



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

**TRANSPORTATION & TRAFFIC REVIEW COMMITTEE MEETING
IN PERSON AND VIA ZOOM
THURSDAY, MARCH 26, 2026 – 2:00 PM
CITY HALL – SECOND FLOOR**

<https://us02web.zoom.us/j/83962081813?pwd=frtFguu2ykRgBbtAJvEEuX6haISehU.1>

Meeting ID: 839 6208 1813

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AGENDA

- 1. Call meeting to order**
- 2. Roll call**
- 3. Approval of Minutes**
 - a. Review and possible action relating to the **minutes of the December 11, 2025, Transportation and Traffic Review Committee**
- 4. Parking Requests**
- 5. Speed Limit Reviews**
- 6. Traffic Signal Reviews**
 - a. Review and possible action regarding the traffic analysis completed at the intersection of Robert Street and Third Street (Navin, Director of Public Works)
- 7. Miscellaneous**
 - a. Review and possible action relating to a request for two way traffic on S. High Street (Navin, Director of Public Works)

8. Transit Items

9. Safe Routes to School

10. Adjournment

All items may be acted on and recommended to the City Council.

Date Posted: March 24, 2026

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**TRANSPORTATION & TRAFFIC REVIEW COMMITTEE MEETING
IN PERSON AND VIA ZOOM
THURSDAY, DECEMBER 11, 2025 – 2:00 PM
CITY HALL – SECOND FLOOR**

MINUTES

1. Call meeting to order

Chairperson Navin called the meeting to order at 2:00 p.m.

2. Roll call

Members Present: Chairperson Navin, Superintendent Williamson, Council Representative Jaeckel and School District Representative Moehling. Absent: City Electrician Nick Armstrong. Also present: Manager Houseman and Public Relations Executive Assistant Weihert.

3. Approval of Minutes

*a. Review and possible action relating to the **minutes of the September 11, 2025, Transportation and Traffic Review Committee.***

Motion to approve the minutes of the September 11, 2025 meeting made by Jaeckel and seconded by Williamson. Motion carried.

4. Parking Requests

*a. Review and possible action relating to a **request for no parking signs at 643 West Hilltop Trail (Navin, Director of Public Works)***

Chairperson Navin discussed, on October 20, 2025, that staff received a request for no parking signs at 643 West Hilltop Trail. The request stated that it is often difficult to get trucks and trailers through this area when vehicles are parked on both sides of the road during events at the Fireside Theatre. City staff monitored the area of concern over a two-week period during the scheduled shows at the Fireside, which are considered busy times for this area. Staff deemed that No Parking signs at this location are not necessary at this time. Williamson made a motion to deny the request, Jaeckel seconded. Motion passes.

5. Speed Limit Reviews

6. Traffic Signal Reviews

a. *Review and possible action relating to the **pedestrian crossing and traffic signal at S. Third St. and Robert St.** (Navin, Director of Public Works)*

Chairperson Navin discussed that, between November 24 and November 25, staff received three Traffic Review Requests for further review of the crosswalk at S. 3rd St. and Robert St. The notable concerns with all three of the requests received revolve around the crosswalk on the north side of the intersection and the length of time the beacon flashes. The applicants expressed concerns about vehicles driving southbound on Robert St. and not coming to a stop at the 3rd St. intersection before continuing on, as well as vehicles making a right turn onto Robert St. from 3rd St. There is also a concern around the time provided to cross the street for pedestrians. As noted below in the submissions, these concerns stemmed from a pedestrian being hit by a car on October 20, 2025, observed near misses, and general concern for public safety.

Staff recommended that the committee direct staff to conduct an analysis of this intersection and bring forward options and/or recommendations for improvements at the March 12, 2026, Transportation and Traffic Review Committee Meeting. Motion made by Jaeckel seconded by Williamson. Motion carried.

7. Miscellaneous

a. *Review and possible action relating to a **request for a reduced speed limit on W. Sherman Ave.** (Navin, Director of Public Works)*

Chairperson Navin discussed that, on October 8, 2025, staff received the attached written request for crosswalk stripes at the intersection of W. Sherman Ave. and Jackson St. crossing. The reason stated for the request was due to concerns of speeding vehicles and the number of children present in this area. Police department staff completed a speed survey at the intersection of W. Sherman Ave and Jackson St. Data from the survey was consistent with other similar areas and found that there is a safe average and mode speed aligns with the posted speed limit. It is also not the practice of the Public Works department to stripe every residential crosswalk. It would be cost-prohibitive.

Staff recommends that the request for crosswalk stripes and a crosswalk sign at the intersection of W. Sherman Ave and Jackson St. be denied based on the data provided. Motion made by Williamson seconded by Jaeckel. Motion carried.

8. Transit Items

- a.
- *City submitted the 2026 grant to the state*
 - *Vehicle Updates (City)*

Public Relations Executive Assistant Weihert told the committee the 2026 State grant application was submitted on time.

Recognized Expenses: \$302,400.00
Recognized Revenue: \$158,000.00
Net Operating Deficit: \$144,400.00
Est. Fed + State Funding: \$171,460.80
Est. Local Share: -\$27,060.80

The City opted not to apply for a new vehicle grant in 2026. The City currently owns five vehicles: two older 2011 Dodge Caravans in poor condition, one 2020 Dodge that has been back on the road since the middle of this year after a vehicle crash that left it totaled, and two 2024 Chrysler Voyagers. One of the Chryslers was in a fender-bender in September. It was repaired and is back on the road.

No action was taken.

9. Safe Routes to School

10. Adjournment

Bump moved to adjourn, seconded by Jaeckel, seconded by Williamson. Motion carried.

Meeting adjourned at 2:08 p.m.

Respectfully submitted by
Sarah Weihert, Public Relations Executive Assistant



MEMORANDUM

DATE: March 26, 2026

TO: Committee/Commission/Board

FROM: Zach Navin, Director of Public Works

RE: Review and possible action regarding the traffic analysis completed at the intersection of Robert Street and Third Street (Navin, Director of Public Works)

BACKGROUND

Between November 24 and November 25, 2025, staff received three formal Traffic Review Requests from residents expressing urgent safety concerns regarding the pedestrian crossing at the Robert Street and Third Street intersection. These requests were prompted by a pedestrian being struck and injured by a vehicle on October 20, 2025, as well as multiple observed near-misses involving vehicles failing to yield to pedestrians on the Glacial River Trail. Notable concerns included insufficient pedestrian crossing time, vehicles on southbound Robert Street failing to stop, and dangerous right-turn movements.

On December 11, 2025, the Transportation and Traffic Review Committee directed staff to conduct a formal analysis of the intersection and provide recommendations for improvements. Staff solicited proposals and engaged JT Engineering, Inc. to complete a comprehensive study.

DISCUSSION

The study identified 11 crashes at this intersection between 2017 and 2025, four of which involved pedestrians or bicyclists. All four of these incidents resulted in injuries. Key contributing factors identified include:

- **Visibility Obstructions:** Southbound drivers' view of the traffic signal and the "Yield to Pedestrian" sign is frequently blocked by untrimmed tree branches and a side-by-side directional sign for EAST USH 12/BUSINESS STH 26
- **Driver Behavior:** Video data revealed that many southbound drivers do not make a complete stop on red before rolling through the crosswalk
- **Geometric Challenges:** The intersection is located on a horizontal curve, and the southbound right turn is geometrically similar to a through movement, which discourages drivers from slowing down.

Proposed Incremental Improvements: The study recommends an incremental approach,

beginning with low-cost signage and pavement marking modifications to address these safety gaps immediately.

Signage Updates: Remove the "Right Turn on Red After Stop" signs for southbound Robert Street and replace them with "No Right Turn on Red" signs.

- Visibility Improvements: Trim obstructing tree branches and convert the directional signage back to a "stacked" version to clear the view of the traffic signal.
- Pedestrian Education: Install educational signage at the push buttons to help residents understand pedestrian signal phasing.
- Pavement Marking Upgrades: Refresh worn markings and move the stop bars back from the crosswalks to increase the visibility of pedestrians for approaching vehicles.

Should these initial measures not significantly improve safety, the study provides a path for secondary phases, such as modifying pedestrian signal phasing or relocating the crosswalk to the north approach at an estimated cost of \$46,200.

FINANCIAL ANALYSIS

The cost estimate for the recommended improvements totals \$9,105. Staff intends to wrap the paint removal and reinstallation in with the larger Janesville Avenue project if approved, or complete in house at a much lower cost with City staff and City equipment. Sign removals will also be completed in house to ensure additional cost savings. In total, staff should be able to complete the recommended upgrades for under \$5,000.

Robert St & S Third St W Signing & Marking Upgrades - Jefferson County
Cost Estimate

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	REMOVALS				
	Removing Pavement Marking (Water Blasting Stop Bars)	LF	60	\$5.00	\$ 300
	Removing Pavement Marking (Water Blasting White Crosswalk Block Marking)	LF	120	\$5.00	\$ 600
	Removing Pavement Marking (Water Blasting White Crosswalk 6" Line Marking)	LF	275	\$2.00	\$ 550
	Removing Flashing Sign System from Traffic Signals	LS	1	\$500.00	\$ 500
	Removing Signs (Right Turn on Red After Stop)	SY	2	\$50.00	\$ 100
8	SIGNING/MARKINGS				
	Permanent Signing with Flags - R10-11B - No Turn on Red (Southbound)	EACH	2	\$150.00	\$ 300
	Permanent Signing with Flags - R10-15R - Right Turn Yield to Pedestrians (Westbound)	EACH	1	\$200.00	\$ 200
	Pavement Markings - Stop Line	LF	60	\$16.00	\$ 960
	Pavement Markings - Crosswalk Block Marking	LF	120	\$20.00	\$ 2,400
	Pavement Markings - Crosswalk 6" Line Marking	LF	275	\$5.00	\$ 1,375
14	TOTAL ROADWAY COSTS (Items 1-13)				\$ 7,285
16	MOBILIZATION	LS	25 % of Items 1-15	N/A	\$ 1,820
TOTAL PROJECT COSTS					\$ 9,105

RECOMMENDATION

Staff recommends that the Transportation and Traffic Review Committee approve the implementation of the low-cost signing and pavement marking improvements as outlined in the JT Engineering study including the following:

- 1) Trimming branches and converting the directional sign back to the stacked version;

- 2) Removing the southbound "right turn on red after stop" signs and replacing them with flagged "no right turn on red" signs;
- 3) Installing educational signs for pedestrians;
- 4) Upgrading (repainting) the pavement markings; and
- 5) Removing the old stop bar paint and moving the stop bars back from the crosswalk.

Additionally, staff recommends that the Department of Public Works be directed to monitor the intersection following these changes to evaluate the necessity of future infrastructure modifications. The Police Department will also assist in re-education of drivers, pedestrians, and bicyclists as necessary.

ATTACHMENTS

1. Review and possible action relating to the pedestr_Item_Preview
2. Robert St-Janesville Ave & S 3rd St Intersection Study Memo_260324



MEMORANDUM

DATE: December 11, 2025

TO: Committee/Commission/Board

FROM: Zach Navin, Director of Public Works

RE: Review and possible action relating to the pedestrian crossing and traffic signal at S. Third St. and Robert St. (Navin, Director of Public Works)

BACKGROUND

Between November 24 and November 25 staff received 3 Traffic Review Requests for further review of the crosswalk at S. 3rd St. and Robert St.

DISCUSSION

The notable concerns with all three of the requests received revolves around the crosswalk on the north side of the intersection and the length of time the beacon flashes. The applicants expressed concerns about vehicles driving southbound on Robert St. and not coming to a stop at the 3rd St. intersection before continuing on, as well as vehicles making a right turn onto Robert St. from 3rd St. There is also a concern around the time provided to cross the street for pedestrians. As noted below in the submissions, these concerns stemmed from a pedestrian being hit by a car on October 20, 2025, observed near misses, and general concern for public safety.

FINANCIAL ANALYSIS

N/A

RECOMMENDATION

Staff recommends the committee direct staff to conduct an analysis of this intersection and bring forward options and/or recommendations for improvements at the March 12, 2026 Transportation and Traffic Review Committee Meeting.

ATTACHMENTS

1. Traffic Review Loren Gray_Redacted
2. Traffic Review Request Form Jackie Keyser Redacted
3. Traffic Review Request Form Janet Negus Redacted



Traffic Review Request – City of Fort Atkinson

Please use this form to submit a request for review of traffic related inquiries within the City of Fort Atkinson. Additional photos or maps may be included as necessary. The Traffic Review Committee meets quarterly on the second Thursday of March, June, September, and December. Submit completed forms to Sarah Weihert at sweihert@fortatkinsonwi.gov

<i>Name</i>	
<i>Phone and Email</i>	Loren Gray [REDACTED]
<i>Description</i>	[REDACTED]
<i>Suggested Remedy</i>	

(See attached document)

Sketch or Map of Area

(Attachment to City Form)

Traffic Review Request – City of Fort Atkinson

Name – Loren Gray

Phone/Email [REDACTED] [REDACTED]

Description –

My concerns relate to pedestrian safety at the bike trail crossing at the S 3rd St, Janesville Ave, and Robert St intersection. This intersection, in addition to traffic lights, includes a button activated pedestrian crossing with flashing lights indicating activation. My wife and I walk across on the bike trail pedestrian crossing several times a week, and have observed a fair number of unsafe actions by pedestrians and drivers. One of my neighbors, Janet Negus, was hit and injured by a car while she and her husband were walking in this crossing several weeks ago. They had activated the crossing lights, and they were flashing. A driver made a right turn from S 3rd to Robert St, hitting Janet in the crosswalk. A week ago, my wife and I had entered the crossing having activated the crossing lights, only to have a car coming south on Robert continuing south on Janesville, drive right through the red light and the flashers without slowing. Yesterday, my wife and I were crossing from the west to the east side, when a car, again coming south on Robert, did a rolling stop, and proceeded south on Janesville, going through the flashing lights and passed behind us a foot or so away. This is a dangerous intersection for pedestrians, and the crossing is much used by walkers, runners, and bikers.

