				\$ 454,500.00		\$ 518,900.00		
ADDITIVE OR DEDUCTIVE BID ITEMS (positive value for cost increase, negative value for decrease)									
A-1	Deduct for Cellular/Communications Equipment Removed Prior to Project	1	lump sum	\$ (15,000.00)	\$ (15,000.00)	\$ 58,000.00	\$ 58,000.00		
A-2	Adder to Replace Expansion Joint	1	lump sum	\$ 21,000.00	\$ 21,000.00	\$ 16,800.00	\$ 16,800.00		
A-3	Adder or Repainting of Pit Piping	1	lump sum	\$ 18,000.00	\$ 18,000.00	\$ 14,900.00	\$ 14,900.00		
A-4	Adder to Replace Mud Valve	1	lump sum	\$ 9,000.00	\$ 9,000.00	\$ 7,200.00	\$ 7,200.00		
A-5	Adder to Install Mechanical Mixer	1	lump sum	\$ 40,000.00	\$ 40,000.00	\$ 34,800.00	\$ 34,800.00		
ALTERNATE BID ITEMS (replaces Bid Items as indicated)									
B-1	Alternate for Blast Cleaning of Wet Interior (Replaces Bid Item 1-8)	1	lump sum	\$ 209,000.00	\$ 209,000.00	\$ 221,700.00	\$ 221,700.00		
B-2	Alternate for Full Repainting of Wet Interior (Replaces Bid Item 1-9)	1	lump sum	\$ 113,000.00	\$ 113,000.00	\$ 126,400.00	\$ 126,400.00		



McFarland
SUMMARY SHEET

MEETING DATE: Monday, November 24, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director, Matt Schuenke, Village Administrator

AGENDA ITEM: Discussion and action to make a recommendation to the Village Board regarding the award of contract for Well 5 drilling.

PREVIOUS ACTION:

The Public Works & Utilities Committee recommended approval of a proposal from Town & Country Engineering for design and bidding services for Well #5 during their April 28, 2025, meeting.

The Village Board approved the proposal from Town & Country Engineering during their May 13, 2025, meeting.

The Public Works & Utilities Committee recommended approval to the Village Board regarding Well 5 drilling and authorized the project for bid during the September 17, 2025, meeting.

The Village Board approved the Well 5 drilling project and authorized the project for bid during the October 16, 2025, meeting.

ISSUE SUMMARY:

When the Park View Estates neighborhood was created, the Village secured land to accommodate a future drinking water well. The Village-owned Lots 87 & 88 in the subdivision for the well site. Continued growth within the village has led to the need to construct the well in the near future. The Wisconsin Department of Natural Resources permitted the site for the new well in 2007, and the Village's capital plan calls for constructing the well and well house in 2026. The site of the well was relocated to Outlot 10 and additional square footage was obtained from the School District in order to accommodate the well site. Lots 87 & 88 were purchased by Urso to develop two new single-family homes. The adjustment of lots was discussed during the July 22, 2024, committee meeting, with the committee recommending approval of these adjustments. A test well was completed to confirm the characteristics of the aquifer and area geology in 2024 at the newly identified well site. The new Well 5 is planned to have an estimated capacity of 1,000 gallons per minute (gpm).

Town & Country Engineering completed a Public Facilities Needs Assessment in February 2023, which evaluates the water utility's current facilities, identifies and evaluates existing deficiencies, and evaluates future needs. The assessment concluded that the existing wells were approaching their combined maximum pumping capacity. The existing wells were also found to be in need of upgrades to meet current code requirements, extend the life of the facility, and



provide reliable back-up generator power in the event of a power failure. Due to these conclusions, discussion began about the construction of a new well. Discussions also occurred regarding the possible retirement of Well 1 due to the well being the oldest and lowest capacity well in the Village, along with the cost of required upgrades.

The construction of a new well requires several approvals, along with approval from the committee and Village Board.

- A construction authorization was required to be filed with the Public Service Commission (PSC), which regulates the water utility.
- It was decided to pursue a low-interest loan through the state's Safe Drinking Water program to be paid back over time through utility revenues.
- An application for a new facility was sent to the Wisconsin DNR.

