

PLANNING COMMISSION AGENDA Monday, September 27, 2021 at 6:00 p.m. Caledonia Village Hall – 5043 Chester Lane

- 1. Meeting called to order
- 2. Roll Call/Introductions
- 3. Approval of Minutes
- 4. Citizens' Comments
- 5. Public Hearing Items
 - A. CONDITIONAL USE Review a request for a conditional use and building, site, and operations plan for the construction and utilization of a ±10,792 square-foot commercial retail building, Dollar General, located at 4949 Erie Street, submitted by Peter Oleszczuk, Applicant, Manveer & Chaman Real Estate Inc., Owner. (Parcel ID No. 104-04-23-28-002-000)

6. Non-Public Hearing Items

A. BUILDING, SITE & OPERATION PLAN REVEIW – Review a building, site, and operations plan for the construction and utilization of a ±4,052 square-foot training facility located at 3710 7 Mile Road, submitted by Ryan Rudie, Applicant, Wisconsin Electric Power Company, Owner. (Parcel ID No. 104-04-23-06-008-000)

7. Adjournment

Dated September 23, 2021

Joslyn Hoeffert Village Clerk

Only Commission members are expected to attend. However, attendance by all Board members (including non-members of the Plan Commission) is permitted. If additional (non-commission) Board members attend, three or more Board members may be in attendance. Section 19.82(2), Wisconsin Statutes, states as follows: If one-half or more of the members of a governmental body are present, the meeting is rebuttably presumed to be for the purposes of exercising the responsibilities, authority, power or duties delegated to or vested in the body.

To the extent that three or more members of the Caledonia Village Board actually attend, this meeting may be rebuttably presumed to be a "meeting" within the meaning of Wisconsin's open meeting law. Nevertheless, only the commission's agenda will be discussed. Only commission members will vote. Board members who attend the commission meeting do so for the purpose of gathering information and possible discussion regarding the agenda. No votes or other action will be taken by the Village Board at this meeting.

1. Meeting called to order

Trustee Weatherston called the meeting to order at 6:00 pm at the Village Hall, 5043 Chester Lane, Racine, WI.

2. <u>Roll Call/Introductions</u>

Members present: Thomas Knitter, Nancy Pierce, Trustee Weatherston, and Tim Just.

Absent: President Dobbs, Joseph Minorik, and Bill Folk were excused.

Also present: Development Director Peter Wagner.

3. <u>Approval of Minutes</u>

Motion by Pierce to approve the minutes from July 26, 2021. Seconded by Just. Motion carried unanimously.

4. <u>Citizens' Comments</u>

None.

5. Public Hearing Items

5A. CONDITIONAL USE AMENDMENT – Review a conditional use amendment for the property located at 6156 Douglas Avenue allowing the applicant to store vehicles for repair and install storage buildings behind the existing building submitted by Richard Konecko, Applicant and Owner. (Parcel ID No. 104-04-23-18-300-190)

Wagner states that the applicant is looking to amend his conditional use to allow for the operation of automotive sales and storage of vehicles behind the building. The applicant expanded the outdoor parking to behind the building which was not in compliance with their current conditional use. The first step was to discuss on how to be in compliance with the current conditional use and to get a wet-land delineation done on the site. Initially the delineation went behind the building, recently it was delineated and has been verified by the DNR. The applicant is looking to expand the area behind the building by 13850 square feet as well as to add cargo containers behind the building to provide a secure area for vehicles behind the building. To approve this, it must be recommended by Planning Commission and approved by the Village Board.

Robert Konecko,5538 6 Mile Road, is speaking in favor of this request. His father is the applicant and is attending this meeting to try and get in compliance with the Village. He is seeking approval so they can get everything in order on their end.

Just asked Konecko why they chose storage containers to use on site. Konecko states that cargo containers will be used to store tools and materials for the sales of vehicles. This keeps everything secure and not out in the open. He was then asked why he did not want sheds built on the property instead. Konecko states that he never considered sheds.

Motion to approve by Knitter. Seconded by Pierce. Motion carried unanimously.

Public hearing closed at 6:09PM.

