RESOLUTION NO. 2022-53
(5/16/2022)

A RESOLUTION OF THE VILLAGE BOARD OF THE VILLAGE OF CALEDONIA APPROVING A TRAFFIC IMPACT ANALYSIS FOR THE RACINE COUNTY YOUTH DEVELOPMENT AND CARE CENTER PROPOSED ON PARCELS LOCATED DIRECTLY EAST OF 2525 3 MILE ROAD

WHEREAS, the Village Board approved Ordinance 2022-03 adopting an amendment to the Multi-Jurisdictional Comprehensive Plan for Racine County: 2035 for a Land Use Plan Amendment for the parcels from Commercial to Governmental & Institutional at their February 21, 2022 meeting.

WHEREAS, the Village Board approved Ordinance 2022-04 approving a request for Rezoning the parcels from M-3 Heavy Industrial District to P-1 Park Institutional District at their February 21, 2022 meeting.

WHEREAS, the Village Board approved Resolution 2022-11 approving a Payment in Lieu of Taxes Agreement between the Village of Caledonia and Racine County for the development of the parcels at their February 21, 2022 meeting.

WHEREAS, the Village Board approved Resolution 2022-12 approving a request for a Conditional Use Permit to allow the Operation of a Youth Development and Care Facility for the parcels subject to conditions at their February 21, 2022 meeting.

WHEREAS, a condition of approval of the Conditional Use Permit (Condition 4. A.) for the parcels is that a Traffic Impact Analysis shall be performed and submitted to the Village for review prior to the submission of applications to the Plan Commission for review of Site, Building, Landscape and similar plans.

WHEREAS, Racine County contracted with Traffic Analysis and Design, Inc. (TADI) to perform the Traffic Impact Analysis which was submitted to the Village of Caledonia on April 21, 2022.

WHEREAS, the Traffic Impact Analysis was reviewed by the Engineering Department and a memo dated May 3, 2022 **(Exhibit A)** was prepared for the Public Works Committee and Village Board recommending conditional approval of the Traffic Impact Analysis for the Racine County Youth Development and Care Center.

WHEREAS, the Public Works Committee moved to recommend approval of the Traffic Impact Analysis for the Racine County Youth Development and Care Center to the Village Board at their May 9, 2022 meeting.

NOW, THEREFORE, BE IT RESOLVED by the Village Board of the Village of Caledonia that the Traffic Impact Analysis for the Racine County Youth Development and Care Center is hereby approved subject to the condition in Exhibit A as recommended by the Public Works Committee and set forth within.

Adopted by the Village Board of the Village of Caledonia, Racine County, Wisconsin, this 16 day of May 2022.

VILLAGE OF CALEDONIA

By: _____
James R. Dobbs, Village President

Attest: _____
Joslyn M. Hoeffert, Village Clerk

MEMORANDUM

DATE: **May 3rd, 2022**

TO: **Public Works Committee**
Village Board

FROM: **Anthony A. Bunkelman**
Public Services Director

RE: **Racine County Youth Development and Care Center - TIA**

BACKGROUND INFORMATION

As part of the proposed Racine County Youth Development and Care Center on 3 Mile Road, the Village of Caledonia required a Traffic Impact Analysis (TIA) per Resolution 2011-06 and Village Ordinance for High/Moderate Impact Development as defined in Title 16.

Traffic Analysis and Design, Inc. (TADI) performed and submitted the TIA to Village Staff in April for approval. The study area included 3 Mile Road from STH 32/Douglas Ave. to the intersection at Wyoming Way. The TIA documents the peak hour traffic impacts expected at the aforementioned intersections along 3 Mile Road with the volume expected to be added by the proposed development. The TIA also analyzed and evaluated the sight distance for vehicles at the proposed access to the development due to the nature of the topography along 3 Mile Road.

With a range of 55-65 staff being employed over 3 different daily shifts, the study showed that all traffic movements operated at a Level of Service B or better during peak traffic hours with the proposed buildout. The TIA also recommended that no changes to the existing geometrics occur on 3 Mile Road. The proposed access is recommended to be located 75-145 feet east of the existing gravel driveway to meet the proper intersection and stopping sight distance requirements.

RECOMMENDATION

Move to approve the Traffic Impact Analysis performed by TADI for the Racine County Youth Development and Care Center on the condition that the final driveway location is surveyed, cross-checked, and verified for all applicable sight distance requirements by the developer.

TRAFFIC IMPACT ANALYSIS

DATE: April 13, 2022

TO: Julie Anderson
Racine County

FROM: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **Racine County Youth Development & Care Center Traffic Impact Analysis Caledonia, WI**

INTRODUCTION

A 70,000-square foot Racine County Youth Development and Care Center that can house up to 48 youths is being proposed on about 29 acres south of 3 Mile Road in Caledonia, Racine County, Wisconsin. A range of 55-65 staff will be employed over three different daily shifts.

The development site is located on the north side of the John H. Batten Airport property, and so a portion of the 29 acres on site are within the airport clear zone/no development area. Development is expected to begin in 2022 with completion in 2024. The location of the site with respect to the surrounding roadway system is shown on Exhibit 1. The conceptual site plan is shown on Exhibit 2.

This traffic impact analysis (TIA) technical memorandum was prepared to document the peak hour traffic impacts expected at adjacent intersections along 3 Mile Road with the existing traffic volumes and with additional traffic from the proposed development. The TIA also evaluates the sight distance for vehicles at the proposed site driveway to 3 Mile Road.

STUDY AREA

Study Intersections

The study area for this traffic study includes the following intersections:

- 3 Mile Road & Wyoming Way
- 3 Mile Road & Douglas Avenue (STH 32)
- 3 Mile Road & the proposed site driveway

The 3 Mile Road intersection with Douglas Avenue operates with traffic signal control and the 3 Mile Road intersection with Wyoming Way operates with stop sign control on Wyoming Way. A transportation detail illustrating existing intersection lane configurations, speed limits, and approximate intersection spacing is shown in Exhibit 3.

Study Area Roadways

Douglas Avenue (STH 32) is a north/south Principal Arterial with a four-lane undivided cross-section and a 35-mph speed limit. Douglas Avenue has sidewalks along both sides of the roadway, south of 3 Mile Road, but no sidewalks north of 3 Mile Road. The 2021 WisDOT annual average daily traffic (AADT) on Douglas Avenue was 14,200 vehicles per day (vpd) north of 3 Mile Road and 15,800 vpd south of 3 Mile Road.

3 Mile Road is an east/west Minor Arterial with a two-lane undivided rural cross-section, no sidewalks, and 35-mph speed limit. 3 Mile Road widens to a four-lane cross-section about 400 feet west of Douglas Avenue. The 2021 WisDOT AADT on 3 Mile Road was 5,600 vpd east of Wyoming Way.

Wyoming Way is a north/south local road with a two-lane undivided cross-section, no sidewalks, and 25-mph speed limit. Wyoming Way is part of the roadway network for the residential neighborhood on the south side of 3 Mile Road.

DATA COLLECTION/EXISTING TRAFFIC VOLUMES

TADI collected weekday turning movement traffic counts at the study intersections on March 31 and April 1, 2022. The traffic counts were collected from 6:00-9:00 a.m. and from 3:00-6:00 p.m. Based on the traffic count data, the peak traffic hours occur from 8:00-9:00 a.m. (AM peak hour) and from 4:00-5:00 p.m. (PM peak hour). The traffic volumes were compiled for these peak hours and are shown on Exhibit 4. All traffic count data collected for the study intersections and roadways are in Appendix A.

FUTURE TRAFFIC VOLUMES

The expected traffic volumes generated by the proposed youth development and care center were calculated based on trip rates or fitted curve equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The trip generation was based on the ITE land use #571 – Adult Detention Facility as it is the ITE land use that is most closely related to the use type (juvenile detention facility) of the proposed site. The trip generation for the site was based on number of employees as the size of this independent variable (65 total employees) was within the range of data for land use #571.

The trip generation table for the proposed youth development and care center is on Exhibit 5. As shown, the proposed development is expected to generate about 200 trips on a typical weekday, with 20 trips (10 in/10 out) during the weekday AM peak hour and 15 trips (5 in/10 out) during the weekday PM peak hour. The new site trips were distributed to the study intersections based on existing peak hour traffic patterns at the study intersections. The site trip distribution is listed below:

- 10% to/from the west on 3 Mile Road
- 20% to/from the east on 3 Mile Road
- 35% to/from the north on Douglas Avenue
- 35% to/from the south on Douglas Avenue

The new trips were assigned to the study intersections based on these trip distribution percentages. The site traffic assignment is shown on Exhibit 6. The on-site development new trips were added to the Existing traffic volumes to generate the Build traffic volumes, as shown on Exhibit 7.

PEAK HOUR TRAFFIC OPERATIONS & QUEUES

The study intersections were analyzed using the Synchro 11 traffic analysis model (outputs based on the Highway Capacity Manual, 6th Edition) and the peak hour turning movement volumes developed for each intersection. Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The descriptions of each LOS are in Table 1.

Table 1. LOS Descriptions – Unsignalized Intersections

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

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

For both the Existing and Build traffic volume scenarios, the study intersections were modeled with the existing geometrics and traffic control, signal timings, peak hour factors, and heavy vehicle percentages. The proposed site driveway to 3 Mile Road was evaluated with no changes to 3 Mile Road and a single, shared left-turn/right-turn lane with stop sign control on the site driveway approach. The base saturation flow rates for the signalized intersection were calculated using WisDOT researched methodologies (saturation flow calculation worksheet is in Appendix A).

The capacity analysis tables showing the peak hour LOS, delays (in seconds per vehicle), and queues (in feet) are shown on Exhibit 8 for the Existing and Build traffic analysis. The Synchro

capacity analysis worksheets for the existing traffic volumes are in Appendix B. The Synchro capacity analysis worksheets for the build traffic volumes are in Appendix C.

As shown on Exhibit 8, all study intersections are expected to operate acceptably at LOS B or better for each turning movement during weekday AM and PM peak hours. Very little difference in peak hour delays and queues are expected with the buildout of the proposed development.

DRIVEWAY SIGHT DISTANCE EVALUATION

Based on the site plan, the primary entrance for the proposed youth development and care center is located at the existing property driveway, which is approximately 1,080 feet east of Wyoming Way. The driveway is at the top of a rise on 3 Mile Road. Therefore, a sight distance evaluation was completed for both passenger cars and single-unit trucks (delivery vehicles) to determine the adequacy of vehicle visibility at this location.

Driveways should be designed for intersection sight distance (ISD) and stopping sight distance (SSD) in accordance with the latest edition of the American Association of State Highway Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets.* Based on AASHTO requirements for two-lane undivided roadways with no turn lanes and a 35-mph speed limit (40-mph design speed), the required SSD on 3 Mile Road for all vehicles is 305 feet. The ISD to the left of the site driveway (for right-turn movements) is 385 feet for passenger cars and 500 feet for single-unit trucks. The ISD to the right of the site driveway (for left-turn movements) is 445 feet for passenger cars and 560 feet for single-unit trucks. Worksheets and tables for ISD and SSD are in Appendix D.

The ISD and SSD for the site driveway were measured using elevation profiles and aerial view images from Google Earth. Per AASHTO, the evaluations used a passenger car eye height of 3.5 feet, a single-unit truck eye height of 7.6 feet, an ISD target of 3.5 feet, and an SSD target of two feet. The SSD evaluation was completed only for passenger cars as this is the controlling/worst-case condition for that analysis.

The ISD and SSD for the site driveway at the existing property driveway location is shown on Exhibit 9. The placement of the proposed site driveway at this location results in inadequate visibility for both design vehicles that are turning from the site driveway onto 3 Mile Road as well as for passenger cars that are approaching the site driveway from 3 Mile Road. Positioning the site driveway about 75-145 feet east of the existing location would improve visibility to acceptable levels for both design vehicles. The ISD and SSD evaluation for the proposed driveway location is shown on Exhibit 10.

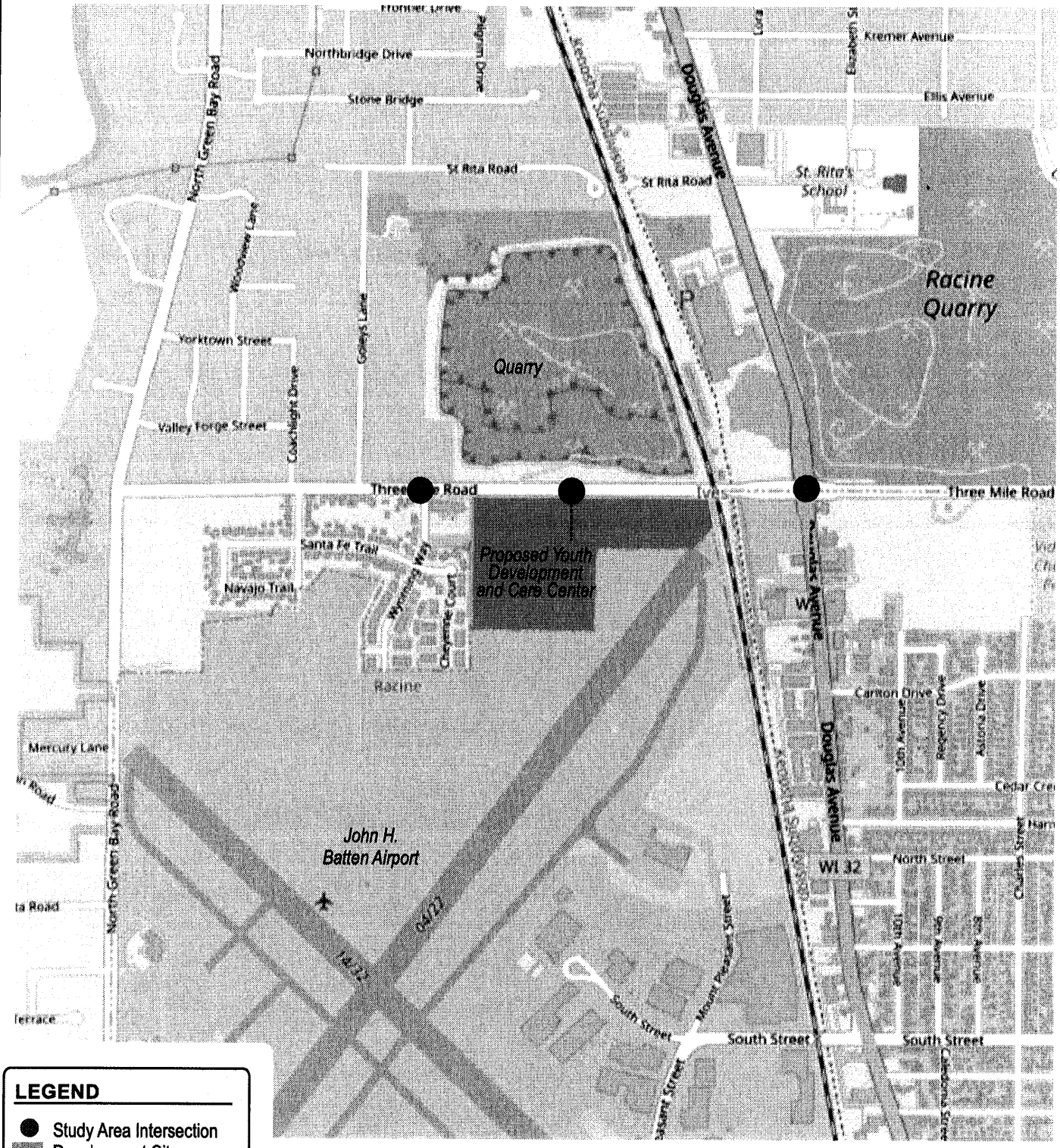
RECOMMENDATIONS/CONCLUSIONS

Based on the traffic analysis, the study intersections are expected to operate acceptably with all traffic movemets at LOS B or better during the weekday AM and PM peak traffic hours with full buildout of the proposed Racine County Youth Development and Care Center on 3 Mile Road. A single shared left-turn/right-turn approach lane with stop sign control is recommended for the primary site driveway intersection with 3 Mile Road. No changes to the existing geometrics (no left or right-turn lanes) are recommended on 3 Mile Road.

With placement of the exiting lanes for the primary site driveway approximately 75-145 feet east of the existing gravel drive on the property, both intersection and stopping sight distance requirements are met for passenger cars and single-unit trucks. Note that the sight distance

measurements and photographs discussed in this report are based on the proposed placement of the site driveways and on-line aerial and street view photography. Surveyed profiles of 3 Mile Road may result in suitable driveway placement that varies from what was presented in this report and at other locations further east and west of the primary entrance shown on the development site plan. The party responsible for designing the intersection is responsible for cross-checking, verifying and designing for all applicable sight distances.

The recommendations for the study area are shown on Exhibit 11.