In conjunction with this project, a conventional rate case would be required in order to develop the water utility rates that would pay back the low-interest loan for the project.

As part of the Communications Plan around Well No. 5 Project and Water Rate Case, a [blog](#) post has been created and published to provide additional details.

The Public Works and Utilities Committee hosted a meeting on August 27th to discuss the project's implications in line with impacts on the water rates. Additionally, a Public Information Meeting was held on September 3rd to allow residents the opportunity to learn about the project history and the financial effect it creates. The Public Works & Utilities Committee meeting on September 17th approved the project and authorized the project for bid. Following the committee meeting, the Village Board met on October 16th, and they approved the project for bid. This part of the project is separately bid from the well house construction.

A bid opening was held on November 13th and one bid was received. The bid from Municipal Well & Pump of Waupun was for the base bid of \$443,518.30 and the supplement bid for Geo Physical logging for \$1,620.00 totaling \$445,138.30. Municipal Well & Pump is the same contractor that drilled the test well for this project. They have met the village's pre-qualification requirements. Staff recommend the award of contract to with Municipal Well & Pump of Waupun.

FINANCIAL/BUDGET IMPACT:

The total estimated cost of Well No. 5 is \$4.2 million. The primary proposed funding is a low-interest loan through the state's Safe Drinking Water program, which will be paid back through utility revenues. Of the total project cost, the estimate for the well drilling portion is \$515,000.

VILLAGE PLAN REFERENCE:

[2023 Public Facilities Needs Assessment](#)
[2025-2029 Capital Improvement Program](#)

ORDINANCE REFERENCE:



None.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended Motion:

Motion, second to recommend to the Village Board the award of contract to Municipal Well and Pump of Waupun for Well 5 well drilling, including the base bid of \$443,518.30 and supplemental bid of \$1,620.00 for a total of \$445,138.30.

ATTACHMENTS:

1. Contract A - Specifications for PW Packet 09.17.25
2. New well timeline Updated 7.25.2025
3. T&C well drilling bid recommendation letter

Bidding Documents and
Technical Specifications

CONTRACT A
2025 WELL 5 CONSTRUCTION

Village of McFarland, Wisconsin

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00 30 00 Bidder's Proof of Responsibility	3
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<u>BID DOCUMENTS (TO BE SUBMITTED WITH THE BID)</u>	
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00 43 00 Bid Bond	2
00 44 00 (EIF) MBE/WBE Contacts Worksheet	4
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00 80 15 Contract Packet for DBE Compliance	7
00 80 35 DNR Form 8700-020 AIS and BABA Certification	1
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00 86 15 Wage Rates Contract and Subcontract Provisions	7
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50 00 02	Contract B – Site Improvements and Grading Plan (Preliminary)	1

ADVERTISEMENT FOR BIDS

PROJECT: **CONTRACT A – 2025 WELL 5 CONSTRUCTION**

OWNER: Village of McFarland
 5915 Milwaukee Street, P.O. Box 110
 McFarland, WI 53558

CONTRACTS AND BID DEADLINE:

Sealed bids for single contract for construction of a new water supply well (Well No. 5) in the Village of McFarland, 5915 Milwaukee Street, McFarland, Wisconsin will be received until PM local time, , at the office of the Village Clerk. The bids will be publicly opened and read aloud immediately thereafter in the Village Hall meeting room. A pre-bid conference or site visit will only be held upon request and is not mandatory.

