

Tuesday, December 9, 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/88221462299>

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

Webinar ID: 882 2146 2299

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

1. CALL TO ORDER - 6:00 PM START TIME
2. ROLL CALL.
3. CLOSED SESSION.
 - a. Discussion and action on entering into Closed Session in accordance with Wis. Stats 19.85 (1)(g) conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved in, specifically regarding remaining claims in the Village of McFarland vs. The Hanover Insurance Company lawsuit related to an insurance claim arising out of damaged caused by a sinkhole during construction of the Public Safety Center located at 6001 Broadhead Street.
4. RECONVENE INTO OPEN SESSION
5. COMMENCE THE REGULAR BUSINESS PORTION OF THE MEETING - 7:00 PM
6. PUBLIC ANNOUNCEMENTS, COMMUNICATIONS, AND PROCLAMATIONS.
7. CONSENT AGENDA.
 - a. All items listed under the Consent Agenda will be approved in one motion unless a Board member requests that the item be removed for individual discussion and action. Any item(s) removed for individual consideration shall be considered in the same order in which they were originally listed on the agenda under Business.
 - 1) Motion to approve the minutes of the November 25, 2025 meeting.
 - 2) Motion to approve checks in the amount of \$451,098.91
 - 3) Motion to appoint election inspectors for the 2026-2027 term.
 - 4) Motion to approve Ordinance amendment 2025-10: An ordinance updating various fees as recommended by the Parks & Recreation Committee, Public Safety Committee and Plan Commission.

- 5) Motion to reject the bid for the Babcock Channel Water Main Crossing project as recommended by the Public Works & Utilities Committee.
- 6) Motion to accept the Siggelkow Road Traffic Study as recommended by the Public Works & Utilities Committee.
- 7) Motion to approve an agreement with SSM Health Inc. for EMS Medical Director services.
- 8) Motion to approve appointing Mary Nervig to serve on the Sustainability & Natural Resources Committee for a term ending April 30, 2027.
- 9) Motion to approve appointing CJ Behm to serve on the Public Works & Utilities Committee for a term ending April 30, 2026.
- 10) Motion to approve a service agreement with Dane County for funding to provide case management and nutrition services through the Senior Outreach Department as a Focal Point.
- 11) Motion to approve Resolution 2025-26: a resolution to amend the 2025 Budget for the Village of McFarland to transfer a portion of the IRS Elective Pay Credit funds from Capital Projects to the Debt Service Fund.
- 12) Discussion and recommendation on approval of updates the Village's Compensation and Classification Program effective January 1, 2026.
- 13) Motion to approve an update to the organizational chart for the Administration department approving the Communication Specialist position as full-time effective January 1, 2026.

8. PUBLIC APPEARANCES.

- a. This is an opportunity for attendees to provide public comment on matters that are not on the agenda. Attendees desiring to provide public comment on specific items on the agenda may do so at the time that agenda item is brought up. Zoom attendees wishing to speak should type their name, address, and the relevant agenda item in the Q & A feature within the online meeting platform. Zoom attendees may also register in support or opposition of an item through the Q&A feature. In person attendees 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 public comment. Please adhere to the 3-minute time limit. Written comments will not be read into the record during the meeting but may be sent to village.clerk@mcfarland.wi.us to be included with the agenda materials.

9. BUSINESS.

- a. Public Safety Committee (Trustees Boyd & Peña)
 - 1) Discussion and action regarding Ordinance 2025-13: an ordinance regulating the usage of E-scooters in the Village.
 - 2) Discussion and action to approve automated license plate reader technology for the Police Department including consideration for departmental policy on its utilization.
- b. Public Works & Utilities Committee (President Brassington & Trustee Prill)

- 1) Discussion and action regarding the award of contract for the 2026 Stormwater Maintenance project.
 - 2) Discussion and action regarding the award of contract for the Holscher Water Tower repainting project.
 - 3) Discussion and action for the award of contract for Well 5 drilling.
- c. Discussion and presentation of the redesigned 2025 payable 2026 property tax insert.

10. SCHEDULE NEXT MEETING DATE.

- a. Tuesday, January 13, 2026 at 7:00 pm - Regular Village Board
- b. Tuesday, January 27, 2026 at 7:00 pm - Regular Village Board

11. 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
SUMMARY SHEET**

MEETING DATE: Tuesday, December 9, 2025

SECTION: Consent Agenda

The Consent Agenda is for routine, procedural, and self-explanatory non-controversial items. Items will be approved by one motion unless a Board member requests that the item be removed. Board members who have a question on an item on the consent agenda or would like to have additional discussion, should request an item be removed from the consent agenda and discussed separately. Items requested to be dealt with separately, will be dealt with in the same order in which they were originally listed on the Consent Agenda under Business.

VILLAGE OF MCFARLAND

Village Board Minutes

Tuesday, November 25, 2025 - 7:00 PM

1. CALL TO ORDER.

Village President Brassington called the regular meeting of the McFarland Village Board to order at 7:01 pm in the Community Room of the McFarland Municipal Center.

2. ROLL CALL.

Village Board members present: Village Trustee Kathy Annen, Village Trustee Ken Boyd, Village President Stephanie Brassington, Village Trustee Luke Fessler, Village Trustee Alisa Leamy, Village Trustee Miguel Peña, Village Trustee Lowell J. Prill

Village Board members not present: None

Staff Present: Village Administrator Matt Schuenke, Deputy Clerk Tanya O'Malley, Interim Police Chief Brian Redman, Community and Economic Development Director Andrew Bremer, Public Works Director Lee Igl, Outreach Director Katie Gletty-Syoen, Fire/EMS Director Chris Dennis, Communications Manager Melanie Camellia, HR Generalist Andrea Anderson, and Streets & Utilities Superintendent Bob Jacobs.

3. PUBLIC ANNOUNCEMENTS, COMMUNICATIONS, AND PROCLAMATIONS.

Village Administrator Schuenke announced that the Police Department held a memorial in honor of Ryan Copeland on the 10th Anniversary of his death in the line of duty.

Trustee Fessler provided information about the upcoming Winter Wonderland Event.

a. Designating November as National Family Caregiver Awareness Month

President Brassington read a Proclamation Designating November as National Family Caregiver Awareness Month.

Outreach Director Gletty-Syoen provided information about the programs that the Senior Outreach Department has available to assist family caregivers.

b. Circulation of nomination papers begins December 1st

Deputy Clerk O'Malley provided information and answered questions.

4. CONSENT AGENDA.

a. All items listed under the Consent Agenda will be approved in one motion unless a Board member requests that the item be removed for individual discussion and action. Any item(s) removed for individual consideration shall be considered in the same order in which they were originally listed on the agenda under Business.

1) Motion to approve the minutes of the November 6, 2025 Special Village Board meeting.

2) Motion to approve the minutes of the November 11, 2025 meeting.

3) Motion to approve checks in the amount of \$1,592,751.20

4) Motion to approve the creation of Chapter 46 of the Personnel Policy Manual titled Personal Relationships in the workplace as recommended by the Personnel Committee.

- 5) Motion to approve a Deferred Improvement Agreement with Kwik Trip Inc related to improvements to 4015 Terminal Drive.
- 6) Motion to approve a Temporary "Class B" Wine and Temporary Class "B" license for the Friends of the McFarland Library to hold Trivia Night on January 31, 2026, with a snow day of February 7, 2026 with the conditions provided by the Police Chief.
- 7) Motion to approve an agreement with First Due Holdings, Inc. for record retention, scheduling, asset management and incident notification software.

Motion by Village President Stephanie Brassington, second by Village Trustee Luke Fessler, to approve the consent agenda as presented. Motion carries 7 - 0 - 0 by acclamation.

5. PUBLIC APPEARANCES.

- a. This is an opportunity for attendees to provide public comment on matters that are not on the agenda. Attendees desiring to provide public comment on specific items on the agenda may do so at the time that agenda item is brought up. Zoom attendees wishing to speak should type their name, address, and the relevant agenda item in the Q & A feature within the online meeting platform. Zoom attendees may also register in support or opposition of an item through the Q&A feature. In person attendees 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 public comment. Please adhere to the 3-minute time limit. Written comments will not be read into the record during the meeting but may be sent to village.clerk@mcfarland.wi.us to be included with the agenda materials.

None.

6. PUBLIC HEARINGS.

- a. On the proposed budget for the year 2026 and establishing the 2025 payable in 2026 property tax levy for the Village of McFarland.

Village President Brassington opened the Public Hearing on the proposed budget for the year 2026 and establishing the 2025 payable in 2026 property tax levy for the Village of McFarland at 7:11 p.m.

Village Administrator Schuenke provided an overview of the proposed budget. There were no members of the public wishing to be heard.

Village President Brassington closed the Public Hearing at 7:14 p.m.

7. BUSINESS.

- a. Discussion and action on Ordinance 2025-16: an ordinance approving the budget for the year 2026 and establishing the 2025 payable in 2026 property tax levy for the Village of McFarland.

Village Administrator Schuenke provided information and answered questions.

Motion by Village President Stephanie Brassington, second by Village Trustee Miguel Peña, to approve Ordinance 2025-16: an ordinance approving the budget for the year

2026 and establishing the 2025 payable in 2026 property tax levy for the Village of McFarland. Motion carries 7 - 0 - 0 by acclamation.

- b. Discussion and action on a proposal for services to create a digital accessibility transition plan.

Communications Manager Melanie Camellia and Leah Bowers, Digital Accessibility Architect, provided information and answered questions.

Motion by Village President Stephanie Brassington, second by Village Trustee Luke Fessler, to approve a proposal for services to create a digital accessibility transition plan. Motion carries 7 - 0 - 0 by acclamation.

- c. Diversity, Equity, and Inclusion Committee (Trustees Peña & Annen)

- 1) Discussion and action regarding the Proposed Religious Holidays for 2026 Calendar.

Motion by Village Trustee Miguel Peña, second by Village Trustee Kathy Annen, to approve the 2026 Religious Holidays Calendar. Motion carries 7 - 0 - 0 by acclamation.

- d. Plan Commission (President Brassington & Trustee Fessler)

- 1) Discussion and action regarding Ordinance 2025-08: an ordinance making various amendments to Chapter 2, Chapter 23, Chapter 56, Chapter 62 and Appendix A of the Municipal Code concerning public notification requirements.

Community and Economic Development Director Bremer provided information and answered questions. The Board discussed options for providing notification to more people for high-impact projects.

Motion by Village Trustee Luke Fessler, second by Village President Stephanie Brassington, to refer Ordinance 2025-08: an ordinance making various amendments to Chapter 2, Chapter 23, Chapter 56, Chapter 62 and Appendix A of the Municipal Code concerning public notification requirements back to the Plan Commission for further discussion. Motion carries 7 - 0 - 0 by acclamation.

- e. Discussion regarding progress with the 2025-2026 McFarland Strategic Implementation Plan as the Village Board goals and objectives for the coming year.

Village Administrator Scheunke provided an update.

- f. Discussion and action on canceling the December 23, 2025 Village Board meeting.

Motion by Village Trustee Luke Fessler, second by Village Trustee Miguel Peña, to approve canceling the December 23, 2025 Village Board meeting. Motion carries 7 - 0 - 0 by acclamation.

8. SCHEDULE NEXT MEETING DATE.

- a. Tuesday, December 9, 2025 at 7:00 pm - Regular Village Board(Possible last meeting of the year)

- b. Tuesday, January 13, 2026 at 7:00 pm - Regular Village Board

- c. Tuesday, January 27, 2026 at 7:00 pm - Regular Village Board

9. ADJOURNMENT.

Motion by Village Trustee Miguel Peña, second by Village Trustee Luke Fessler, to adjourn at 8:38 p.m.

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,
Tanya O'Malley
Deputy Clerk

Report Criteria:
Detail report type printed

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
8	DOVER FLAG & MAP	INV_21_374	PW FLAGS	1	12/03/2025	450.00	.00	450.00	12/04/2025
Total 8:						450.00	.00	450.00	
30	ALLIANT ENERGY/WP&L	112425	SIRENS	1	11/24/2025	25.80	.00	25.80	11/26/2025
		112425	STREET LIGHTING (2)	2	11/24/2025	430.17	.00	430.17	11/26/2025
		112425	TRAFFIC FLASHERS BAS	3	11/24/2025	17.74	.00	17.74	11/26/2025
		112425	TRAFFIC FLASHERS FAR	4	11/24/2025	16.86	.00	16.86	11/26/2025
		112425	TRAFFIC FLASHERS FAR	5	11/24/2025	16.26	.00	16.26	11/26/2025
		112425	TRAFFIC FLASHERS CRE	6	11/24/2025	16.56	.00	16.56	11/26/2025
		112425	BRANDT PARK	7	11/24/2025	45.60	.00	45.60	11/26/2025
		112425	LEWIS PARK	8	11/24/2025	117.11	.00	117.11	11/26/2025
		112425	FLOWER CORNER	9	11/24/2025	28.50	.00	28.50	11/26/2025
		112425	GAZEBO	10	11/24/2025	39.42	.00	39.42	11/26/2025
		112425	LIFT #1	11	11/24/2025	142.57	.00	142.57	11/26/2025
		112425	LIFT #3	12	11/24/2025	70.46	.00	70.46	11/26/2025
		112425	LIFT #5	13	11/24/2025	201.07	.00	201.07	11/26/2025
		112425	WATER TOWER HOLSCH	14	11/24/2025	17.32	.00	17.32	11/26/2025
		112425	WELL #1 ELECTRIC	15	11/24/2025	449.45	.00	449.45	11/26/2025
		112425	WELL #3 ELECTRIC	16	11/24/2025	1,261.03	.00	1,261.03	11/26/2025
		112425	WATER TOWER BURMA	17	11/24/2025	95.88	.00	95.88	11/26/2025
		112425	WELL #1 GAS	18	11/24/2025	37.51	.00	37.51	11/26/2025
		112425	WELL #3 GAS	19	11/24/2025	35.45	.00	35.45	11/26/2025
		112425	WELL #4 GAS	20	11/24/2025	14.82	.00	14.82	11/26/2025
		112425	CEDAR GLADE FOUNTAI	21	11/24/2025	14.22	.00	14.22	11/26/2025
		1124750000-	STREET LIGHTING (1)	1	11/26/2025	9,523.07	.00	9,523.07	12/04/2025
		8820572787-	5220 FARWELL ST	1	12/01/2025	200.55	.00	200.55	12/04/2025
Total 30:						12,817.42	.00	12,817.42	
47	A-ONE AUTOWORKS	301.25783	SQUAD REPAIR	1	11/24/2025	1,000.00	.00	1,000.00	12/04/2025
Total 47:						1,000.00	.00	1,000.00	
79	BAYCOM INC	EQUIPINV_0	BAYCOM DOCKING STATI	1	11/30/2025	1,070.00	.00	1,070.00	12/04/2025
Total 79:						1,070.00	.00	1,070.00	
247	DANE CO TREASURER	112625	DEC DOG TAG SETTLEM	1	11/26/2025	168.75	.00	168.75	12/04/2025
		154-113025	CTY JAIL & DRIVER SUR	1	11/30/2025	1,523.30	.00	1,523.30	12/04/2025
Total 247:						1,692.05	.00	1,692.05	
281	DIGGERS HOTLINE INC	251 1 37601	SEWER LOCATES	1	11/30/2025	75.34	.00	75.34	12/04/2025
		251 1 37601	WATER LOCATES	2	11/30/2025	75.33	.00	75.33	12/04/2025
		251 1 37601	STORMWATER LOCATES	3	11/30/2025	75.33	.00	75.33	12/04/2025
Total 281:						226.00	.00	226.00	
350	FASTENAL COMPANY	WIMAD4722	WATER PARTS	1	05/02/2025	332.54	.00	332.54	12/04/2025
		WIMAD4724	WATER PARTS	1	05/09/2025	332.54-	.00	332.54-	12/04/2025
		WIMAD4782	WATER METER MAINTEN	1	11/20/2025	50.44	.00	50.44	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
Total 350:						50.44	.00	50.44	
395	GENERAL COMMUNICATI	352091	GENCOMM RADIO INSTA	1	11/26/2025	480.00	.00	480.00	12/04/2025
Total 395:						480.00	.00	480.00	
444	HOOPER CORPORATION	HV 5420853	MC FACILITY REPAIR	1	11/25/2025	223.60	.00	223.60	12/04/2025
Total 444:						223.60	.00	223.60	
476	JEFFERSON FIRE & SAF	IN333904	SCBA REAPIR	1	11/12/2025	79.50	.00	79.50	12/04/2025
Total 476:						79.50	.00	79.50	
560	L-R METER TEST & REPA	5340	LARGE WATER TESTING	1	11/20/2025	2,098.50	.00	2,098.50	12/04/2025
Total 560:						2,098.50	.00	2,098.50	
575	MADISON MET SEWERA	120125	LAKESTONE PROPERTIE	1	12/01/2025	105,703.76	.00	105,703.76	12/04/2025
Total 575:						105,703.76	.00	105,703.76	
634	MENARDS - MONONA	93061	MUNICIPAL CENTER MAI	1	11/18/2025	497.49	.00	497.49	12/04/2025
		93190	PARKS SUPPLIES	1	11/20/2025	73.88	.00	73.88	12/04/2025
		93249	PSC FACILITY MAINTENA	1	11/21/2025	10.99	.00	10.99	12/04/2025
		93269	PSC FACILITY MAINTENA	1	11/21/2025	1.17	.00	1.17	12/04/2025
		93371	PW DISPOSAL	1	11/24/2025	99.00	.00	99.00	12/04/2025
		93372	PARKS SUPPLIES	1	11/24/2025	21.90	.00	21.90	12/04/2025
		93373	PSC FACILITY MAINTENA	1	11/24/2025	6.75	.00	6.75	12/04/2025
		93445	PW SUPPLIES	1	11/25/2025	25.96	.00	25.96	12/04/2025
		93459	HOLIDAY LIGHT EXTENSI	1	11/25/2025	72.93	.00	72.93	12/04/2025
		93760	PW FACILITY MAINTENA	1	12/01/2025	21.99	.00	21.99	12/04/2025
		93812	VEHICLE MAINTENANCE	1	12/02/2025	81.55	.00	81.55	12/04/2025
		93812	VEHICLE MAINTENANCE	2	12/02/2025	22.24	.00	22.24	12/04/2025
		93812	VEHICLE MAINTENANCE	3	12/02/2025	22.24	.00	22.24	12/04/2025
		93812	VEHICLE MAINTENANCE	4	12/02/2025	22.24	.00	22.24	12/04/2025
Total 634:						980.33	.00	980.33	
640	MGE	1115413856-	BOCCE ELECTRICAL	1	11/25/2025	23.19	.00	23.19	12/04/2025
		1700324512-	4820 MARSH RD--SOCCE	1	11/24/2025	347.40	.00	347.40	11/26/2025
		3800120935-	STREET LIGHT	1	11/24/2025	35.94	.00	35.94	11/26/2025
		4900117592-	STREET LIGHT	1	12/01/2025	22.66	.00	22.66	12/04/2025
		6300112994-	STREET LIGHT	1	12/01/2025	692.52	.00	692.52	12/04/2025
		7400232719-	LIFT STATION GAS	1	11/25/2025	57.23	.00	57.23	12/04/2025
		8600157181-	LIFT #4 ELECT	1	11/25/2025	44.01	.00	44.01	12/04/2025
Total 640:						1,222.95	.00	1,222.95	
756	POMP'S TIRE SERVICE I	80346537	TRUCK 12	1	11/24/2025	125.42	.00	125.42	12/04/2025
		80346537	TRUCK 12	2	11/24/2025	34.21	.00	34.21	12/04/2025
		80346537	TRUCK 12	3	11/24/2025	34.21	.00	34.21	12/04/2025
		80346537	TRUCK 12	4	11/24/2025	34.21	.00	34.21	12/04/2025
		80346541	T3 TRACTOR	1	11/24/2025	264.00	.00	264.00	12/04/2025
		80346541	T3 TRACTOR	2	11/24/2025	72.00	.00	72.00	12/04/2025
		80346541	T3 TRACTOR	3	11/24/2025	72.00	.00	72.00	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
		80346541	T3 TRACTOR	4	11/24/2025	72.00	.00	72.00	12/04/2025
		80347131	TRUCK 12	1	11/28/2025	99.41	.00	99.41	12/04/2025
		80347131	TRUCK 12	2	11/28/2025	99.41	.00	99.41	12/04/2025
		80347131	TRUCK 12	3	11/28/2025	99.41	.00	99.41	12/04/2025
		80347131	TRUCK 12	4	11/28/2025	364.53	.00	364.53	12/04/2025
		80347133	TRUCK 34	1	11/28/2025	432.62	.00	432.62	12/04/2025
		80347133	TRUCK 34	2	11/28/2025	117.98	.00	117.98	12/04/2025
		80347133	TRUCK 34	3	11/28/2025	117.98	.00	117.98	12/04/2025
		80347133	TRUCK 34	4	11/28/2025	117.98	.00	117.98	12/04/2025
Total 756:						2,157.37	.00	2,157.37	
765	LEGAL SHIELD	108629-0915	LEGAL SHIELD - SEPT IN	1	09/15/2025	131.60	.00	131.60	12/04/2025
		108629-1115	LEGAL SHIELD	1	11/15/2025	131.60	.00	131.60	12/04/2025
Total 765:						263.20	.00	263.20	
775	PUBLIC SERVICE COMM	2510-I-03490	PSC FEE FOR RATE CAS	1	11/21/2025	469.12	.00	469.12	12/04/2025
Total 775:						469.12	.00	469.12	
800	RELIANT FIRE APPARAT	INV-WI-5031	U4 MASTER SWITCH RO	1	11/25/2025	75.72	.00	75.72	12/04/2025
Total 800:						75.72	.00	75.72	
802	RENNERT'S FIRE EQUIP	5231	BUCKET TRUCK INSPEC	1	11/24/2025	308.00	.00	308.00	12/04/2025
		5231	BUCKET TRUCK INSPEC	2	11/24/2025	84.00	.00	84.00	12/04/2025
		5231	BUCKET TRUCK INSPEC	3	11/24/2025	84.00	.00	84.00	12/04/2025
		5231	BUCKET TRUCK INSPEC	4	11/24/2025	84.00	.00	84.00	12/04/2025
Total 802:						560.00	.00	560.00	
824	SAFE COMMUNITY COAL	1638	SAFE COMMUNITY ANNU	1	12/01/2025	1,000.00	.00	1,000.00	12/04/2025
Total 824:						1,000.00	.00	1,000.00	
992	US CELLULAR	0768361108	PD PHONE	1	11/10/2025	36.01	.00	36.01	11/26/2025
Total 992:						36.01	.00	36.01	
1015	VILLAGE OF MCFARLAN	113025	VOM 5541 HOLSCHER	1	11/30/2025	180.92	.00	180.92	12/04/2025
		113025	VOM 5220 FARWELL ST	2	11/30/2025	100.92	.00	100.92	12/04/2025
		113025	VOM 5220 FARWELL ST-S	3	11/30/2025	70.00	.00	70.00	12/04/2025
		113025	FLOWER CORNER	4	11/30/2025	130.87	.00	130.87	12/04/2025
		113025	LEWIS PARK	5	11/30/2025	558.72	.00	558.72	12/04/2025
		113025	MCDANIEL PARK	6	11/30/2025	701.18	.00	701.18	12/04/2025
		113025	MCDANIEL PARK-BUBBL	7	11/30/2025	47.20	.00	47.20	12/04/2025
		113025	LIONS HEAD BUBBLER	8	11/30/2025	47.20	.00	47.20	12/04/2025
		113025	GAZEBO	9	11/30/2025	113.20	.00	113.20	12/04/2025
		113025	3234 CTY HWY AB	10	11/30/2025	460.00	.00	460.00	12/04/2025
		113025	DOG PARK	11	11/30/2025	396.72	.00	396.72	12/04/2025
		113025	LEWIS PARK ICE RINK	12	11/30/2025	94.00	.00	94.00	12/04/2025
		113025	DOG PARK A	13	11/30/2025	47.20	.00	47.20	12/04/2025
Total 1015:						2,948.13	.00	2,948.13	
1041	WERNER ELECTRIC SUP	S7895478.00	LIBRARY LIGHT BULBS	1	11/20/2025	177.57	.00	177.57	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
Total 1041:						177.57	.00	177.57	
1049	WI CHIEFS OF POLICE A	14956	WI CHIEFS ASSN DUES	1	12/01/2025	150.00	.00	150.00	12/04/2025
Total 1049:						150.00	.00	150.00	
1093	WI STATE LABORATORY	827831	FLUORIDE TEST	1	11/30/2025	31.00	.00	31.00	12/04/2025
Total 1093:						31.00	.00	31.00	
1219	SAFE STEP LLC	4840	SIDEWALK GRINDING & I	1	11/26/2025	78,060.31	.00	78,060.31	12/04/2025
Total 1219:						78,060.31	.00	78,060.31	
1256	BOUND TREE MEDICAL L	85990685	EMS - SUPPLIES	1	11/11/2025	481.87	.00	481.87	12/04/2025
Total 1256:						481.87	.00	481.87	
1462	TASC	IN3608941	FSA ADMIN FEE	1	11/17/2025	175.12	.00	175.12	12/04/2025
Total 1462:						175.12	.00	175.12	
1694	HEARTLAND LITHO	66878	BILLS FOR OCTOBER	1	11/26/2025	203.80	.00	203.80	12/04/2025
		66878	BILLS FOR OCTOBER	2	11/26/2025	203.80	.00	203.80	12/04/2025
		66878	BILLS FOR OCTOBER	3	11/26/2025	203.80	.00	203.80	12/04/2025
Total 1694:						611.40	.00	611.40	
1709	VON BRIESEN & ROPER	512019	PERSONNEL ISSUES	1	11/28/2025	1,715.50	.00	1,715.50	12/04/2025
Total 1709:						1,715.50	.00	1,715.50	
1733	MOTOROLA SOLUTIONS	1411220639	IN CAR VIDEO ANNUAL LI	1	11/30/2025	1,170.00	.00	1,170.00	12/04/2025
Total 1733:						1,170.00	.00	1,170.00	
1738	STATE OF WISCONSIN-C	154-113025	CC, PENALTY, CRIME LA	1	11/30/2025	2,920.84	.00	2,920.84	12/04/2025
Total 1738:						2,920.84	.00	2,920.84	
1909	CATERPILLAR FINANCIA	37798482	SKID STEER	1	11/25/2025	253.23	.00	253.23	12/04/2025
		37798482	SKID STEER	2	11/25/2025	253.22	.00	253.22	12/04/2025
		37798482	SKID STEER	3	11/25/2025	253.22	.00	253.22	12/04/2025
		37798482	SKID STEER	4	11/25/2025	759.68	.00	759.68	12/04/2025
Total 1909:						1,519.35	.00	1,519.35	
1978	COX, HEIDI	HC111725	EXPENSE REIMBURSEM	1	11/17/2025	79.43	.00	79.43	12/04/2025
		HC111725	EXPENSE REIMBURSEM	2	11/17/2025	77.75	.00	77.75	12/04/2025
		HC111725	EXPENSE REIMBURSEM	3	11/17/2025	32.80	.00	32.80	12/04/2025
		HC111725	EXPENSE REIMBURSEM	4	11/17/2025	44.46	.00	44.46	12/04/2025
Total 1978:						234.44	.00	234.44	
1989	CORPORATE BUSINESS	40509890	EGOLDFAX INVOICE	1	11/05/2025	323.00	.00	323.00	11/26/2025
		40645903	PW COPIER	1	11/24/2025	72.52	.00	72.52	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
		40645903	PW COPIER	2	11/24/2025	19.78	.00	19.78	12/04/2025
		40645903	PW COPIER	3	11/24/2025	19.78	.00	19.78	12/04/2025
		40645903	PW COPIER	4	11/24/2025	19.78	.00	19.78	12/04/2025
		40661314	COPIER LEASE	1	11/25/2025	221.98	.00	221.98	12/04/2025
Total 1989:						676.84	.00	676.84	
1993	TKK ELECTRONICS LLC	142167	HEAVY DUTY DASH MOU	1	09/08/2025	768.44	.00	768.44	12/04/2025
Total 1993:						768.44	.00	768.44	
2020	AMERICAN TEST CENTE	2252431	GROUND LADDER TEST	1	11/07/2025	42.00	.00	42.00	12/04/2025
Total 2020:						42.00	.00	42.00	
2058	MICROMARKETING LLC	994778	ADULT AUDIO BOOKS	1	11/20/2025	129.97	.00	129.97	12/04/2025
Total 2058:						129.97	.00	129.97	
2066	PELLITTERI WASTE SYS	6463890	RECYCLING SERVICE	1	11/30/2025	15,927.30	.00	15,927.30	12/04/2025
		6463890	TRASH SERVICE	2	11/30/2025	24,203.25	.00	24,203.25	12/04/2025
		6463890	ADMIN SHRED	3	11/30/2025	64.36	.00	64.36	12/04/2025
		6463890	PD SHRED (53.13 CHARG	4	11/30/2025	58.97	.00	58.97	12/04/2025
		6463890	PSC TRASH SERVICE	5	11/30/2025	138.12	.00	138.12	12/04/2025
		6463890	PSC RECYCLING SERVIC	6	11/30/2025	111.71	.00	111.71	12/04/2025
		6463890	2025 RES LANDFILL	7	11/30/2025	874.44	.00	874.44	12/04/2025
		6463890	PW SHRED	8	11/30/2025	21.46	.00	21.46	12/04/2025
		6463890	PW SHRED	9	11/30/2025	21.45	.00	21.45	12/04/2025
		6463890	PW SHRED	10	11/30/2025	21.45	.00	21.45	12/04/2025
		6463890	PW 3-2Y EXT PICKUP	11	11/30/2025	183.15	.00	183.15	12/04/2025
		6463890	LIBRARY SHRED	12	11/30/2025	62.48	.00	62.48	12/04/2025
		6463890	RES OFF ROUTE PICKUP	13	11/30/2025	61.05-	.00	61.05-	12/04/2025
Total 2066:						41,627.09	.00	41,627.09	
2070	KKS PROPERTY	120125	COMMON AREA MAINT. F	1	12/01/2025	400.00	.00	400.00	12/04/2025
Total 2070:						400.00	.00	400.00	
2082	NASSCO INC	6635038	PW CUSTODIAL VACUUM	1	12/01/2025	171.60	.00	171.60	12/04/2025
Total 2082:						171.60	.00	171.60	
2100	WAUKESHA COUNTY TE	S0879654	RECORDS TRAINING	1	11/24/2025	250.00	.00	250.00	12/04/2025
Total 2100:						250.00	.00	250.00	
2237	MADISON COLLEGE	CORP-00000	MADISON COLLEGE - TUI	1	11/18/2025	157.85	.00	157.85	12/04/2025
Total 2237:						157.85	.00	157.85	
2278	BURKE TRUCK & EQUIP	INV/2025/01	TRUCK 29, 38, 7 MAINT	1	12/01/2025	92.17	.00	92.17	12/04/2025
		INV/2025/01	TRUCK 29, 38, 7 MAINT	2	12/01/2025	92.17	.00	92.17	12/04/2025
		INV/2025/01	TRUCK 29, 38, 7 MAINT	3	12/01/2025	92.17	.00	92.17	12/04/2025
		INV/2025/01	TRUCK 29, 38, 7 MAINT	4	12/01/2025	337.97	.00	337.97	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
Total 2278:						614.48	.00	614.48	
9143	ORIENTAL TRADING CO	7398022410	PROGRAM SUPPLIES	1	11/10/2025	109.45	.00	109.45	12/04/2025
Total 9143:						109.45	.00	109.45	
9145	DANE CO LIBRARY SERV	25MCF	PROGRAM FEES	1	11/25/2025	200.00	.00	200.00	12/04/2025
Total 9145:						200.00	.00	200.00	
16257	CORPORATE BUSINESS	390209	COPIER LEASE	1	11/20/2025	159.46	.00	159.46	11/26/2025
Total 16257:						159.46	.00	159.46	
16384	SUETTINGER, CASSAND	CS112125	EXPENSE REIMBURSEM	1	11/21/2025	151.08	.00	151.08	12/04/2025
Total 16384:						151.08	.00	151.08	
16640	TOP PACK DEFENSE LLC	17590	UNIFORM - BORCHARDT	1	11/19/2025	100.79	.00	100.79	12/04/2025
		17629	UNIFORM ALLOWANCE B	1	11/26/2025	119.27	.00	119.27	12/04/2025
		17631	D.SCHROECKENTHALER	1	11/26/2025	52.00	.00	52.00	12/04/2025
		17639	UNIFORM - M. SCHROEC	1	11/26/2025	52.00	.00	52.00	12/04/2025
Total 16640:						324.06	.00	324.06	
16747	WISCONSIN PRINTING	24890	DECEMBER NEWSLETTE	1	11/20/2025	1,505.09	.00	1,505.09	12/04/2025
Total 16747:						1,505.09	.00	1,505.09	
16777	AT&T MOBILITY II LLC	2873268713	FIRSTNET NOVEMBER	1	11/12/2025	560.70	.00	560.70	12/04/2025
		2873326607	CRADLE POINT MODEM	1	11/12/2025	747.60	.00	747.60	11/26/2025
		2873326607	FIRSTNET NOVEMBER	2	11/12/2025	760.44	.00	760.44	11/26/2025
		28734591101	LIBRARY CELL PHONE	1	11/12/2025	37.10	.00	37.10	12/04/2025
Total 16777:						2,105.84	.00	2,105.84	
16782	MADISON EMERGENCY	INV1822	MEDICAL DIRECTION OC	1	11/20/2025	2,884.00	.00	2,884.00	12/04/2025
Total 16782:						2,884.00	.00	2,884.00	
16890	PIRTEK MADISON	MA-T000170	VEHICLE MAINTENANCE	1	12/02/2025	19.58	.00	19.58	12/04/2025
		MA-T000170	VEHICLE MAINTENANCE	2	12/02/2025	19.58	.00	19.58	12/04/2025
		MA-T000170	VEHICLE MAINTENANCE	3	12/02/2025	19.58	.00	19.58	12/04/2025
		MA-T000170	VEHICLE MAINTENANCE	4	12/02/2025	71.82	.00	71.82	12/04/2025
		MA-T000171	PARKS VEHICLE MAINT	1	12/03/2025	33.69	.00	33.69	12/04/2025
		MA-T000171	PARKS VEHICLE MAINT	2	12/03/2025	9.19	.00	9.19	12/04/2025
		MA-T000171	PARKS VEHICLE MAINT	3	12/03/2025	9.19	.00	9.19	12/04/2025
		MA-T000171	PARKS VEHICLE MAINT	4	12/03/2025	9.19	.00	9.19	12/04/2025
Total 16890:						191.82	.00	191.82	
17084	AMAZON CAPITAL SERVI	11FC-43G9-	MOUSE TRAPS	1	11/26/2025	26.95	.00	26.95	12/04/2025
		14VH-T7WN-	PROGRAM SUPPLIES	1	11/21/2025	94.08	.00	94.08	12/04/2025
		14XF-XP7Y-	PROGRAM SUIPLIES	1	11/23/2025	77.28	.00	77.28	12/04/2025
		17FM-49HK-	DISCONNECT FOR HYDR	1	11/20/2025	105.64	.00	105.64	12/04/2025
		1C4R-R36L-	BOOKS	1	11/26/2025	34.10	.00	34.10	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
		1CCL-PYR4-	PW FACILITY MAINTENA	1	11/30/2025	261.72	.00	261.72	12/04/2025
		1D7N-1NKJ-	PLASTIC CUPS	1	11/24/2025	49.27	.00	49.27	12/04/2025
		1DTD-WT4P-	COFFEE CUPS	1	11/24/2025	25.64	.00	25.64	12/04/2025
		1F74-4CN6-	DVDS & CDS	1	12/01/2025	24.96	.00	24.96	12/04/2025
		1FXM-T6YM-	DVDS & CDS	1	11/29/2025	26.99	.00	26.99	12/04/2025
		1GMG-XJTT-	DVDS & CDS	1	11/29/2025	24.96	.00	24.96	12/04/2025
		1H3Q-W3M7	PROGRAM SUPPLIES	1	12/02/2025	44.66	.00	44.66	12/04/2025
		1HDL-JW3V-	HOLIDAY CARDS	1	12/01/2025	24.68	.00	24.68	12/04/2025
		1HDL-JW3V-	PLASTIC BAGS	2	12/01/2025	33.99	.00	33.99	12/04/2025
		1K1N-7X4G-	PSC CUSTODIAL SUPPLI	1	11/18/2025	101.49	.00	101.49	12/04/2025
		1LT4-RJLT-F	PW SHOP MAINTENANC	1	12/01/2025	209.98	.00	209.98	12/04/2025
		1M9P-GK1G-	PROGRAM SUPPLIES	1	11/24/2025	16.28	.00	16.28	12/04/2025
		1M9P-GK1G-	OFFICE SUPPLIES	2	11/24/2025	81.32	.00	81.32	12/04/2025
		1MDK-DG7J-	BOOKS	1	11/28/2025	28.63	.00	28.63	12/04/2025
		1NVC-1DC6-	BOOKS	1	12/02/2025	59.43	.00	59.43	12/04/2025
		1NXW-RF9Q	PW VEHICLE MAINTENA	1	11/26/2025	136.26	.00	136.26	12/04/2025
		1PGN-MLDJ-	DVDS & CDS	1	11/23/2025	94.89	.00	94.89	12/04/2025
		1PPD-4DLW-	PLACEMATS	1	12/01/2025	31.99	.00	31.99	12/04/2025
		1QN4-CHFJ-	PLACEMATS, NAPKINS, V	1	12/01/2025	82.87	.00	82.87	12/04/2025
		1QN4-CHFJ-	PLASTIC BAGS FOR CM	2	12/01/2025	34.99	.00	34.99	12/04/2025
		1VVP-GV7N-	PSC CUSTODIAL SUPPLI	1	11/26/2025	40.82	.00	40.82	12/04/2025
		1WJD-9CNC-	NAPKINS, PLACEMATS, C	1	11/22/2025	91.87	.00	91.87	12/04/2025
		1WN4-Q3HG	DVDS & CDS	1	12/03/2025	19.95	.00	19.95	12/04/2025
		1WY6-CM16-	PSC CUSTODIAL SUPPLI	1	11/21/2025	33.83-	.00	33.83-	12/04/2025
		1XFH-6W6F-	PARKS SUPPLIES PLOW	1	11/24/2025	63.99	.00	63.99	12/04/2025
		1XP1-R4TJ-7	PLASTIC BOWLS	1	11/18/2025	24.98	.00	24.98	12/04/2025
		1XV7-1RH7-	PROGRAM SUIPLIES	1	11/25/2025	194.88	.00	194.88	12/04/2025
		1Y3F-W4M9-	PSC CUSTODIAL SUPPLI	1	11/21/2025	33.83-	.00	33.83-	12/04/2025
		1Y7Q-G3T3-	PUBLIC WORKS SUPPLIE	1	11/25/2025	53.53	.00	53.53	12/04/2025
Total 17084:						2,155.41	.00	2,155.41	
17134	CORE & MAIN	Y171511	HYDRANT PARTS	1	11/25/2025	320.00	.00	320.00	12/04/2025
Total 17134:						320.00	.00	320.00	
17187	B&H PHOTO	239001245	COMPUTER MONITORS	1	11/18/2025	922.58	.00	922.58	12/04/2025
Total 17187:						922.58	.00	922.58	
17301	TSI INCORPORATED	92004595	TSI CALIBRATION	1	11/26/2025	1,313.28	.00	1,313.28	12/04/2025
Total 17301:						1,313.28	.00	1,313.28	
17318	TDS	112225-PW	PW TV/INTERNET/PHON	1	11/22/2025	377.62	.00	377.62	12/04/2025
		112225-PW	PW TV/INTERNET/PHON	2	11/22/2025	102.99	.00	102.99	12/04/2025
		112225-PW	PW TV/INTERNET/PHON	3	11/22/2025	102.99	.00	102.99	12/04/2025
		112225-PW	PW TV/INTERNET/PHON	4	11/22/2025	102.98	.00	102.98	12/04/2025
		112225-VOM	ADMIN PHONE/INTERNE	1	11/22/2025	300.64	.00	300.64	12/04/2025
		112225-VOM	COM & TECH PHONE/TV/I	2	11/22/2025	234.06	.00	234.06	12/04/2025
		112225-VOM	COM DEV PHONE/INTER	3	11/22/2025	185.84	.00	185.84	12/04/2025
		112225-VOM	COM DEV AFT HR RENTA	4	11/22/2025	20.44	.00	20.44	12/04/2025
		112225-VOM	COM DEV AFT HR RENTA	5	11/22/2025	5.11	.00	5.11	12/04/2025
		112225-VOM	COURT PHONE/INTERNE	6	11/22/2025	54.13	.00	54.13	12/04/2025
		112225-VOM	FACILITIES PHONE	7	11/22/2025	401.32	.00	401.32	12/04/2025
		112225-VOM	FIRE/EMS TV/INTERNET/	8	11/22/2025	761.35	.00	761.35	12/04/2025
		112225-VOM	LIBRARY INTERNET/PHO	9	11/22/2025	320.50	.00	320.50	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
		112225-VOM	OUTREACH INTERNET	10	11/22/2025	65.60	.00	65.60	12/04/2025
		112225-VOM	OUTREACH PHONE	11	11/22/2025	110.21	.00	110.21	12/04/2025
		112225-VOM	PD TV/INTERNET/PHONE	12	11/22/2025	412.39	.00	412.39	12/04/2025
Total 17318:						3,558.17	.00	3,558.17	
17320	PARKITECTURE & PLANN	24.029-13	COMMUNITY PARK PHAS	1	12/01/2025	2,590.25	.00	2,590.25	12/04/2025
Total 17320:						2,590.25	.00	2,590.25	
17376	GFL ENVIRONMENTAL S	LQ03133631	USED ANTIFREEZE PICK	1	11/18/2025	137.45	.00	137.45	12/04/2025
Total 17376:						137.45	.00	137.45	
17518	WITMER PUBLIC SAFETY	INV764343	TOOL CHANNELLOCK - A	1	10/16/2025	69.23	.00	69.23	12/04/2025
		INV772175	WINTER BOOT DREWES/	1	10/30/2025	419.89	.00	419.89	12/04/2025
Total 17518:						489.12	.00	489.12	
17569	MCFARLAND ACE HARD	014750/T	PARK LIGHT	1	11/25/2025	1.50	.00	1.50	12/04/2025
		014760/T	CLEANING PRODUCTS F	1	11/25/2025	25.34	.00	25.34	12/04/2025
		014764/T	ICE MELT - CROSSING G	1	11/26/2025	35.96	.00	35.96	12/04/2025
		014788/T	LIFT 2 SUPPLIES	1	12/03/2025	7.18	.00	7.18	12/04/2025
		014789/T	PW SUPPLIES	1	12/03/2025	16.98	.00	16.98	12/04/2025
		014790/T	LIFT 2 SUPPLIES	1	12/03/2025	7.16	.00	7.16	12/04/2025
Total 17569:						94.12	.00	94.12	
17599	QUADIENT LEASING USA	Q2107667	POSTAGE MACHINE LEA	1	11/16/2025	458.10	.00	458.10	11/26/2025
Total 17599:						458.10	.00	458.10	
17671	UW HEALTH	2820168	HEARTSAVER & BLS CAR	1	09/17/2025	95.00	.00	95.00	12/04/2025
		2820169	HEARTSAVER & BLS CAR	1	10/18/2025	10.00	.00	10.00	12/04/2025
		2820170	HEARTSAVER & BLS CAR	1	10/15/2025	57.00	.00	57.00	12/04/2025
Total 17671:						162.00	.00	162.00	
17685	INGRAM LIBRARY SERVI	91960911	BOOKS	1	11/13/2025	273.23	.00	273.23	12/04/2025
		92014482	ADULT BOOKS	1	11/17/2025	18.10	.00	18.10	12/04/2025
		92056443	BOOKS	1	11/18/2025	342.45	.00	342.45	12/04/2025
		92120490	BOOKS	1	11/20/2025	162.29	.00	162.29	12/04/2025
		92145028	BOOKS	1	11/21/2025	68.94	.00	68.94	12/04/2025
		92221972	ADULT BOOKS	1	11/24/2025	39.77-	.00	39.77-	12/04/2025
		92236040	BOOKS	1	11/25/2025	374.15	.00	374.15	12/04/2025
		92266062	BOOKS	1	11/25/2025	30.20-	.00	30.20-	12/04/2025
		92276238	ADULT BOOKS	1	11/26/2025	21.96	.00	21.96	12/04/2025
		92293248	BOOKS	1	11/26/2025	210.47-	.00	210.47-	12/04/2025
		92303610	BOOKS	1	11/28/2025	692.36	.00	692.36	12/04/2025
		92374282	BOOKS	1	12/01/2025	202.07	.00	202.07	12/04/2025
		92416463	BOOKS	1	12/02/2025	230.96	.00	230.96	12/04/2025
Total 17685:						2,106.07	.00	2,106.07	
17782	GFC LEASING - WI	I01075715	COPIER LEASE	1	12/01/2025	181.93	.00	181.93	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
Total 17782:						181.93	.00	181.93	
17789	TRANSUNION RISK AND	6174432-202	DATA SEARCH SERVICE	1	12/02/2025	100.00	.00	100.00	12/04/2025
Total 17789:						100.00	.00	100.00	
17843	KANOPY INC	KDEP-25090	STREAMING SERVICE	1	11/25/2025	2,500.00	.00	2,500.00	12/04/2025
Total 17843:						2,500.00	.00	2,500.00	
17881	MACQUEEN EMERGENC	P58180	THERMAL IMAGING CAM	1	11/18/2025	1,525.33	.00	1,525.33	12/04/2025
		P58625	HURST CUTTER REPAIR	1	11/25/2025	185.00	.00	185.00	12/04/2025
Total 17881:						1,710.33	.00	1,710.33	
17908	BADGER METER	80219741	CELLULAR SERVICE UNI	1	11/26/2025	1,730.27	.00	1,730.27	12/04/2025
		80219741	CELLULAR SERVICE UNI	2	11/26/2025	1,730.26	.00	1,730.26	12/04/2025
Total 17908:						3,460.53	.00	3,460.53	
17920	GORDON FLESCH CO IN	IN15402060	EXTRA COPIES	1	11/20/2025	1.62	.00	1.62	12/04/2025
Total 17920:						1.62	.00	1.62	
17939	REVIVE RESTORATION	MAD25-1126	BOOKING ROOM DISINF	1	11/20/2025	1,831.18	.00	1,831.18	12/04/2025
Total 17939:						1,831.18	.00	1,831.18	
17959	PARISI CONSTRUCTION	MC230-5	2025 PAVING AND UTILIT	1	11/24/2025	107,585.79	.00	107,585.79	12/04/2025
Total 17959:						107,585.79	.00	107,585.79	
18068	SIMPLE NETWORK CON	34064	COURT	1	12/01/2025	11.28	.00	11.28	12/04/2025
		34064	GEN ADMIN	2	12/01/2025	256.10	.00	256.10	12/04/2025
		34064	POLICE	3	12/01/2025	116.02	.00	116.02	12/04/2025
		34064	FIRE/EMS	4	12/01/2025	49.45	.00	49.45	12/04/2025
		34064	OUTREACH	5	12/01/2025	15.06	.00	15.06	12/04/2025
		34064	COMM DEV	6	12/01/2025	11.28	.00	11.28	12/04/2025
		34064	PUBLIC WORKS	7	12/01/2025	15.38	.00	15.38	12/04/2025
		34064	WATER	8	12/01/2025	82.86	.00	82.86	12/04/2025
		34064	SEWER	9	12/01/2025	82.90	.00	82.90	12/04/2025
		34064	STORMWATER	10	12/01/2025	82.89	.00	82.89	12/04/2025
		34064	EMGMT	11	12/01/2025	3.76	.00	3.76	12/04/2025
		34064	SW ALLOCATION	12	12/01/2025	23.02	.00	23.02	12/04/2025
		34085	VEEAM PSC	1	12/01/2025	297.00	.00	297.00	12/04/2025
		MSP-34044	COMM DEV	1	12/01/2025	124.32	.00	124.32	12/04/2025
		MSP-34044	PUBLIC WORKS	2	12/01/2025	169.52	.00	169.52	12/04/2025
		MSP-34044	GEN ADMIN	3	12/01/2025	2,821.91	.00	2,821.91	12/04/2025
		MSP-34044	COURT	4	12/01/2025	124.32	.00	124.32	12/04/2025
		MSP-34044	OUTREACH	5	12/01/2025	165.90	.00	165.90	12/04/2025
		MSP-34044	FIRE/EMS	6	12/01/2025	544.93	.00	544.93	12/04/2025
		MSP-34044	EMGMT	7	12/01/2025	41.44	.00	41.44	12/04/2025
		MSP-34044	WATER	8	12/01/2025	913.05	.00	913.05	12/04/2025
		MSP-34044	SW ALLOCATION	9	12/01/2025	253.69	.00	253.69	12/04/2025
		MSP-34044	SEWER	10	12/01/2025	913.54	.00	913.54	12/04/2025
		MSP-34044	STORMWATER	11	12/01/2025	913.37	.00	913.37	12/04/2025

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
		MSP-34044	POLICE	12	12/01/2025	1,278.41	.00	1,278.41	12/04/2025
Total 18068:						9,311.40	.00	9,311.40	
18103	VISA	OCB-112725	SCHUENKE	1	11/27/2025	1,502.83	.00	1,502.83	12/04/2025
		OCB-112725	COX	2	11/27/2025	219.06	.00	219.06	12/04/2025
		OCB-112725	JACOBSEN	3	11/27/2025	1,082.58	.00	1,082.58	12/04/2025
		OCB-112725	REIMER	4	11/27/2025	151.91	.00	151.91	12/04/2025
		OCB-112725	SUETTINGER	5	11/27/2025	210.93	.00	210.93	12/04/2025
		OCB-112725	BREMER	6	11/27/2025	24.99	.00	24.99	12/04/2025
		OCB-112725	HEASTY	7	11/27/2025	13.99	.00	13.99	12/04/2025
		OCB-112725	DENNIS	8	11/27/2025	206.53	.00	206.53	12/04/2025
		OCB-112725	MARKHAM	9	11/27/2025	908.76	.00	908.76	12/04/2025
		OCB-112725	WALLACE B	10	11/27/2025	495.00	.00	495.00	12/04/2025
		OCB-112725	WALLACE D	11	11/27/2025	285.71	.00	285.71	12/04/2025
		OCB-112725	LAWRENCE	12	11/27/2025	227.56	.00	227.56	12/04/2025
		OCB-112725	HENDRICKSON	13	11/27/2025	6.36	.00	6.36	12/04/2025
		OCB-112725	JACOBS	14	11/27/2025	1,659.78	.00	1,659.78	12/04/2025
		OCB-112725	REITER J	15	11/27/2025	155.91	.00	155.91	12/04/2025
		OCB-112725	CRAFT	16	11/27/2025	1,669.43	.00	1,669.43	12/04/2025
		OCB-112725	CAMELLIA	17	11/27/2025	544.21	.00	544.21	12/04/2025
		OCB-112725	WERGIN	18	11/27/2025	141.34	.00	141.34	12/04/2025
		OCB-112725	GLETTYSYOEN	19	11/27/2025	229.29	.00	229.29	12/04/2025
		OCB-112725	ALLAIN	20	11/27/2025	14.01	.00	14.01	12/04/2025
		OCB-112725	REDMAN	21	11/27/2025	555.94	.00	555.94	12/04/2025
		OCB-112725	KENT	22	11/27/2025	43.97	.00	43.97	12/04/2025
		OCB-112725	GRADY	23	11/27/2025	380.95	.00	380.95	12/04/2025
Total 18103:						10,731.04	.00	10,731.04	
18109	IAN'S PIZZA GARVER LLC	GVR 11/19 #	MEETING EXPENSES	1	11/19/2025	188.43	.00	188.43	12/04/2025
Total 18109:						188.43	.00	188.43	
18146	AIR ONE EQUIPMENT	229054	FF THERMAL IMAGING C	1	11/20/2025	16,715.00	.00	16,715.00	12/04/2025
Total 18146:						16,715.00	.00	16,715.00	
18289	E.H. WOLF & SONS INC	378567	DYED DIESEL FUEL	1	12/01/2025	851.30	.00	851.30	12/04/2025
Total 18289:						851.30	.00	851.30	
18377	VESTIS LLC	6140709013	MAT RENTAL	1	11/21/2025	63.35	.00	63.35	12/04/2025
		6140713268	MAT RENTAL	1	11/28/2025	63.35	.00	63.35	12/04/2025
Total 18377:						126.70	.00	126.70	
18385	VILLAGE OF MCFARLAN	9230	SOCCER FIELD WATERIN	1	12/04/2025	420.35	.00	420.35	12/04/2025
		9231	LEWIS ICE RINKS	1	12/04/2025	435.03	.00	435.03	12/04/2025
Total 18385:						855.38	.00	855.38	
18444	VORTEX OPTICS	2421222	RED/GREEN DOT SCOPE	1	11/20/2025	164.99	.00	164.99	12/04/2025
Total 18444:						164.99	.00	164.99	
18497	CALLS ON CALL	14216	TID #3	1	11/01/2025	27.80	.00	27.80	Multiple

Vendor Number	Name	Invoice Number	Description	Seq	Invoice Date	Invoice Amount	Discount Amount	Check Amount	Check Issue Date
		14216	TID # 4	2	11/01/2025	111.20	.00	111.20	Multiple
		14270	TID #3	1	12/01/2025	2.09	.00	2.09	12/04/2025
		14270	TID #4	2	12/01/2025	111.20	.00	111.20	12/04/2025
		14270	TID #3	3	12/01/2025	27.80	.00	27.80	12/04/2025
Total 18497:						280.09	.00	280.09	
18564	NAPA AUTO PARTS	016280	VEHICLE MAINTENANCE	1	12/03/2025	31.95	.00	31.95	12/04/2025
		016280	VEHICLE MAINTENANCE	2	12/03/2025	8.72	.00	8.72	12/04/2025
		016280	VEHICLE MAINTENANCE	3	12/03/2025	8.72	.00	8.72	12/04/2025
		016280	VEHICLE MAINTENANCE	4	12/03/2025	8.72	.00	8.72	12/04/2025
Total 18564:						58.11	.00	58.11	
18639	CASELLE LLC	INV-12179	COMMUNITY CONNECT	1	10/31/2025	516.00	.00	516.00	12/04/2025
		INV-12179	COMMUNITY CONNECT	2	10/31/2025	36.00	.00	36.00	12/04/2025
		INV-12179	COMMUNITY CONNECT	3	10/31/2025	36.00	.00	36.00	12/04/2025
		INV-12179	COMMUNITY CONNECT	4	10/31/2025	36.00	.00	36.00	12/04/2025
		INV-12179	COMMUNITY CONNECT	5	10/31/2025	36.00	.00	36.00	12/04/2025
		INV-12179	COMMUNITY CONNECT	6	10/31/2025	180.00	.00	180.00	12/04/2025
		INV-12179	COMMUNITY CONNECT	7	10/31/2025	180.00	.00	180.00	12/04/2025
		INV-12179	COMMUNITY CONNECT	8	10/31/2025	180.00	.00	180.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	1	11/03/2025	43.00	.00	43.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	2	11/03/2025	3.00	.00	3.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	3	11/03/2025	3.00	.00	3.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	4	11/03/2025	3.00	.00	3.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	5	11/03/2025	3.00	.00	3.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	6	11/03/2025	15.00	.00	15.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	7	11/03/2025	15.00	.00	15.00	12/04/2025
		INV-12210	CC MAINTENANCE FEE	8	11/03/2025	15.00	.00	15.00	12/04/2025
Total 18639:						1,300.00	.00	1,300.00	
18644	VANNGUARD UTILITY PA	10937	STREETLIGHT LOCATES	1	12/01/2025	390.20	.00	390.20	12/04/2025
Total 18644:						390.20	.00	390.20	
18645	BARNES & NOBLE INC	4692963	BOOKS	1	11/12/2025	46.38	.00	46.38	12/04/2025
		4694618	BOOKS	1	11/18/2025	28.00	.00	28.00	12/04/2025
Total 18645:						74.38	.00	74.38	
Grand Totals:						448,045.52	.00	448,045.52	

Report Criteria:

Detail report type printed

Pay Period Date	Journal Code	Check Issue Date	Payee	Payee ID	Amount
11/29/2025	PC	12/05/2025	SCHROECKENTHALER, D	82	2,108.91
11/29/2025	CDPT	12/05/2025	FIRE FIGHTERS LOCAL 31	8	250.98
11/29/2025	CDPT	12/05/2025	WPPA TREASURER	6	693.50

PAYROLL RELATED \$3,053.39

McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Consent Agenda

DEPARTMENT: Administration

CONTACT: Cassandra Suettinger, Deputy Administrator/Clerk

AGENDA ITEM: Motion to appoint election inspectors for the 2026-2027 term.