Suggested Remedy –

Three things that would greatly improve safety for pedestrians – and shouldn't be expensive to accomplish

1. Lengthen crossing time for pedestrians. I am a good walker, I pay attention for the walk light, and I can get no more than 3/4 of the way across before flashers quit.
2. Put up a "No Right Turn on Red" sign for southbound traffic from Robert St to Janesville Ave. This is really not a right turn, and coasting through is common.
3. Some kind of "Watch for Pedestrians" notice in advance of the pedestrian crossing on Robert St, and maybe on S 3rd St.

Sketch or Map – see link below from Google Maps

<https://maps.app.goo.gl/jM4QuDrTijppwas78>

Nov 24, 2025



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<i>Name</i>	Jackie Keyser
<i>Phone and Email</i>	XXXXXXXXXXXX-XXXX-XXXX XXXXXXXXXXXX-XXXX-XXXX
<i>Description</i>	I am concerned about the crossing at the bike trail (Janesville Ave. and Robert Street). Now with the Christmas lights up, the amount of pedestrain traffic has increased greatly. Cars going straight at the light often do not yield even when the crossing lights are activated. I was in the walkway when a mother and small child on a bike were about hit. The lights were flasing but the driver did not stop.
<i>Suggested Remedy</i>	<ol style="list-style-type: none"> 1. The flashing lights need to be extended as often it is not enough time to cross. 2. Signage put up in the road to watch for pedestrians. 3. No turn on red at that light or limit the hours. I understand that the turn is helpful to keep traffic from backing up duing school hours. <p>Thank you</p>

Sketch or Map of Area



Traffic Review Request – City of Fort Atkinson

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<i>Name</i>	Janet Negus
<i>Phone and Email</i>	[REDACTED] [REDACTED]
<i>Description</i>	On October 20, 2025, I was hit by a car turning right from S 3rd onto Robert Street while my husband and I were in a controlled intersection, with the walk light flashing. Both the police and ambulance personnel commented that this is a "bad corner". We walk this way frequently and have often observed cars not paying attention to pedestrians in this often used pedestrian crossing.
<i>Suggested Remedy</i>	The ironic thing is that the cars turning right have a green light, even when the the pedestrian light is flashing. Pedestrians are give the false impression that it is safe to cross. The cars coming down S. 3rd street assume they have to right away to proceed. I suffered injuries from which I am still recovering. The possible ways that this intersection can be made safer are many. This corner needs to be observed and rectified to remove the present dangers before someone is killed.

Sketch or Map of Area



Technical Memorandum

Date: March 24, 2026 **JT Project:** #260038
To: Zach Navin | City of Fort Atkinson
From: Stefany Smith, PE, PTOE, RSP1 | Project Traffic Engineer
Subject: Robert Street/Janesville Avenue & S 3rd Street W Intersection Study
City of Fort Atkinson
Jefferson County

Project Background

The existing intersection of Robert Street (USH 12/BUS 26)/Janesville Avenue (BUS 26) and S 3rd Street W (USH 12) is located in the City of Fort Atkinson in Jefferson County. It is a three-legged intersection with traffic signal control. There are pedestrian crossings on the southbound and westbound approaches. The intersection is being evaluated to address pedestrian safety concerns. A project location map is included as Attachment 1. The following details the pedestrian safety analysis.

Study Area

Robert Street/Janesville Avenue is a four-lane undivided principal arterial with a speed limit of 25 mph that runs north-south through the study area. The Robert Street southbound approach includes one through lane and one left turn only lane and intersects S 3rd Street W at approximately a 75-degree angle. The Janesville Street northbound approach includes one through lane and one shared through/right turn lane and intersects S 3rd Street W at approximately a 65-degree angle. The average annual daily traffic (AADT) reported by the Wisconsin Department of Transportation (WisDOT) on Robert Street north of S 3rd Street W is 9,500 (preliminary 2025) and on Janesville Avenue south of S 3rd Street W is 7,500 (preliminary 2025).

S 3rd Street W is a two-lane principal arterial that runs east-west and intersects Robert Street/Janesville Avenue as the east leg of the T-intersection. It has a speed limit of 25 mph. The westbound approach includes an exclusive left turn lane and an exclusive right turn lane with approximately 50 feet of storage. The AADT reported by WisDOT on S 3rd Street W is 3,500 (preliminary 2025).

An intersection turning movement count was performed at the intersection of Robert Street/Janesville Avenue and S 3rd Street W on Thursday February 26, 2026, from 6:00 am to 7:00 pm utilizing Miovision cameras. See Attachment 2 for Traffic Count Data. Truck percentages in the AM peak (7:15 am – 8:15 am) range from 3% to 5%. In the PM peak (2:45 pm – 3:45 pm), truck percentages range from 2% to 3%.

On Robert Street, there is an intersection approximately 300 feet north of S 3rd Street W with two-way stop-control on Milwaukee Avenue W. On Janesville Avenue, there is a grocery store driveway approximately 200 feet south of S 3rd Street W.

On S 3rd Street W, on the south side of the roadway there are T-intersections approximately 100 feet and 410 feet east of Robert Street/Janesville Avenue with stop control on the northbound approaches of Grove Street and Maple Street. There are also residential driveways located at approximately 240 feet and 300 feet on the south side of the roadway. On the north side of the roadway, there are residential driveways located at approximately 140 feet, 230 feet, 280 feet, 300 feet, and 360 feet.

The Glacial River Trail crosses Robert Street at the southbound approach of the intersection. The crosswalk is 12 feet wide and painted red. The existing signal timing includes pedestrian phases at this crossing, as well as the crossing of the westbound approach. There are existing flashing warning signs reminding drivers to yield to pedestrians in the crosswalk of the southbound approach; one is located near the far-right traffic signal pole for

westbound traffic and the other is located on the near right traffic signal pole for southbound traffic. There is a directional sign for EAST USH 12/BUSINESS STH 26 located approximately five feet prior to the southbound near right traffic signal pole. The directional signpost and the southbound far-left traffic signal mast arm both include a RIGHT TURN ON RED AFTER STOP sign. Right turn on red is also allowed northbound and westbound.

Safety Considerations

There were 11 crashes observed at the intersection of Robert Street/Janesville Avenue and S 3rd Street W from January 2017 through December 2025. See Table 1 and the subsequent summary for details. A Crash Diagram is included as Attachment 3.

**Table 1: Robert Street/Janesville Avenue & S 3rd Street W Observed Crash History
Years 2017-2025**

Crash Type	Fatal	Injury A	Injury B	Injury C	KABC	PDO	Total
Pedestrian			2		2		2
Bicycle			2		2		2
Rear End			1		1	4	5
Angle						1	1
Single Vehicle						1	1
Total	0	0	5	0	5	6	11

Crash Trends: Of the 11 total crashes, four were pedestrian/bicycle crashes in which all the pedestrians/bicyclists were in the crosswalk of the southbound approach. Two of the pedestrian/bicycle incidents occurred when a southbound vehicle proceeded forward into the crosswalk while the traffic signal indication was still red. The other two pedestrian/bicycle incidents occurred when a westbound right turning vehicle made the right turn while focusing on the northbound approach, disregarding the crosswalk and pedestrian indications. Records show that there were another five pedestrian/bicycle crashes that occurred at the intersection in years prior to this analysis, including two in 2007, one in 2010, and two in 2013.

There were five rear end crashes, one angle crash, and one single vehicle crash. One rear end crash occurred on the southbound approach, three occurred on the northbound approach, and the remaining was an incident between a southbound left turning vehicle and a northbound through vehicle where the northbound vehicle hit the rear end of the southbound left turning vehicle. The angle crash was also an incident between a southbound left turning vehicle and a northbound through vehicle and the single vehicle incident occurred when a southbound left turning vehicle hit the curb in the southeast quadrant due to slippery conditions.

Contributing Geometric Factors: S 3rd Street W intersects Robert Street/Janesville Avenue near the center of a horizontal curve. For southbound drivers in the outside lane on Robert Street, the near right traffic signal, which includes the flashing YIELD TO PEDESTRIAN IN CROSSWALK sign, is not visible when there are leaves on the trees until approximately 125 feet from the stop bar. It is blocked by large tree branches, and then the EAST USH 12/BUSINESS STH 26 sign, which is located approximately five feet prior to the signal. The images below show the branches blocking all traffic control around the curve and directional sign blocking a portion of both the traffic signal and YIELD TO PEDESTRIAN IN CROSSWALK sign.



1 Photo of the southbound approach taken March 13th, 2026



2 Google Street View Image Capture: July 2024

Roadway Conditions: Lighting and pavement conditions do not appear to be contributing factors in most of the reported crashes. There is lighting at the intersection located on two of the traffic signal poles as well as approach lighting in each direction. However, only two of the crashes occurred at night. Of the 11 total crashes, one occurred under snowy conditions, one occurred under slushy conditions, and one occurred under wet conditions while the remaining eight crashes occurred on dry pavement.

Driver Characteristics: Of the at-fault drivers, five were in the range of 15-29 years old. Two of these crashes were pedestrian/bicycle crashes. In one case, the driver was traveling southbound, stopped at the red light, then proceeded forward, impacting an eastbound bicyclist that was not seen. In the second case, the driver stopped at the westbound red light and proceeded forward to make a westbound right turn without looking to the right to check the crosswalk, impacting a bicyclist that had activated the pedestrian signal. Two of the crashes were rear end crashes; one under slushy conditions and one where the driver hit both the gas and break pedals simultaneously. The remaining was the single vehicle incident detailed above. These driver errors may be partly due to inexperience or risk-taking, which are both common among young drivers.

Two of the at-fault drivers were 36 and 43 years old. Both of these crashes were due to a southbound left turning driver failing to yield to a northbound through vehicle. One resulted in an angle crash, and one resulted in a rear end crash.

The four remaining at-fault drivers were in the range of 57-79 years old. Two of these crashes were pedestrian/bicycle crashes. In one case, the driver was traveling southbound, stopped at the red light, then proceeded forward, impacting a pedestrian that had activated the pedestrian signal. In the second case, the driver stopped at the westbound red light and proceeded forward to make a westbound right turn when the traffic signal changed to green. The driver noticed the pedestrian signal was activated but did not see the pedestrian. The two remaining crashes were rear end crashes, both on the northbound approach.

Fatal and A-Type Injury Crash Summaries: There were no fatal or A-Type injury crashes reported at the intersection between January 2017 and December 2025.

Operational Considerations

Intersection operations are defined by Level of Service (LOS), which is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good (LOS A) to very poor (LOS F). Synchro and Sim Traffic were utilized to analyze existing operations at the intersection of Robert Street/Janesville Avenue and S 3rd Street W. See Attachment 4 for the Existing Capacity Analysis Output and Table 2 below for the Existing Delay Summary. Signal timing was obtained from the City of Fort Atkinson and is included as Attachment 5.

Evaluation of existing conditions shows the northbound and westbound approaches are currently experiencing LOS B conditions during both the AM and PM peak periods. The northbound 95th percentile queues reach up to 140 feet during the AM peak and 150 feet during the PM peak (roughly five vehicles). The westbound 95th percentile queues reach up to 80 feet during the AM peak and 70 feet during the PM peak (roughly three vehicles). The intersection of S 3rd Street W and Grove Street is approximately 100 feet east of the intersection with Robert Street/Janesville Avenue. Review of the Miovision video showed queuing on S 3rd Street W that occasionally backed up through the intersection at Grove Street. However, these queues cleared in one cycle.

The southbound approach operates at LOS A during both peak periods with the 95th percentile queues reaching up to 150 feet during the AM peak and 140 feet during the PM peak (roughly five vehicles). The overall intersection operates at LOS B during both peak periods.

Table 2: Robert Street/Janesville Avenue and S 3rd Street W Intersection Delay Summary

Intersection Control	Peak Period	S 3 rd St W WB Approach		Janesville St NB Approach		Robert St SB Approach		Intersection Average	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Traffic Signal	Existing AM Peak	18.1	B	12.7	B	7.2	A	11.0	B
	Existing PM Peak	17.4	B	12.2	B	6.9	A	10.8	B

The southbound approach includes signs for through vehicles indicating that drivers are allowed to make a right turn on red after stopping – one is located on the EAST USH 12/BUSINESS STH 26 sign and the other on the far-right signal mast arm. Review of the Miovision videos shows many drivers are not making a complete stop before proceeding through on red. Instead, they are rolling through the crosswalk and then continuing through the intersection.