CONTRACT DOCUMENTS:

The Contract Documents, consisting of Advertisement for Bids, Instructions to Bidders, Bidder's Proof of Responsibility, Bid Proposal Form, Affidavit of Organization and Authority, Bid Bond (in the amount of 5% of the maximum amount of the bid), Notice of Award Form, Agreement Form, Notice to Proceed Form, Performance/Payment Bond (100%), Certificate of Insurance, General Conditions, Supplementary Conditions, Technical Specifications, Drawings and Addenda (if any) may be examined at the following locations:

Village of McFarland
5915 Milwaukee Street, P.O. Box 110
McFarland, WI 53558

Town & Country Engineering, Inc.
6264 Nesbitt Road
Madison, WI 53719

Copies of the Contract Documents and the Construction Plans may be obtained at the office of Town & Country Engineering, Inc., 6264 Nesbitt Road, Madison, WI 53719 via appointment only. There is a **\$75 non-refundable** copying and distribution charge for these documents. Electronic bidding documents are available on-line at Questcdn.com, Project No. _____ for \$42. This fee includes access to submit a bid on-line via Questcdn.

QUALIFICATIONS:

Bidders must be pre-qualified with the Village of McFarland within the last year or must be pre-qualified for this work 5 days prior to the bid deadline in accordance with Section 66.0901 of the Wisconsin Statutes.

Each bidder must deposit, with his bid, security in the amount of 5% of the maximum bid amount. Bidders must be experienced in municipal pipeline construction.

SPECIAL CONTRACT REQUIREMENTS:

This project will be funded in part by the Safe Drinking Water Loan Program (SDWLP) established under Wisconsin State Statutes, as administered by the Wisconsin Department of Natural Resources. Neither the State of Wisconsin nor any of its departments, agencies, or employees is or will be party to this invitation for bids or any resulting contract.

Disadvantaged Business Enterprises (DBE), including minority business enterprises (MBE) and women business enterprises (WBE) are encouraged to apply and be used to the greatest extent feasible. Qualified DBEs will be included in the Unified Certification Program WisDOT UCP list. Program policy requires all bidders to show good faith efforts to solicit proposals from DBEs. Contractors with a DBE classification are strongly encouraged to bid as the Prime Contractor on this project provided they are qualified to do the work. Award of the contract will be subject to the Federal government's policy of good faith effort for increased use of DBE businesses. A description of the policy and forms to be used are included in specifications.

Funding under the SDWLP program also requires all iron and steel products used in the construction of the project be produced in the United States (Section 1452(a)(4) of the Safe Drinking Water Act) including lined or unlined pipes and fittings, manhole covers and other municipal castings, hydrants, tanks, flanges, pipe clamps and restraints, valves, structural steel, reinforced precast concrete, and construction materials.

WAGE RATES:

The successful bidder will be required to conform to the wage requirements prescribed by the federal Davis-Bacon and Related Acts which requires that all laborers and mechanics employed by contractors and sub-contractors performing on contracts funded in whole or in part with federal funds in excess of \$2,000 pay their laborers and mechanics not less than the prevailing wage rates and fringe benefits, as determined by the Secretary of Labor, for corresponding classes of laborers and mechanics employed on similar projects in the area, per the U.S. Department of Labor Wage and Hour Division May 29, 2009 Guidance.

RIGHTS RESERVED:

The Village of McFarland reserves the right to reject any and all bids and to waive informalities in any bid.

Published by the authority of:

Matthew Schuenke, Administrator
Village of McFarland

PART 3 – BID SUMMARIES

1.	Mobilization & Demobilization - Permanent Well	1 lump sum	(\$ _____)	\$ _____
2.	24" Outer/Surface Casing	50 vert. ft.	(\$ _____)	\$ _____
3.	23" Upper Drill Hole	375 vert. ft.	(\$ _____)	\$ _____
4.	18" Inner Casing	375 vert. ft.	(\$ _____)	\$ _____
5.	17" Lower Drill Hole	360 vert. ft.	(\$ _____)	\$ _____
6.	Grout	450 bags	(\$ _____)	\$ _____
7.	Well Development Preparation	1 lump sum	(\$ _____)	\$ _____
8.	Well Development	12 hours	(\$ _____)	\$ _____
9.	Install and Remove Test Pump Equipment	1 lump sum	(\$ _____)	\$ _____
10.	Test Pumping & Water Level Measurements	28 hours	(\$ _____)	\$ _____
11.	Well Recovery Measurements	4 hours	(\$ _____)	\$ _____
12.	Sampling and Chemical Analysis	1 lump sum	(\$ _____)	\$ _____
13.	Televising Log	1 lump sum	(\$ _____)	\$ _____
14.	Caliper Log	1 lump sum	(\$ _____)	\$ _____
15.	Plumbness and Alignment Tests	1 lump sum	(\$ _____)	\$ _____
16.	Well Disinfection	1 lump sum	(\$ _____)	\$ _____