PREVIOUS ACTION:

ISSUE SUMMARY:

Wisconsin Statutes 7.30 provide that the governing body of each municipality appoint election inspectors no later than their last regular meeting in December of each odd-numbered year the necessary election officials for each polling place and any election officials required.

Attached are proposed election inspector appointments for the 2026-2027 term containing partisan appointments received from the two dominant parties as allowed by statute, as well as, additional non-affiliated inspectors.

FINANCIAL/BUDGET IMPACT:

N/A

VILLAGE PLAN REFERENCE:

N/A

ORDINANCE REFERENCE:

N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Motion to appoint election inspectors for the 2026-2027 term.

ATTACHMENTS:

1. 2026-2027 Election Inspector Appointments
2. Democratic Party of Dane County Nominations_Redacted
3. Republican Party of Dane County Nominations_Redacted

2026-2027

Election Inspector Appointments

Last name	First name	Party
Allbaugh	Bonnie	
Anderson	Andrea	
Anderson	Peggy	Democrat
Backes	Joe	
Bakk	Curtis	Republican
Bakk	Sandy	Republican
Baugh	Gregory	
Bernfeld	Jack	
Blust	Linda	
Blust	Robert	
Brommer	Teresa	
Burns	Karen	Republican
Coady-Bast	Arlene	Democrat
Coan	Matthew	
Conger	Theresa	
Coville	Diane	
DeMars	Cheryl	
Dietzel	Jerry	
Dietzel	Susan	
Doll	Janet	Republican
Doll	Philip	Republican
Fortune	Jacob	
Gerick	Patrick	
Haerle	Steven	
Haley	Mary	
Heaton-Amrhein	Jennifer	
Hennes	Emily	
Hudack	Allison	
Hundt	Susan	Republican
Jacobsen	Joan	
Johnson	Linda	
Kane	Patrick	
Koerwitz	Kristian	
Kramer	Cheryl	
Kyser	Ellie	
Lancaster	Tanya	
Larson	DeAnn	
Lawler	Carol	
LeFave	Timothy	

Last name	First name	Party
Leonard	Quinn	
Londo	Robert	
Macarra	Monica	
Merwin	Linda	Democrat
Molitor	Ann Marie	Democrat
Morrison	Jenna	
Mullen	Carol	Republican
Mullen	Gerald	Republican
Olson	Amy	
O'Malley	Tanya	
Payne	Nancy	Republican
Peirce	John	
Peterson	Denise	
Peterson	Don	
Picone	Mary Ann	Democrat
Plankers	Robert	
Rapp	Mary	
Richard	Marlene	Republican
Riege	Nicole	
Sankey	Dale	
Scheid	Linda	
Schlender-Adams	Katherine	
Severson	Aleta	
Sherman	Rob	
Skar	Lisa	
Sobol	Mary	
St. Clair	Russell	
Staszewski	Carolyn	
Stolarik	Toni	
Suettinger	Cassandra	
Symons	Nicky	
Thoresen	Erik	
Tschopik	Ella	
Walk	Sharon	
Wilcke	David	
Wroblewski	Kelly	
Wrolstad	Debra	
Wyatt	Courtney	
Zich	Jerome	



Stephanie Brassington
President, Village of McFarland
5915 Milwaukee Street PO Box 110
McFarland, WI 53558

Cassandra Suettinger
Clerk, Village of McFarland
5915 Milwaukee Street PO Box 110
McFarland, WI 53558

October 29, 2025

Dear President Brassington and Clerk Suettinger:

On behalf of the Democratic Party of Dane County, and pursuant to Wis. Stat. § 7.30, enclosed please find the Democratic nominees for the position of Election Inspector. As required by Wis. Stat. § 7.30(4)(b), we certify that we or our designee has contacted each nominee who appears on the enclosed list and that each nominee has agreed to serve as an election official. We further certify that, as of the date each nominee was contacted and to the best of our ability to verify, they were an eligible elector of Dane County.

Best regards,

Alexia A Sabor (sign)

Alexia Sabor
Chair
Democratic Party of Dane County

Justin Edwards (sign)
Justin Edwards (Nov 6, 2025 07:16:09 CST)

Justin Edwards
Secretary
Democratic Party of Dane County

First Name	Last Name	Street Address	Mailing City	ZIP Code	Email Address	Phone Number	Nomination Municipality	Notes	Nominate as SVD
Peggy	Anderson						VILLAGE OF MCFARLAND		
Arlene	Coady-Bast						VILLAGE OF MCFARLAND		
Linda	Merwin						VILLAGE OF MCFARLAND	Yes	
Ann Marie	Molitor						VILLAGE OF MCFARLAND	Yes	
Mary Ann	Picone						VILLAGE OF MCFARLAND	Yes	



Republican Party Of Dane County

Republican Election Inspectors Nomination List Village of McFarland

Cassandra Suettinger, Clerk
Stephanie Brassington, President

November 25, 2025

Village of McFarland
5915 MILWAUKEE ST, MC
FARLAND, WI 53558-8962

Pursuant to Wis. Stat. §7.30, and for the purposes of nominating Republican Election Inspectors in Dane County I, Michael Herl, Chairman of the Republican Party of Dane County hereby nominate the individuals in the attached document.

Certification

I certify that each nominee whose name appears on the attached list has been contacted individually and each nominee on this list has agreed to serve as an election inspector.

Please do not hesitate to contact us with any questions or if you need any additional information

Michael Herl, Chairman
Republican Party of Dane County
Chair@danegop.org

Navin Jarugumille, Secretary
Republican Party of Dane County
Secretary@danegop.org

VILLAGE OF MCFARLAND						
First Name	Last Name	Phone Number	Email Address	Address (xxx, street, city, state, zip code)	Zipcode	Special Voting Deputy (SVD) Interest?
Janet	Doll					FALSE
Phil	Doll					FALSE
Nancy	Payne					FALSE
Curtis	Bakk					FALSE
Karen	Burns					FALSE
Susan	Hundt					FALSE
Jerry	Mullen					FALSE
Carol	Mullen					FALSE
Marlene	Richard					FALSE
Sandy	Bakk					FALSE



Republican Party Of Dane County

November 22, 2025

Please find attached the final official documents from the Republican Party of Dane County regarding the Republican Election Inspector Nominations for the 2026–2027 term. The enclosure includes our signed letter and certification, as well as the list of nominees for your consideration.

If you have any questions regarding any nominee, please contact us directly. Additionally, should any nominee be rejected or not selected for a position, we request that you notify us and provide the details of that determination.

Regards,
Jenna Banfield - RPW Election Integrity Director
jbanfield@wis.gop

Billie Johnson, Election Inspector Recruitment Chairman
Billie@winningred.com



Wisc. Stat. 7.30 (6)(a) explicitly states, "the appointed election officials shall hold office for 2 years and until their successors are appointed and qualified. They shall serve at every election held in their ward during their term of office." Additionally, state law is clear that Republican Party, as well as Democrat Party, election inspectors must be used to staff polling places before any unaffiliated election inspectors. Wis. Stat. §§ 7.30(2)(a) and (4)(c).

See also Wis. Elec. Comm'n, *Election Administration Manual*, pp. 125, Aug. 2024, located at: <https://elections.wi.gov/sites/default/files/documents/EA%20Manual-August%202024.pdf> ("Appointments must be made from the lists submitted by the parties for as long as election inspector positions are available," and "positions must be filled from the lists until the names on those lists have been depleted.")

The Republican Party of Wisconsin wants to ensure each and every Republican Election Inspector nominated in November of 2025 and thereafter appointed in December of 2025, consistent with Wisc. Stat. 7.30 (4), are working all 2026 elections, as long as positions are available and before any unaffiliated election inspectors are scheduled. We completely understand if someone is neglecting their duties or any matter compliant with Wisc. Stat. 7.30 (6)(c), but any malfeasance or concern must be communicated directly with the respective election inspector.

Wisconsin Elections are an open and public process with statutory opportunities provided to political parties to participate in that process. The Republican Party of Wisconsin will encourage Wisconsinites to participate in that process and will protect those who chose to do so.

For example, Recker v. City of Appleton, highlighted that if Republicans are made available to work they must be given the opportunity to do so and, further, Hendrickson v. City of Racine, enshrined the requirements to contact each and every political party nominee to see if and when they could be trained and what elections they can work through 2025. The Republican Party of Wisconsin will continue to fight for the right of Republicans to participate in the administration of our elections.

We thank you for your commitment to serve Wisconsinites across this state and look forward to continuing our work together. Elections are the most important way Wisconsinites can participate in the democratic process, and you are entrusted in administering them with the utmost integrity. Please reach out if you have any questions or concerns.

VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Administration

CONTACT: Cassandra Suettinger, Deputy Administrator/Clerk, Andrew Bremer, Comm & Eco Dev Director, Chris Dennis, Fire/Rescue Chief, Lee Igl, Public Works Director, Brian Redman, Police Chief

AGENDA ITEM: Motion to approve Ordinance amendment 2025-10: An ordinance updating various fees as recommended by the Parks & Recreation Committee, Public Safety Committee and Plan Commission.

PREVIOUS ACTION:

ISSUE SUMMARY:

Annually Village staff reviews Appendix A for updates to fees as may be appropriate and applicable. Ordinance 2025-10 includes the following updates to fees:

Chapter 44 - Parks and Recreation

Updates include minor corrections, adding the Community Park Shelter, and removal of a fee that is no longer applicable.

Chapter 17 - Emergency Services

Updates to ambulance fees. Proposed updates would bring Village up with the lower end average of paramedic service within the County.

Chapter 8 - Buildings and Building Regulation Fees

The Village last updated various building permit fees in 2022 for the year 2023 to bring most fees up to the minimum hourly rate paid by the Village for our consultant building inspectors. Noting, however, that not all building permit fees increased in 2023; therefore, many fees have stayed unchanged since at least 2019. On October 28, 2025 the Village Board approved a new three-year contract with our consultant building inspector that includes an hourly rate of \$80 for 2026 and \$85 for 2027 and 2028. Staff recommends increasing the minimum base fee for permits to \$85 to cover the next three-year period, and were the minimum base fee was already above \$85 increasing the fee by \$10 to correspond to the hourly rate increases in the new building inspection contract. Alternatively, the Plan Commission could recommend an increase to \$80/\$5 for 2026 and consider further adjustments in the Fall of 2026 to \$85/\$5 for 2027. Noting also that staff has not included any suggested increase in the price per sq.ft. for new residential (\$0.15) or commercial buildings (\$0.18). Those two also have not changed since at least 2019. The packet includes a comparison of building permit fees with other Dane County peer communities. Noting, that there are larger variations in how various communities compute various building permit fees vs. zoning fees which can make an apples to apples comparison



more difficult. Many of the Village's building permit fees are at or below the peer average.

Chapter 5 - Animal Fees

Dane County increased the fee for unneutered/unspayed dogs by \$2.00. Because the fee collects fees on behalf of the County, the Village proposes to increase the fee accordingly.

Chapter 35 - Motor Vehicles and Traffic Fees

Updates are proposed as follows:

1. To insert the parking citation fee into the code and increase from \$15.00 to \$20.00.
2. Insert a fee in the code for snow emergency vehicle tow citation fee, the fee includes the \$20 citation fee and \$30 cost incurred by the Village to tow the vehicle.

Chapter 62 - Zoning Fees

The Village last updated various zoning and subdivision application fees in 2022. These fees are reviewed for adjustment annually to align with the average of our peer communities within the Madison suburban area. The packet includes a table that compares the Village's planning and zoning fees with our peer communities. The top line includes the average of all communities in the table, excluding Village of Oregon. The second average includes Oregon. Staff separated Oregon as their fee is an outlier as they charge applicants for staff (non-consultant) time for reviewing applications. Fees that have following below the average include:

- Zoning Amendments Map and Text. Recommend increasing from \$475 to \$500.
- Conditional Use Permits. Recommend increasing from \$425 to \$500.
- Board of Zoning Appeals. Recommend increasing from \$450 to \$475.
- Chicken Permit. Recommend increasing from \$20 to \$30.
- Sign Permit. Recommend increasing base fee from \$50 to \$85

FINANCIAL/BUDGET IMPACT:

Increase in revenues

VILLAGE PLAN REFERENCE:

N/A

ORDINANCE REFERENCE:

Appendix A of the Village Code of Ordinances.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

The Parks & Recreation Committee, Public Safety Committee and Plan Commission recommend approval of the proposed updates.

ATTACHMENTS:

1. Ord_2025-10 Updating Appendix A

**VILLAGE OF MCFARLAND
ORDINANCE 2025-10**

**AN ORDINANCE AMENDING APPENDIX A OF THE CODE OF ORDINANCES
FOR 2026 FEE CHANGES.**

PURPOSE, Annually the Village Board reviews and adjusts certain fees for service established within the Code of Ordinances.

SPONSOR, Deputy Administrator Cassandra Suettinger, Public Works Director Lee Igl, Fire & Rescue Chief Chris Dennis, Police Chief Brian Redman and Community Development Director Andrew Bremer.

RECOMMENDED REFERRAL, Parks & Recreation Committee, Plan Commission and Public Safety Committee.

PUBLIC HEARING, None.

NOW THEREFORE, be it ordained by the Village Board of the Village of McFarland, in the State of Wisconsin, as follows:

SECTION 1: **AMENDMENT** “CHAPTER 44 - PARKS AND RECREATION FEES” of the Village of McFarland Municipal Code is hereby *amended* as follows:

AMENDMENT

CHAPTER 44 - PARKS AND RECREATION FEES

Section	Description	Fee
	Park Facility Rentals (fees are per hour charges)	
	Diamond reservation—Resident	\$10.00
	Diamond reservation—Nonresident	\$25.00
	Soccer field reservations—Resident	\$10.00
	Soccer field reservations—Nonresident	\$25.00
	Temporary structure fee	Based on actual cost
	Park rental fees (no fields):	

44-24(d)	Limited basic parks (gazebo and small parks)	\$20.00
	McDaniel, Highland Oaks , Highland Oaks—shelter (resident)	\$75.00
	McDaniel, <u>Highland Oaks</u> —shelter (nonresident)	\$ <u>150.00</u> 100.00
	Lewis, Brandt, and Wm McFarland, <u>Community Park</u> —shelter only (resident)	\$100.00
	Lewis, Brandt, and Wm McFarland, <u>Community Park</u> —shelter only (nonresident)	\$200.00
	William McFarland Park - Bocce Courts	
	Resident	\$25.00
	Non-Resident	\$50.00
	Watercraft Storage Permit (Annual fee):	
	Resident	\$100.00
	Nonresident	\$200.00
	Watercraft removal fee	\$75.00
	Disc Golf Permit:	
	Daily	\$5.00
	Annual Resident	\$15.00
	Annual Resident - Senior (55 and over)/Veteran	\$10.00
	Annual Nonresident	\$30.00
	Annual Nonresident - Senior (55 and over)/Veteran	\$20.00
	Under 16	Free
	Replacement Permit Tag	\$5.00
	Pickleball Court Tournament fee, per day, resident	\$600.00
	Pickleball Court Tournament fee, per day, non-resident	\$900.00
	Disc Golf Tournament fee, per day, resident	\$300.00
	Disc Golf Tournament fee, per day, non-resident	\$600.00
	Refundable Security Deposit - Pickleball Courts & Disc Golf	\$200.00
44-24(e)	Refundable Security Deposit—Fields and Diamonds	\$100.00
	Refundable Security Deposit—Shelter	\$200.00
	Dog park permit:	

44-26(4) (d)	Resident:	\$15.00 annual
	Seniors 55 and older/Veteran	\$10.00
	Additional dog annual	\$8.00
	Daily permit	\$5.00
	Nonresident:	\$30.00 annual
	Seniors 55 and older/Veteran	\$15.00
	Additional dog annual	\$8.00
	Daily permit	\$5.00

SECTION 2: AMENDMENT “CHAPTER 17 - EMERGENCY SERVICES FEES” of the Village of McFarland Municipal Code is hereby *amended* as follows:

AMENDMENT

CHAPTER 17 - EMERGENCY SERVICES FEES

Section	Description	Fee
17-26(c) (1)	False alarms:	
	Responded to by Police Department:	
	First two false alarms for a location	No charge
	Third false alarm per location	\$50.00
	Fourth false alarm per location	\$75.00
	Fifth false alarm per location	\$100.00
	Sixth and subsequent false alarm per location	\$125.00
	Responded to by Police and Fire Department:	
	First two false alarms for a location	No charge
	Third and subsequent false alarm per location	\$150.00
17-59(d)	Ambulance fees: Resident charge	\$1,100.00 <u>1,225.00</u> /BLS \$1,250.00 <u>1,400.00</u> /ALS

17-59(e)	Ambulance fees: Nonresident charge	\$1,200.00 <u>1,225.00</u> /BLS \$1,350.00 <u>1,400.00</u> /ALS
17-59(f)	Ambulance fees: Medical supplies and procedures	Included in base amb fees
17-59(g)	Ambulance fees: Loaded mileage fee (per mile)	\$20.00 <u>22.50</u>
<u>217-59(h)</u>	Ambulance fees: No transport—resident	\$100.00 <u>250.00</u> / Basic <u>BLS</u> \$300.00 <u>375.00</u> /ALS
	Ambulance fees: No transport—nonresident	\$275.00 <u>250.00</u> / Basic <u>BLS</u> \$375.00/ALS
17-59(i)	Ambulance fees: Advanced life support intercept	Actual cost

SECTION 3: AMENDMENT “CHAPTER 8 - BUILDINGS AND BUILDING REGULATION FEES” of the Village of McFarland Municipal Code is hereby *amended* as follows:

AMENDMENT

CHAPTER 8 - BUILDINGS AND BUILDING REGULATION FEES

Section	Description	Fee
8-208	Permit for razing buildings	\$100.00 <u>110.00</u> /Residential; \$150.00 <u>160.00</u> /Commercial
8-233	Balconies, Decks and Porches:	
	New Building Residential	\$0.15 per square foot
	New Buildings Commercial	\$0.18 per square foot
	Alterations to Existing Residential or Commercial Buildings	\$150.00 <u>160.00</u>
8-281	Application for a permit to transfer, place or dump solid fill:	\$75.00 <u>85.00</u>
	Additional fee per truck	\$10.00
	Fee for permit to move	

8-341(a)	building/structure along public ROW:	\$75.00 85.00
	Additional fee for building remaining on public highway (per day)	\$75.00 85.00
8-368(a)	Permit to construct a fence	\$75.00 85.00
8-401	Building permit fee to construct, erect, or alter a swimming pool—based on value:	
	\$0.00—\$1,000.00	\$75.00 85.00
	\$1,000.00—\$25,000.00	\$75.00 85.00 + \$11.00 per \$1,000.00
	Over \$25,000.00	\$325.00 + \$5.00 per \$1,000.00 over \$25,000.00
8-463(b)	The Public Water impact fee includes both a fee for Wells and a fee for the Water Tower. For example, the public water impact fee for a 3/4-inch meter is \$1,490.00, which includes both the Well fee of \$1,117.00 and the Water Tower fee of \$373.00.	
	Public Water Impact Fee for Wells (size of meter):	
	5/8-inch	\$1,117.00
	3/4-inch	\$1,117.00
	1-inch	\$2,793.00
	1 1/4-inch	\$4,133.00
	1 1/2-inch	\$5,585.00
	2-inch	\$8,936.00
	3-inch	\$16,755.00
	4-inch	\$27,925.00
	6-inch and above	\$55,850.00
	Public Water Impact Fee for Water Tower (size of meter):	
	5/8-inch	\$373.00

	3/4-inch	\$373.00
	1-inch	\$933.00
	1 1/4-inch	\$1,380.00
	1 1/2-inch	\$1,865.00
	2-inch	\$2,984.00
	3-inch	\$5,595.00
	4-inch	\$9,325.00
	6-inch and above	\$18,650.00
8-464(e)	Park improvement impact fee:	
	Type of dwelling unit:	
	Single-family	\$3,141.33
	Two-family, Multi-family	\$2,182.13
	Group quarters	\$1,198.98
	Park-land impact fee (also known as fees in lieu of parkland dedication):	
	Type of dwelling unit:	
	Single-family	\$4,781.52
	Two-family, Multi-family	\$3,321.52
	Group quarters	\$1,825.01
8-465(b)	Public library impact fee:	
	Type of development:	
	Single-family	\$710.00
	Two-family, multifamily	\$431.00
	Public Safety Center impact fee:	
	Type of property:	
	Single-family	\$2,285.00 <u>2,091.00</u> per unit
	Two-family, Multi-family	\$1,673.00 <u>1,531.00</u> per unit
	Group quarters	\$849.00 <u>777.00</u> per unit
		\$1,216.00 <u>1,113.00</u> per 1,000 sq. ft. of

8-466(b)	Commercial/Industrial	development, including accessory structures, but not including parking lots for non-residential development.
	Mixed Use Developments	Mixed Use developments shall include both the multi-family residential and commercial/industrial fees calculated for each component based on the above amounts.
8-487(b)(1)	Sign permit fee	\$50.00 85.00 + \$2.00/sq. ft.
	Building permit fees:	
	New buildings—residential:	
	Per square foot of building	\$0.15 min. \$125.00 135.00
	Electronic municipal plan entry	\$150.00 160.00
	Early start permit	\$200.00 210.00
	New buildings—commercial:	
	Per square foot of building	\$0.18 min., \$125.00 135.00
	Certified municipal plan review: Building plan	\$100.00 110.00
	Plan entry fee	\$100.00 110.00 + sq. ft. fee below
	Less than 2,500 sf	\$250.00
	2,501—5,000 sf	\$300.00
	5,001—10,000 sf	\$500.00
	10,001—20,000 sf	\$700.00
	20,001—30,000 sf	\$1,100.00
	30,001—40,000 sf	\$1,400.00
	40,001—50,000 sf	\$1,900.00
	50,001—75,000 sf	\$2,600.00
	75,001—100,000 sf	\$3,300.00

8-522

100,001—200,000 sf	\$5,400.00
200,001—300,000 sf	\$9,500.00
300,001—400,000 sf	\$14,000.00
400,001—500,000 sf	\$16,700.00
Over 500,000 sf	\$18,000.00
Certified municipal plan review: HVAC plan	
Plan entry fee	\$100.00 <u>110.00</u> + sq. ft. fee below
Less than 2,500 square feet	\$150.00
2,501—5,000 square feet	\$200.00
5,001—10,000 square feet	\$300.00
10,001—20,000 square feet	\$400.00
20,001—30,000 square feet	\$500.00
30,001—40,000 square feet	\$800.00
40,001—50,000 square feet	\$1,100.00
50,001—75,000 square feet	\$1,400.00
75,001—100,000 square feet	\$2,000.00
100,001—200,000 square feet	\$2,600.00
200,001—300,000 square feet	\$6,100.00
300,001—400,000 square feet	\$8,800.00
400,001—500,000 square feet	\$10,800.00
Over 500,000 square feet	\$12,100.00
Early start permit	\$250.00
Repair work, additions or alterations to	
\$0.00 to \$1,000.00	\$75.00 <u>85.00</u>
\$1,000.00—\$25,000.00	\$0.20/ft ² (minimum \$150.00)
Over \$25,000.00	\$0.30/ft ² (minimum \$250.00)
Fire escapes	\$75.00 <u>85.00</u>
Reroofing, re-siding and windows:	

	First \$500.00 or less	\$55.00 85.00
	Additional fee per \$1,000.00 of value or fractional part thereof above \$500.00	\$5.00
	Installation of elevator	\$75.00 85.00
	New, replacement or relocation of fuel oil and gasoline storage:	
	550 gallons or less	\$50.00 85.00
	551 gallons to 10,050 gallon capacity	\$10.00 95.00
	Above 10,051 gallon capacity	\$10.00 105.00
	Plus per additional 1,000 gallon capacity or	\$0.05
	Canopies, per square foot of surface:	\$0.10
	Minimum fee	\$75.00 85.00
	Awnings, for each individually supported	\$75.00 85.00
	Reinspection permit	\$75.00 85.00
	New construction UDC seal	\$35.00
	Plumbing permit fee—Residential	\$75.00 85.00
8-581	Plus per square foot of	\$0.05
	Sewer and water laterals (per lateral) and Stormwater pipe:	\$75.00 85.00
	Commercial	\$75.00 85.00 + \$0.10/ft. of pipe
	Plumbing permit fee—commercial	\$75.00 85.00
	Per square ft. Group I building	\$0.05
	Group II building	\$0.08
	Group III building	\$0.10
	Group IV building	\$0.04
	Addition or replacement of plumbing fixtures to existing	\$75.00 85.00
	Plus per fixture	\$7.00

	Red tag or reinspection fee	\$75.00 85.00
8-616	HVAC permit fee—Basic HVAC permit	\$75.00 85.00
	HVAC permit fee—Fireplace or wood stove	\$75.00 85.00
	Plus per square foot—Residential	\$0.05
	Building class fee (per square foot)—Commercial:	
	Group I building	\$0.05
	Group II building	\$0.08
	Group III building	\$0.10
	Group IV building	\$0.04
	Replacement of air conditioning—Commercial	\$75.00 85.00
	Replacement of furnace—Commercial	\$75.00 85.00
	Replacement of air conditioning—Residential	\$55.00 85.00
	Replacement of furnace—Residential	\$55.00 85.00
	Addition of A/C to existing structure	\$75.00 85.00
	Alterations/additions	\$55.00 85.00 + \$5.00 per \$1,000.00 of value
	Red tag or reinspection fee	\$75.00 85.00
	All fees doubled if work commenced prior to permit	
8-645(c)	Fee for an electrical contractor, firm, person or corporation	\$75.00 85.00
8-647	New construction—Electrical:	
	Residential buildings; 1—2 family (per square foot)	\$0.05
	Commercial buildings (per square foot):	
	Group I building	\$0.05

	Group II building	\$0.08
	Group III building	\$0.10
	Group IV building	\$0.04
	Electrical permit	\$75.00 <u>85.00</u> /Residential; \$100.00 <u>110.00</u> /Commercial
	Temporary service	\$75.00 <u>85.00</u> /Residential; \$100.00 <u>110.00</u> /Commercial
	Panel/service entrance, 100 amp	\$75.00 <u>85.00</u> /Residential; \$100.00 <u>110.00</u> /Commercial
	Each additional 100 amp	\$10.00
	Additions, alterations, and repairs permit fee	\$55.00 <u>65.00</u> + openings/Residential; \$85.00 <u>95.00</u> + openings/Commercial
	1—5 openings	\$20.00
	6—10 openings	\$30.00
	11—15 openings	\$40.00
	16—20 openings	\$45.00
	21—25 openings	\$50.00
	26—30 openings	\$55.00
	31—35 openings	\$60.00
	36—40 openings	\$65.00
	>41—45 openings	\$70.00
	46—50 openings	\$75.00
	51—60 openings	\$80.00
	61—70 openings	\$85.00
	71—80 openings	\$90.00
	81—90 openings	\$95.00
	91—100 openings	\$105.00
	101 + openings	+ \$1.00 per opening
8-848(a)	Fees established in lieu of on-site stormwater management	

	practices—Residential (2009):	
	Construction cost per acre	\$1,223.00
	Land cost per acre	\$550.00
	Total cost per acre	\$1,773.00
	Fees established in lieu of on-site stormwater management practices—Commercial and Industrial (2009):	
	Construction cost per acre	\$2,255.00
	Land cost per acre	\$1,388.00
	Total cost per acre	\$3,643.00
8-909(a)	Fees for erosion control plans:	
8-909(a)(1)	Simplified plan checklists	\$350.00
8-909(a)(2)	Sites larger than 20,000 square feet in area	\$500.00
8-909(a)(3)	Sites larger than two acres in area and five acres or less in area	\$750.00
8-909(a)(4)	Sites larger than five acres in area	\$750.00 plus \$1,000.00 deposit plus actual cost
8-909(b)	Fees for stormwater management plans:	
8-909(b)(1)	Stormwater management plan without detention plan	Fee equal to actual cost billed to the Village by Consultants
8-909(b)(2)	Stormwater management plan with detention plan	Fee equal to actual cost billed to the Village by Consultants

SECTION 4: AMENDMENT “CHAPTER 5 - ANIMAL FEES” of the Village of McFarland Municipal Code is hereby *amended* as follows:

AMENDMENT

CHAPTER 5 - ANIMAL FEES

Section		
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n	Description	Fee
5-43	Dog licenses:	
	Neutered male dog/spayed female dog	\$25.00
	Unneutered male dog/unspayed female dog	\$35.00 <u>37.00</u>
	Cat Licenses:	
	Neutered male cat/spayed female cat	\$15.00
	Unneutered male cat/unspayed female cat	\$20.00
5-48(a)	Kennel license (per year)	\$100.00 (up to 12) plus \$3.00 each additional animal over 12
5-49	Late fee	\$5.00

SECTION 5: AMENDMENT “CHAPTER 35 - MOTOR VEHICLES AND TRAFFIC FEES” of the Village of McFarland Municipal Code is hereby *amended* as follows:

AMENDMENT

CHAPTER 35 - MOTOR VEHICLES AND TRAFFIC FEES

Section	Description	Fee
<u>35-247(d)(2)</u>	<u>Parking Citation Fee</u>	<u>\$20.00</u>
	<u>Snow Emergency Vehicle Tow Citation Fee</u>	<u>\$50.00</u>
35-248(c)(4)d	Processing fee, notice to appear in court for nonmoving traffic	\$15.00
35-283(c)	Bicycle identification tag	\$5.00
35-311(e)	Fee for bail deposits	\$3.00
35-444	Parade and procession permit fee	Any amounts determined under section 35-446

SECTION 6: AMENDMENT “CHAPTER 62 - ZONING FEES” of the Village of McFarland Municipal Code is hereby *amended* as follows:

AMENDMENT

CHAPTER 62 - ZONING FEES

Section	Description	Fee
62-17	Escrow deposits:	
	R-E, R-3 General Residence and PD Planned Development Districts up to 50 acres	\$5,000.00
	R-E, R-3 General Residence and PD Planned Development Districts greater than 50 acres	\$10,000.00
	Site/design review for new buildings/additions less than 2,000 square feet and requiring site/design review under Section 62-310(b)	\$1,000.00
	Site/design review for new buildings/additions 2,000 or more square feet and requiring site/design review under Section 62-310(b)	\$2,000.00
	Staff and consultant review costs	Consultant costs shall be the actual costs as billed
62-64	Where no previous fee has been collected (fees in lieu of parkland dedication)	\$4,115.00 per dwelling unit
62-69(d)	Chickens Annual Permit Fee	\$20.00 <u>30.00</u>
62-108(a)(5)	Conditional use permit application and issuance fee	\$425.00 <u>500.00</u> , plus actual legal and engineering costs, including publication and notification charges incurred by the Village
62-117(d)(2)d.	Permit application fee for bed and breakfast establishments	\$100.00
62-206(d)	Application for signal receiving antenna permit where a conditional use permit is required	Same as fee for conditional use permit and site design plus actual legal and engineering cost by a Telecommunications and safety consultant

62-309(b)(5)	Occupancy permit fees:	
	One-family residences	\$50.00
	All other uses	\$75.00
	Multifamily residences (per dwelling unit)	\$50.00
62-310(g)	Site/design review	\$400.00, plus actual legal and engineering costs
62-343(d)	Fee for processing a petition for a zoning change or amendment:	
	Text amendment	\$475.00 <u>500.00</u> , plus actual legal costs, including publication and notification charges
	Map amendment	\$475.00 <u>500.00</u> , plus publication and notification charges
62-363(e)	Application for hearing before Board of Zoning Appeals	\$450.00 <u>475.00</u> , plus actual legal and engineering costs, including publication and notification charges incurred by the Village
62-676(b)	Fee for issuance of certificate of compliance	Fee included with occupancy permit

SECTION 7: **AMENDMENT** “CHAPTER 50 - SOLID WASTE FEES” of the Village of McFarland Municipal Code is hereby *amended* as follows:

AMENDMENT

CHAPTER 50 - SOLID WASTE FEES

Section	Description	Fee
50-5	Solid waste collection charge, per residential unit:	
	Residential unit - Btw. 1—4 dwelling units	\$157.56 <u>162.36</u>

SECTION 8: **EFFECTIVE DATE** This Ordinance shall be in full force and effect from January 1, 2026 and after the required approval and publication according to law.

PASSED AND ADOPTED BY THE VILLAGE OF MCFARLAND VILLAGE BOARD

_____.

	AYE	NAY	ABSENT	ABSTAIN
Annen	_____	_____	_____	_____
Boyd	_____	_____	_____	_____
Brassington	_____	_____	_____	_____
Fessler	_____	_____	_____	_____
Leamy	_____	_____	_____	_____
Peña	_____	_____	_____	_____
Prill	_____	_____	_____	_____

Presiding Officer

Attest

Stephanie Brassington, Village
President, Village of McFarland

Cassandra Suettinger, Deputy
Administrator/Clerk, Village of
McFarland

VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Motion to reject the bid for the Babcock Channel Water Main Crossing project as recommended by the Public Works & Utilities Committee.

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.

The Public Works & Utilities Committee recommended to the Village Board the rejection of the bid from Speedway Sand and Gravel for the Babcock Channel Water Main Cross project at their November 24, 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 Public Works & Utilities 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. Staff 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

Engineering \$ 30,000



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.

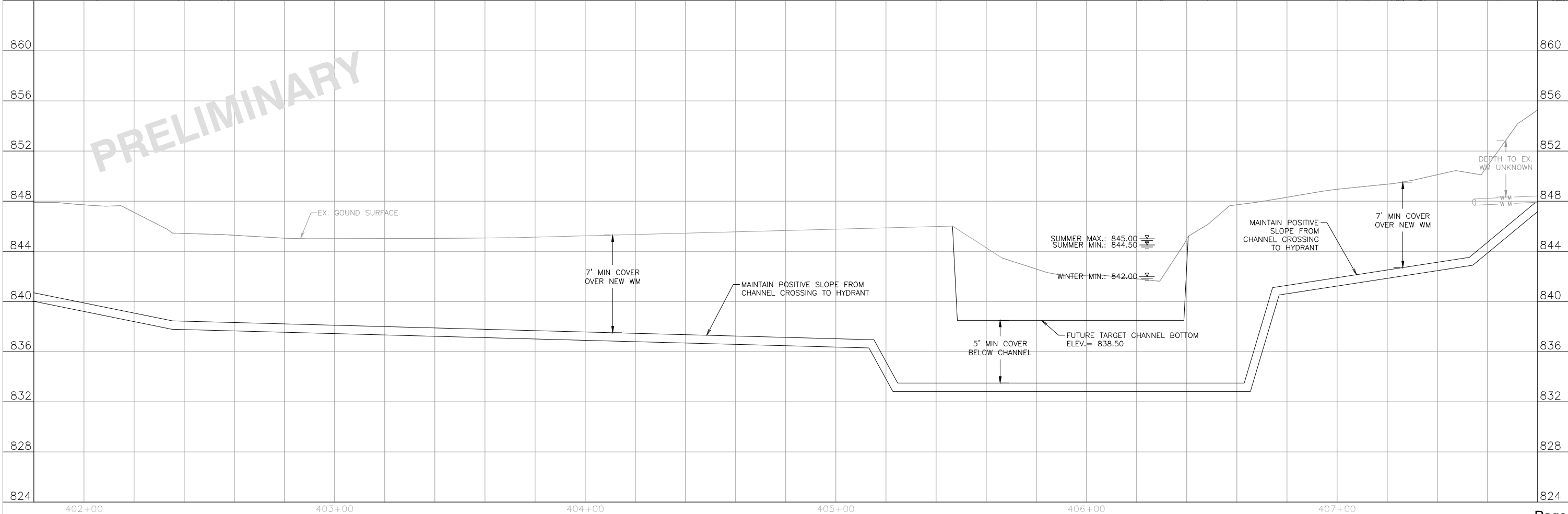
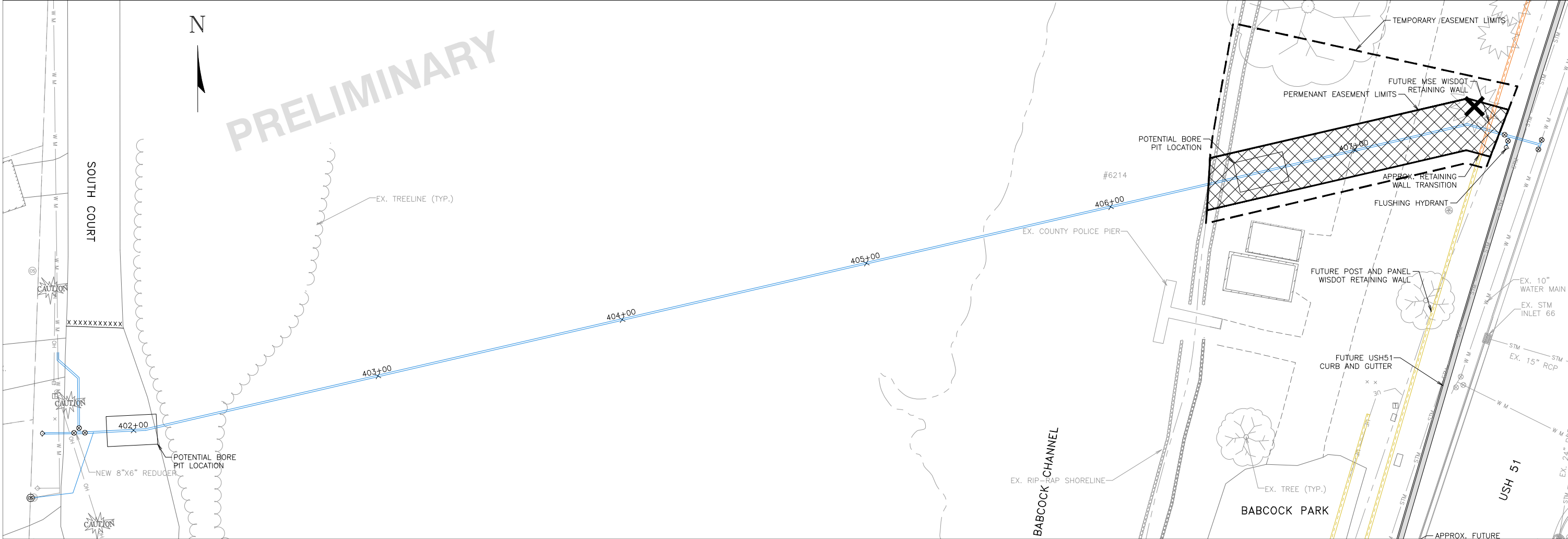
BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended motion:

Motion and second to reject 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



6264 Nesbitt Road
Madison, WI 53719
(608) 273-3350
www.tceengineers.net

tc TOWN & COUNTRY
ENGINEERING, INC.

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:

SCALE: HORIZONTAL
0 5 10 20

VERTICAL
2 4

SHEET:
Y0

Exhibit 1
Water Main System and Project Location
Village of McFarland

Lake Waubesa

PROJECT LOCATION

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

0 145 290 580 Feet

tc TOWN & COUNTRY ENGINEERING, INC.

6264 Nesbitt Road
Madison, WI 53719
(608) 273-3350
www.tcengineers.net

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EXHIBIT 2a
Village of McFarland Water Model Results
Existing System Pressures and Fireflow

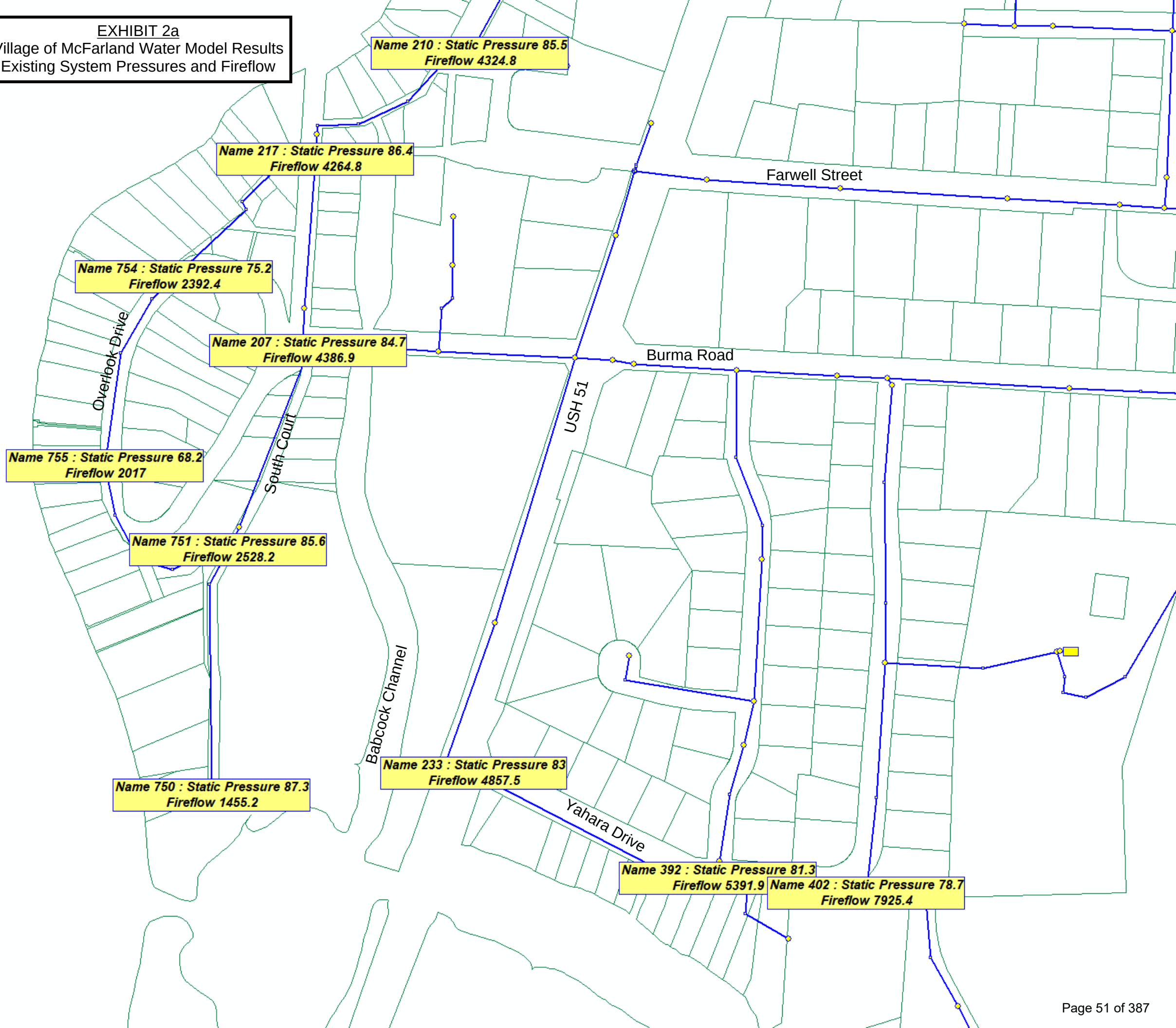
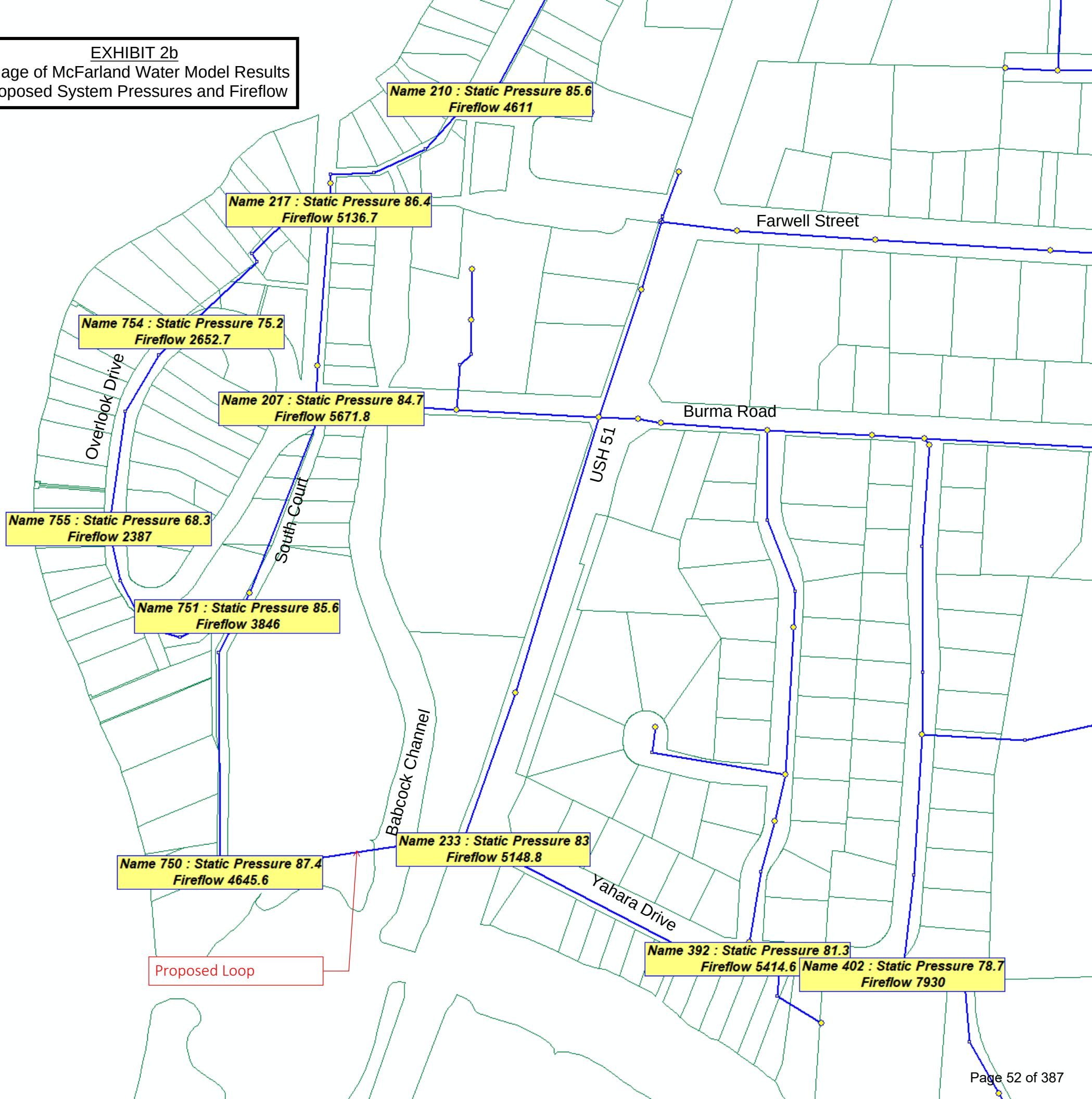


EXHIBIT 2b
Village of McFarland Water Model Results
Proposed System Pressures and Fireflow



McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Public Works

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

AGENDA ITEM: Motion to accept the Siggelkow Road Traffic Study as recommended by the Public Works & Utilities Committee.

PREVIOUS ACTION:

September 23, 2024 - The Public Works and Utilities 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.

November 24, 2025 - The Public Works and Utilities Committee recommended to the Village Board the acceptance of 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 2024, followed by an analysis of existing conditions in 2025 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 provided the Public Works & Utilities Committee with a high-level overview of the report during their November 24, 2025, meeting. 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 accept the Siggelkow Road Traffic Study as presented.

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 investigates 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

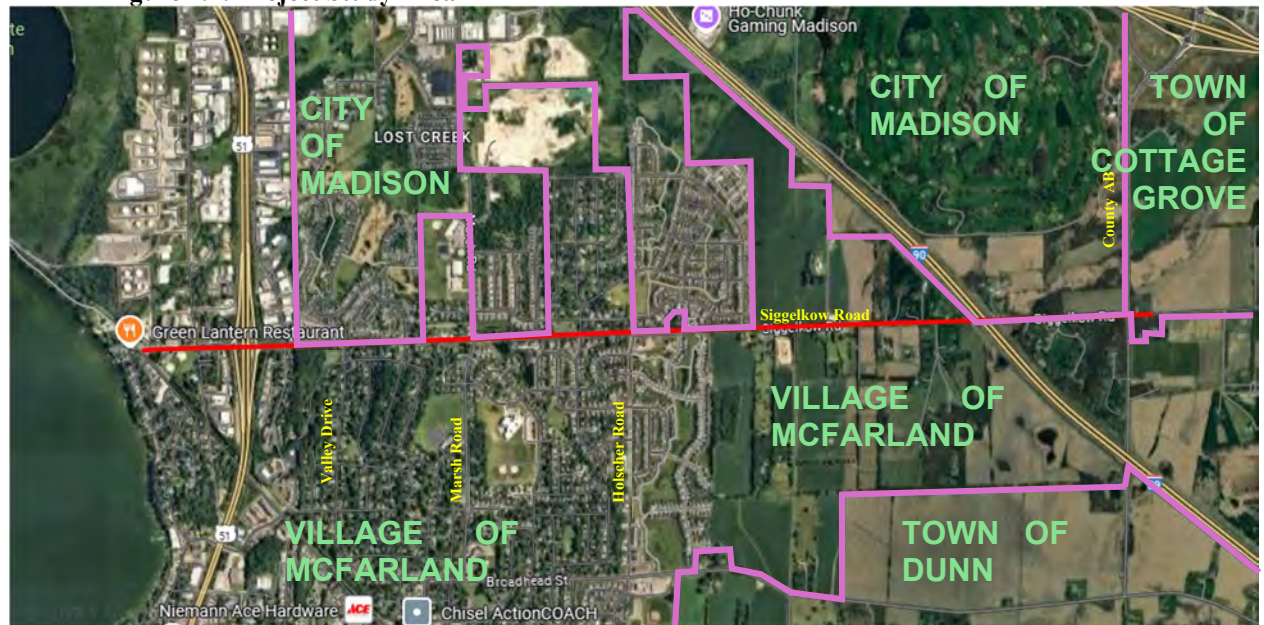
1.2 Study Area

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.

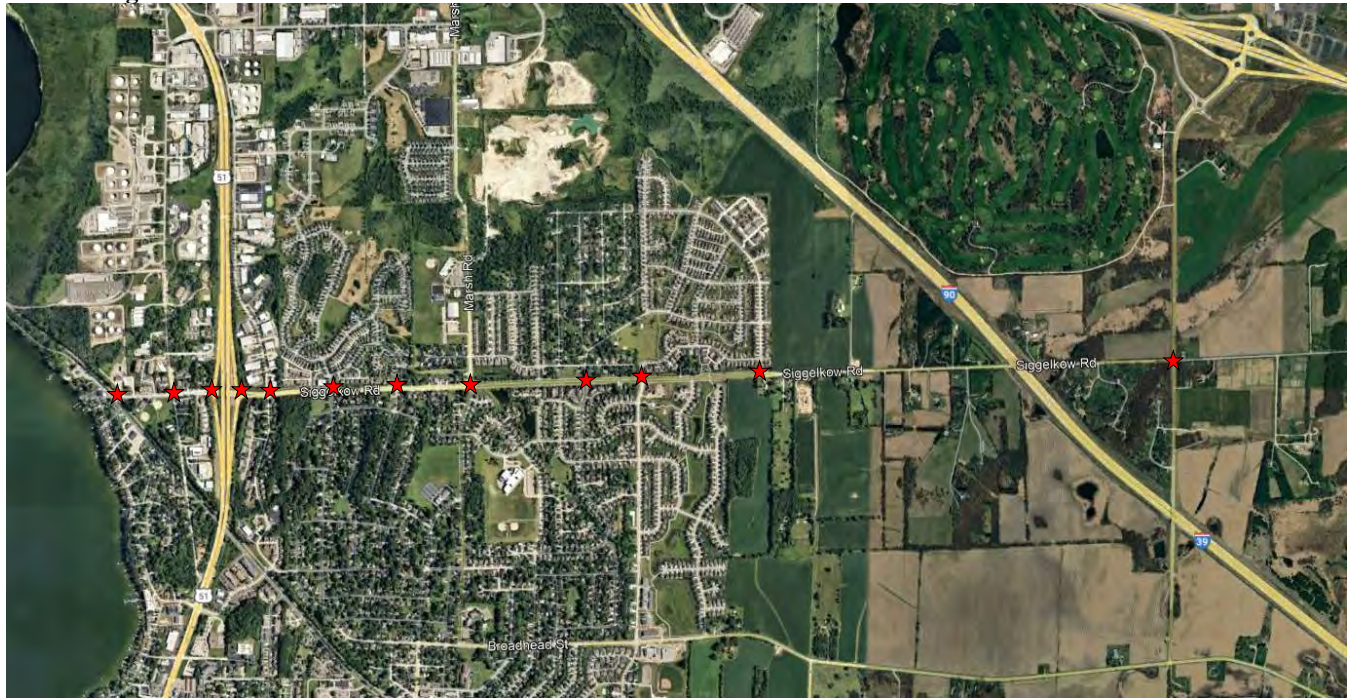
2.5 Data Collection Plan

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:

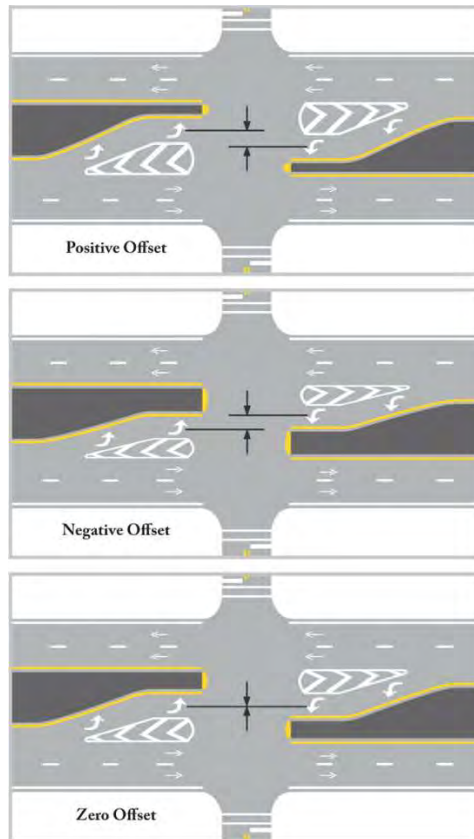
- Triangle Street / Paulson Road intersection
- Curve just west of Freese Lane / North Autumn Lane
- Holscher Road / Siggelkow Run
- Catalina Parkway
- Vertical curve between Catalina Parkway and Storck Road
- Vertical curve west of Lee South Court

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	-
Siggelkow Rd & Terminal Dr	8.1	A	95% Queue (ft)	-	-	-	-	75	-	-	125	-	-	200	-
			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	-
Siggelkow Rd & Triangle St/Paulson Rd	1.7	A	V/C Ratio	-	0.10	-	-	0.14	0.02	-	0.07	-	-	0.12	-
			95% Queue (ft)	-	10	-	-	15	0	-	5	-	-	10	-
			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	-
Siggelkow Rd & Freedom Ring Rd/Valley Dr	7.4	A	LOS	A	-	-	A	A	-	-	C	-	-	B	-
			V/C Ratio	0.01	-	-	0.02	-	-	-	0.09	-	-	0.22	-
			95% Queue (ft)	0	-	-	5	-	-	-	10	-	-	20	-
			Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
			Volume	120	475	60	50	320	40	25	15	55	40	25	70
Siggelkow Rd & Freese Ln/N Autumn Ln	0.9	A	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	-
			Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>	-
Siggelkow Rd & Marsh Rd	17.3	C	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 & Black Walnut Dr/Carncross Dr	3.2	A	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
Siggelkow Rd & Holscher Rd	4.5	A	95% Queue (ft)	105	90	-	10	25	35	20	25	-	-	45	15
			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	-
Siggelkow Rd & Catalina Pkwy	3.2	A	V/C Ratio	0.03	-	-	0.02	-	-	-	0.27	0.02	-	0.07	-
			95% Queue (ft)	5	-	-	5	-	-	-	25	5	-	5	-
			Lane Configuration	1	1	-	-	<1>	-	-	-	-	-	<1>	-
			Volume	60	115	-	-	100	30	-	-	-	20	0	55
			Delay (s)	7.6	-	-	-	-	-	-	-	-	-	10.0	-
Siggelkow Rd & CTH AB	4.6	A	LOS	A	-	-	-	-	-	-	-	-	-	B	-
			V/C Ratio	0.05	-	-	-	-	-	-	-	-	-	0.11	-
			95% Queue (ft)	5	-	-	-	-	-	-	-	-	-	10	-
			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	-	-	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>	-	
			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.