A field review of the intersection was conducted on Friday, March 13, 2026, during the AM peak period. The following observations were made:

- The S 3rd Street W traffic signal phase was frequently activated when there was no traffic present at the intersection.
 - Drivers were approaching the intersection while the signal was already green and then were forced to stop on red when they reached the intersection. One driver in this situation was observed running the red light.
- The S 3rd Street W signal phase was skipped multiple times when no vehicles were present. The phasing would go from northbound and southbound green phases, to southbound through and

southbound left green/green arrow phases, and then back to northbound and southbound green phases. This sequence adequately served the demand at the intersection.

- A maximum queue of five vehicles was observed northbound.
- Southbound vehicles frequently arrived in a platoon, metered by the upstream signal. The maximum queue observed was only two to three vehicles, as the southbound phase typically turned green before the platoon fully arrived.
- Southbound vehicles regularly stopped past the stop bar and many in the red paint for the crosswalk during the red signal phase. The image below shows the crosswalk on the southbound approach.



3 Photo taken March 13th, 2026, looking east from the southbound approach

- A northbound vehicle was also observed running the red light.
- All the queues observed cleared in one phase and there was minimal delay observed for queued vehicles.

Pedestrian Considerations

Miovision videos show many pedestrians/bicyclists appearing to follow the Glacial River Trail in both directions. During the field review, the pedestrian phases were activated only twice; once for a bicycle traveling southbound crossing the east approach, and once for pedestrians following the Glacial River Trail in the eastbound direction crossing the south approach.

The crosswalk on the southbound approach is 68 feet in length. There is currently a seven second Walk phase followed by a Flashing Don't Walk (FDW) phase of 20 seconds, which calculates to a 3.5 feet per second walking speed as recommended by the Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD).

The crosswalk on the westbound approach is 80 feet. There is currently a seven second Walk phase followed by a FDW phase of 23 seconds, which also calculates to the recommended 3.5 feet per second walking speed.

Safety Improvement Alternatives

The following alternatives were evaluated:

- Changes to signal timing
- Changes to pedestrian intervals/phasing
- Relocation of the Glacial River Trail crossing
- Additions/upgrades to signal equipment, signing, and/or pavement marking

Changes to Signal Timing: The current signal timing at the intersection is adequate. The phasing ensures that queues are clearing and there are no significant delays. During the field review, the westbound phase for S 3rd Street W was coming up when no westbound vehicles were present at the intersection. Based on field observations, this does not appear to be caused by westbound drivers passing over the detection on the yellow or red indications. It is possible that southbound left turning vehicles were clipping the detector, causing it to believe a westbound vehicle was present when it was not. A review of the detection and detection settings may provide some insight into this matter. If southbound left turning vehicles are causing the westbound phase to activate, either adding a delay to the detector settings or setting the detectors to not lock in a call would likely remedy this issue.

Changes to Pedestrian Intervals/Phasing: The current pedestrian intervals are consistent with WMUTCD recommendations. However, residents have stated that they feel the pedestrian phase is not long enough to make it fully across the intersection. These residents may believe that the Walk symbol should be lit long enough for them to make it across. Educating residents on pedestrian phasing may help them to understand that it is the FDW that is timed to be long enough for a pedestrian who left the curb to make it fully across to the other side of the intersection. Signing such as the example shown below could also be added above the pedestrian push buttons detailing how the pedestrian phasing works.



4 Optional Pedestrian Signing

If a large number of pedestrians in the area are elderly, children, or mobility-impaired, it would be reasonable to decrease the pedestrian walking speed to 3 feet per second for the FDW calculations. This would increase the FDW for the south approach to 23 seconds and the FDW for the east approach to 27 seconds.

There are also changes that could be made to the pedestrian phasing. Revising the signal timing to include leading pedestrian phasing would bring up the pedestrian Walk before bringing up the associated green phase for vehicles. This would allow pedestrians to begin crossing the intersection while all vehicles are stopped on red. A pedestrian only phase would be another option, eliminating the pedestrian/vehicle conflicts altogether. The pedestrian only phase could serve both pedestrian crossings simultaneously.

Relocation of the Glacial River Trail Crossing: Relocation of the crosswalk from the southbound approach to the northbound approach has the potential to address multiple factors that have influenced pedestrian/bicycle crashes. Currently, vehicles traveling southbound through the intersection can stop on red, look east to S 3rd Street W for oncoming westbound left turning traffic, and then proceed through the intersection. As noted above, many southbound drivers do not come to a complete stop before rolling through the crosswalk. If there is a desire to continue to allow southbound vehicles to proceed through the intersection after stopping, relocating the crosswalk would allow drivers to look east for oncoming westbound left turning traffic, then move their attention forward to the crosswalk in front of them.

Relocation of the crosswalk from the southbound approach to the northbound approach will also move pedestrians/bicyclists out of the path of westbound right turning traffic. Past incidents show that drivers making a

westbound right turn when the westbound signal phase begins may be focusing their attention on the northbound approach and beginning their turn without verifying the crosswalk is clear.

Relocation of the crosswalk would require pedestrians/bicyclists following the Glacial River Trail to make two crossings as opposed to the existing single crossing. However, there have been no incidents involving pedestrians/bicyclists crossing the westbound approach. The pedestrian phase for the westbound approach occurs when westbound vehicles are stopped on red and out in front of southbound left turning vehicles where they have time to be seen. The new crossing of the northbound approach would likely require a pedestrian only phase, allowing pedestrians/bicyclists to cross Janesville Avenue while all vehicles are stopped.

The crosswalk on the northbound approach would be just over 60 feet, which is almost eight feet shorter than the length in the current location. Pedestrians utilizing the existing crosswalk have stated that there is not enough time to cross. If the pedestrian FDW time remained 20 seconds, pedestrians would have an extra few seconds to get across, as the recommended FDW for the relocated crosswalk would be 17.5 seconds.

A conceptual drawing is included as Attachment 6 and the corresponding cost estimate is included as Attachment 7.

Additions/Upgrades to Signal Equipment, Signing, and/or Pavement Marking: All four pedestrian/bicyclist crashes occurred when a right turning vehicle failed to yield to the pedestrian/bicyclist. Removal of the southbound RIGHT TURN ON RED AFTER STOP sign would eliminate the ability for southbound vehicles to travel through the crosswalk on a red light, which is during the conflicting pedestrian crossing phase. This right turn is geometrically closer to a through movement – the slight right does not require drivers to slow in the same manner as a right turn at a standard four-legged intersection.

For southbound drivers in the outside lane on Robert Street, the near right traffic signal, which includes the flashing YIELD TO PEDESTRIAN IN CROSSWALK sign, is not visible when there are leaves on the trees until approximately 125 feet from the stop bar. It is blocked by large branches as shown in Image 2 above. These branches could be monitored more closely and cut when they begin to impede the view of the sign.



5 Google Street View Image Capture: September 2012

The EAST USH 12/BUSINESS STH 26 sign, which is located approximately five feet prior to the signal, blocks part of the YIELD TO PEDESTRIAN IN CROSSWALK sign as well as much of the traffic signal. Observance of Google Street View from September of 2012 shows that the directional sign appears to be in the same location as it is now but was previously stacked with EAST USH 12 above BUSINESS STH 26. The stacked directional signs did not impede the view of the sign and traffic signal like the current side-by-side signs do. Switching back to the former, stacked version of the sign would clear the view of the traffic signal and YIELD TO PEDESTRIAN IN CROSSWALK sign.

The YIELD TO PEDESTRIAN IN CROSSWALK sign is a non-standard sign with non-standard flashing lights – any flashing lights within the sign should be in the border or the sign symbol. As it is right now, this sign may be confusing to drivers and is competing with the traffic signal for drivers' attention. The standard sign, R10-15: TURNING VEHICLES YIELD TO (PEDESTRIANS), in the WMUTCD could be used in place of the existing signs.

The white pavement marking for the stop bars on all approaches and both crosswalks is worn and it may be beneficial to make pavement marking upgrades to draw more attention to required stop locations and pedestrian crossing areas. Moving the stop bars back from the crosswalks, particularly on the southbound approach, would provide more space between the crosswalk and required stop location, allowing southbound drivers to better see pedestrians in the crosswalk that may otherwise be blocked by southbound left turning vehicles.

Relocation of the Glacial River Trail crossing from the southbound approach to the northbound approach would not require moving the existing traffic signal equipment. The pedestrian buttons and heads could be added to the existing northbound near right and southbound far right signal poles.

Conclusions

The number of pedestrian/bicycle crashes at the intersection of Robert Street/Janesville Avenue and S 3rd Street W is a concern. It is recommended to utilize an incremental approach at the intersection to increase pedestrian/bicycle safety. Signing and pavement marking improvements are low-cost options and have the potential to have a significant positive effect on safety. See Attachment 7 for cost estimates.

- Trimming branches and converting the directional sign back to the stacked version will ensure the southbound traffic signal is fully visible.
- Removing the southbound RIGHT TURN ON RED AFTER STOP signs would eliminate the vehicle versus pedestrian/bicyclist conflict while the pedestrian phase on the southbound approach is activated. It is recommended to replace these with flagged NO RIGHT TURN ON RED signs.
- Removing the southbound non-standard YIELD TO PEDESTRIAN IN CROSSWALK sign as it will not be needed after vehicles are no longer permitted to continue through the intersection on the red indication.
- Removing the westbound non-standard YIELD TO PEDESTRIAN IN CROSSWALK sign and replacing it with the standard TURNING VEHICLES YIELD TO (PEDESTRIANS) sign will eliminate the flashing lights competing with the traffic signal as well as potential driver confusion.
- Installing the educational sign for pedestrians will help them understand how the pedestrian phasing works.
- Upgrading the pavement marking will draw more attention to required stop locations and pedestrian crossing areas.
- Removing the old stop bar paint and moving the stop bars back from the crosswalks will increase the visibility of pedestrians/bicyclists in the crosswalks for the vehicles approaching them.

If the implementation of the above signing and pavement marking upgrades does not significantly improve pedestrian/bicycle safety at the intersection, the next step would be to make changes to the pedestrian phasing, followed by moving the location of the Glacial River Trail crossing to the northbound approach.

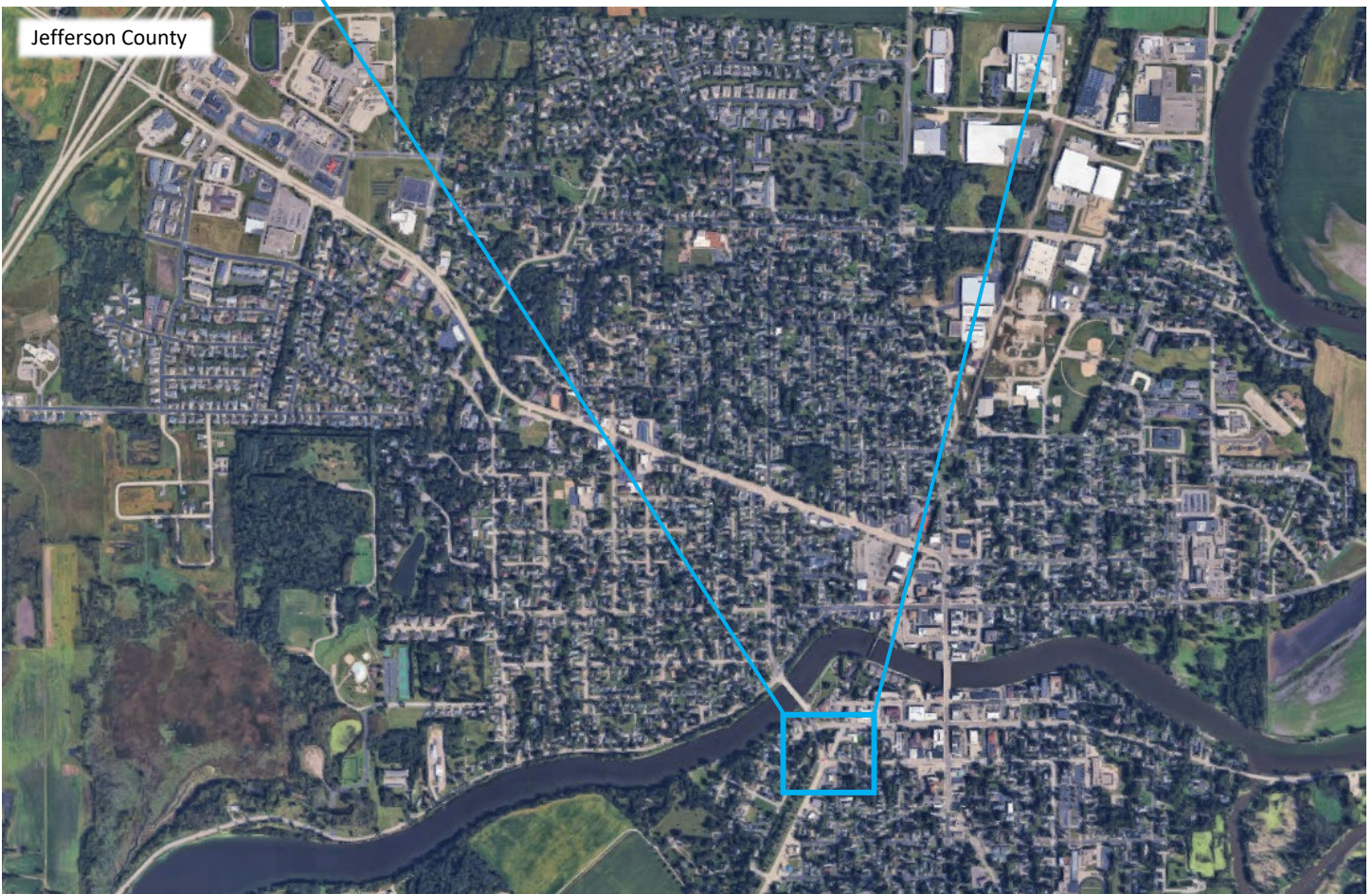
- Implementing a leading pedestrian phase or pedestrian only phase is expected to reduce the vehicle versus pedestrian/bicycle conflicts.
- Relocating the Glacial River Trail crossing from the southbound approach to the northbound approach would move pedestrians out in front of both southbound through and westbound left turning traffic. See Attachment 6 for the conceptual drawing of this alternative. The estimated cost of this improvement is \$46,200. See Attachment 7 for details.