TOTAL BID ITEMS

\$

SCHEDULE B: Supplemental Bid Item

S-1	Geophysical Logging	1 lump sum	(\$ _____)	\$ _____
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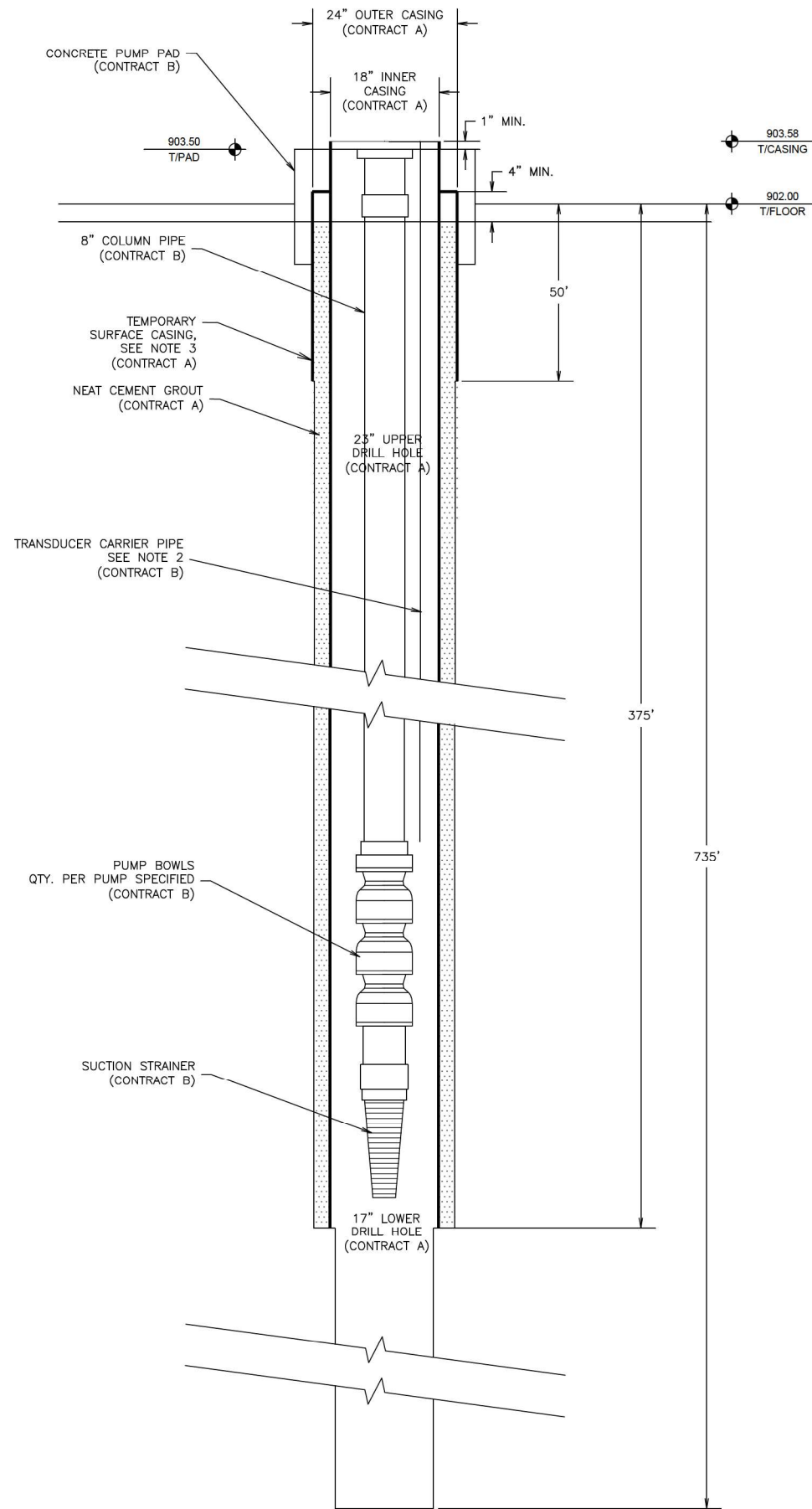
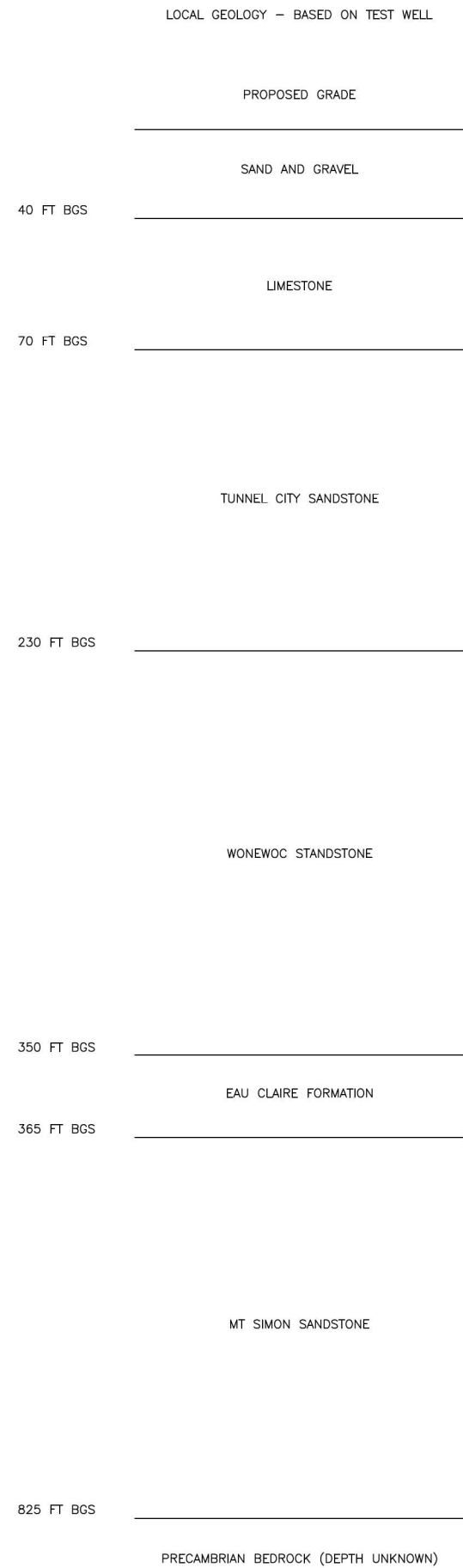
SCHEDULE C: Additive Bid Items