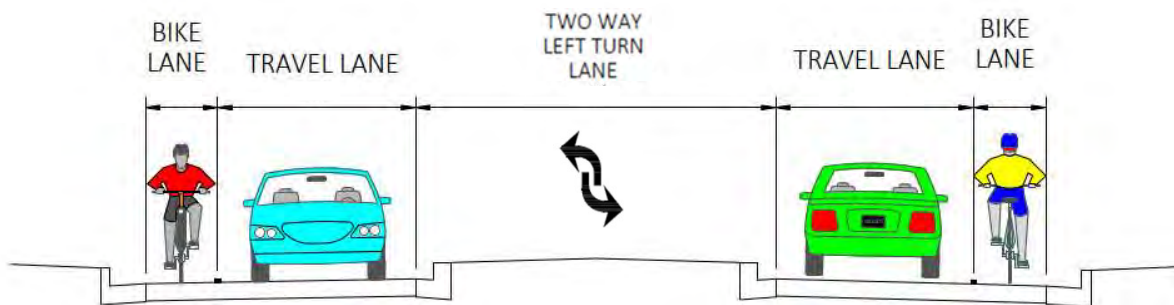
6 Alternatives Evaluation

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:

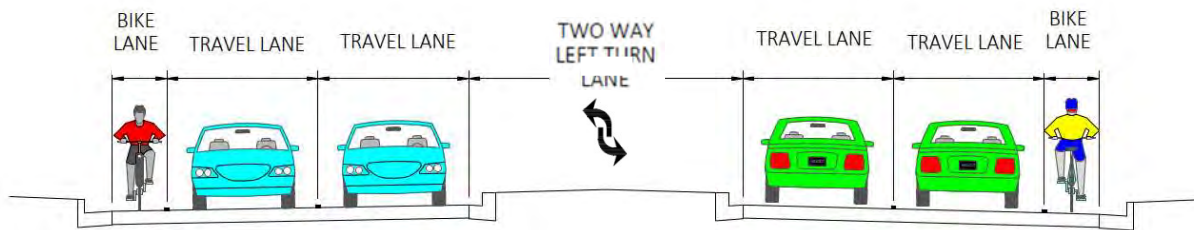
This concept modifies the existing, four-lane cross-section from US 51 to Holscher Road by providing one travel lane in each direction with a two-way, left-turn lane that separates the through lanes. The two travel lanes would extend eastward to County AB with the two-way, left-turn lane provided east 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:

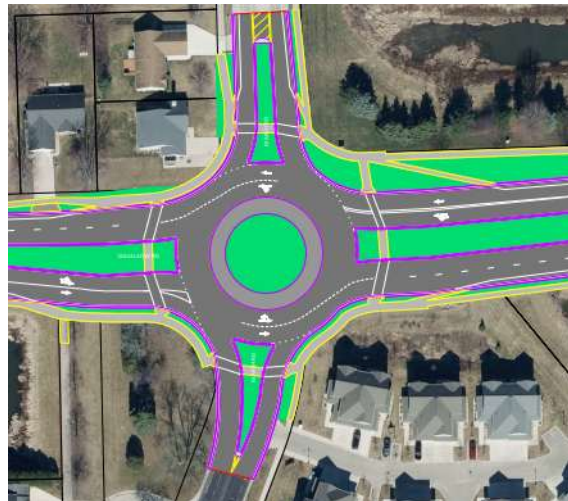
This alternative would upgrade the intersection control from stop-control to traffic signals. To aid in traffic operations, a neutral-offset left-turn lane would be provided on the west leg (eastbound Siggelkow Road). No other geometric changes were assumed for this alternative.

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.

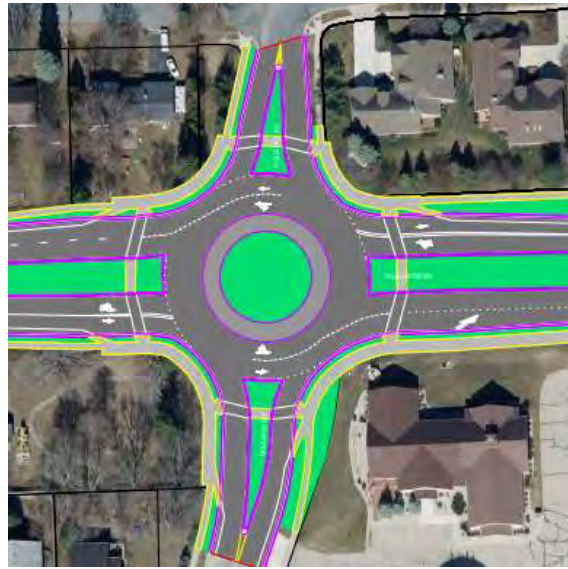
Potential Benefits of Concept:

- 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	0.39	-	0.07	0.73	-	-	0.48	-	-	0.08	0.46
			95% Queue (ft)	5	105	-	5	60	-	-	30	-	-	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	28.7	-	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	24.6	C	Lane Configuration	1	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	0.8	-	-	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	-	-	60	25
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	60	-	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	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	-	18.3	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	24.6	C	Lane Configuration	1	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	-	28.1	33.7	44.4
			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	SBR
Siggelkow Rd & Valley Dr Peak Hour	13.3	B	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	20	405	25	40	830	5	60	5	30	5	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 PM Peak Hour	16.9	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	120	855	55	50	700	40	25	15	50	40	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	19.5	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	45	325	80	70	610	75	190	70	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 PM Peak Hour	20.0	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	95	735	100	45	615	90	100	60	35	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	6.9	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	15	310	40	10	365	5	185	5	30	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	8.6	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	40	510	150	20	495	5	125	10	15	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	7.2	A	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	485	5	45	5	10	5	60	220	5	5	90
			LOS	-	8.1	-	-	7.3	-	-	9.4	-	-	3.7
			Delay (s)	-	A	-	-	A	-	-	A	-	-	A
			V/C Ratio	-	0.48	-	-	0.04	-	-	0.39	-	-	0.09
			95% Queue (ft)	-	70	-	-	5	-	-	45	-	-	10
Siggelkow Rd & County AB PM Peak Hour	18.4	C	Lane Configuration	-	<1>	-	-	<1>	-	-	<1>	-	-	<1>
			Volume	650	15	90	10	15	5	75	195	5	5	230
			LOS	-	32.3	-	-	8.7	-	-	15.7	-	-	5.1
			Delay (s)	-	D	-	-	A	-	-	C	-	-	A
			V/C Ratio	-	0.92	-	-	0.07	-	-	0.55	-	-	0.23
			95% Queue (ft)	-	365	-	-	5	-	-	85	-	-	25

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	SBR
Siggelkow Rd & Valley Dr Peak Hour	6.2	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>
			Volume	20	405	25	40	830	5	60	5	30	5	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 PM Peak Hour	6.7	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>
			Volume	120	855	55	50	700	40	25	15	50	40	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	7.7	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>
			Volume	45	325	80	70	610	75	190	70	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 PM Peak Hour	8.3	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>
			Volume	95	735	100	45	615	90	100	60	35	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	5.2	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>
			Volume	15	310	40	10	365	5	185	5	30	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	5.3	A	Lane Configuration	-	<2>	-	-	<2>	-	-	<1>	-	-	<1>
			Volume	40	510	150	20	495	5	125	10	15	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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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



Intersection of: Erling Ave and Siggelkow Rd

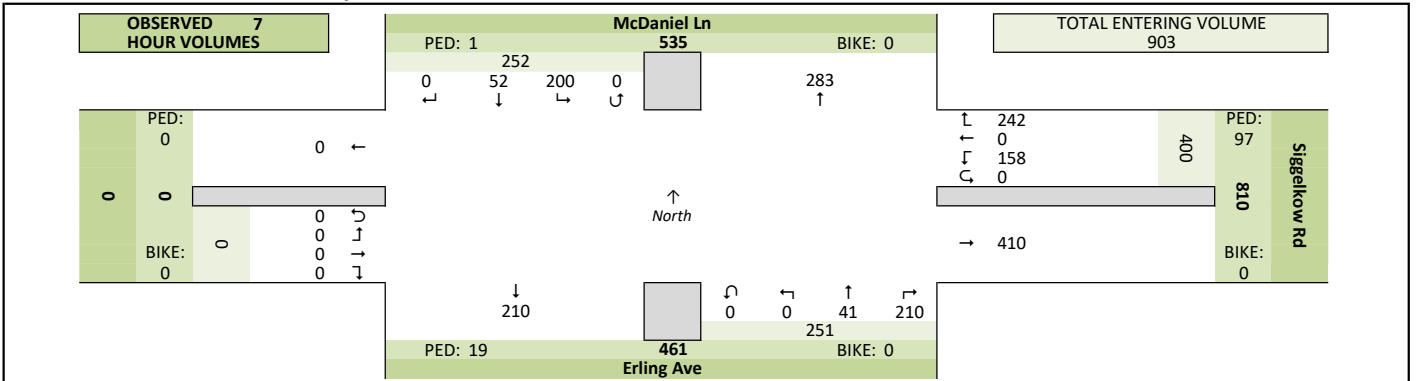
Site Information

Municipality	City of McFarland
County	Dane
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

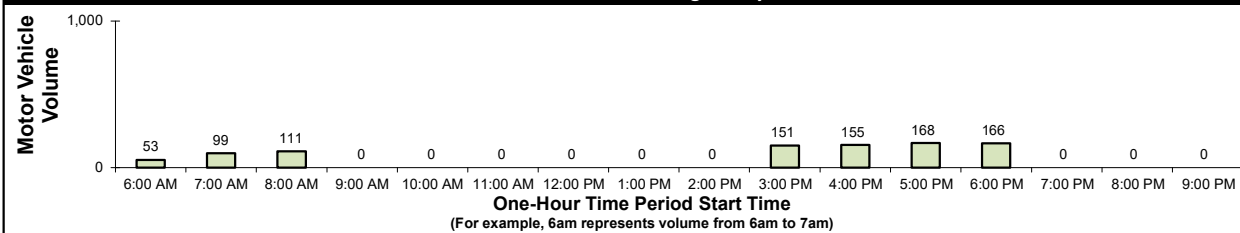
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Thursday, October 17, 2024
Midday Peak Period	Thursday, October 17, 2024
PM Peak Period	Thursday, October 17, 2024
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	

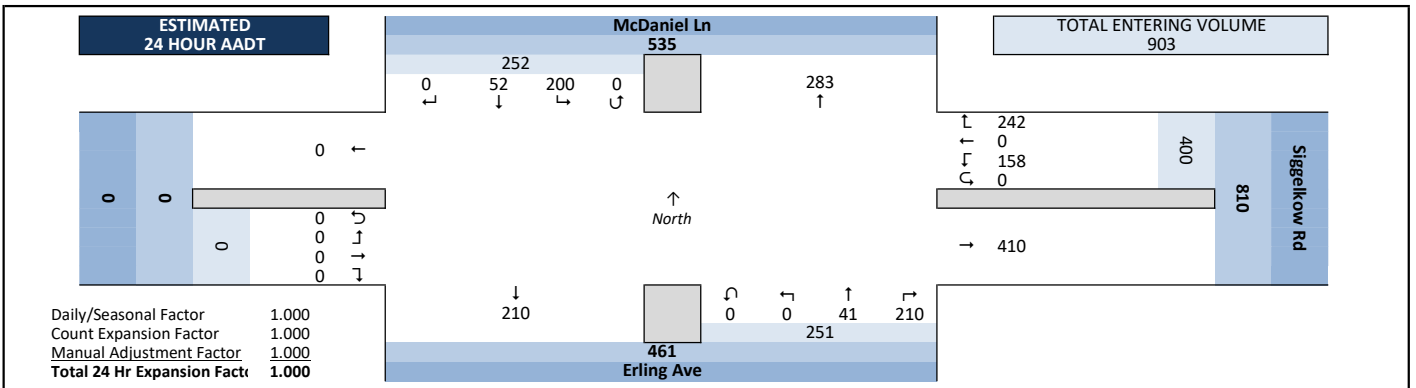
Observed 7 Hour Volume Summary



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



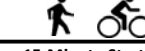
Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, October 17, 2024		From North					From East					From South					From West					
AM Peak Hour	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	Totals
	7:15 AM	0	0	5	0	5	6	0	3	0	9	5	1	0	0	6	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	25
	7:45 AM	0	3	4	0	7	13	0	2	0	15	10	2	0	0	12	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	19
	Peak Hour Volume	0	7	14	0	21	31	0	10	0	41	31	5	0	0	36	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	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	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	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	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	0.72	

N/A		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour	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	
	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	
	Peak Hour Volume	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	
	% 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	
% 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	0.0	0.0	0.0	0.0	0.0	0.0	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		

Thursday, October 17, 2024		↓ From North					← From East					↑ From South					→ From West					Totals		
PM Peak Hour	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	0	1	13	0	14	10	0	8	0	18	7	1	0	0	0	8	0	0	0		0	0
	4:30 PM	0	0	0	7	0	7	2	0	14	0	16	7	1	0	0	0	8	0	0	0	0	0	31
	4:45 PM	0	0	3	8	0	11	8	0	8	0	16	10	5	0	0	0	15	0	0	0	0	0	42
	5:00 PM	0	0	1	6	0	7	18	0	9	0	27	7	0	0	0	0	7	0	0	0	0	0	41
	Peak Hour Volume	0	0	5	34	0	39	38	0	39	0	77	31	7	0	0	0	38	0	0	0	0	0	154
	Rounded Hourly Volume	0	0	5	35	0	40	40	0	40	0	80	30	5	0	0	0	35	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	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	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	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	0.00	0.92	

Peak Hour Pedestrian and Bicyclist Volumes

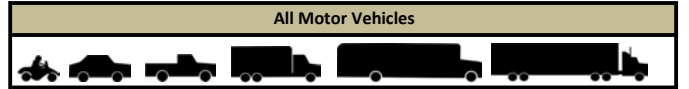
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
		McDaniel Ln			Siggelkow Rd			Erling Ave			0			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 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
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	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

Count Basics			Page 5 of 11	
Start Date:	Thursday, October 17, 2024	Weekday		
Total Number of Hours Counted:	7	Non-Holiday	No Special Events	

15-Minute Motor Vehicle Data

Erling Ave and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	↓ 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				
AM Peak Period	6:00 AM	0	0	2	0	2	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	8	53	0.83
	6:15 AM	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	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	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	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	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	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	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	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	1	5	0	6	9	0	5	0	14	10	2	0	0	12	0	0	0	0	0	32		
	8:30 AM	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	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		
	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	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			
	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	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	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	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	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	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	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	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	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	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	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	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	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	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	2	11	0	13	5	0	10	0	15	7	0	0	0	7	0	0	0	0	0	35		
	6:30 PM	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	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		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	0	52	200	0	252	242	0	158	0	400	210	41	0	0	251	0	0	0	0	0	903			

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	↓ 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	7	14	0	21	31	0	10	0	41	31	5	0	0	36	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	
PM 4:15 PM	0	5	34	0	39	38	0	39	0	77	31	7	0	0	38	0	0	0	0	0	154	0.92

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

Erling Ave 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
	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 Peak Period	6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3			
	6:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	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	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	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	7			
	7:30 AM	0	0	1	0	1	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	0	1	0	0	0	1	0	0	0	0	0	1	8			
	8:00 AM	0	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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1				
	8:30 AM	0	0	1	0	1	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	5				
	8:45 AM	0	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	0				
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	3:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	20			
	3:15 PM	0	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	0	6	0	0	0	0	0	0	0	0	0	0	10	20			
	3:45 PM	0	0	0	0	0	2	0	1	0	3	3	0	0	0	3	0	0	0	0	0	6	10			
	4:00 PM	0	1	0	0	1	0	0	1	0	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	1	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	0	16			
	4:45 PM	0	2	0	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	5	16			
	5:00 PM	0	1	4	0	5	5	0	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	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	0	4			
	5:45 PM	0	0	1	0	1	2	0	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	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	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	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	0				
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Totals		0	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 Start Time	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

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

Erling Ave and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		McDaniel Ln			Siggelkow Rd			Erling Ave			0				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	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	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Tuesday, October 8, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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



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

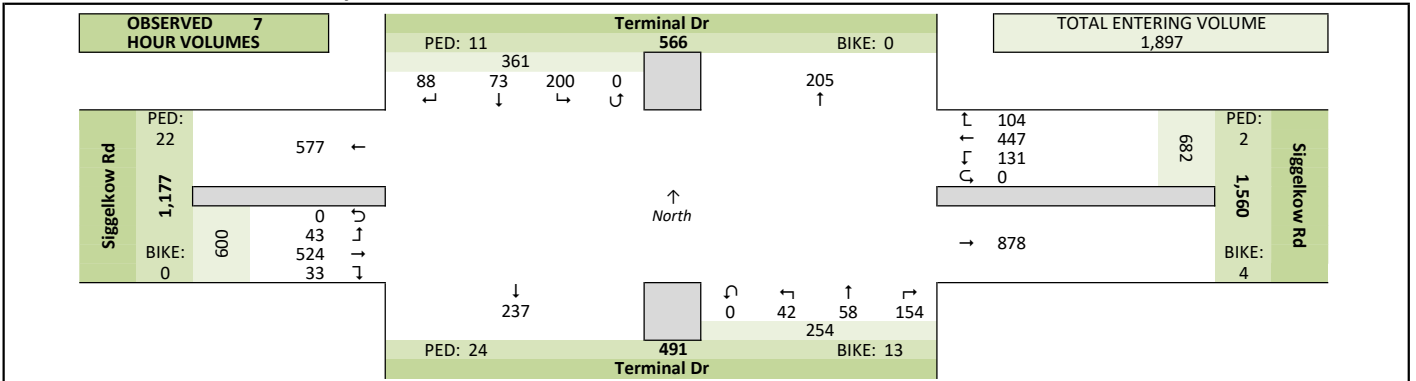
Site Information

Municipality	City of McFarland
County	Dane
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

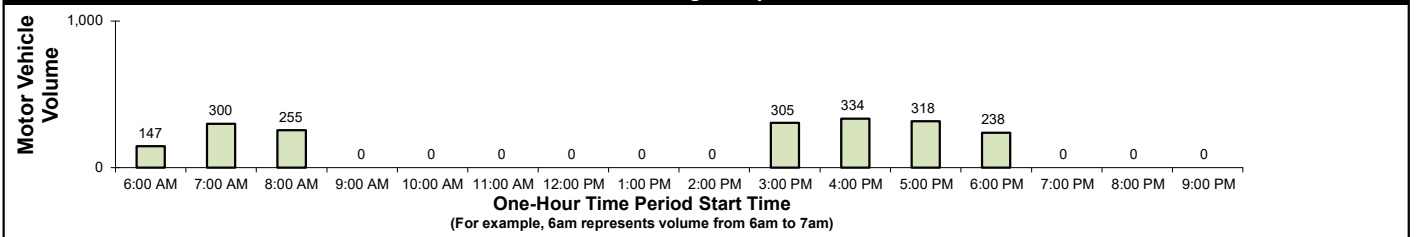
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Tuesday, October 8, 2024
Midday Peak Period	Tuesday, October 8, 2024
PM Peak Period	Tuesday, October 8, 2024
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
Manual Adj.	1.000
Observers	
AM Peak Period	MioVision
Midday Peak Period	MioVision
PM Peak Period	MioVision
Comments	

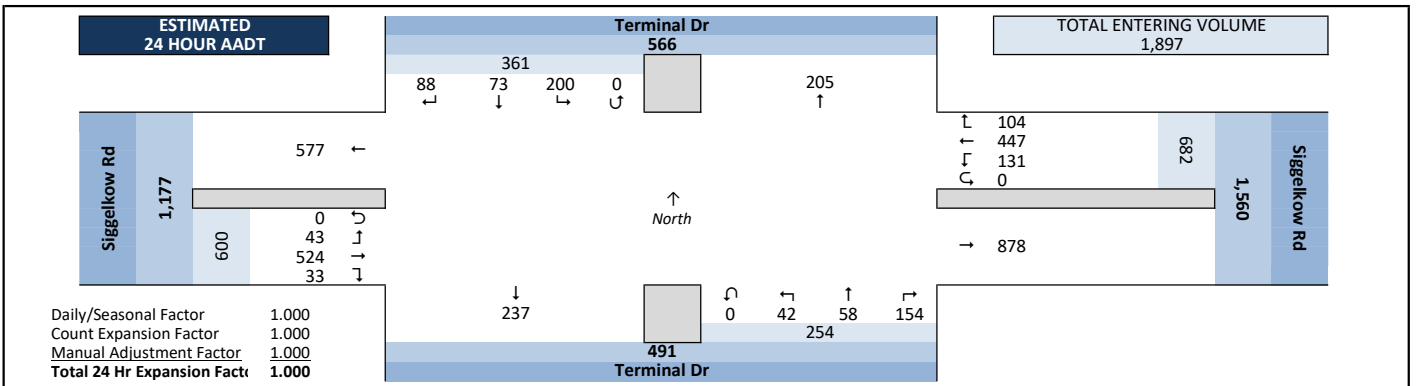
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



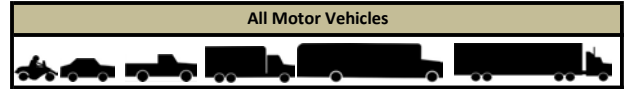
Intersection Traffic Volume Report

Peak Hour Volume Summary

Terminal Dr and Siggelkow Rd

Peak Hour Volumes, Truck Percentages, and PHFs

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



Tuesday, October 8, 2024		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	Terminal Dr					Siggelkow Rd					Terminal Dr					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	Totals
	7:15 AM	0	2	11	0	13	5	14	6	0	25	11	5	1	0	17	1	21	3	0	25	80
	7:30 AM	3	3	11	0	17	5	13	4	0	22	5	5	4	0	14	2	20	1	0	23	76
	7:45 AM	5	3	8	0	16	5	23	4	0	32	7	3	1	0	11	1	18	7	0	26	85
	8:00 AM	2	1	4	0	7	7	21	6	0	34	6	1	3	0	10	1	18	2	0	21	72
	Peak Hour Volume	10	9	34	0	53	22	71	20	0	113	29	14	9	0	52	5	77	13	0	95	313
	Rounded Hourly Volume	10	10	35	0	55	20	70	20	0	110	30	15	10	0	55	5	75	15	0	95	315
	% 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	5.4
	% 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	3.9	0.0	0.0	3.2	2.6
% 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	8.0	
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	0.92	

N/A		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour	MD Peak Hour	Terminal Dr					Siggelkow Rd					Terminal Dr					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	
	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	
	Peak Hour Volume	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	
	% 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	
% 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	0.0	0.0	0.0	0.0	0.0	0.0	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		

Tuesday, October 8, 2024		From North					From East					From South					From West					Totals
PM Peak Hour	PM Peak Hour	Terminal Dr					Siggelkow Rd					Terminal Dr					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	5	5	6	0	16	4	4	20	7	0	31	7	5	1	0	13	1	27	2	0	
	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

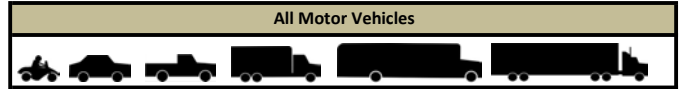
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike
		North Approach			East Approach			South Approach			West Approach			
		Terminal Dr			Siggelkow Rd			Terminal Dr			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	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

Count Basics			Page 5 of 11	
Start Date:	Tuesday, October 8, 2024	Weekday		
Total Number of Hours Counted:	7	Non-Holiday	No Special Events	

15-Minute Motor Vehicle Data

Terminal Dr and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	↓ 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				
AM Peak Period	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		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	1	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 Start Time	From North					From East					From South					From West					Total Hourly 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	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

15-Minute Heavy Vehicle Data

Terminal Dr and Siggelkow Rd

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

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			
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	16
	6:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	18
	6:30 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	9	22
	6:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	19
	7:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	4	23
	7:15 AM	0	0	2	0	2	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	6	25
	7:30 AM	0	0	1	0	1	0	0	0	0	0	1	1	1	0	3	1	1	0	0	2	6	26
	7:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	7	23
	8:00 AM	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	0	0	0	0	6	23
	8:15 AM	0	0	0	0	0	1	2	0	0	3	1	1	1	0	3	0	1	0	0	1	7	
	8:30 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	
	8:45 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	2	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	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	1	0	1	1	1	1	0	3	1	0	1	0	2	0	1	1	0	2	8	32
	3:15 PM	0	0	1	0	1	1	2	0	0	3	2	0	0	0	2	1	2	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	5	12	17
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	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	10
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	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	1	3	23
	4:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	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	4	8	27
	5:15 PM	0	0	1	0	1	0	1	3	0	4	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	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	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	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	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	3	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

15-Minute Pedestrian and Bicyclist Data

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

Terminal Dr and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		Terminal Dr			Siggelkow Rd			Terminal Dr			Siggelkow Rd				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	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	
Midday Peak Period	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	
PM Peak Period	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	
PM Peak Period	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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Tuesday, October 8, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

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



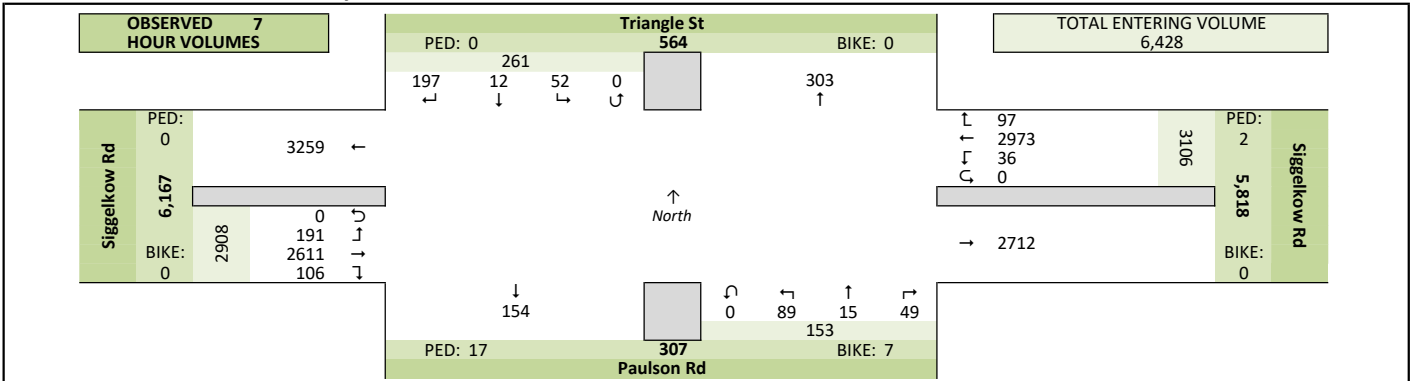
Site Information

Municipality	City of McFarland
County	Dane
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

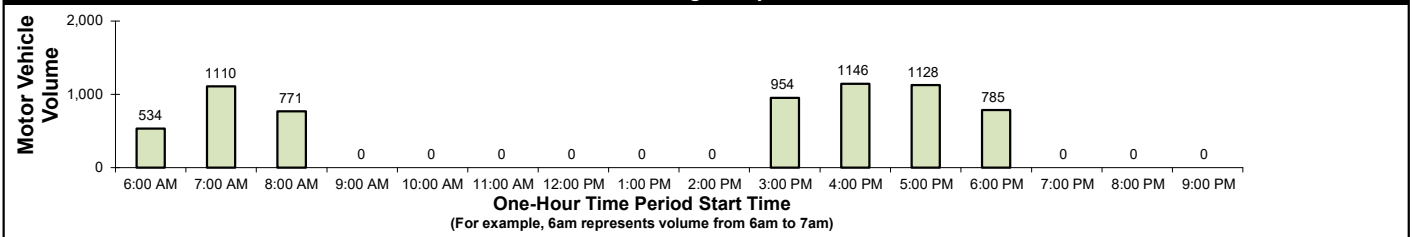
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Tuesday, October 8, 2024
Midday Peak Period	Tuesday, October 8, 2024
PM Peak Period	Tuesday, October 8, 2024
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
Manual Adj.	1.000
Observers	
AM Peak Period	MioVision
Midday Peak Period	MioVision
PM Peak Period	MioVision
Comments	

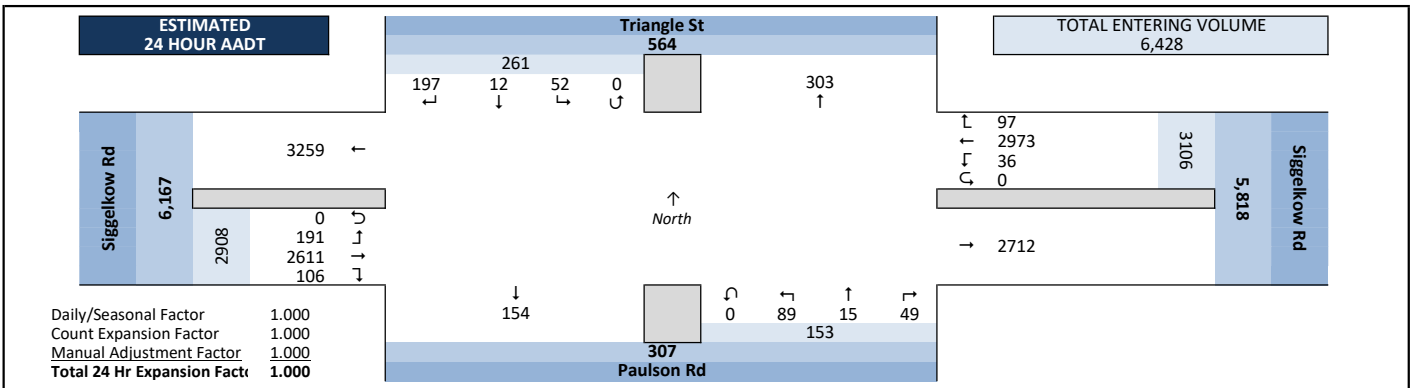
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	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						
AM Peak Hour	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	Totals	
	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
Midday (MD) Peak Hour	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	
	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	
	Peak Hour Volume	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	
	% 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	
	% 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	0.0	0.0	0.0	0.0	0.0	0.0	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		

Tuesday, October 8, 2024		From North					From East					From South					From West					Totals
PM Peak Hour	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	
	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

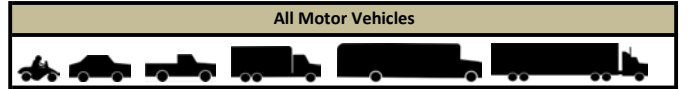
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
		Triangle St			Siggelkow Rd			Paulson Rd			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	
	7:30 AM	0	0	0	1	0	1	4	0	4	0	0	0	
	7:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	
	8:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	
	Total	0	0	0	1	0	1	10	0	10	0	0	0	
MD	12:00 PM	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	
PM	4:15 PM	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	
	4:45 PM	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	3	
	Total	0	0	0	0	0	0	0	3	3	0	0	3	

Intersection Traffic Volume Report

Count Basics			Page 5 of 11	
Start Date:	Tuesday, October 8, 2024	Weekday		
Total Number of Hours Counted:	7	Non-Holiday	No Special Events	

15-Minute Motor Vehicle Data

Paulson Rd and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	↓ 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				
AM Peak Period	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		
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	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 Start Time	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	8	1	9	0	18	18	652	9	0	679	1199	0.87

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

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						
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	5			
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9			
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16			
	6:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	4	23			
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	30			
	7:15 AM	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	1	1	1	0	3	8	39			
	7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7	40			
	7:45 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	1	2	1	0	4	11	37			
	8:00 AM	2	0	0	0	2	1	6	1	0	8	0	0	0	0	0	0	3	0	0	3	13	31			
	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				
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	3:00 PM	1	0	1	0	2	0	4	0	0	4	1	0	0	0	1	0	2	1	0	3	10	40			
	3:15 PM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	5	1	0	6	11	31			
	3:30 PM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	2	0	6	10	25			
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	1	0	5	9	17			
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	5	15			
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	13			
	4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	17			
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6	23			
	5:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	23			
	5:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	21			
	5:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	8	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	9			
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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

15-Minute Pedestrian and Bicyclist Data

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

Paulson Rd and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		Triangle St			Siggelkow Rd			Paulson Rd			Siggelkow Rd				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	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		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

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



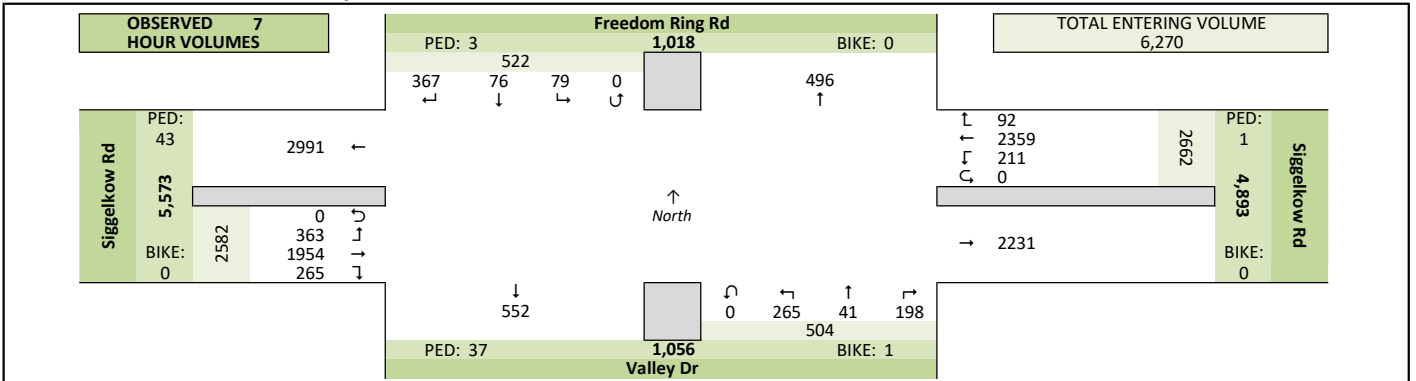
Site Information

Municipality	City of McFarland
County	Dane
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

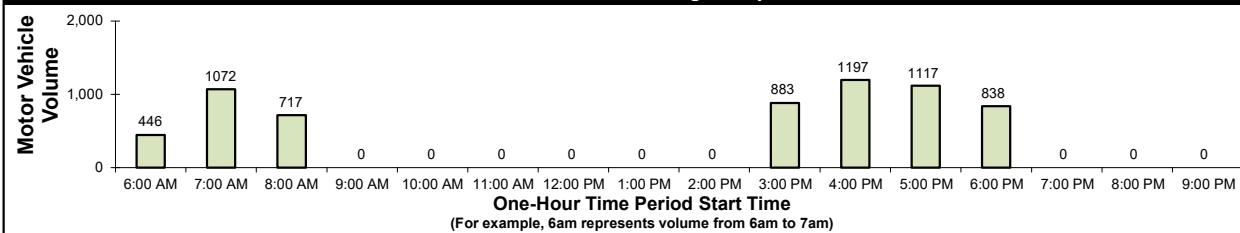
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Tuesday, October 15, 2024
Midday Peak Period	Tuesday, October 15, 2024
PM Peak Period	Tuesday, October 15, 2024
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
Manual Adj.	1.000
Observers	
AM Peak Period	MioVision
Midday Peak Period	MioVision
PM Peak Period	MioVision
Comments	

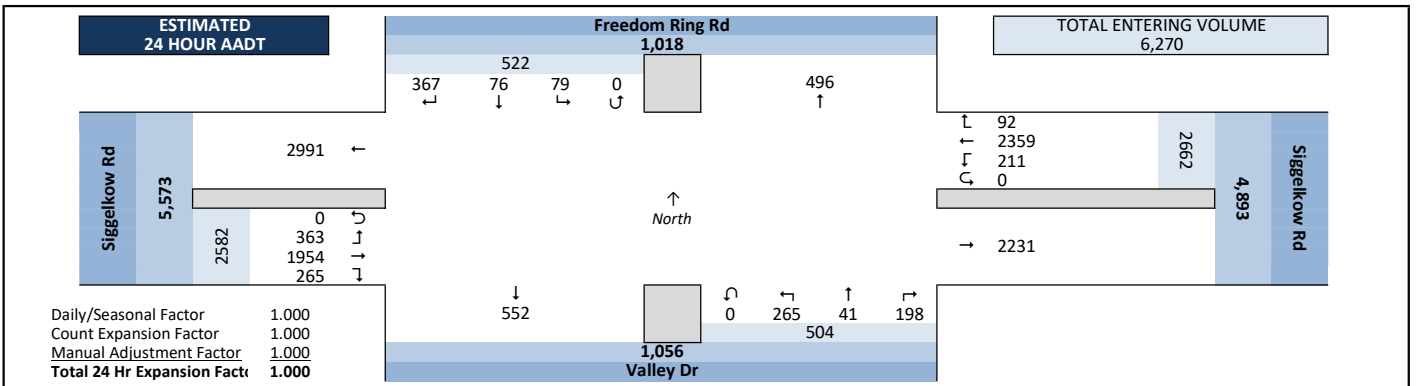
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



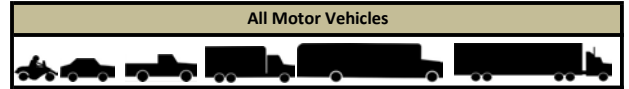
Intersection Traffic Volume Report

Peak Hour Volume Summary

Freedom Ring Rd and Siggelkow Rd

Peak Hour Volumes, Truck Percentages, and PHFs

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



Tuesday, October 15, 2024		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	Freedom Ring Rd					Siggelkow Rd					Valley Dr					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	Totals
	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	MD Peak Hour	Freedom Ring Rd					Siggelkow Rd					Valley Dr					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	
	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	
	Peak Hour Volume	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	
	% 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	
% 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	0.0	0.0	0.0	0.0	0.0	0.0	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		

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
PM Peak Hour	PM Peak Hour	Freedom Ring Rd					Siggelkow Rd					Valley Dr					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	15	4	8	0	27	9	92	16	0	117	11	2	7	0	20	16	116	18	0	150	
	4:30 PM	23	5	8	0	36	8	82	12	0	102	13	6	10	0	29	15	99	21	0	135	
	4:45 PM	16	7	13	0	36	13	64	10	0	87	14	1	6	0	21	17	116	40	0	173	
	5:00 PM	16	10	11	0	37	6	78	9	0	93	17	4	5	0	26	7	126	31	0	164	
	Peak Hour Volume	70	26	40	0	136	36	316	47	0	399	55	13	28	0	96	55	457	110	0	622	
	Rounded Hourly Volume	70	25	40	0	135	35	315	45	0	395	55	15	30	0	100	55	455	110	0	620	
	% 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	
% 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	7.1	0.0	2.1	0.0	0.0	0.0	0.0		
% 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	0.0	17.9	0.0	5.2	1.8	1.1	0.0	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		

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		Freedom Ring Rd			Siggelkow Rd			Valley Dr			Siggelkow Rd			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	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
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	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

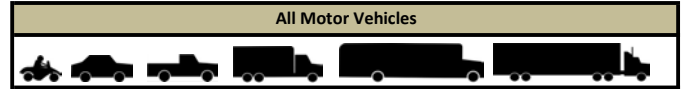
Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Freedom Ring Rd and Siggelkow Rd

15-Minute Motor Vehicle Data

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



15-Minute Time Period	Start Time	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 Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume	PHF
	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	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	0
PM 4:15 PM	70	26	40	0	136	36	316	47	0	399	55	13	28	0	96	55	457	110	0	622	1253	0.98

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 Start Time	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			
AM Peak Period	6:00 AM	0	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	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	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	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	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	0	2	0	0	2	0	0	0	0	0	0	1	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	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	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	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	2	5				
8:30 AM	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	0	1	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	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			
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	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			
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	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	0	0	0	0	7	1	0	8	1	0	0	0	1	0	3	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	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	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	2	15			
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	15			
	4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	5	13			
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	6	11			
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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	0	1	1	0	0	2	3	11			
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3	8			
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	3	5			
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	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 Start Time	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	0	5	1	5	0	0	6	13

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

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

Freedom Ring Rd and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

Intersection of: Freese Ln and Siggelkow Rd



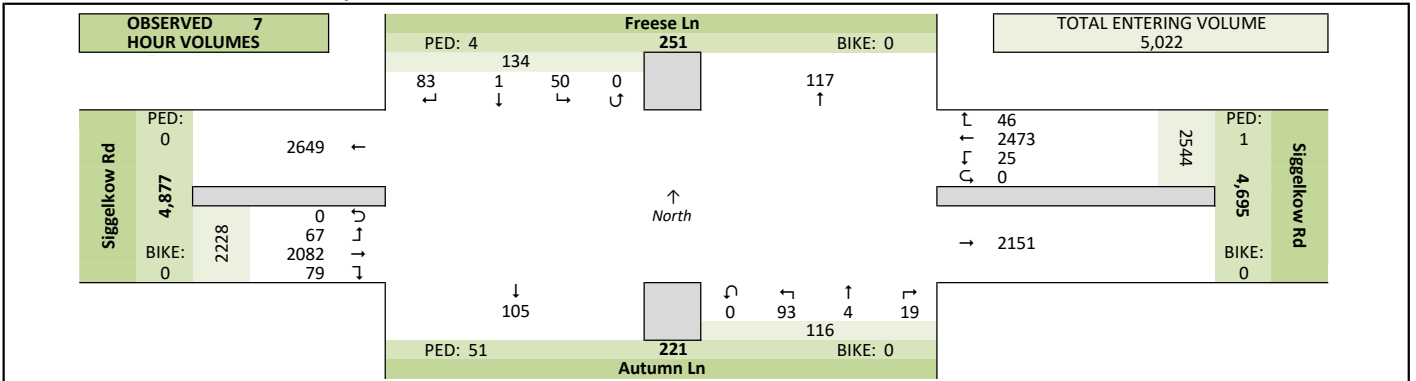
Site Information

Municipality	City of McFarland
County	Dane
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

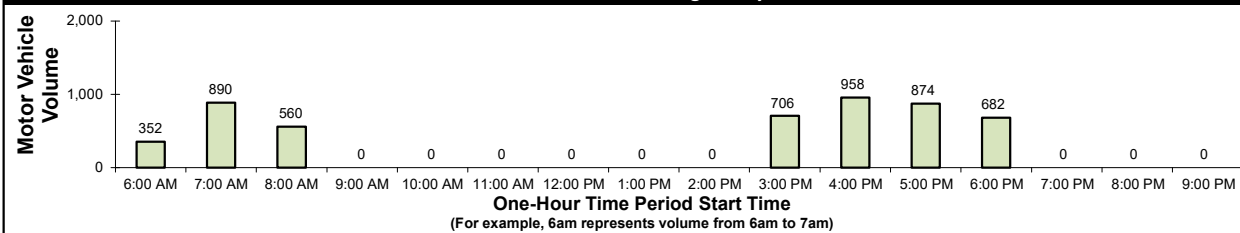
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Tuesday, October 15, 2024
Midday Peak Period	Tuesday, October 15, 2024
PM Peak Period	Tuesday, October 15, 2024
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	

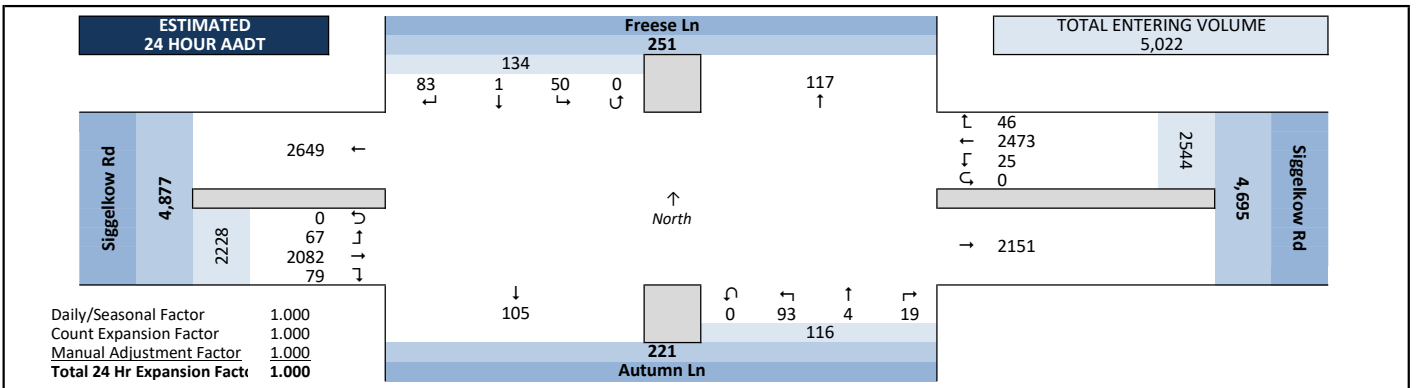
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

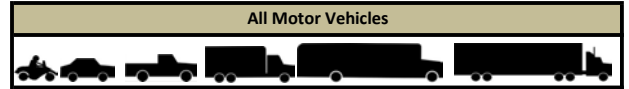


Intersection Traffic Volume Report

Peak Hour Volume Summary

Freese Ln and Siggelkow Rd

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



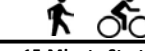
Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
AM Peak Hour	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	
	7:30 AM	3	0	1	0	4	3	170	2	0	175	4	0	6	0	10	2	57	1	0	60	
	7:45 AM	4	0	5	0	9	3	164	0	0	167	1	0	5	0	6	1	59	4	0	64	
	8:00 AM	6	0	0	0	6	0	120	0	0	120	1	0	6	0	7	2	43	0	0	45	
	Peak Hour Volume	18	0	9	0	27	6	614	2	0	622	9	0	20	0	29	6	209	6	0	221	
	Rounded Hourly Volume	20	0	10	0	30	5	615	0	0	620	10	0	20	0	30	5	210	5	0	220	
	% Single Unit Trucks	5.6	0.0	11.1	0.0	7.4	0.0	2.1	0.0	0.0	2.1	22.2	0.0	0.0	0.0	6.9	0.0	4.3	0.0	0.0	4.1	
	% Heavy Trucks	0.0	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	
% Trucks (Total)	5.6	0.0	11.1	0.0	7.4	0.0	2.3	0.0	0.0	2.3	22.2	0.0	0.0	0.0	6.9	0.0	4.3	0.0	0.0	4.1		
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		

N/A		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour	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	
	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	
	Peak Hour Volume	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	
	% 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	
% 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	0.0	0.0	0.0	0.0	0.0	0.0	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	

Tuesday, October 15, 2024		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour	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	
	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	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.3	1.0	0.0	0.0	1.1	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	0.0	
% Trucks (Total)	0.0	0.0	5.9	0.0	3.7	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	5.3	1.0	0.0	0.0	1.1	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

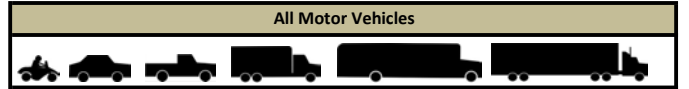
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		Freese Ln			Siggelkow Rd			Autumn Ln			Siggelkow Rd			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total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

Intersection Traffic Volume Report

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

15-Minute Motor Vehicle Data

Freese Ln and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	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					
AM Peak Period	6:00 AM	1	0	0	0	1	1	44	0	0	45	0	0	1	0	1	0	9	0	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	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	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	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	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	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	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	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	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	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	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	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	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	4	0	1	0	5	0	67	1	0	68	1	0	4	0	5	2	79	3	0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	83	1	50	0	134	46	2473	25	0	2544	19	4	93	0	116	79	2082	67	0	0	2228	5022			

Peak Hour All Vehicle Volume Summary

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

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

Freese Ln 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
	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 Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	7	
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9	
	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	11	
	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	16	
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	3	21
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	3	27
	7:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	0	0	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	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	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	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	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	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	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			
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	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			
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	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	0	0	0	0	8	0	0	8	1	0	0	0	1	0	3	1	0	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	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	0	3	14	
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	13		
	4:00 PM	0	0	0	0	0	1	3	0	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	0	6	
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	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	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	1	0	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	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals		2	0	5	0	7	5	56	0	0	61	4	0	1	0	5	2	28	1	0	31	104				

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	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	1	0	1	0	2	0	14	0	0	14	2	0	0	0	2	0	9	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
PM 4:15 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	11

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

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

Freese Ln and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Tuesday, October 15, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

Intersection of: Marsh Rd and Siggelkow Rd



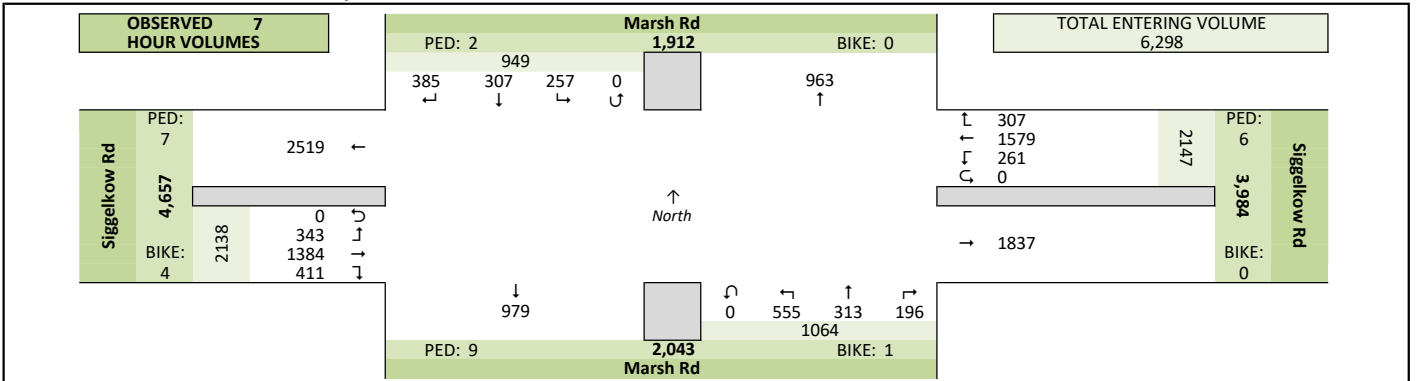
Site Information

Municipality	City of McFarland
County	Dane
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

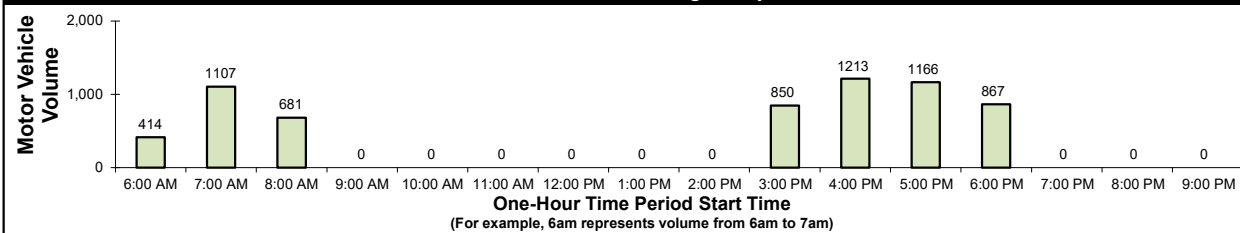
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Tuesday, October 15, 2024
Midday Peak Period	Tuesday, October 15, 2024
PM Peak Period	Tuesday, October 15, 2024
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	

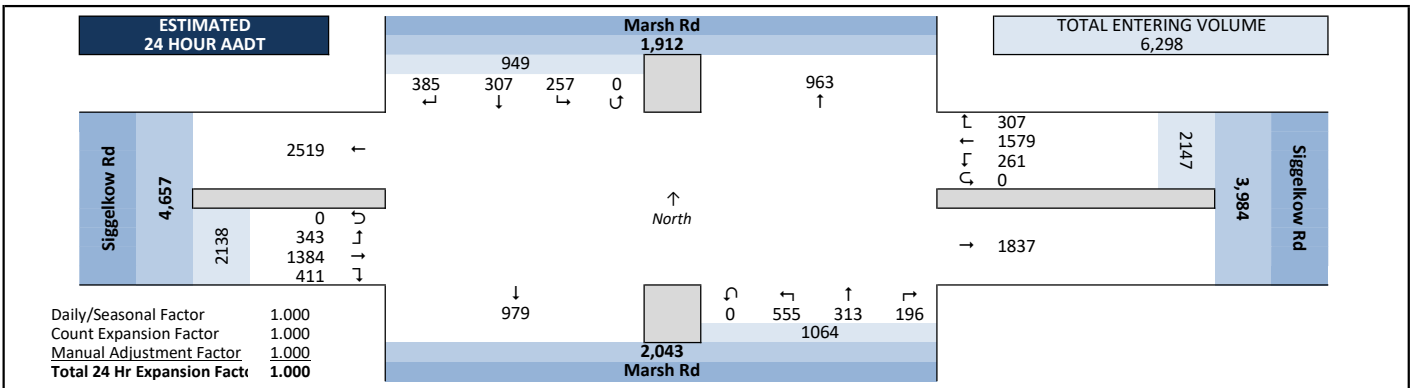
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



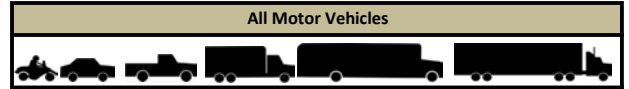
Intersection Traffic Volume Report

Peak Hour Volume Summary

Marsh Rd and Siggelkow Rd

Peak Hour Volumes, Truck Percentages, and PHFs

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



Tuesday, October 15, 2024		From North					From East					From South					From West					Totals
AM Peak Hour	AM Peak Hour	Marsh Rd					Siggelkow Rd					Marsh 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	4	7	6	0	17	27	113	16	0	156	0	15	39	0	54	29	12	16	0	57	
	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	MD Peak Hour	Marsh Rd					Siggelkow Rd					Marsh 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	
	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	PM Peak Hour	Marsh Rd					Siggelkow Rd					Marsh 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	29	22	16	0	67	15	58	6	0	79	10	16	24	0	50	14	87	23	0	124	
	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

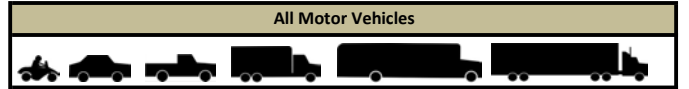
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		Marsh Rd			Siggelkow Rd			Marsh Rd			Siggelkow Rd			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	2
	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
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	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