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N

NOT TO SCALE

EXHIBIT 1
PROJECT LOCATION MAP

CALEDONIA, WISCONSIN

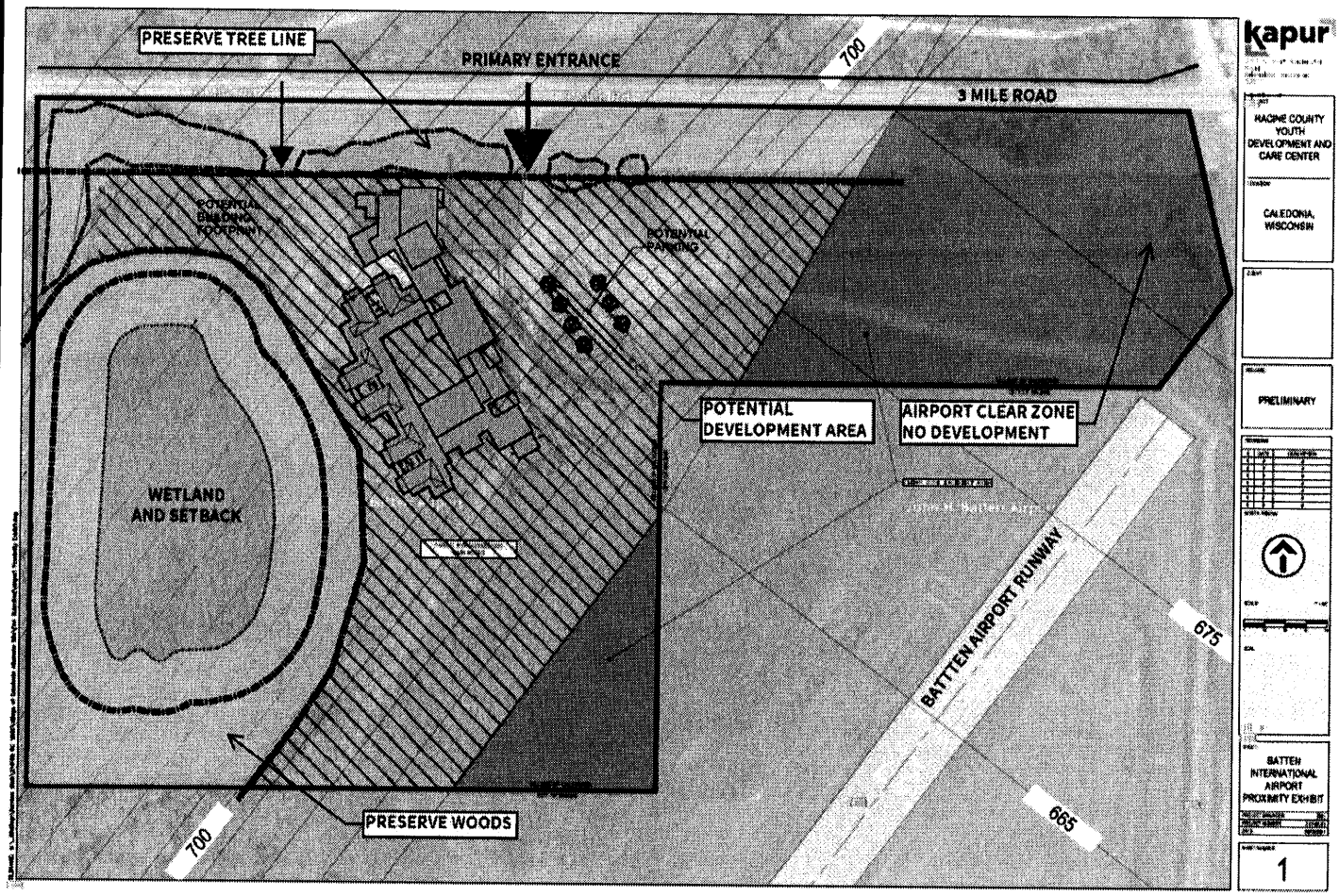

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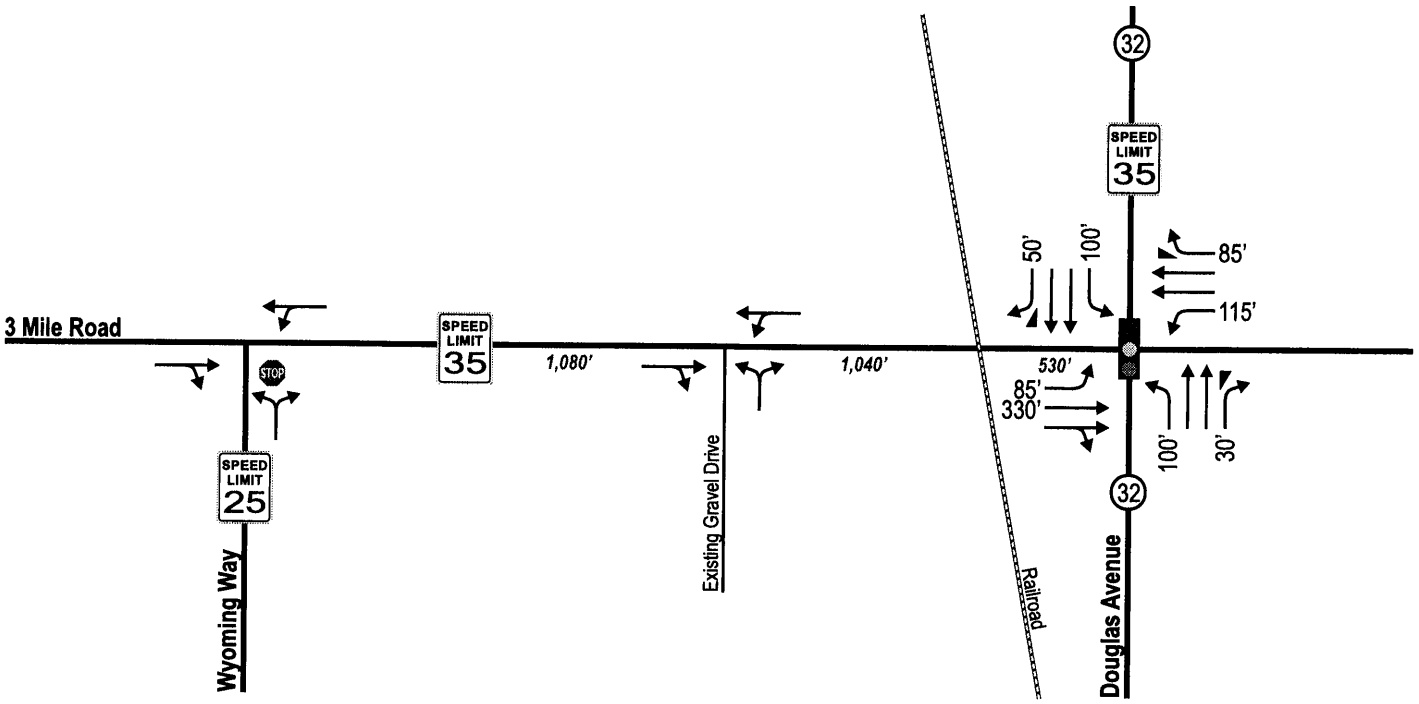
EXHIBIT 2
CONCEPTUAL SITE PLAN

CALEDONIA, WISCONSIN



LEGEND

- Traffic Signal
- STOP Stop Sign
- → Lane Configuration
- XX' Turn Bay Length (In Feet)
- *XX'* Centerline Distance Between Intersections (in Feet)

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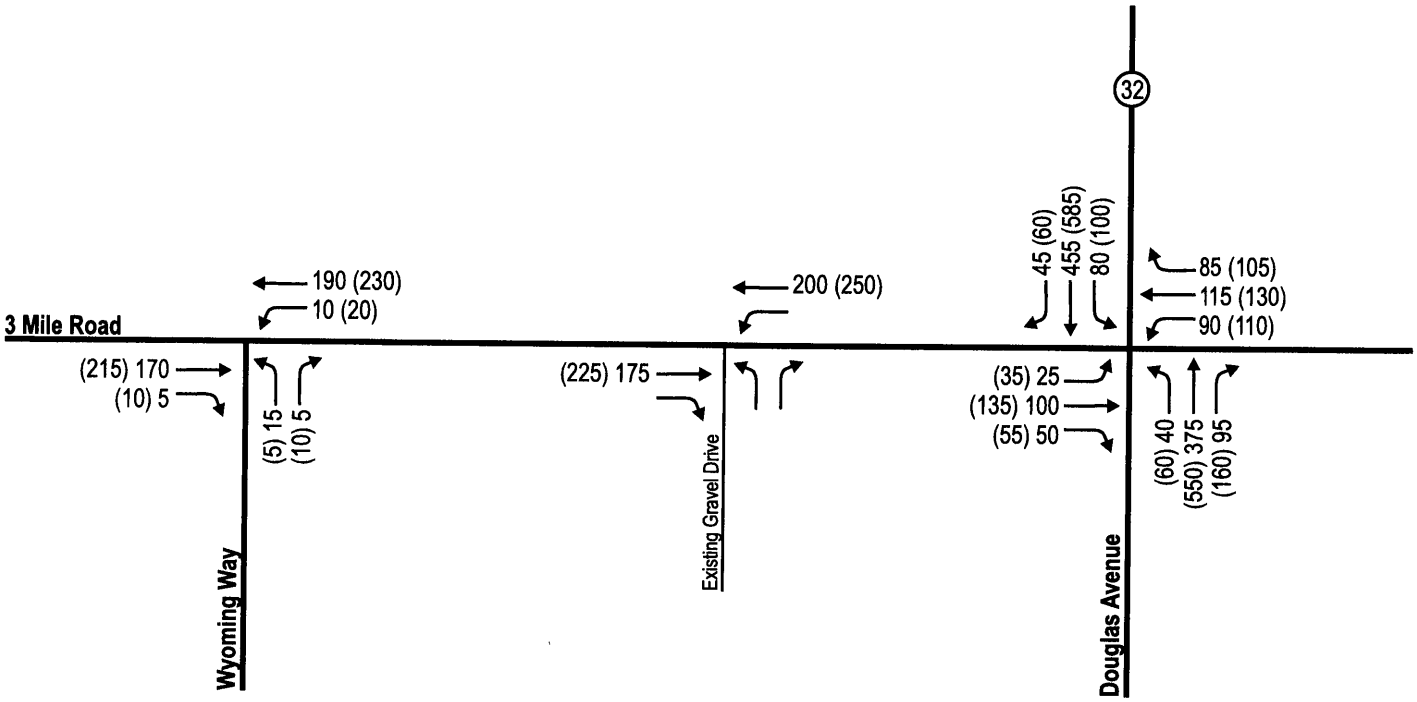
EXHIBIT 3
EXISTING TRANSPORTATION SYSTEM

CALEDONIA, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Traffic (8:00-9:00 AM)
(XX)	Weekday Evening Peak Hour Traffic (4:00-5:00 PM)
-	Fewer than 3 vehicles per hour

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EXHIBIT 4
EXISTING TRAFFIC VOLUMES

CALEDONIA, WISCONSIN

Trip Generation Table [1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Youth Development & Care Center *ITE Adult Detention Facility*	571	65 Employees	200 (3.04)	10 (59%)	10 (41%)	20 (0.34)	5 (18%)	10 (82%)	15 (0.25)
Total New Trips			**200**	**10**	**10**	**20**	**5**	**10**	**15**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 10th Edition.*

TRIP DISTRIBUTION (New Trips)

W. on 3 Mile Road	10%	20	0	0	0	0
E. on 3 Mile Road	20%	40	0	0	0	0
N. on Douglas Avenue	35%	70	5	5	0	5
S. on Douglas Avenue	35%	70	5	5	5	5
	100%	***200***	***10***	***10***	***5***	***10***

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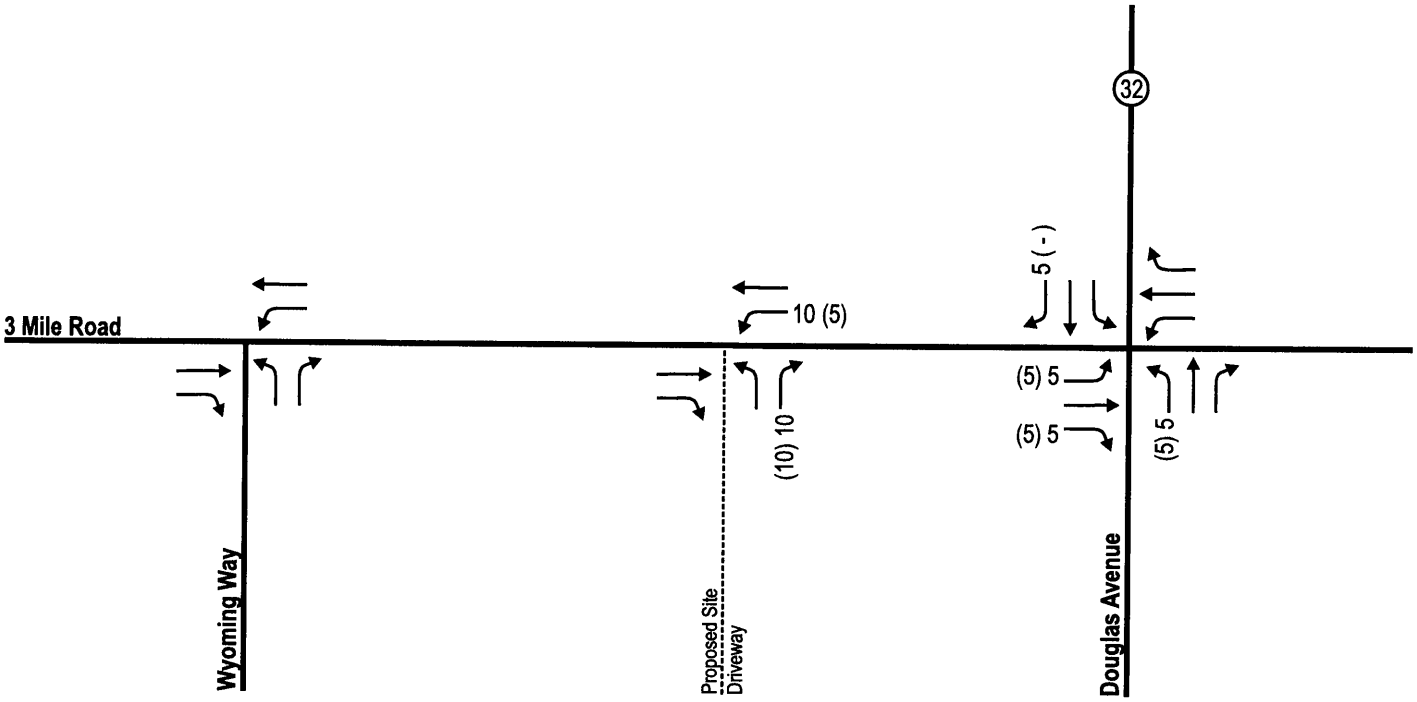
EXHIBIT 5
ON-SITE DEVELOPMENT TRIP GENERATION TABLE

CALEDONIA, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Traffic (8:00-9:00 AM)
(XX)	Weekday Evening Peak Hour Traffic (4:00-5:00 PM)
-	Fewer than 3 vehicles per hour

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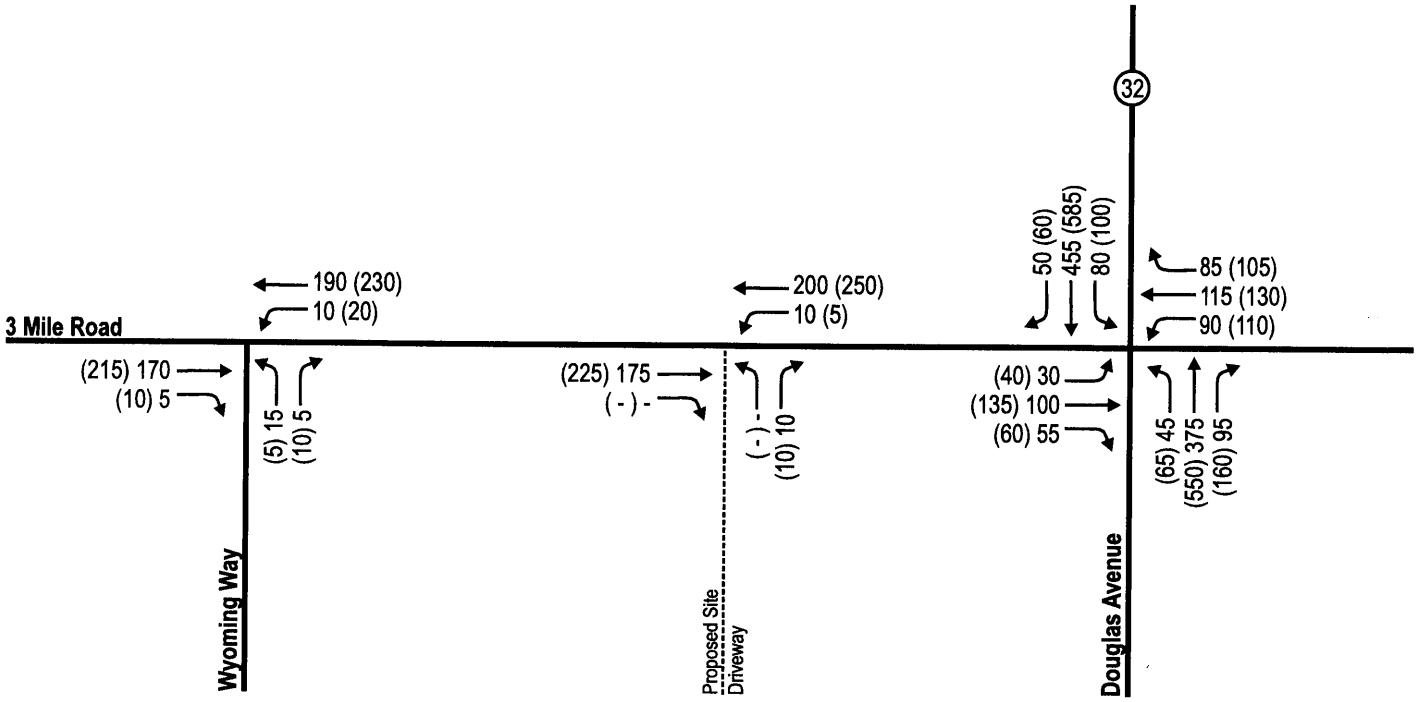
EXHIBIT 6
ON-SITE DEVELOPMENT NEW TRIPS