A-1	Open Borehole Blasting and Redevelopment	1 lump sum	(\$ _____)	\$ _____
A-2	Second Test Pumping Event	1 lump sum	(\$ _____)	\$ _____

SCHEDULE D: Alternate Bid Items

CONTRACTORS ALTERNATE BID (Not required to be filled in)

Contractor may submit an Alternate for items that would be beneficial to the Owner. Any alternate submitted must meet the requirements and intentions of the project specifications, the Engineer will make that determination.

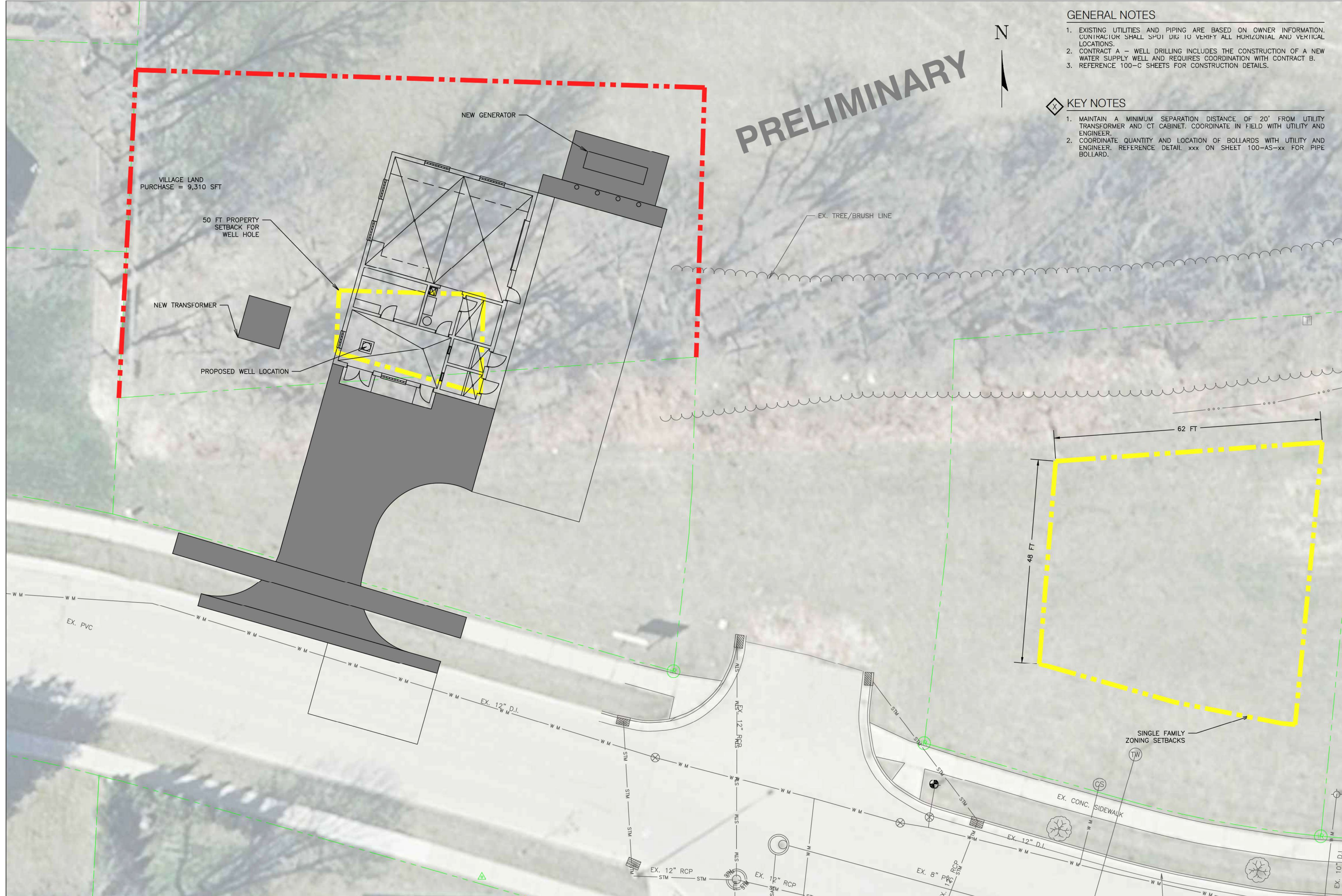


NEW WELL CONSTRUCTION
CONTRACT A

GENERAL NOTES

1. CONTRACT A - WELL DRILLING INCLUDES THE CONSTRUCTION OF A NEW WATER SUPPLY WELL AND REQUIRES COORDINATION WITH CONTRACT B.
2. CONTRACT B - INSTALL WELL LEVEL TRANSDUCER WITHIN 1-1/2" PVC OR POLYETHYLENE ENCLOSURE CONDUIT TO THE TOP OF THE PUMP BOWLS AND ATTACH CONDUIT TO COLUMN PIPE. EXTEND PIPE THROUGH PUMP DISCHARGE HEAD BUT DO NOT EXTEND PIPE ABOVE PUMP BASE PLATE. PROVIDE RECESSED TOP COVER.
3. CONTRACT A - THE DEPTH OF TEMPORARY OUTER SURFACE CASING SHALL BE AT THE DISCRETION OF THE DRILLER. THE CONTRACTOR SHALL GIVE A GOOD HONEST ATTEMPT AT PULLING THE OUTER SURFACE CASING, WHICH IS INTENDED TO BE TEMPORARY. IF THE OUTER CASING CANNOT BE REMOVED, THEN IT SHALL BE GROUTED IN PLACE PER NR 811 CODE REQUIREMENTS.