6. Non-Public Hearing Items

6A. BUILDING, SITE & OPERATION PLAN REVEIW – Review a building, site, and operations plan for the construction and utilization of a ± 576 square-foot storage shed addition to an existing commercial building located at 11333 CTH G, submitted by Ken Parker, Applicant and Owner. (Parcel ID No. 104-04-22-17-047-000)

The applicant is looking to add a 576 square foot addition to an existing building. The applicant will be using the same materials as the existing building. The entry way to the building will be on the south side and will not be seen from the public right of way. Because this is a storage facility and not a retail facility, no additional parking is required, and no additional lighting is being proposed. One key element that is in the report that is different is that the Water and Utility Department had a concern about storm water management. The Water Utility Director and the applicant sat down and went over the storm water management plan and did remodeling of the storm water and found that there would be no need to revise the plan. With the suggested motion there was a condition that the plan be submitted and approved prior to granting of a building permit. This condition no longer would be required due to the evaluation from the Utility Director. Staff did provide a recommendation to approve.

Motion by Knitter to approve Seconded by Just. Motion carried unanimously.

6B. BUILDING, SITE & OPERATION PLAN REVIEW - Review a building, site, and operations plan for the construction and utilization of a ±10,792 square-foot commercial building located at 4949 Erie Street, submitted by Peter Oleszczuk, Applicant, Manveer & Chaman Real Estate Inc., Owner. (Parcel ID No. 104-04-23-28-002-000)

The applicant went through a quick claim deed to merge parcels into one lot as part of the proposed site plan. This is a proposed retail facility. The primary exterior materials will be a 3" stone veneer, fiber cement board shake siding, as well as horizontal siding. On the east and west elevations, what appears to be windows is a material that mimics glass and looks like real windows. Stone columns will also be placed along the building. The entrance will be on the northeast corner on an angle and will be all glass. The only lighting that is being proposed is the lights on the building. 33 parking stalls and 2 handicap stalls are being proposed. Staff has questions about the number of parking stalls on the site. Per code there is 3.5 stalls per thousand square feet of commercial space which should come out to 37 stalls. Wagner suggests adding additional parking stalls the southeast corner which would be a minor revision to the site plan. When looking at the landscape plan, the applicant is looking to keep the existing vegetation. Staff does suggest including some additional

landscaping along the western part of the building to break up the long expanse of the building along Erie Street. A screened in mechanical area and a dumpster encloser will have shadow box fencing and both be surrounded by arborvitae.

Before any building permits can be issued, a storm water management plan needs to be submitted and approved by the Utility District as well as an erosion control plan to be approved by the Engineering Department. The Fire Department has reviewed this development and there are no issues with the site plan. The applicant usually stores their merchandise outdoors, typically an ice box like storage container is what is used. Wagner suggests that there be a limit of 2 of these ice box type storage containers outdoors. Per ordinance, all mechanicals must be screened from view. The site plan states that the HVAC is to be placed on the roof.

Just asked the applicant about clearing out some trees and plants and if they will be cutting some down or if they are just going to leave the trees as is for the buffer. The applicant stated that they were going to leave it as is unless the Planning Commission said otherwise. There were concerns about noxious weeds and dead trees in that buffer. The Planning Commission asked the applicant if they can go through that buffer zone and get rid of noxious weeds and dead trees. The applicant is too come back to staff when they have cleared any trees or weeds on the lot.

Motion by Pierce to approve the site plan as presented with one amendment of asking for a landscape review of existing material. Seconded by Just. Motion carried unanimously.

6C. CONCEPT CERTIFIED SURVEY MAP – Review a concept certified survey map creating three lots for the parcel located along 4 Mile Road, between CTH H and Nicholson Road, submitted by Bob Prochaska, Applicant and Owner. (Parcel ID No. 104-04-22-21-036-000)

This is before the Planning Commission because the subdivision does not meet the 2½ to 1 ratio of width to depth. For this certified survey map to go forward, the applicant is looking to see if the Commission will see this as a reasonable request. If the Commission could support this, the applicant would then have a surveyor create a formal certified survey map and come back before the Commission with easements, right of way, setbacks, etc. If the Planning Commission feels comfortable granting the waiver, a recommendation can be made to move forward with this concept plan. When the formal certified survey map is complete, it would than come back before the Planning Commission for consideration as well as the Village Board for final approval.