Attachments


1. Project Location Map
2. Traffic Count Data
3. Intersection Crash Diagram
4. Existing Capacity Analysis Output
5. Traffic Signal Timing
6. Conceptual Drawings
7. Cost Estimates

Attachment 1

Project Location Map



Legend

-  Study intersection with traffic signal control

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Thursday, February 26, 2026	Weekday	Schools in Session		
Total Number of Hours Counted:	13	Non-Holiday	No Special Events		



Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: Robert St (USH 12)
 Minor St: 3rd St (USH 12)
 Intersection of: Robert St (USH 12) & 3rd St (USH 12)

IX_ID: 0

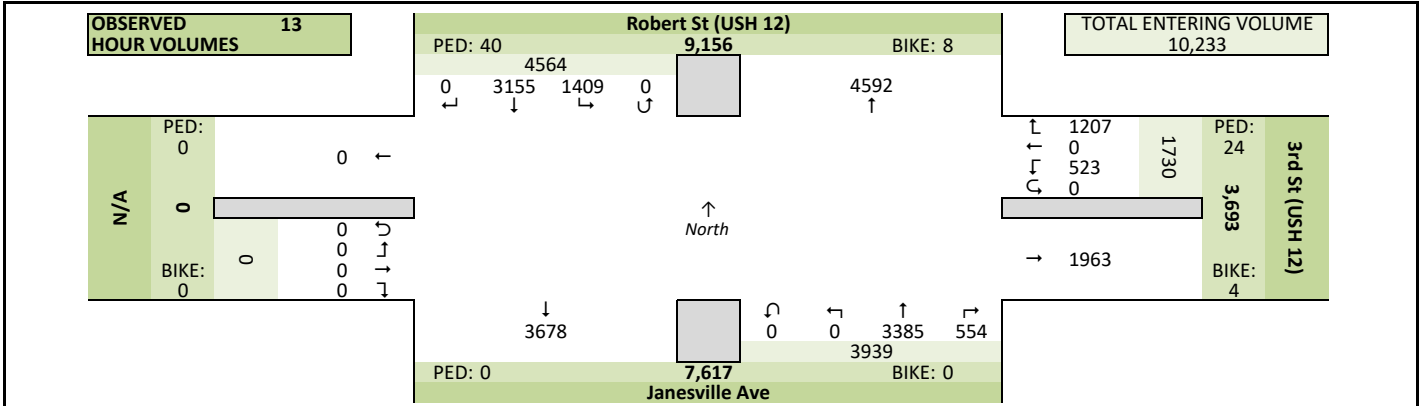
Site Information

Municipality	City of Fort Atkinson		
County	28 - Jefferson	WisDOT Region	SW-M
Traffic Control	Traffic Signal		
Roadway Names	North Direction ↑		
North Leg	Robert St (USH 12)		
East Leg	3rd St (USH 12)		
South Leg	Janesville Ave		
West Leg	N/A		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	None

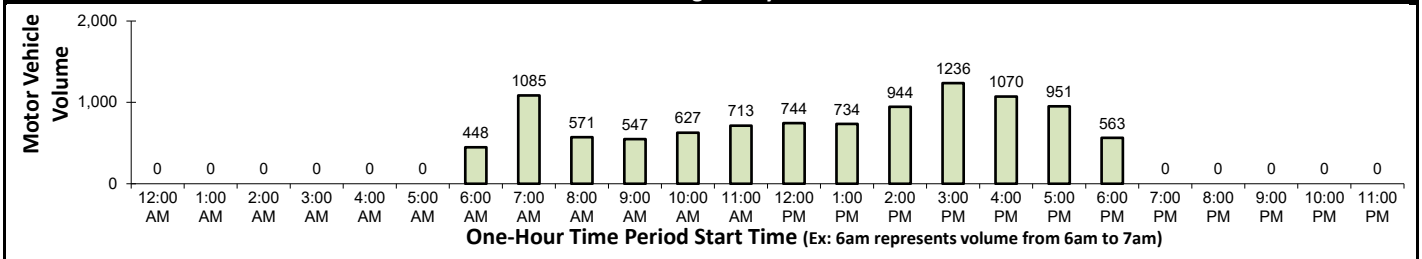
Count Information

Hrs Counted:	06:00 AM-07:00 PM		
1st Day of Count	Thursday, February 26, 2026		Weather
AM Peak Period	Thursday, February 26, 2026		Clear & Sunny
Midday Peak Period	Thursday, February 26, 2026		Clear & Sunny
PM Peak Period	Thursday, February 26, 2026		Clear & Sunny
Calculated Peak Hours	AM 7:15-8:15am	MD 11:45-12:45pm	PM 2:45-3:45pm
Peak Hours Selected for Analysis	AM 7:15-8:15am	MD 11:45-12:45pm	PM 2:45-3:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.984	Count Expansion Factor	1.221
Company Name	JT Engineering, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Miovision Camera	
	Midday Peak Period	Miovision Camera	
	PM Peak Period	Miovision Camera	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

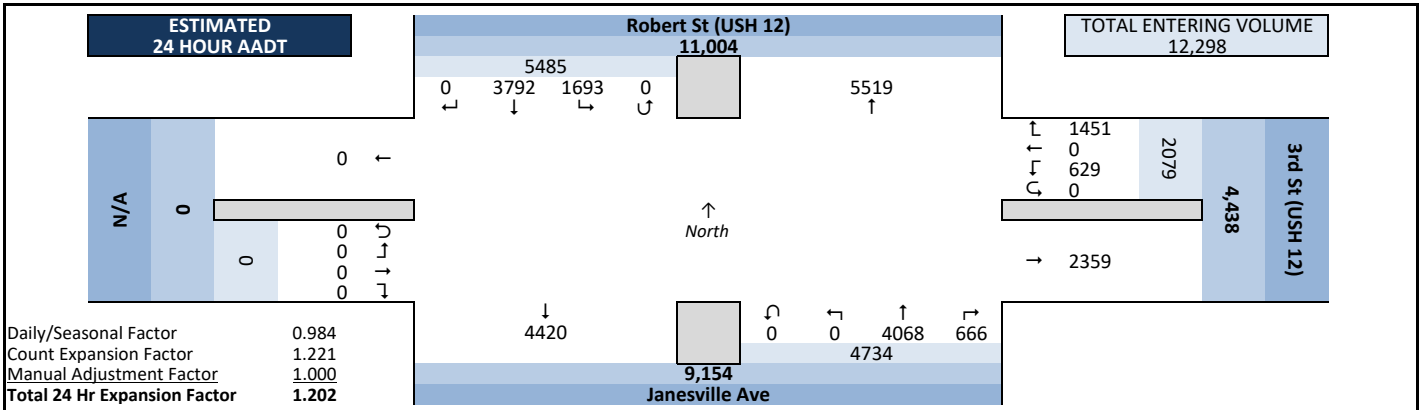
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



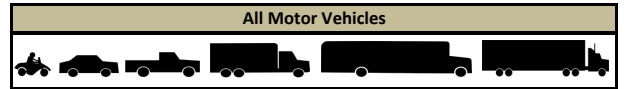
Daily/Seasonal Factor	0.984
Count Expansion Factor	1.221
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	1.202

Intersection Traffic Volume Report

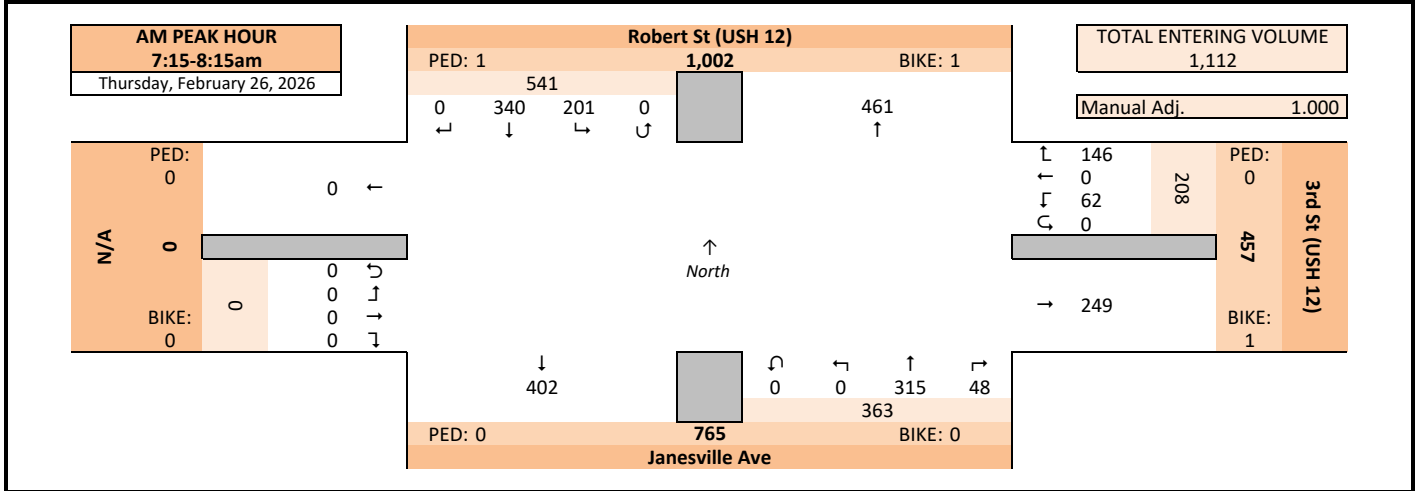
Peak Hour Volume Graphical Summary

Robert St (USH 12) & 3rd St (USH 12)

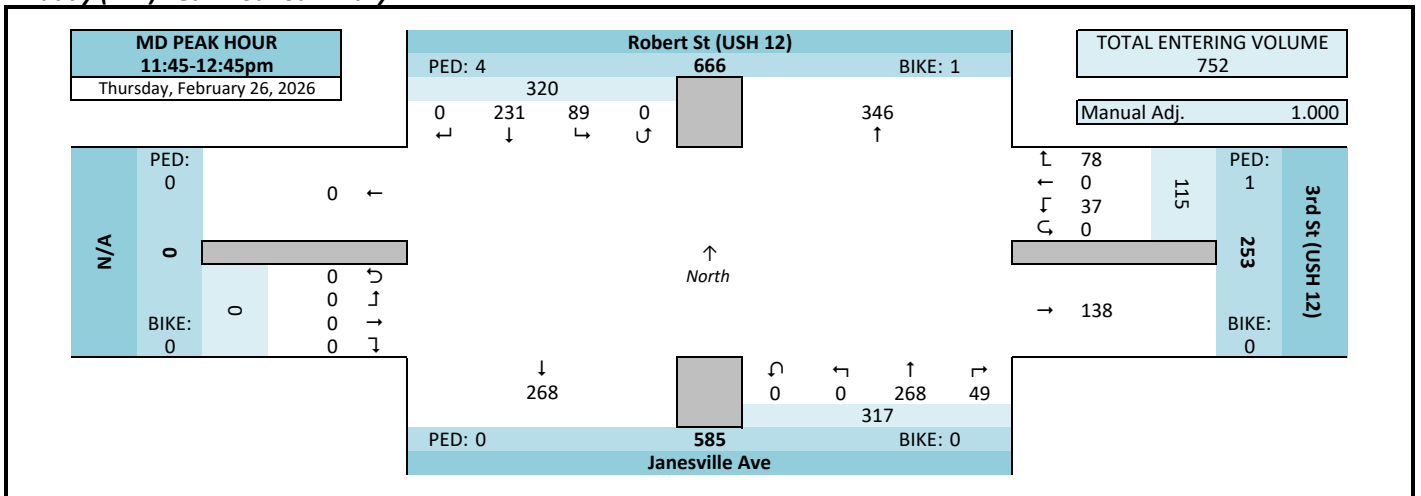
Count Basics		Page 2 of 13	
Start Date:	Thursday, February 26, 2026	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