PROJECT NO.:	MC-220
DRAWING FILE:	WELL #5-M
DRAWN BY:	R.T.G.
CHECKED BY:	A.M.B.
DATE:	5-14-25
REVISIONS:	
SCALE:	N.T.S.
SHEET:	1



PRELIMINARY



GENERAL NOTES

1. EXISTING UTILITIES AND PIPING ARE BASED ON OWNER INFORMATION. CONTRACTOR SHALL SPOT DIG TO VERIFY ALL HORIZONTAL AND VERTICAL LOCATIONS.
2. CONTRACT A - WELL DRILLING INCLUDES THE CONSTRUCTION OF A NEW WATER SUPPLY WELL AND REQUIRES COORDINATION WITH CONTRACT B.
3. REFERENCE 100-C SHEETS FOR CONSTRUCTION DETAILS.

KEY NOTES

1. MAINTAIN A MINIMUM SEPARATION DISTANCE OF 20' FROM UTILITY TRANSFORMER AND CT CABINET. COORDINATE IN FIELD WITH UTILITY AND ENGINEER.
2. COORDINATE QUANTITY AND LOCATION OF BOLLARDS WITH UTILITY AND ENGINEER. REFERENCE DETAIL xxx ON SHEET 100-AS-xx FOR PIPE BOLLARD.

6264 Nesbitt Road
Madison, WI 53719
(608) 273-3350
www.tceengineers.net

TOWN & COUNTRY
ENGINEERING, INC.



SITE LOCATION PLAN

2025 WELL HOUSE #5 DESIGN
Village of McFarland, Wisconsin

PROJECT NO.:	MC-220
DRAWING FILE:	MC 220 BASE.DWG
DRAWN BY:	R.T.G.
CHECKED BY:	XXX
DATE:	5-27-25
REVISIONS:	
SCALE:	
	0 5 10 20
SHEET:	03-C-02

Water Well No. 5 - Construction and Funding Timeline
Updated 7/25/2025

Schedule Item	Duration (Days)	Date(s)	Comments
ITA Submittal		October 31, 2023	
Well Site Investigation Submittal		January 16, 2024	Approved 3/18/24
Test Well Installation		Fall 2024	Done, though final results were not in until Jan 2025
Preliminary Design Preparation		Winter/Spring 2025	
DNR Well Drilling Submittal		May 27, 2025	Approved 6/14/25
PSC Construction Authorization Submittal		June 4, 2025	
SDWLP Loan Application		June 30, 2025	
DNR Plan and Spec Submittal - Wellhouse		June 30, 2025	
Approval for Bidding - Well Drilling		September 22, 2025 (PW) October 14, 2025 (Board)	
Bidding - Well Drilling		October 16, 2025 (Publish) November 13, 2025 (Open Bids)	
Approval of Bid - Well Drilling		November 24, 2025 (PW) December 9, 2025 (Board)	
PSC Rate Case Submittal		October 15, 2025	
DNR Plan and Spec Approval - Wellhouse	90	September 28, 2025	
PSC Construction Authorization Approval	120	October 20, 2025	Per the Completeness Determination 7/22/25
Well Drilling and Test Pumping		Winter 2025/2026	Pending driller availability and PSC CA
Final Well Test Results		March, 2026 - April, 2026	
Approval for Bidding - Wellhouse		January 26, 2026 (PW) February 10, 2026 (Board)	
Project Bidding - Wellhouse		March 12, 2026 (Publish) April 9, 2026 (Open Bids)	
Approval of Bid - Wellhouse		April 27, 2026 (PW) April 28, 2026 (Board)	
Executed Wellhouse Contracts		May 15, 2026	
May 31, 2026 Float	5/31/2026	16	
PSC Rate Case Complete	180	April 13, 2026	
Start Wellhouse Construction		June 1, 2026	Pending contractor availability
SDWLP Loan Closing		August, 2026 - September, 2026	
First Interest Payment Due		November 1, 2026	
End Construction - Well in Service	540	November 23, 2027	(18-24 Mo)
Update Wellhead Protection Plan		Winter/Spring 2027	
First Principal Payment Due		May 1, 2028	