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

15-Minute Motor Vehicle Data

Marsh Rd and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	↓ 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	Start Time	From North					From East					From South
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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 Start Time		From North					From East					From South					From West					15-Min Totals	Hourly Sum
		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	6:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	14
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	17
	6:45 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	4	26
	7:00 AM	0	0	1	0	1	1	1	0	0	2	2	0	1	0	3	0	0	0	0	0	6	33
	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	0	0	3	2	0	0	0	2	1	1	1	0	3	11	36
	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	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	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	1	0	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 Start Time	From North					From East					From South					From West					Total Hourly Volume
	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	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

15-Minute Pedestrian and Bicyclist Data

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

Marsh Rd and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		Marsh Rd			Siggelkow Rd			Marsh Rd			Siggelkow Rd				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	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	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		
Midday Peak Period	10:00 AM	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		
	10:30 AM	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		
	11:00 AM	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		
	11:30 AM	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		
	12:00 PM	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		
	1:00 PM	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		
1:30 PM	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			
PM Peak Period	2:00 PM	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		
	2:30 PM	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		
	3:00 PM	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	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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

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



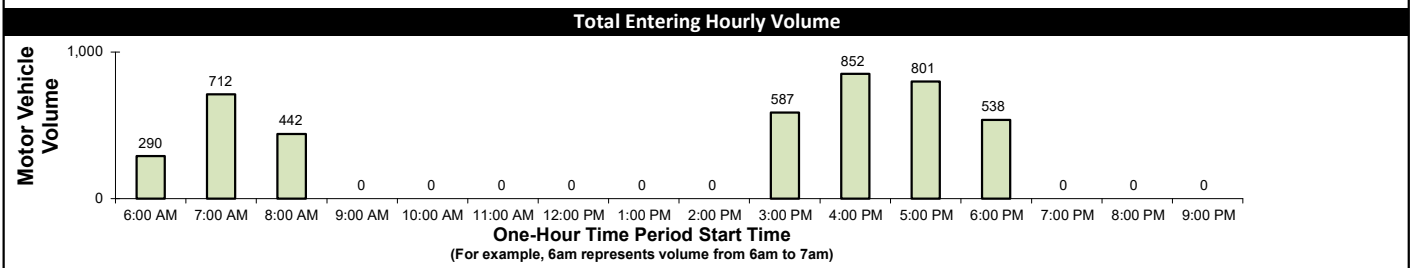
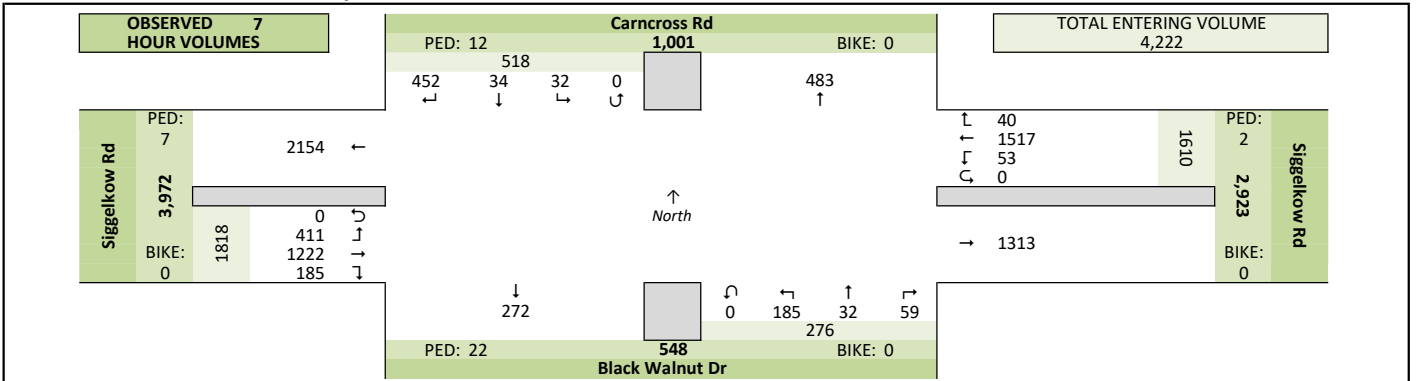
Site Information

Municipality	City of McFarland
County	Dane
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

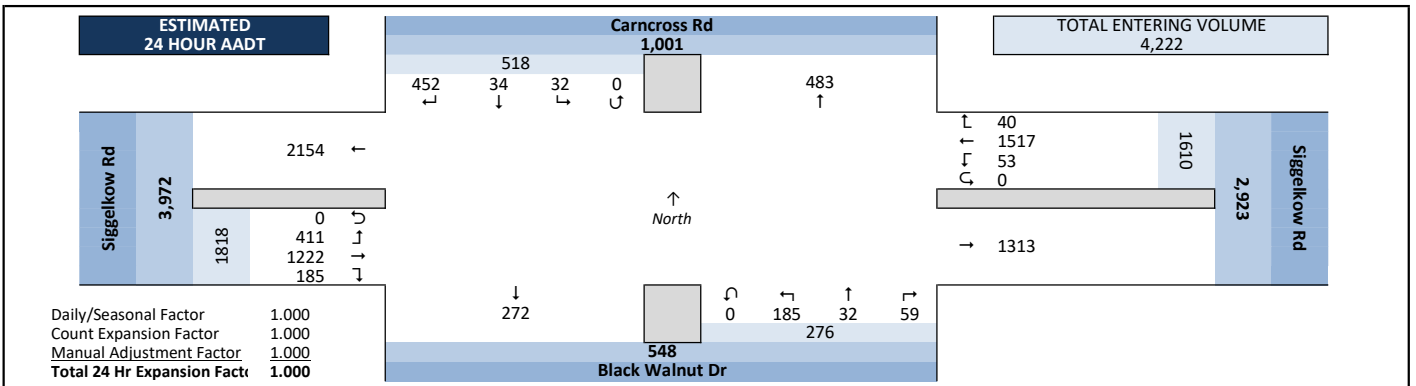
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Thursday, October 17, 2024
Midday Peak Period	Thursday, October 17, 2024
PM Peak Period	Thursday, October 17, 2024
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



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



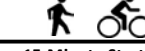
Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, October 17, 2024		From North					From East					From South					From West						
AM Peak Hour	AM Peak Hour	Carncross Rd					Siggelkow Rd					Black Walnut Dr					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	Totals	
	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	2.6	0.0	0.6	0.3		
% 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					Totals
Midday (MD) Peak Hour	MD Peak Hour	Carncross Rd					Siggelkow Rd					Black Walnut Dr					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	

Thursday, October 17, 2024		From North					From East					From South					From West					Totals
PM Peak Hour	PM Peak Hour	Carncross Rd					Siggelkow Rd					Black Walnut Dr					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	25	0	1	0	26	2	60	3	0	65	3	3	10	0	16	16	72	29	0	117	
	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	0.0	11.1	0.0	0.0	0.0	0.4	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

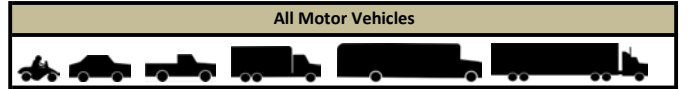
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
		Carncross Rd			Siggelkow Rd			Black Walnut Dr			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
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

Count Basics			Page 5 of 11	
Start Date:	Thursday, October 17, 2024	Weekday		
Total Number of Hours Counted:	7	Non-Holiday	No Special Events	

15-Minute Motor Vehicle Data

Black Walnut Dr and Siggelkow Rd



15-Minute Motor 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	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	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	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	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	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		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 Start Time	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		
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	
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



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					15-Min Totals	Hourly Sum
	Carncross Rd					Siggelkow Rd					Black Walnut 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 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	5
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	14
	6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	21
	7:15 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	27
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	27
	7:45 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	3	0	6	27
	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	22
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	
	8:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	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	
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	1	0	0	0	1	0	3	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	1	0	0	0	0	0	1	1	0	0	2	4	
	3:30 PM	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	
	3:45 PM	1	0	0	0	1	2	1	0	3	0	0	0	0	0	0	1	0	0	1	5	
	4:00 PM	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	0	1	0	1	5	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	4:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	4	
	5:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	
	6:45 PM	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	
	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		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					From East					From South					From West					Total Hourly Volume
	Carncross Rd					Siggelkow Rd					Black Walnut 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	2	2	0	0	4	0	7	1	0	8	0	0	0	0	0	1	11	3	0	15	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
PM 4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0

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

Black Walnut Dr and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		Carncross Rd			Siggelkow Rd			Black Walnut Dr			Siggelkow Rd				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	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	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Thursday, October 17, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

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



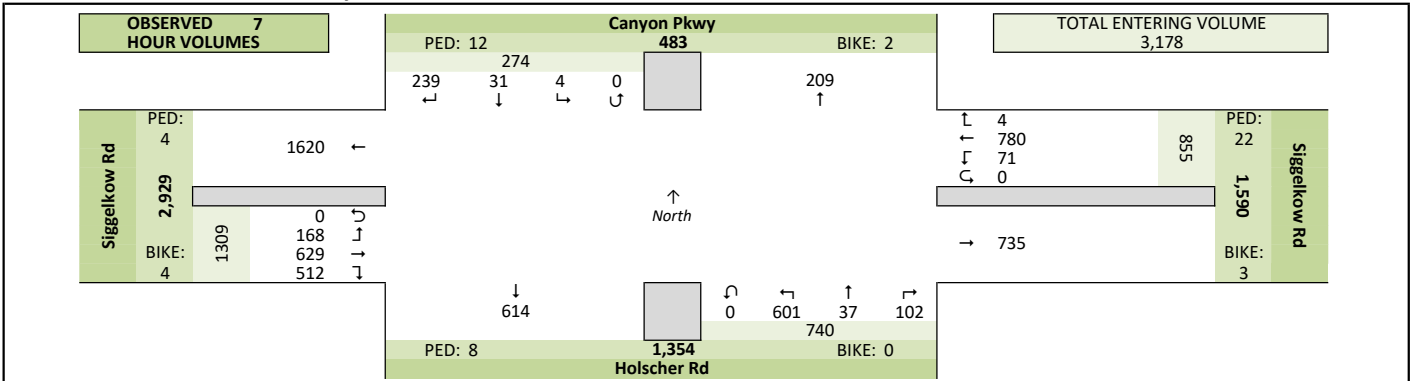
Site Information

Municipality	City of McFarland
County	Dane
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

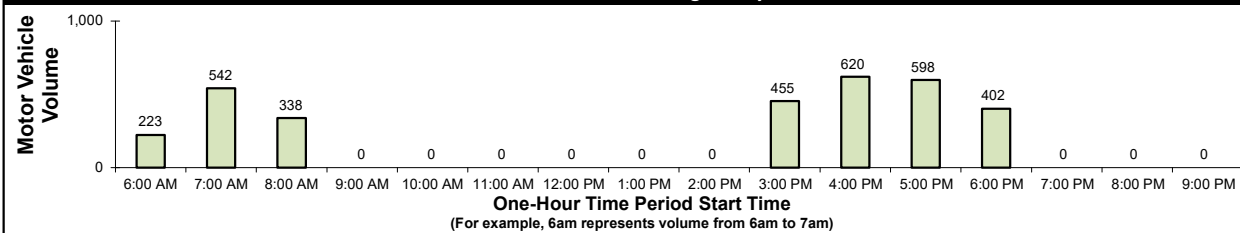
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Thursday, October 17, 2024
Midday Peak Period	Thursday, October 17, 2024
PM Peak Period	Thursday, October 17, 2024
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	

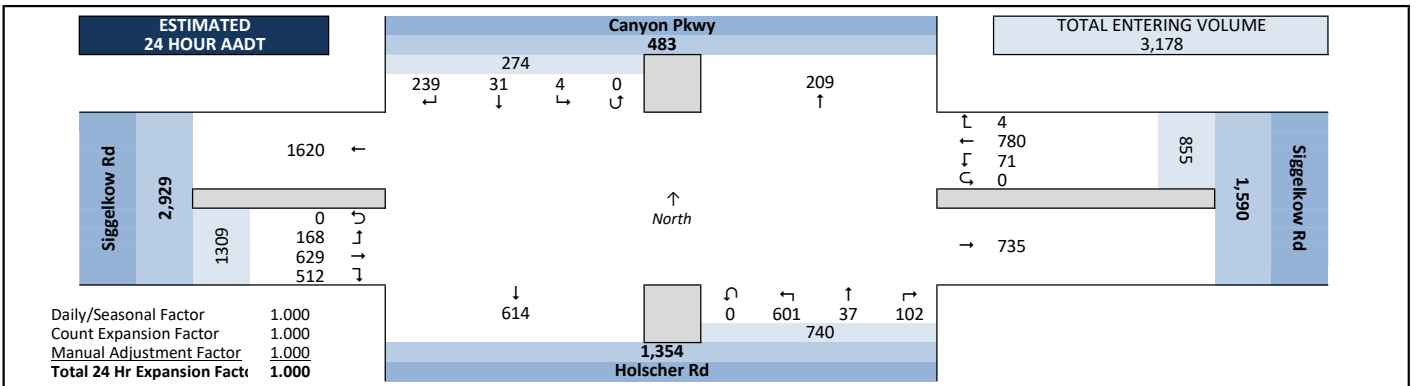
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			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

Holscher Rd and Siggelkow Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, October 17, 2024		From North					From East					From South					From West						
AM Peak Hour	AM Peak Hour	Canyon Pkwy					Siggelkow Rd					Holscher 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	Totals	
	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	0.0	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	0.4		
% 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					
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	
Midday (MD) Peak Hour	MD Peak Hour																					
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
	Peak Hour Volume	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	
	% 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	
	% 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	0.0	0.0	0.0	0.0	0.0	0.0	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	

Thursday, October 17, 2024		↓					←					↑					→						
		From North					From East					From South					From West						
PM Peak Hour	PM Peak Hour	Canyon Pkwy					Siggelkow Rd					Holscher Rd					Siggelkow Rd					Totals	
	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	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	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	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

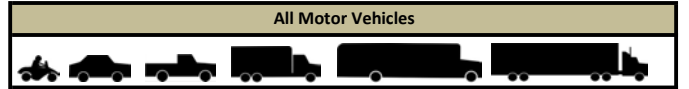
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
 		North Approach			East Approach			South Approach			West Approach			
		Canyon Pkwy			Siggelkow Rd			Holscher Rd			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	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

Count Basics			Page 5 of 11	
Start Date:	Thursday, October 17, 2024	Weekday		
Total Number of Hours Counted:	7	Non-Holiday	No Special Events	

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			
AM Peak Period	6:00 AM	3	1	0	0	4	0	14	0	0	14	1	0	7	0	8	1	5	0	0	6	32	223	0.56
	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		
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	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					From East					From South					From West					Total Hourly Volume	PHF
	Canyon Pkwy					Siggelkow Rd					Holscher 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	56	6	2	0	64	0	185	11	0	196	25	3	145	0	173	40	72	16	0	128	561	0.86
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

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

Holscher 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
	Canyon Pkwy						Siggelkow Rd						Holscher 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	9			
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14			
	6:45 AM	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	1	0	0	1	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	0	4	0	0	4	4				
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	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				
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	3:00 PM	0	0	0	0	0	0	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	0	1	0	0	1	2	15			
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4	14			
	3:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	0	1	0	1	5	12			
	4:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	4	7			
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5				
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	9			
	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	2	0	0	0	2	2	11			
	5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	2	0	0	2	5	9			
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	5			
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	3			
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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	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 Start Time	From North					From East					From South					From West					Total Hourly Volume
	Canyon Pkwy					Siggelkow Rd					Holscher 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	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
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 Start Time	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			
AM Peak Period	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	
Midday Peak Period	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	
PM Peak Period	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	5	16	
	4:15 PM	0	0	0	2	1	3	0	0	0	0	0	3	14	
	4:30 PM	1	0	1	2	0	2	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	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	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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Tuesday, October 22, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

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



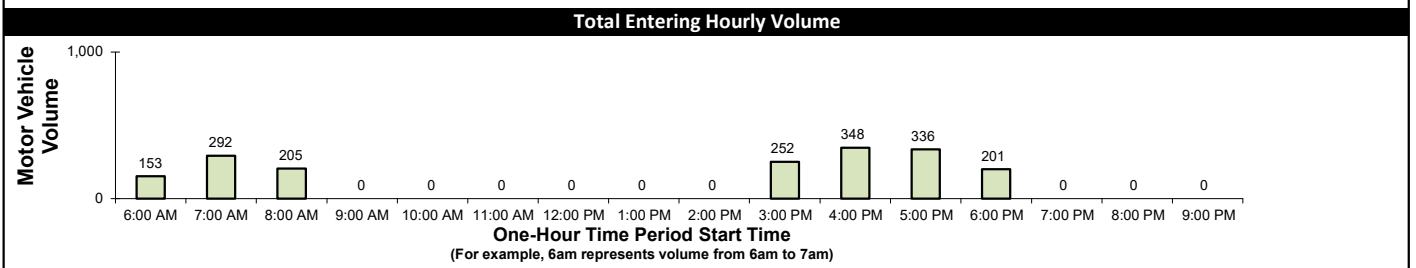
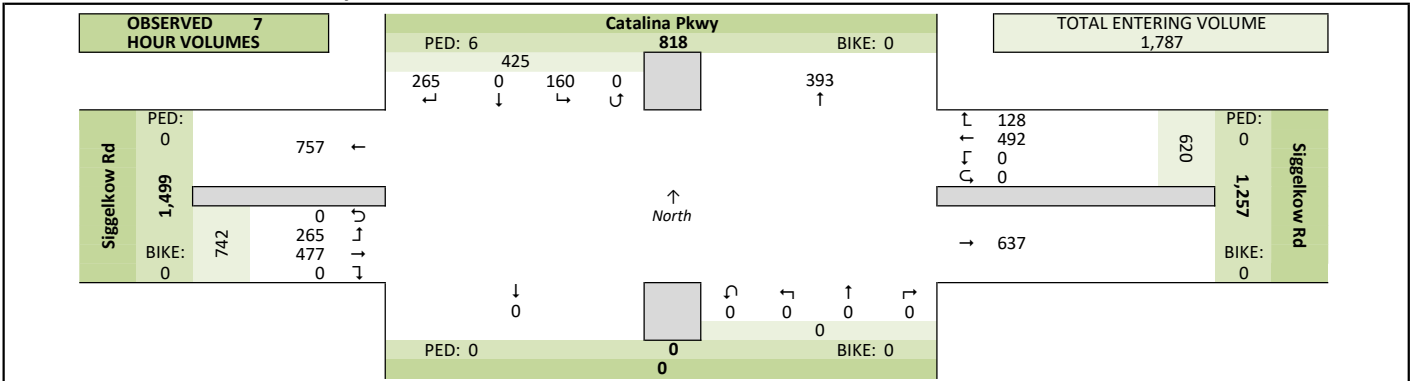
Site Information

Municipality	City of McFarland
County	Dane
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

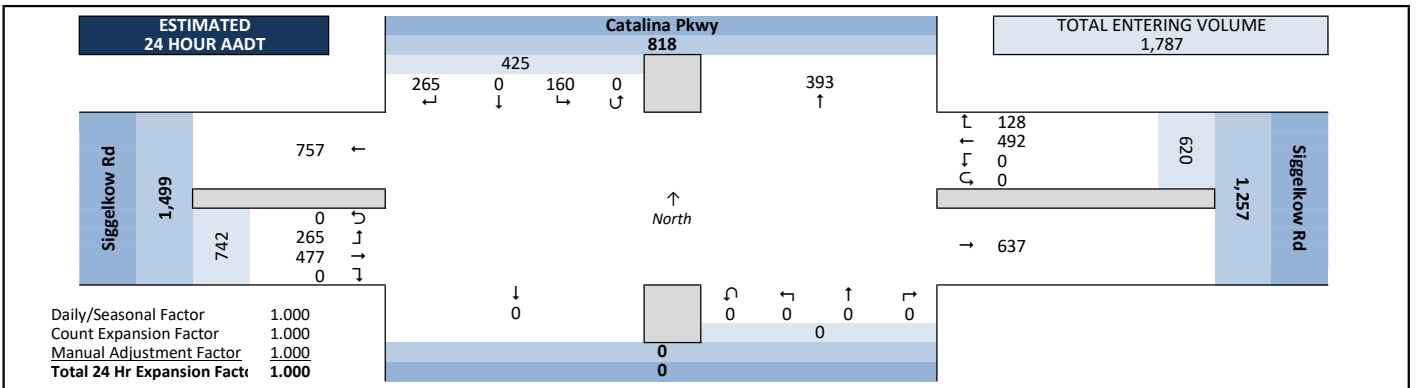
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Tuesday, October 22, 2024
Midday Peak Period	Tuesday, October 22, 2024
PM Peak Period	Tuesday, October 22, 2024
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
Manual Adj.	1.000
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			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

Catalina Pkwy and Siggelkow Rd

Peak Hour Volumes, Truck Percentages, and PHFs



Tuesday, October 22, 2024		From North					From East					From South					From West						
AM Peak Hour	AM Peak Hour	Catalina Pkwy					Siggelkow Rd					0					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	Totals	
	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	0.0	1.1	0.0	0.0	1.0	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
Midday (MD) Peak Hour	MD Peak Hour	Catalina Pkwy					Siggelkow Rd					0					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	
	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	
	Peak Hour Volume	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	
	% 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	
	% 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	0.0	0.0	0.0	0.0	0.0	0.0	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		

Tuesday, October 22, 2024		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour	PM Peak Hour	Catalina Pkwy					Siggelkow Rd					0					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	15	0	2	0	17	4	16	0	0	20	0	0	0	0	0	0	0	38	6	0	
	4:30 PM	9	0	6	0	15	8	26	0	0	34	0	0	0	0	0	0	0	34	18	0	52
	4:45 PM	11	0	7	0	18	10	27	0	0	37	0	0	0	0	0	0	0	22	14	0	36
	5:00 PM	17	0	6	0	23	8	25	0	0	33	0	0	0	0	0	0	0	28	23	0	51
	Peak Hour Volume	52	0	21	0	73	30	94	0	0	124	0	0	0	0	0	0	0	122	61	0	183
	Rounded Hourly Volume	50	0	20	0	70	30	95	0	0	125	0	0	0	0	0	0	0	120	60	0	180
% 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	
% 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	3.3	1.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	3.8	
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	

Peak Hour Pedestrian and Bicyclist Volumes

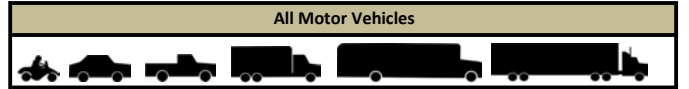
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		Catalina Pkwy			Siggelkow Rd			0			Siggelkow Rd			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	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

Count Basics			Page 5 of 11	
Start Date:	Tuesday, October 22, 2024	Weekday		
Total Number of Hours Counted:	7	Non-Holiday	No Special Events	

15-Minute Motor Vehicle Data

Catalina Pkwy and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	↓ 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					
AM Peak Period	6:00 AM	6	0	4	0	10	0	6	0	0	6	0	0	0	0	0	0	6	1	0	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	12	1	0	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	7	1	0	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	11	2	0	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	13	2	0	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	19	3	0	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	15	8	0	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	22	10	0	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	17	8	0	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	13	8	0	0	21	57		
	8:30 AM	7	0	6	0	13	5	13	0	0	18	0	0	0	0	0	0	10	4	0	0	14	45		
	8:45 AM	8	0	2	0	10	1	9	0	0	10	0	0	0	0	0	0	6	3	0	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		
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	2	0	3	0	5	3	16	0	0	19	0	0	0	0	0	0	19	9	0	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	12	9	0	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	20	9	0	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	37	18	0	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	19	12	0	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	38	6	0	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	34	18	0	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	22	14	0	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	28	23	0	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	18	19	0	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	13	18	0	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	13	17	0	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	21	12	0	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	19	15	0	0	34	62		
	6:30 PM	5	0	0	0	5	5	8	0	0	13	0	0	0	0	0	0	10	9	0	0	19	37		
	6:45 PM	7	0	1	0	8	5	10	0	0	15	0	0	0	0	0	0	3	6	0	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	0	742	1787		

Peak Hour All Vehicle Volume Summary

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Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Tuesday, October 22, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Catalina Pkwy 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
	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 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	4			
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8			
	6:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8			
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7			
	7:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	4	7			
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	10			
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	10			
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	10			
	8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	5				
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1				
	8:45 AM	0	0	0	0	0	0	2	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	0				
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	5			
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6			
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	9			
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9			
	4:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	11			
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	9			
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	8			
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7			
	5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6			
	5:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	5			
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4			
	5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3			
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
	6:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0				
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Totals		0	0	5	0	5	4	12	0	0	16	0	0	0	0	0	0	19	5	0	24	45				

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	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	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	5
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	7	0	0	7	9

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

Count Basics		Version 2011.J3	Page 1 of 11
Start Date:	Tuesday, October 22, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

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

Intersection of: CTH AB and Siggelkow Rd



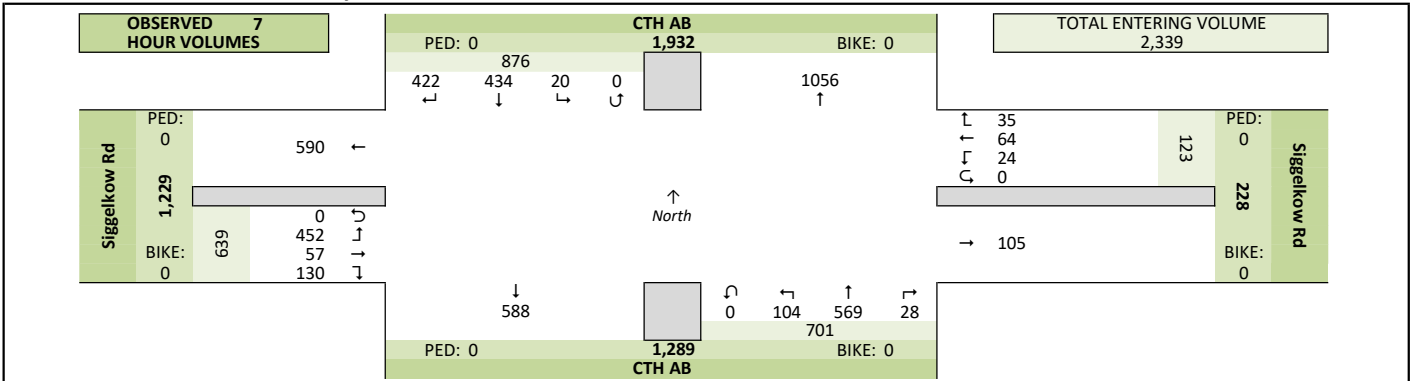
Site Information

Municipality	City of McFarland
County	Dane
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

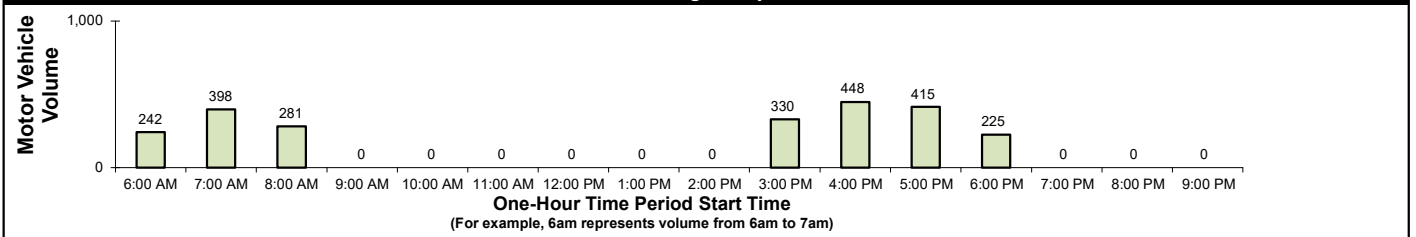
Count Information

Hrs Counted:	7:00 AM - 8:00 PM
Count Dates	
AM Peak Period	Tuesday, October 22, 2024
Midday Peak Period	Tuesday, October 22, 2024
PM Peak Period	Tuesday, October 22, 2024
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
Manual Adj.	1.000
Observers	
AM Peak Period	MioVision
Midday Peak Period	MioVision
PM Peak Period	MioVision
Comments	

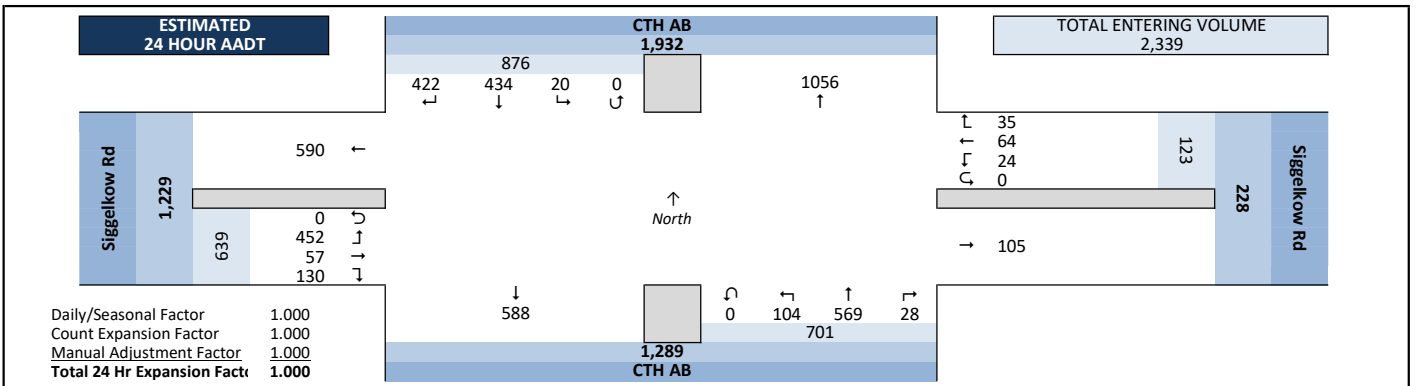
Observed 7 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	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						
AM Peak Hour	AM Peak Hour	CTH AB					Siggelkow Rd					CTH AB					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	Totals	
	7:15 AM	13	7	1	0	21	1	1	1	0	3	0	38	5	0	43	2	0	33	0	35	102	
	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	MD Peak Hour	CTH AB					Siggelkow Rd					CTH AB					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	
	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	PM Peak Hour	CTH AB					Siggelkow Rd					CTH AB					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	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	
	4:45 PM	27	24	0	0	51	1	0	2	0	3	1	24	6	0	31	5	5	16	0	26	
	5:00 PM	28	42	0	0	70	2	3	1	0	6	0	28	6	0	34	8	2	23	0	33	
	Peak Hour Volume	90	112	2	0	204	6	14	8	0	28	7	92	18	0	117	37	17	83	0	137	
	Rounded Hourly Volume	90	110	0	0	200	5	15	10	0	30	5	90	20	0	115	35	15	85	0	135	
% 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		
% 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		
% 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		
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		

Peak Hour Pedestrian and Bicyclist Volumes

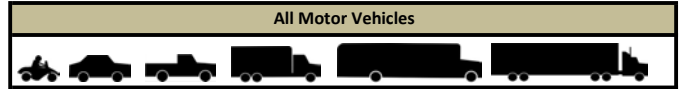
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
		CTH AB			Siggelkow Rd			CTH AB			Siggelkow Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	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	0	0	0	0	0	0	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
PM	4:15 PM	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	
	4:45 PM	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	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics			Page 5 of 11	
Start Date:	Tuesday, October 22, 2024	Weekday		
Total Number of Hours Counted:	7	Non-Holiday	No Special Events	

15-Minute Motor Vehicle Data

CTH AB and Siggelkow Rd



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	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 Peak Period	6:00 AM	2	5	0	0	7	0	0	0	0	0	2	11	2	0	15	1	2	8	0	11	33	242	0.67
	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			
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	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					From East					From South					From West					Total Hourly Volume	PHF
	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	66	40	4	0	110	6	8	5	0	19	1	139	22	0	162	11	6	117	0	134	425	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	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

Count Basics			Page 9 of 11
Start Date:	Tuesday, October 22, 2024	Weekday	
Total Number of Hours Counted:	7	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

CTH AB 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
	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 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	11			
	6:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	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	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	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	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	2	18			
	7:30 AM	2	1	0	0	3	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	6	27			
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	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	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				
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3				
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5				
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4				
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	5				
	4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3	2	0	0	5	8				
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2				
	4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3				
	5:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
	5:15 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	8				
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1				
	5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2				
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 Start Time	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

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

CTH AB and Siggelkow Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		CTH AB			Siggelkow Rd			CTH AB			Siggelkow Rd				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Midday Peak Period	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
PM Peak Period	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	

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

HCM 7th TWSC
110: Siggelkow Rd & US 51 SB Ramps

02/20/2025

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	-	-	-	0	504	-	116
Stage 1	-	-	-	-	-	-	420	-	-
Stage 2	-	-	-	-	-	-	84	-	-
Critical Hdwy	4.18	-	-	-	-	-	6.82	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	5.82	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.82	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	3.51	-	3.31
Pot Cap-1 Maneuver	1395	-	0	0	-	0	500	0	918
Stage 1	-	-	0	0	-	0	634	0	-
Stage 2	-	-	0	0	-	0	932	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1395	-	-	-	-	-	465	0	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	0	-
Stage 1	-	-	-	-	-	-	591	0	-
Stage 2	-	-	-	-	-	-	932	0	-

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	-	-

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

02/20/2025

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

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

02/20/2025

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
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

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

02/20/2025

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
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

HCM 7th TWSC
145: Holscher Rd & Siggelkow Rd

02/20/2025

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

HCM 7th TWSC
150: Siggelkow Rd & Catalina Pkwy

02/20/2025

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	0 253 114
Stage 1	-	-	- 113 -
Stage 2	-	-	- 140 -
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	1460	-	- 740 944
Stage 1	-	-	- 917 -
Stage 2	-	-	- 892 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1459	-	- 723 943
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	EBLn1WBLn1	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	8.5	7.6	8.1
HCM LOS	A	A	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

HCM 7th TWSC
110: Siggelkow Rd & US 51 SB Ramps

02/20/2025

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				

HCM 7th TWSC
115: US 51 NB Ramps & Siggelkow Rd

02/20/2025

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	-	-	-	0	815	-	300
Stage 1	-	-	-	-	-	-	691	-	-
Stage 2	-	-	-	-	-	-	124	-	-
Critical Hdwy	4.14	-	-	-	-	-	6.82	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	5.82	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.82	-	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.51	-	3.31
Pot Cap-1 Maneuver	1344	-	0	0	-	0	317	0	699
Stage 1	-	-	0	0	-	0	461	0	-
Stage 2	-	-	0	0	-	0	891	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1344	-	-	-	-	-	300	0	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	0	-
Stage 1	-	-	-	-	-	-	441	0	-
Stage 2	-	-	-	-	-	-	880	0	-

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	-	-

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

02/20/2025

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

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

02/20/2025

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
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

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

02/20/2025

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
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

HCM 7th TWSC
145: Holscher Rd & Siggelkow Rd

02/20/2025

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		LT			LT			RT			RT	
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

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

07/23/2025

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

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 TWSC
145: Holscher Rd & Siggelkow Rd

07/23/2025

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

HCM 7th TWSC
150: Siggelkow Rd & Catalina Pkwy

07/23/2025

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

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

07/23/2025

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		EB			WB			NB			SB	
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

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

07/23/2025

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
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

HCM 7th TWSC
145: Holscher Rd & Siggelkow Rd

07/23/2025

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

HCM 7th TWSC
150: Siggelkow Rd & Catalina Pkwy

07/23/2025

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 \$	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

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

08/01/2025

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								

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

08/01/2025

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	0	0	1250	1246	422	1239	1249	715
Stage 1	-	-	-	-	-	-	502	502	-	741	741	-
Stage 2	-	-	-	-	-	-	747	744	-	498	508	-
Critical Hdwy	4.2	-	-	4.12	-	-	7.1	6.5	6.2	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Follow-up Hdwy	2.29	-	-	2.218	-	-	3.5	4	3.3	3.527	4.027	3.327
Pot Cap-1 Maneuver	853	-	-	1137	-	-	151	175	636	151	172	429
Stage 1	-	-	-	-	-	-	555	545	-	406	421	-
Stage 2	-	-	-	-	-	-	408	425	-	553	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	851	-	-	1129	-	-	90	163	629	130	160	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	163	-	130	160	-
Stage 1	-	-	-	-	-	-	524	514	-	400	414	-
Stage 2	-	-	-	-	-	-	264	418	-	497	506	-

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											

HCM 7th TWSC
150: Siggelkow Rd & Catalina Pkwy

08/01/2025

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			
Approach Delay, s/veh	15.8				25.2				15.3			
Approach LOS	B				C				B			
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

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

08/01/2025

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	
Approach Vol, veh/h	1053				801				93			
Approach Delay, s/veh	9.1				6.9				44.1			
Approach LOS	A				A				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											

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

08/01/2025

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.												

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

08/01/2025

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											

HCM 7th TWSC
150: Siggelkow Rd & Catalina Pkwy

08/01/2025

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

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

08/01/2025

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 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									

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

08/01/2025

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		LT			LT			RT			RT	
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											

HCM 7th TWSC
150: Siggelkow Rd & Catalina Pkwy

08/01/2025

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			
Approach Delay, s/veh	15.8				25.2				15.3			
Approach LOS	B				C				B			
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

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

08/01/2025

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+l1), 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											

HCM 7th TWSC
130: N Autumn Ln/Freeze Ln & Siggelkow Rd

08/01/2025

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
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		
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											

HCM 7th TWSC
150: Siggelkow Rd & Catalina Pkwy

08/01/2025

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

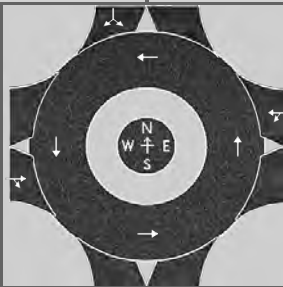
08/01/2025

												
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+l1), 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

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 SB
E/W Street Name	Siggelkow Road
N/S Street Name	US 51 SB
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

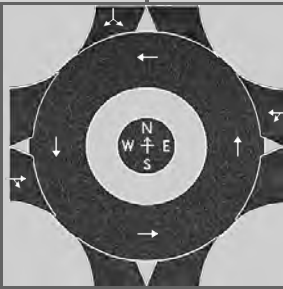
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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

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 SB
E/W Street Name	Siggelkow Road
N/S Street Name	US 51 SB
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.93
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

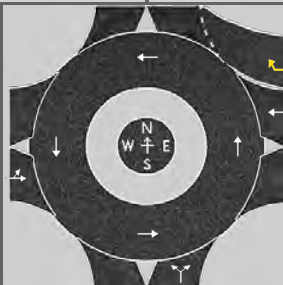
Delay and Level of Service

Approach	EB			WB			NB			SB				
Lane	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			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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				

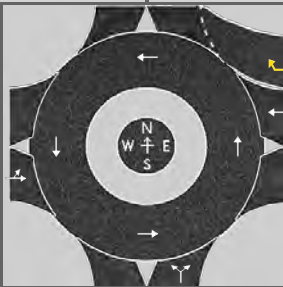
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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				

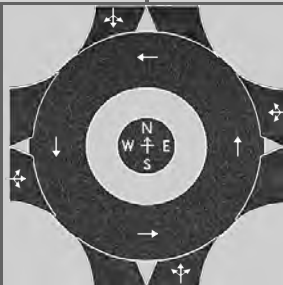
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	AM Peak Hour
Project Description	Single-lane RAB



Site Information

Intersection	Siggelkow Road and Valley...
E/W Street Name	Siggelkow Road
N/S Street Name	Valley Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.88
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

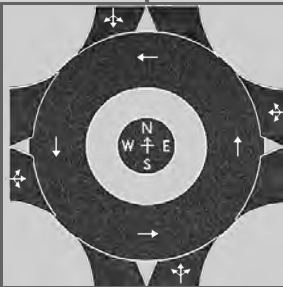
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	PM Peak Hour
Project Description	Single-lane RAB



Site Information

Intersection	Siggelkow Road and Valley...
E/W Street Name	Siggelkow Road
N/S Street Name	Valley Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.98
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

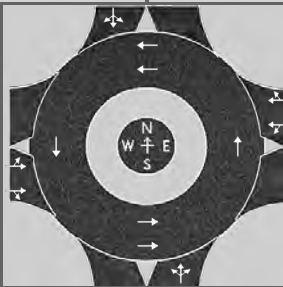
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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					

HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	AM Peak Hour
Project Description	Two-lane RAB



Site Information

Intersection	Siggelkow Road and Valley...
E/W Street Name	Siggelkow Road
N/S Street Name	Valley Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.88
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	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	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		
Lane	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		
Lane	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	

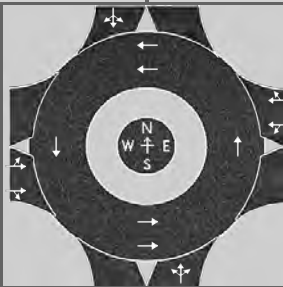
Delay and Level of Service

Approach	EB			WB			NB			SB						
Lane	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									

HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	PM Peak Hour
Project Description	Two-lane RAB



Site Information

Intersection	Siggelkow Road and Valley...
E/W Street Name	Siggelkow Road
N/S Street Name	Valley Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.98
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	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	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		
Lane	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		
Lane	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	

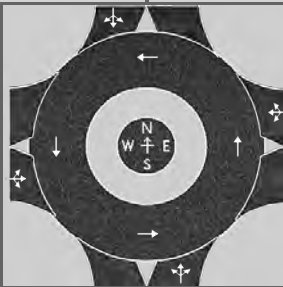
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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	
Intersection Delay, s/veh LOS	6.7						A					

HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	AM Peak Hour
Project Description	Single-lane RAB



Site Information

Intersection	Siggelkow Road & Marsh Ro...
E/W Street Name	Siggelkow Road
N/S Street Name	Marsh Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.87
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

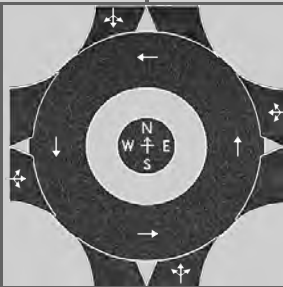
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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					

HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	PM Peak Hour
Project Description	Single-lane RAB



Site Information

Intersection	Siggelkow Road & Marsh Ro...
E/W Street Name	Siggelkow Road
N/S Street Name	Marsh Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

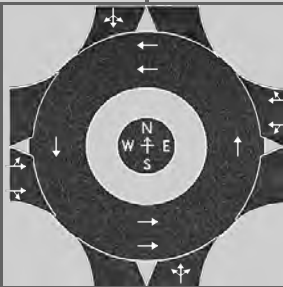
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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					

HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	AM Peak Hour
Project Description	Two-lane RAB



Site Information

Intersection	Siggelkow Road & Marsh Ro...
E/W Street Name	Siggelkow Road
N/S Street Name	Marsh Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.87
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	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	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		
Lane	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		
Lane	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

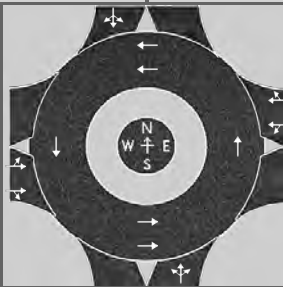
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.9	5.1		8.2	8.6			8.9			11.5	
Lane LOS	A	A		A	A			A			B	
95% Queue Length, Q ₉₅ (veh)	0.8	0.9		2.0	2.4			1.9			1.0	
95% Queue Length, Q ₉₅ (ft)	20.8	23.4		51.2	61.4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

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	PM Peak Hour
Project Description	Two-lane RAB



Site Information

Intersection	Siggelkow Road & Marsh Ro...
E/W Street Name	Siggelkow Road
N/S Street Name	Marsh Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	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	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		
Lane	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		
Lane	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

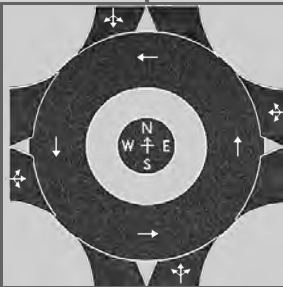
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	7.4	7.9		6.5	6.8			12.8			12.0	
Lane LOS	A	A		A	A			B			B	
95% Queue Length, Q ₉₅ (veh)	2.0	2.4		1.5	1.7			1.8			2.1	
95% Queue Length, Q ₉₅ (ft)	50.4	60.5		37.5	42.5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

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HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	AM Peak Hour
Project Description	Single-lane RAB



Site Information

Intersection	Siggelkow Road & Holscher...
E/W Street Name	Siggelkow Road
N/S Street Name	Holscher Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.86
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

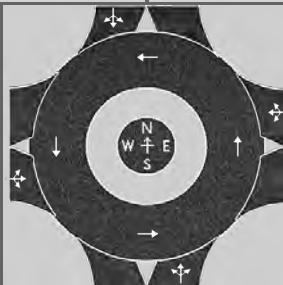
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	PM Peak Hour
Project Description	Single-lane RAB



Site Information

Intersection	Siggelkow Road & Holscher...
E/W Street Name	Siggelkow Road
N/S Street Name	Holscher Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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	

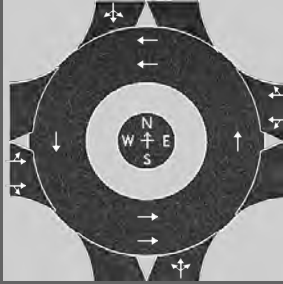
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	AM Peak Hour
Project Description	Two-lane RAB



Site Information

Intersection	Siggelkow Road & Holscher...
E/W Street Name	Siggelkow Road
N/S Street Name	Holscher Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.86
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	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	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		
Lane	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		
Lane	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

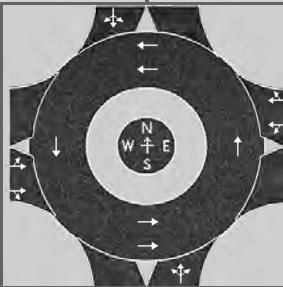
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	4.0	4.1		5.0	5.1			7.0			6.4	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	0.5	0.6		0.7	0.8			1.2			0.4	
95% Queue Length, Q ₉₅ (ft)	13.2	15.8		18.1	20.6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

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HCS Roundabouts Report

General Information

Analyst	
Agency or Co.	AECOM
Date Performed	9/3/2025
Analysis Year	2050
Time Analyzed	PM Peak Hour
Project Description	Two-lane RAB



Site Information

Intersection	Siggelkow Road & Holscher...
E/W Street Name	Siggelkow Road
N/S Street Name	Holscher Road
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	Village of McFarland

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	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		
Lane	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		
Lane	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	

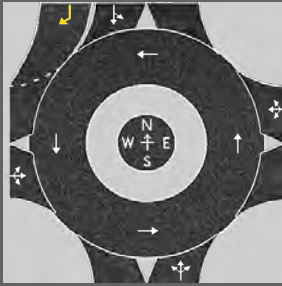
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	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

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 & County AB
E/W Street Name	Siggelkow Road
N/S Street Name	County AB
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	Dane County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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		
Lane	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

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 & County AB
E/W Street Name	Siggelkow Road
N/S Street Name	County AB
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.84
Jurisdiction	Dane County

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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		
Lane	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		
Lane	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		
Lane	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

VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Consent Agenda

DEPARTMENT: Fire/EMS

CONTACT: Chris Dennis, Fire/Rescue Chief

AGENDA ITEM: Motion to approve an agreement with SSM Health Inc. for EMS Medical Director services.

PREVIOUS ACTION:

ISSUE SUMMARY:

The Village will currently contracts for EMS Medical Director Services through MEP while utilizing services through SSM Health. The updated agreement contracts the same services through SSM Health.

FINANCIAL/BUDGET IMPACT:

N/A

VILLAGE PLAN REFERENCE:

N/A

ORDINANCE REFERENCE:

N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Motion to approve an agreemeent with SSM Health inc. for EMS Medical Director Services contingent upon final approval from the Village Attorney.

ATTACHMENTS:

1. McFarland EMS Medical Directorship 2026- 12.04

EMS MEDICAL DIRECTOR SERVICES AGREEMENT

Compensated

EMS AGENCY	Village of McFarland
PROVIDER	SSM Health Care of Wisconsin, Inc.
EFFECTIVE DATE	January 1, 2026

This EMS MEDICAL DIRECTOR SERVICES AGREEMENT ("Agreement") is entered into and is effective as of the EFFECTIVE DATE, by and between EMS AGENCY and PROVIDER.

RECITALS

WHEREAS, EMS AGENCY is, among other things, an emergency medical response agency that provides emergency medical services ("Health Services") to residents of a Wisconsin county and the surrounding communities ("Service Area");

WHEREAS, in order to provide Health Services, EMS AGENCY must have a physician serve as the EMS medical director, which for purposes of this Agreement, is defined in accordance with Wisconsin Statute 256.01 as "a physician who trains, medically coordinates, directs, supervises, establishes standard operating procedures for, and designates physicians for direction and supervision of, emergency medical services practitioners and who reviews the performance of emergency medical services practitioners and ambulance service providers." ("Medical Director");

WHEREAS, PROVIDER is a licensed hospital, owned and operated by a tax-exempt, nonprofit healthcare system whose mission includes supporting the health care needs of, and providing inpatient and outpatient services to, the Service Area;

WHEREAS, PROVIDER employs or contracts with a physician who is competent and qualified to act as Medical Director for EMS AGENCY and furnish the services set forth in Exhibit B of this Agreement ("Medical Director Services");

WHEREAS, PROVIDER and EMS AGENCY believe that it is in the best interest of the Service Area residents that the Health Services continue to be provided to such residents;

WHEREAS, EMS AGENCY desires to engage PROVIDER to provide an employed or contracted physician to serve as the Medical Director for EMS AGENCY and furnish the Medical Director Services; and

WHEREAS, EMS AGENCY and PROVIDER desire to enter into this Agreement for the provision of Medical Director Services.

NOW, THEREFORE, in consideration of the foregoing recitals, and the mutual covenants and agreements hereinafter contained, and other valuable and good consideration the sufficiency of which is hereby acknowledged, the parties hereby covenant and agree as follows:

1. **Relationship Between the Parties.**

- 1.1 **Independent Contractors.** PROVIDER and EMS AGENCY are independent contractors, and this Agreement shall not constitute the formation of a partnership, joint venture, employment, principal/agent relationship, or master/servant relationship. The Parties further agree that neither PROVIDER nor any of its employee(s) or contracted individual(s) shall be entitled to any sick leave, vacation pay, retirement, social security, disability, health and unemployment benefits, nor any other benefits offered to employees of EMS AGENCY. Neither Party shall have any expressed or implied right or authority to assume or create any obligation or responsibility on behalf of or in the

name of the other Party, except as herein provided.

2. **PROVIDER Duties**

- 2.1 PROVIDER shall provide its employed or contracted physician(s) designated in Exhibit A to serve as the Medical Director for EMS AGENCY. The term “Physician” as used in this Agreement shall refer to the physician(s) designated in Exhibit A and any of his/her designated successors.
- 2.2 PROVIDER may from time to time modify Exhibit A by designating a new Physician who shall fulfill PROVIDER’S obligations hereunder, provided that PROVIDER shall not change such designation more than once annually without obtaining EMS AGENCY’s approval of the newly-designated Physician, except in cases of unforeseen circumstances (including, but not limited to, a Physician’s death or long-term disability), or at EMS AGENCY’S written direction.
- 2.3 PROVIDER, through the Physician(s) designated in Exhibit A, shall perform the Medical Director Services set forth in Exhibit B.
- 2.4 PROVIDER shall ensure that each Physician set forth in Exhibit A meets the following requirements:
 - a. Is duly licensed as a physician in the State of Wisconsin;
 - b. Maintains all customary and appropriate narcotics and controlled substances numbers and licenses as required by federal, state, and local laws and regulations;
 - c. Be board-certified or board-eligible, so long as Physician is actively pursuing board certification, unless this requirement is waived in writing, in whole or in part, by EMS AGENCY;
 - d. Maintains good standing participation in the Medicare and Wisconsin Medicaid programs;
 - e. Meets all of the qualifications of Wis. Admin. Code DHS 110.49(1) and/or any current or future requirements of Medical Directors imposed by federal or Wisconsin law.
- 2.5 PROVIDER shall ensure that each Physician provides Medical Director Services in accordance with the following:
 - a. Currently approved methods and practices of the appropriate licensing authority for physicians and any other applicable state agency or organization governing physicians;
 - b. The ethical and professional standards of the American Medical Association;
 - c. All applicable federal, state and local laws and regulations;
 - d. Prevailing professional standards in the community, at the time such services are rendered;
 - e. Those internal policies and procedures of EMS AGENCY which have been provided to PROVIDER in writing, specifically noting their inclusion under this section; and
 - f. Standards of any applicable licensing, regulatory, accrediting or certifying body made known to PROVIDER in writing, specifically noting their inclusion under this section.

3. **EMS AGENCY Duties**

- 3.1 EMS AGENCY shall provide all the space, supplies, equipment, furniture and fixtures as may be deemed reasonably necessary by PROVIDER to facilitate Physician in providing Medical Director Services. EMS AGENCY may employ or contract with personnel necessary to provide support services to Physician to aid in the performance of Medical Director Services ("EMS Staff"). EMS Staff shall remain under the direction and control of EMS AGENCY and EMS AGENCY shall have the sole right to hire, fire, and/or discipline EMS Staff.
- 3.2 **Qualifications and Standards.**
- a. EMS AGENCY agrees that any of its EMS Staff who assist Physician in providing Medical Director Services under this Agreement must, at all times, be qualified, competent, certified and/or licensed (as applicable) and in good standing with any applicable professional standard and certifying or licensing body.
- b. EMS Staff shall provide assistance to Physician in a workmanlike manner and in accordance with, as applicable: (i) currently approved methods and practices of the appropriate licensing authority and any other applicable state agency or organization; (ii) ethical and professional standards; (iii) federal, state and local laws and regulations; and (iv) prevailing professional standards in the community, at the time such services are rendered.
- 3.3 EMS AGENCY shall not have or exercise any control or direction over the professional judgment or methods by which PROVIDER or any employees or agents of PROVIDER, including any Physician, perform Medical Director Services pursuant to this Agreement.
- 3.4 EMS AGENCY, including its leadership, directors, staff, and any invited experts, will provide an annual review of all policies and protocols promulgated by Physician in his/her role as Medical Director. EMS AGENCY will be an active participant in the Medical Director Services set forth in Exhibit B and shall provide the necessary oversight and support to implement any changes that arise from the Medical Director Services. EMS AGENCY will monitor utilization and provide input and guidance when determining the scope of Medical Director Services.
- 3.5 **Freedom of Choice By Patients.** EMS AGENCY shall be responsible for notifying its patients of their freedom to choose any willing provider or supplier. EMS AGENCY must disclose the existence and nature of its relationship with PROVIDER to any patient who inquires.

4. **Compensation**

- 4.1 **Compensation.** As compensation for PROVIDER providing a Physician to act as the Medical Director and perform Medical Director Services pursuant to this Agreement, EMS AGENCY shall pay PROVIDER at the rate set forth in Exhibit C ("Compensation"). The Parties agree that the rate set forth in Exhibit C will be assessed prior to the end of the Initial Term and any subsequent Renewal Term(s), and adjusted by mutual agreement of the Parties, not to exceed a 2% increase.
- 4.2 **Payment.** EMS AGENCY shall pay in full, all Compensation owed to PROVIDER within sixty (60) days of receipt of the invoice from PROVIDER.
- 4.3 **Fair Market Value / No Referrals.** The Parties acknowledge that any compensation paid under this Agreement is intended to reflect fair market value for Medical Director Services, and does not, nor shall it be modified to, take into account the volume or

value of any referrals between the Parties. Nothing in this Agreement shall be construed as requiring or inducing any Party or, as applicable, any of its owners, directors, members, officers, employees, affiliates, or agents to refer any patients or business, reimbursable in whole or in part under any federal or state health care program, to the other Party. PROVIDER and Physician shall be entitled to refer patients to any hospital or other healthcare provider deemed to be best qualified to deliver medical services to any particular patient.