CALEDONIA, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Traffic (8:00-9:00 AM)
(XX)	Weekday Evening Peak Hour Traffic (4:00-5:00 PM)
-	Fewer than 3 vehicles per hour

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EXHIBIT 7
BUILD TRAFFIC VOLUMES

CALEDONIA, WISCONSIN

Existing Peak Hour Traffic Operations

Existing Geometrics & Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
		Lanes->	-	*1*		*1*		-	*1*			-			
#100: 3 Mile Road & Wyoming Way	AM	LOS	-	*		A		-	B			-			A
Stop Sign Control (NB)		Delay	-	*		7		-	10			-			0.7
		Queue	-	*		0'		-	5'			-			
	PM	LOS	-	*		A		-	B			-			A
		Delay	-	*		7		-	10			-			0.6
		Queue	-	*		0'		-	5'			-			
		Lanes->	*1*	*2*	*>*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	
#200: 3 Mile Road & Douglas Avenue (STH 32)	AM	LOS	B	B	B	B	B	B	B	B	B	A	B	B	B
Traffic Signal Control		Delay	16	15	15	18	15	15	10	13	12	9	12	10	13.4
		Queue	25'	45'	45'	65'	35'	40'	15'	85'	40'	25'	100'	20'	
	PM	LOS	B	B	B	B	B	B	B	B	B	A	B	B	B
		Delay	16	16	16	19	15	15	10	14	12	9	13	11	14.2
		Queue	35'	60'	60'	90'	45'	55'	25'	135'	60'	35'	140'	30'	

Build Peak Hour Traffic Operations

Existing Geometrics & Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
		Lanes->	-	*1*		*1*		-	*1*			-			
#100: 3 Mile Road & Wyoming Way	AM	LOS	-	*		A		-	B			-			A
Stop Sign Control (NB)		Delay	-	*		7		-	10			-			0.7
		Queue	-	*		0'		-	5'			-			
	PM	LOS	-	*		A		-	B			-			A
		Delay	-	*		7		-	10			-			0.6
		Queue	-	*		0'		-	5'			-			
		Lanes->	*1*	*2*	*>*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*1*	
#200: 3 Mile Road & Douglas Avenue (STH 32)	AM	LOS	B	B	B	B	B	B	A	B	B	A	B	B	B
Traffic Signal Control		Delay	16	15	15	18	15	15	9	13	12	9	12	10	13.5
		Queue	25'	45'	45'	65'	35'	40'	20'	85'	40'	30'	105'	25'	
	PM	LOS	B	B	B	B	B	B	B	B	B	A	B	B	B
		Delay	16	16	16	19	15	15	10	14	12	9	13	11	14.2
		Queue	40'	65'	65'	90'	45'	55'	25'	140'	60'	35'	145'	30'	
		Lanes->	-	*1*		*1*		-	*1*			-			
#300: 3 Mile Road & Site Driveway	AM	LOS	-	*		A		-	A			-			A
Stop Sign Control (NB)		Delay	-	*		7		-	9			-			0.5
		Queue	-	*		0'		-	0'			-			
	PM	LOS	-	*		A		-	A			-			A
		Delay	-	*		7		-	9			-			0.3
		Queue	-	*		0'		-	0'			-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Where zero is shown for the volume at a particular movement, a minimum value of 1 was used in the model.

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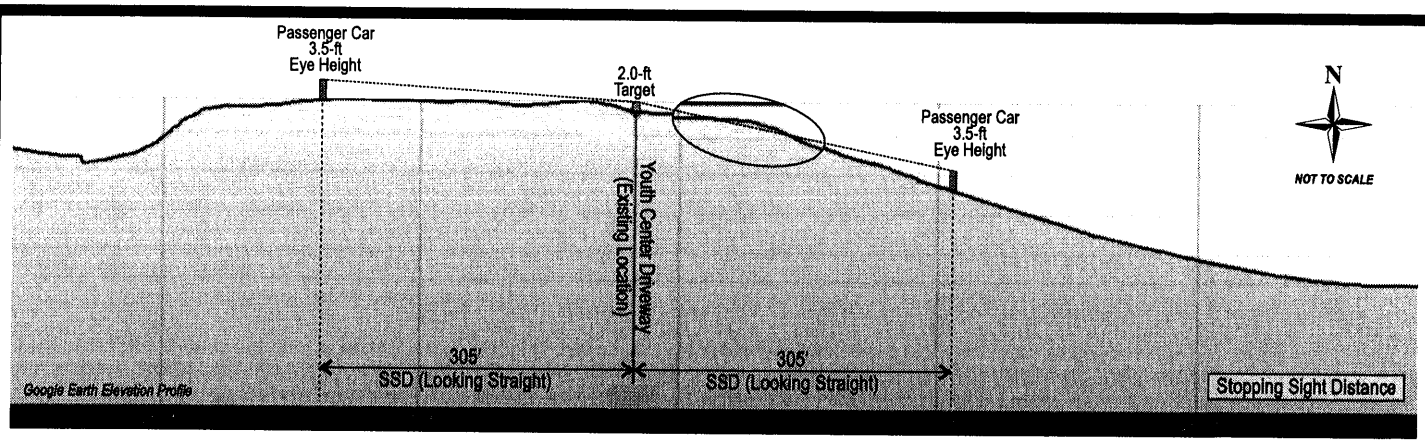
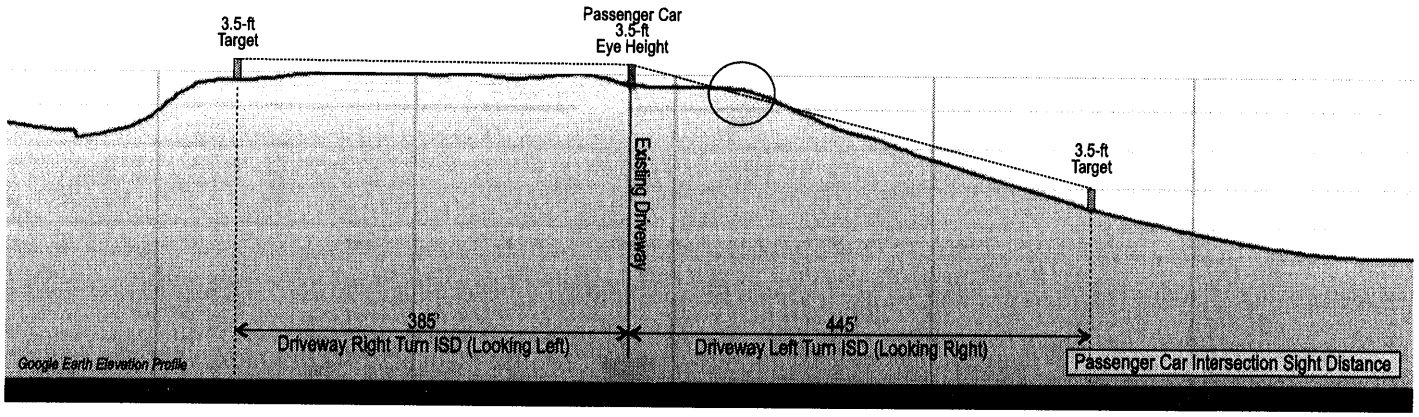
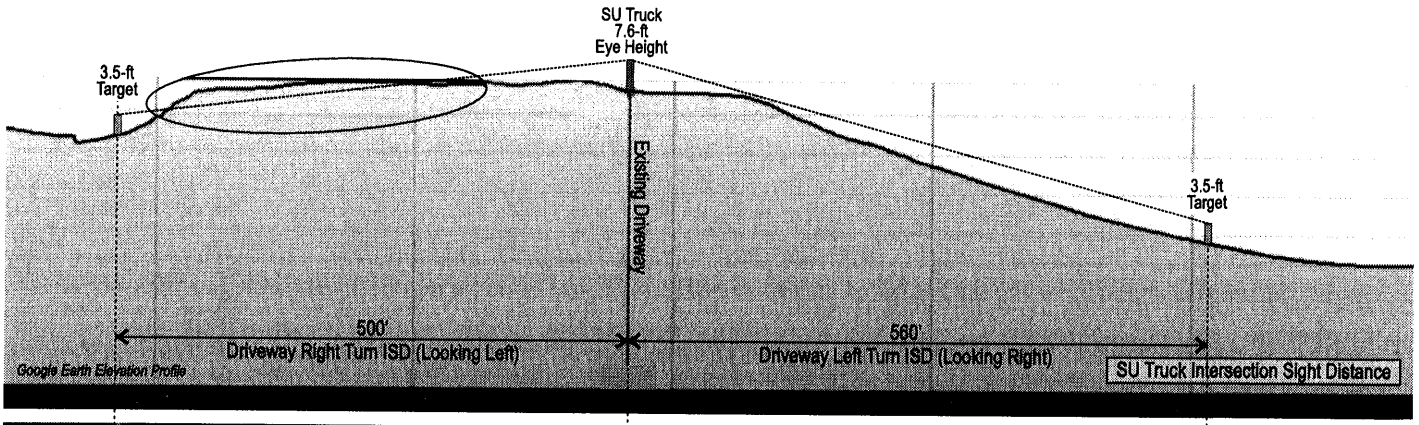
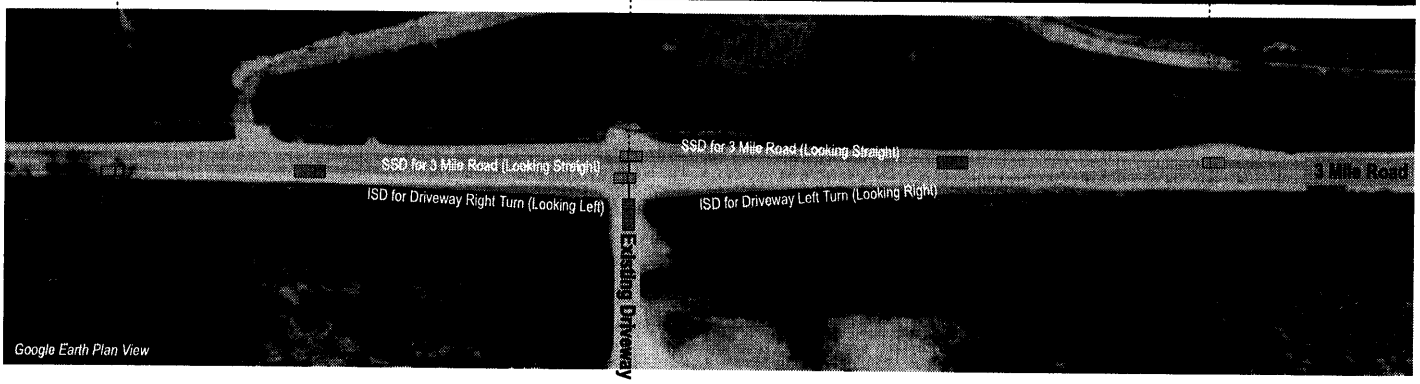
EXHIBIT 8
PEAK HOUR TRAFFIC OPERATIONS

CALEDONIA, WISCONSIN









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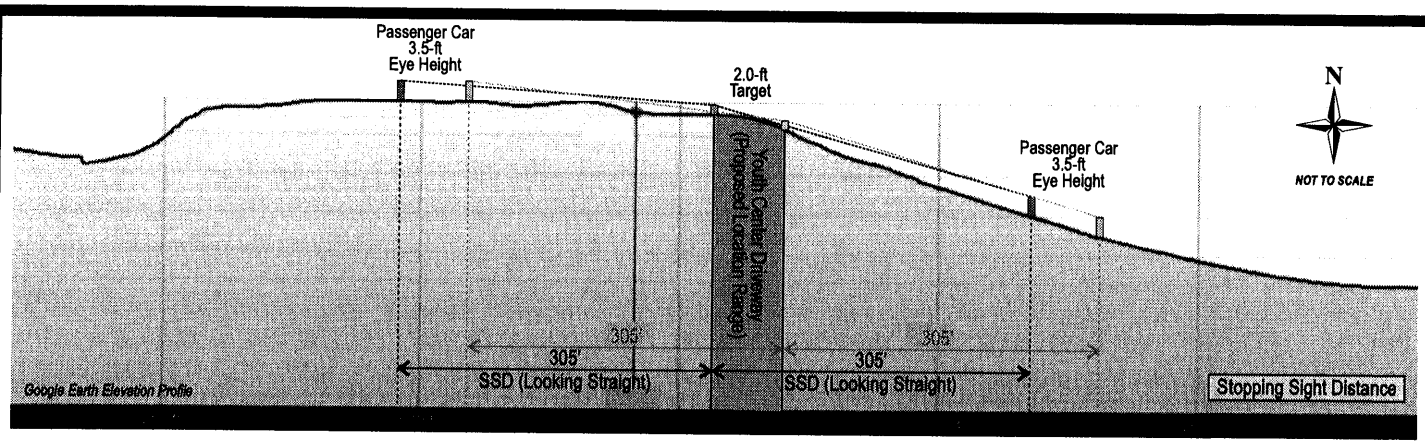
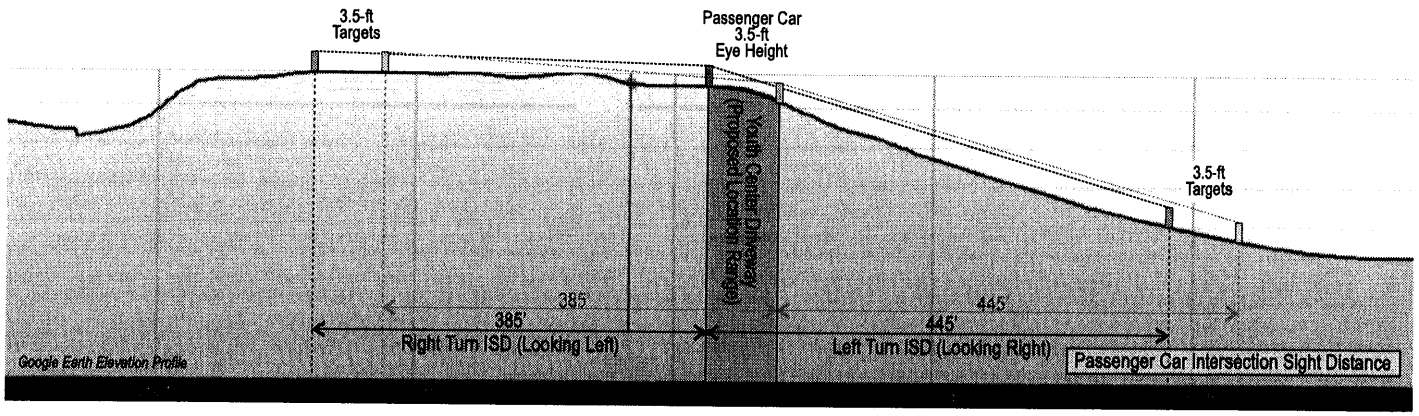
LEGEND

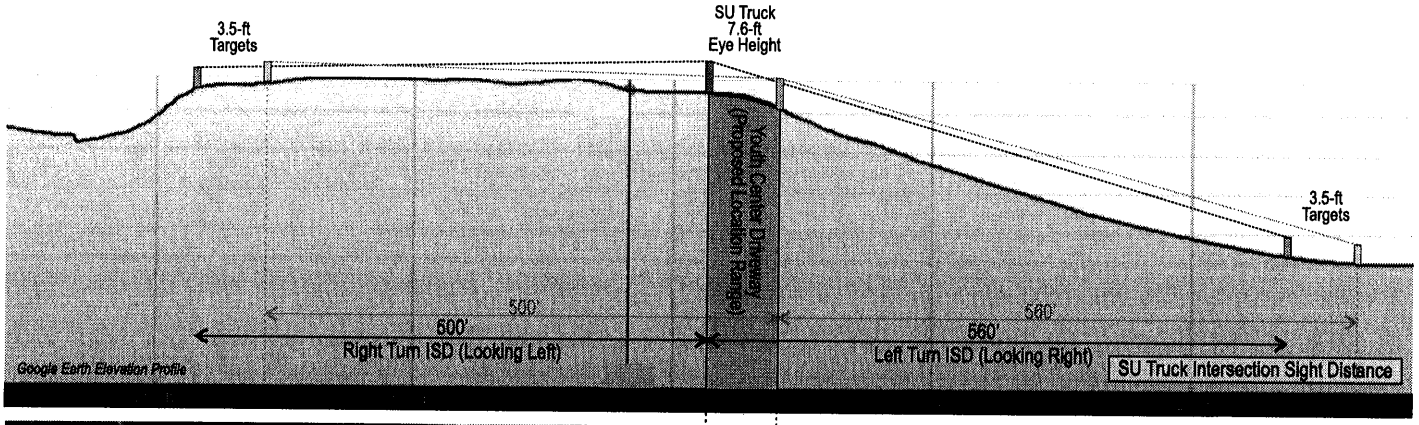
- Viewpoint (from Vehicle)
- Target (Oncoming or Downstream Vehicle)
- Line of Sight
- Blocked View