November 13, 2025

Village of McFarland
5915 Milwaukee Street, P.O. Box 110
McFarland, WI 53558

Attention: Mr. Matthew Schuenke, Administrator

Subject: Analysis of Bids and Recommendation for Award of Contracts; Contract A
- 2025 Well 5 Construction; Village of McFarland

Bid Deadline: November 13, 2025 at 2:00 p.m. local time

Ladies and Gentlemen:

The purpose of this letter is to analyze the bids received for the 2025 Well 5 Construction project and to recommend award of a contract. This project involves construction of a new water supply well (Well 5) on the southeast side of the Village, a supplemental item for geophysical logging, additive items for open borehole blasting and redevelopment and a second test pumping event, and an alternate bid for an earlier completion date.

The pre-bid estimate for the base bid was \$515,000. Five general contractors, subcontractors, and material suppliers requested sets of the plans, specifications and bidding documents. One contractor submitted a bid.

A summary of the bids is as follows:

	Municipal Well & Pump
Base Bid	\$443,518.30
Supplemental Bid	\$1,620.00
Additive: Open Borehole Blasting	\$29,290.00
Additive: Second Test Pumping	\$28,190.00
Alternate: Earlier Completion	No bid

The bid was properly submitted.

Midwest Well Services, Inc. dba Municipal Well & Pump of Waupun, Wisconsin, is an experienced well driller that has completed similar projects throughout Wisconsin and constructed the test well at this site. The bid prices are within the original budget used for the Safe Drinking Water loan application. We recommend that Municipal Well & Pump be awarded a contract for the base bid plus supplemental bid items, for a total of \$445,138.30. The additive bid items would only be used if the final well produces less water than originally expected. The Base Bid substantial completion date is September 1, 2026 for completion of drilling and test pumping.

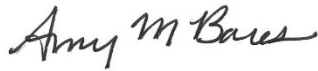
TOWN & COUNTRY ENGINEERING, INC.

Madison ♦ Rhineland ♦ Kenosha ♦ Platteville
6264 Nesbitt Road • Madison, WI 53719 • (608) 273-3350 • tce@tcengineers.net

This will be a unit price contract. That is, the contractor will be paid for the work actually performed on the basis on the unit prices bid. This means that the final line item costs could be either greater than or less than the bid totals. Also, unexpected conditions are sometimes encountered which result in increased project costs. As part of the Safe Drinking Water funding, a 5% contingency is required in the project budget to cover these costs.

If you have any questions with respect to our thoughts on this matter, I am available at your convenience to discuss them with you.

Respectfully,
TOWN & COUNTRY ENGINEERING, INC.

A handwritten signature in cursive script that reads "Amy M Bares".

Amy M. Bares, P.E.
Senior Project Engineer

AMB:sai

J:\JOB#\S\McFarland\MC-220-D3 Well #5 Preliminary Design\10. Construction\A. Bidding\Contract A\Recommendation Ltr.docx


VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Monday, November 24, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Discussion and action on canceling the December 22, 2025, meeting.

PREVIOUS ACTION:

None.

ISSUE SUMMARY:

Staff do not anticipate any business items for the committee's meeting scheduled for December 22, 2025. Staff are seeking the committee's action on canceling the meeting.

FINANCIAL/BUDGET IMPACT:

None.

VILLAGE PLAN REFERENCE:

None.

ORDINANCE REFERENCE:

None.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended motion:

Motion, second to cancel the December 22, 2025, Public Works & Utilities Committee meeting.

ATTACHMENTS:

None