- 4.4 Time Records. In order to clearly document, for purposes of the Anti-Kickback Statute, 42 U.S.C. § 1320a-7b(b), and the Medicare Anti-Referral Statute, 42 U.S.C. § 1395nn, that Physician is actually performing valuable Services on behalf of PROVIDER for EMS AGENCY, Physician shall complete and sign a monthly time record verifying the dates and times expended in providing Services (“Time Record”). Completed Time Records shall be submitted by Physician to PROVIDER before Physician is paid by PROVIDER for Services. PROVIDER shall provide EMS AGENCY completed Time Records upon request.
- 4.5 No Other Payments. PROVIDER expressly agrees that payments made pursuant to this Agreement constitute payment in full for PROVIDER and Physician’s provision of Medical Director Services hereunder, and that EMS AGENCY shall not be responsible for directly compensating any PROVIDER employees, or persons otherwise under contract with PROVIDER, including any Physician, while this Agreement is in effect. PROVIDER shall be responsible for all deductions and withholdings which may be required by federal, state and local law for any employed Physician and to any PROVIDER employee that may directly or indirectly assist in the provision of Medical Director Services under this Agreement. If the Physician is contracted with PROVIDER, PROVIDER shall be responsible for ensuring the employer of the Physician(s) completes all deductions and withholdings which may be required by federal, state and local law for any Physician or employee that may directly or indirectly assist in the provision of Medical Director Services under this Agreement.
- 4.6 Professional Fees Excluded. Any billing or collection of professional fees in connection with Medical Director Services shall be the sole responsibility of PROVIDER or Physician. EMS AGENCY shall not collect professional fees on PROVIDER’s or Physician’s behalf.

5. **Insurance**

- 5.1 At all times during the term of this Agreement, each party shall procure and maintain commercial general liability insurance covering itself and its employees and agents providing Contracted Services pursuant to the Agreement on an occurrence basis in the minimum amounts of One Million Dollars (\$1,000,000) per occurrence and Two Million Dollars (\$2,000,000) annual aggregate of all claims. Each party shall also maintain professional liability insurance coverage on an occurrence basis for its employees and agents providing services hereunder with minimum limits of One Million Dollars (\$1,000,000) per occurrence and Three Million Dollars (\$3,000,000) annual aggregate. Each party shall maintain Worker’s Compensation coverage equal to statutory limits for its employees performing services pursuant to this Agreement. Each party shall provide the other parties a certificate of insurance evidencing that such coverage is in effect during the term of this Agreement.
- 5.2 In the event any party procures insurance coverage which is not on an occurrence basis, that party shall at all times, including without limitation, after the expiration or

termination of this Agreement for any reason, maintain professional liability insurance coverage for any liability directly or indirectly resulting from the provision of services pursuant to this Agreement by each party or each party's employees or agents, or acts or omissions of each party or each party's employees or agents, occurring in whole or in part during the term of this Agreement (hereinafter "continuing coverage"). Each party may procure such continuing coverage by obtaining subsequent policies which have a retroactive date of coverage equal to the Effective Date of this Agreement, by obtaining an extended reporting endorsement applicable to the insurance coverage maintained by that party during the term of this Agreement, or by such other methods acceptable to the other parties.

6. **Indemnification.**

- 6.1 Each Party agrees to indemnify and hold harmless the other Party, its directors, officers, employees, agents, affiliates, successors, and assigns from and against all claims, causes of action, suits, demands, liabilities, damages, penalties, judgments, and expenses (including, without limitation, reasonable attorney fees) arising out of or resulting from: (a) its breach of the representations, warranties, covenants, or agreements contained in this Agreement by the indemnifying Party; (b) its violation of applicable federal, state, or local laws, rules, or regulations; or (c) any action, claim, suit, or proceeding brought by any third party arising from any of its acts or omissions or acts or omissions of its employees or agents.

7. **Term and Termination.**

- 7.1 **Term.** The term of this Agreement shall commence on the EFFECTIVE DATE and, subject to earlier termination as provided herein, continue for two (2) years ("Initial Term"). The parties shall review this Agreement prior to the end of the then-current term and, if mutually agreed upon by the parties, extend the term of the Agreement for an additional period (each a "Renewal Term"). The "Term" of this Agreement shall mean the Initial Term and all Renewal Terms, unless sooner terminated pursuant to this Agreement. All such extensions shall be documented in writing and signed by the parties prior to the expiration of the then-current term. In the event the parties fail to appropriately document an extension, and PROVIDER continues to provide a Physician to serve as Medical Director for EMS AGENCY hereunder, the Term of this Agreement shall be deemed to be automatically extended on a day to day basis until terminated by either party upon sixty (60) days prior written notice if the termination is without cause, or if the termination is not without cause, then as provided by the applicable termination provision of this Agreement.

- 7.2 **Termination.** Notwithstanding the provisions of Section 7.1, this Agreement may be terminated as follows:

- a. **Voluntary and Involuntary Termination.** At any time during the Initial Term or any Renewal Term a party may terminate this Agreement upon ten (10) days prior written notice in the event that another party is in material breach of any provision of this Agreement and fails to cure such breach on or before the expiration of a thirty (30) day written notice and cure period ("Cure Period"). Notwithstanding the foregoing, if the breach is cured within the Cure Period but the breaching party commits the same or a substantially similar breach within a six (6) month period following expiration of the Cure Period, then a non-breaching party may immediately terminate this Agreement without affording any further Cure Period.
- b. **Termination Due to Change in Law.** In the event that any law or regulation

enacted, promulgated or amended after the date of this Agreement, or any interpretation of law or regulation by a court or regulatory authority of competent jurisdiction after the date of this Agreement (collectively “Change in Law”) materially affects or materially impacts upon the reasonable expectations of a party under this Agreement, renders any provision of this Agreement illegal or unenforceable, or materially affects the ability of a party to perform its obligations under this Agreement, then that party may request renegotiation of the applicable terms of this Agreement by written notice to the other parties. The parties agree to negotiate in good faith an amendment which preserves the original reasonable expectation of the parties to the extent possible in a manner consistent with the Change in Law. If no such amendment can be agreed upon in the reasonable opinion of a party within sixty (60) days of receipt of such notice, then EMS AGENCY and PROVIDER may terminate this Agreement upon an additional thirty (30) days written notice.

8. **Miscellaneous.**

- 8.1 **Waiver of Breach.** The waiver by a party of a breach or violation of any provision of this Agreement shall not operate as, nor be construed to be, a waiver of any subsequent breach of the same or any other provision thereof.
- 8.2 **Compliance with Laws.** In all matters under this Agreement, the parties shall abide by and comply with all applicable laws, standards, rules and regulations of those federal, state, and local agencies having jurisdiction over or in connection with the party’s operations. The parties acknowledge there is no obligation to refer patients or other healthcare items or services. Notwithstanding the unanticipated effect of any of the provisions herein, the parties intend this Agreement to comply with 42 U.S.C. § 1320a-7b(b) (commonly known as the Anti- Kickback Statute), 42 U.S.C. § 1395nn (commonly known as the Stark Law) and any other federal or state law provision governing fraud and abuse or self-referrals, as such provisions may be amended from time-to-time. This Agreement shall be construed in a manner consistent with compliance with such statutes and regulations, and the parties hereto agree to take such actions necessary to construe and administer this Agreement accordingly. If any court or administrative agency of competent jurisdiction determines that this Agreement violates any of such statutes or regulations, then the parties agree to take such actions in good faith as necessary to amend this Agreement to comply with the applicable statutes or regulations, as provided herein.
- 8.3 **Referrals/Non-Diversion.** The parties acknowledge that none of the benefits or the Contribution granted hereunder are conditioned on any requirement that a party refer to, be in a position to make or influence referrals to, or otherwise generate business for a party or its affiliates. During the Term of this Agreement, neither party shall solicit or attempt to solicit, by any means whatsoever, patients in order to induce them to seek medical services at any PROVIDER or health care organization, provided, however, that directing a patient to a particular health care organization on account of medical necessity, determined in a manner consistent with sound medical practice and professional judgment or the patient’s insurance requirements, shall not constitute solicitation of patients. The Parties acknowledge that neither Party nor its affiliates are restricted from referring patients to any other individual or entity.
- 8.4 **Non-Exclusivity.** Subject to the terms of this Agreement, EMS AGENCY shall be entitled to enter into similar agreements with other providers, suppliers, or donors. PROVIDER may enter into similar agreements with other EMS agencies.
- 8.5 **Access to Books and Records.** If this Agreement is determined to be a contract within

the purview of §1861(v)(1)(I) of the Social Security Act (§ 952 of the Omnibus Reconciliation Act of 1980) and the regulations promulgated in implementation thereof at 42 CFR Part 420, then during this Agreement and for a period of four (4) years thereafter, the Parties shall make available to the Comptroller General of the United States, HHS and their duly authorized representatives, access to said party's corporate books, documents and records, and such other information as may be required by the Comptroller General or Secretary of HHS to verify the nature and extent of the costs of services provided by either Party. If either Party carries out the duties of the contract through a subcontract worth ten thousand dollars (\$10,000) or more over a twelve (12) month period with a related organization, the subcontract will also contain an access clause to permit access by the Secretary, Comptroller General and their representatives to the related organization's books and records.

- 8.6 Authority and Control. The Parties acknowledge that ultimate control of the business and operations of each party's respective facilities resides in that party and that by entering into this Agreement neither party is delegating to the other party any of the powers, duties or responsibilities vested in it by law, except as may be expressly set forth in this Agreement. No party shall have the authority to sign any agreement or enter into any oral understanding which in whole or in part purports to be on behalf of or authorized by any other party or in any way binds or obligates any other party.
- 8.7 Warranty of Non-Exclusion. By the execution and delivery of this Agreement, each Party represents and warrants that (a) it is not excluded from any federal health care program, as defined under 42 U.S.C. §1320a-7b(f), for the provision of items or services for which payment may be made under a federal health care program; (b) it has not arranged or contracted (by employment or otherwise) with any employee, contractor or agent that it knows or should know is excluded from the participation in any federal health care program; and (c) no final adverse action, as such term is defined under 42 U.S.C. §1320a-7e(g), has occurred or is pending or threatened against it or, to its knowledge, against any employee, contractor, or agent engaged to provide items or services under this Agreement.
- 8.8 Governing Law. This Agreement shall be governed by and interpreted in accordance with the substantive laws of the State of Wisconsin, without application of choice of laws rules.
- 8.9 Severability. In the event any provision of this Agreement is invalid or unenforceable, such invalid or unenforceable provision shall not invalidate or affect the other provisions of this Agreement which shall remain in effect and be construed as if such provision were not a part hereof, provided that if the invalidation or unenforceability of such provision shall, in the opinion of a party to the Agreement, have a material effect on such party's rights or obligations under this Agreement, then the Agreement may be terminated by such party upon thirty (30) days prior written notice by such party to the other parties.
- 8.10 Notice. Any notice or communication required or permitted to be given under this Agreement shall be served personally, sent by United States certified mail or sent by email to the following address:

If to EMS AGENCY: See Address listed on the Signature Page

If to PROVIDER: SSM Health
Attn: Contracts

12800 Corporate Hill Drive
St. Louis, MO 63131

Email: ContractNotices@ssmhealth.com

Any change to the notice address listed above must be given to the other party in the same manner as described in this section. The date of notice shall be the date of delivery if the notice is personally delivered, the date of mailing if the notice is sent by United States certified mail or the date of transmission if the notice is sent by email. Each party agrees to maintain evidence of the respective notice method utilized.

- 8.11 Assignment and Subcontracting. Except as provided in Section 2.2, above, with respect to the designation of Physician, no party hereto may assign its rights or obligations under this Agreement to any other person or entity. Notwithstanding the foregoing, PROVIDER may assign this Agreement to any corporation owned by or under common control with PROVIDER.
- 8.12 Counterparts, Facsimile, or Electronic Signature. This Agreement may be signed in one or more counterparts including via facsimile or email, or by electronic signature in accordance with Wisconsin law, all of which shall be considered one and the same agreement, binding on all parties hereto, notwithstanding that both parties are not signatories to the same counterpart. A signed facsimile or photocopy of this Agreement shall be binding on the parties to this Agreement.
- 8.13 Patient Identifying Information. All parties to this Agreement shall comply with all applicable state and federal laws and regulations regarding confidentiality of patient records, including but not limited to the Health Insurance Portability and Accountability Act of 1996 ("HIPAA") and the Privacy and Security Standards (45 C.F.R. Parts 160 and 164) and the Standards for Electronic Transactions (45 C.F.R. Parts 160 and 162) (collectively, the "Standards") promulgated or to be promulgated by the Secretary of Health and Human Services on and after the applicable effective dates specified in the Standards. All medical information and data concerning specific patients, including but not limited to the identity of the patients, derived from the relationship set forth in this Agreement shall be treated and maintained in a confidential manner by all parties to this Agreement and shall not be released, disclosed, or published to any party other than as required or permitted under applicable laws. All parties agree to the Business Associate Agreement attached to this Agreement as Exhibit D and shall comply with the provisions set forth therein.
- 8.14 Affirmative Action Statement. Each Party and all covered subcontractors shall abide by the requirements of 29 CFR § 471, Appendix A to Subpart A, 41 CFR § 60-1.4(a), 60-300.5(a) and 60-741.5(a). These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities, and prohibit discrimination against all individuals based on their race, color, religion, sex, sexual orientation, gender identity, or national origin. Moreover, these regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, protected veteran status or disability.
- 8.15 Section Headings. The headings of Sections in this Agreement are for reference only and shall not affect the meaning of this Agreement.
- 8.16 Rights of Parties. Nothing in this Agreement, whether express or implied, is intended to confer any rights or remedies on any persons other than the parties to it and their

respective successors and permitted assigns, nor is anything in this Agreement intended to relieve or discharge the obligation or liability of any third persons to any party to this Agreement or to give any third persons any right of subrogation or action against any party to this Agreement.

- 8.17 Attorneys' Fees. In the event legal action is instituted to enforce this Agreement or any part hereof, the prevailing party shall be entitled to reasonable attorneys' fees and actual costs incurred in connection with such action.
- 8.18 Entire Agreement. This Agreement, together with its Attachments, supersedes all previous agreements between the parties relating to the subject matter of this Agreement and constitutes the entire understanding between the parties relating to the subject matter of this Agreement. No amendments or variation thereof shall be valid unless evidenced by a writing signed by all parties.

[Remainder of Page Intentionally Left Blank – Signature Page to Follow]

IN WITNESS WHEREOF, each person signing below represents and warrants that he or she is fully authorized to sign and deliver this Agreement in the capacity set forth beneath his or her signature and the parties hereto have signed this Agreement as of the date and year written below.

EMS AGENCY:

PROVIDER:

By: _____

By: _____

Name: Stephanie Brassington

Name: Susan Anderson

Title: Village President

Title: Regional President

Address: 5915 Milwaukee St

McFarland, WI 53558

Email: stephanie.brassington@mcfarland.wi.gov

Date: _____

Date: _____

EXHIBIT A

DESIGNATED PHYSICIAN

The following Physician(s), employed by or contracted with PROVIDER, shall serve as Medical Director and provide the Medical Director Services under this Agreement unless and until substituted pursuant to the provisions of Section 2.2 of the Agreement:

Physician(s):

Kacey Kronenfeld, MD

Nick Wleklinski, MD

Aurora Lybeck, MD

Mike Grahl, MD

EXHIBIT B
MEDICAL DIRECTOR SERVICES

The Physician, in cooperation with EMS AGENCY, shall provide the following Medical Director Services to EMS AGENCY in his/her capacity as Medical Director:

A. EMS Activities

1. Establish, implement, revise and authorize the use of system-wide protocols, policies, standing orders, and procedures for all patient care.
2. Set and ensure compliance with patient-care standards.
3. Establish criteria for initial emergency response and determine patient destination.
4. Establish the procedures or protocols for non-transport of patients.
5. Provide medical advisory services related to the first responder programs.
6. Provide online medical direction 24 hours a day.
7. Provide off-line medical direction services to include review, and approval of the service protocols, quality improvement reviews.
8. Review EMS reports and run sheets.
9. Provide quarterly updates to EMS AGENCY's leadership team.
10. Advise and assist in the planning and implementation of new or expanded EMS AGENCY services and/or programs that promote public welfare.

B. Quality Improvement Activities

1. Assist EMS AGENCY in developing, implementing, evaluating, and supervising a continuous quality assurance and improvement program for patients and the EMS program, in accordance with applicable state and federal regulations.
2. The quality assurance and improvement program should include at least an annual review of the following: prolonged EMS response times, incomplete run documentation, compliance with protocols, EMS AGENCY Staff's skills performance (or sample thereof), and any other activities that EMS AGENCY or the Physician deem necessary.

C. Education and Training Activities

1. Participate in educational programs for EMS AGENCY;
2. Maintain and continue education appropriate for the Medical Director;
3. Ensure that all licensed service personnel working as EMS Staff meet the educational skills, competencies, and qualifications required for their level of license and patient care environment, on an ongoing basis. The Physician shall have authority to require additional education and training for any EMS Staff who fail to meet this requirement and limit the patient care activities of those who deviate from established standards;
4. Maintain education and proficiency testing for EMS Staff;
5. Recommend to the appropriate certifying or state agency, certification, recertification and/or decertification of EMS Staff; and
6. Maintain and continue education appropriate for EMS AGENCY's administrative and communication staff;

D. Community Activities

1. Serve as patient advocate and maintain liaison with area hospitals, emergency departments, physicians, pre-hospital providers and nurses
2. Develop professional relationships with other local EMS agencies.
3. Interact with regional, state and local EMS authorities to ensure standards, needs and requirements are met and resource utilization is optimized

E. Perform any other activities as reasonably requested by EMS AGENCY and agreed to by the Physician.

EXHIBIT C
COMPENSATION

Rate	\$17,823.12 annually
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EXHIBIT D
BUSINESS ASSOCIATE AGREEMENT

The following terms defined below shall be applicable to this Business Associate Agreement:

EFFECTIVE DATE	January 1, 2026
COVERED ENTITY	SSM Health Care of Wisconsin, Inc.
BUSINESS ASSOCIATE	Village of McFarland

This BUSINESS ASSOCIATE AGREEMENT (“BAA”) shall be effective on EFFECTIVE DATE by and between COVERED ENTITY, and BUSINESS ASSOCIATE.

WHEREAS, the COVERED ENTITY and BUSINESS ASSOCIATE are parties to one or more agreements, and may in the future, from time to time, enter into additional agreements or other documented arrangements, under which BUSINESS ASSOCIATE will perform services for COVERED ENTITY that require BUSINESS ASSOCIATE to receive, access, create, maintain and/or transmit protected health information that is protected by state and/or federal law (collectively, the “Underlying Arrangement(s)”);

WHEREAS, if there is no Underlying Arrangement but BUSINESS ASSOCIATE is receiving, accessing, creating, maintaining and/or transmitting protected health information on COVERED ENTITY’s behalf, such data shall still be covered under this BAA;

WHEREAS, the parties to this BAA are committed to complying with the Health Insurance Portability and Accountability Act of 1996 (“HIPAA”), the Health Information Technology for Economic and Clinical Health Act (“HITECH”), and the rules and regulations promulgated thereunder, as amended.

THEREFORE, in furtherance of the foregoing, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. **Definitions.**

- 1.1. “HIPAA Rules” means the Privacy, Security, Breach Notification, and Enforcement Rules at 45 CFR Part 160 and Part 164, as amended. A reference in this BAA to a section in the HIPAA Rules means the section as in effect or as amended.
- 1.2. The following terms as used in this BAA shall have the meaning ascribed to them in the HIPAA Rules: breach, data aggregation, designated record set, disclosure, electronic media, health care operations, individual, minimum necessary, notice of privacy practices, protected health information (“PHI”), required by law, Secretary, security incident, subcontractor, unsecured protected health information, use, and workforce.

2. **Obligations and Activities of BUSINESS ASSOCIATE.**

- 2.1 BUSINESS ASSOCIATE shall use and disclose PHI only as permitted or required by this BAA or as required by law, and shall not authorize, enable or permit any other use or disclosure of PHI.
- 2.2 BUSINESS ASSOCIATE shall use appropriate administrative, physical and technical safeguards, and comply with the Security Rule with respect to electronic PHI, to prevent use

or disclosure of PHI other than as provided for by this BAA and to protect against any anticipated threats or hazards to the security or integrity thereof.

- 2.3 In accordance with 45 CFR 164.502(e)(1)(ii) and 164.308(b)(2), BUSINESS ASSOCIATE shall ensure that any subcontractors that create, receive, maintain, transmit or otherwise have access to, use or disclose PHI on behalf of BUSINESS ASSOCIATE agree to restrictions, conditions and requirements that are at least as restrictive as those that apply to BUSINESS ASSOCIATE with respect to such PHI. BUSINESS ASSOCIATE shall not permit any subcontractor to use or disclose PHI other than as permitted in this BAA.
- 2.4 BUSINESS ASSOCIATE may not utilize artificial intelligence software or tools, including but not limited to, generative AI and machine learning (collectively, "AI"), in any manner that involves, or could involve, the ingestion or other disclosure of PHI, unless expressly authorized in writing by the COVERED ENTITY. For avoidance of doubt, if BUSINESS ASSOCIATE shares PHI with a subcontractor that utilizes AI in any manner that involves, or could involve, the disclosure or ingestion of PHI, then BUSINESS ASSOCIATE must have a business associate agreement with such subcontractor and prior written authorization from the COVERED ENTITY.
- 2.5 BUSINESS ASSOCIATE represents, warrants, and covenants that, except as expressly permitted by COVERED ENTITY in writing, neither BUSINESS ASSOCIATE nor any of its employees, agents, subcontractors, or Workforce members shall implement or utilize any online tracking technologies (including, but not limited to cookies, web beacons, tracking pixels, session replay scripts, and fingerprinting scripts) that in any way could result in a disclosure of PHI to a tracking technology vendor or any other unauthorized third party. For avoidance of doubt, BUSINESS ASSOCIATE shall ensure that no online tracking technologies are implemented on any platforms, websites, or applications that could potentially collect or disclose PHI unless BUSINESS ASSOCIATE has obtained COVERED ENTITY's written approval and has entered into a business associate agreement with all appropriate third parties.
- 2.6 Promptly and no later than five (5) days after COVERED ENTITY's request, in a manner designated or agreed to by COVERED ENTITY and at no charge, BUSINESS ASSOCIATE shall make available PHI in a designated record set to COVERED ENTITY or, if designated or agreed to by COVERED ENTITY, to the individual or the individual's designee, and shall take any other actions necessary to satisfy COVERED ENTITY's obligations under 45 CFR 164.524. If an individual requests his or her PHI directly from BUSINESS ASSOCIATE, BUSINESS ASSOCIATE shall notify COVERED ENTITY promptly and no later than five (5) days after receipt of the request.
- 2.7 Promptly and no later than five (5) days after COVERED ENTITY's request, in a manner designated or agreed to by COVERED ENTITY and at no charge, BUSINESS ASSOCIATE shall make amendments to PHI in a designated record set and shall take any other actions necessary to satisfy COVERED ENTITY's obligations under 45 CFR 164.526. If an individual requests amendment to his or her PHI directly from BUSINESS ASSOCIATE, BUSINESS ASSOCIATE shall notify COVERED ENTITY promptly and no later than five (5) days after receipt of the request.
- 2.8 Promptly and no later than five (5) days after COVERED ENTITY's request, in a manner designated or agreed to by COVERED ENTITY and at no charge, BUSINESS ASSOCIATE shall make available all information required to provide an accounting of

disclosures to COVERED ENTITY or, if designated or agreed to by COVERED ENTITY, to the individual or the individual's designee, and shall take any other actions necessary to satisfy COVERED ENTITY's obligations under 45 CFR 164.528. If an individual requests an accounting of disclosures directly from BUSINESS ASSOCIATE, BUSINESS ASSOCIATE shall notify COVERED ENTITY promptly and no later than five (5) days after receipt of the request.

- 2.9 To the extent BUSINESS ASSOCIATE is to carry out one or more of COVERED ENTITY's obligations under the Privacy Rule, BUSINESS ASSOCIATE shall comply with the requirements of Subpart E that apply to COVERED ENTITY in the performance of such obligations.
- 2.10 Promptly and no later than ten (10) days after the request, in a manner designated or agreed to by the Secretary or COVERED ENTITY and at no charge, BUSINESS ASSOCIATE shall make its internal policies, practices, books and records relating to the use and disclosure of PHI available to the Secretary for purposes of determining COVERED ENTITY's and/or BUSINESS ASSOCIATE's compliance with the HIPAA Rules and this BAA.
- 2.11 BUSINESS ASSOCIATE shall not destroy PHI unless expressly designated or agreed to in writing by COVERED ENTITY, and further subject to BUSINESS ASSOCIATE (i) notifying COVERED ENTITY in advance of such planned destruction; (ii) ensuring that, prior to such destruction, COVERED ENTITY has received a copy of any PHI that it desires or is required by law to retain, and (iii) complying with the return and destruction requirements of the HIPAA Rules and this BAA.
- 2.12 BUSINESS ASSOCIATE shall not remove original PHI from COVERED ENTITY's facilities or systems. BUSINESS ASSOCIATE shall not, without COVERED ENTITY's prior written consent: (i) export, transfer, disclose, or otherwise make available PHI outside of the fifty United States or a U.S. Territory (whether for storage, processing or otherwise); or (ii) allow devices or workforce members (including subcontractors) not located in the fifty United States or a U.S. Territory to access, receive, collect, transmit, maintain, or view PHI (collectively, "Offshore Access, Storage, and Processing of PHI"). BUSINESS ASSOCIATE'S Offshore Access, Storage, and Processing of PHI is subject to COVERED ENTITY's prior written consent, restrictions, access requirements and documentation of reasonable safeguards that COVERED ENTITY may request. BUSINESS ASSOCIATE agrees that its virtual or physical backup storage services, including data collection, processing and other related services containing the PHI shall be physically located within the fifty United States or a U.S. Territory, except with COVERED ENTITY'S prior written consent.
- 2.13 In connection with any visits to COVERED ENTITY's facilities or access to COVERED ENTITY's systems, BUSINESS ASSOCIATE shall comply with all on-site and remote access rules and procedures communicated by COVERED ENTITY, including all sign-in, badging, escort, and restricted access requirements, and shall exercise reasonable care and appropriate judgment in connection therewith.
- 2.14 BUSINESS ASSOCIATE shall evaluate and adjust its safeguards, policies and procedures as necessary to respond to evolving security threats, keep pace with generally accepted industry standards and best practices, and comply with the HIPAA Rules and other applicable laws and regulations pertaining to the privacy, security, integrity, retention,

disposal, use and disclosure of PHI. BUSINESS ASSOCIATE shall ensure that all workforce members received initial and periodic HIPAA privacy and security training in accordance with applicable HIPAA requirements. BUSINESS ASSOCIATE shall, upon request, provide COVERED ENTITY with documentation of BUSINESS ASSOCIATE'S risk analysis and risk management activities under the HIPAA Security Rule. If BUSINESS ASSOCIATE breaches any provision in this BAA, BUSINESS ASSOCIATE shall promptly mitigate and correct any deficiencies or vulnerabilities that contributed to the breach, and COVERED ENTITY may, subject to the limitations of attorney-client confidentiality, access and audit the records of BUSINESS ASSOCIATE related to its use and disclosure of PHI, require BUSINESS ASSOCIATE to submit to monitoring and reporting, and such other conditions as COVERED ENTITY may determine are necessary to ensure compliance with this BAA.

- 2.15 BUSINESS ASSOCIATE shall encrypt PHI transmitted, received, processed or maintained on electronic media, both while in transit and at rest, in accordance with the guidance established under the HIPAA Rules to "Render Unsecured Protected Health Information Unusable, Unreadable, or Indecipherable to Unauthorized Individuals," as amended. Whenever feasible, BUSINESS ASSOCIATE shall secure all other PHI using measures that comply with the foregoing guidance. BUSINESS ASSOCIATE shall provide COVERED ENTITY with all information and assistance necessary to decrypt and otherwise access and use PHI that has been secured by BUSINESS ASSOCIATE in one of the foregoing manners.
- 2.16 Each party acknowledges that it is directly subject to and responsible for ensuring its compliance with the HIPAA Rules. Each party shall indemnify and hold the other party, its affiliates and their respective directors, officers, employees and agents harmless from and against any and all claims, demands, causes of action, investigations, liabilities, losses, damages, judgments, awards, penalties, fines, settlements, costs and expenses (including reasonable attorneys' fees, expert witness fees, court costs, and costs of investigation, notification and remediation) caused by, attributable to, or otherwise arising out of or resulting from any violation of the HIPAA Rules or other applicable law, breach of this BAA, or negligent or wrongful acts or omissions by the party, its workforce or subcontractors.
 - 2.16.1 Where the violation or breach arises solely out of the negligent or willful acts or omissions of BUSINESS ASSOCIATE, its workforce or subcontractors, without limiting COVERED ENTITY's rights or remedies under the circumstances, BUSINESS ASSOCIATE shall reimburse COVERED ENTITY for all reasonable costs incurred in connection with investigating, responding to, mitigating the harmful effects of, and notifying individuals, regulators and the media concerning the unintended use or disclosure, including all legal, compliance, risk management, security, and information technology expenses, all costs of printing and postage and all credit and fraud monitoring, identity theft remediation and similar services offered to affected individuals.
 - 2.16.2 Where the violation or breach does not arise solely out of the negligent or willful acts or omissions of BUSINESS ASSOCIATE, its workforce or subcontractors, all associated costs listed above shall be shared in the same proportion as the parties' responsibility for the violation or breach. In such event, the parties shall make timely, good faith efforts to determine the proportionate responsibility for the violation or breach. If, in COVERED ENTITY'S discretion, such efforts are not

successful, the parties shall submit to mediation to determine the proportionate responsibility for the violation or breach.

- 2.17 To the extent that BUSINESS ASSOCIATE has limited its liability under the terms of the Underlying Arrangement(s) or some other document (e.g., a maximum recovery for direct damages), all such limitations shall exclude any damages, fees, costs or other financial amounts arising out of or incurred in connection with the use or disclosure of PHI, including, without limitation, obligations resulting from a breach of unsecured PHI.

3 **Permitted Uses and Disclosures by BUSINESS ASSOCIATE.**

Subject to BUSINESS ASSOCIATE's compliance with the HIPAA Rules and this BAA:

- 3.1 BUSINESS ASSOCIATE may only use or disclose PHI as authorized by and necessary to perform the services set forth in the Underlying Arrangement(s);
- 3.2 BUSINESS ASSOCIATE may use or disclose PHI as required by law. Unless otherwise required by law, BUSINESS ASSOCIATE shall notify COVERED ENTITY promptly prior to making any such use or disclosure so that COVERED ENTITY may, if desired, resist such disclosure or seek an appropriate protective order. If BUSINESS ASSOCIATE nonetheless is required by law to use or disclose PHI, BUSINESS ASSOCIATE shall limit its use or disclosure to the minimum necessary that is required by law;
- 3.3 BUSINESS ASSOCIATE shall use, disclose and request PHI in a manner consistent with the minimum necessary requirements of the HIPAA Rules;
- 3.4 If use or disclosure of PHI is based upon an individual's specific consent or authorization and (i) the individual revokes such consent or authorization, (ii) the duration of such consent or authorization has expired, or (iii) the consent or authorization is found to be defective in any manner that renders it invalid, BUSINESS ASSOCIATE shall notify COVERED ENTITY promptly and no later than ten (10) days after discovering or receiving notice of such revocation, expiration or invalidity, and shall cease all further use and disclosure of the individual's PHI that is not permitted or required in the absence of such consent or authorization; and
- 3.5 BUSINESS ASSOCIATE shall not use or disclose PHI in a manner that would violate the Privacy Rule if such use or disclosure was made by COVERED ENTITY;
- 3.6 BUSINESS ASSOCIATE may use PHI to provide data aggregation services relating to the health care operations of COVERED ENTITY at the request of and for the sole benefit of COVERED ENTITY. Any use of PHI for data aggregation purposes that is not for the sole benefit of COVERED ENTITY may occur only if BUSINESS ASSOCIATE provides COVERED ENTITY advance notice and such use is permissible under applicable law and the terms of any applicable licensing agreement(s). BUSINESS ASSOCIATE will enter into any license agreement(s) that are necessary to effectuate the use of PHI for these purposes;
- 3.7 As between COVERED ENTITY and BUSINESS ASSOCIATE, COVERED ENTITY shall remain the sole and exclusive owner of the PHI. BUSINESS ASSOCIATE does not have and shall not acquire any right, title or interest in or to the PHI, including aggregate or

de-identified PHI, by virtue of this BAA or the Underlying Arrangement(s), or as a result of the selection, arrangement, creation or processing thereof.

4 **Responsibilities of COVERED ENTITY.**

- 4.1. COVERED ENTITY shall notify BUSINESS ASSOCIATE of any limitations in COVERED ENTITY's Notice of Privacy Practices under 45 CFR 164.520, to the extent that such limitations may affect BUSINESS ASSOCIATE's use or disclosure of PHI. Making available a physical or electronic copy of such Notice of Privacy Practices shall be deemed sufficient notice for purposes of this paragraph.
- 4.2. COVERED ENTITY shall notify BUSINESS ASSOCIATE upon becoming aware of any changes in, or revocation of, the permission by an individual to use or disclose his or her PHI, to the extent that such changes may affect BUSINESS ASSOCIATE's use or disclosure of PHI.
- 4.3. COVERED ENTITY shall notify BUSINESS ASSOCIATE of any restrictions on the use or disclosure of PHI that COVERED ENTITY has agreed to or is required to abide by under 45 CFR 164.522, to the extent that such restrictions may affect BUSINESS ASSOCIATE's use or disclosure of PHI.

5. **Notification of Unintended Use or Disclosure of PHI.**

- 5.1 BUSINESS ASSOCIATE shall report to COVERED ENTITY any use or disclosure of PHI not provided for in this BAA or in violation of the HIPAA Rules or other applicable law, including any and all actual and potential breaches and security incidents (each an "unintended use or disclosure"), without unreasonable delay and no later than five (5) business days after BUSINESS ASSOCIATE, its workforce or any subcontractor discovers, is alerted to or otherwise becomes aware of such unintended use or disclosure. Such report shall be submitted to COVERED ENTITY's designated Privacy Officer by both mail and electronic mail using the mailing and email addresses set forth below. BUSINESS ASSOCIATE also shall notify the person designated to receive contractual notices on COVERED ENTITY's behalf under the Underlying Arrangement(s). Notwithstanding the foregoing, BUSINESS ASSOCIATE and COVERED ENTITY acknowledge that this paragraph constitutes sufficient ongoing notice to COVERED ENTITY of unsuccessful attempts to access or interfere with information or information systems (such as pings and other broadcast attacks on BUSINESS ASSOCIATE'S firewall, port scans, unsuccessful log-on attempts, and denial of service attacks).

Privacy Officer Contact Information:

Name: Teresa Arrowood

Phone: 314-994-7724

Email: teresa.arrowood@ssmhealth.com

- 5.2 If the unintended use or disclosure presents a substantial or ongoing risk of harm to COVERED ENTITY or individuals, or affects or may affect the PHI of five hundred (500) or more individuals, in addition to submitting a written report, BUSINESS ASSOCIATE shall report the unintended use or disclosure to COVERED ENTITY's designated Privacy Officer by email or telephone promptly and no later than three (3) business days after BUSINESS ASSOCIATE, its workforce or any subcontractor discovers, is alerted to, or otherwise becomes aware of the unintended use or disclosure. Within this time period, BUSINESS ASSOCIATE shall provide COVERED ENTITY with whatever information is available, and shall provide additional information promptly as it becomes known. BUSINESS ASSOCIATE shall issue a written

report as soon as reasonably practicable in light of the nature and extent of the investigation and the applicable timeframes for notification under state and federal law.

- 5.3 BUSINESS ASSOCIATE shall take all reasonable actions necessary to investigate, respond to and mitigate the harmful effects of the unintended use or disclosure. BUSINESS ASSOCIATE shall provide status updates and any information and assistance requested by COVERED ENTITY in connection therewith. Unless otherwise required by law or agreed to by the parties, it shall be the responsibility of COVERED ENTITY to communicate with affected individual(s), the Secretary and the media information regarding the unintended use or disclosure.

6 Term and Termination.

- 6.1 The Term of this BAA shall be effective as of the effective date of the earliest Underlying Arrangement(s), and shall terminate when all of the PHI provided by COVERED ENTITY to BUSINESS ASSOCIATE, or created or received by BUSINESS ASSOCIATE on behalf of COVERED ENTITY, is destroyed or returned to the COVERED ENTITY, or if it is infeasible to return or destroy PHI, protections are extended to such information, in accordance with the termination provisions in this Section.
- 6.2 Upon COVERED ENTITY's knowledge of a breach of a material term of this BAA by BUSINESS ASSOCIATE, COVERED ENTITY shall either: (i) provide an opportunity for BUSINESS ASSOCIATE to cure the breach or end the violation and if BUSINESS ASSOCIATE does not cure the breach or end the violation within thirty (30) days, terminate this BAA and the Underlying Arrangement(s); (ii) immediately terminate this BAA and the Underlying Arrangement(s) if BUSINESS ASSOCIATE has breached a material term of this BAA and cure is not possible; or (iii) report the violation to the Secretary if neither cure of the breach nor termination of this BAA and the Underlying Arrangement(s) is feasible. For purposes of this provision, a material term shall mean Sections 2, 3, and 5 of this BAA.
- 6.3. Promptly and no later than thirty (30) days after the expiration or termination of this BAA or the Underlying Arrangement(s), or upon COVERED ENTITY's earlier request, at no charge, BUSINESS ASSOCIATE shall return to COVERED ENTITY and/or its designee, or destroy, all PHI (both paper and electronic) in BUSINESS ASSOCIATE's or any subcontractor's possession. BUSINESS ASSOCIATE shall return or destroy PHI in a manner designated or agreed to by COVERED ENTITY, and shall provide all information and assistance reasonably requested by COVERED ENTITY in connection therewith. BUSINESS ASSOCIATE shall not condition receipt, access to or viewing of PHI on COVERED ENTITY's purchase, license or continued use of proprietary software or technology of BUSINESS ASSOCIATE or its subcontractors. If such proprietary software or technology is required to receive, access or view PHI, BUSINESS ASSOCIATE shall provide such software or technology to COVERED ENTITY at no charge.
- 6.4. In the event that BUSINESS ASSOCIATE determines that returning or destroying PHI is not feasible, BUSINESS ASSOCIATE shall notify COVERED ENTITY in writing of the conditions that make return or destruction infeasible. If return or destruction of the PHI is infeasible, BUSINESS ASSOCIATE shall extend the protections of this BAA to such PHI and limit further uses and disclosures of such PHI to those purposes that make the return or destruction infeasible, for so long as BUSINESS ASSOCIATE maintains such PHI.

- 6.5. The obligations of BUSINESS ASSOCIATE and rights and remedies of COVERED ENTITY under this BAA shall survive the expiration or termination of this BAA and/or the Underlying Arrangement(s) for any reason, and shall be binding on and inure to the benefit of the parties and their respective successors and permitted assigns.

7. **Miscellaneous.**

- 7.1 In addition to the obligations and requirements set forth in this BAA, each party shall comply with all applicable state data privacy and security laws and regulations, including but not limited to, laws relating to consent to collect information from individuals.
- 7.2 This BAA shall be governed and interpreted for all purposes by the laws of the State of Missouri, U.S.A., without giving effect to any conflict of laws principles that would require the application of the laws of a different jurisdiction. Any dispute, action or proceeding arising out of or related to this BAA may be commenced in the state courts of Dane County, Wisconsin, or, if proper subject matter jurisdiction exists, the United States District Court for the Western District of Wisconsin. Each party irrevocably submits and waives any objections to the personal jurisdiction and venue of such courts.
- 7.3 In connection with this BAA, the Underlying Arrangement(s), and any services provided under the Underlying Arrangement(s), BUSINESS ASSOCIATE is and shall at all times hold itself out as an independent contractor conducting business as a principal for its own account. Nothing in this BAA or the Underlying Arrangement(s) is intended or shall be construed to create any agency, employment, partnership or joint venture relationship between the parties. Nothing herein provides COVERED ENTITY with the right or authority to control the BUSINESS ASSOCIATE's conduct in the course of providing services for or on behalf of COVERED ENTITY.
- 7.4 Neither party may assign or transfer this BAA, in whole or in part, without the prior written consent of the other party, which consent shall not be unreasonably withheld. Notwithstanding the foregoing, (i) any assignee of the Underlying Arrangement(s) shall be deemed bound by the provisions of this BAA, and (ii) COVERED ENTITY may assign this BAA to an affiliate or to a successor in interest. Any attempted assignment or transfer in violation of the foregoing shall be null and void from the beginning and without effect.
- 7.5 BUSINESS ASSOCIATE acknowledges that its breach or threatened breach of any provision of this BAA may cause irreparable harm to COVERED ENTITY, the extent of which would be difficult and impracticable to assess, and that money damages would not be an adequate remedy for such breach. Accordingly, in addition to all other remedies available at law or in equity, COVERED ENTITY shall be entitled to obtain specific performance, temporary or permanent injunctive relief, and other equitable relief in any court of competent jurisdiction, without the necessity of posting bond in connection therewith.
- 7.6 If BUSINESS ASSOCIATE creates, receives, maintains, transmits or otherwise uses or discloses PHI for or on behalf of any affiliate of COVERED ENTITY, such affiliate shall be deemed an express third party beneficiary of this BAA, with full right to enforce this BAA as though a signatory hereto, and all references to COVERED ENTITY under this BAA shall be construed to include such affiliate. BUSINESS ASSOCIATE recognizes and agrees that third parties to whom COVERED ENTITY sublicenses electronic health record technology are considered affiliates for purposes of this BAA. If BUSINESS ASSOCIATE provides services or enters into the Underlying Arrangement(s) through an affiliate, such

affiliate shall be deemed directly bound by and subject to this BAA, and all references to BUSINESS ASSOCIATE under this BAA shall be construed to include such affiliate. Except as set forth in this paragraph, there are no third party beneficiaries to this BAA. Without limiting the foregoing, nothing contained in this BAA is intended or shall be construed to give rise to any right, claim or cause of action, contractual or otherwise, by or on behalf of any individual.

- 7.7 The parties agree to amend this BAA as necessary to comply with the HIPAA Rules and other applicable law. Any amendment to this BAA, or waiver of any provision or breach hereof, must be in writing and signed by an authorized representative of each party. No rights or obligations shall be waived by any act, omission or knowledge of a party. Any waiver on one occasion shall not constitute a waiver on subsequent occasions.
- 7.8 This BAA supplements the Underlying Arrangement(s) and is enforceable standing alone or as an amendment thereto. A breach of this BAA also shall be deemed a breach of the Underlying Arrangement(s). In the event of any conflict between this BAA and the Underlying Arrangement(s), the provisions of this BAA shall control.
- 7.9 Any ambiguity in this BAA shall be interpreted to permit compliance with the HIPAA Rules. If any provision of this BAA is determined to be invalid or unenforceable under applicable law, the provision shall be amended and interpreted by a court of competent jurisdiction to accomplish the objectives of such provision to the greatest extent possible under applicable law, or severed from this BAA if such amendment is not feasible, and the remaining provisions of this BAA shall continue in full force and effect. The captions in this BAA are for reference purposes only and shall not affect the meaning or interpretation of this BAA. The term “including” means “including without limitation.” The terms “herein,” “hereunder,” “hereto” and “hereof” refer to this BAA as a whole rather than to any particular section.
- 7.10 This BAA sets forth the entire agreement of COVERED ENTITY and BUSINESS ASSOCIATE and supersedes all prior and contemporaneous negotiations, understandings and agreements, written or oral, concerning the subject matter hereof. Where an employee, agent, or contractor of COVERED ENTITY is required to accept or made subject to a “shrink wrap”, “click-through”, or “click to approve” business associate agreement as part of accessing or using BUSINESS ASSOCIATE’s products and services, such terms shall have no force or effect and be superseded by this BAA. Without limiting the foregoing, this BAA expressly amends, replaces and supersedes any prior Business Associate Agreements in effect between COVERED ENTITY and BUSINESS ASSOCIATE.

[Remainder of Page Intentionally Left Blank – Signature Page Follows]

IN WITNESS WHEREOF, each person signing below represents and warrants that he or she is fully authorized to execute and deliver this BAA in the capacity set forth beneath his or her signature and the parties hereto have executed this BAA as of the date and year written below.

BUSINESS ASSOCIATE:

Village of McFarland

By:	
Name:	Stephanie Brassington
Title:	Village President
Address:	5915 Milwaukee St McFarland, WI 53558
Email	stephanie.brassington@mcfarland.wi.gov
Date	

Privacy Contact Information:

Name: Christopher Dennis
Phone: 608-838-3278
Email: cdennis@mcfarland.wi.gov

Information Security Contact Information:

Name: Simple Network Consulting
Phone: 608-446-4464
Email: help@sncllc.com

COVERED ENTITY:

SSM Health Care of Wisconsin, Inc

By:	
Name:	Susan Anderson
Title:	Regional President
Address:	1808 W. Beltline Hwy Madison, WI 53713
Email	susan.anderson@ssmhealth.com
Date	

Privacy Contact Information:

Name: Teresa Arrowood
Phone: 314-994-7724
Email: teresa.arrowood@ssmhealth.com

Information Security Contact Information:

Name: Gary Chan
Phone: 314-552-4263
Email: Gary.Chan@ssmhealth.com

McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Outreach

CONTACT: Katie Gletty-Syoen, Director

AGENDA ITEM: Motion to approve a service agreement with Dane County for funding to provide case management and nutrition services through the Senior Outreach Department as a Focal Point.

PREVIOUS ACTION:

None.

ISSUE SUMMARY:

Enclosed is our annual agreement with Dane County to receive funds to support services we provide through our Senior Outreach Department as a Focal Point. These services include case management and nutrition based services within the Village as well as our service territory. This does not change our agreements with the other Communities within the service territory. Services funded remain the same and in doing so continues to use these funds to support Seniors in our Community.

FINANCIAL/BUDGET IMPACT:

Proposed 2026 amount is \$125,077, which is an increase of \$6,553 from 2025. There was a 4% cut to the Case Management line resulting in a \$2,786 decrease. However, the budgeting formula indicated an increase in funding for Nutrition Site Management due to increased numbers of diners at both the McFarland and Cambridge meal sites, resulting in an increase in funding for that line item in the amount of \$10,313. This amount will go towards an increase to 4 days per week of congregate dining at the McFarland meal site, up from 3 days per week in 2025.

VILLAGE PLAN REFERENCE:

None.

ORDINANCE REFERENCE:

None.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended for approval on the Consent Agenda.

ATTACHMENTS:

1. 87969 Village of McFarland POS DAS

DCDHS - COUNTY OF DANE

Purchase of Services Agreement

Agreement No:	87969
Begin Date:	1/1/2026
Expiration Date:	12/31/2026
Authority: Res.	NA
Maximum Cost:	\$125,077
Number of Pages:	46
Corporation Counsel Approval:	SHR 11.20.25

THIS AGREEMENT is made and entered into by and between the County of Dane (hereafter referred to as "COUNTY") and Village of McFarland (hereafter, "PROVIDER"), as of the respective dates representatives of both parties have affixed their respective signatures.

WHEREAS COUNTY, whose address is 1202 Northport Drive, Madison, WI 53704, desires to purchase services from PROVIDER, whose address is 5915 Milwaukee St, McFarland WI 53558 for the purpose of:

- Congregate Meals (SPC 401)
- Home Delivered Meals (SPC 402)
- Case Management (SPC 604)

These services are more particularly described in Schedule A.

AND WHEREAS Provider is able and willing to provide such services;

NOW, THEREFORE, in consideration of the mutual covenants of the parties hereinafter set forth, the receipt and sufficiency of which is acknowledged by each party for itself, COUNTY and PROVIDER do agree as follows:

[End of Page]

I. TERM.

The term of this Agreement shall commence as of the *Begin Date* and shall end as of the *Expiration Date*, both of which are set forth on page one (1) hereof. PROVIDER shall complete its service obligations under this Agreement not later than the *Expiration Date*. COUNTY shall not be liable for any services performed by PROVIDER other than during the term of this Agreement. COUNTY shall never pay more than the *Maximum Cost* as stated above for all services.

II. SERVICES.

- A. PROVIDER agrees to provide the services detailed in the bid specifications, if any; the request for proposals (RFP) and PROVIDER's response thereto, if any; and on the attached *Schedule A*, which is fully incorporated herein by reference. In the event of a conflict between or among the bid specifications, the RFP or responses thereto, or the terms of *Schedule A* or any of them, it is agreed that the terms of *Schedule A*, to the extent of any conflict, are controlling.
- B. PROVIDER shall furnish the services contained in and comply with the performance and productivity requirements contained in the *Program Summary* document, which is attached hereto and fully incorporated herein by reference. PROVIDER shall complete its obligations under this Agreement in a sound, economical and efficient manner in accordance with this Agreement and all applicable laws.
- C. COUNTY will make payments for services rendered under this Agreement as and in the manner specified herein and in *Schedule B* if attached, which shall be fully incorporated herein by reference.
- D. PROVIDER agrees to make such reports as are required by this Agreement and in the attached *Schedule C*, which is fully incorporated herein by reference.
- E. PROVIDER agrees to secure at PROVIDER's own expense all personnel with the necessary training, supervision and qualifications necessary to carry out PROVIDER's obligations under this Agreement. Such personnel shall not be deemed to be employees of COUNTY. PROVIDER shall ensure PROVIDER's personnel are instructed that they will not have any direct contractual relationship with COUNTY. COUNTY shall not participate in or have any authority over any aspect of PROVIDER's personnel policies and practices, and shall not be liable for actions arising from such policies and practices.
- F. COUNTY shall have the right to request replacement of personnel. PROVIDER shall comply where such personnel are deemed by COUNTY to present a risk to consumers. In other instances, PROVIDER and COUNTY shall cooperate to reach a reasonable resolution on the issue presented.
- G. PROVIDER warrants that it has complied with all necessary requirements to do business in the State of Wisconsin and has met all applicable state and federal statutes, rules, regulations, service standards, certifications and assurances required to provide the services contracted for under this Agreement.
- H. PROVIDER shall notify COUNTY immediately, in writing, of any change in its registered agent, his or her address, and/or PROVIDER's legal status. For a partnership, the term 'registered agent' shall mean a general partner.
- I. PROVIDER understands that time is of the essence as to all PROVIDER requirements.
- J. Unless specified differently herein, a PROVIDER shall maintain a consistent volume of service delivery throughout the months of the Agreement as determined by COUNTY.

SECTION A
(Non-Discrimination)

III. NON-DISCRIMINATION.

- A. During the term of this Agreement, PROVIDER agrees not to discriminate on the basis of age, race, ethnicity, religion, color, gender, disability, marital status, sexual orientation, national origin, cultural differences, ancestry, physical appearance, arrest record or

conviction record, military participation or membership in the national guard, state defense force or any other reserve component of the military forces of the United States, or political beliefs against any person, whether a recipient of services (actual or potential) or an employee or applicant for employment. Such equal opportunity shall include but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, layoff, termination, training, rates of pay, and any other form of compensation or level of service(s).

- B. PROVIDER agrees to post in conspicuous places, available to all employees, service recipients and applicants for employment and services, notices setting forth the provisions of this paragraph. The listing of prohibited bases for discrimination shall not be construed to amend in any fashion state or federal law setting forth additional bases, and exceptions shall be permitted only to the extent allowable in state or federal law.

IV. AFFIRMATIVE ACTION.

- A. If PROVIDER has twenty (20) or more employees and receives \$20,000 in annual contracts with COUNTY, PROVIDER shall file an Affirmative Action Plan with the Dane County Contract Compliance Officer in accord with Chapter 19 of the Dane County Code of Ordinances. Such plan must be filed within fifteen (15) days of the effective date of this Agreement and failure to do so by said date shall constitute grounds for immediate termination of this Agreement by COUNTY.
- B. PROVIDER shall also, during the term of this Agreement, provide copies of all announcements of employment opportunities to COUNTY's Contract Compliance office, and shall report annually the number of persons, by race, ethnicity, gender, and disability, status, who apply for employment and, similarly classified, the number hired and the number rejected.
- C. PROVIDER agrees to furnish all information and reports required by COUNTY's Contract Compliance Officer as the same relate to affirmative action and nondiscrimination, which may include any books, records, or accounts deemed appropriate to determine compliance with Chapter 19, D. C. Ords., and the provisions of this Agreement.

V. AMERICANS WITH DISABILITIES ACT COMPLIANCE.

- A. PROVIDER and all Subcontractors agree not to discriminate on the basis of disability in accordance with The Americans with Disabilities Act (ADA) of 1990, the Wisconsin Statutes secs. 111.321 and 111.34, and Chapter 19 of the Dane County Code of Ordinances. PROVIDER agrees to post in conspicuous places, available to employees, service recipients, and applicants for employment and services, notices setting forth the provisions of this paragraph.
- B. PROVIDER shall give priority to those methods that offer programs and activities to disabled persons in the most integrated setting. Where service or program delivery is housed in an inaccessible location, and accessible alterations are not readily achievable, PROVIDER agrees to offer "programmatically accessibility" to recipients (real or potential) of said services and programs (e.g., change time/location of service).
- C. PROVIDER agrees that it will employ staff with special translation and sign language skills appropriate to the needs of the client population, or will purchase the services of qualified adult interpreters who are available within a reasonable time to communicate with hearing impaired clients. PROVIDER agrees to train staff in human relations techniques and sensitivity to persons with disabilities. PROVIDER agrees to make programs and facilities accessible, as appropriate, through outstations, authorized representatives, adjusted work hours, ramps, doorways, elevators, or ground floor rooms. PROVIDER agrees to provide, free of charge, all documents necessary to its clients' meaningful participation in PROVIDER's programs and services in alternative formats and languages appropriate to the needs of the client population, including, but not limited to, Braille, large print and verbally transcribed or translated taped information. The PROVIDER agrees that it will train its staff on the content of these policies and will invite its applicants and clients to identify themselves as persons needing additional assistance or accommodations in order to apply for or participate in PROVIDER's programs and services.

VI. BILINGUAL SERVICES.

PROVIDER agrees to maintain comprehensive policies to ensure compliance with Title VI of the Civil Rights Act of 1964, as updated to address the needs of employees and clients with limited English proficiency. PROVIDER agrees that it will employ staff with bilingual or special foreign language translation skills appropriate to the needs of the client population, or will purchase the services of qualified adult interpreters who are available within a reasonable time to communicate with clients who have limited English proficiency. PROVIDER will provide, free of charge, all documents necessary to its clients' meaningful participation in PROVIDER's programs and services in alternative languages appropriate to the needs of the client population. PROVIDER agrees that it will train its staff on the content of these policies and will invite its applicants and clients to identify themselves as persons needing additional assistance or accommodations in order to apply or participate in PROVIDER's programs and services.