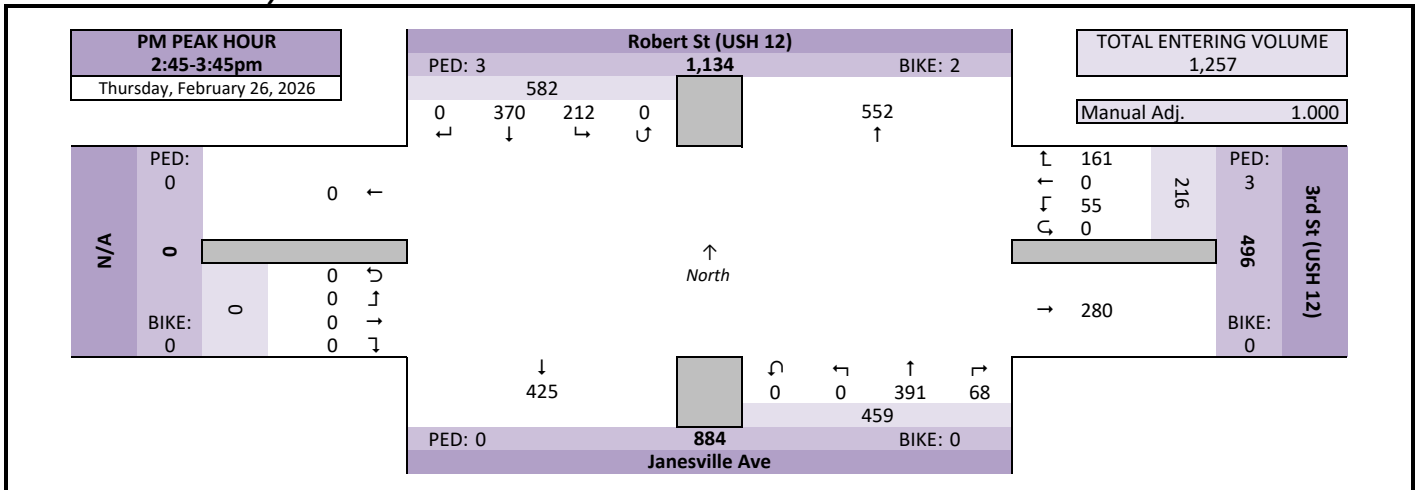
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



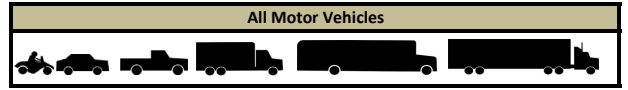
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

Robert St (USH 12) & 3rd St (USH 12)



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, February 26, 2026		From North					From East					From South					From West					Totals
AM Peak Hour		Robert St (USH 12)					3rd St (USH 12)					Janesville Ave					N/A					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
7:15 AM	0	72	36	0	108	29	0	8	0	37	9	69	0	0	78	0	0	0	0	0	0	223
7:30 AM	0	110	92	0	202	57	0	22	0	79	14	100	0	0	114	0	0	0	0	0	0	395
7:45 AM	0	106	45	0	151	41	0	23	0	64	14	90	0	0	104	0	0	0	0	0	0	319
8:00 AM	0	52	28	0	80	19	0	9	0	28	11	56	0	0	67	0	0	0	0	0	0	175
Peak Hour Volume	0	340	201	0	541	146	0	62	0	208	48	315	0	0	363	0	0	0	0	0	0	1112
Rounded Hourly Volume	0	340	200	0	540	145	0	60	0	205	50	315	0	0	365	0	0	0	0	0	0	1110
% Single Unit Trucks	0.0	2.4	5.0	0.0	3.3	1.4	0.0	8.1	0.0	3.4	2.1	4.1	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	3.5
% Heavy Trucks	0.0	0.3	0.0	0.0	0.2	0.0	0.0	3.2	0.0	1.0	2.1	0.6	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5
% Trucks (Total)	0.0	2.6	5.0	0.0	3.5	1.4	0.0	11.3	0.0	4.3	4.2	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Peak Hour Factor (PHF)	0.00	0.77	0.55	0.00	0.67	0.64	0.00	0.67	0.00	0.66	0.86	0.79	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.70

Thursday, February 26, 2026		From North					From East					From South					From West					Totals
MD Peak Hour		Robert St (USH 12)					3rd St (USH 12)					Janesville Ave					N/A					
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		
11:45 AM	0	56	23	0	79	19	0	12	0	31	20	64	0	0	84	0	0	0	0	0	0	194
12:00 PM	0	67	20	0	87	21	0	9	0	30	11	65	0	0	76	0	0	0	0	0	0	193
12:15 PM	0	54	23	0	77	22	0	7	0	29	12	64	0	0	76	0	0	0	0	0	0	182
12:30 PM	0	54	23	0	77	16	0	9	0	25	6	75	0	0	81	0	0	0	0	0	0	183
Peak Hour Volume	0	231	89	0	320	78	0	37	0	115	49	268	0	0	317	0	0	0	0	0	0	752
Rounded Hourly Volume	0	230	90	0	320	80	0	35	0	115	50	270	0	0	320	0	0	0	0	0	0	755
% Single Unit Trucks	0.0	4.3	3.4	0.0	4.1	3.8	0.0	2.7	0.0	3.5	6.1	2.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5
% Heavy Trucks	0.0	2.6	1.1	0.0	2.2	1.3	0.0	0.0	0.0	0.9	2.0	1.1	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.6
% Trucks (Total)	0.0	6.9	4.5	0.0	6.2	5.1	0.0	2.7	0.0	4.3	8.2	3.4	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	5.1
Peak Hour Factor (PHF)	0.00	0.86	0.97	0.00	0.92	0.89	0.00	0.77	0.00	0.93	0.61	0.89	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.97

Thursday, February 26, 2026		From North					From East					From South					From West					Totals
PM Peak Hour		Robert St (USH 12)					3rd St (USH 12)					Janesville Ave					N/A					
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		
2:45 PM	0	87	39	0	126	30	0	12	0	42	14	83	0	0	97	0	0	0	0	0	0	265
3:00 PM	0	60	60	0	120	44	0	10	0	54	19	106	0	0	125	0	0	0	0	0	0	299
3:15 PM	0	103	61	0	164	52	0	23	0	75	19	97	0	0	116	0	0	0	0	0	0	355
3:30 PM	0	120	52	0	172	35	0	10	0	45	16	105	0	0	121	0	0	0	0	0	0	338
Peak Hour Volume	0	370	212	0	582	161	0	55	0	216	68	391	0	0	459	0	0	0	0	0	0	1257
Rounded Hourly Volume	0	370	210	0	580	160	0	55	0	215	70	390	0	0	460	0	0	0	0	0	0	1255
% Single Unit Trucks	0.0	1.6	0.9	0.0	1.4	1.9	0.0	1.8	0.0	1.9	2.9	1.8	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
% Heavy Trucks	0.0	1.1	0.5	0.0	0.9	0.6	0.0	0.0	0.0	0.5	4.4	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.7
% Trucks (Total)	0.0	2.7	1.4	0.0	2.2	2.5	0.0	1.8	0.0	2.3	7.4	1.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Peak Hour Factor (PHF)	0.00	0.77	0.87	0.00	0.85	0.77	0.00	0.60	0.00	0.72	0.89	0.92	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.89

Peak Hour Pedestrian and Bicyclist Volumes

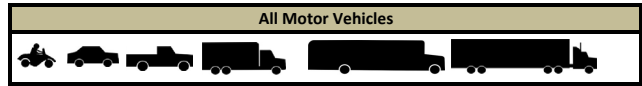
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Robert St (USH 12)			3rd St (USH 12)			Janesville Ave			N/A			
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	1	1	2	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	
Total	1	1	2	0	1	1	0	0	0	0	0	0	3	
11:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	
12:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
12:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	
Total	4	1	5	1	0	1	0	0	0	0	0	0	6	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
3:15 PM	1	1	2	0	0	0	0	0	0	0	0	0	2	
3:30 PM	1	1	2	3	0	3	0	0	0	0	0	0	5	
Total	3	2	5	3	0	3	0	0	0	0	0	0	8	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Robert St (USH 12) & 3rd St (USH 12)

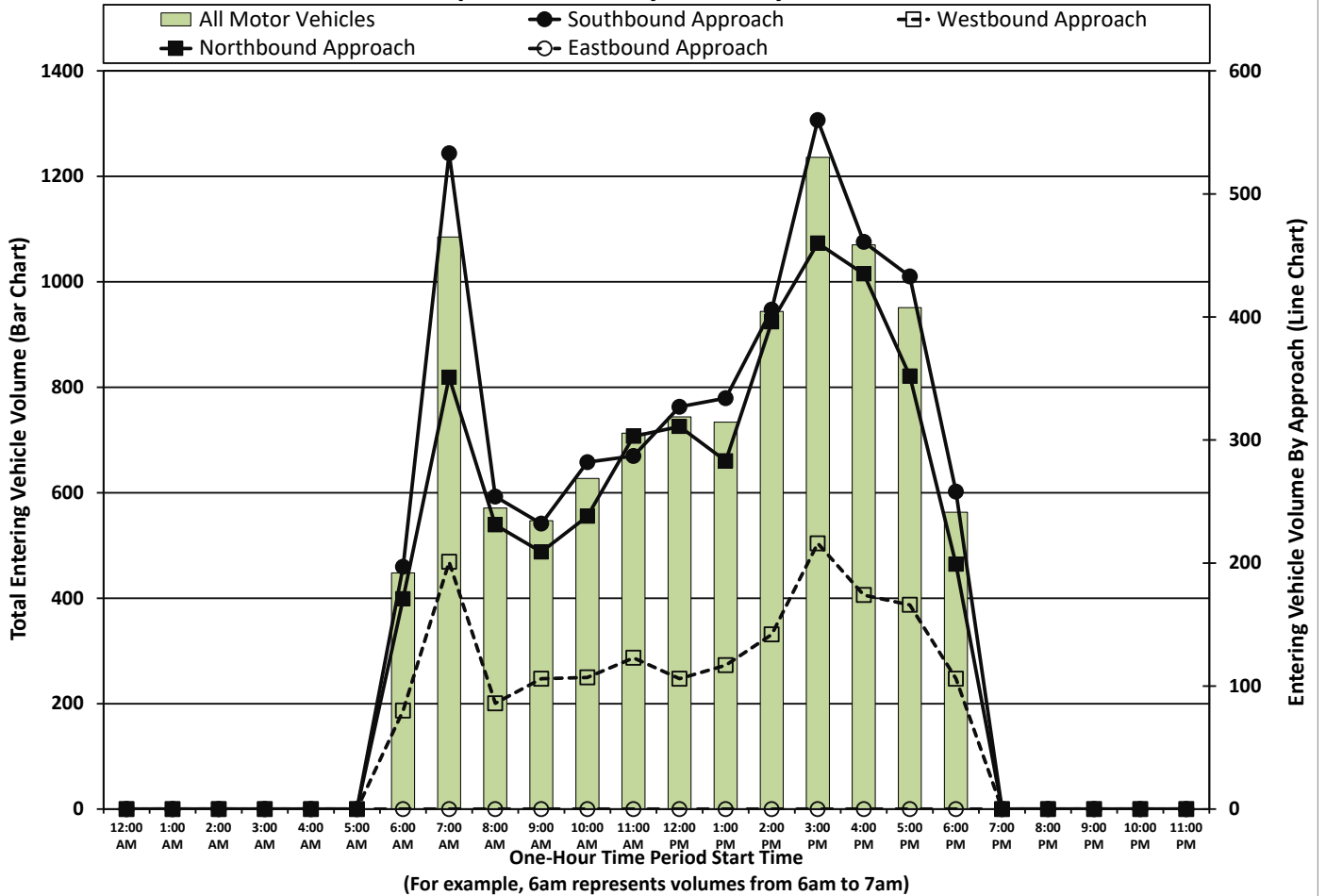
Count Basics			Page 4 of 13
Start Date:	Thursday, February 26, 2026	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals				
	Robert St (USH 12)					3rd St (USH 12)					Janesville Ave					N/A						E/W	N/S			
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	145	52	0	197	66	0	14	0	80	12	159	0	0	171	0	0	0	0	0	0	0	0	448	80	368
7:00 AM	0	330	203	0	533	145	0	56	0	201	43	308	0	0	351	0	0	0	0	0	0	0	0	1085	201	884
8:00 AM	0	169	85	0	254	55	0	31	0	86	33	198	0	0	231	0	0	0	0	0	0	0	0	571	86	485
9:00 AM	0	150	82	0	232	69	0	37	0	106	29	180	0	0	209	0	0	0	0	0	0	0	0	547	106	441
10:00 AM	0	200	82	0	282	67	0	40	0	107	47	191	0	0	238	0	0	0	0	0	0	0	0	627	107	520
11:00 AM	0	212	75	0	287	77	0	46	0	123	60	243	0	0	303	0	0	0	0	0	0	0	0	713	123	590
12:00 PM	0	239	88	0	327	71	0	35	0	106	41	270	0	0	311	0	0	0	0	0	0	0	0	744	106	638
1:00 PM	0	263	71	0	334	74	0	43	0	117	45	238	0	0	283	0	0	0	0	0	0	0	0	734	117	617
2:00 PM	0	291	115	0	406	98	0	44	0	142	50	346	0	0	396	0	0	0	0	0	0	0	0	944	142	802
3:00 PM	0	356	204	0	560	162	0	54	0	216	69	391	0	0	460	0	0	0	0	0	0	0	0	1236	216	1020
4:00 PM	0	334	127	0	461	125	0	49	0	174	57	378	0	0	435	0	0	0	0	0	0	0	0	1070	174	896
5:00 PM	0	299	134	0	433	116	0	50	0	166	43	309	0	0	352	0	0	0	0	0	0	0	0	951	166	785
6:00 PM	0	167	91	0	258	82	0	24	0	106	25	174	0	0	199	0	0	0	0	0	0	0	0	563	106	457
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	3155	1409	0	4564	1207	0	523	0	1730	554	3385	0	0	3939	0	0	0	0	0	0	0	0	10233	1730	8503