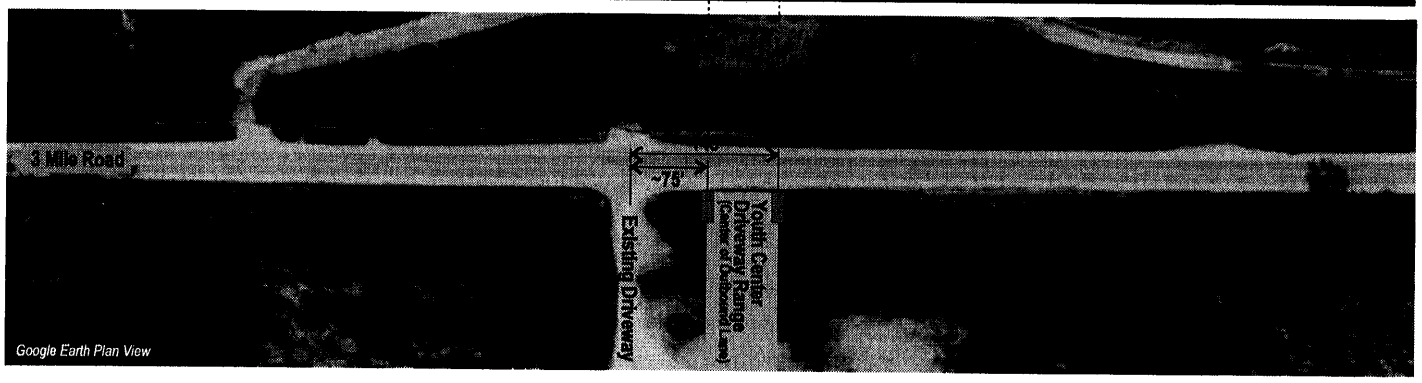
EXHIBIT 9
SIGHT DISTANCE EVALUATION
EXISTING SITE DRIVEWAY LOCATION

CALEDONIA, WISCONSIN









TADI
TRAFFIC ANALYSIS & DESIGN, INC.

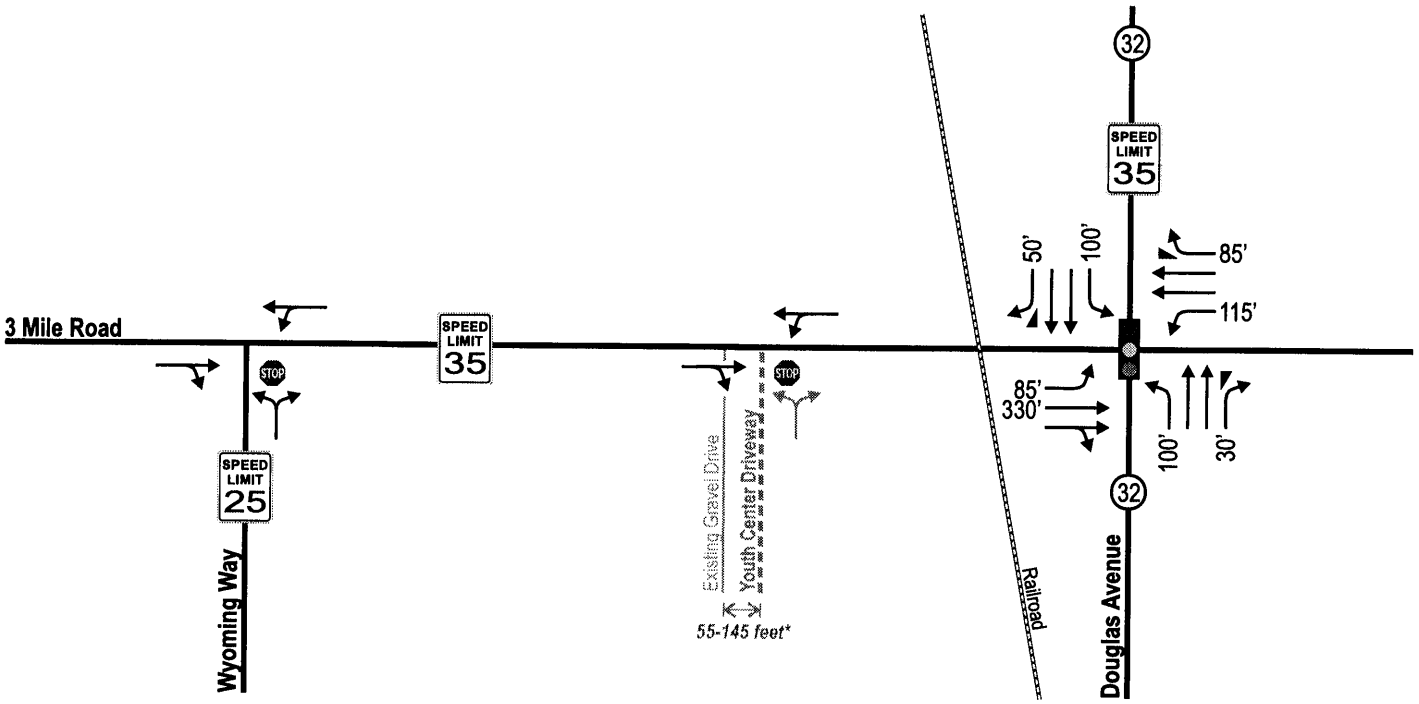
2857 4-13-2022

LEGEND

- Viewpoint (from Vehicle)
- Target (Oncoming or Downstream Vehicle)
- Line of Sight
- Blocked View

EXHIBIT 10
SIGHT DISTANCE EVALUATION
RECOMMENDED DRIVEWAY LOCATION

CALEDONIA, WISCONSIN



LEGEND

- Traffic Signal
- STOP Stop Sign
- → Lane Configuration
- XX' Turn Bay Length (In Feet)
- *XX'* Centerline Distance Between Intersections (in Feet)

Recommendations are shown in **GREEN**

*Note: Driveway location based on sight distance estimated from Google Earth imagery, and only for locations immediately adjacent to the driveway location shown on the development site plan. Other suitable locations may exist further east or west on the property. The party responsible for designing the intersection is responsible for cross-checking, verifying, and designing for all applicable sight distances.

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

2857 4-13-2022

N

NOT TO SCALE

EXHIBIT 11
RECOMMENDATIONS

CALEDONIA, WISCONSIN

APPENDIX A

TRAFFIC COUNT DATA

Intersection Turning Movement Counts
Saturation Flow Rate Calculation

Intersection Traffic Volume Report

Count Basics	Version 2018.14.1		Page 1 of 13
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Wyoming Way and 3 Mile Road

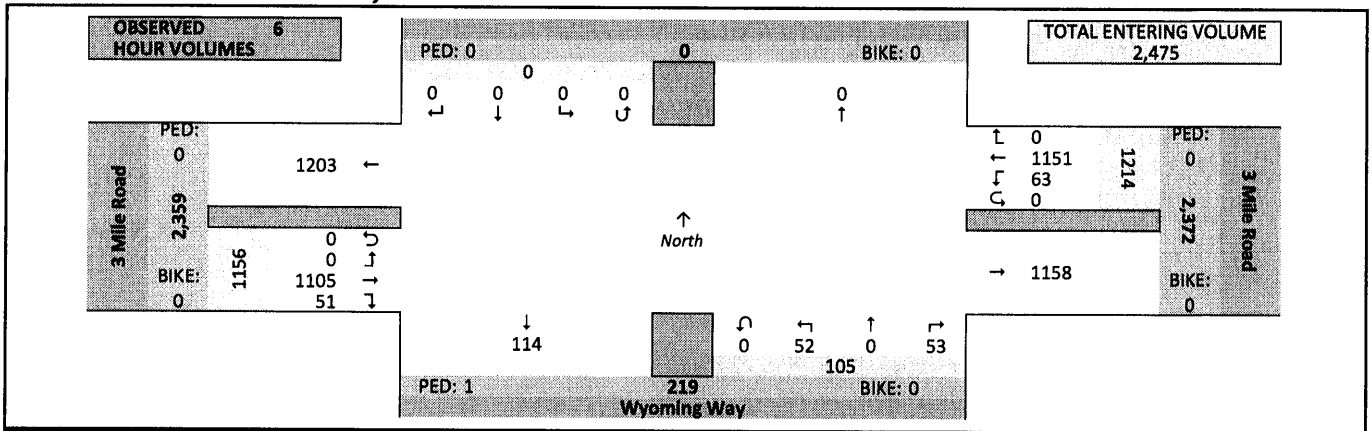
Site Information

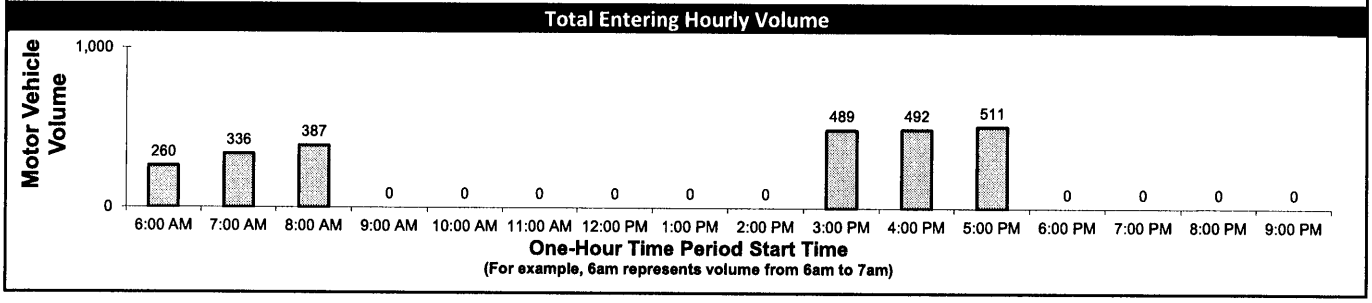
Municipality	Village of Caledonia		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	3 Mile Road		
South Leg	Wyoming Way		
West Leg	3 Mile Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

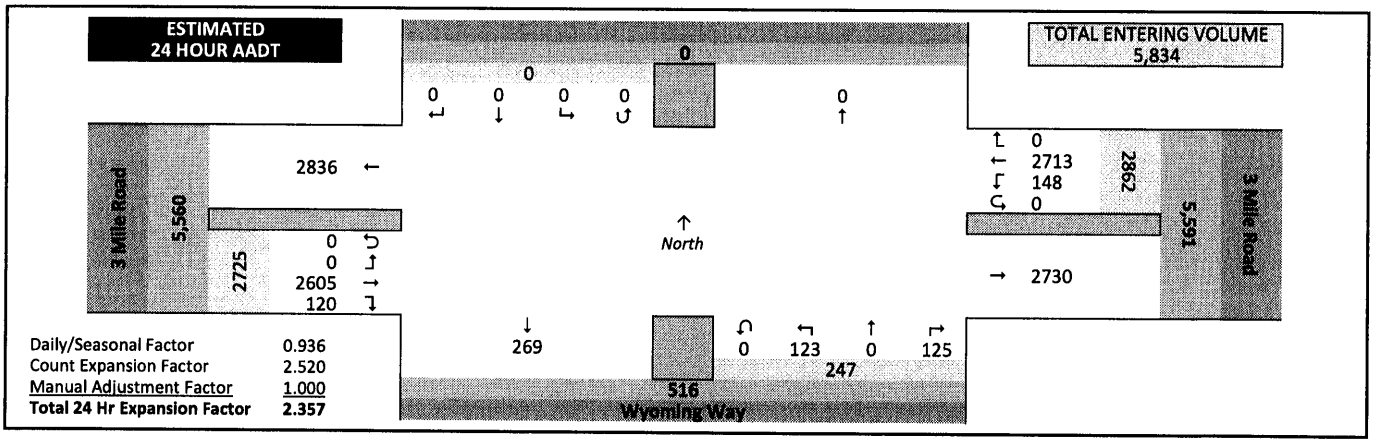
Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, March 31, 2022	Weather	
AM Peak Period	Friday, April 1, 2022	Clear & Dry	
Midday Peak Period	Thursday, March 31, 2022	Clear & Dry	
PM Peak Period	Thursday, March 31, 2022	Clear & Dry	
Calculated Peak Hours			
AM	8:00-9:00am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
AM	8:00-9:00am	MD	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.936	Count Expansion Factor	2.520
Company Name	TADI, Inc	Manual Adj.	1.000
Observers: AM Peak Period	Jane Fait		
Midday Peak Period	None		
PM Peak Period	Jane Fait		
Comments	2019 DOT Seasonal Factors		

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

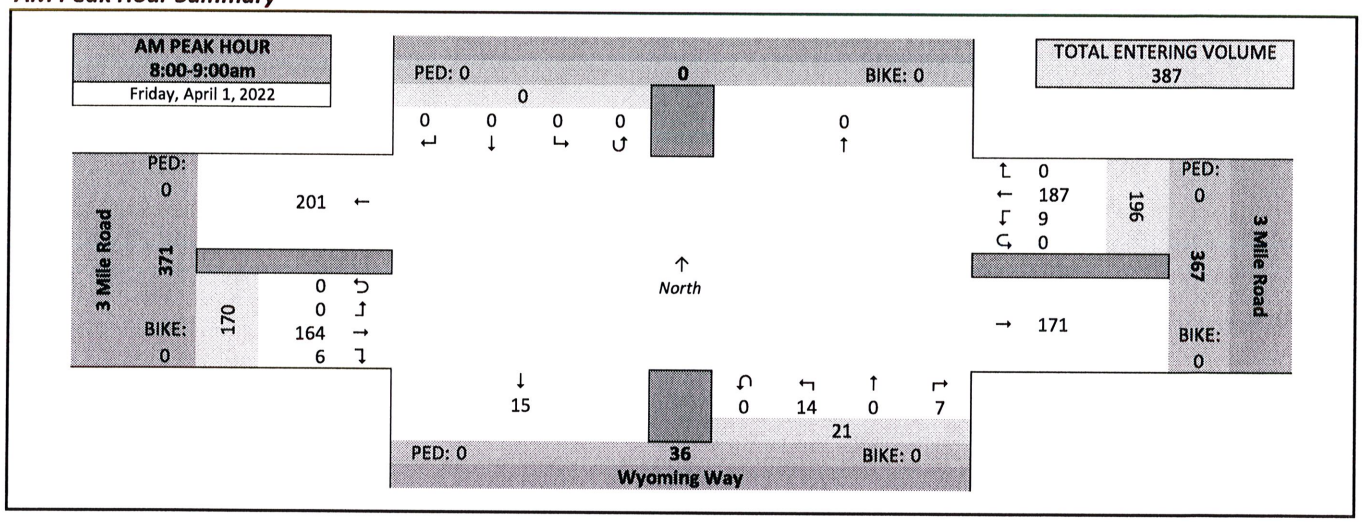
Count Basics			Page 2 of 13
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