VII. CIVIL RIGHTS COMPLIANCE.

- A. If PROVIDER has twenty (20) or more employees and receives \$20,000 in annual contracts with COUNTY, PROVIDER shall submit to the COUNTY a current Civil Rights Compliance Plan (CRC) for Meeting Equal Opportunity Requirements under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Title VI and XVI of the Public Service Health Act, the Age Discrimination Act of 1975, the Omnibus Budget Reconciliation Act of 1981 and Americans with Disabilities Act (ADA) of 1990. PROVIDER shall also file an Affirmative Action (AA) Plan with COUNTY in accordance with the requirements of Chapter 19 of the Dane County Code of Ordinances. PROVIDER shall submit a copy of its discrimination complaint form with its CRC/AA Plan. The CRC/AA Plan must be submitted prior to the effective date of this Agreement and failure to do so by said date shall constitute grounds for immediate termination of this Agreement by COUNTY. If an approved plan has been received during the previous CALENDAR year, a plan update is acceptable. The plan may cover a two-year period. Providers who have less than twenty employees, but who receive more than \$20,000 from the COUNTY in annual contracts, may be required to submit a CRC Action Plan to correct any problems discovered as the result of a complaint investigation or other Civil Rights Compliance monitoring efforts. If PROVIDER submits a CRC/AA Plan to Department of Workforce Development, Department of Health Services or Department of Children and Families that covers the services purchased by Dane County, a verification of acceptance by the State of PROVIDER's Plan is sufficient.
- B. PROVIDER agrees to comply with the COUNTY's civil rights compliance policies and procedures. PROVIDER agrees to comply with civil rights monitoring reviews performed by the COUNTY, including the examination of records and relevant files maintained by the PROVIDER. PROVIDER agrees to furnish all information and reports required by the COUNTY as they relate to affirmative action and non-discrimination. The PROVIDER further agrees to cooperate with the COUNTY in developing, implementing, and monitoring corrective action plans that result from any reviews.
- C. PROVIDER shall post the Equal Opportunity Policy; the name of the PROVIDER's designated Equal Opportunity Coordinator and the discrimination complaint process in conspicuous places available to applicants and clients of services, and applicants for employment and employees. The complaint process will be according to COUNTY's policies and procedures and made available in languages and formats understandable to applicants, clients and employees. PROVIDER shall supply to the Dane County Contract Compliance Officer upon request a summary document of all client complaints related to perceived discrimination in service delivery. These documents shall include names of the involved persons, nature of the complaints, and a description of any attempts made to achieve complaint resolution.
- D. PROVIDER shall provide copies of all announcements of new employment opportunities to the Dane County Contract Compliance Officer when such announcements are issued.
- E. In lieu of the requirements of this section, if PROVIDER is a government entity having its own compliance plan, PROVIDER's plan shall govern PROVIDER's activities.

VIII. EQUAL OPPORTUNITY NOTICE.

In all solicitations for employment placed on PROVIDER's behalf during the term of this Agreement, PROVIDER shall include a statement to the effect that PROVIDER is an "Equal Opportunity Employer".

SECTION B

(General Terms)

IX. ACKNOWLEDGEMENT OF COUNTY SUPPORT.

PROVIDER shall acknowledge funding support by COUNTY in all publications, including social media statements, regarding services and programs funded by COUNTY. PROVIDER agrees to display the Dane County Department of Human Services logo in its waiting rooms and incorporate the logo in all PROVIDER publications, websites and stationery that pertain to services funded in whole or in part by COUNTY.

X. ASSIGNMENT AND TRANSFER.

PROVIDER shall not assign, subcontract or transfer any interest or obligation in this Agreement without the prior written consent of COUNTY, including the hiring of independent contract service providers, unless otherwise provided herein. Claims for money due to PROVIDER from COUNTY under this Agreement may be assigned to a bank, trust company or other financial institution without COUNTY consent if and only if the instrument of assignment provides that the right of the assignee in and to any amounts due or to become due to PROVIDER shall be subject to prior claims of all persons, firms and corporations for services rendered or materials supplied for the performance of the work called for in this Agreement. PROVIDER shall furnish COUNTY with notice of any such assignment or transfer.

XI. CONFIDENTIALITY.

A. PROVIDER agrees to comply with all pertinent federal and state statutes, rules, regulations and county ordinances related to confidentiality. Further, COUNTY and PROVIDER agree that:

1. Client specific information, including, but not limited to, information which would identify any of the individuals receiving services under this Agreement, shall at all times remain confidential and shall not be disclosed to any unauthorized person, forum, or agency except as permitted or required by law.
2. PROVIDER knows and understands it is not entitled to any client specific information unless it is released to persons who have a specific need for the information which is directly connected to the delivery of services to the client under the terms of this Agreement and only where such persons require the requested information to carry out official functions and responsibilities.
3. Upon request from COUNTY, client specific information, including but not limited to treatment information, shall be exchanged between PROVIDER and COUNTY, consistent with applicable federal and state statutes, for the following purposes:
 - a. Research (names and specific identifying information not to be disclosed);
 - b. Fiscal and clinical audits and evaluations;
 - c. Coordination of treatment or services; and
 - d. Determination of conformance with court-ordered service plans.

B. Health Insurance Portability and Accountability Act of 1996 (HIPAA) Applicability.

1. The PROVIDER agrees to comply with the federal regulations implementing the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and all relevant regulations as from time to time amended, if PROVIDER receives Medicaid funding or as these regulations otherwise apply to the services the PROVIDER provides or purchases with funds provided under this Agreement. Such requirements, where applicable, include:
 - a. Holding protected health information (PHI) in confidence and using it or further disclosing it only for authorized purposes.
 - b. Having a Notice of Privacy Practices.

- c. Developing and maintaining current and appropriate administrative, technical, and physical safeguards to protect the confidentiality, integrity and availability of all PHI, in any form or media, including electronic storage and transmission.
 - d. Maintaining policies and procedures to protect against the identity theft of client/consumer information.
 - e. Tracking disclosures of PHI as required by law.
 - f. Having and maintaining procedures in the event of a breach of PHI, logging security events, providing notices and mitigating damages as required by law.
- 2. Where PROVIDER has access to COUNTY's client records and discovers any breach or unauthorized acquisition, access, use or disclosure of client records, PROVIDER shall inform COUNTY within five (5) business days after PROVIDER learns of such breach involving COUNTY's clients. At the COUNTY's request, PROVIDER will furnish all documentation pertaining to the PROVIDER'S efforts in breach mitigation and response.
 - 3. If COUNTY has determined that PROVIDER is a "Business Associate" within the context of the law, PROVIDER will sign and return the attached Business Associate Addendum, which will be included and made part of this Agreement.

XII. COOPERATION.

- A. PROVIDER agrees to cooperate with departments, agencies, employees and officers of COUNTY in providing the services described herein.
- B. Where PROVIDER furnishes counseling, care, case management, service coordination or other client services and COUNTY requests PROVIDER or any of PROVIDER's employees to provide evidence in a court or other evidentiary proceeding regarding the services provided to any named client or regarding the client's progress given services provided, services purchased under this Agreement include PROVIDER making itself or its employees available to provide such evidence requested by COUNTY as authorized by law.

XIII. DELIVERY OF NOTICES.

Notices, bills, invoices and reports required by this Agreement shall be deemed delivered as of the date of postmark if deposited in a United States mailbox, first class postage attached, addressed to a party's address as set forth in this Agreement. Any party changing its address shall notify the other party in writing within five (5) business days.

XIV. DISPUTE RESOLUTION.

- A. **Good Faith Efforts.** In the event of a dispute between PROVIDER and COUNTY involving the interpretation or application of the contents of the Schedule A and related service requirements, PROVIDER and COUNTY agree to make good faith efforts to resolve grievances informally.
- B. **Formal Procedure.** In the event informal resolution is not achieved, COUNTY and PROVIDER shall follow the following procedure to resolve all disputes:

Step 1: PROVIDER's Chief Executive Officer shall present a description of the dispute and PROVIDER's position, in writing, to COUNTY's Division Manager within fifteen (15) working days of gaining knowledge of the issue. The description shall cite the provision or provisions of this Agreement that are in dispute and shall present all available factual information supporting PROVIDER's position. Failure to timely provide said document constitutes a waiver of PROVIDER's right to dispute the item.

Step 2: Both parties shall designate representatives, who shall attempt to reach a mutually satisfactory resolution within the fifteen (15) working days after mailing of the written notice.

Step 3: If resolution is not reached in Step 2, COUNTY's Division Manager shall provide in writing by mail, an initial decision. Said decision shall be binding until and unless a different decision is reached as outlined below.

Step 4: PROVIDER's Chief Executive Officer or equivalent may request a review of the initial decision by mailing a written request to COUNTY's Human Services Director within fifteen (15) working days of the receipt of the initial decision. Failure to timely provide said request constitutes a waiver of PROVIDER's right to dispute the item.

Step 5: COUNTY's Human Services Director shall respond to the request for review by mailing a final written decision to PROVIDER within fifteen (15) working days of receipt of the request.

Step 6: PROVIDER's Chief Executive Officer or equivalent may request a review by the County Executive of the final decision by mailing said request within fifteen (15) working days of the postmarked date of the final decision. Failure to timely provide said request constitutes a waiver of PROVIDER's right to dispute the item.

Step 7: The County Executive shall provide a final decision by mailing it to PROVIDER within fifteen (15) working days following the postmarked date of the request for a review. The decision of the County Executive is final and binding on the parties.

C. **Client Grievance Procedure.**

1. PROVIDER shall have a written client grievance procedure approved by COUNTY, posted in its service area, at all times during the term of this Agreement and made available to each client upon admission.
2. Where clients may be entitled to an administrative hearing concerning eligibility, PROVIDER will cooperate with COUNTY in providing notice of said eligibility to clients.

XV. EMERGENCY PLANNING.

- A. In order for PROVIDER and the people PROVIDER serves to be prepared for an emergency such as a tornado, flood, blizzard, electrical blackout, pandemic and/or other natural or man-made disaster, PROVIDER shall develop a written plan that at a minimum addresses:
1. The steps PROVIDER has taken or will be taking to prepare for an emergency;
 2. Which of PROVIDER's services will remain operational during an emergency;
 3. The role of staff members during an emergency;
 4. PROVIDER's order of succession, evacuation and emergency communications plans, including who will have authority to execute the plans and/or to evacuate the facility;
 5. Evacuation routes, means of transportation and use of alternate care facilities and service providers, (such as pharmacies) with which PROVIDER has emergency care agreements in place;
 6. How PROVIDER will assist clients/consumers to individually prepare for an emergency; and
 7. How essential care records will be protected, maintained and accessible during an emergency.
- A copy of the written plan should be kept at each of PROVIDER's office(s).
- B. Providers who offer case management or residential care for individuals with substantial cognitive, medical, or physical needs shall assure at-risk clients/consumers are provided for during an emergency.

XVI. FAIR LABOR STANDARDS COMPLIANCE.

- A. **Reporting Adverse Findings.** During the term of this Agreement, PROVIDER shall report to the County Contract Compliance Officer, within ten (10) days, any allegations to, or findings by the National Labor Relations Board (NLRB) or Wisconsin Employment Relations Commission (WERC) that PROVIDER has violated a statute or regulation regarding labor standards or relations. If an investigation by the Contract Compliance Officer results in a final determination that the matter adversely affects PROVIDER's responsibilities under this Agreement, and which recommends termination, suspension or cancellation of this Agreement, COUNTY may take such action.
- B. **Appeal Process.** PROVIDER may appeal any adverse finding by the Contract Compliance Officer as set forth in sec. 25.08(20)(c), D.C. Ords.
- C. **Notice Requirement.** PROVIDER shall post the following statement in a prominent place visible to employees: "As a condition of receiving and maintaining a contract with Dane County, this employer shall comply with federal, state and all other applicable laws prohibiting retaliation for union organizing."

XVII. INDEMNIFICATION BY PROVIDER.

- A. To the fullest extent permitted by law, PROVIDER shall indemnify, hold harmless and defend COUNTY, its boards, commissions, agencies, officers, agents, volunteers, employees and representatives against any and all liability, claims, losses (including, but not limited to, property damage, bodily injury and loss of life), damages, costs or expenses (including, but not limited to, court costs, as well as fees and charges of attorney(s)) which COUNTY, its officers, employees, agencies, boards, commissions and representatives may sustain, incur or be required to pay by reason of PROVIDER furnishing the services or goods required to be provided under this Agreement, provided, however, that the provisions of this paragraph shall not apply to liabilities, claims, damages, losses, charges, costs, or expenses caused by or arising from the acts or omissions of COUNTY, its agencies, boards, commissions, officers, agents, volunteers, employees or representatives. The obligations of PROVIDER under the paragraph shall apply to liability, claims, losses, damages, costs or expenses arising from any aspect of PROVIDER's personnel policies or practices, because, except as otherwise provided herein, it is understood that COUNTY assumes no control over PROVIDER's business operations, methods or procedures.
- B. COUNTY reserves the right, but not the obligation, to participate in defense without relieving PROVIDER of any obligation under this paragraph.
- C. The obligations of PROVIDER under this paragraph shall survive the expiration or termination of this Agreement.
- D. The requirements of this section are waived where PROVIDER is the State of Wisconsin.

XVIII. INSURANCE.

- A. In order to protect itself and COUNTY, its officers, boards, commissions, agencies, agents, volunteers, employees and representatives under the indemnity provisions of *paragraph XVII*, PROVIDER shall, at PROVIDER's own expense, obtain and at all times during the term of this Agreement keep in full force and effect the insurance coverages, limits, and endorsements listed below. Neither these requirements nor the COUNTY's review or acceptance of PROVIDER's certificates of insurance is intended to limit or qualify the liabilities or obligations assumed by the PROVIDER under this Agreement.
 - 1. **Commercial General Liability.**
PROVIDER agrees to maintain Commercial General Liability at a limit of not less than \$1,000,000 per occurrence. Coverage shall include, but not be limited to, Bodily Injury and Property Damage to Third Parties, Contractual Liability, Personal Injury and Advertising Injury Liability, Premises-Operations, Independent PROVIDERS and Subcontractors, and Fire Legal Liability. The policy shall not exclude Explosion, Collapse, and Underground Property Damage Liability Coverage. The policy shall list DANE COUNTY as an Additional Insured.

2. Commercial/Business Automobile Liability.
PROVIDER agrees to maintain Commercial/Business Automobile Liability at a limit of not less than \$1,000,000 Each Occurrence. PROVIDER further agrees coverage shall include liability for Owned, Non-Owned & Hired automobiles. In the event PROVIDER does not own automobiles, PROVIDER agrees to maintain coverage for Hired & Non-Owned Auto Liability, which may be satisfied by way of endorsement to the Commercial General Liability policy or separate Business Auto Liability policy.
 3. Professional Liability.
PROVIDER agrees to maintain Professional Liability at a limit of not less than \$1,000,000 per claim with a \$1,000,000 aggregate for all PROVIDER's professional employees. The coverage shall include Unintentional Errors/Omissions Endorsement. There shall be an extended reporting period provision of not less than two years.
 4. Umbrella or Excess Liability.
PROVIDER may satisfy the minimum liability limits required above for Commercial General Liability and Business Auto Liability under an Umbrella or Excess Liability policy. There is no minimum Per Occurrence limit of liability under the Umbrella or Excess Liability; however, the Annual Aggregate limit shall not be less than the highest "Each Occurrence" limit for the Commercial General Liability and Business Auto Liability. PROVIDER agrees to list DANE COUNTY as an "Additional Insured" on its Umbrella or Excess Liability policy.
 5. Workers' Compensation.
PROVIDER agrees to maintain Workers Compensation insurance at Wisconsin statutory limits.
- B. PROVIDER Prohibited from Waiving COUNTY's Right to Subrogation: When obtaining required insurance under this Agreement and otherwise, PROVIDER agrees to preserve COUNTY's subrogation rights in all such matters that may arise that are covered by PROVIDER's insurance.
 - C. Upon execution of this Agreement, PROVIDER shall furnish COUNTY with a Certificate of Insurance listing COUNTY as an additional insured and, upon request, certified copies of the required insurance policies. If PROVIDER's insurance is underwritten on a Claims-Made basis, the Retroactive Date shall be prior to or coincide with the date of this Agreement, the Certificate of Insurance shall state that professional malpractice or errors and omissions coverage, if the services being provided are professional services coverage is Claims-Made and indicate the Retroactive Date, PROVIDER shall maintain coverage for the duration of this Agreement and for six (6) years following the completion of this Agreement. PROVIDER shall furnish COUNTY, annually on the policy renewal date, a Certificate of Insurance as evidence of coverage. It is further agreed that PROVIDER shall furnish the COUNTY with a 30-day notice of aggregate erosion, in advance of the Retroactive Date, cancellation, or renewal. It is also agreed that on Claims-Made policies, either PROVIDER or COUNTY may invoke the tail option on behalf of the other party and that the Extended Reporting Period premium shall be paid by PROVIDER. In the event any action, suit or other proceeding is brought against COUNTY upon any matter herein indemnified against, COUNTY shall give reasonable notice thereof to PROVIDER and shall cooperate with PROVIDER's attorneys in the defense of the action, suit or other proceeding. PROVIDER shall furnish evidence of adequate Worker's Compensation Insurance. In case of any sublet of work under this Agreement, PROVIDER shall furnish evidence that each and every subcontractor has in force and effect insurance policies providing coverage identical to that required of PROVIDER.
 - D. COUNTY, acting at its sole option and through its Risk Manager, may waive any and all insurance requirements. Waiver is not effective unless in writing. Such waiver may include or be limited to a reduction in the amount of coverage required above. The extent of waiver shall be determined solely by COUNTY's Risk Manager taking into account the nature of the work and other factors relevant to COUNTY's exposure, if any, under this Agreement.

- E. In case of any sublet of work under this Agreement, PROVIDER shall furnish evidence that each and every subcontractor has in force and effect insurance policies providing coverage identical to that required of PROVIDER.
- F. The requirements of this section are waived where PROVIDER is the State of Wisconsin.

XIX. LICENSE, CERTIFICATION AND STANDARD COMPLIANCE.

- A. **All Service Standards Met.** PROVIDER shall meet State and Federal service standards, certifications and assurances as expressed by State and Federal statutes, rules, and regulations applicable to the services covered by this Agreement, including all regulations applicable to the expenditure and reporting of funds for services purchased by this Agreement.
- B. **Background Checks.** PROVIDER agrees to do background checks for all its workforce, including interns and volunteers, having regular contact with children, the elderly or vulnerable adults, including caregiver background checks where required by law.
- C. **Debarment.** PROVIDER certifies that it is not debarred, suspended or declared ineligible from participating in federal procurements. COUNTY reserves the right to cancel this Contract if PROVIDER is presently, or is in the future, on the list of parties excluded from federal procurements.
- D. **County Standards.** Where COUNTY wants to apply a specific set of standards to PROVIDER not contrary to state and federal regulations, the same are specified or are specifically referred to in this Agreement.
- E. **Licenses and Certifications.** Where required by law, PROVIDER must, at all times, be licensed or certified by either the State or County as a qualified provider of the services purchased hereby. PROVIDER shall fully cooperate with licensing and certification authorities. PROVIDER shall submit copies of the required licenses or certifications upon request by COUNTY. PROVIDER shall promptly notify COUNTY in writing of any citation PROVIDER receives from any licensing or certification authority, including all responses and correction plans.
- F. **Public Health Standards.** PROVIDER will follow applicable public health guidelines to provide safe services and a safe workplace. In addition, by signing this Agreement, PROVIDER acknowledges the contagious nature of COVID-19 and voluntarily assumes the risk that PROVIDER and its staff may be exposed to or infected by COVID-19 by providing services under this Agreement and that such exposure or infection may result in personal injury, illness, permanent disability, and death.

PROVIDER further acknowledges that PROVIDER is assuming all of the foregoing risks and accepts sole responsibility for any injury to itself and staff, including, but not limited to, personal injury, disability, death, illness, damage, loss, claim, liability, or expense of any kind, that PROVIDER or its staff may experience or incur in connection with providing services. PROVIDER hereby releases, covenants not to sue, discharges, and holds harmless and indemnifies the COUNTY, its employees, agents, and representatives, of and from any and all claims, including all liabilities, claims, actions, damages, costs or expenses of any kind arising out of or relating thereto. Provider understands and agrees that this release includes any claims based on the actions, omissions, or negligence of COUNTY, its employees, agents and representatives, whether a COVID-19 infection occurs before, during, or after the provision of services under this Agreement.
- G. **Notification.** PROVIDER shall notify the COUNTY promptly, in writing, if it is unable to comply with any of the above requirements.

XX. NO WAIVER OF RIGHT OF RECOVERY.

In no event shall the making of any payment or acceptance of any service or product required by this Agreement constitute or be construed as a waiver by COUNTY of any breach of the covenants of this Agreement or a waiver of any default of PROVIDER. The making of any such payment or acceptance of any such service or product by COUNTY while any such default or breach shall exist

shall in no way impair or prejudice the right of COUNTY with respect to recovery of damages or other remedy as a result of such breach or default.

XXI. PATENTS, COPYRIGHTS AND INVENTIONS. PROVIDER may elect to retain the entire right, title and interest to any invention conceived or first actually reduced to practice in the performance of this Agreement as provided by 37 CFR 401. In the event any invention results from work performed jointly by PROVIDER and COUNTY, the invention(s) shall be jointly owned. COUNTY is licensed to use information and materials in any publication produced by COUNTY resulting from joint projects between COUNTY and PROVIDER.

XXII. PENALTIES.

- A. PROVIDER shall provide immediate notice in the event it will be unable to meet any deadline, including deadlines for filing reports, set by COUNTY. Concurrent with notification, PROVIDER shall submit either a request for an alternative deadline or other course of action or both. COUNTY may grant or deny the request. COUNTY has the prerogative to withhold payment to PROVIDER upon denial of request or until any condition set by COUNTY is met. In the case of contracts that have been renewed or continued from a previous contractual period, COUNTY may withhold payment in the current period for failures that occurred in a previous period.
- B. In the event of a material breach or failure of performance by PROVIDER under any agreement between COUNTY and PROVIDER, COUNTY reserves the right to withhold any payment otherwise due to PROVIDER under this Agreement up to the amount of the COUNTY'S reasonable estimate of the damages, costs or liabilities incurred or to be incurred by COUNTY as a result of said breach or nonperformance on the other agreement.
- C. If COUNTY is liable for damages sustained as a result of breach of this Agreement by PROVIDER, COUNTY may withhold payments to PROVIDER as set off against said damages.
- D. If, through any act of or failure of action by PROVIDER, COUNTY is required to refund money to a funding source or granting agency, PROVIDER shall pay to COUNTY within ten (10) working days, any such amount along with any interest and penalties.

XXIII. RECORDS.

- A. **Open Records Requests.** PROVIDER agrees to assist COUNTY in promptly fulfilling or answering any open records request, in the manner determined by COUNTY, of a record not protected by a law requiring confidentiality that PROVIDER keeps or maintains on behalf of COUNTY.
- B. **Records Retention.** PROVIDER shall retain any record required to be kept on behalf of COUNTY for a period of not less than seven (7) years unless a shorter period of retention is authorized by applicable law or for a longer period of time if required by law. PROVIDER shall preserve Medicaid funded service and billing records for a period of not less than ten (10) years from the last service provided unless a shorter period or retention is specifically authorized by law. This provision survives the term of this contract.
- C. **Records Ownership and Control.**
 - 1. It is understood that in the event this Agreement terminates for any reason, COUNTY, at its option may take ownership and control of all records created for the purpose of providing and facilitating provision of services under the Agreement.
 - 2. If, as the result of the expiration or termination of this Agreement, PROVIDER discontinues services provided under this Agreement to any client who continues to require such service, COUNTY shall have the right to take immediate physical custody of any of the client's records that are necessary to facilitate the transition of services to another provider of such service, including, but not limited to, all documents, electronic data, products and services prepared or produced by PROVIDER under this Agreement. Further, COUNTY may direct PROVIDER to transfer any client record as COUNTY deems necessary to a new service provider in order to provide continuity of care and services to affected clients.

XXIV. RENEGOTIATION.

- A. This Agreement or any part thereof, may be renegotiated at the option of COUNTY in the case of: 1) increased or decreased volume of services; 2) changes required by Federal or State law or regulations or court action; 3) cancellation, increase or decrease in funding; 4) changes in service needs identified by COUNTY; 5) PROVIDER's failure to provide monthly services purchased; or 6) upon any mutual agreement. PROVIDER agrees to renegotiate in good faith if COUNTY exercises this option.
- B. Any agreement reached pursuant to renegotiation shall be acknowledged through a written Agreement addendum signed by COUNTY and PROVIDER.
- C. Changes to the number of units purchased under this Agreement pursuant to renegotiation shall be reflected by amendment to the *Program Summary*.
- D. If PROVIDER refuses to renegotiate in good faith as required by this section, COUNTY may either terminate the Agreement or unilaterally adjust payments downward to reflect COUNTY's best estimate of the volume of services actually delivered by PROVIDER under this Agreement.

XXV. TERMINATION, SUSPENSION AND/OR MODIFICATION.

This Agreement may be terminated and/or its terms may be modified or altered as follows:

- A. Either party may terminate the Agreement without stating cause at any time upon ninety (90) days' written notice.
- B. Failure of PROVIDER to fulfill any of its obligations under the Agreement in a timely manner or violation by PROVIDER of any covenants or stipulations contained in this Agreement shall constitute grounds for COUNTY to terminate this Agreement upon ten (10) days' written notice of the effective date of termination.
- C. The following shall constitute grounds for immediate termination:
 - 1. Violation by PROVIDER of any state, federal or local law, or failure by PROVIDER to comply with any applicable state and federal service standards, as expressed by applicable statutes, rules and regulations.
 - 2. Failure by PROVIDER to carry applicable licenses or certifications as required by law.
 - 3. Failure of PROVIDER to comply with reporting requirements contained herein.
 - 4. Inability of PROVIDER to perform the work provided for herein.
 - 5. Exposure of a client to immediate danger when interacting with PROVIDER.
- D. COUNTY may, in its sole discretion, immediately terminate this Agreement, effective on the date the funding change or condition occurs, if any of the following events related to the funding required for COUNTY'S obligations takes place:
 - 1. Cancellation, reduction or non-appropriation of state, federal or county funds.
 - 2. Failure of the federal or state government to reimburse County.
 - 3. Imposition of additional conditions by the federal or state government.

In the event of a termination under this section, COUNTY may, in its sole discretion, require alternate billing, reporting and closeout requirements.

- E. Termination or reduction actions taken by COUNTY under this Agreement are not subject to the Dispute Resolution Process, Section XIV of this document.

SECTION C
(Financial Terms)

XXVI. FINANCIAL PROVISIONS.

A. **Accounting.** PROVIDER shall maintain such records, financial statements and necessary evidences of accounting procedures and practices sufficient to document the funding received and disbursements made under this contract. Accounting records must be supported by such source documentation as cancelled checks/electronic payments, paid bills, bank statements, payrolls, time and attendance records, contract award documentation, etc. PROVIDER shall adhere to the *Wisconsin Department of Health Services and/or Wisconsin Department of Children and Families Allowable Cost Policy Manual(s)*, including revisions and updates and return to COUNTY any funding paid in excess of allowable costs.

B. **Method of Payment.** PROVIDER shall be paid in conformance with allowable Wisconsin payment methods for its services as indicated below.

1. **Monthly Expense Reimbursement:** Actual allowable expenses incurred by PROVIDER shall be reimbursed by COUNTY on a monthly basis as follows:

- a. As allowable under Wisconsin statutes, one advance payment of up to one-twelfth of the annual contracted program amount may be allowed in the first month of the Agreement. If the advance payment exceeds \$10,000, PROVIDER shall supply an advance payment surety bond listing Dane County as bond obligee for an amount equal to the amount of the advance payment. The bond should coincide with the Dane County Agreement period. No surety bond is required if PROVIDER is a state agency.
- b. Request for advance payment shall be made on COUNTY's Payment Voucher (Form 014-64-05) or PROVIDER's monthly billing statement and submitted to COUNTY with signed contract, and where applicable, copy of advance payment surety bond.
- c. Request for monthly reimbursements after advance payment, or when no advance payment occurs, shall be made on COUNTY's Payment Voucher (Form 014-64-05), or PROVIDER's monthly billing statement, along with a supporting expense report in County provided format submitted to COUNTY within twenty-five (25) days after the month of service.
- d. Final payment will be based on year-end expense reporting and shall net any previously advanced payment.
- e. This provision will be applicable to the following programs:

f. This provision will be applicable to following programs which also require Schedule B language to further define the payment method:

12670, 1236, 4368

2. **Unit of Service Reimbursement:** Units of service provided shall be paid by COUNTY on a monthly basis.

- a. Requests for payment shall be made on COUNTY's Payment Voucher (Form 014-64-05) or PROVIDER's monthly billing statement and submitted to COUNTY within twenty-five (25) days after the month of service.
- b. This provision will be applicable to the following programs:

c. This provision will be applicable to following programs which also require Schedule B language to further define the payment method:

- C. **Financial Compliance.** Notwithstanding the agreed upon method of payment stated above, COUNTY may at its option refuse to provide payment otherwise due to PROVIDER if COUNTY reasonably suspects any of the following:
1. PROVIDER has mismanaged any funds provided by COUNTY.
 2. Funds in PROVIDER's possession are at risk of being seized by PROVIDER's creditors or other adverse interest.
 3. PROVIDER appears incapable of maintaining itself as a going business concern.
 4. PROVIDER fails to meet reporting requirements.
- D. **Administrative Cost Ceiling.** PROVIDER agrees to keep actual administrative costs for each program group at or below the percentage approved by COUNTY. The approved administrative cost is the percentage of approved program group cost devoted to administrative activity most recently approved by COUNTY. No variance in excess of the approved administrative percentage will be allowed unless approved by COUNTY in advance and in writing. In no event will COUNTY approve an administrative cost percentage in excess of 15% of the cost of each program group. Administrative costs are defined as indirect costs incurred by an agency that are not readily chargeable to a particular program or function, but benefit all programs or functions operated by the agency. If indirect costs are charged to programs under this contract for program administration, PROVIDER must have a written cost allocation plan that meets state and federal requirements for such plan.
- E. **Exemptions from Administrative Cost Ceiling.** At the discretion of COUNTY, programs will be exempt from the prescribed ceiling if any of the following applies:
1. The program is 100% administrative, or
 2. The program is paid monthly under the unit of service reimbursement method of payment, or
 3. The program is 100% funded from medical assistance or another federal source; in such case the administrative expense shall be limited to the requirements of the funding source.
- F. **Bond.** At all times during the term of this Agreement PROVIDER shall maintain an employee dishonesty bond in an amount sufficient to hold PROVIDER harmless in the event of employee fraud or defalcation. Said bond shall insure PROVIDER against the loss of funds provided through this Agreement and the loss of client funds to which the PROVIDER or its employees has access through the services provided through this Agreement. PROVIDER shall furnish evidence of having met this requirement upon request by COUNTY.
- G. **Budgets and Personnel Schedules.**
1. Programs paid under the unit of service reimbursement method of payment shall be exempt from the requirements of this section.
 2. For each program funded by COUNTY, PROVIDER shall prepare a program budget and supporting personnel schedule and submit it to COUNTY for approval within fifty-six (56) days after the effective date of this Agreement. PROVIDER agrees to submit its program budgets and personnel schedules on forms provided by COUNTY and according to guidelines provided by COUNTY. Program budgets and personnel schedules shall be considered approved when signed by both PROVIDER and COUNTY. Upon approval by COUNTY, both the program budget and personnel schedule shall be made a part of this Agreement.
 3. Variances in any program account category (categories are: Personnel, Operating, Space, Special Costs, and Other Expense) in excess of \$5,000.00 or 10%, whichever is less, shall not be allowed unless PROVIDER obtains written approval of COUNTY at COUNTY's discretion for good cause shown. Overall program under-spending is not considered a variance.
 4. Funds allocated to each program must be used as allocated in accordance with the approved program budget and may not be transferred between programs without the written agreement of COUNTY at COUNTY's discretion for good cause shown.
 5. If there is a change in program funding under this Agreement, PROVIDER shall submit a revised budget and personnel schedule, unless waived in writing by COUNTY.

6. In performing services required under this Agreement, PROVIDER shall not exceed either the approved program budget or the staffing level indicated in the approved personnel schedule.
- H. **Client Accounts.**
1. Under no circumstances is PROVIDER permitted to commingle funds belonging to clients with PROVIDER's funds. When PROVIDER handles client funds, these funds shall be kept in separate accounts ("Client Accounts") such that all monies can be accounted for at all times, and a monthly accounting shall be made available to each client or his or her legal representative.
 2. Client Accounts established pursuant to this section shall be subject to audit at any time during normal business hours and without prior notice.
 3. If COUNTY discovers a deficiency in any Client Account or if a formal complaint is filed pertaining to such an account, COUNTY or its representative may withhold from PROVIDER funds equivalent to the sum in dispute until settlement is reached.
- I. **Collection of Client Fees.**
1. COUNTY shall determine which programs operated by PROVIDER are required under Wis. Stats. 46.03(18) to participate in the Wisconsin Administrative Code (DHS 1) Uniform Fee System of charging clients for services provided and inform PROVIDER. PROVIDER shall assume responsibility for the billing and collection of fees, unless specified otherwise in this Agreement.
 2. PROVIDER shall not delegate collection of fees to private collection firms without written permission from COUNTY.
- J. **Deadline for Requesting Cost Variances and Transfers of Funds between Programs.** Requests for approval of cost variances and transfers of funds between programs must be made in writing with a letter of explanation requesting funds transfer no later than November 15 of the Agreement year. Fund transfer request letters shall be electronically submitted with detailed justification to COUNTY assigned accountant, see Schedule C. COUNTY will not consider written requests for further revisions unless they are the result of auditing adjustments detailed in a letter from PROVIDER's auditor and submitted prior to or with the annual audit report.
- K. **Deposits in FDIC or NCUA-Insured Account.** Any payments of monies to PROVIDER by COUNTY for services provided under this Agreement shall be deposited in a financial institution with Federal Deposit Insurance Corporation (FDIC) or National Credit Union Administration (NCUA) insurance coverage. For any balance exceeding FDIC or NCUA coverage PROVIDER must obtain additional insurance.
- L. **Donations.** PROVIDER shall account for donations in accordance with the *Wisconsin Department of Health Services and/or Wisconsin Department of Children and Families Allowable Cost Policy Manual(s)* and other applicable laws.
- M. **Expense Reports.** PROVIDER shall submit expense reports on the form provided by COUNTY. The report shall be submitted on a monthly basis and is due no later than the 25th of the month following the end of the month of service. Programs paid under the unit of service reimbursement method of payment shall be exempt from submitting the expense reports described in this paragraph.
- N. **Financial and Compliance Audit by PROVIDER.**
1. PROVIDER, if it receives departmental funding over \$100,000, shall submit a copy of its agency-wide annual audit to COUNTY within one hundred eighty (180) days of the end of its fiscal year. In determining the amount of annual funding provided by the COUNTY, the PROVIDER shall consider funds provided through all direct contracts with the COUNTY.
 2. Audit waiver requests are subject to approval on a case-by-case basis according to Dane County Human Services and State of Wisconsin review. Requests may be made only due to extenuating circumstances. PROVIDER shall electronically submit audit waiver requests, through submission of Audit Waiver Request form, to COUNTY assigned accountant, see Schedule C, in advance of the Agreement effective date.

3. Audit Requirements: The audit shall be performed on behalf of PROVIDER by an independent certified public accountant and shall be conducted in accordance with generally accepted auditing standards, Wisconsin Statute Section 46.036, Government Auditing Standards as issued by the U.S. Government Accountability Office and the applicable state and federal regulations and guidelines, including but not limited to:
 - a. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR Chapters 1 and 2;
 - b. The State Single Audit Guidelines;
 - c. State of Wisconsin's Department of Health Services Audit Guide;
 - d. State of Wisconsin's Department of Children and Families Provider Agency Audit Guide.
4. When an audit is required, the audit shall include the following items:
 - a. Financial Statements of the overall agency, including the independent auditor's opinion on the statement.
 - b. Schedule of Findings and Questioned Costs, Schedule of Prior Audit Findings, Corrective Action Plan and the Management Letter (if issued).
 - c. Report on Compliance and a Report on Internal Control over Financial Reporting based on an audit performed in accordance with Government Auditing Standards.
 - d. Report on Compliance with Requirements Applicable to the Federal and State Program and a Report on Internal Control over Compliance in Accordance with the Program-Specific Audit Option.
 - e. A Supplementary Cost Reimbursement Award Schedule identifying expenses and revenues by funding source and program, including the independent auditor's opinion on the supplementary schedule. This schedule shall be presented in a worksheet format with programs and funding sources as columns, revenues and expenses as line items, with expenditures reflected by category as defined by COUNTY as allocated between "administrative" and "program" categories, and an excess or deficit computed at the foot of each column. Expenditure categories shall include: Personnel, Operating, Space, Special Costs, and Other Expenses.
 - f. For each program funded by COUNTY, a supplementary schedule in the form of a final expense report as prescribed by COUNTY, including the independent auditor's opinion on the supplementary schedule.
 - g. Allowable Profit Schedule if PROVIDER is a for-profit entity and a Reserve Schedule if the PROVIDER is a non-profit entity, if applicable.
5. Where the Agreement period and PROVIDER's fiscal year do not coincide, the audit shall include a bridging schedule by program identifying expenses to the Agreement period. "By program" means that the bridging schedule must show each program individually.
6. PROVIDER must secure its auditor by the month following PROVIDER'S fiscal year. PROVIDER must provide the auditor with access to personnel, accounts, books, records, supporting documentation, and other information as needed for the auditor to perform the required audit. The PROVIDER shall permit appropriate representatives of the COUNTY to have access to the PROVIDER's records and financial statements as necessary to review the PROVIDER's compliance with Federal and State requirements for the use of the funding. COUNTY may contact PROVIDER's auditor regarding the preparation of audit and supporting materials at any time. Having an independent audit does not limit the authority of the COUNTY to conduct or arrange for other audits or review of Federal or State programs. The COUNTY shall use information from the audit to conduct its own reviews without duplication of the independent auditor's work.
7. Auditor shall provide electronic submission of audit report directly to COUNTY assigned accountant.
8. The auditor shall make audit work papers available upon request to the PROVIDER, the COUNTY or its designee as part of performing a quality review, resolving audit

findings, or carrying out oversight responsibilities. Access to working papers includes the right to obtain copies of working papers.

9. COUNTY shall comment on the audit in writing to PROVIDER within one hundred eighty (180) days of when the audit is due or received whichever is later. COUNTY shall identify in writing to PROVIDER those findings or recommendations in the audit which shall require a written response and plan of corrective action by PROVIDER.
10. PROVIDER understands and acknowledges that all auditing requirements survive the Expiration Date of this Agreement. If this contract terminates or is assigned with COUNTY's permission to another entity before the expiration date, these audit provisions shall be due within 120 days of the termination or assignment.

O. **Financial Interest Prohibited.** Under s. 946.13, Wis. Stats. COUNTY employees and officials are prohibited from holding a private pecuniary interest, direct or indirect, in any public contract. By executing this Agreement, each party represents that it has no knowledge of a COUNTY employee or official involved in the making or performance of the Agreement that has a private pecuniary interest therein. It is expressly understood and agreed that any subsequent finding of a violation of s. 946.13, Wis. Stat. may result in this Agreement being voided at the discretion of the COUNTY.

P. **Final Settlement Where County Pays PROVIDER's Costs.**

1. If this Agreement employs Method of Payment under sub term B., paragraphs 1. above, COUNTY shall pay the lesser of net audited expenses or the annual Agreement amount on a per program basis. Net audited expenses shall be determined as follows:
 - a. As required by the terms of this Agreement, PROVIDER shall submit an audit, which shall include a supplementary schedule identifying expenses and revenues by funding source and by program. Where there are other revenues in COUNTY program columns of the audit, except for interest and dividends, the revenues shall be deducted from the expenses in those columns to give the net expense to COUNTY.
 - b. In the event the audit requirement is waived by COUNTY or if PROVIDER receives combined COUNTY funding of less than \$100,000, PROVIDER shall provide COUNTY an unaudited supplementary schedule by program showing net county-funded expenditures by category (i.e., Personnel, Operating, Space, Special Costs, and Other Expense) compared to the most recently approved program budget for this Agreement, which shall be submitted to COUNTY no later than January 25 of the year following the Agreement year. Said schedule shall include an actual vs. budget analysis of expenditures as allocated between "administrative" and "program". The percentage actual expenses vary from the budget shall be calculated and displayed for each account category. This schedule shall be submitted on the form provided by COUNTY and COUNTY shall pay the lesser of unaudited expenses or the annual Agreement amount on a per program basis.
 - c. On a per program basis, any account category or administrative cost variance not approved by COUNTY will be considered an overpayment and PROVIDER shall reimburse any such amount to COUNTY within ten (10) working days of notification. Overall program under spending is not considered a variance issue.
 - d. For contract settlement purposes, the approved administrative percentage relative to total program group costs may be increased by an additional two percent (2%) where all the following circumstances apply:
 1. The originally approved program group administrative rate is greater than 0%;
 2. Unused county funded program budget within the program group must at least equal the administrative increase to fund the budget adjustment;

3. The final total administrative cost does not exceed the allowed 15% of the program group cost; and
 4. Allowable administrative costs were incurred during the contract period and are directly allocable to the program group receiving the administrative budget adjustment during that period.
- e. If PROVIDER is a nonprofit organization, it may not keep excess revenue over the approved program budget described in Section C, term XXVI, sub term G.2.
 - f. If PROVIDER is a profit organization, Final Settlement on a per program basis, excluding Systems Management programs, shall be the lesser of audited expenses plus five percent (5%) of audited expenses less other related program revenue versus the *Maximum Cost* as stated on page one of this Agreement.
 - g. PROVIDER must claim any alleged underpayment by COUNTY by the time of final settlement or such claims are waived.
2. If this Agreement employs Method of Payment under sub term B., paragraph 2. Unit of Service Reimbursement above, COUNTY shall pay the lesser of net audited expenses or the annual Agreement amount on a per program basis. Net audited expenses shall be determined as follows:
 - a. In the event the audit requirement is waived by COUNTY, or if PROVIDER receives combined COUNTY funding of less than \$100,000, PROVIDER shall provide COUNTY an unaudited "Unit of Service" expense report by funding source and by program, which shall be submitted to COUNTY no later than January 25 of the year following the Agreement year.
 - b. In the event the audit is required, PROVIDER shall include supplementary schedule identifying reserves (non-profit organization) or allowable profit computation (profit organization) by funding source and by program.
 - c. If PROVIDER is a profit organization, final settlement on a per program basis, shall be the lesser of audited expenses plus five percent (5%) of audited expenses less other related program revenue versus the Maximum Cost as stated on page one of this Agreement
 - d. If PROVIDER is a non-profit organization, final settlement on a per program basis, shall be in accordance with Wis. Stat. 46.036(5m).
- Q. **Notice of Financial Instability.** PROVIDER shall give COUNTY immediate notice of any of the following events:
1. That PROVIDER is unable to meet its financial obligations to its employees, to the state or federal governments, or to any creditor.
 2. That PROVIDER has written a check drawn on insufficient funds.
 3. That PROVIDER has received notice that it has been sued or that a lawsuit against PROVIDER is pending.
 4. That PROVIDER has filed a bankruptcy action.
 5. That PROVIDER has sustained or will sustain a loss for which it has insufficient financial resources.
 6. That PROVIDER has ceased doing business or sold the business contracted for in this Agreement to another entity.
 7. Any other event that impedes PROVIDER's ability to perform under this Agreement.
- R. **Organizations with Religious Affiliations.** No portion of funds under this Agreement may be used to support or advance religious activities.
- S. **Overpayment.** Any overpayment due COUNTY shall be paid within ten (10) working days of notification. PROVIDER understands that time is of the essence with respect to repayments and agrees that if PROVIDER fails to timely submit repayment, COUNTY may withhold payment due from either a previous year Agreement or the current year Agreement.

T. Purchased Equipment.

1. Any asset with an acquisition cost in excess of \$5,000 must be capitalized. PROVIDER shall make requests for any exceptions to this policy in writing to the Fiscal and Management Services Administrator for COUNTY. These requests shall be made prior to the purchase of any such asset.
2. If COUNTY approves an exception under sub. (1), above, and any assets are expensed to COUNTY, said assets shall become the property of COUNTY upon termination or non-renewal of this or any extension or future Agreement.
3. Any item capitalized on PROVIDER's books and depreciated to COUNTY shall remain the property of PROVIDER.
4. PROVIDER agrees to maintain records that clearly identify all items expensed or depreciated to COUNTY and shall provide those records to COUNTY upon request. Where the records are unclear, it shall be assumed that COUNTY is the owner of the property upon termination or non-renewal of the Agreement.

U. Purchase of Computer Equipment.

1. Any of PROVIDER's hardware intended to link with the COUNTY network, shall meet Dane County Department of Administration, Management Information Services standards in effect at the time the linkage is desired.
2. PROVIDER shall be responsible for the costs associated with connectivity hardware and software, including, but not limited to, installation of data lines and associated monthly costs, port patch panels (hubs), patch cables, network interface cards and network software.
3. PROVIDER shall be responsible for all maintenance of its computer equipment. Dane County Department of Administration, Management Information Services shall be responsible for maintenance of the network.
4. COUNTY shall be responsible for completing and submitting current and accurate Security Access forms for all staff who will be logging on to a Dane County network. COUNTY has the discretion to refuse access to the network for any reason.

SECTION D

(Reporting and Evaluation Requirements)

XXVII. REPORTS AND EVALUATION.

- A. **Audits and Contract Reviews.** PROVIDER agrees to submit to such random audits by COUNTY as COUNTY may request. Unless a violation of State, Federal or local law is alleged, COUNTY will give no less than ten (10) working days' notice before a review or monitoring procedure. COUNTY's review and monitoring responsibilities under the terms of this Agreement may include, but are not limited to: Agreement compliance, certification status, financial expenditures, reporting requirements, units of service provided, Affirmative Action Plan, Civil Rights Compliance Plan, American Disability Act Compliance, on-site visits by COUNTY staff and/or county board members, or both, interviews with program consumers, families and guardians, interviews with direct service and management personnel. The State and/or Federal government may also conduct program reviews in connection with their financial oversight functions. PROVIDER agrees to cooperate with COUNTY, State and Federal governments in these reviews.
- B. **Client Reporting.** PROVIDER shall submit monthly client registration and/or client service participation reports in a format provided by COUNTY. Reports for January through November are due on the tenth of the following month. The December report is due no later than January 5.
- C. **Copies to be Supplied.** Copies of any evaluative information obtained by PROVIDER during the year, such as, outside evaluation or accreditation will be submitted to COUNTY at the time received.
- D. **Data Gathering.** PROVIDER will cooperate with COUNTY and other providers to define common data elements to be reported to COUNTY to assist in developing baseline data about program delivery, efficiency, and effectiveness.

- E. **Evaluation Compliance.** PROVIDER will comply with all COUNTY requirements regarding program evaluation COUNTY deems required under Wis. Stats. 46.23(6m)(g).
- F. **Quarterly Report.** PROVIDER will report, in a format as required by COUNTY, to COUNTY's designee on a quarterly basis, beginning on May 1. The final report shall be provided on April 1 of the following year. Reports shall include:
 - 1. Information on client waiting lists.
 - 2. Quantity of services by Agreement/client category.
 - 3. Progress or problems in achieving Agreement goals and performance outcomes.
 - 4. Progress or problems associated with overall PROVIDER operations.
 - 5. Other information as may reasonably be required by COUNTY.
 - 6. The fourth quarter report will also include a description of:
 - a. Agency and program objectives for that year;
 - b. Achievement of or progress toward those objectives;
 - c. Problems encountered in meeting the objectives.
 - 7. Reports on services provided in specific geographical areas as identified to PROVIDER by COUNTY.
- G. **Timeliness.** PROVIDER understands that time is of the essence with respect to all reports and agrees to make all reports in a timely manner as provided below, and agrees that if PROVIDER fails to timely submit any report due under the terms of this Agreement, COUNTY may withhold payment until such report is provided, including payment due from either a previous year or the current year.
- H. **Reporting Requirements.** PROVIDER understands and acknowledges that all reporting requirements survive the *Expiration Date* of this Agreement.

SECTION E

(Contract Construction and Legal Process)

XXVIII. CONTRACT CONSTRUCTION AND LEGAL PROCESS.

- A. **Choice of Law.** It is expressly understood and agreed to by the parties hereto that in the event of any disagreement or controversy between the parties, Wisconsin law shall be controlling.
- B. **Copies Valid.** This Agreement, and any amendment or addendum relating to it, may be executed and transmitted to any other party by legible facsimile reproduction or by scanned legible electronic PDF copy, and utilized in all respects as, an original, wet-inked manually executed document. Further, this Agreement and any amendment or addendum thereto, may be stored and reproduced by each party electronically, photographically, by photocopy or other similar process, and each party may at its option destroy any original document so reproduced. All parties hereto stipulate that any such legible reproduction shall be admissible in evidence as the original itself in any judicial, arbitration or administrative proceeding whether or not the original is in existence and whether or not such reproduction was made by each party in the regular course of business. This term does not apply to the service of notices under this Agreement.
- C. **Construction.** This Agreement shall not be construed against the drafter.
- D. **Counterparts.** The parties may evidence their agreement to the foregoing upon one or several counterparts of this instrument, which together shall constitute a single instrument.
- E. **Entire Agreement.** The entire agreement of the parties is contained herein and this Agreement supersedes any and all oral agreements and negotiations between the parties relating to the subject matter hereof. The parties expressly agree that this Agreement shall not be amended in any fashion except in writing, executed by both parties.
- F. **Execution.** This Agreement has no effect until signed by both parties. The submission of this Agreement to PROVIDER for examination does not constitute an offer. PROVIDER warrants that the persons executing this Agreement on its behalf are authorized to do so. The parties further agree that execution of this document may be made by electronic signatures. Any party not agreeing to execute this document by electronic signature will

instead print out this Agreement, execute it by hand-inked signature and notate near the signature line that the organization either refuses to recognize electronic signatures of COUNTY or refuses to be bound by electronic signatures purporting to represent agreement of PROVIDER or both. The parties may make electronic signatures by typing the name of the authorized signature followed by the words, "electronically signed" or by any other electronic means representing an authorized signature by PROVIDER. PROVIDER shall ensure that only authorized persons may affix electronic signatures to this Agreement and COUNTY may rely that the electronic signature provided by PROVIDER is authentic.

- G. **Limitation of Agreement.** This Agreement is intended to be an agreement solely between the parties hereto and for their benefit only. No part of this Agreement shall be construed to add to, supplement, amend, abridge or repeal existing duties, rights, benefits or privileges of any third party or parties, including but not limited to employees or subcontractors of either of the parties. Except, where PROVIDER intends to meet its obligations under this or any part of this Agreement through a subcontract with another entity, PROVIDER shall first obtain the written permission of COUNTY; and further, PROVIDER shall ensure that it requires of its subcontractor the same obligations incurred by PROVIDER under this Agreement.
- H. **Severability.** The invalidity or un-enforceability of any particular provision of this Agreement shall not affect the other provisions herein, and this Agreement shall be construed, in all respects, as though all such invalid or unenforceable provisions were omitted.
- I. **Venue.** Venue for any legal proceedings shall be in the Dane County Circuit Court.

The remainder of this page intentionally left blank.

IN WITNESS WHEREOF, COUNTY and PROVIDER, by their respective authorized agents, have caused this Agreement and its Schedules to be executed, effective as of the date by which all parties hereto have affixed their respective signatures, as indicated below.

FOR PROVIDER:

Date Signed: _____ Signature: _____

Print Name and Title of Authorized Agent: _____

Date Signed: _____ Signature: _____

Print Name and Title of Authorized Agent: _____

PROVIDER'S Registered Agent: _____

Agent's Address: _____

FOR COUNTY:

Date Signed: _____

JOHN SCHLUETER, Director of Human Services
(when applicable)

Date Signed: _____

MELISSA AGARD, County Executive
(when applicable)

Date Signed: _____

SCOTT MCDONELL, County Clerk
(when applicable)

rev. 9/2025

Program Summary Form

Created: 10/1/2025 Revised:		Contract #: 87969 Division: Disability and Aging Services		Provider: Village of McFarland Funding Period: January 1, 2026 through December 31, 2026									
Contract Maximum Service Costs: Subject to the provisions specified elsewhere in this contract, the following summarizes and sets forth the rates and maximum payments available for services under this contract.													
Program Number	Program Group	Org. #	Obj. #	Program Name	SPC	# of Clients	# of Slots	Unit Cost	Quantity	County Cost	Other Revenue*	Total Cost	Reporting Nut Report Peer Place
1236	6514	41341	35401	Nutrition Site Management	401			\$ 27.77	569	\$ 15,803	\$	15,803	Nut Report Peer Place
12670	6514	41342	35401	Home Delivered Meal Nutrition	402			\$ 24.45	1,233	\$ 30,153	\$	30,153	Nut Report Peer Place
a.													
b.													
c.													
d.													
e.													
f.													
g.													
h.													
i.													
j.													
Total										\$ 45,956	\$ -	\$ 45,956	
The section below is to be used to further define the information above. 1 unit of service = A "unit" is equivalent to one hour of staff work on activities related to congregate meal site management and related activities.													
a.	1 unit of service = A "unit" is equivalent to one hour of staff work on activities related to home delivered meal site management and related activities.												
b.													
c.													
d.													
e.													
f.													
g.													
h.													
i.													
j.													
Standard Program Category (SPC) Code Description: a. 401: Congregate Meals c. b. 402: Home Delivered Meals d. e. g. i. f. h. j.													
Contract Manager(s)/Programs: Shannon Gabriel Accountant(s)/Programs: Kristina Wilkinson													

Schedule A – Program Requirements

VILLAGE OF MCFARLAND

Nutrition & Home Delivered Meal Nutrition Program 1236 and 12670

- A. Description of Services to be Purchased: SPC 401 Congregate Meals and SPC 402 Home Delivered Meals.** This program is intended to provide Older American Act (OAA) Senior Nutrition Program (SNP) Site Management of congregate and home-delivered meal (HDM) (including carry-out meal) services in accordance with: (1) Wisconsin Dept. of Health Services - Nutrition Services Aging Operations Manual (NSAOM) (2) Wisconsin Food Code (WFC), and (3) Area Agency on Aging (AAA) of Dane County's Senior Nutrition Program Policies and Procedures.

Senior Nutrition Program Site Management includes coordination and oversight of the following: (1) program outreach targeting older adults who have the greatest economic or social need with particular attention to low-income, underrepresented, and rural individuals; (2) supervision to ensure SNP compliance of a safe and sanitary facility to serve and package meals; (3) service delivery of congregate and carry-out meals; (4) service delivery of home delivered meals to eligible homebound older adults by trained volunteers; (5) collection and data entry of required participant registration and service delivery data; (6) utilization of a meal reservation system to accurately and timely order meals through COUNTY contracted Caterer; (7) daily solicitation of donations for congregate meals at the dining site and monthly solicitation of donations for home delivered and carry-out meals utilizing COUNTY approved letter (8) adhere to COUNTY approved Donation Collection and Tracking Process for all nutrition program donations; (9) the provision of quarterly nutrition education and isolation reducing activities for older adults.

B. Service Location:

1. Congregate meals are offered at two locations within PROVIDER's service area as approved by COUNTY:
 - i. McFarland Senior Outreach, 5915 Milwaukee Street, McFarland, WI 53558 (4 days or more per week, M-F)
 - ii. Cambridge Community Center, 200 Spring Street, Cambridge, WI 53523 (T, F)
2. Home-delivered Meals are portioned and packaged 5 days per week (M-F) at the McFarland Outreach location and delivered by volunteers to

eligible persons residing in the Village of McFarland, Village of Cambridge, Village of Rockdale, Town of Dunn, Town of Pleasant Springs, or Town of Christiana.

3. Carry-Out Meals are portioned and packaged 2 days per week at the Cambridge Community Center and picked up by eligible persons.