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			Page 6 of 13		
Start Date:	Thursday, February 26, 2026	Weekday	Schools in Session		
Total Number of Hours Counted:	13	Non-Holiday	No Special Events		

15-Minute Automobile Data

Robert St (USH 12) & 3rd St (USH 12)



15-Minute Automobile Data

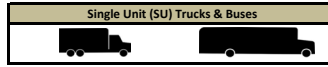
15-Minute Time Period	From North Robert St (USH 12)					From East 3rd St (USH 12)					From South Janesville Ave					From West N/A					15-Min Totals	Hourly Sum			
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	28	7	0	35	7	3	0	10	2	37	0	0	39	0	0	0	0	0	0	0	0	0	84	422
6:15 AM	0	32	17	0	49	18	4	0	22	4	43	0	0	47	0	0	0	0	0	0	0	0	0	118	477
6:30 AM	0	39	13	0	52	17	3	0	20	3	29	0	0	32	0	0	0	0	0	0	0	0	0	104	577
6:45 AM	0	40	14	0	54	21	4	0	25	3	34	0	0	37	0	0	0	0	0	0	0	0	0	116	850
7:00 AM	0	40	29	0	69	17	2	0	19	6	45	0	0	51	0	0	0	0	0	0	0	0	0	139	1043
7:15 AM	0	72	35	0	107	28	8	0	36	9	66	0	0	75	0	0	0	0	0	0	0	0	0	218	1067
7:30 AM	0	106	85	0	191	57	19	0	76	14	96	0	0	110	0	0	0	0	0	0	0	0	0	377	985
7:45 AM	0	103	44	0	147	41	22	0	63	13	86	0	0	99	0	0	0	0	0	0	0	0	0	309	706
8:00 AM	0	50	27	0	77	18	6	0	24	10	52	0	0	62	0	0	0	0	0	0	0	0	0	163	537
8:15 AM	0	39	18	0	57	16	9	0	25	9	45	0	0	54	0	0	0	0	0	0	0	0	0	136	495
8:30 AM	0	30	14	0	44	9	7	0	16	5	33	0	0	38	0	0	0	0	0	0	0	0	0	98	488
8:45 AM	0	41	25	0	66	10	6	0	16	4	54	0	0	58	0	0	0	0	0	0	0	0	0	140	519
9:00 AM	0	32	23	0	55	18	8	0	26	5	35	0	0	40	0	0	0	0	0	0	0	0	0	121	514
9:15 AM	0	34	21	0	55	17	10	0	27	3	44	0	0	47	0	0	0	0	0	0	0	0	0	129	513
9:30 AM	0	36	16	0	52	13	9	0	22	6	49	0	0	55	0	0	0	0	0	0	0	0	0	129	495
9:45 AM	0	35	20	0	55	17	9	0	26	13	41	0	0	54	0	0	0	0	0	0	0	0	0	135	549
10:00 AM	0	38	16	0	54	14	4	0	18	5	43	0	0	48	0	0	0	0	0	0	0	0	0	120	593
10:15 AM	0	34	16	0	50	14	11	0	25	10	26	0	0	36	0	0	0	0	0	0	0	0	0	111	639
10:30 AM	0	65	26	0	91	17	12	0	29	7	56	0	0	63	0	0	0	0	0	0	0	0	0	183	701
10:45 AM	0	50	19	0	69	21	12	0	33	19	58	0	0	77	0	0	0	0	0	0	0	0	0	179	673
11:00 AM	0	38	14	0	52	28	17	0	45	11	58	0	0	69	0	0	0	0	0	0	0	0	0	166	676
11:15 AM	0	49	21	0	70	15	11	0	26	13	64	0	0	77	0	0	0	0	0	0	0	0	0	173	694
11:30 AM	0	61	16	0	77	10	6	0	16	12	50	0	0	62	0	0	0	0	0	0	0	0	0	155	695
11:45 AM	0	54	20	0	74	17	12	0	29	17	62	0	0	79	0	0	0	0	0	0	0	0	0	182	714
12:00 PM	0	61	19	0	80	20	9	0	29	11	64	0	0	75	0	0	0	0	0	0	0	0	0	184	705
12:15 PM	0	51	23	0	74	22	6	0	28	11	61	0	0	72	0	0	0	0	0	0	0	0	0	174	685
12:30 PM	0	49	23	0	72	15	9	0	24	6	72	0	0	78	0	0	0	0	0	0	0	0	0	174	673
12:45 PM	0	61	20	0	81	12	10	0	22	12	58	0	0	70	0	0	0	0	0	0	0	0	0	173	693
1:00 PM	0	60	16	0	76	7	8	0	15	11	62	0	0	73	0	0	0	0	0	0	0	0	0	164	699
1:15 PM	0	55	12	0	67	23	14	0	37	6	52	0	0	58	0	0	0	0	0	0	0	0	0	162	727
1:30 PM	0	72	20	0	92	17	9	0	26	14	62	0	0	76	0	0	0	0	0	0	0	0	0	194	773
1:45 PM	0	64	21	0	85	25	9	0	34	10	50	0	0	60	0	0	0	0	0	0	0	0	0	179	835
2:00 PM	0	46	22	0	68	15	7	0	22	17	85	0	0	102	0	0	0	0	0	0	0	0	0	192	912
2:15 PM	0	65	24	0	89	21	14	0	35	4	80	0	0	84	0	0	0	0	0	0	0	0	0	208	1014
2:30 PM	0	83	29	0	112	32	6	0	38	12	94	0	0	106	0	0	0	0	0	0	0	0	0	256	1149
2:45 PM	0	82	39	0	121	30	12	0	42	13	80	0	0	93	0	0	0	0	0	0	0	0	0	256	1227
3:00 PM	0	59	59	0	118	42	10	0	52	18	106	0	0	124	0	0	0	0	0	0	0	0	0	294	1208
3:15 PM	0	103	59	0	162	50	22	0	72	16	93	0	0	109	0	0	0	0	0	0	0	0	0	343	1196
3:30 PM	0	116	52	0	168	35	10	0	45	16	105	0	0	121	0	0	0	0	0	0	0	0	0	334	1094
3:45 PM	0	70	29	0	99	31	10	0	41	14	83	0	0	97	0	0	0	0	0	0	0	0	0	237	1027
4:00 PM	0	80	28	0	108	37	16	0	53	13	108	0	0	121	0	0	0	0	0	0	0	0	0	283	1053
4:15 PM	0	82	28	0	110	31	8	0	39	13	79	0	0	92	0	0	0	0	0	0	0	0	0	241	1060
4:30 PM	0	78	37	0	115	27	14	0	41	17	94	0	0	111	0	0	0	0	0	0	0	0	0	267	1093
4:45 PM	0																								

Intersection Traffic Volume Report

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

Robert St (USH 12) & 3rd St (USH 12)

Count Basics		Page 7 of 13	
Start Date:	Thursday, February 26, 2026	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum				
	Robert St (USH 12)					3rd St (USH 12)					Janesville Ave					N/A										
	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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	3	1	0	4	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	5	22
6:15 AM	0	2	0	0	2	1	0	0	1	2	0	7	0	7	0	0	0	0	0	0	0	0	0	0	10	23
6:30 AM	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	18
6:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	29
7:00 AM	0	2	0	0	2	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	35
7:15 AM	0	0	1	0	1	1	0	0	1	2	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	39
7:30 AM	0	4	7	0	11	0	2	0	2	2	3	0	0	3	0	0	0	0	0	0	0	0	0	0	16	41
7:45 AM	0	2	1	0	3	0	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8	29
8:00 AM	0	2	1	0	3	1	0	2	0	3	1	3	0	4	0	0	0	0	0	0	0	0	0	0	10	29
8:15 AM	0	2	0	0	2	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7	22
8:30 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4	21
8:45 AM	0	4	0	0	4	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	8	28
9:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	24
9:15 AM	0	2	0	0	2	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6	28
9:30 AM	0	3	1	0	4	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11	30
9:45 AM	0	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25
10:00 AM	0	4	2	0	6	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	23
10:15 AM	0	4	0	0	4	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	8	21
10:30 AM	0	1	1	0	2	1	0	0	0	1	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6	19
10:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	18
11:00 AM	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24
11:15 AM	0	2	0	0	2	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	25
11:30 AM	0	1	0	0	1	2	0	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5	25
11:45 AM	0	0	3	0	3	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	8	26
12:00 PM	0	4	0	0	4	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	27
12:15 PM	0	2	0	0	2	0	0	1	0	1	1	2	0	3	0	0	0	0	0	0	0	0	0	0	6	31
12:30 PM	0	4	0	0	4	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	27
12:45 PM	0	3	2	0	5	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9	27
1:00 PM	0	5	0	0	5	1	0	2	0	3	1	1	0	2	0	0	0	0	0	0	0	0	0	0	10	23
1:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	16
1:30 PM	0	3	0	0	3	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6	17
1:45 PM	0	2	0	0	2	0	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5	18
2:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
2:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	18
2:30 PM	0	3	0	0	3	0	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7	24
2:45 PM	0	2	0	0	2	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	6	21
3:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	21
3:15 PM	0	0	2	0	2	2	0	1	0	3	0	4	0	4	0	0	0	0	0	0	0	0	0	0	9	23
3:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17
3:45 PM	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	16
4:00 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	13
4:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
4:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
4:45 PM	0	1	0	0	1	0	0	1	0	1																

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Robert St (USH 12) & 3rd St (USH 12)

Count Basics			Page 8 of 13		
Start Date:	Thursday, February 26, 2026	Weekday	Schools in Session		
Total Number of Hours Counted:	13	Non-Holiday	No Special Events		



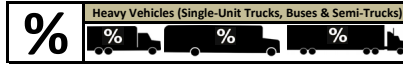
15-Minute Semi-Truck Data

15-Minute Time Period	From North Robert St (USH 12)					From East 3rd St (USH 12)					From South Janesville Ave					From West N/A					15-Min Totals	Hourly Sum		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6
7:00 AM	0	0	1	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	6
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	7
7:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
9:15 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	10
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	10
9:45 AM	0	0	1	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	10
10:00 AM	0	1	1	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	11
10:15 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	10
10:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
10:45 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	12
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	13
11:15 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	12
11:45 AM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	4
12:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	12
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
1:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	12
1:45 PM	0	0	1	0	1	1	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	14
2:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	13
2:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	13
2:30 PM	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	14
2:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:00 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Robert St (USH 12) & 3rd St (USH 12)



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	From North Robert St (USH 12)					From East 3rd St (USH 12)					From South Janesville Ave					From West N/A					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total							
	Start Time						Start Time						Start Time						Start Time								
Pre-AM Peak Period																											
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	9.7	12.5	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5.8
6:15 AM	0.0	5.9	0.0	0.0	3.9	5.3	0.0	0.0	0.0	4.3	0.0	15.7	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	5.9
6:30 AM	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	0.0	9.1	0.0	14.7	0.0	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	4.0
6:45 AM	0.0	2.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	4.0
7:00 AM	0.0	4.8	3.3	0.0	4.2	5.6	0.0	33.3	0.0	9.5	0.0	8.2	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	3.9
7:15 AM	0.0	0.0	2.8	0.0	0.9	3.4	0.0	0.0	0.0	2.7	0.0	4.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	4.0
7:30 AM	0.0	3.6	7.6	0.0	5.4	0.0	0.0	13.6	0.0	3.8	0.0	4.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	4.6
7:45 AM	0.0	2.8	2.2	0.0	2.6	0.0	0.0	4.3	0.0	1.6	7.1	4.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	4.9
8:00 AM	0.0	3.8	3.6	0.0	3.8	5.3	0.0	33.3	0.0	14.3	9.1	7.1	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	6.0
8:15 AM	0.0	4.9	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5.4
8:30 AM	0.0	3.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	28.6	8.3	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	5.6
8:45 AM	0.0	8.9	0.0	0.0	5.7	9.1	0.0	0.0	0.0	5.9	20.0	3.6	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	6.3
9:00 AM	0.0	13.5	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	6.0
9:15 AM	0.0	8.1	0.0	0.0	5.2	10.5	0.0	9.1	0.0	10.0	40.0	2.2	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	6.9
9:30 AM	0.0	7.7	5.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	7.5
9:45 AM	0.0	5.4	4.8	0.0	5.2	10.5	0.0	0.0	0.0	7.1	0.0	2.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	6.0
10:00 AM	0.0	11.6	15.8	0.0	12.9	0.0	0.0	0.0	0.0	0.0	28.6	2.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4	5.4
10:15 AM	0.0	12.8	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	16.7	13.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	4.6
10:30 AM	0.0	1.5	7.1	0.0	3.2	5.6	0.0	0.0	0.0	3.3	22.2	1.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	4.0
10:45 AM	0.0	3.8	0.0	0.0	2.8	0.0	0.0	7.7	0.0	2.9	0.0	3.3	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	4.3
11:00 AM	0.0	7.3	0.0	0.0	5.5	6.7	0.0	0.0	0.0	4.3	15.4	1.7	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	5.2
11:15 AM	0.0	5.8	4.5	0.0	5.4	6.3	0.0	0.0	0.0	3.7	0.0	5.9	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	5.2
11:30 AM	0.0	3.2	0.0	0.0	2.5	16.7	0.0	0.0	0.0	11.1	14.3	3.8	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	5.1
11:45 AM	0.0	3.6	13.0	0.0	6.3	10.5	0.0	0.0	0.0	6.5	15.0	3.1	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	5.1
12:00 PM	0.0	9.0	5.0	0.0	8.0	4.8	0.0	0.0	0.0	3.3	0.0	1.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	5.2
12:15 PM	0.0	5.6	0.0	0.0	3.9	0.0	0.0																				