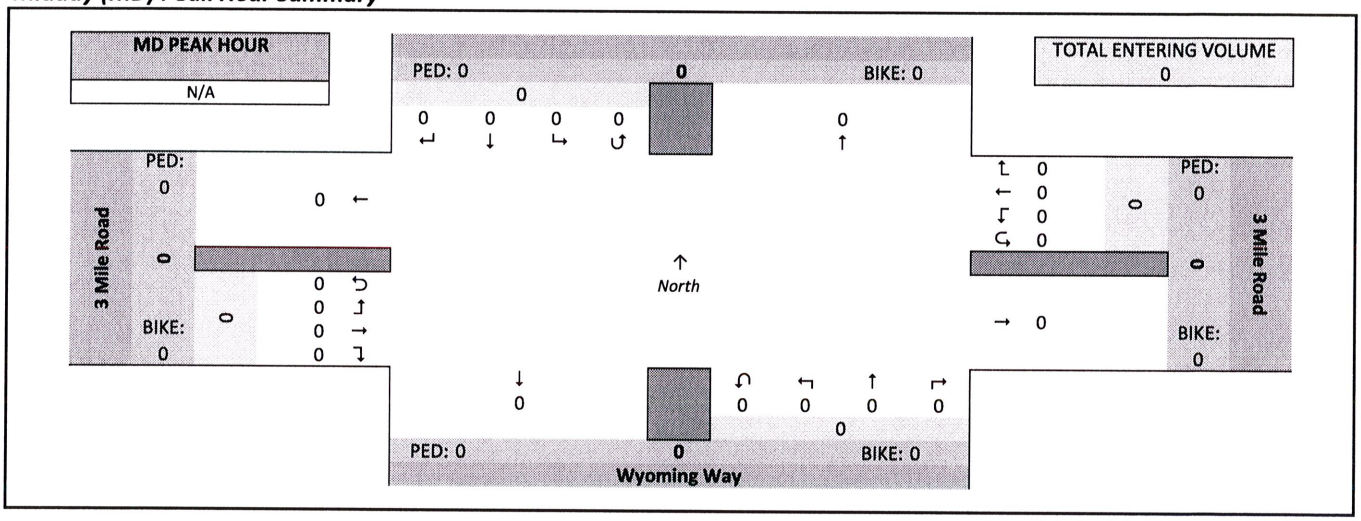
All Motor Vehicles

Wyoming Way and 3 Mile Road

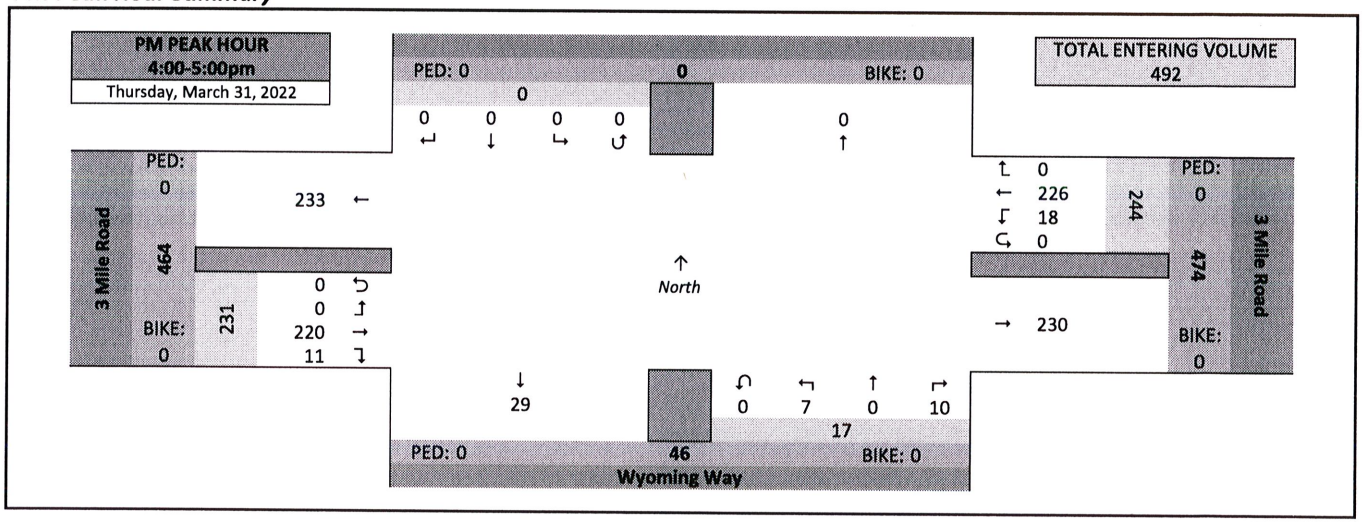
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 19
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Wyoming Way and 3 Mile Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, April 1, 2022		From North					From East					From South					From West					
	AM Peak Hour						3 Mile Road					Wyoming Way					3 Mile Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	53	2	0	55	1	0	4	0	5	0	43	0	0	43	103
	8:15 AM	0	0	0	0	0	0	36	2	0	38	2	0	2	0	4	2	36	0	0	38	80
	8:30 AM	0	0	0	0	0	0	48	2	0	50	2	0	4	0	6	4	43	0	0	47	103
	8:45 AM	0	0	0	0	0	0	50	3	0	53	2	0	4	0	6	0	42	0	0	42	101
	Peak Hour Volume	0	0	0	0	0	0	187	9	0	196	7	0	14	0	21	6	164	0	0	170	387
	Rounded Hourly Volume	0	0	0	0	0	0	185	10	0	195	5	0	15	0	20	5	165	0	0	170	385
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.6	0.0	0.0	7.1	0.0	4.8	0.0	4.3	0.0	0.0	4.1	4.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.6	0.0	0.0	7.1	0.0	4.8	0.0	4.3	0.0	0.0	4.1	4.4
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.75	0.00	0.89	0.87	0.00	0.87	0.00	0.87	0.37	0.95	0.00	0.00	0.90	0.94

N/A		From North					From East					From South					From West					
	MD Peak Hour						3 Mile Road					Wyoming Way					3 Mile Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, March 31, 2022		From North					From East					From South					From West					
	PM Peak Hour						3 Mile Road					Wyoming Way					3 Mile Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:00 PM	0	0	0	0	0	0	57	1	0	58	2	0	4	0	6	2	55	0	0	57	121
	4:15 PM	0	0	0	0	0	0	51	7	0	58	2	0	1	0	3	3	62	0	0	65	126
	4:30 PM	0	0	0	0	0	0	59	4	0	63	4	0	1	0	5	2	47	0	0	49	117
	4:45 PM	0	0	0	0	0	0	59	6	0	65	2	0	1	0	3	4	56	0	0	60	128
	Peak Hour Volume	0	0	0	0	0	0	226	18	0	244	10	0	7	0	17	11	220	0	0	231	492
	Rounded Hourly Volume	0	0	0	0	0	0	225	20	0	245	10	0	5	0	15	10	220	0	0	230	490
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.7	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	1.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.7	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	1.2
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.64	0.00	0.94	0.62	0.00	0.44	0.00	0.71	0.69	0.89	0.00	0.00	0.89	0.96

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
					3 Mile Road			Wyoming Way			3 Mile Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		*Page 5 of 13*
Start Date: Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Wyoming Way and 3 Mile Road

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←) 3 Mile Road					From South (↑) Wyoming Way					From West (→) 3 Mile Road					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	30	1	0	31	0	0	4	0	4	0	13	0	0	13	48	260	0.86
	6:15 AM	0	0	0	0	0	0	36	1	0	37	0	0	3	0	3	1	22	0	0	23	63	287	0.94
	6:30 AM	0	0	0	0	0	0	48	0	0	48	3	0	1	0	4	0	21	0	0	21	73	297	0.98
	6:45 AM	0	0	0	0	0	0	48	0	0	48	3	0	1	0	4	3	21	0	0	24	76	318	0.85
	7:00 AM	0	0	0	0	0	0	43	0	0	43	4	0	1	0	5	2	25	0	0	27	75	336	0.89
	7:15 AM	0	0	0	0	0	0	33	3	0	36	0	0	2	0	2	1	34	0	0	35	73	364	0.88
	7:30 AM	0	0	0	0	0	0	52	5	0	57	4	0	1	0	5	3	29	0	0	32	94	371	0.90
	7:45 AM	0	0	0	0	0	0	40	4	0	44	4	0	2	0	6	1	43	0	0	44	94	380	0.92
	8:00 AM	0	0	0	0	0	0	53	2	0	55	1	0	4	0	5	0	43	0	0	43	103	387	0.94
	8:15 AM	0	0	0	0	0	0	36	2	0	38	2	0	2	0	4	2	36	0	0	38	80		
	8:30 AM	0	0	0	0	0	0	48	2	0	50	2	0	4	0	6	4	43	0	0	47	103		
	8:45 AM	0	0	0	0	0	0	50	3	0	53	2	0	4	0	6	0	42	0	0	42	101		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	44	2	0	46	4	0	6	0	10	5	70	0	0	75	131	489	0.93
	3:15 PM	0	0	0	0	0	0	51	1	0	52	1	0	1	0	2	1	73	0	0	74	128	479	0.94
	3:30 PM	0	0	0	0	0	0	53	3	0	56	2	0	3	0	5	5	57	0	0	62	123	477	0.95
	3:45 PM	0	0	0	0	0	0	52	1	0	53	2	0	0	0	2	5	47	0	0	52	107	471	0.93
	4:00 PM	0	0	0	0	0	0	57	1	0	58	2	0	4	0	6	2	55	0	0	57	121	492	0.96
	4:15 PM	0	0	0	0	0	0	51	7	0	58	2	0	1	0	3	3	62	0	0	65	126	515	0.89
	4:30 PM	0	0	0	0	0	0	59	4	0	63	4	0	1	0	5	2	47	0	0	49	117	500	0.87
	4:45 PM	0	0	0	0	0	0	59	6	0	65	2	0	1	0	3	4	56	0	0	60	128	508	0.88
	5:00 PM	0	0	0	0	0	0	52	4	0	56	5	0	1	0	6	2	80	0	0	82	144	511	0.89
	5:15 PM	0	0	0	0	0	0	43	0	0	43	1	0	2	0	3	2	63	0	0	65	111		
	5:30 PM	0	0	0	0	0	0	51	5	0	56	3	0	1	0	4	1	64	0	0	65	125		
	5:45 PM	0	0	0	0	0	0	62	6	0	68	0	0	2	0	2	2	59	0	0	61	131		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	1151	63	0	1214	53	0	52	0	105	51	1105	0	0	1156	2475		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) 3 Mile Road					From South (↑) Wyoming Way					From West (→) 3 Mile Road					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	0	0	0	0	0	0	187	9	0	196	7	0	14	0	21	6	164	0	0	170	387	0.94
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:00 PM	0	0	0	0	0	0	226	18	0	244	10	0	7	0	17	11	220	0	0	231	492	0.96

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Wyoming Way and 3 Mile Road

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North					From East (3 Mile Road)					From South (Wyoming Way)					From West (3 Mile Road)					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	10
	6:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	9
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	12
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4	17
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
	8:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	3:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	5
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	26	1	0	27	1	0	1	0	2	0	17	0	0	17	46	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North					From East (3 Mile Road)					From South (Wyoming Way)					From West (3 Mile Road)					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	7	0	0	7	17
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics	Version 2013.14.1		Page 1 of 13
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Douglas Avenue and 3 Mile Road

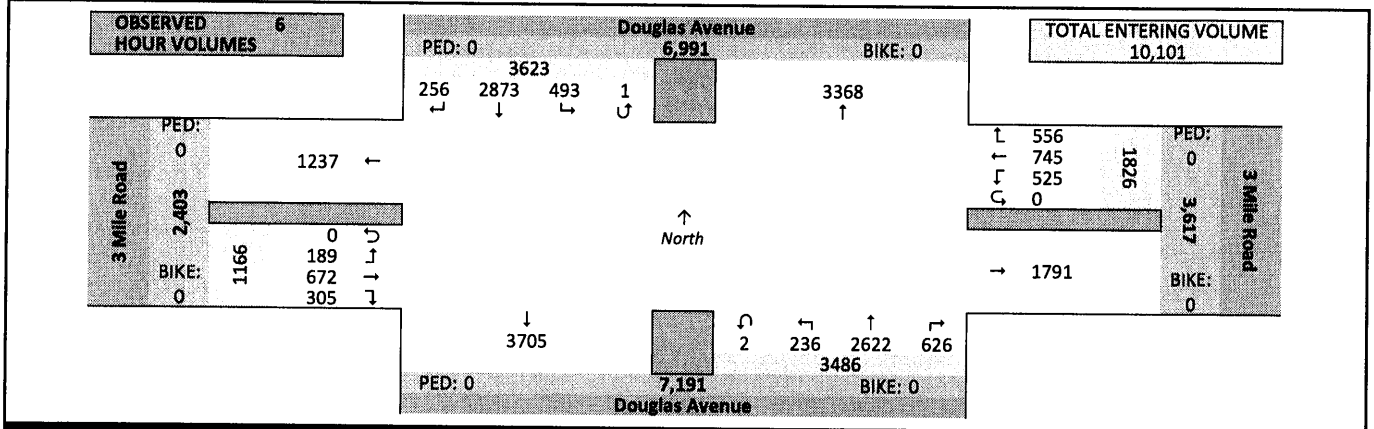
Site Information

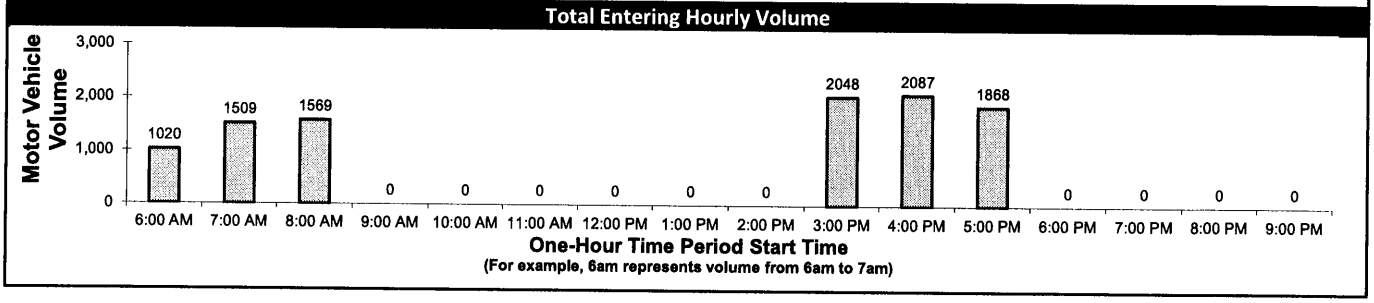
Municipality	Village of Caledonia		
County	Racine	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Douglas Avenue		
East Leg	3 Mile Road		
South Leg	Douglas Avenue		
West Leg	3 Mile Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children		None	
Elementry school age children		None	
Visually impaired (white cane/helper dog)		None	
Elderly/disabled (except wheelchairs)		None	
Wheelchairs/electric scooters		None	
Other (describe)	None	None	

Count Information

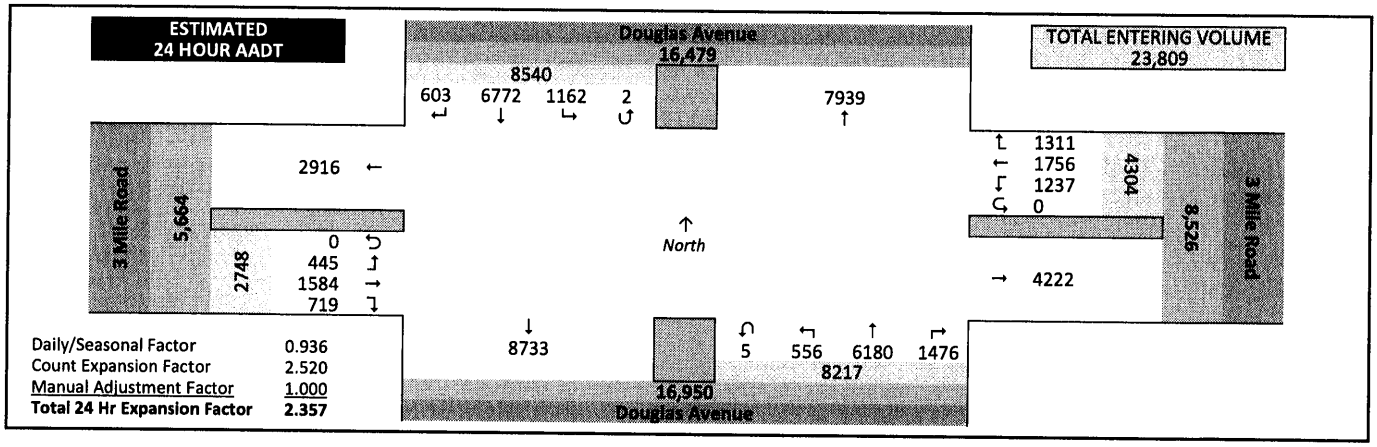
Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, March 31, 2022	Weather	
AM Peak Period	Friday, April 1, 2022	Clear & Dry	
Midday Peak Period	Thursday, March 31, 2022	Clear & Dry	
PM Peak Period	Thursday, March 31, 2022	Clear & Dry	
Calculated Peak Hours			
AM	8:00-9:00am	MD	PM 3:45-4:45pm
Peak Hours Selected for Analysis			
AM	8:00-9:00am	MD	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.936	Count Expansion Factor	2.520
Company Name	TADI, Inc	Manual Adj.	1.000
Observers	AM Peak Period: Amy Scheuerlein		
	Midday Peak Period: None		
	PM Peak Period: Amy Scheuerlein		
Comments	2019 DOT Seasonal Factors		