C. Persons to be Served:

1. **Target Population:** As required by the OAA, PROVIDER shall target older adults (age 60+) who have the greatest economic or social need with particular attention to low-income, underrepresented, and rural individuals. PROVIDER shall attempt to serve these target populations in the same proportion as their incidence in the population of the service area served by PROVIDER.
2. **Eligibility Requirements:**
 - i. For congregate meals:
 - a. Individual age 60 or older
 - b. A spouse of an individual who is age 60 or older, regardless of the spouse's age
 - c. A person with a disability, under age 60, who resides at home with and accompanies an age 60 or older individual to the site
 - d. Senior Nutrition Program volunteers of any age, while volunteering
 - ii. For home-delivered meals (HDM):
 - a. A person aged 60 or older who:
 1. Is generally unable to leave their home unassisted by reason of accident, illness, disability, frailty, or isolation.
 2. Is unable to independently obtain food and prepare adequate meals due to a lack of or inadequacy of facilities; an inability to shop, cook, or prepare meals safely; or a lack of appropriate knowledge or skill.
 3. Lacks the support of family, friends, neighbors, or another meal support service in the home or community.
 4. Is unable to consistently access meals at a congregate dining location due to personal health reasons or other reasons that make dining in a congregate setting inappropriate.

- b. A spouse of a person eligible for a HDM as described above, regardless of the spouse's age, if an assessment concludes that it is in the best interest of the homebound older individual.
 - c. An individual with a disability, who resides at home with an older eligible individual, if an assessment concludes that it is in the best interest of the homebound older individual.
 - iii. For carryout meals:
 - a. Individual age 60 or older
 - b. A spouse of an individual who is age 60 or older, regardless of the spouse's age
 - c. A person with a disability, under age 60, who resides at home with and accompanies an age 60 or older individual to the site
 - d. Individuals include those who meet any of the eligibility criteria above, but also:
 - 1. Are unable to consume meals at a congregate dining location due to personal health reasons or other reasons that make dining in a congregate setting inappropriate;
 - 2. Have access to transportation to pick up meals; or
 - 3. Have supports in place to pick up meals on their behalf.

D. Funding Source: PROVIDER shall comply with all federal, state, and COUNTY requirements related to the funding source(s) for this program.

E. Units of Service: A unit of service is defined as one hour of paid staff time working on the provision of meals at congregate meals sites and/or for home-delivered and carry-out meals.

F. Referral Process: Referrals for this service shall come from throughout the community and shall be made directly to PROVIDER.

G. Program & Service Specifications:

- 1. The meals for this program shall be provided by a caterer as decided by COUNTY unless otherwise specified in the Agreement.
- 2. PROVIDER shall coordinate and oversee daily nutrition program operation at the congregate site as well as the packaging and delivery of home-delivered and carryout meals subject to COUNTY contracts with caterers in accordance with: (1) NSAOM (2) WFC and (3) AAA of Dane County's Senior Nutrition Program Policies and Procedures.

3. PROVIDER is responsible for ordering congregate, home-delivered, and carryout meals from the caterer contracted by COUNTY by the time specified by the caterer on the business day before the meal is to be provided. When PROVIDER anticipates serving 10 more or 10 fewer meals than normally served on any given day, PROVIDER shall provide the caterer with advance notice of estimated meals needed according to deadlines established by the caterer. Individual consumers can reserve their meal by calling a local number operated by PROVIDER that is publicized in the community. Participant meal orders shall be accepted by the provider until at least 10 am the day before the meal is to be served.
4. PROVIDER shall work cooperatively and remain respectful in all communications with catering staff and delivery drivers under contract for the site. PROVIDER shall work cooperatively on the following activities:
 - i. Reserving the meal in advance of serving, as agreed upon by the caterer;
 - ii. Contacting caterer by telephone prior to 6 am on any day the meal needs to be cancelled due to weather or other emergencies; unless the school district assigned to the site closes or switches to a virtual school day for weather conditions.
 - iii. Monitoring and recording temperatures as taken by the catering staff upon food delivery to ensure food safety at time of delivery;
 - iv. Keep pathways open and accept the delivery of all food prior to starting the packaging and moving of foods in order to expedite the delivery of food.
 - v. Determining the level of consumer satisfaction with quality of food, special diet requests, special menus for special occasions, and other issues as they arise which are related to the meal.
5. Immediate problems requiring resolution, such as food shortages or preparation issues, shall be discussed by PROVIDER directly with the caterer in accordance to the caterer contact instructions. PROVIDER shall report immediately, in writing via email to COUNTY program DIETITIAN, all instances of food shortages, improper temperatures, food waste, or complaints regarding the quality of the food received from COUNTY contracted caterer so that these issues can be proactively addressed by COUNTY with the caterer. If the site is shorted portions of food items to complete each meal ordered, they should contact the caterer immediately upon notice of shortage. Caterer must be provided an opportunity to correct the shortage, within 15 minutes post serving time. If the shortage is not repaired, PROVIDER shall immediately report shortage of portions/number of incomplete meals for billing purposes to COUNTY

program DIETITIAN. If PROVIDER error, such as not submitting a meal order or entering incorrect meal counts, causes a shortage of meals available to participants on any given day, PROVIDER is responsible for remedying the issue with the participants. PROVIDER is responsible for ensuring orders are submitted on time, and if out of the office, a back-up coordinator knows how to submit orders with the caterer. Meals purchased from anyone other than COUNTY contracted caterer are not the responsibility of COUNTY.

6. PROVIDER shall ensure site's facility and all food handling and storage is conducted in accordance with food safety regulations of the (1) NSAOM (2) WFC, and (3) AAA of Dane County's Senior Nutrition Program Policies and Procedures. PROVIDER shall cooperate with all required on-site inspections and make needed corrections required by COUNTY program DIETITIAN or by the Public Health Department, depending on the type of license or certification held by the site's kitchen. PROVIDER shall:
 - i. Employ a ServSafe certified Food Service Manager (certification must be received within first 90 days of employment and renewed every 5 years) and ensure a ServSafe certified individual is on-site any day a meal is served;
 - ii. Require other nutrition program staff to be certified in Serving Safe Food;
 - iii. Require all staff and volunteers, that are in direct contact with food, to complete a minimum of six (6) hours of annual position-related training as described by NSAOM and approved by COUNTY;
 - iv. Require staff attendance at regional annual training as convened by COUNTY. A representative of PROVIDER shall attend the four regularly scheduled Nutrition Program Site Manager meetings during the year.
 - v. Log training records for staff and volunteers.
7. PROVIDER shall encourage all participants to contribute toward the cost of their meal. A confidential system must be in place that allows individuals to make donations privately, at any amount they choose (including none). All COUNTY-required signs, including donation information, shall be maintained and clearly posted. PROVIDER shall also distribute COUNTY-approved, written monthly home-delivered meal donation letter to each recipient of home-delivered meals. All outreach materials, including monthly newsletters, must state: "The suggested minimum donation is \$5.00. Please contribute the amount you can afford." Individuals under the age of 60 who are ineligible for OAA congregate meals must pay the full cost of the meal, and PROVIDER shall maintain

records of all Non-Older American Act (NOAA) meals (see COUNTY Senior Nutrition Program Staff and Volunteer Meal Policy). Ineligible individuals may not receive carryout or home-delivered meals, even at full cost.

8. PROVIDER shall initially interview all home-delivered and carryout meal participants to assess:
 - i. Eligibility for home-delivered or carryout meals;
 - ii. Need for other services and/or information; and
 - iii. Level of nutritional risk
9. PROVIDER shall have all meal program participants complete a program registration and an in-person nutrition risk assessment within the first 30-days of participation and at least annually thereafter. PROVIDER shall enter this information in the PeerPlace data system within the first 30-days of service and within 30 days of reassessment.
10. PROVIDER shall ensure all meal participants receive reputable nutrition education at least four (4) times (once per quarter) during the year and a record of these activities shall be reported in PeerPlace data entry system the quarter in which it occurs.

H. Service Hours/Days: PROVIDER shall maintain program service hours for a minimum number of days per week consistent with the funding received, up to five (5) days per week, Monday through Friday. The congregate meal shall be served at a consistent time during the middle of the day as determined by PROVIDER. Home-delivered and carryout meals shall be distributed and delivered between the hours of 11:00 am and 1:00 pm.

I. Service Termination: PROVIDER shall terminate service when an individual voluntarily withdraws from the program or when the participant no longer meets eligibility criteria.

J. Transportation: The Agreement provides no COUNTY-funded transportation for program participants. Home-delivery of meals is arranged by PROVIDER through COUNTY-funded Retired Senior Volunteer Program.

K. Capacity/Waiting List: PROVIDER shall use the nutrition risk assessment provided by COUNTY for determining the number of home-delivered meals provided to eligible participants. If COUNTY institutes a waitlist, PROVIDER shall follow the COUNTY Waitlist Policy.

L. Program Evaluation:

1. **Goals:** The goals of the Senior Nutrition Program are:
 - i. Reduce hunger, food insecurity, and malnutrition;
 - ii. Promote socialization of older adults;
 - iii. Promote the health and well-being of older adults by assisting them to gain access to other services.
2. **Performance Indicators:** The following measures shall be used to evaluate Nutrition Site Management effectiveness:
 - i. Number of SNP safety, sanitation, and program standard violations requiring corrective action during annual site inspection by COUNTY program DIETITIAN shall indicate compliance with NSAOM and the WFC.
 - ii. Cost effectiveness shall be measured by COUNTY by: (1) considering the total program budget and catering contract allowances for meals ordered divided by the number of meals served annually; and, (2) the percent of wasted meals as determined by COUNTY based on a comparison of the number of meals ordered by PROVIDER and the number of meals served by PROVIDER and, (3) the provision of at least 15 congregate meals and 20 Home Delivered Meals on average each day.
3. PROVIDER outreach to targeted populations shall be measured by the total number of participants, total number of meals served to eligible participants, average number of total and congregate meals served per day, and the proportion of those served that are of low-income, underrepresented, and/or rural to the total number of persons served.
4. NSAOM reporting compliance shall be measured by: (1) the number of instances wherein required data is not entered by PROVIDER into the PeerPlace data entry system within 30-days of service provided; and, (2) timely submission of required monthly reports as described in the Reporting section and Schedule C.

M. Reporting:

Report	Where to Submit	Due Date
Client Registration, Client Services Data Entry	Client Registration, Nutrition Risk Assessments and Reassessments are entered into PeerPlace.	Within 30 days of the Onset of Meals
	Client Services (number of meals received each month) are entered into PeerPlace.	10 th of Each Month
Monthly Nutrition Report	Emailed to: Gabriel.shannon@danecounty.gov Matulle.Cindy@danecounty.gov	10 th of Each Month

	Meal donations are submitted monthly to COUNTY.	20 th of the Following Month
Nutrition Education	Entered once per quarter into PeerPlace.	April 10, July 10, October 10, 2026 and January 10, 2027
Food Service Licensing & Inspection Reports	Emailed to: Gabriel.shannon@danecounty.gov	Within 10 days of receipt

N. Other Requirements:

1. PROVIDER shall include the following statement on all menus used in the program: "All menu items are prepared in kitchens that are not allergen-free. We cannot guarantee that food allergens will not be transferred through cross-contact. No substitutions allowed."
2. PROVIDER is responsible for creating a welcoming, enjoyable, hospitable, dining atmosphere for all participants. Participant behaviors that require intervention beyond a verbal warning shall be made known to COUNTY program DIETITIAN prior to further disciplinary action.
3. PROVIDER shall clearly post or periodically distribute cards provided by COUNTY that identify the telephone numbers for the Elder Abuse Helpline.
4. PROVIDER shall participate in meetings, as requested by COUNTY, for the purpose of planning, coordinating, or improving the provision of congregate or home-delivered meal services.
5. PROVIDER shall solicit congregate, home-delivered, and carryout meal consumer satisfaction using the approved COUNTY or State-wide survey provided by COUNTY as requested.

10/1/25
SG

2026 DCDHS SUBRECIPIENT SCHEDULE

Provider Name: Village of McFarland
 Program Name: Nutrition Site Management
 Program Number: 1236

Your contract has been identified as one that potentially contains subrecipient programs as defined by the State and/or Federal government. The following information associated with your contracted program(s) is included to comply with State/Federal subrecipient requirements.

FEDERAL AWARD IDENTIFICATION

Dane County Vendor Number:	8470
Unique Entity Identifier (UEI):	WQCBBNG6LUK4
Federal Award Identification Number (FAIN):	TBD
Assistance Listing (formerly CFDA) Number:	93.045
Amount of Federal Funds Obligated by this Action:	\$9,963
Assistance Listing (formerly CFDA) Name:	Special Programs for the Aging, Title III, Part C, Nutrition Services
State Agency:	State of Wisconsin Department of Health Services, Division of Public Health
Awarding Official:	TBD
Federal Awarding Agency:	Department of Health and Human Services
Federal Award Date:	TBD
Contract Period:	1/1/2026 – 12/31/2026
Award Contains R & D Costs:	No
Indirect Cost Rate for Federal Award:	Not to exceed the Federal de minimis rate of 10%, unless provider has a federally negotiated indirect cost rate.
Requirements Imposed to Ensure Accordance with Federal Statutes:	Title 3C-1 Congregate Meals: Provider shall comply with all federal, state, and county requirements related to the funding source(s) for this program
Requirement to Permit Access to Financial Records:	Dane County Department of Human Services (DCDHS) - County of Dane Purchase of Services Agreement, Section C, XXVI, N. Financial and Compliance Audit by PROVIDER., Pgs. 15-16
Closeout Appropriate Terms and Conditions:	DCDHS - County of Dane Purchase of Services Agreement, Section C, XXVI, O. Final Settlement, Pg. 17
Project Description as Required by Federal Funding Accountability & Transparency Act (FFATA):	To provide grants to States and U.S. Territories to support nutrition services including nutritious meals, nutrition education and other appropriate nutrition services for older adults in order to maintain health, independence and quality of life. Meals and nutrition services are to be served in a congregate setting or delivered to the home, if the older adult is homebound.

Program Summary Form

Created: Revised:	10/24/2025	Contract #: Division:	87969 Disability and Aging Services	Provider: Funding Period:	Village of McFarland January 1, 2026 through December 31, 2026
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Contract Maximum Service Costs: Subject to the provisions specified elsewhere in this contract, the following summarizes and sets forth the rates and maximum payments available for services under this contract.

Program Number	Program Group	Org. #	Obj. #	Program Name	SPC	# of Clients	# of Slots	Unit Cost	Unit Quantity	County Cost	Other Revenue*	Total Cost	Reporting		
a. 4368	4368	41000	35604	Case Management	604			\$ 116.19	681	\$ 79,121	- \$	79,121	Monthly 610 & QTR Rpts		
b.															
c.															
d.															
e.															
f.															
g.															
h.															
Total										\$	79,121	\$	-	\$	79,121

*Other Revenue-Include here the source and related amount for each program:

The section below is to be used to further define the information above.

a. 1 unit of service = 1 hour of case management service.

b.

c.

d.

e.

f.

g.

h.

Standard Program Category (SPC) Code Description:

a. 604=Case Management

Contract Manager(s)/Programs: Claire Purkis

Accountant(s)/Programs: Kristina Wilkinson

Schedule A – Program Requirements

VILLAGE OF MCFARLAND

Client-Centered Case Management Services

Program 4368

- A. Description of Services to be Purchased:** SPC 604 Case Management. This program funds professional and confidential client-centered case management services that are culturally and linguistically appropriate to financially eligible clients, age 60+ who live in Dane County. Financially eligible is determined as falling below 240% of the Federal Poverty Level. Client-centered and client/family-centered case management acknowledges the importance of respecting each client's values and beliefs, and their right to confidentiality, and self-determination and/or familial determination. In doing so, case managers are charged with building a trusting relationship with their client and/or client and family and one that seeks to empower such that clients and/or families will feel safe in discussing what they need in order to restore or maintain interdependent and/or independent functioning to the fullest extent possible. Building this relationship is a necessary foundation for linking the client and/or family with systems that include advocacy, services, resources, and opportunities. In cases where clients have immigrated to the U.S. and may lack knowledge of the health and social welfare systems, case managers will serve as educators to these clients such that they understand the systems and available benefits regardless of immigration status. For clients seeking legal status, coordinating immigration services and support, including linking to resources and assisting older adults with visa, residency, and citizenship processes. Using a collaborative client-centered and/or client/family centered approach, a case manager assesses the needs of the client and, when appropriate, the client's family, and then plans, implements, coordinates, monitors, evaluates, and advocates for options and services required to meet their needs and preferences.
- B. Service Location:** PROVIDER shall provide Client-Centered Case Management Services in the residence of the older adult. Clients may also receive the service over the telephone or walk into PROVIDER's office at 5915 Milwaukee St, McFarland, WI 53558.
- C. Persons to be Served:**

1. **Target Population:** To be eligible for this service, a client must reside Village of McFarland, Village of Cambridge, Village of Rockdale, Town of Dunn, Town of Pleasant Springs, or Town of Christiana.
 2. **Eligibility Requirements:** The client must be age 60 (or older), live in their own home, apartment, or home of a family member, and fall below 240% of the Federal Poverty Level. Clients eligible for Targeted Case Management (e.g., Medical Assistance) or for case management paid for by any Waiver program (e.g., Family Care, IRIS, Partnership) are not eligible for case management under this program. Three exceptions are allowed: clients requesting a home-delivered meal assessment/clients requiring a home-delivered meal reassessment, Medicare Part D enrollment assistance, and/or referrals from COUNTY Adult Protective Services.
- D. Funding Source:** PROVIDER shall comply with all federal, state, and COUNTY requirements related to the funding source(s) for this program. Funding source is COUNTY GPR.
- E. Units of Service:** A unit of service is defined as one hour of paid staff time providing Client-Centered Case Management Services.
- F. Program Specifications:**
1. **Service Specifications:**
 - i. **Referrals:** Referrals to the client-centered case management program come from individual older adults or their families, neighbors or friends, social service agencies (to include ADRC & APS), medical clinics, clergy, hospitals, first responders, skilled nursing facilities, or other professionals. During the referral process, PROVIDER shall gather initial information from the potential client in order to determine what assistance is needed and verifies the client resides within PROVIDER's defined service area, is not currently case managed under another program, and does not reside in an assisted-living facility, nursing home, or CBRF.
 - ii. **Assessment:** Assessment shall be conducted during an initial telephone call and/or face-to-face meetings, and information shall be gathered to determine whether the person needs on-going case management services. If appropriate, Client Intake and Functional Assessment forms shall be initiated. Requests for services shall be followed-up in a timely manner to determine eligibility for client-centered case management services.
 2. **Open Case:**

- i. PROVIDER shall open a case by completing the following:
 - a. The case manager has a face-to-face meeting with the client, in the client's home*;
 - 1. *A case can be initially opened without a home-visit, but must be completed within three months of providing case management services. Exceptions to this must be approved by PROVIDER director (or designated staff member).
 - b. The case manager determines on-going case management is needed;
 - c. The client is financially eligible to receive case management services;
 - d. The Client Intake and Functional Assessment Forms are complete;
 - e. A Case Management Service Plan is developed with the client, approved by the client, and a copy offered to the client;
 - f. A course of action for service is initiated; and
 - g. A completed DHS 600 Client Registration Form is submitted to obtain a new client number.
- ii. PROVIDER shall provide proof of client services through case notes. Case notes are documented proof the client has received service from the case manager. Case notes shall reflect the service plan developed with the client. A case shall remain open as long as the needs of the client are being met with the service plan. An open case shall involve continued contact with the case manager to include an annual reassessment. Three exceptions are allowed: case managers shall open cases when providing home-delivered meal assessments/clients requiring a home-delivered meal reassessment, Medicare Part D enrollment assistance even if this is the only service provided to the client, and/or after receiving referrals from COUNTY Adult Protective Services.

3. **Reportable Hours:** PROVIDER shall report specific, identifiable services for each client on COUNTY Monthly Client Service Report (610 Form). All reportable activities shall also be documented in case notes and shall include the amount of time spent on the activity to the nearest quarter of an hour. (The client doing something for himself/herself is not reportable client-centered case management time.) Examples of case manager reportable services include but are not limited to time spent:
- i. Traveling to and from a client's home
 - ii. Arranging for medical services
 - iii. Arranging for home-delivered meals
 - iv. Assisting in the completion of forms of some type
 - v. Arranging for client transportation
 - vi. Arranging for home chore service
 - vii. Providing specific information
 - viii. Acting as an advocate on behalf of the client
 - ix. Contacting family members and/or professionals to gather information
 - x. Providing information on public benefit program eligibility and assisting clients with applications and enrollment (e.g., Social Security, Medicare, Medicaid, FoodShare, and others)
 - xi. Coordinating housing for clients
 - xii. Engaging in activities directly related to meeting the goals of the client's service plan
 - xiii. Providing Medicare Part D enrollment assistance/Plan Finder Reviews
 - xiv. Completing case notes
 - xv. Documentation and record keeping management
4. **Reporting:** PROVIDER shall report specific, identifiable services for each client on COUNTY Monthly Client Service Report (610 Form). This form shall be completed and emailed using encrypted software to COUNTY Human Services by the dates indicated in Schedule C. Electronic documents sent by email shall include the standard confidentiality statement. Case managers shall securely maintain appropriate and up-to-date documentation in support of the monthly reports requested by COUNTY. The hours reported on the monthly 610 form for each client shall match/equal the hours of service documented in case notes.
5. **Closed Case:** The client-centered case management program has no time limit for a person to receive the service. In each case, the file shall be closed and be removed from the open case history count until reopened, or shall be archived for a period no less than seven (7) years. A case

manager making a yearly phone call to a client to see how he/she is doing shall not be used to keep the case file open. The case manager shall close the file when the client withdraws from the program and/or the client's needs have been met. Cases shall be closed by PROVIDER when any of the following events occurs:

- i. There is no activity on a client file for a period of one year; or
- ii. The client withdraws from the program or no longer needs client-centered case management services; or
- iii. The client enrolls in a Family Care model (e.g., Family Care, IRIS, Partnership); or
- iv. The client enters an assisted-living facility, nursing home, or CBRF; or
- v. The client moves to a residence outside of Dane County; or
- vi. The client dies.

6. **Information & Assistance (I&A):** This program provides information to the general public about services, resources, and programs in areas such as: disability and long-term care related services and living arrangements, health, adult protective services, employment and training for people with disabilities, transportation, home maintenance, and nutrition. While COUNTY prefers to refer consumers seeking I&A to the Aging and Disability Resource Center (ADRC) of Dane County, it is aware consumers may access this type of assistance through PROVIDER. This activity outside of on-going client-centered case management is not funded by COUNTY. ADRC I&A activities are not to exceed a period of 90 days and are thus not considered on-going client-centered case management services.
7. **Frequency of Contact:** PROVIDER shall maintain and document contact with each client at least once during the year.
8. **Service Hours/Days:** PROVIDER shall maintain program service hours Monday through Friday 8 am-4:30 pm and other hours by appointment.
9. **Length of Service:** This program has no time limit for a client to receive the service.
10. **Capacity/Waiting List:** PROVIDER shall give priority to older adults most at risk; this includes victims of elder abuse and neglect, older adults experiencing imminent homelessness, and persons with dementia. A waiting list will occur when PROVIDER is unable to contact a client within 10 business days of the initial referral to schedule a face-to-face meeting. PROVIDER shall maintain a waiting list, including a description of the client's current situation, notify COUNTY when a waiting list occurs, and provide COUNTY with monthly updates with the number of older adults on

the list and the length of time before case management services will commence.

G. PROVIDER Responsibilities: During the term of the Agreement, PROVIDER shall:

1. Require case management staff to adhere to the National Association of Social Worker's Code of Ethics, Dane County Client-Centered Case Management Standards, and Dane County Client-Centered Case Management Policy & Procedures and Logic Diagram;
2. Require at least one case management staff member attend COUNTY coordinated case management trainings;
3. Require all case management staff attend an Ethics and Boundaries course each year, hosted and funded by COUNTY or another National Association of Social Workers (NASW) accredited course approved by COUNTY and funded by PROVIDER;
4. Require PROVIDER director (or designated staff member) to attend COUNTY coordinated Focal Point Director meetings;
5. Provide resumes of all case management staff funded by the Agreement to COUNTY AAA Manager;
6. Report specific, identifiable services for each client on COUNTY Monthly Client Service Report (610 Form). All reportable activities shall also be documented in case notes and shall include the amount of time spent on the activity to the nearest quarter of an hour. This form is to be completed and emailed to COUNTY Human Services by the dates indicated in Schedule C. The hours reported on the monthly 610 form for each client shall match/equal the hours of service documented in case notes;
7. Require case management staff to complete and submit a Quarterly Client-Centered Case Management Report to AAA@DaneCounty.gov by the 10th of the month following the end of the quarter ;
8. Require case management staff to include the standard confidentiality statement in all electronic documents sent by email;
9. Require case management staff to offer their clients an opportunity to receive an injury prevention/home safety assessment and assistance in eliminating home safety dangers;
10. Require case management staff to provide information on public benefit program eligibility and assist clients with applications and enrollment (e.g. Social Security, Medicare, Medicaid, FoodShare, and others);
11. Require case management staff to provide their clients a directory that includes the telephone numbers for the Aging and Disability Resource Center of Dane County, Dane County Emergency Management's Disaster

Preparedness Registry, Domestic Abuse Crisis Line, Elder Abuse Helpline, Home Safety Assessment, Mental Health 24-hour Crisis Line, and Senior Focal Points;

12. Require case management staff to conduct home-delivered meal eligibility assessments within four (4) weeks of start of service. Reassessments will be completed at least annually for ongoing participants and more frequently as necessary to determine continued eligibility. The assessment/ reassessment will be forwarded to the appropriate home-delivered meal provider;
13. Require case management staff to conduct Medicare Part D enrollments and provide Medicare counseling for new beneficiaries;
14. Require case management staff to provide case management services to clients referred by COUNTY Adult Protective Services to address the specific issue(s) reflected in the referral;
15. Complete and submit an annual Emergency Planning Guide by 1 February 2026 and provide an updated guide when changes are required;
16. Require case management staff to refer MA eligible clients whenever they appear to meet the criteria for MA Case Management [excluding Colonial Club, McFarland, Middleton & Waunakee];
17. Require case management staff to follow COUNTY Supportive Home Care (SHC) Program Guidelines when providing this service to clients; and
18. Require case management staff to collect, record, and submit State Health Insurance Program (SHIP) participant data by 20th of the following month to AAA@DaneCounty.gov

H. COUNTY Responsibilities: During the term of the Agreement, COUNTY agrees to:

1. Facilitate case management trainings for PROVIDER's case management staff;
2. Provide all standardized client-centered case management forms and reporting mechanisms to PROVIDER; and
3. Provide funding for this program (as indicated on the Program Summary Form).

I. Program Evaluation

1. **Goals:** The primary goal of client-centered and client/family-centered case management program is to optimize client functioning by conducting a thorough and culturally responsive assessment of needs. Using this assessment, the case manager and the client and/or their family can work

together to develop a plan to provide services in the most culturally responsive, efficient, and effective manner. Client-centered and client/family-centered case management rests on a foundation of professional training, values, knowledge, theory, experience, and skills used in the service of attaining goals established in conjunction with the client and the client's family and/or significant individuals, when appropriate. Client-centered and client/family-centered case management is ongoing and includes the following specific goals:

- i. Promote and enhance, when possible, the skills of the client and/or their family in accessing and utilizing supports and services;
- ii. Educate clients who have immigrated to the U.S. and their families about how the service system works and how to access and use it;
- iii. Use the capacities of social networks and relevant human services providers to promote the functioning and well-being of the client to enable independent or interdependent functioning;
- iv. Provide supportive services for clients seeking legal status, which can include providing services for their passing the citizenship test;
- v. Monitor and evaluate service effectiveness while providing services and supports that align with the client and their family's culture; and
- vi. Create and/or promote formal and informal systems to provide the client and/or family with resources, services, and opportunities.

2. Performance Indicators: The following measures shall be used to evaluate program effectiveness:

- i. PROVIDER shall serve a minimum number of unduplicated clients with client-centered case management services in 2026 (as indicated on the Program Summary Form);
- ii. PROVIDER shall provide a minimum number of service hours of client-centered case management services in 2026 (as indicated on the Program Summary Form); and
- iii. Compliance shall also be measured by timely submission of required reports as described in Schedule C.

J. Other Requirements:

1. COUNTY may withhold monthly payment in the event of contract non-compliance.
2. The mission of the Aging and Disability Resource Center of Dane County (ADRC) is to support older adults, adults with disabilities, their families and caregivers by providing useful information, assistance, and education on community services and long-term care options.

- i. PROVIDER may refer individuals seeking information on adult services and long-term care options to the ADRC as the ADRC is the single-entry point for publicly funded long-term care;
 - ii. PROVIDER shall cooperate with ADRC staff in developing referral protocols, memorandum of understanding, and other areas related to the ADRC's mission; and
 - iii. If PROVIDER has services listed in the database jointly managed by the ADRC and United Way 2-1-1, PROVIDER shall ensure the data is accurate and shall update the data whenever necessary.
- 3. PROVIDER understands the system of care for its consumers that may include court oversight. PROVIDER is responsible for knowing which of its consumers are subjects of Wisconsin Statutes Chapter 51 Commitments or Settlement Agreements, Chapter 54 Guardianship, Chapter 55 Protective Placement and/or Protective Services and any Probation and Parole orders/rules.
- 4. If PROVIDER is a residential provider or case manager, PROVIDER has the following responsibilities:
 - i. PROVIDER shall maintain the following information in the individual's file or chart as is applicable:
 - a. The guardian's name, current address, phone number, and e-mail address.
 - b. A copy of the current Determination and Order for Protective Services/Protective Placement, or other specific court order/rules. PROVIDER shall confidentially maintain these documents.
 - c. A copy of the Letters of Guardianship specifying the consumer's rights retained and the extent of the guardian's responsibility.
 - ii. Nonemergency transfer of protective placement. If PROVIDER initiates a transfer/change of residential placement of a person under a protective placement order, it shall provide notice of transfer to the Probate Office, the guardian(s), the case manager/broker, COUNTY's Adult Protective Services Unit, and the consumer with 10 days prior written notice. PROVIDER must obtain written consent of the guardian prior to transfer. PROVIDER must have a safe discharge plan.
 - iii. Emergency transfer of protective placement. If PROVIDER initiates an emergency residential transfer of a person under a protective placement order, it shall no later than 48-hours after the transfer provider notice of transfer to the Probate Office, the guardian(s),

COUNTY's Adult Protective Services Unit and the consumer. PROVIDER must have a safe discharge plan.

- iv. Discharge or transfer of consumer not under protective placement. When a consumer who is not under a protective placement order is discharged or transferred to another service or residence, PROVIDER shall give at least 24-hours prior written notice to the guardian, the case manager/broker, unless an emergency event prevents this, in which case PROVIDER shall provide such notice within 48-hours of the transfer.
 - v. PROVIDER, when requested, shall submit on a timely basis a complete, clear, and signed WATTS Annual Review Form.
 - vi. PROVIDER shall prepare a Report to the Court when ordered by the Court or requested by COUNTY.
 - vii. Unless instructed otherwise, PROVIDER shall accompany its consumers to all Court Hearings or otherwise assure the consumer's presence at them.
 - viii. When requested, PROVIDER shall provide testimony in court hearings.
 - ix. To facilitate the acquisition of medical reports required for Court Hearings, PROVIDER, when requested shall schedule an appointment with the appropriate physician or psychologist and shall take the consumer to the appointment or otherwise assure the consumer's presence at the appointment.
5. COUNTY's Adult Protective Services Unit will, at PROVIDER's request, assist the PROVIDER in identifying individuals under Chapters 51, 54, and 55.
6. PROVIDER is responsible for meeting any Adult at Risk or Elder Adult at Risk reporting obligations it has pursuant to Wisconsin Statutes Chapters 46 and 55. In addition upon request of COUNTY, PROVIDER will assist COUNTY in investigating Adult at Risk or Elder Adult at Risk referrals received by COUNTY regarding any consumer PROVIDER serves in consultation with COUNTY Contract Manager or designee and COUNTY's Adult Protective Services Unit.

CHP
10/24/2025

Schedule B - Fiscal

VILLAGE OF MCFARLAND

Nutrition Programs # 12670 and 1236

Case Management Program # 4368

1. Regarding method of payment, Section C, XXVI. B. 1, Monthly Expense Reimbursement:
 - A. As allowable under Wisconsin statutes, one advance payment of up to one-twelfth (1/12th) of the annual contracted program amount may be allowed in the first month of the Agreement. If the advance payment exceeds \$10,000, PROVIDER shall supply an advance payment surety bond listing Dane County as bond obligee for an amount equal to the amount of the advance payment and submit to DCDHSSuretyBond@danecounty.gov. The bond period will coincide with the Agreement period.
 - B. For contract settlement payments, final payment shall be calculated to net the advance payment against the PROVIDER's final monthly expense report at the end of the Agreement period. For contracted programs that are funded by a grant period that differs from the Agreement period, the advanced payment shall net from the payment associated with grant close out.
 - C. Normal payments, which are payments made to providers that are not advance payments and are not settlement payments, will be made in an amount not to exceed actual allowable costs incurred for the monthly expense report period. Under no circumstances will the total contract payment exceed the contract maximum amount.
 - D. Provider billing will be supported with required monthly expense reports. Program costs should be managed and incrementally billed in proportion to the full term of the Agreement to ensure PROVIDER revenue received coincides with the Agreement period. Regardless, PROVIDER is required to perform contracted service delivery for the full term of the contract.

Nutrition Programs # 12670 and 1236

1. As required by the Older Americans Act and the Wisconsin Bureau on Aging, PROVIDER shall collect nutrition donations from persons who participate in the nutrition program. Persons age 60 and over are not obligated to make a

contribution and shall not be required to do so. However, persons age 60 and over should be encouraged to contribute what they can reasonably afford to help defray the cost of the meal. Efforts may be made to increase the average donations, but such efforts should be positive in nature and should not discourage the participation of individuals who are unable to increase the amount of their donation.

All donations collected are the property of COUNTY and shall be submitted monthly to COUNTY. Per Wisconsin Bureau on Aging and Disability Resources requirements, collected donations shall be counted daily by two persons, both of whom should sign daily a register verifying the amount collected. The full amount of the collected donations shall be deposited in a bank or savings institution daily in an account designated for nutrition donations only. The deposited donations should be forwarded to COUNTY monthly.

SCHEDULE C REPORTING REQUIREMENTS

The Agreement requires some reports to be filed upon request and other reports to be filed at a particular time. The following reports have specific due dates as provided below. If due date falls on a weekend or holiday, reporting is due the following business day.

REPORT	WHERE SUBMITTED	DUE DATE
Affirmative Action Plan (Unless PROVIDER is exempt)	Contract Compliance Specialist Office of Equity & Inclusion 210 Martin Luther King, Jr. Blvd. Rm. 356 Madison, WI 53703 oby.joe@danecounty.gov	January 15, 2026 (15 days after Agreement effective date.)
Civil Rights Compliance Plan (Unless PROVIDER is exempt)	Contract Compliance Specialist Office of Equity & Inclusion 210 Martin Luther King, Jr. Blvd. Rm. 356 Madison, WI 53703 oby.joe@danecounty.gov	On or before the effective date of the Agreement
NLRB or WERC complaints or findings that PROVIDER has violated labor standards.	Contract Compliance Specialist Office of Equity & Inclusion 210 Martin Luther King, Jr. Blvd. Rm. 356 Madison, WI 53703 oby.joe@danecounty.gov	Within 10 days of complaint or findings
Certificate of Insurance listing Dane County as additional insured.	Dane County Department of Human Services Contract Coordination Assistant 1202 Northport Dr. Madison, WI 53704 dcdhscontracts@danecounty.gov	At the time the Agreement is signed
Program Budget and Supporting Personnel Schedule (Unless PROVIDER is exempt)	Dane County Department of Human Services Accounting, Ground Floor 1202 Northport Dr. Madison, WI 53704	February 26, 2026 (56 days after Agreement effective date) Final Revisions due November 15, 2026
Expense Reports (Unless PROVIDER is exempt)	Dane County Department of Human Services Accounting, Ground Floor 1202 Northport Dr. Madison, WI 53704	By the 25 th following the month of service
Advance Payment Surety Bond Certification listing Dane County as obligee (When applicable)	Dane County Department of Human Services Accounting, Ground Floor 1202 Northport Dr. Madison, WI 53704 dcdhssuretybond@danecounty.gov	At the time payment is requested
Annual Audit (Unless PROVIDER is exempt)	Dane County Department of Human Services Accounting, Ground Floor 1202 Northport Dr. Madison, WI 53704 dcdhsaudits@danecounty.gov	June 30, 2027, or 180 days after the end of PROVIDER's fiscal year
Audit Waiver Request	Dane County Department of Human Services Accounting dcdhsaudits@danecounty.gov	Prior to Agreement effective date
Notice of Financial Instability	Dane County Department of Human Services Accounting, Ground Floor 1202 Northport Dr. Madison, WI 53704	Upon triggering event occurring that requires notice
Client Registration/Client Services Reports.	Client Registration is faxed to 608-242-6288. Client Services Reports are submitted electronically to your assigned keyer.	February 10, March 10, April 10, May 10, June 10, July 10, August 10, September 10, October 10, November 10, December 10, 2026; and January 5, 2027
Quarterly Client Services Reports	County Designee	May 1, 2026, August 1, 2026, November 1, 2026 and final quarter due April 1, 2027

**VILLAGE OF
McFarland
SUMMARY SHEET**

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Administration

CONTACT: Matt Schuenke, Village Administrator, Cassandra Suettinger, Deputy Administrator/Clerk

AGENDA ITEM: Motion to approve Resolution 2025-26: a resolution to amend the 2025 Budget for the Village of McFarland to transfer a portion of the IRS Elective Pay Credit funds from Capital Projects to the Debt Service Fund.

PREVIOUS ACTION:

The Village Board discussed this change to the 2026 Budget at its meeting on October 30, 2025.

The Village Board approved the budget change for 2026 at its meeting on November 6, 2025 to authorize the use of the additional fund balance from the IRS Elective Pay funding.

The Village Board approved the 2026 Budget at its meeting on November 25, 2026.

ISSUE SUMMARY:

As part of the 2026 Budget adoption, the Village Board approved utilization of a portion of the funds received from the IRS elective pay credit program from the Public Safety Center to offset the need for additional property taxes to pay existing debt service obligations. The attached budget amendment resolution would transfer a portion of the elective pay credit from the Capital Projects Fund, where they are currently sitting, to the debt service fund so they could be available for 2026 debt payments. Additional use of the elective pay credit can be considered in the future to further offset the levy in future budget cycles or also consider early repayment of debt as opportunities present themselves.

FINANCIAL/BUDGET IMPACT:

The total collection in 2025 for the IRS Elective Pay Credit was \$1,137,593.53. This amendment will transfer \$338,000 of those funds for this purpose leaving \$799,593.53 remaining. Utilization of the remaining funds will be determined by the Village Board at a later date.

VILLAGE PLAN REFERENCE:

N/A

ORDINANCE REFERENCE:

N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:



Motion to approve Resolution 2025-26: a resolution to amend the 2025 Budget for the Village of McFarland to transfer a portion of the IRS Elective Pay Credit funds from Capital Projects to the Debt Service Fund.

ATTACHMENTS:

1. 2025-26 Resolution to Amend the 2025 Budget - Elective Pay Credit

RESOLUTION 2025-26

A RESOLUTION TO AMEND THE 2025 BUDGET FOR THE CAPITAL PROJECTS AND DEBT SERVICE FUNDS FOR THE VILLAGE OF MCFARLAND

WHEREAS, the Village Board of the Village of McFarland previously adopted Ordinance #2024-26 on November 26, 2024 appropriating the necessary general funds for the operation of government services of the Village for the year 2025;

WHEREAS, Wis. Stat. 65.90(5)(a) requires the approval of two-thirds of the members of the Village Board to amend an adopted budget; and

WHEREAS, the Village of McFarland received funds from the Internal Revenue Service for the elective pay credit associated with construction of the net zero public safety center;

WHEREAS, the Village Board finds it necessary to amend the adopted 2025 Budget to authorize a transfer of funds from the Capital Projects Fund to the Debt Service fund for the purpose of utilizing a portion of the elective pay credit funds to reduce the property tax burden for the 2026 debt service payments;

NOW, THEREFORE, BE IT RESOLVED, that the Village Board for the Village of McFarland hereby amends the 2025 Budget according to the amounts and purposes stated as follows within the General Fund.

Revenues – Other Finance Sources

Line Item #	Description	Approved Budget	Amended Budget	Difference
300-49200-101	Transfers from Other Funds	0.00	338,000	338,000
Total Revenue Amendments				358,000

Expenses – Transfers to Other Funds

Line Item #	Description	Approved Budget	Amended Budget	Difference
400-59200-390-000	Transfer to Other Funds	0	-338,000	-338,000
Total Expense Amendments				-338,000

Difference in Revenues over Expenditures 0

Adopted at a regular meeting of the Village Board this 9th day of December, 2025.

APPROVED:

Stephanie Brassington
Village President

ATTEST:

Cassandra Suettinger
Deputy Administrator/Clerk

RESOLUTION 2025 – 26	
MOTION	SECOND
ACTION	DATE
Adopted	
Referred	
Tabled	
Withdrawn	
Defeated	
Published	
INDIVIDUAL VOTING RECORD	
Annen –	Boyd -
Brassington –	Fessler –
Leamy –	Peña –
Prill –	
VOTING RESULTS	
Motion Carried	
Motion Defeated:	

McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Administration

CONTACT: Cassandra Suettinger, Deputy Administrator/Clerk

AGENDA ITEM: Discussion and recommendation on approval of updates the Village's Compensation and Classification Program effective January 1, 2026.

PREVIOUS ACTION:

In 2021, the Village did a compensation, classification and future staffing plan study with GOVHR. The results of the study can be found on the Village website by [clicking here](#). Key Points of study

- The study established 15 similar communities by which the Village compares its salaries and ranges. The comparable were communities that scored high compatibility with the Village due to their size and services provided. Within these comparable communities, the Village established its goal to provide salaries at the 65th percentile among the 15 communities selected.
- The study established a compensation system and philosophy. As part of the system, positions were scored, graded, and placed into 14 salary ranges established as pay bands A, B, C and D.
- The Village's Compensation Philosophy was also established and provided in section 13.02 of the Village Personnel Policy Manual titled Compensation Philosophy as follows:

The Village believes that its effectiveness as a service provider is linked to pay levels. How the Village compensates its employees influences the quality of individuals that can be attracted to work within the organization and can affect the quality of employee performance, which in turn determines how well the Village's monetary resources are spent.

In recognition of the importance of compensation levels to organizational effectiveness, the Village Board has adopted the following compensation philosophy:

The Village of McFarland considers employees our most valuable asset. As such, the Village recognizes the importance of the compensation program to developing this asset.

The salary and benefits program provided to the employees of the Village is intended to attract, retain, and motivate highly qualified, enthusiastic, productive, and committed employees. The program is designed to assist the Village in providing quality services to the public—the Village's top priority objective. This objective is attained by providing compensation based on internal equity and external competitiveness within its fiscal capabilities and in full compliance with all State and Federal laws and regulations governing pay.

The Village's compensation philosophy supports our desire to provide salary



advancement opportunities that recognize continued contribution through additional experience, changes in the economy, and changes in the Village's financial conditions.

- The Village's Personnel Policy Manual and compensation administration policy provides that in order to maintain the Village's desired pay philosophy of paying at a level competitive with its chosen market, the Village should complete a comprehensive update of its market analysis every three to four years, and more often with market-sensitive positions.

ISSUE SUMMARY:

In 2025, the Dane County Cities and Villages Association contracted with MGT (Formerly GOVHR) to do an update of the market analysis done in 2019. As part of the market analysis 42 benchmark positions were selected to be included in the market analysis and the survey was sent to 103 communities with 66 responses received. MGT then provided a summary of the data collected. The purpose was to provide DCCVA communities information to better align their salary ranges with current market trends, ensuring their compensation structures remain competitive.

The Village's compensation policies provide a market analysis should be done of Village positions every three to four years. With DCCVA contracting to obtain the data for the market analysis, the Village was able to utilize the data to perform its own market analysis and update to evaluate maintenance of the Village's ranges as part of the compensation plan. It is of note, the study only provided analysis of the 42 benchmark positions. The Village used the data to evaluate ranges and positions as a whole. The goal of performing maintenance of this nature is to do a larger check-in of ranges and positions to ensure alignment with the market. The goal isn't to evaluate every position, as was done in the original study, but rather check in on positions and range data to evaluate whether maintenance of the system is necessary to stay in line with the Village's compensation philosophy. As part of this process, MGT provided recommendations on updating the Village ranges based on the comparable data obtained.

Attached are the recommendations from the analysis. Pay grades 1-12 are recommended to be increased by 2.25%. In evaluating the data, MGT also recommended the creation of an additional pay grade based on data and analysis of Pay Band D. With this pay band, 15 is proposed to be created and 13 and 14 reconfigured accordingly. These ranges are proposed to grow by 12% and 16% based on the market analysis of comparable communities.

It is also important to understand, the maintenance would only change the pay ranges and steps themselves. It doesn't address employees in the pay ranges. MGT and staff recommend consideration of a 2.25% increase for employees to get employees on the updated grid for pay bands A,B, and C. It would also be recommended the same increase be applied to those in Pay Band D on the open range for consistency.

As part of the 2026 budget deliberations, the Board discussed maintenance to the Village's compensation and classification program. Through the discussions the board was agreeable to making updates to the plan. As part of the 2026 budget the Board approved the across the board



increase that confirms and finalized the updates for approval effective January 1, 2026.

FINANCIAL/BUDGET IMPACT:

The Village Board considered the study as part of the 2026 budget and approved a 3% increase, which sets the ranges for 2026 pay ranges and classifications.

VILLAGE PLAN REFERENCE:

[2021 Compensation, Classification and Future Staffing.](#)

ORDINANCE REFERENCE:

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

The Personnel Committee unanimously approved updates to the Village's Compensation and Classification Program. The Board unanimously approved the across the board increase for the 2026 budget, which sets the final rates for the pay ranges.

Motion to approve maintenance to the Village's compensation and classification program including an update of the Village's pay ranges effective January 1, 2026.

ATTACHMENTS:

1. 2026 Comp Plan Update - Final 12.08.2025 - Correction
2. 2026 Comp Plan Update - Final 12.08.2025

Position:	Grade	65th Percentile - Market Survey Data		Current Salary Range		Proposed Salary Range	
						Minimum	Maximum
Camera Operator	1	n/a	n/a	33,248	42,133	34,245	43,396
Crossing Guard	2	n/a	n/a	37,238	47,189	38,355	48,604
Nutrition Site Coordinator	2	n/a	n/a	37,238	47,189		
Public Works LTE	2	n/a	n/a	37,238	47,189		
Parks LTE	2	n/a	n/a	37,238	47,189		
Nutrition Manager	3	n/a	n/a	41,704	52,851	42,957	54,436
Custodian	3	n/a	n/a	41,704	52,851		
Youth & Adult Services Assistants	3	n/a	n/a	41,704	52,851		
Library Assistant	3	38,615	54,997	41,704	52,851		
Administrative Assistant	4	47,746	64,878	46,712	59,197	48,112	60,969
Office Assistant - Police	4	n/a	n/a	46,712	59,194		
Utility Billing Assistant	4	n/a	n/a	46,712	59,194		
Communications Specialist	4	n/a	n/a	46,712	59,194		
Planning and Zoning Assistant	4	n/a	n/a	46,712	59,194		
Parks Crew Member	5	53,353	73,515	52,317	66,297	53,886	68,285
Comm. Dev. Specialist	5	n/a	n/a	52,317	66,297		
Office Manager - Police	5	n/a	n/a	52,317	66,297		
Media Producer	5	n/a	n/a	52,317	66,297		
Deputy Clerk	5	n/a	n/a	52,317	66,297		
Judicial Executive Assistant	5	n/a	n/a	52,317	66,297		
		54,592	73,215				
Public Works Crew Member	6	54,996	72,914	55,098	69,821	56,751	71,916
Librarian (Youth and Adult)	6	54,188	73,515	55,098	69,821		
Technical Services Supervisor	6	n/a	n/a	55,098	69,821		
Case Manager	6	n/a	n/a	55,098	69,821		
Community Outreach Spec.	6	n/a	n/a	55,098	69,821		
		61,715	83,168				
Facilities Maintenance Mgr	7	67,274	90,830	60,883	77,152	62,710	79,467
Utilities Maintenance Worker	7	57,546	77,657	60,883	77,152		
Mechanic	7	60,324	81,016	60,883	77,152		
Fire Inspector	7	n/a	n/a	60,883	77,152		
		65,191	87,805				
Assistant Library Director	8	57,304	82,792	67,276	85,253	69,294	87,811
HR Generalist	8	n/a	n/a	67,276	85,253		
Communications Manager	8	73,078	92,818	67,276	85,253		
Associate Planner	8	n/a	n/a	67,276	85,253		
DEI Strategist	8	n/a	n/a	67,276	85,253		
Assistant to the PW Director	8	n/a	n/a	67,276	85,253		
No Positions in Grade	9	n/a	n/a	74,340	94,205	76,570	97,031
		77,189	100,111				
Finance Manager/Treasurer	10	n/a	n/a	75,625	102,093	77,894	105,157
Parks Superintendent	10	78,033	97,981	75,625	102,093		
Senior Outreach Services Dir	10	76,345	102,240	75,629	102,093		
		83,714	102,254				
Police Sergeant	11	91,028	105,733	83,574	112,819	86,073	116,198
Administrative Captain	11	n/a	n/a	83,574	112,819		
Streets & Utilities Supt	11	76,400	98,774	83,574	112,819		
		91,205	119,584				
Police Lieutenant	12	94,615	122,109	92,331	124,654	95,110	128,399
Library Director	12	87,795	117,060	92,331	124,654		
Comm & Econ Dev Director	13	105,112	140,149	92,331	124,654	105,000	141,750
		116,883	155,844				
Dep. Admin/Clerk	14	113,358	151,143	92,331	124,654	116,025	156,634
Fire & Rescue Chief	14	112,090	149,453	102,045	137,758		
Director of Public Works	14	117,598	156,797	102,045	137,758		
Police Chief	14	120,961	161,282	102,045	137,758		
Village Administrator*	15	140,322	187,095	116,942	157,872	140,000	189,000

65th Percentile - Proposed Pay Ranges															
Band A															
12% Between Grades; and a 26% Range Spread															
Grade	A-1	A-2	A-3	A-4	A-5	A-6	A-7		A-8		A-9		A-10		Maximum A-11 with Exceptional Performance
	Step A	Step B 3.00%	Step C 2.25%	Step D 2.25%	Step E 2.50%	Step F 2.50%	Step G 2.75%	Step H 0.00%	Step I 2.75%	Step J 0.00%	Step K 3.00%	Step L 0.00%	Step M 3.00%	Step N 0.00%	
1	34,245	35,273	36,066	36,878	37,800	38,745	39,810	39,810	40,905	40,905	42,132	42,132	43,396	43,396	45,349
2	38,355	39,506	40,394	41,303	42,336	43,394	44,588	44,588	45,814	45,814	47,188	47,188	48,604	48,604	50,791
3	42,957	44,246	45,242	46,260	47,416	48,602	49,938	49,938	51,311	51,311	52,851	52,851	54,436	54,436	56,886
4	48,112	49,556	50,671	51,811	53,106	54,434	55,931	55,931	57,469	57,469	59,193	59,193	60,969	60,969	63,712
5	53,886	55,502	56,751	58,028	59,479	60,966	62,642	62,642	64,365	64,365	66,296	66,296	68,285	68,285	71,358

Band B															
10.5% Between Grades; and a 26% Range Spread															
Grade	A-1	A-2	A-3	A-4	A-5	A-6	A-7		A-8		A-9		A-10		Maximum A-11 with Exceptional Performance
	Step A	Step B 3.00%	Step C 2.25%	Step D 2.25%	Step E 2.50%	Step F 2.50%	Step G 2.75%	Step H 0.00%	Step I 2.75%	Step J 0.00%	Step K 3.00%	Step L 0.00%	Step M 3.00%	Step N 0.00%	
6	56,751	58,453	59,769	61,113	62,641	64,207	65,973	65,973	67,787	67,787	69,821	69,821	71,916	71,916	75,152
7	62,710	64,591	66,044	67,530	69,219	70,949	72,900	72,900	74,905	74,905	77,152	77,152	79,467	79,467	83,043
8	69,294	71,373	72,979	74,621	76,487	78,399	80,555	80,555	82,770	82,770	85,253	85,253	87,811	87,811	91,762
9	76,570	78,867	80,642	82,456	84,518	86,631	89,013	89,013	91,461	91,461	94,205	94,205	97,031	97,031	101,397

Pay Band C															
Open Ranges with 10.5% Between Grades and a 35% Range Spread															
Grade	A-1	A-2	A-3	A-4	A-5	A-6	A-7		A-8		A-9		A-10		Maximum A-11 with Exceptional Performance
	Step A	Step B 3.00%	Step C 2.25%	Step D 2.25%	Step E 2.50%	Step F 2.50%	Step G 2.75%	Step H 0.00%	Step I 2.75%	Step J 0.00%	Step K 3.00%	Step L 0.00%	Open Range/Merit Based Until Maximum		
10	77,894	80,231	82,036	83,882	85,979	88,128	90,552	90,552	93,042	93,042	95,833	95,833	105,157		109,889
11	86,073	88,655	90,650	92,689	95,006	97,382	100,059	100,059	102,811	102,811	105,895	105,895	116,198		121,427
12	95,110	97,964	100,168	102,421	104,982	107,607	110,566	110,566	113,606	113,606	117,014	117,014	128,399		134,177

Pay Band C				
Open Range with a 35% Range Spread				
Grade	Minimum	Open Range		Maximum
13	105,000			141,750
14	116,025			156,634

Pay Band D				
Open Range with a 35% Range Spread				
Grade	Minimum	Open Range		Maximum
15	140,000			189,000

VILLAGE OF
McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Consent Agenda

DEPARTMENT: Administration

CONTACT: Cassandra Suettinger, Deputy Administrator/Clerk

AGENDA ITEM: Motion to approve an update to the organizational chart for the Administration department approving the Communication Specialist position as full-time effective January 1, 2026.

PREVIOUS ACTION:

ISSUE SUMMARY:

As part of the 2026 budget, the Village Board approve the Communication Specialist position previously budgeted as a .75 FTE moving to a 1.0 FTE position. Updating the organizational chart updates formalizes the change.

FINANCIAL/BUDGET IMPACT:

Approved and budgeted for as part of 2026 budget.

VILLAGE PLAN REFERENCE:

Personnel Policy Manual

7.02 Delineation of Authority and Responsibilities

(a) Village Board. The Village Board will be responsible for:

(1) Approving the Departmental Tables of Organization as set forth in the adopted version of the annual Village Budget.