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Robert St (USH 12) & 3rd St (USH 12)

Count Basics		Page 11 of 13	
Start Date:	Thursday, February 26, 2026	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



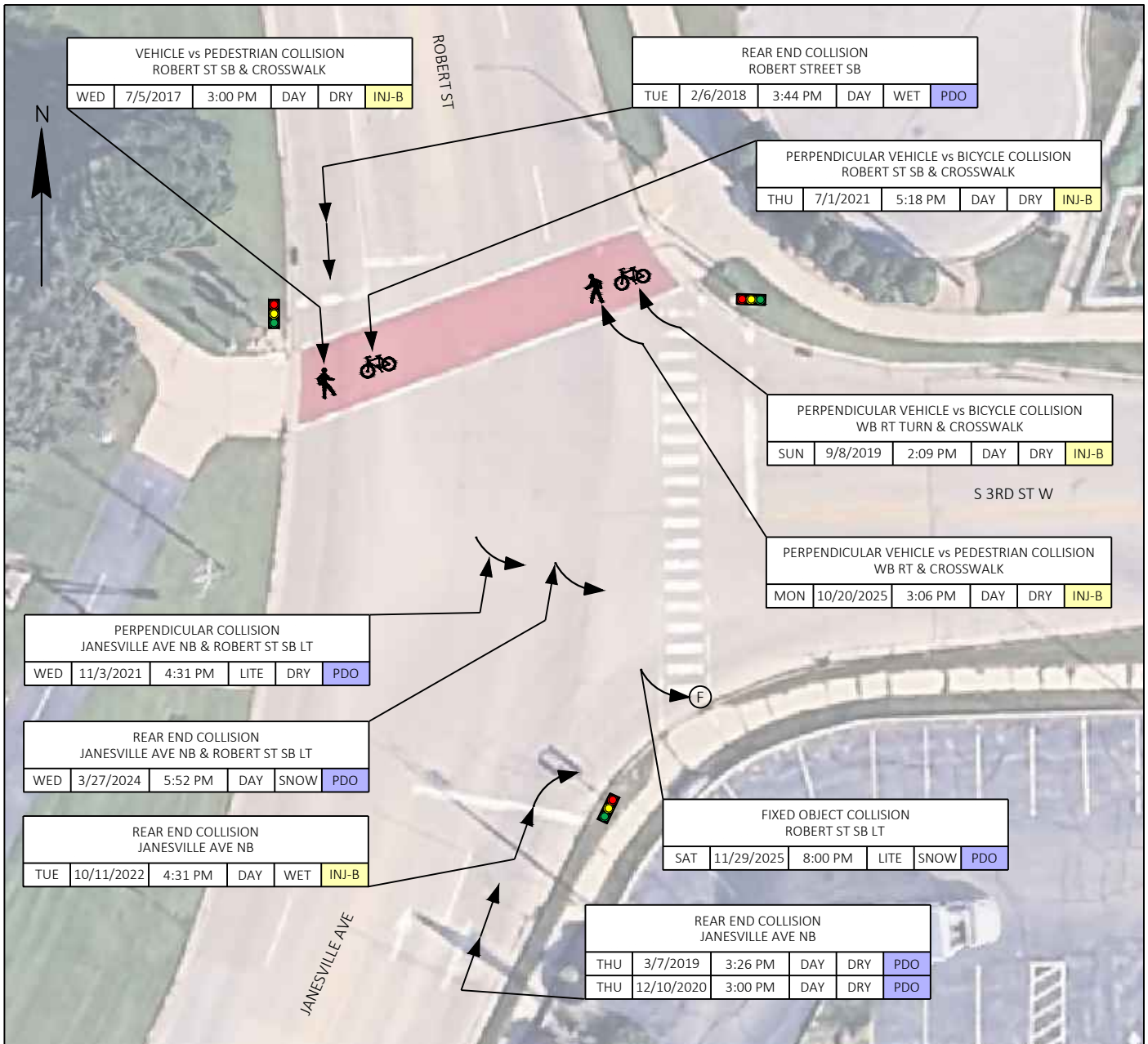
15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Robert St (USH 12)			3rd St (USH 12)			Janesville Ave			N/A				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	1	0	1	1	0	1	0	0	0	0	0	0	2	5
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	4
6:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	5
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	1	2	0	0	0	0	0	0	0	0	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	1	1	2	0	0	0	0	0	0	2	4
8:45 AM	0	0	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	7
9:15 AM	0	0	0	1	1	2	0	0	0	0	0	0	2	8
9:30 AM	0	0	0	3	0	3	0	0	0	0	0	0	3	7
9:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	4
10:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
10:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	7
12:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
12:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	8
12:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	5
1:00 PM	0	0	0	1	1	2	0	0	0	0	0	0	2	10
1:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	9
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1:45 PM	7	0	7	0	0	0	0	0	0	0	0	0	7	13
2:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	6
2:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
2:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	12
3:15 PM	1	1	2	0	0	0	0	0	0	0	0	0	2	15
3:30 PM	1	1	2	3	0	3	0	0	0	0	0	0	5	15
3:45 PM	1	1	2	2	0	2	0	0	0	0	0	0	4	11
4:00 PM	3	1	4	0	0	0	0	0	0	0	0	0	4	9
4:15 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	5
4:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	5
4:45 PM	1	1	2	0	0	0	0	0	0	0	0	0	2	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	5
5:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
5:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	4
6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	
6:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	
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	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	40	8	48	24	4	28	0	0	0	0	0	0	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/help)	x					
Elderly/Disabled (except wheelcha)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Attachment 3



LEGEND












	VEHICLE MOVING FORWARDS		HEAD-ON COLLISION		FIXED OBJECT
	VEHICLE MOVING BACKWARDS		REAR-END COLLISION		NON-FIXED OBJECT
	PEDESTRIAN		SIDESWIPE (OPPOSITE DIRECTION)		PARKED VEHICLE
	BICYCLIST		SIDESWIPE (SAME DIRECTION)		OVERTAKE
	STOP SIGN		PERPENDICULAR COLLISION		OVERTURN
	YIELD SIGN		LEFT TURN COLLISION		OUT OF CONTROL
	TRAFFIC SIGNAL		RIGHT TURN COLLISION	FATAL	FATAL COLLISION
				INJ-A	SUSPECTED SEVERE INJURY COLLISION
				INJ-B	SUSPECTED MINOR INJURY COLLISION
				INJ-C	POSSIBLE INJURY COLLISION
				PDO	PROPERTY DAMAGE ONLY COLLISION

ROBERT ST/JANESVILLE AVE & S 3RD ST | 2017-2025 CRASHES | COUNTY: JEFFERSON | CRASH DIAGRAM

HCM 7th Signalized Intersection Summary

1: Janesville Ave/Robert St & S 3rd St W

Existing
Timing Plan: AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	62	146	315	48	201	340
Future Volume (veh/h)	62	146	315	48	201	340
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1841	1841	1826	1826	1841	1841
Adj Flow Rate, veh/h	94	221	394	60	300	507
Peak Hour Factor	0.66	0.66	0.80	0.80	0.67	0.67
Percent Heavy Veh, %	4	4	5	5	4	4
Cap, veh/h	371	330	976	148	627	1015
Arrive On Green	0.21	0.21	0.32	0.32	0.15	0.55
Sat Flow, veh/h	1753	1560	3113	457	1753	1841
Grp Volume(v), veh/h	94	221	225	229	300	507
Grp Sat Flow(s),veh/h/ln	1753	1560	1735	1744	1753	1841
Q Serve(g_s), s	2.1	6.0	4.7	4.8	4.6	7.9
Cycle Q Clear(g_c), s	2.1	6.0	4.7	4.8	4.6	7.9
Prop In Lane	1.00	1.00		0.26	1.00	
Lane Grp Cap(c), veh/h	371	330	560	563	627	1015
V/C Ratio(X)	0.25	0.67	0.40	0.41	0.48	0.50
Avail Cap(c_a), veh/h	547	487	728	732	981	1566
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	15.2	16.8	12.2	12.2	7.2	6.4
Incr Delay (d2), s/veh	0.4	2.3	0.5	0.5	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	1.6	1.6	1.3	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.6	19.2	12.7	12.7	7.8	6.8
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h	315		454			807
Approach Delay, s/veh	18.1		12.7			7.2
Approach LOS	B		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.1		15.3	10.6	20.5
Change Period (Y+Rc), s		5.5		5.5	3.5	5.5
Max Green Setting (Gmax), s		39.5		14.5	16.5	19.5
Max Q Clear Time (g_c+I1), s		9.9		8.0	6.6	6.8
Green Ext Time (p_c), s		3.6		0.7	0.6	2.2
Intersection Summary						
HCM 7th Control Delay, s/veh			11.0			
HCM 7th LOS			B			
Notes						
User approved pedestrian interval to be less than phase max green.						

Intersection: 1: Janesville Ave/Robert St & S 3rd St W

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	99	97	184	130	150	185
Average Queue (ft)	32	45	72	35	59	68
95th Queue (ft)	69	79	137	83	114	149
Link Distance (ft)	1087		826	826	949	949
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50				
Storage Blk Time (%)	4	2				
Queuing Penalty (veh)	8	2				

Network Summary

Network wide Queuing Penalty: 10

HCM 7th Signalized Intersection Summary
 1: Janesville Ave/Robert St & S 3rd St W

Existing
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↕↔		↶	↷
Traffic Volume (veh/h)	55	161	391	68	212	370
Future Volume (veh/h)	55	161	391	68	212	370
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	76	224	425	74	249	435
Peak Hour Factor	0.72	0.72	0.92	0.92	0.85	0.85
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	385	343	998	173	590	1010
Arrive On Green	0.22	0.22	0.33	0.33	0.13	0.54
Sat Flow, veh/h	1781	1585	3098	520	1781	1870
Grp Volume(v), veh/h	76	224	248	251	249	435
Grp Sat Flow(s),veh/h/ln	1781	1585	1763	1762	1781	1870
Q Serve(g_s), s	1.6	5.8	4.9	5.0	3.6	6.3
Cycle Q Clear(g_c), s	1.6	5.8	4.9	5.0	3.6	6.3
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	385	343	586	585	590	1010
V/C Ratio(X)	0.20	0.65	0.42	0.43	0.42	0.43
Avail Cap(c_a), veh/h	572	509	761	761	1009	1636
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	14.5	16.1	11.7	11.7	7.1	6.2
Incr Delay (d2), s/veh	0.2	2.1	0.5	0.5	0.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	1.7	1.7	1.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.7	18.3	12.2	12.2	7.6	6.5
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h	300		499			684
Approach Delay, s/veh	17.4		12.2			6.9
Approach LOS	B		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.9		15.3	9.4	20.5
Change Period (Y+Rc), s		5.5		5.5	3.5	5.5
Max Green Setting (Gmax), s		39.5		14.5	16.5	19.5
Max Q Clear Time (g_c+I1), s		8.3		7.8	5.6	7.0
Green Ext Time (p_c), s		3.0		0.6	0.5	2.4
Intersection Summary						
HCM 7th Control Delay, s/veh			10.8			
HCM 7th LOS			B			
Notes						
User approved pedestrian interval to be less than phase max green.						