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT

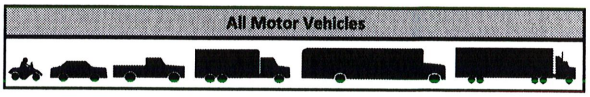


Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

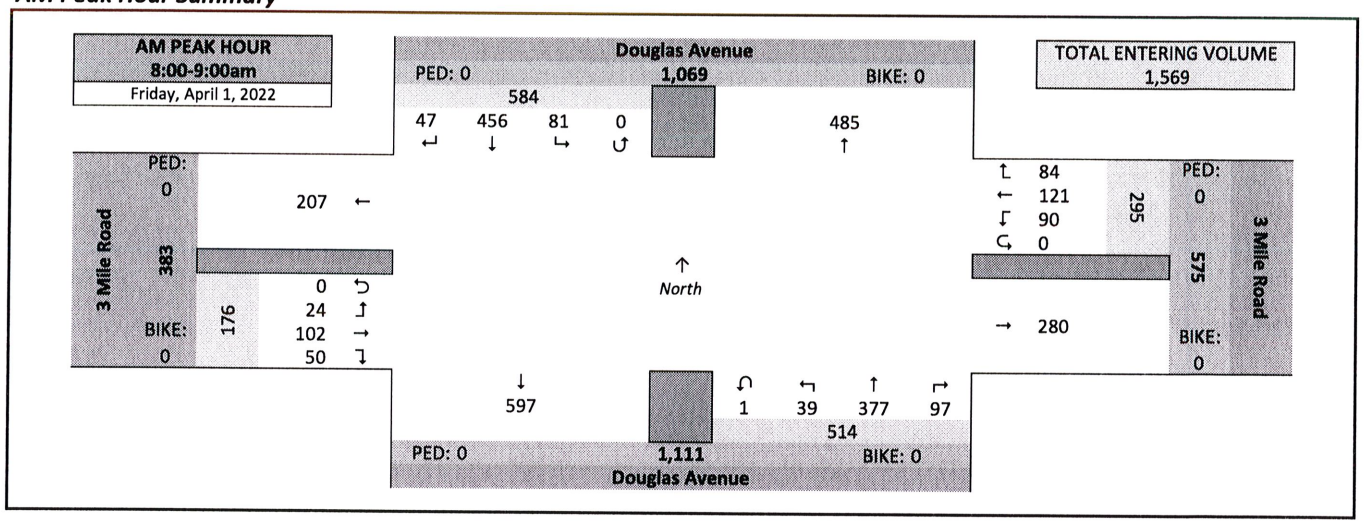
Peak Hour Volume Graphical Summary

All Motor Vehicles

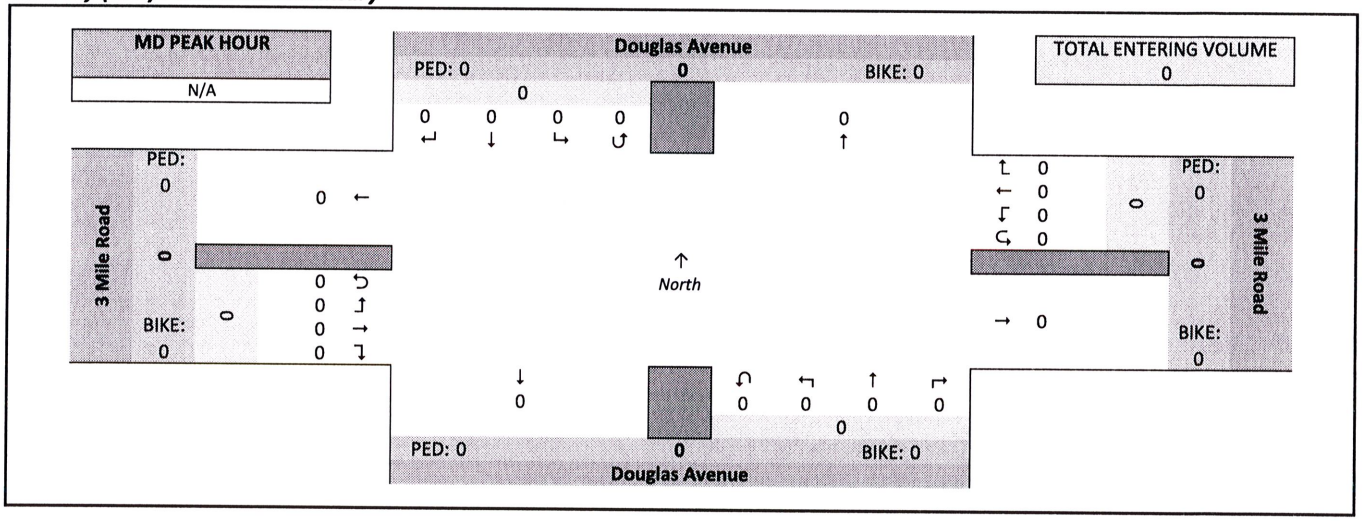


Douglas Avenue and 3 Mile Road

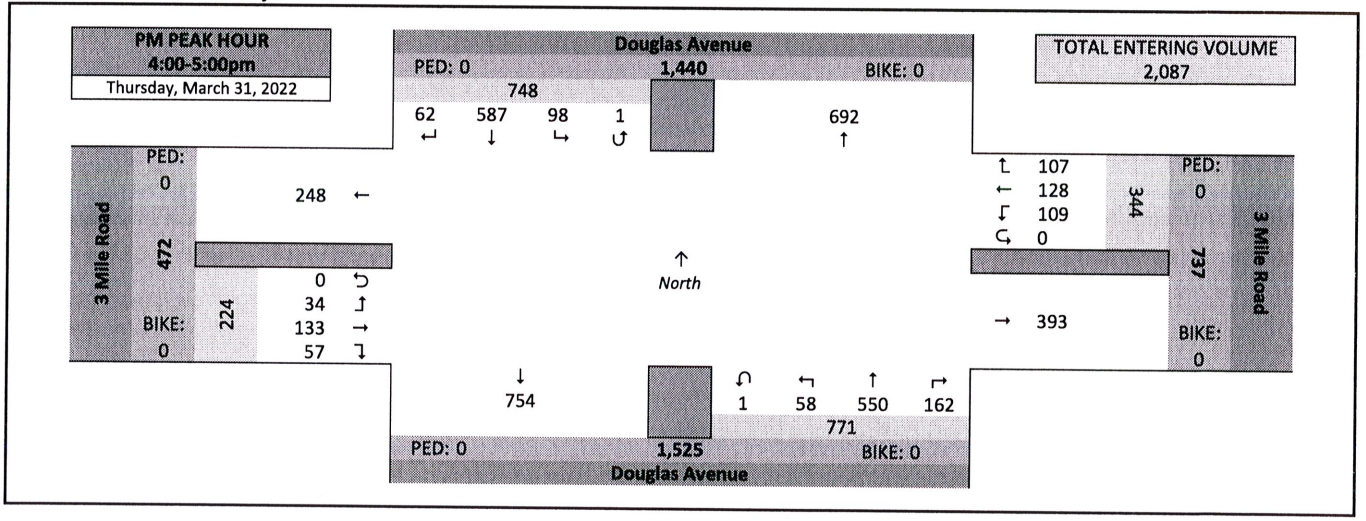
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

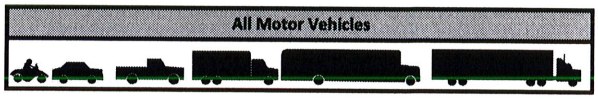


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Douglas Avenue and 3 Mile Road



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, April 1, 2022		From North					From East					From South					From West					
	AM Peak Hour	Douglas Avenue					3 Mile Road					Douglas Avenue					3 Mile Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	25	124	20	0	169	22	28	23	0	73	23	73	6	0	102	15	22	6	0	43	387
	8:15 AM	5	94	27	0	126	23	25	21	0	69	26	84	8	0	118	14	19	5	0	38	351
	8:30 AM	8	117	15	0	140	23	32	24	0	79	24	107	15	0	146	16	27	6	0	49	414
	8:45 AM	9	121	19	0	149	16	36	22	0	74	24	113	10	1	148	5	34	7	0	46	417
	Peak Hour Volume	47	456	81	0	584	84	121	90	0	295	97	377	39	1	514	50	102	24	0	176	1569
	Rounded Hourly Volume	45	455	80	0	580	85	120	90	0	295	95	375	40	0	510	50	100	25	0	175	1560
	% Single Unit Trucks	2.1	4.6	11.1	0.0	5.3	8.3	7.4	16.7	0.0	10.5	5.2	3.7	5.1	0.0	4.1	6.0	7.8	8.3	0.0	7.4	6.1
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	2.1	4.8	11.1	0.0	5.5	8.3	7.4	16.7	0.0	10.5	5.2	4.0	5.1	0.0	4.3	6.0	7.8	8.3	0.0	7.4	6.2
	Peak Hour Factor (PHF)	0.47	0.92	0.75	0.00	0.86	0.91	0.84	0.94	0.00	0.93	0.93	0.83	0.65	0.25	0.87	0.78	0.75	0.86	0.00	0.90	0.94

N/A		From North					From East					From South					From West					
	MD Peak Hour	Douglas Avenue					3 Mile Road					Douglas Avenue					3 Mile Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, March 31, 2022		From North					From East					From South					From West					
	PM Peak Hour	Douglas Avenue					3 Mile Road					Douglas Avenue					3 Mile Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:00 PM	14	146	26	1	187	30	34	29	0	93	47	138	12	0	197	13	23	10	0	46	523
	4:15 PM	18	137	29	0	184	24	31	31	0	86	38	128	17	0	183	20	39	9	0	68	521
	4:30 PM	15	132	23	0	170	24	29	28	0	81	41	140	14	0	195	13	35	6	0	54	500
	4:45 PM	15	172	20	0	207	29	34	21	0	84	36	144	15	1	196	11	36	9	0	56	543
	Peak Hour Volume	62	587	98	1	748	107	128	109	0	344	162	550	58	1	771	57	133	34	0	224	2087
	Rounded Hourly Volume	60	585	100	0	745	105	130	110	0	345	160	550	60	0	770	55	135	35	0	225	2085
	% Single Unit Trucks	3.2	2.6	1.0	0.0	2.4	0.0	6.2	0.9	0.0	2.6	1.2	2.4	0.0	0.0	1.9	3.5	0.0	0.0	0.0	0.9	2.1
	% Heavy Trucks	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	3.2	3.1	1.0	0.0	2.8	0.0	6.2	0.9	0.0	2.6	1.2	2.9	0.0	0.0	2.3	3.5	0.0	0.0	0.0	0.9	2.4
	Peak Hour Factor (PHF)	0.86	0.85	0.84	0.25	0.90	0.89	0.94	0.88	0.00	0.92	0.86	0.95	0.85	0.25	0.98	0.71	0.85	0.85	0.00	0.82	0.96

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
		Douglas Avenue			3 Mile Road			Douglas Avenue			3 Mile Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 5 of 13
Start Date: Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Douglas Avenue and 3 Mile Road

15-Minute Motor Vehicle Data

15-Minute Time Period	Start Time	From North (Douglas Avenue)					From East (3 Mile Road)					From South (Douglas Avenue)					From West (3 Mile Road)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	4	30	8	0	42	12	20	5	0	37	2	62	8	0	72	4	9	0	0	13	164	1020	0.78
	6:15 AM	6	51	17	0	74	14	29	11	0	54	7	65	5	0	77	6	9	6	0	21	226	1229	0.82
	6:30 AM	4	80	9	0	93	24	41	23	0	88	13	88	2	0	103	6	11	3	0	20	304	1374	0.92
	6:45 AM	9	107	13	0	129	19	32	20	0	71	4	92	4	0	100	9	9	8	0	26	326	1454	0.95
	7:00 AM	2	117	14	0	133	23	39	22	0	84	19	105	1	0	125	13	16	2	0	31	373	1509	0.98
	7:15 AM	3	100	17	0	120	39	27	20	0	86	14	114	8	0	136	6	16	7	0	29	371	1523	0.98
	7:30 AM	10	114	10	0	134	24	42	28	0	94	12	102	5	0	119	11	20	6	0	37	384	1503	0.97
	7:45 AM	9	115	21	0	145	23	30	22	0	75	17	91	5	0	113	11	21	16	0	48	381	1533	0.93
	8:00 AM	25	124	20	0	169	22	28	23	0	73	23	73	6	0	102	15	22	6	0	43	387	1569	0.94
	8:15 AM	5	94	27	0	126	23	25	21	0	69	26	84	8	0	118	14	19	5	0	38	351		
	8:30 AM	8	117	15	0	140	23	32	24	0	79	24	107	15	0	146	16	27	6	0	49	414		
	8:45 AM	9	121	19	0	149	16	36	22	0	74	24	113	10	1	148	5	34	7	0	46	417		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	10	155	20	0	185	24	21	35	0	80	26	142	11	0	179	13	46	14	0	73	517	2048	0.92
	3:15 PM	14	149	26	0	189	24	31	19	0	74	34	116	14	0	164	21	45	16	0	82	509	2054	0.93
	3:30 PM	11	142	21	0	174	22	27	27	0	76	36	114	16	0	166	11	36	4	0	51	467	2066	0.93
	3:45 PM	13	163	28	0	204	41	29	18	0	88	44	145	13	0	202	20	36	5	0	61	555	2099	0.95
	4:00 PM	14	146	26	1	187	30	34	29	0	93	47	138	12	0	197	13	23	10	0	46	523	2087	0.96
	4:15 PM	18	137	29	0	184	24	31	31	0	86	38	128	17	0	183	20	39	9	0	68	521	2043	0.94
	4:30 PM	15	132	23	0	170	24	29	28	0	81	41	140	14	0	195	13	35	6	0	54	500	1990	0.92
	4:45 PM	15	172	20	0	207	29	34	21	0	84	36	144	15	1	196	11	36	9	0	56	543	1940	0.89
	5:00 PM	10	119	28	0	157	19	35	26	0	80	28	120	14	0	162	20	44	16	0	80	479	1868	0.97
	5:15 PM	10	124	25	0	159	26	29	21	0	76	33	122	6	0	161	15	46	11	0	72	468		
	5:30 PM	19	138	33	0	190	18	25	13	0	56	33	99	11	0	143	17	36	8	0	61	450		
	5:45 PM	13	126	24	0	163	13	39	16	0	68	45	118	16	0	179	15	37	9	0	61	471		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		256	2873	493	1	3623	556	745	525	0	1826	626	2622	236	2	3486	305	672	189	0	1166	10101		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	Start Time	From North (Douglas Avenue)					From East (3 Mile Road)					From South (Douglas Avenue)					From West (3 Mile Road)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	47	456	81	0	584	84	121	90	0	295	97	377	39	1	514	50	102	24	0	176	1569	0.94
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:00 PM	62	587	98	1	748	107	128	109	0	344	162	550	58	1	771	57	133	34	0	224	2087	0.96

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, March 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Douglas Avenue and 3 Mile Road