ORDINANCE REFERENCE:

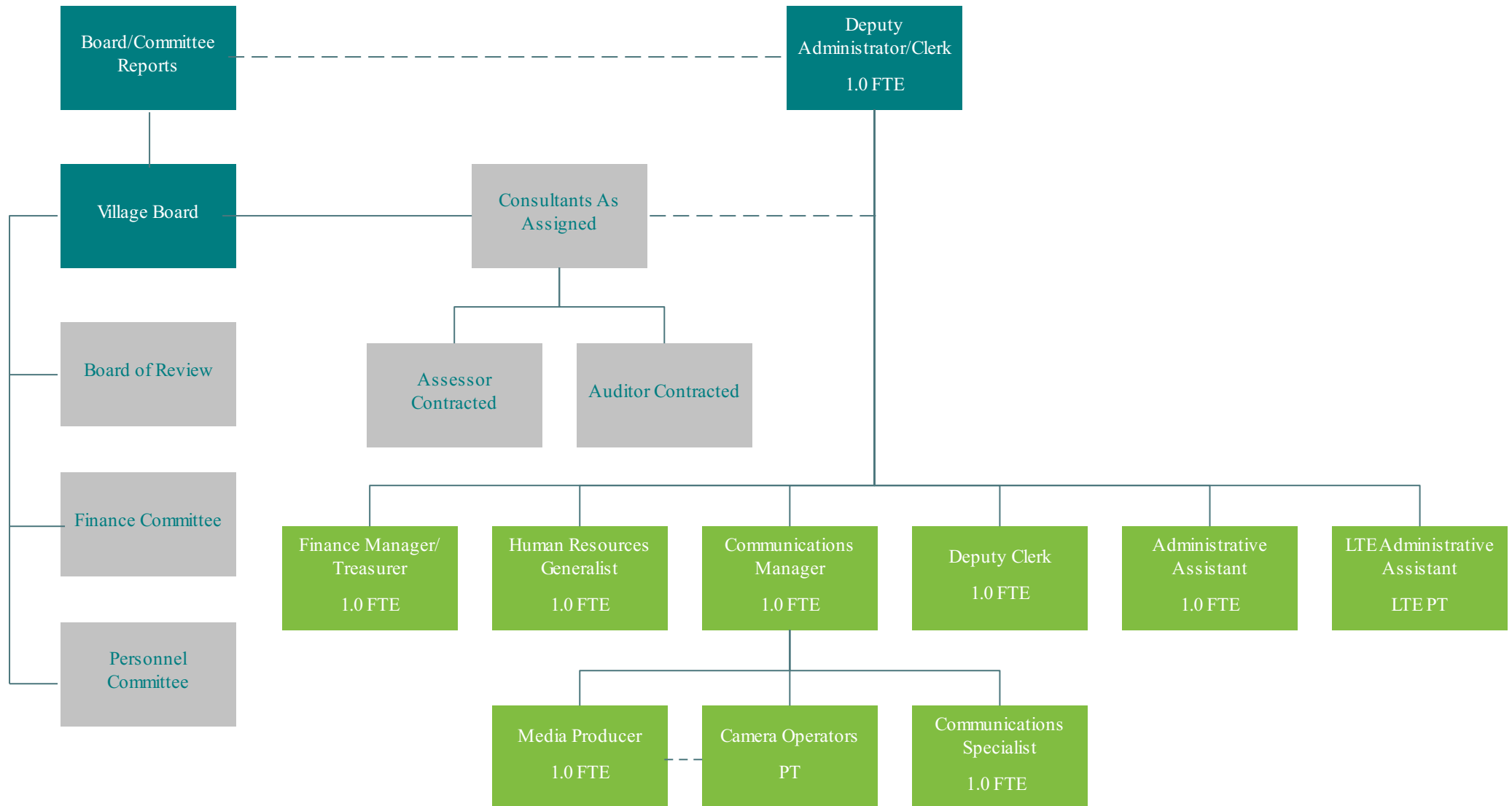
N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Motion to approve an update to the organizational chart for the Administration department approving the Communication Specialist position as full-time effective January 1, 2026.

ATTACHMENTS:

1. Administration Organizational Chart Draft 12.09.2025



Tues, Nov 25, 2025 - Public Comment – Flock Cameras

I'm Melanie Robak, a McFarland resident. Thanks for making the space for public comments.

I'm here to share concerns about the proposal to install Flock cameras in McFarland—primarily along Highway 51, with at least one more location still to be determined. I'm speaking now because the budget you approve tonight includes about \$18,000 for this installation.

I understand that a policy to regulate these cameras is still forthcoming and that the funding is pending approval of a policy. My main concern is that once this infrastructure exists, local policy may not be strong enough to prevent misuse over time. Installation is a key step that's hard to reverse. Once in place, policies depend on oversight and can slide down a slippery slope.

Briefly outlining my concerns:

First, this technology is largely controlled by private, for-profit companies with limited oversight. It's not always clear what they collect, how the data is used, or how those practices might change after installation. Even people within the tech industry have raised red flags about the scale of these systems, and the lack of meaningful regulation.

Second, our federal landscape is unstable. We've seen increasing disregard for legal norms and weakening checks and balances. If federal agencies decide they want data from these cameras—whether for lawful or questionable purposes—local policies may be powerless to stop that access once the technology is in place. As we go with the flow technologically, we should consider what we're potentially enabling at any level of government or enterprise.

Third, any tool that expands police surveillance deserves caution. This relatively cheap technology concentrates power in the hands of anyone with access. And many municipalities have adopted it quickly, despite broader issues around problematic policing. I've had only positive experiences with our officers here, but policing is not experienced equally nationwide or even in our county. Misconduct and biased policing are more prevalent than we thought, and the experiences of those in power are not so universal. But also, our well-intentioned personnel and policies here can change over time, and technologies can be modified through existing infrastructure. We should be mindful of how new surveillance tools might affect members of our community differently—now and in the future.

Fourth, every dollar in the budget is a choice. The \$18,000 set aside for these cameras could instead strengthen community services or youth programming—investments that reliably reduce crime. As discussed with the youth center, policing and prevention are often trade-offs, represented well by this \$18,000. We should ask whether expanding our ability to catch offenders is more important than investing in the conditions that prevent harmful behavior in the first place. And if we do invest in policing, we might prioritize supporting officers themselves—through training or more competitive pay—rather than relying on uncertain technology.

Finally, there should be a public information meeting or broader notification of some kind before final approval, and our DEI Coordinator and Committee should be included in the conversation. People deserve an opportunity to weigh in before McFarland commits to a surveillance infrastructure with such far-reaching potential impacts.

I understand that many surrounding communities have adopted these systems. We should question the wisdom of this tidal wave. Let's think for ourselves and make the best choice for us. Once we build the infrastructure, we open a door that's very hard to close.

Thanks for your consideration.

**VILLAGE OF
McFarland
SUMMARY SHEET**

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Police

CONTACT: Brian Redman, Police Chief

AGENDA ITEM: Discussion and action regarding Ordinance 2025-13: an ordinance regulating the usage of E-scooters in the Village.

PREVIOUS ACTION:

Trustee Pena brought forward a referral for the Village to take up development of regulations surrounding e-scooters. On October 16, 2025 the Village Board referred review and recommendation on the matter.

ISSUE SUMMARY:

The Village Board referred review and possible creation of an ordinance regarding the regulation of e-scooters to the Public Safety Committee. The Public Safety Committee has discussed and put forth a recommendation to create the attached ordinance regarding the regulation of E-scooters in the Village

FINANCIAL/BUDGET IMPACT:

N/A

VILLAGE PLAN REFERENCE:

N/A

ORDINANCE REFERENCE:

N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

The Public Safety Committee unanimously recommended approval of Ordinance 2025-13: an ordinance regulating the usage of E-scooters in the Village.

ATTACHMENTS:

1. Ord_2025-13 Regulating E-Scooters

**VILLAGE OF MCFARLAND
ORDINANCE 2025-13**

**AN ORDINANCE REGULATING THE USAGE OF E-SCOOTERS IN THE
VILLAGE.**

PURPOSE: To regulate the usage of e-scooters in the Village of McFarland.

SPONSOR: Brian Redman

RECOMMENDED REFERRAL: Public Safety Committee

PUBLIC HEARING: Not required

WHEREAS, The emergence of popularity of e-scooters has generated safety concerns from residents and elected officials; and

WHEREAS, current Village ordinances do not provide regulation regarding the usage of e-scooters, and there is a public safety concern regarding the safety and regulation of these devices and hazards they can cause.

NOW THEREFORE, be it ordained by the Village Board of the Village of McFarland, in the State of Wisconsin, as follows:

SECTION 1: **AMENDMENT** “ARTICLE 35-XII (RESERVED)” of the Village of McFarland Municipal Code is hereby *amended* as follows:

A M E N D M E N T

ARTICLE 35-XII (~~RESERVED~~)ELECTRIC SCOOTERS

SECTION 2: **ADOPTION** “35-400 Definitions” of the Village of McFarland Municipal Code is hereby *added* as follows:

A D O P T I O N

35-400 Definitions(*Added*)

The following definitions shall apply in the interpretation and enforcement of this chapter:

Electric scooter means a device weighing less than 100 pounds that has handlebars and an electric motor, is powered solely by the electric motor and human power, and has a maximum

speed of not more than 20 miles per hour on paved level surface when powered solely by the electric motor. Electric scooter does not include an electric personal assistive mobility device, motorecycle, motor bicycle, electric bicycle, or moped.

SECTION 3: **ADOPTION** “35-401 State Laws Applicable” of the Village of McFarland Municipal Code is hereby *added* as follows:

A D O P T I O N

35-401 State Laws Applicable(*Added*)

Every person using an electric scooter upon a public roadway shall be subject to the provisions of all ordinances and state laws including Wis. Stats. §§ 346.02(12), 346.80, 346.803, and 346.805, applicable to the operator of any vehicle, except those provisions with reference to the equipment of vehicles and those provisions that, by their nature, would have no application.

SECTION 4: **ADOPTION** “35-402 Provisions For Operation” of the Village of McFarland Municipal Code is hereby *added* as follows:

A D O P T I O N

35-402 Provisions For Operation(*Added*)

- (a) Where prohibited. No electric scooters shall be operated on any roadway, trail, path, or property where a sign is erected indicating that bicycles and/or electric scooters are prohibited.
- (b) Riding on a roadway.
 - (1) Every person using an electric scooter upon a two-way public street shall ride as near as practicable to within five feet of the right curb or edge of the roadway, except when passing another vehicle or making a left-hand turn; and when riding in groups, users of electric scooters shall ride in single file. On one-way roads, the user may ride as near as practicable to within five feet of the left-hand curb or edge of the roadway.
 - (2) Persons using electric scooters shall not impede the normal movement of motor vehicle traffic.
- (c) Bicycle ways. Operation of electric scooters are permitted on any ways, lanes, trails, paths, or other property designated for the use and operation of bicycles.
- (d) Clinging to other vehicles. No person using an electric scooter shall cling to or attach themselves or an electric scooter to any moving vehicle.
- (e) Contests with other vehicles; stunt riding. No person using an electric scooter shall

participate in any race, speed, or endurance contest with any other moving vehicle on a Village roadway or perform any trick riding on any highway, bicycle way, or sidewalk or operate with no hands on the handlebars or otherwise practice any fancy or acrobatic riding or stunts while operating such electric scooter.

(f) Traffic regulations and speed limits. Every person using an electric scooter upon a public roadway shall obey all the instructions of official traffic-control devices, signs, and signals applicable to vehicles and shall not operate an electric scooter at a speed greater than 15 mph. Electric scooters may not be operated on any highway having a speed limit of 25 mph or greater.

(g) Right-of-way.

(1) The operator of a vehicle shall yield the right-of-way to a person using an electric scooter in the same manner as for bicyclists and pedestrians. When using an electric scooter, every person shall, upon entering a public roadway, yield the right-of-way to motor vehicles, except that a person using an electric scooter shall be subject to the same regulations as bicyclists and pedestrians. Operators of electric scooters shall offer the right-of-way to bicycles in bicycle lanes and on bicycle paths.

(2) Every person operating an electric scooter upon a sidewalk shall yield the right-of-way to any pedestrian or bicyclist and shall exercise due care and give an audible signal when passing a bicycle or other electric scooter or electric personal assistive mobility device or a pedestrian proceeding in the same direction.

(h) Towing prohibited. The operator of any electric scooter shall not tow, drag, or cause to be drawn behind the electric scooter any coaster, sled, toy vehicle, trailer, person, on in-line or other skates or skateboard, or any other type of conveyance.

(i) Passengers. No electric scooter shall be used to carry more persons at one time than the number for which it is designed or equipped.

(j) Age limit. No person less than eight years of age shall operate an electric scooter on Village roadways.

(k) Headphones prohibited. No operator of an electric scooter shall wear any headphones, earphones, or earbuds covering or inserted into both ears while operating an electric scooter.

(l) Equipment regulations. Every person using electric scooters between one-half hour after sunset and one-half hour before sunrise shall have the scooter equipped with a lamp firmly attached to the front of such electric scooter exhibiting a white light to the front, and with a lamp mounted on the rear of the vehicle visible at a distance of 500 feet.

(m) Parking.

(1) No electric scooter may be left unattended at or parked at any of the following locations:

a. Any roadway or sidewalk.

b. Any area open to the public that is used by pedestrians for ingress to and egress from a building, including private businesses.

c. Any location where prohibited by signage.

d. Where a bike or scooter rack is available on a property open to the

- public, any location on that property other than on or immediately around the bike or scooter rack.
- e. Any other location which creates an unreasonable risk to pedestrian or other vehicle travel.
- (2) The owner of an electric scooter, as well as the scooter operator, are liable under this paragraph for violations of the same.
- (3) Law enforcement may remove and impound any electric scooter parked in violation of this paragraph.
- (n) Parent liability. No parent or guardian of any child shall authorize or knowingly permit such child to violate this Chapter or any state law applicable to electric scooters.

SECTION 5: **ADOPTION** “35-403 Penalty” of the Village of McFarland Municipal Code is hereby *added* as follows:

ADOPTION

35-403 Penalty(*Added*)

- (a) Any person violating any state law applicable to electric scooters pursuant to Wis. Stat. § 346.02(12) or any state parking regulations shall pay a forfeiture as permitted by state law.
- (b) Any person violating any other provision of this chapter other than Section 35-403(a) shall be required to forfeit \$25.00 as well as court costs and the costs of prosecution.
- (c) Electric scooters may be impounded by law enforcement at the time of issuing a citation for violation of Wis. Stat. § 346.62 (reckless driving). The electric scooter will remain impounded until the reasonable costs for impounding the vehicle, and any outstanding forfeiture owed by the owner, are fully paid, except as otherwise required by law.

PASSED AND ADOPTED BY THE VILLAGE OF MCFARLAND VILLAGE BOARD

_____.

	AYE	NAY	ABSENT	ABSTAIN
Annen	_____	_____	_____	_____
Boyd	_____	_____	_____	_____
Brassington	_____	_____	_____	_____
Fessler	_____	_____	_____	_____
Leamy	_____	_____	_____	_____
Peña	_____	_____	_____	_____
Prill	_____	_____	_____	_____

Presiding Officer

Attest

Stephanie Brassington, Village
President, Village of McFarland

Cassandra Suettinger, Deputy
Administrator/Clerk, Village of
McFarland

McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Police

CONTACT:

AGENDA ITEM: Discussion and action to approve automated license plate reader technology for the Police Department including consideration for departmental policy on its utilization.

PREVIOUS ACTION:

ISSUE SUMMARY:

As part of the 2026 budget, the Village Board approved the purchase of automated license plate reader cameras. The Board provided approval with requirement that the Police Department create a policy for their usage. The Public Safety Committee has reviewed and recommended approval of the McFarland Police Department Policy on Automated License Plate Readers (ALPR)

FINANCIAL/BUDGET IMPACT:

The 2026 budget provides funding for ALPR cameras for the Police Department.

VILLAGE PLAN REFERENCE:

N/A

ORDINANCE REFERENCE:

N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

The Public Safety Committee unanimously recommended approval.

Motion to approve automated license plate reader technology for the Police Department.

ATTACHMENTS:

1. Flock Safety Budgetary Quote 12.4
2. Automated_License_Plate_Readers__ALPR_(3) (1)
3. McFarland_Police_Department_Policy_Manual_policy_Automated_License_Plate_Readers_(ALPR) (5) -FINAL VERSION

Flock Safety + WI - McFarland PD

Flock Group Inc.
1170 Howell Mill Rd, Suite 210
Atlanta, GA 30318

MAIN CONTACT:
Bryan Tambeau
bryan.tambeau@flocksafety.com
+17742490845

Created Date: 12/04/2025
Expiration Date: 12/31/2025
Quote Number: Q-160463
PO Number:



Budgetary Quote

This document is for informational purposes only. Pricing is subject to change.

Bill To: 5915 Milwaukee St Mcfarland, Wisconsin 53558

Ship To: 5915 Milwaukee St Mcfarland, Wisconsin 53558

Billing Company Name: WI - McFarland PD

Billing Contact Name:

Billing Email Address:

Billing Phone:

Subscription Term: 12 Months

Payment Terms: Net 30

Retention Period: 30 Days

Billing Frequency: Annual Plan - Invoiced at First Camera Validation.

Hardware and Software Products

Annual recurring amounts over subscription term

Item	Cost	Quantity	Total
Flock Safety Platform			\$18,000.00
Flock Safety LPR Products			
Flock Safety LPR, fka Falcon	Included	5	Included
Flock Safety Video Products			
Flock Safety Video Camera PTZ w/ LTE Service, fka Condor	Included	1	Included

Professional Services and One Time Purchases

Item	Cost	Quantity	Total
One Time Fees			
Flock Safety Professional Services			
Professional Services - Standard Implementation Fee	\$0.00	5	\$0.00
Video Camera Professional Services - Standard Implementation Fee	\$0.00	1	\$0.00

Subtotal Year 1: \$18,000.00

Annual Recurring Subtotal: \$18,000.00

Discounts: \$4,000.00

Estimated Tax: \$0.00

Contract Total: \$18,000.00

Taxes shown above are provided as an estimate. Actual taxes are the responsibility of the Customer. This is not an invoice – this document is a non-binding proposal for informational purposes only. Pricing is subject to change.

Discounts Applied	Amount (USD)
Flock Safety Platform	\$0.00
Flock Safety Add-ons	\$0.00
Flock Safety Professional Services	\$4,000.00

Product and Services Description

FlockOS Features	Description
Flock Safety LPR, fka Falcon	Law enforcement grade infrastructure-free (solar power + LTE) license plate recognition camera with Vehicle Fingerprint [™] technology (proprietary machine learning software) and real-time alerts for unlimited users.
Flock Safety Video Camera PTZ w/ LTE Service, fka Condor	Law enforcement grade live streamed PTZ camera with 30 days of edge storage. VMS included and server free. Installed and maintained by Flock Safety, turn key-no additional software or integrations required.
Professional Services - Standard Implementation Fee	One-time Professional Services engagement. Includes site and safety assessment, camera setup and testing, and shipping and handling in accordance with the Flock Safety Standard Implementation Service Brief.
Video Camera Professional Services - Standard Implementation Fee	One-time Professional Services engagement. Includes site and safety assessment, camera setup and testing, and shipping and handling in accordance with the Flock Safety Standard Implementation Service Brief.

Automated License Plate Readers (ALPR)

427.1 PURPOSE AND SCOPE

Automated License Plate Reader (ALPR) technology, also known as License Plate Recognition, provides automated detection of license plates. ALPRs are used by the McFarland Police Department to convert data associated with vehicle license plates for official law enforcement purposes, including identifying stolen or wanted vehicles, stolen license plates, ordinance and criminal investigations, and missing or endangered persons. ALPRs may also be used to gather information related to active warrants, suspect interdiction and stolen property recovery.

427.2 ADMINISTRATION OF ALPR DATA

All installation and maintenance of ALPR equipment, as well as ALPR data retention and access, shall be managed by the Chief of Police. The Chief of Police will assign personnel under his/her command to administer the day-to-day operation of the ALPR equipment and data.

427.3 ALPR OPERATION

Use of an ALPR is restricted to the purposes outlined below. Department personnel shall not use, or allow others to use, the equipment or database records for any unauthorized purpose.

- (a) An ALPR shall only be used for official and legitimate law enforcement business.
- (b) An ALPR may be used in conjunction with any patrol operation or official department investigation.
- (c) ALPR may be used to canvass license plates around any crime scene. Partial license plates reported during major crimes should be entered into the ALPR system in an attempt to identify suspect vehicles.
- (d) No member of this department shall operate ALPR equipment or access ALPR data without first completing department-approved training.
- (e) When conducting a search in the Flock system, the officer shall include a case number and/or purpose of the query in the appropriate data field on the query screen.
- (f) If any outside law enforcement agency request that a search be done of our ALPR records, the search shall be documented with that agency's case number and/or reason for the search. The McFarland Police Department has the right to refuse any request made to the agency.
- (g) If practicable, the officer should verify an ALPR response through the Transaction Information for the Management of Enforcement (TIME) system or National Law Enforcement Telecommunications System (NLETS) before taking enforcement action that is based solely upon an ALPR alert.
- (h) No ALPR operator may access TIME or NLETS data unless otherwise authorized to do so.

Automated License Plate Readers (ALPR)

427.4 ALPR DATA COLLECTION AND RETENTION

All data and images gathered by an ALPR are for the official use of the McFarland Police Department and because such data may contain confidential TIME information, it is not open to public review. ALPR information gathered and retained by this department may be used and shared with prosecutors or others only as permitted by law.

The Chief of Police, or designee, is responsible to ensure proper collection and retention of ALPR data. ALPR data in the Flock system is stored for 30 days, after that time it is automatically removed. Any images or records needed for evidentiary purposes must be downloaded by the officer prior to 30 days. The download will be treated and stored like evidence.

427.5 ACCOUNTABILITY AND SAFEGUARDS

All saved data will be closely safeguarded and protected by both procedural and technological means. The McFarland Police Department will observe the following safeguards regarding access to and use of stored data:

- (a) All non-law enforcement requests for access to stored ALPR data shall be referred to the Chief of Police and processed in accordance with applicable law.
- (b) All ALPR data downloaded to the mobile workstation and server shall be accessible only through a login/password-protected system capable of documenting all access of information by name, date and time.
- (c) Persons approved to access ALPR data under these guidelines are permitted to access the data for legitimate law enforcement purposes only, such as when the data is relate to a specific criminal investigation or department-related civil or administrative action.
- (d) Such ALPR data may be released to other authorized and verified law enforcement officials and agencies for legitimate law enforcement purposes.
- (e) All ALPR system audits should be conducted on a quarterly basis.
- (f) Any changes made to this policy shall be approved by the Public Safety Committee and/or the McFarland Village Board to ensure data sharing safeguards are retained.

Automated License Plate Readers (ALPR)

BEST PRACTICE

100.1 PURPOSE AND SCOPE

Automated License Plate Reader (ALPR) technology, also known as License Plate Recognition, provides automated detection of license plates. ALPRs are used by the McFarland Police Department to convert data associated with vehicle license plates for official law enforcement purposes, including identifying stolen or wanted vehicles, stolen license plates, ordinance and criminal investigations, and missing or endangered persons. ALPRs may also be used to gather information related to active warrants, suspect interdiction and stolen property recovery.

BEST PRACTICE

100.2 ADMINISTRATION OF ALPR DATA

All installation and maintenance of ALPR equipment, as well as ALPR data retention and access, shall be managed by the Chief of Police. The Chief of Police will assign personnel under his/her command to administer the day-to-day operation of the ALPR equipment and data.

BEST PRACTICE

100.3 ALPR OPERATION

Use of an ALPR is restricted to the purposes outlined below. Department personnel shall not use, or allow others to use, the equipment or database records for any unauthorized purpose.

- a. An ALPR shall only be used for official and legitimate law enforcement business.
- b. ALPR login shall only be done from an approved and issued Department device to include squad room computer, squad mobile computer, and cellular phone.
- c. Access to the ALPR system shall only be done while in an on-duty capacity.
- d. An ALPR may be used in conjunction with any patrol operation or official department investigation.
- e. ALPR may be used to canvass license plates around any crime scene. Partial license plates reported during major crimes should be entered into the ALPR system in an attempt to identify suspect vehicles.
- f. No member of this department shall operate ALPR equipment or access ALPR data without first completing department-approved training.
- g. When conducting a search in the ALPR system, the officer shall include a case number and purpose of the query in the appropriate data field on the query screen.
- h. If any outside law enforcement agency request that a search be done of our ALPR records, the search shall be documented with that agency's case number and/or reason for the search. The McFarland Police Department has the right to refuse any request made to the agency.

Automated License Plate Readers (ALPR)

- i. If practicable, the officer should verify an ALPR response through the Transaction Information for the Management of Enforcement (TIME) system or National Law Enforcement Telecommunications System (NLETS) before taking enforcement action that is based solely upon an ALPR alert.
- j. No ALPR operator may access TIME or NLETS data unless otherwise authorized to do so.

BEST PRACTICE

100.4 ALPR DATA COLLECTION AND RETENTION

All data and images gathered by an ALPR are for the official use of the McFarland Police Department and because such data may contain confidential TIME information, it is not open to public review. ALPR information gathered and retained by this department may be used and shared with prosecutors or others only as permitted by law.

The Chief of Police, or designee, is responsible to ensure proper collection and retention of ALPR data. Depending on the ALPR system used, data is generally saved and stored for 30 days. After that time it is automatically removed. Any images or records needed for evidentiary purposes must be downloaded by the officer prior to 30 days. The download will be treated and stored like evidence.

BEST PRACTICE

100.5 ACCOUNTABILITY AND SAFEGUARDS

All saved data will be closely safeguarded and protected by both procedural and technological means. The McFarland Police Department will observe the following safeguards regarding access to and use of stored data:

- a. All non-law enforcement requests for access to stored ALPR data shall be referred to the Chief of Police and processed in accordance with applicable law.
- b. When available, officers shall utilize second factor authentication when they login to a device to access the ALPR software.
- c. Officers will be required to change their login password every 90 days. Passwords shall follow the required password safety protocols for the specific ALPR software that is available for use.
- d. All ALPR data downloaded to the mobile workstation and server shall be accessible only through a login/password-protected system capable of documenting all access of information by name, date and time.
- e. Persons approved to access ALPR data under these guidelines are permitted to access the data for legitimate law enforcement purposes only, such as when the data is relate to a specific criminal investigation or department-related civil or administrative action.
- f. Such ALPR data may be released to other authorized and verified law enforcement officials and agencies for legitimate law enforcement purposes.
- g. ALPR date shall not be shared with Federal Agencies for the enforcement of civil immigration laws, nor shall data be shared with any agency unless that agency agrees to this restriction. Any request for data to be shared with a Federal Agency must be approved by the Chief of Police.

McFarland Police Department Policy Manual

Law Enforcement

Automated License Plate Readers (ALPR)

- h. All ALPR system audits should be conducted on a quarterly basis.
- i. For transparency purposes, the Department shall post and maintain a Transparency Portal, if offered by the company supplying the ALPR camera software.
- j. Any changes made to this policy shall be approved by the Public Safety Committee and/or the McFarland Village Board to ensure data sharing safeguards are retained.

McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Discussion and action 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.

The Public Works & Utilities Committee recommended 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 during their November 24, 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 Public Works & Utilities 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

Engineering \$ 42,000

Total \$453,000



Revenue:

Capital Improvement Plan

\$453,000

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 for 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.

A handwritten signature in black ink, appearing to read 'Tim Stieve', written over a horizontal line.

Tim Stieve, P.E.
Project Engineer

TS:sai

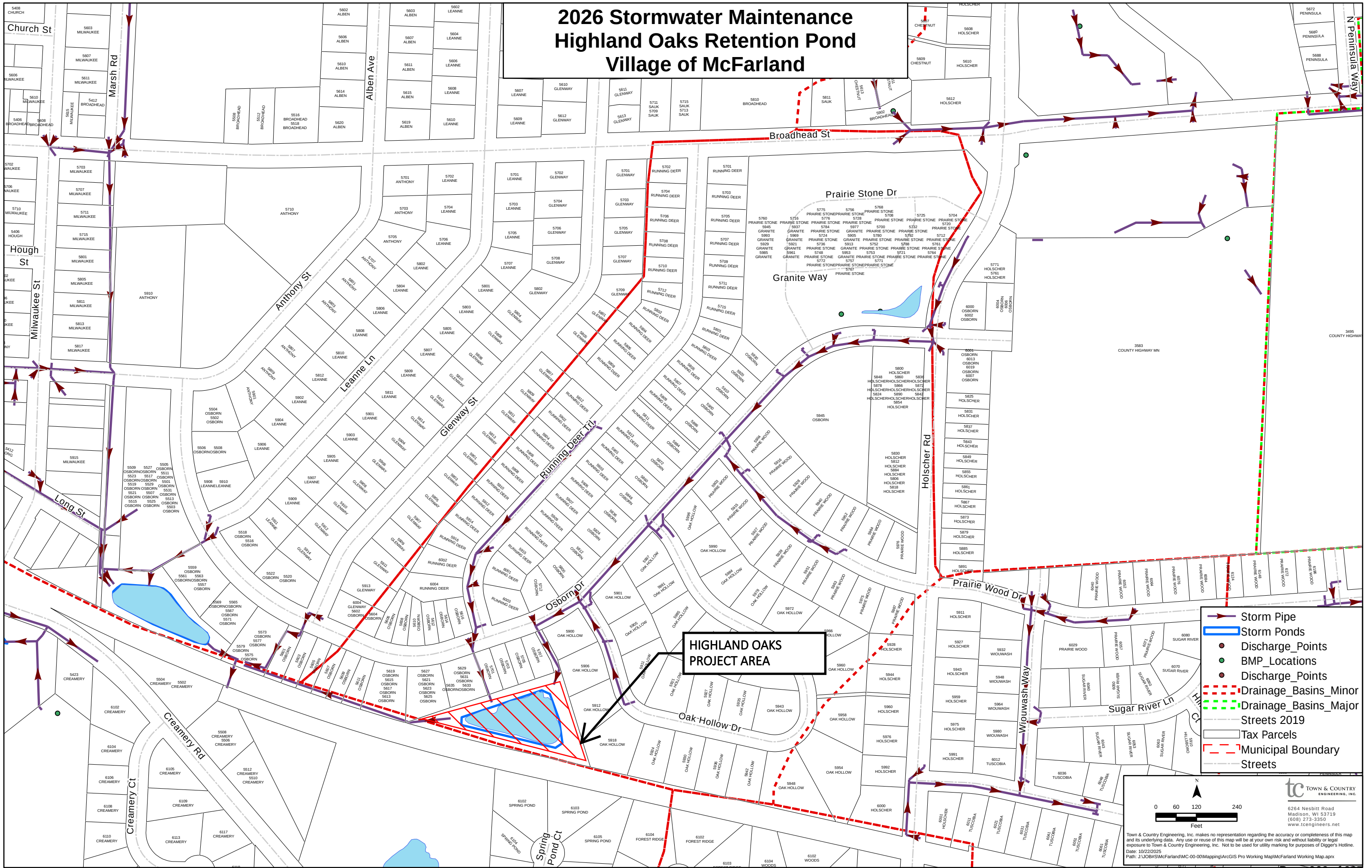
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BID TABULATION

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 QUANT.	UNITS	Integrity Grading and Excavating, Inc. UNIT PRICE	AMOUNT	Speedway Sand & Gravel, Inc. UNIT PRICE	AMOUNT	R.G. Huston Company, Inc. 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



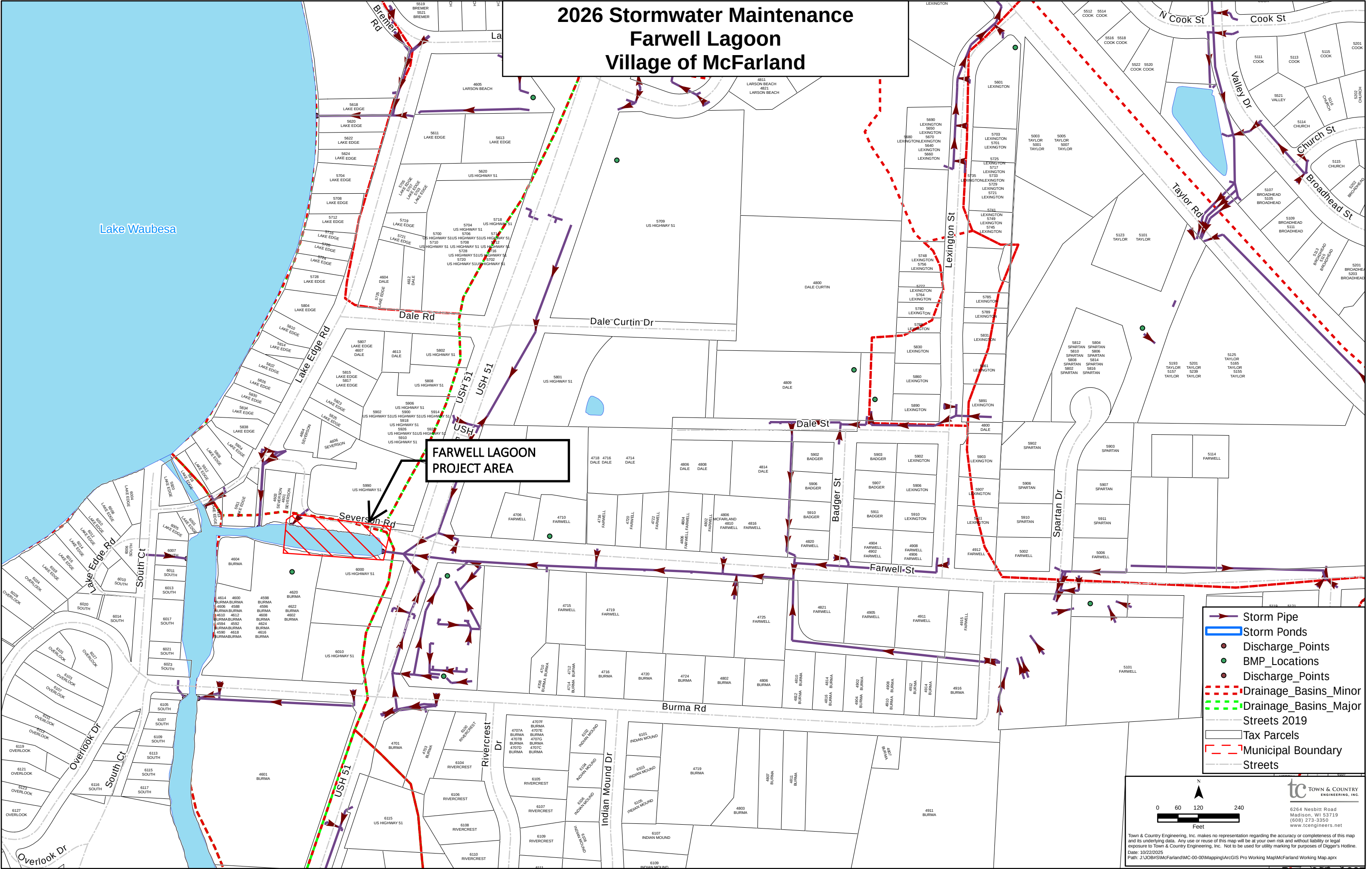
- Storm Pipe
- Storm Ponds
- Discharge_Points
- BMP_Locations
- Discharge_Points
- Drainage_Basins_Minor
- Drainage_Basins_Major
- Streets 2019
- Tax Parcels
- Municipal Boundary
- Streets

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tc TOWN & COUNTRY
ENGINEERING, INC.

6264 Nesbitt Road
Madison, WI 53719
(608) 273-3350
www.tcengineers.net

Town & Country Engineering, Inc. makes no representation regarding the accuracy or completeness of this map and its underlying data. Any use or reuse of this map will be at your own risk and without liability or legal exposure to Town & Country Engineering, Inc. Not to be used for utility marking for purposes of Digger's Hotline.
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**VILLAGE OF
McFarland
SUMMARY SHEET**

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director

AGENDA ITEM: Discussion and action 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.

The Public Works & Utilities Committee recommended to the Village Board the award of proposal to L.C. United Painting Co., Inc. of Sterling Heights, Michigan for the repainting of the Holscher Water Tower including the base cost of \$236,000 and additive proposals A-2, A-3, A-4, and A-5, for a total of \$284,500 and a total project cost of \$350,625 during their November 24, 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 Public Works & Utilities Committee reviewed the project during their October meeting and recommended approval along with authorization for a Request for Proposal (RFP). Five proposals were received and ranged from \$198,900.00 to \$518,900.00. Based on evaluations of the proposals and 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 from Dixon Engineering from their last inspection fo the tower. The total of the base cost 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
Engineeering	\$ 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 for 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 cost 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 Pricing	Sum of Additive 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 cursive script that reads "Amy M Bares".

Amy M. Bares, P.E.
Senior Project Engineer

AMB:sai

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McFarland
SUMMARY SHEET

MEETING DATE: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Public Works

CONTACT: Lee Igl, Public Works Director, Matt Schuenke, Village Administrator

AGENDA ITEM: Discussion and action for 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 RFP during the September 17, 2025, meeting.

The Village Board approved the Well 5 drilling project and authorized the project for RFP during the October 16, 2025, meeting.

The Public Works & Utilities Committee recommended 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 the supplemental bid of \$1,620, for a total of \$445,138.30 during their November 24, 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 a base bid of \$443,518.30 and the supplement bid for Geo Physical logging for \$1,620, 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 a contract to 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 for 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 20 00 Instructions to Bidders	13
00 30 00 Bidder's Proof of Responsibility	3
00 30 05 McFarland Affidavit of Qualifications	3
<u>BID DOCUMENTS (TO BE SUBMITTED WITH THE BID)</u>	
00 41 00 Bid Proposal Form	6
00 41 50 Affidavit of Organization & Authority	1
00 43 00 Bid Bond	2
00 44 00 (EIF) MBE/WBE Contacts Worksheet	4
<u>CONTRACT DOCUMENTS</u>	
00 51 00 Notice of Award Form	1
00 52 00 Agreement Form	6
00 55 00 Notice to Proceed Form	1
00 61 00 Performance Bond Form	4
00 61 50 Payment Bond Form	5
00 62 00 Certificate of Insurance	2
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00 70 00 General Conditions	77
<u>SUPPLEMENTARY CONDITIONS</u>	
00 80 00 Supplementary Conditions	12
00 80 05 Supplemental Documents	26
Explorations and Tests of Subsurface Conditions	
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 85 05 Davis-Bacon Wage Rates	
00 86 10 Employee Rights Poster	1
00 86 15 Wage Rates Contract and Subcontract Provisions	7
00 86 20 WHD Wage Rate Record Keeping Requirements	4

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01 00 00	Summary of the Work, Special Conditions	13
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01 25 00	Substitution Procedures	2
01 30 00	Administrative Requirements	7
01 32 10	Project Meetings	1
01 32 15	Temporary Equipment and Utilities	2
01 32 20	Coordination	2
01 33 00	Submittals	5
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01 40 00	Quality Requirements	4
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01 70 00	Execution Requirements and Project Closeout	14

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33 21 00	Water Supply Well Drilling	16
	Required DNR Water Quality Analyses Forms	—

PLAN SHEET

50 00 01	Contract A - Well Construction Plan	1
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

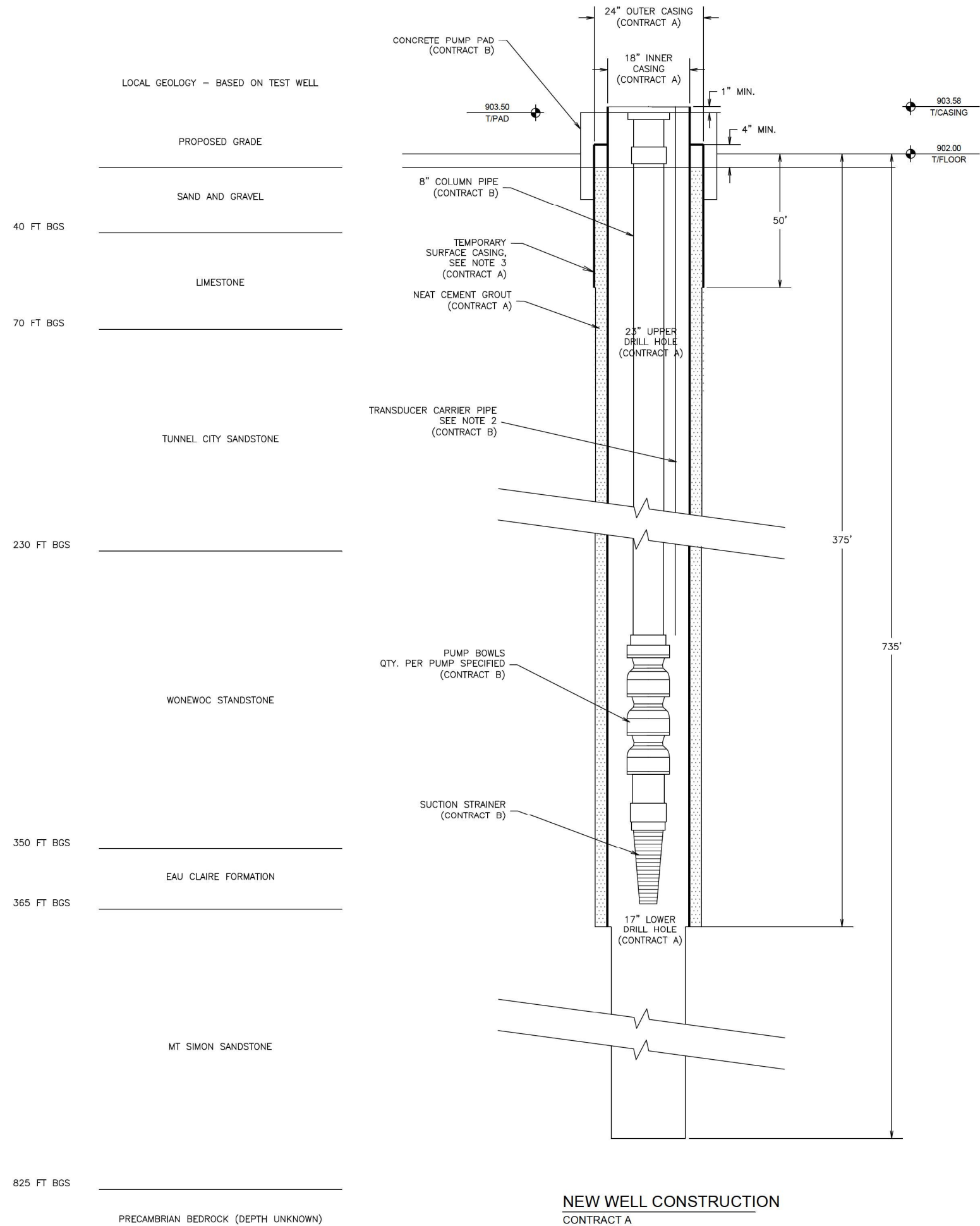
S-1	Geophysical Logging	1 lump sum	(\$ _____)	\$ _____
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SCHEDULE C: Additive Bid Items

A-1	Open Borehole Blasting and Redevelopment	1 lump sum	(\$ _____)	\$ _____
A-2	Second Test Pumping Event	1 lump sum	(\$ _____)	\$ _____

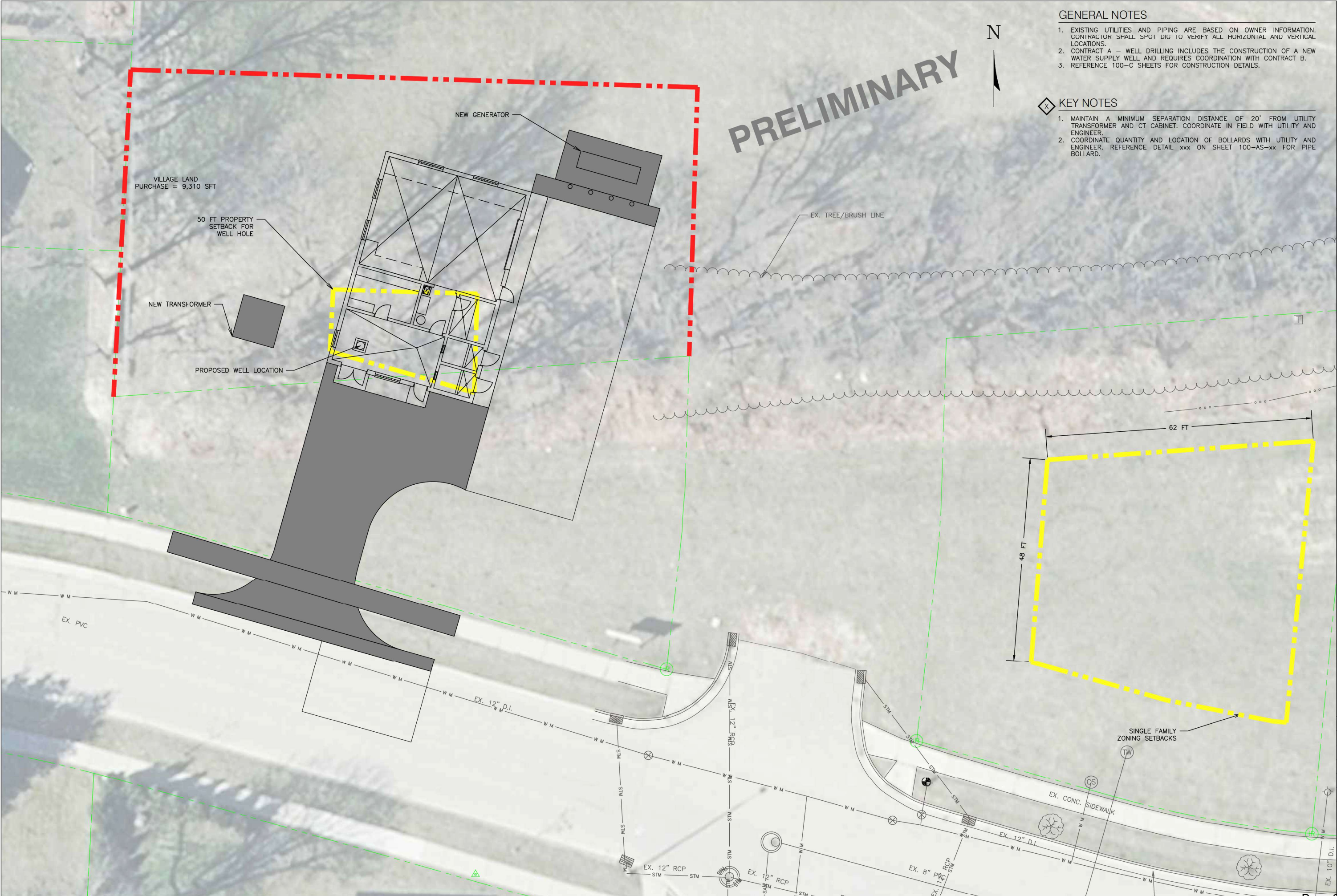
SCHEDULE D: Alternate Bid Items**CONTRACTORS ALTERNATE BID (Not required to be filled in)**

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.



GENERAL NOTES

1. EXISTING UTILITIES AND PIPING ARE BASED ON OWNER INFORMATION. CONTRACTOR SHALL SPO1 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.

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.

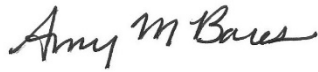
TOWN & COUNTRY ENGINEERING, INC.

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 black ink that reads "Amy M Bares". The signature is written in a cursive, flowing style.

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: Tuesday, December 9, 2025

SECTION: Business

DEPARTMENT: Administration

CONTACT: Melanie Camellia, Communications Manager, Matt Schuenke, Village Administrator

AGENDA ITEM: Discussion and presentation of the redesigned 2025 payable 2026 property tax insert.

PREVIOUS ACTION:

ISSUE SUMMARY:

The Communications team has partnered to re-design the Village of McFarland Property Tax Bill Insert. Attached is the newly designed insert. Communications will present an overview of the newly updated tax bill insert.

FINANCIAL/BUDGET IMPACT:

N/A

VILLAGE PLAN REFERENCE:

N/A

ORDINANCE REFERENCE:

N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

Recommended for discussion.

ATTACHMENTS:

1. 2026 Budget Tax Bill Insert Final Draft

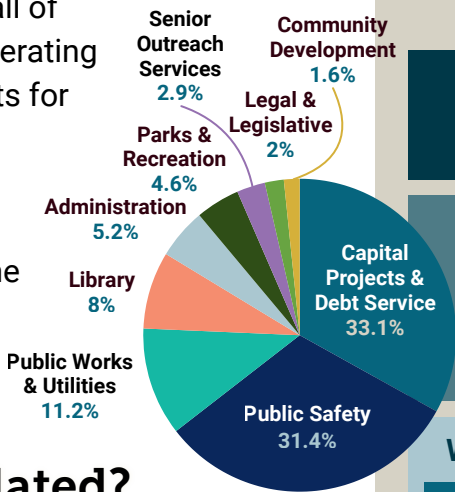
Budget & Property Tax Information

December 2025

On November 25, 2025, the McFarland Village Board approved the 2026 municipal budget and established the 2025 municipal property tax levy, to be paid in 2026. The vote followed an in-depth board review over the course of approximately two months, which included two public hearings in addition to public meetings. The final 2026 budget includes a total of **\$28.98 million** in expenses and establishes a total 2025 municipal property tax levy of **\$9.69 million**.

Budgeted expenditures fit into two broad categories: capital projects and operating expenses. Almost all of the Village's property tax revenue goes into the operating budget, which includes both debt service payments for past years' capital projects and the many routine expenses that allow Village departments to perform their functions. In 2026, **59.97%** of the Village's **\$15.62 million** operating budget will come from the tax levy. Approximately one third of the total 2026 operating budget will be put towards debt, with the rest split across other functions. →

EXPENSES BY FUNCTION



2026 Budget Quick Facts

TOTAL EXPENSES \$ 28.98 million

TOTAL FUNDED BY PROPERTY TAXES \$ 9.69 million **34%**

WHAT THE LEVY COVERS

56.8%	43.2%
Operating Expenses	Debt Service & Capital Projects

Funds borrowed to support capital projects are later paid back with other revenue through the Debt Service Fund. Some of the projects now in repayment and funded through the tax levy in the 2026 budget include:

- Reconstructions of **Terminal Drive, Paulson Road & Exchange Street**.
- **Public Safety Center** construction.
- **Disc golf course & pickleball court** installation, plus **skate park** upkeep.
- **Lewis Park** lake access installation, **Brandt Park** updates & initial phases of **Community Park** construction.
- Three **police squad cars**, two **ambulances**, one **ladder truck** & one **Public Works patrol truck**.
- Boiler and HVAC replacements at **E.D. Locke Public Library**.

Some highlighted 2026 projects that will be budgeted for repayment and funded, in full or part, by future tax levies include:

- Two new **police squad cars**.
- Installation of a new **outdoor warning siren**.
- Updates to the **Comprehensive Plan** (needed every 10 years).
- **McFarland Park** planning.

How are property taxes calculated?

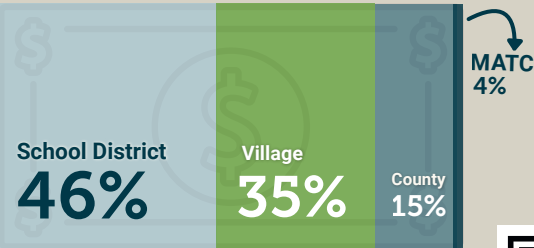
Property tax rates, referred to as 'mill rates,' are calculated using the total assessed value of all property within the Village boundary and the total amount of property tax to be levied. The resulting municipal property tax rate for 2025 is **approximately \$5.78 per \$1,000 of assessed property value**, a 3.36% decrease from 2024. The portion of your property tax bill levied by the Village has been calculated by dividing your property's 2025 assessed value by 1,000 and multiplying the result by the set mill rate.

The same formula is used by the three other taxing jurisdictions that levy property taxes in McFarland, including Dane County, the McFarland School District, and Madison College. Your bill includes your total 2025 property tax liability across all four taxing jurisdictions.

2025 Mill Rates by Taxing Jurisdiction

Village of McFarland \$5.78	Dane County \$2.54
McFarland School District \$9.00	Madison College \$0.61

Where Your Tax Dollars Go



MATC
4%

Example: Calculation for Median Property Value

In 2025, the median assessed value of a single-family home in McFarland was **\$444,000**.

$$\begin{aligned} \$444,000 / 1,000 &= 444 \\ 444 \times \$5.78 &= \$2,564.42^* \end{aligned}$$

If your assessed property value was \$444,000 in 2025, your total municipal property tax liability would come out to **\$2,564.42**. Your total liability across all four taxing jurisdictions would be **\$7,956.47** before deducting any applicable credits.

**\$5.78 is the 2025 mill rate rounded to two decimal places. The true rate is a fraction of a cent less. This total reflects the unrounded rate multiplied by 444.*



Review the full 2026 budget at mcfarland.wi.us/budget26 →

Important Payment Due Dates

If you pay your taxes using the installment plan option, the due date for the first installment of real property taxes will be due **January 31**. All special assessments, charges, and taxes will also be due on January 31. All general real property taxes totaling \$99.99 or less per parcel must be paid in full.

Please pay careful attention to the amounts and the due dates printed on the front of your tax bill. You could be charged interest and a penalty if you fail to pay the correct amount by the date specified. If you have any questions about the amounts owed or payment due dates, please contact administration staff at 608-838-3153 or in person at the McFarland Municipal Center. (See sidebar for location and operating hours.)

Tax payments should be accompanied by the lower portion of your tax bill.

Where can payments be made?

Payments made by January 31 can be made in the following ways:

- Online at mcfarland.wi.us/propertytaxes.
- In person at the McFarland Municipal Center (see sidebar).
- In the secure drop-box located in the Municipal Center parking lot.
- By mail at the following address: Village of McFarland
P.O. Box 110
McFarland, WI 53558

All payments made after January 31 must go directly to the Dane County Treasurer’s office, located in Room 114 of the City-County Building at 210 Martin Luther King Jr. Boulevard, Madison, WI 53703.

MARK YOUR CALENDAR

First installment payments and most other taxes and assessments must be received by no later than

January 31

QUESTIONS?

Call **608-838-3153** or visit the McFarland Municipal Center in person to speak with a staff member.

McFarland Municipal Center

5915 Milwaukee Street
McFarland, WI 53558

Open 8 a.m. to 4:30 p.m.
Monday through Friday

Closed December 24-25, January 1 & January 19 for holiday observances.

Paying by check? Make all checks payable to ‘Village of McFarland.’ Pet licenses must be paid separately.

Tip Check to make sure you are getting the lottery credit on your property if it was your principle residence as of January 1, 2020. If you resided elsewhere on this date or are otherwise uncertain whether you qualify for this credit, please contact staff at the McFarland Municipal Center.

Tax Collection
General Info

- **Return receipts** will only be sent if payment is accompanied by a self-addressed, pre-stamped return envelope.
- If you remit a check from your lending institution for an amount greater than your total bill, you will be refunded upon Village Board approval. **Any overpayment** will be returned to the property owner.
- When paying by **mortgage check**, the property owner(s) MUST endorse the check if their name(s) appear on the front of the check.
- The **lower portion of your tax bill** should accompany your payment.

Application for 2026 Dog/Cat License and/or Dog Park Permit

A license is required for each dog and cat in the Village that is over 5 months of age. Proof of up-to-date rabies vaccination, including date last given and expiration date, MUST be provided with your application. Applications for licenses/permits may be submitted in person at the McFarland Municipal Center, via the secure drop-box in the Municipal Center parking lot, or by mail to P.O Box 110, McFarland, WI 53558. Applications submitted by mail or via the drop-box must be accompanied by a self-addressed, stamped envelope for the return of your tags. Licenses must be renewed annually and are available for each new year around the third week in December. You may cut out and submit this printed application, or complete and print the fillable PDF version available at mcfarland.wi.us/PetApplication. **Must be paid separate from taxes.**

Owner Last Name		Owner First Name		Owner Phone No.	
Home Address				City/State/Zip	
Pet 1		Pet 2		Pet 3	
Name _____		Name _____		Name _____	
Breed _____		Breed _____		Breed _____	
Color _____		Color _____		Color _____	
☐ Spayed/Neutered Dog - \$25		☐ Spayed/Neutered Dog - \$25		☐ Spayed/Neutered Dog - \$25	
☐ Spayed/Neutered Cat - \$15		☐ Spayed/Neutered Cat - \$15		☐ Spayed/Neutered Cat - \$15	
☐ Unspayed/Unneutered Dog - \$39		☐ Unspayed/Unneutered Dog - \$39		☐ Unspayed/Unneutered Dog - \$39	
☐ Unspayed/Unneutered Cat - \$20		☐ Unspayed/Unneutered Cat - \$20		☐ Unspayed/Unneutered Cat - \$20	

Dog Park Permit		Complete only if you would like to use the dog park located at 6201 Elvehjem Road. One dog included in base permit. Add additional dogs for \$8 each.	
☐ Resident - \$15	☐ Resident Senior (55+) or Veteran - \$10	☐ Non-Resident - \$30	☐ Non-Resident Senior or Veteran - \$15
		☐ Additional Dog(s) - \$8 each Enter number to add in box.	