Intersection: 1: Janesville Ave/Robert St & S 3rd St W

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	105	94	201	168	138	166
Average Queue (ft)	28	41	85	47	58	71
95th Queue (ft)	68	71	147	107	109	136
Link Distance (ft)	1087		826	826	949	949
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50				
Storage Blk Time (%)	3	2				
Queuing Penalty (veh)	6	1				

Network Summary

Network wide Queuing Penalty: 7

X

18. PROGRAM LOG

Prepared By.....: _____	Date: <u>3/5/2026</u>
Approved By.....: _____	Date: <u> / / </u>
Intersection Name.....: <u>JAMESVILLE / ROBERT - S. 3RD</u>	

UTILITIES - ACCESS

Access Code.....: _____ Codes: Four Digits (0000 - 9999)

PHASE DATA - VEHICLE TIMINGS

Basic Times	Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green.....:		0	15	0	10	6	15	0	0	—	—	—	—	—	—	—	—
Passage Time.....:		0	60	0	40	30	60	0	0	—	—	—	—	—	—	—	—
Maximum No 1.....:		0	25	0	20	20	25	0	0	—	—	—	—	—	—	—	—
Maximum No 2.....:		0	25	0	20	20	25	0	0	—	—	—	—	—	—	—	—
Yellow Change.....:		30	30	30	30	30	30	30	30	—	—	—	—	—	—	—	—
Red Clearance.....:		20	25	20	25	5	25	20	20	—	—	—	—	—	—	—	—

Density Times	Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA - PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk.....:		0	0	0	7	0	7	0	0	—	—	—	—	—	—	—	—
Pedestrian Clearance.....:		0	0	0	20	0	23	0	0	—	—	—	—	—	—	—	—

Pedestrian Control	Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry: "1" = Yes & "0" = No

PHASE DATA - VEHICLE CONTROL

Veh Control	Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dual Entry.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Last Car Passage.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Conditional Service.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
No Simultaneous Gap.....:		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Vehicle Control Entry: "1" = Yes & "0" = No

Attachment 7

Robert St & S Third St W Crosswalk Move - Jefferson County
 Cost Estimate

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	REMOVALS				
	Removing Pavement Marking (Water Blasting Crosswalk)	LS	1	\$5,000.00	\$ 5,000
	Removing Curb & Gutter	LF	100	\$12.00	\$ 1,200
	Removing Concrete Sidewalk	SY	50	\$18.00	\$ 900
2	NEW PAVEMENT				
	Base Aggregate Dense 1 1/4-Inch	TON	30	\$40.00	\$ 1,200
3	EARTHWORK	LS	% of Items 1-2	N/A	\$ -
	Excavation Common	CY	10	\$10.00	\$ 100
	Full Depth Concrete Saw Cut	LF	150	\$3.00	\$ 450
4	DRAINAGE	LS	0 % of Items 1-2	N/A	\$ -
	Adjusting Manhole Covers	EACH	1	\$800.00	\$ 800
5	EROSION CONTROL & RESTORATION	LS	15 % of Items 1-2	N/A	\$ 1,250
6	TRAFFIC CONTROL	LS	1	\$1,500.00	\$ 1,500
8	SIGNING/MARKINGS				
	Pavement Marking Removal	LF	150	\$2.00	\$ 300
	Pavement Marking 6" (crosswalk)	LF	110	\$5.00	\$ 550
	Pavement Markings - Stop Line	LF	25	\$16.00	\$ 400
10	TRAFFIC SIGNALS	EACH	1	\$6,000.00	\$ 6,000
11	ROADWAY INCIDENTALS	LS	10 % of Items 1-2	N/A	\$ -
	Concrete Curb & Gutter	LF	125	\$40.00	\$ 5,000
	Concrete Sidewalk 4-inch	SF	610	\$10.00	\$ 6,100
14	TOTAL ROADWAY COSTS (Items 1-13)				\$ 30,750
16	MOBILIZATION	LS	25 % of Items 1-15	N/A	\$ 7,690
17	Construction Costs Subtotal				\$ 38,440
18	CONSTRUCTION DESIGN CONTINGENCY	LS	20 % of Item 17	N/A	\$ 7,700
TOTAL PROJECT COSTS					\$ 46,200

Robert St & S Third St W Signing & Marking Upgrades - Jefferson County

Cost Estimate

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	REMOVALS				
	Removing Pavement Marking (Water Blasting Stop Bars)	LF	60	\$5.00	\$ 300
	Removing Pavement Marking (Water Blasting White Crosswalk Block Marking)	LF	120	\$5.00	\$ 600
	Removing Pavement Marking (Water Blasting White Crosswalk 6" Line Marking)	LF	275	\$2.00	\$ 550
	Removing Flashing Sign System from Traffic Signals	LS	1	\$500.00	\$ 500
	Removing Signs (Right Turn on Red After Stop)	SY	2	\$50.00	\$ 100
8	SIGNING/MARKINGS				
	Permanent Signing with Flags - R10-11B - No Turn on Red (Southbound)	EACH	2	\$150.00	\$ 300
	Permanent Signing with Flags - R10-15R - Right Turn Yield to Pedestrians (Westbound)	EACH	1	\$200.00	\$ 200
	Pavement Markings - Stop Line	LF	60	\$16.00	\$ 960
	Pavement Markings - Crosswalk Block Marking	LF	120	\$20.00	\$ 2,400
	Pavement Markings - Crosswalk 6" Line Marking	LF	275	\$5.00	\$ 1,375
14	TOTAL ROADWAY COSTS (Items 1-13)				\$ 7,285
16	MOBILIZATION	LS	25 % of Items 1-15	N/A	\$ 1,820
				TOTAL PROJECT COSTS	\$ 9,105



MEMORANDUM

DATE: March 26, 2026

TO: Committee/Commission/Board

FROM: Zach Navin, Director of Public Works

RE: Review and possible action relating to a request for two way traffic on S. High Street (Navin, Director of Public Works)

BACKGROUND

South High Street is currently designated for one-way northbound traffic between Craig Street and East Milwaukee Avenue. Historically, this traffic pattern was established because the Middle School served as the primary transfer point for district buses. During pick-up and drop-off periods, buses would line up along South High Street, completely blocking the right lane and making two-way traffic flow impossible. Consequently, the one-way designation was necessary to allow northbound traffic to continue moving. The district's bus transfer point has since been moved to the High School, and buses no longer block the travel lanes on South High Street.

DISCUSSION

A formal request has been submitted by Police Captain Dan Hefty, on behalf of the Police Department, to restore two-way traffic on South High Street from Milwaukee Avenue to Whitewater Avenue. The proposal highlights that the current one-way restriction forces all traffic to travel north, causing motorists who wish to travel south to divert to South 3rd Street East or South 4th Street East. This creates significant congestion at those intersections, particularly when drivers attempt left-hand turns during school peak hours. Middle School Principal Matt Wolf has expressed support for the proposal, indicating that a two-way traffic pattern would likely simplify the drop-off and pick-up process for parents and staff.

FINANCIAL ANALYSIS

While the conceptual change appears straightforward, a formal engineering and traffic impact analysis is required to evaluate how reverting to two-way traffic would affect the broader neighborhood network and intersection capacities. Staff has determined that the cost to complete such an analysis is approximately \$15,000.00 based on estimates from known traffic engineering firms. These funds are not currently allocated in the 2026 budget.

RECOMMENDATION

Staff does not recommend moving forward with a traffic study at this time. While the proposed change in the traffic pattern may offer some convenience for school-related traffic, there are no immediate safety concerns or accident patterns that necessitate an urgent modification of the existing traffic flow. Given the \$15,000 cost for the required analysis, staff recommends the Committee take no further action on this request until such time as a clear safety need is identified, funding becomes available, or area land uses change.

ATTACHMENTS

- 1. S High St traffic proposal
- 2. S. High Street Proposal
- 3. Proposed area



Traffic Review Request – City of Fort Atkinson

Please use this form to submit a request for review of traffic related inquiries within the City of Fort Atkinson. Additional photos or maps may be included as necessary. The Traffic Review Committee meets quarterly on the second Thursday of March, June, September, and December. Submit completed forms to Sarah Weihert at sweihert@fortatkinsonwi.gov

<i>Name</i>	
<i>Phone and Email</i>	
<i>Description</i>	
<i>Suggested Remedy</i>	

Sketch or Map of Area

Zach Navin

From: Dan Hefty
Sent: Wednesday, March 4, 2026 11:40 AM
To: Zach Navin
Cc: Sarah Weihert
Subject: RE: S. High traffic request

Hello,

Thanks for requesting more information about the proposed change to S High St traffic flow. Right now, S High St is one way traffic northbound between Craig St to the south and E Milwaukee Ave to the north. S High St from Craig St to Whitewater Ave (1 block) is currently 2 way traffic. The history behind the one way traffic on S High St is the Middle School used to be the transfer point for buses. When the buses lined up on S High St to pick up and drop off kids, the right lane would be completely blocked and no traffic could pass northbound. S High St needed to be one way for northbound traffic to flow. The High School is now the transfer point so buses do not block the right lane of S High St anymore. I feel if we changed the traffic pattern to become two way traffic on S High St from Milwaukee Ave to Whitewater Ave it would decrease congestion of S 4th St E and S 3rd St E. Right now, all traffic goes north and if they want to travel south, they have to come to S 3rd or S 4th to turn left to travel south. Left hand turns at those intersections during school drop off and pick up is extremely congested. I spoke with Principal Matt Wolf about it prior to submitting this proposal as well. He was absolutely in favor of it and thought it would make life much easier for drop off and pick up. If you would like to reach out to him I can provide his contact information.

Thanks for the consideration. If you have any other questions or concerns, feel free to reach out. I would also like to be in attendance at the traffic review meeting to answer any questions that could arise. I have never attended a meeting and do not know if they are question and answer type meetings, but would like to be there.

Thank you!

Daniel P Hefty
Captain
Fort Atkinson Police Department
101 S. Water Street West
Fort Atkinson, WI 53538
920-397-9905



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From: Zach Navin <znavin@fortatkinsonwi.gov>
Sent: Tuesday, March 3, 2026 3:11 PM
To: Dan Hefty <dhefty@fortatkinsonwi.gov>
Cc: Sarah Weihert <SWeihert@fortatkinsonwi.gov>
Subject: S. High traffic request

Hi Dan,

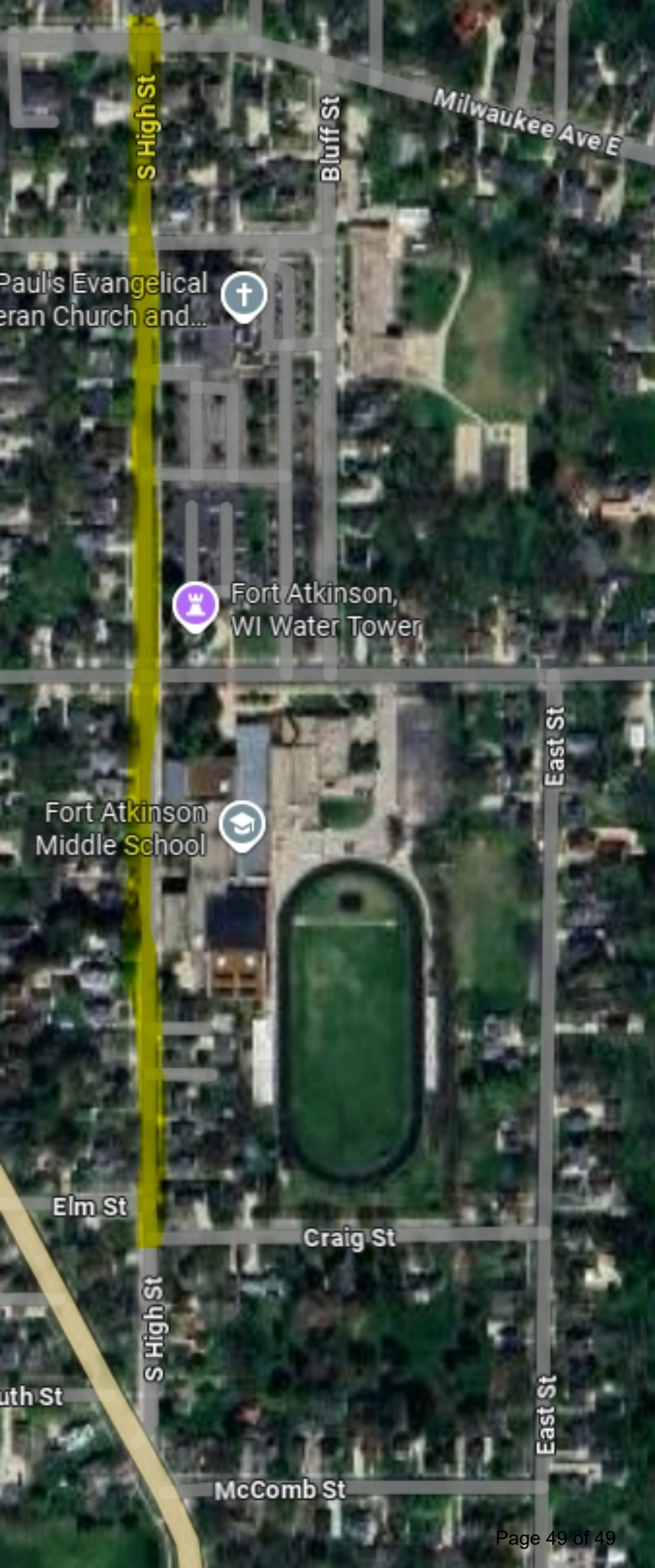
Could you please email Sarah and I with more background on your S. High traffic request that you and I discussed on the phone?

Thanks,

Zach

Zach Navin
Director of Public Works
City of Fort Atkinson
101 N. Main Street
Fort Atkinson WI 53538
Phone (920) 397-9901
Fax: (920) 563-7776
www.fortatkinsonwi.gov
znavin@fortatkinsonwi.gov





S High St

Bluff St

Milwaukee Ave E

Paul's Evangelical
Lutheran Church and...



Fort Atkinson,
WI Water Tower

Fort Atkinson
Middle School



East St

Elm St

Craig St

South St

S High St

East St

McComb St