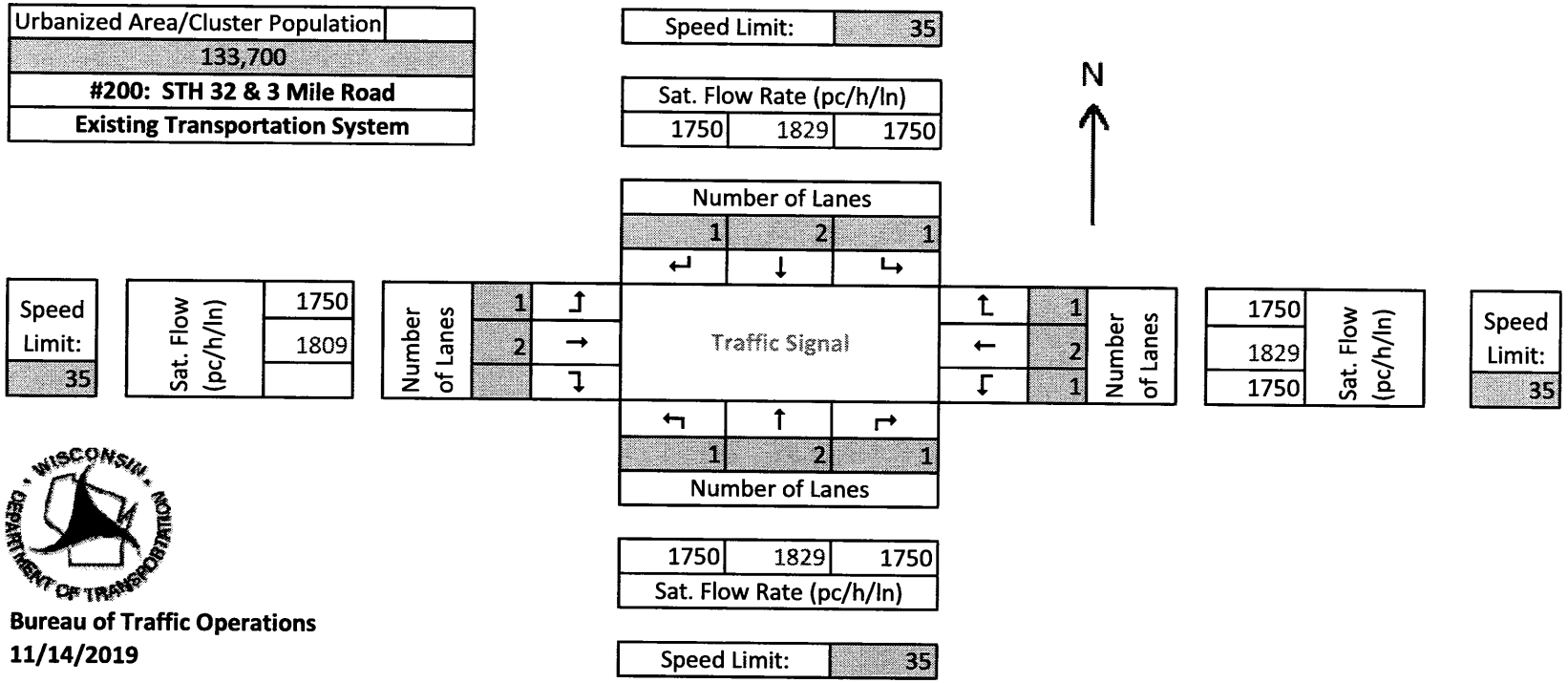
15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Douglas Avenue					From East (←) 3 Mile Road					From South (↑) Douglas Avenue					From West (→) 3 Mile Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7	65
	6:15 AM	1	2	5	0	8	0	1	1	0	2	0	3	0	0	3	4	3	1	0	8	21	74
	6:30 AM	0	4	1	0	5	1	2	3	0	6	2	3	0	0	5	0	1	0	0	1	17	76
	6:45 AM	0	4	7	0	11	0	0	4	0	4	0	5	0	0	5	0	0	0	0	0	20	69
	7:00 AM	0	2	3	0	5	1	0	2	0	3	1	5	0	0	6	0	2	0	0	2	16	61
	7:15 AM	0	6	2	0	8	4	1	3	0	8	0	5	1	0	6	0	0	1	0	1	23	67
	7:30 AM	1	1	2	0	4	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	10	70
	7:45 AM	1	4	2	0	7	1	0	0	0	1	0	1	0	0	1	2	1	0	0	3	12	83
	8:00 AM	1	1	2	0	4	1	2	5	0	8	2	6	0	0	8	0	2	0	0	2	22	98
	8:15 AM	0	4	4	0	8	3	0	6	0	9	1	3	0	0	4	0	3	2	0	5	26	
	8:30 AM	0	9	1	0	10	1	1	3	0	5	0	3	1	0	4	3	1	0	0	4	23	
	8:45 AM	0	8	2	0	10	2	6	1	0	9	2	3	1	0	6	0	2	0	0	2	27	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	4	0	0	4	2	1	0	0	3	2	7	0	0	9	1	1	0	0	2	18	67
	3:15 PM	1	10	1	0	12	0	2	0	0	2	0	3	2	0	5	1	1	0	0	2	21	58
	3:30 PM	0	8	0	0	8	0	0	1	0	1	1	5	0	0	6	1	2	0	0	3	18	57
	3:45 PM	0	3	0	0	3	4	0	0	0	4	0	2	0	0	2	1	0	0	0	1	10	52
	4:00 PM	0	2	0	0	2	0	2	1	0	3	0	4	0	0	4	0	0	0	0	0	9	50
	4:15 PM	2	11	0	0	13	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	20	47
	4:30 PM	0	2	1	0	3	0	3	0	0	3	1	5	0	0	6	1	0	0	0	1	13	29
	4:45 PM	0	3	0	0	3	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	8	19
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	18
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	5:45 PM	0	1	0	0	1	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	7	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		7	96	33	0	136	21	24	32	0	77	13	88	5	0	106	15	21	4	0	40	359	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) Douglas Avenue					From East (←) 3 Mile Road					From South (↑) Douglas Avenue					From West (→) 3 Mile Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	1	22	9	0	32	7	9	15	0	31	5	15	2	0	22	3	8	2	0	13	98
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	2	18	1	0	21	0	8	1	0	9	2	16	0	0	18	2	0	0	0	2	50

Urbanized Area/Cluster Population
133,700
#200: STH 32 & 3 Mile Road
Existing Transportation System



Bureau of Traffic Operations
11/14/2019

APPENDIX B

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Existing Traffic Volumes

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	170	5	10	190	15	5
Future Volume (vph)	170	5	10	190	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	35			35	25	
Link Distance (ft)	389			1085	441	
Travel Time (s)	7.6			21.1	12.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	0	213	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	5	10	190	15	5
Future Vol, veh/h	170	5	10	190	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	5	5	5	5
Mvmt Flow	181	5	11	202	16	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	408	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1371	-	594	851
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	589	851
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.8
HCM LOS			B

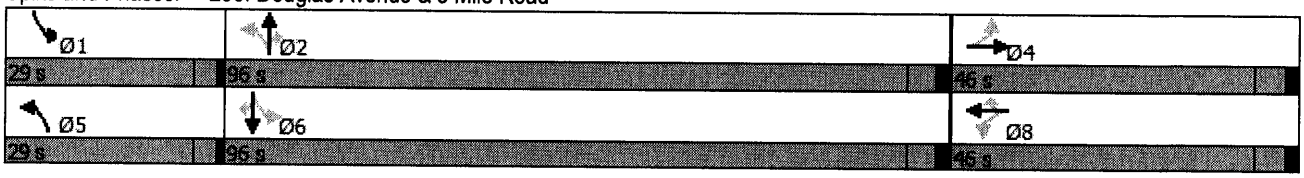
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	1371	-
HCM Lane V/C Ratio	0.033	-	-	0.008	-
HCM Control Delay (s)	10.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	100	50	90	115	85	40	375	95	80	455	45
Future Volume (vph)	25	100	50	90	115	85	40	375	95	80	455	45
Ideal Flow (vphpl)	1750	1809	1750	1750	1829	1750	1750	1829	1750	1750	1829	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	115		85	100		30	100		50
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		350			644			491			584	
Travel Time (s)		6.8			12.5			9.6			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	11%	11%	11%	4%	4%	4%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	159	0	96	122	56	43	399	63	85	484	30
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.07	1.11	1.11	1.05	1.11	1.11	1.05	1.11	1.11	1.05	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0	15.0	6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	10.0	26.0	26.0	10.0	26.0	26.0
Total Split (s)	46.0	46.0		46.0	46.0	46.0	29.0	96.0	96.0	29.0	96.0	96.0
Total Split (%)	26.9%	26.9%		26.9%	26.9%	26.9%	17.0%	56.1%	56.1%	17.0%	56.1%	56.1%
Maximum Green (s)	40.0	40.0		40.0	40.0	40.0	25.0	90.0	90.0	25.0	90.0	90.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	4.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.09	0.19		0.35	0.14	0.15	0.09	0.33	0.12	0.17	0.34	0.05
Control Delay	17.6	17.6		22.1	17.3	18.2	6.2	14.7	14.1	6.7	12.1	11.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	17.6		22.1	17.3	18.2	6.2	14.7	14.1	6.7	12.1	11.5
Queue Length 50th (ft)	7	22		27	16	15	6	51	14	12	43	4
Queue Length 95th (ft)	25	44		66	36	41	16	87	38	27	101	21
Internal Link Dist (ft)		270			564			411			504	
Turn Bay Length (ft)	85			115		85	100		30	100		50
Base Capacity (vph)	798	2208		742	2266	969	809	3341	1430	791	3278	1403
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.07		0.13	0.05	0.06	0.05	0.12	0.04	0.11	0.15	0.02

Intersection Summary
Area Type: Other
Cycle Length: 171
Actuated Cycle Length: 55.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Description: Runs Free

Splits and Phases: 200: Douglas Avenue & 3 Mile Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	100	50	90	115	85	40	375	95	80	455	45
Future Volume (veh/h)	25	100	50	90	115	85	40	375	95	80	455	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1654	1710	1654	1600	1672	1600	1695	1772	1695	1668	1743	1668
Adj Flow Rate, veh/h	27	106	53	96	122	56	43	399	63	85	484	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	11	11	11	4	4	4	6	6	6
Cap, veh/h	401	580	274	372	860	367	449	1216	519	498	1285	548
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.36	0.36	0.08	0.39	0.39
Sat Flow, veh/h	1123	2142	1011	1050	3177	1356	1615	3367	1437	1589	3312	1414
Grp Volume(v), veh/h	27	79	80	96	122	56	43	399	63	85	484	30
Grp Sat Flow(s),veh/h/ln	1123	1625	1528	1050	1588	1356	1615	1683	1437	1589	1656	1414
Q Serve(g_s), s	1.0	2.1	2.2	4.3	1.6	1.7	0.9	4.8	1.6	1.8	5.8	0.7
Cycle Q Clear(g_c), s	2.6	2.1	2.2	6.5	1.6	1.7	0.9	4.8	1.6	1.8	5.8	0.7
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	440	414	372	860	367	449	1216	519	498	1285	548
V/C Ratio(X)	0.07	0.18	0.19	0.26	0.14	0.15	0.10	0.33	0.12	0.17	0.38	0.05
Avail Cap(c_a), veh/h	909	1174	1104	846	2295	980	1093	5473	2336	1089	5385	2298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	15.5	15.5	18.0	15.3	15.4	10.0	12.8	11.8	9.4	12.1	10.6
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.4	0.1	0.2	0.0	0.2	0.1	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.7	1.0	0.5	0.5	0.3	1.6	0.5	0.5	1.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	15.7	15.8	18.4	15.4	15.5	10.0	13.0	12.0	9.4	12.4	10.7
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		186			274			505			599	
Approach Delay, s/veh		15.8			16.5			12.6			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	8.4	26.0	21.0	6.9	27.5	21.0
Change Period (Y+Rc), s	4.0	6.0	6.0	4.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	90.0	40.0	25.0	90.0	40.0
Max Q Clear Time (g_c+I1), s	3.8	6.8	4.6	2.9	7.8	8.5
Green Ext Time (p_c), s	0.1	4.6	1.0	0.0	5.4	1.4

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	215	10	20	230	5	10
Future Volume (vph)	215	10	20	230	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	35			35	25	
Link Distance (ft)	389			1085	441	
Travel Time (s)	7.6			21.1	12.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	0	0	261	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	10	20	230	5	10
Future Vol, veh/h	215	10	20	230	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	224	10	21	240	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	511	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1328	-	524	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	515	813
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.4
HCM LOS			B

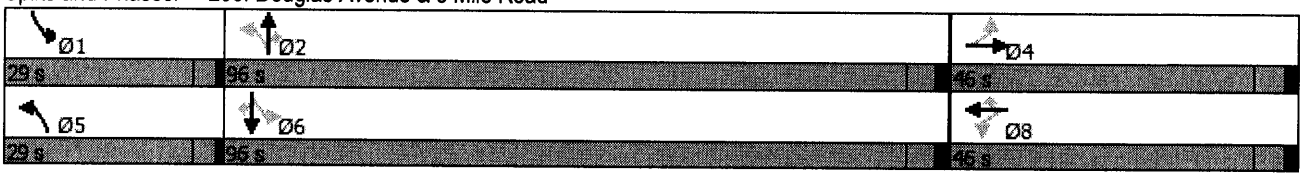
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	-	-	1328	-
HCM Lane V/C Ratio	0.023	-	-	0.016	-
HCM Control Delay (s)	10.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	135	55	110	130	105	60	550	160	100	585	60
Future Volume (vph)	35	135	55	110	130	105	60	550	160	100	585	60
Ideal Flow (vphpl)	1750	1809	1750	1750	1829	1750	1750	1829	1750	1750	1829	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	115		85	100		30	100		50
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		350			644			491			584	
Travel Time (s)		6.8			12.5			9.6			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	198	0	115	135	68	63	573	103	104	609	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.07	1.11	1.11	1.05	1.11	1.11	1.05	1.11	1.11	1.05	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0	15.0	6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	10.0	26.0	26.0	10.0	26.0	26.0
Total Split (s)	46.0	46.0		46.0	46.0	46.0	29.0	96.0	96.0	29.0	96.0	96.0
Total Split (%)	26.9%	26.9%		26.9%	26.9%	26.9%	17.0%	56.1%	56.1%	17.0%	56.1%	56.1%
Maximum Green (s)	40.0	40.0		40.0	40.0	40.0	25.0	90.0	90.0	25.0	90.0	90.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	4.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.12	0.23		0.40	0.15	0.17	0.14	0.45	0.19	0.23	0.47	0.07
Control Delay	19.7	19.1		24.8	18.7	20.0	6.7	16.1	15.0	7.3	15.8	13.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	19.1		24.8	18.7	20.0	6.7	16.1	15.0	7.3	15.8	13.2
Queue Length 50th (ft)	9	28		33	18	18	9	80	24	15	84	9
Queue Length 95th (ft)	33	61		88	44	54	24	137	61	36	142	28
Internal Link Dist (ft)		270			564			411			504	
Turn Bay Length (ft)	85			115		85	100		30	100		50
Base Capacity (vph)	801	2261		739	2342	1002	798	3407	1458	791	3374	1444
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.09		0.16	0.06	0.07	0.08	0.17	0.07	0.13	0.18	0.03

Intersection Summary
Area Type: Other
Cycle Length: 171
Actuated Cycle Length: 58.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Description: Runs Free

Splits and Phases: 200: Douglas Avenue & 3 Mile Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	135	55	110	130	105	60	550	160	100	585	60
Future Volume (veh/h)	35	135	55	110	130	105	60	550	160	100	585	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1795	1736	1709	1786	1709	1723	1800	1723	1709	1786	1709
Adj Flow Rate, veh/h	36	141	57	115	135	68	62	573	103	104	609	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	3	3	3
Cap, veh/h	407	646	250	368	912	389	419	1226	523	445	1283	548
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.36	0.36	0.09	0.38	0.38
Sat Flow, veh/h	1165	2402	930	1082	3394	1448	1641	3421	1460	1628	3394	1448
Grp Volume(v), veh/h	36	98	100	115	135	68	62	573	103	104	609	39
Grp Sat Flow(s),veh/h/ln	1165	1705	1627	1082	1697	1448	1641	1710	1460	1628	1697	1448
Q Serve(g_s), s	1.4	2.5	2.7	5.2	1.7	2.0	1.3	7.2	2.7	2.1	7.6	1.0
Cycle Q Clear(g_c), s	3.0	2.5	2.7	7.8	1.7	2.0	1.3	7.2	2.7	2.1	7.6	1.0
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	458	437	368	912	389	419	1226	523	445	1283	548
V/C Ratio(X)	0.09	0.21	0.23	0.31	0.15	0.17	0.15	0.47	0.20	0.23	0.47	0.07
Avail Cap(c_a), veh/h	929	1222	1167	853	2433	1038	1045	5518	2355	1034	5474	2336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	15.8	15.9	18.9	15.5	15.7	10.0	13.8	12.4	9.7	13.2	11.1
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.5	0.1	0.2	0.1	0.4	0.3	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	0.9	1.2	0.6	0.6	0.4	2.4	0.8	0.6	2.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	16.1	16.2	19.4	15.6	15.9	10.1	14.2	12.6	9.8	13.5	11.2
LnGrp LOS	B	B	B	B	B	B	B	B	B	A	B	B
Approach Vol, veh/h		234			318			738			752	
Approach Delay, s/veh		16.2			17.0			13.6			12.9	
Approach LOS		B			B			B			B	

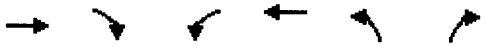
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	26.0		21.0	7.7	27.1		21.0				
Change Period (Y+Rc), s	4.0	6.0		6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	90.0		40.0	25.0	90.0		40.0				
Max Q Clear Time (g_c+I1), s	4.1	9.2		5.0	3.3	9.6		9.8				
Green Ext Time (p_c), s	0.1	7.1		1.3	0.1	7.2		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Build Traffic Volumes



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	170	5	10	190	15	5
Future Volume (vph)	170	5	10	190	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	35			35	25	
Link Distance (ft)	389			1085	441	
Travel Time (s)	7.6			21.1	12.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	0	213	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	5	10	190	15	5
Future Vol, veh/h	170	5	10	190	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	5	5	5	5
Mvmt Flow	181	5	11	202	16	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	408	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1371	-	594	851
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	589	851
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.8
HCM LOS			B

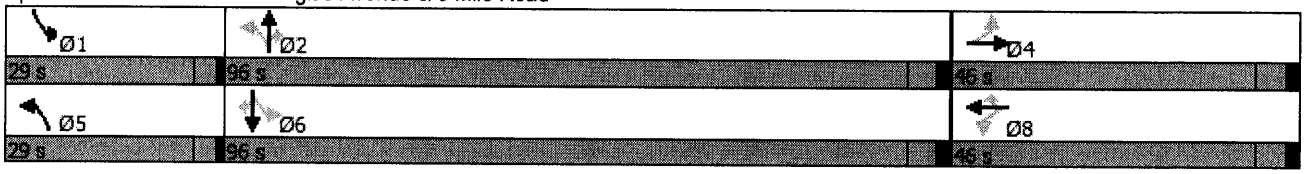
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	1371	-
HCM Lane V/C Ratio	0.033	-	-	0.008	-
HCM Control Delay (s)	10.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	100	55	90	115	85	45	375	95	80	455	50
Future Volume (vph)	30	100	55	90	115	85	45	375	95	80	455	50
Ideal Flow (vphpl)	1750	1809	1750	1750	1829	1750	1750	1829	1750	1750	1829	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	115		85	100		30	100		50
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		350			644			491			584	
Travel Time (s)		6.8			12.5			9.6			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	11%	11%	11%	4%	4%	4%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	165	0	96	122	56	48	399	63	85	484	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.07	1.11	1.11	1.05	1.11	1.11	1.05	1.11	1.11	1.05	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0	15.0	6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	10.0	26.0	26.0	10.0	26.0	26.0
Total Split (s)	46.0	46.0		46.0	46.0	46.0	29.0	96.0	96.0	29.0	96.0	96.0
Total Split (%)	26.9%	26.9%		26.9%	26.9%	26.9%	17.0%	56.1%	56.1%	17.0%	56.1%	56.1%
Maximum Green (s)	40.0	40.0		40.0	40.0	40.0	25.0	90.0	90.0	25.0	90.0	90.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	4.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.11	0.20		0.35	0.14	0.15	0.10	0.33	0.12	0.17	0.37	0.06
Control Delay	17.8	17.6		22.1	17.3	18.2	6.3	14.7	14.1	6.7	13.7	12.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	17.6		22.1	17.3	18.2	6.3	14.7	14.1	6.7	13.7	12.7
Queue Length 50th (ft)	8	23		27	16	15	7	51	14	12	64	7
Queue Length 95th (ft)	27	46		66	35	41	18	87	38	28	103	23
Internal Link Dist (ft)		270			564			411			504	
Turn Bay Length (ft)	85			115		85	100		30	100		50
Base Capacity (vph)	798	2197		738	2264	968	809	3341	1430	794	3278	1403
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08		0.13	0.05	0.06	0.06	0.12	0.04	0.11	0.15	0.02

Intersection Summary
Area Type: Other
Cycle Length: 171
Actuated Cycle Length: 55.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Description: Runs Free

Splits and Phases: 200: Douglas Avenue & 3 Mile Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	100	55	90	115	85	45	375	95	80	455	50
Future Volume (veh/h)	30	100	55	90	115	85	45	375	95	80	455	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1654	1710	1654	1600	1672	1600	1695	1772	1695	1668	1743	1668
Adj Flow Rate, veh/h	32	106	59	96	122	56	48	399	63	85	484	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	11	11	11	4	4	4	6	6	6
Cap, veh/h	401	559	292	369	860	367	451	1216	519	498	1271	542
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.36	0.36	0.08	0.38	0.38
Sat Flow, veh/h	1123	2063	1078	1044	3177	1356	1615	3367	1437	1589	3312	1414
Grp Volume(v), veh/h	32	82	83	96	122	56	48	399	63	85	484	33
Grp Sat Flow(s),veh/h/ln	1123	1625	1516	1044	1588	1356	1615	1683	1437	1589	1656	1414
Q Serve(g_s), s	1.2	2.1	2.3	4.3	1.6	1.7	1.0	4.8	1.6	1.8	5.8	0.8
Cycle Q Clear(g_c), s	2.8	2.1	2.3	6.7	1.6	1.7	1.0	4.8	1.6	1.8	5.8	0.8
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	440	410	369	860	367	451	1216	519	498	1271	542
V/C Ratio(X)	0.08	0.19	0.20	0.26	0.14	0.15	0.11	0.33	0.12	0.17	0.38	0.06
Avail Cap(c_a), veh/h	909	1174	1095	840	2295	980	1089	5473	2336	1089	5385	2298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	15.5	15.6	18.1	15.3	15.4	9.9	12.8	11.8	9.4	12.3	10.8
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.4	0.1	0.2	0.0	0.2	0.1	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.7	1.0	0.5	0.5	0.3	1.6	0.5	0.5	1.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	15.7	15.8	18.5	15.4	15.5	9.9	13.0	12.0	9.4	12.6	10.8
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		197			274			510			602	
Approach Delay, s/veh		15.9			16.5			12.6			12.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	8.4	26.0	21.0	7.1	27.2	21.0
Change Period (Y+Rc), s	4.0	6.0	6.0	4.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	90.0	40.0	25.0	90.0	40.0
Max Q Clear Time (g_c+I1), s	3.8	6.8	4.8	3.0	7.8	8.7
Green Ext Time (p_c), s	0.1	4.6	1.1	0.0	5.5	1.4

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	175	1	10	200	1	10
Future Volume (vph)	175	1	10	200	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	35			35	25	
Link Distance (ft)	1085			1335	456	
Travel Time (s)	21.1			26.0	12.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	0	224	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	1	10	200	1	10
Future Vol, veh/h	175	1	10	200	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	5	5	2	2
Mvmt Flow	186	1	11	213	1	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	422	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	-	-	4.15	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.245	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1369	-	588	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	583	855
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	1369	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Control Delay (s)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	215	10	20	230	5	10
Future Volume (vph)	215	10	20	230	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	35			35	25	
Link Distance (ft)	389			1085	441	
Travel Time (s)	7.6			21.1	12.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	0	0	261	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	10	20	230	5	10
Future Vol, veh/h	215	10	20	230	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	224	10	21	240	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	511	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1328	-	524	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	515	813
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.4
HCM LOS			B

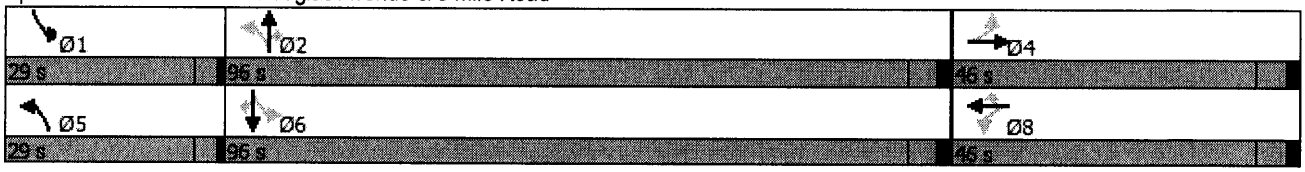
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	-	-	1328	-
HCM Lane V/C Ratio	0.023	-	-	0.016	-
HCM Control Delay (s)	10.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	135	60	110	130	105	65	550	160	100	585	60
Future Volume (vph)	40	135	60	110	130	105	65	550	160	100	585	60
Ideal Flow (vphpl)	1750	1809	1750	1750	1829	1750	1750	1829	1750	1750	1829	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	115		85	100		30	100		50
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		350			644			491			584	
Travel Time (s)		6.8			12.5			9.6			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	204	0	115	135	68	68	573	103	104	609	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.07	1.11	1.11	1.05	1.11	1.11	1.05	1.11	1.11	1.05	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0	15.0	6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	10.0	26.0	26.0	10.0	26.0	26.0
Total Split (s)	46.0	46.0		46.0	46.0	46.0	29.0	96.0	96.0	29.0	96.0	96.0
Total Split (%)	26.9%	26.9%		26.9%	26.9%	26.9%	17.0%	56.1%	56.1%	17.0%	56.1%	56.1%
Maximum Green (s)	40.0	40.0		40.0	40.0	40.0	25.0	90.0	90.0	25.0	90.0	90.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	4.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.13	0.23		0.40	0.15	0.17	0.15	0.45	0.19	0.23	0.48	0.07
Control Delay	20.0	19.2		24.9	18.8	20.1	6.8	16.1	15.0	7.3	16.0	13.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	19.2		24.9	18.8	20.1	6.8	16.1	15.0	7.3	16.0	13.3
Queue Length 50th (ft)	11	28		33	18	18	9	80	24	15	84	9
Queue Length 95th (ft)	38	63		88	44	54	26	138	62	36	143	28
Internal Link Dist (ft)		270			564			411			504	
Turn Bay Length (ft)	85			115		85	100		30	100		50
Base Capacity (vph)	800	2251		734	2339	1001	797	3407	1458	790	3374	1444
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09		0.16	0.06	0.07	0.09	0.17	0.07	0.13	0.18	0.03

Intersection Summary
Area Type: Other
Cycle Length: 171
Actuated Cycle Length: 58.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Description: Runs Free

Splits and Phases: 200: Douglas Avenue & 3 Mile Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	135	60	110	130	105	65	550	160	100	585	60
Future Volume (veh/h)	40	135	60	110	130	105	65	550	160	100	585	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1795	1736	1709	1786	1709	1723	1800	1723	1709	1786	1709
Adj Flow Rate, veh/h	42	141	62	115	135	68	68	573	103	104	609	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	3	3	3
Cap, veh/h	407	629	264	366	912	389	422	1226	523	445	1271	542
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.36	0.36	0.09	0.37	0.37
Sat Flow, veh/h	1165	2340	983	1077	3394	1448	1641	3421	1460	1628	3394	1448
Grp Volume(v), veh/h	42	101	102	115	135	68	68	573	103	104	609	39
Grp Sat Flow(s),veh/h/ln	1165	1705	1618	1077	1697	1448	1641	1710	1460	1628	1697	1448
Q Serve(g_s), s	1.6	2.6	2.7	5.2	1.7	2.0	1.4	7.2	2.7	2.1	7.6	1.0
Cycle Q Clear(g_c), s	3.3	2.6	2.7	8.0	1.7	2.0	1.4	7.2	2.7	2.1	7.6	1.0
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	458	435	366	912	389	422	1226	523	445	1271	542
V/C Ratio(X)	0.10	0.22	0.23	0.31	0.15	0.17	0.16	0.47	0.20	0.23	0.48	0.07
Avail Cap(c_a), veh/h	929	1222	1160	848	2433	1038	1042	5518	2355	1034	5474	2336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	15.9	15.9	19.0	15.5	15.7	10.0	13.8	12.4	9.7	13.3	11.2
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.5	0.1	0.2	0.1	0.4	0.3	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.9	1.2	0.6	0.6	0.4	2.4	0.8	0.6	2.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	16.1	16.2	19.5	15.6	15.9	10.0	14.2	12.6	9.8	13.7	11.3
LnGrp LOS	B	B	B	B	B	B	B	B	B	A	B	B
Approach Vol, veh/h		245			318			744			752	
Approach Delay, s/veh		16.3			17.1			13.6			13.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	26.0		21.0	7.9	26.9		21.0				
Change Period (Y+Rc), s	4.0	6.0		6.0	4.0	6.0		6.0				
Max Green Setting (Gmax), s	25.0	90.0		40.0	25.0	90.0		40.0				
Max Q Clear Time (g_c+I1), s	4.1	9.2		5.3	3.4	9.6		10.0				
Green Ext Time (p_c), s	0.1	7.1		1.3	0.1	7.2		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	225	1	5	250	1	10
Future Volume (vph)	225	1	5	250	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	35			35	25	
Link Distance (ft)	1085			1335	456	
Travel Time (s)	21.1			26.0	12.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	0	0	265	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	225	1	5	250	1	10
Future Vol, veh/h	225	1	5	250	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	3	3	2	2
Mvmt Flow	234	1	5	260	1	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	505	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1326	-	527	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1326	-	525	804
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	1326	-
HCM Lane V/C Ratio	0.015	-	-	0.004	-
HCM Control Delay (s)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX D

INTERSECTION AND STOPPING SIGHT DISTANCE TABLES/WORKSHEETS

3 Mile Road & Site Driveway

ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 4/7/2022
Intersection: 3 Mile Road & Youth Center Driveway
Community: Caledonia, Racine County, WI

Mainline Name: 3 Mile Road
Sidestreet Name: Youth Center Driveway

Left-In Allowed?	Yes		
Left-Out Allowed?	Yes		
Right-In Allowed?	Yes		
Right-Out Allowed?	Yes		
Through-Out Allowed?	No		
Design Speed from Left:	40	mph	
Design Speed from Right:	40	mph	
Median Width:	0	feet	
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.	
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.	
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.	
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.	
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.	
AASHTO or WisDOT:	AASHTO		

P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)

Design Vehicles:	P	SU	WB	(place an "X")
	x	x		

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Case B1 ISD, feet:	440.0	557.3	674.7	586.7	704.0	763.3
Rounded Case B1 ISD, feet:	*445*	*560*	675	590	705	765

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	381.3	498.7	616.0	469.3	586.7	704.0
Rounded Case B2 ISD, feet:	*385*	*500*	620	470	590	705

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	381.3	498.7	616.0	410.7	586.7	763.3
Rounded Case B3a ISD, feet:	*385*	*500*	620	415	590	765

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.50	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	*0*	*0*	0	0	0	0

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.50	9.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	5.50	6.50	7.50	8.00	8.50	9.00
Case F ISD, feet:	322.7	381.3	440.0	469.3	498.7	528.0
Rounded Case F ISD, feet:	*325*	*385*	445	470	500	530

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
To Left of Access:	**385'**	**500'**	620'	470'	590'	765'
To Right of Access:	**445'**	**560'**	675'	590'	705'	765'
Left-Turn from Mainline:	**325'**	**385'**	445'	470'	470'	470'

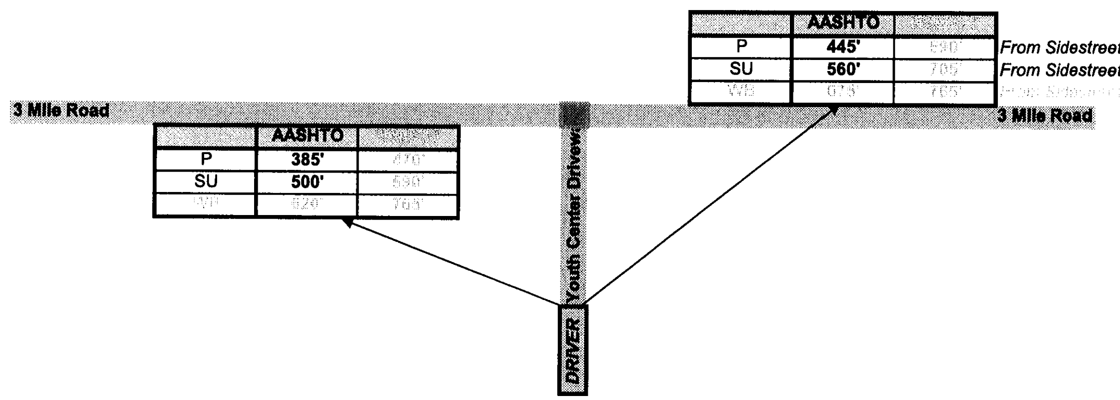
ISD CALCULATIONS (TWSC)

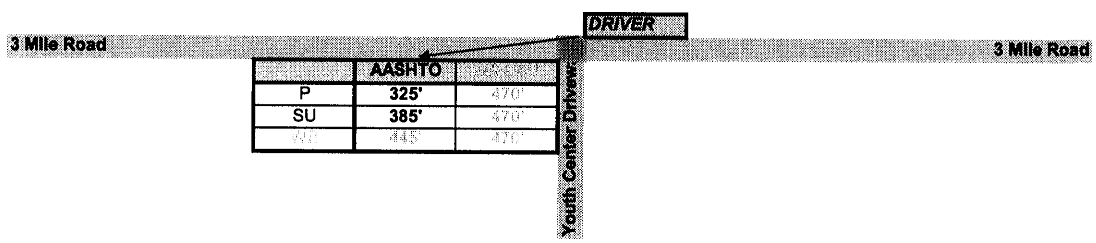
Performed by: TADI - TSC Date: 4/7/2022
Intersection: 3 Mile Road & Youth Center Driveway
Community: Caledonia, Racine County, WI

North

Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
Object Height (head of Arrows): 3.5-ft
Eye Location: 14.5-ft from edge of traveled way

Special Instructions





SSD CALCULATIONS

	EB	WB	NB	SB
Design Speed:				
Deceleration (ft/s²):		11.2	11.2	11.2
Estimated Grade (%):				
Brake Reaction Time (s):	2.5	2.5		2.5
Brake Reaction (ft):				
Braking Distance (ft):				
Calculated SSD (ft):				
Rounded SSD (ft):				

Default rate is 11.2 ft/s² per AASHTO GDHS
Positive is uphill, negative is downhill
Default rate is 2.5s per AASHTO GDHS

Eye Height (upstream of object to be seen): 3.5-ft
Object Height (downstream of motorist): 2.0-ft

Special Instructions

Sight Distance Values[5]

DESIGN SPEED MPH	SIGHT DISTANCE - FEET							
	STOPPING SIGHT DISTANCE [1]	DECISION SIGHT DISTANCE [1]					PASSING SIGHT DISTANCE [1, 3, 4]	
		AVOIDANCE MANEUVER [2]						
		A	B	C	D	E		
25	155	---	---	---	---	---	900	
30	200	220	490	450	535	620	1090	
35	250	275	590	525	625	720	1280	
40	305	330	690	600	715	825	1470	
45	360	395	800	675	800	930	1625	
50	425	465	910	750	890	1030	1835	
55	495	535	1030	865	980	1135	1985	
60	570	610	1150	990	1125	1280	2135	
65	645	695	1275	1050	1220	1365	2285	
70	730	780	1410	1105	1275	1445	2480	

Notes

1 From Chapter 3, GDHS 2001 and GDHS 2004 (values are identical in both editions).

2 Avoidance maneuver A: Stop on rural road - t = 3.0 s

Avoidance maneuver B: Stop on urban road - t = 9.1s

Avoidance maneuver C: Speed/path/direction change on rural road - t varies between 10.2 and 11.2 s

Avoidance maneuver D: Speed/path/direction change on suburban road - t varies between 12.1 and 12.9 s

Avoidance maneuver E: Speed/path/direction change on urban road - t varies between 14.0 and 14.5 s

3 See Chapter 3 of the Wisconsin Traffic Engineering, Operations and Safety Manual (TEOpS) for No passing zone standards.

4 See Attachment 5.8 for vertical curve design for Passing Sight Distance.

5 See Attachment 5.2 for Sight Distance Categories and Application