Motion to approve by Knitter. Seconded by Just. Motion carried unanimously.

6D. ZONING CODE DISCUSSION – Review draft Chapter 13, Floodplain Regulations, and Chapter 18, Zoning Definitions of the Village of Caledonia Zoning Code.

Wagner read from his memo. When the Town of Caledonia became the Village of Caledonia in 2005, the Village adopted Racine County's Zoning Code as their own. Since that time, the Village has amended its code several times and has created zoning code Title 16. As a result, staff has had to reference both Title 16 of the Village Code and Racine County's Zoning Code that was adopted in 2005 when applying the zoning code for development projects and code enforcement. This split

in regulations is difficult for developers, residents, and businesses to understand what the rules and regulations are for the Village. Staff has been working on merging the two code sections into one unified Village code Title. This process has been more time consuming than originally anticipated.

Staff has prepared draft Chapters 13 & 18 for review and discussion. Chapter topics for discussion will be:

- Chapter 13: Floodplain Regulations
- Chapter 18: Definitions

The purpose of this agenda item to review and discuss the content of the chapters and answer questions or take suggestions as to what should be and not be included in these chapters. These chapters were not revised, but rather reformatted to our current Title/Section/Chapter format. No action is required at this time. Over the next few Plan Commission meetings, staff will be presenting new chapters for your review and input. It is anticipated that the Title 16 will include eighteen chapters. Some of the chapters have few, if any, changes, and others will have significant changes or reorganization than what currently exists. The remaining chapters to review include Signs, and Adult Orientated Businesses. Once all the chapters have been reviewed by the Plan Commission, the next step will be to present it to the Legislation and Licensing Committee for review. Once the Legislation and Licensing Committee is comfortable with the revised zoning code, it will come back before the Plan Commission for a public hearing and recommendation to the Village Board. Staff anticipates final adoption of the revised code will be done in December. At that time, staff will work with our software firm that licenses Zoning Hub and bring the zoning code online.

7. <u>Adjournment</u>

Motion to adjourn by Peirce. Seconded by Knitter. Motion carried unanimously. Meeting adjourned at 6:58 pm.

Respectfully submitted, Megan O'Brien Deputy Village Clerk

Meeting Date: September 27, 2021



PLAN COMMISSION REPORT

-

Item No. 5a

Proposal:	Building, Site, & Operations (BSO) Plan Review
Description:	Review a request for approval of a building, site, and operation plan for the construction and utilization of a $\pm 10,792$ square-foot commercial building located at 4949 Erie Street.
Applicant(s):	Peter Oleszczuk
Address(es):	4949 Erie Street
Suggested Motion:	That the Plan Commission recommends to the Village Board that a building, site, and operations plan for a ±10,972 square-foot commercial building be approved with conditions outlined in Exhibit A for the property located at 4949 Erie Street for the following reason: 1. The proposed use is allowed through the conditional use and building, site, and
	operation plan review process and is a permitted use in B-1 Zoning District.
Owner(s):	Manveer & Chaman Real Estate Inc.
Tax Key(s):	104-04-23-28-002-000
Lot Size(s):	± 1.878 acres
Current Zoning District(s):	B-1, Neighborhood Business District
Overlay District(s):	N/A
Wetlands:	□ Yes ⊠ No Floodplain: □ Yes ⊠ No
Comprehensive Plan:	Medium Density Residential

Background: At their September 7th Village Board meeting, the Village Board tabled the proposal asking for clarification regarding the traffic impact analysis (TIA) and requested a representative of Dollar General be present at their next meeting to answer questions directly. Following that meeting, staff and the Village attorney reviewed the project process and found a section of code that requires any development that generates more than 100 daily trips be a conditional use and have a public hearing. At the Board's September 20th meeting, they were informed of this requirement and referred the proposal back to the Plan Commission to conduct a public hearing.

To address the TIA concerns, staff hired a third party to analyze the submitted TIA and provide an additional assessment of the impacts from the proposed development and is included with this report. The applicant also had their consultant reanalyze their report and provide the impacts of the condominium project occurring approximately one mile north of the proposed development. Included in this packet is a TIA memo summarizing the reevaluation of the TIA and a memo from the Village's hired consultant.

The Village consultant's TIA memo suggests that the entrance on 4 Mile should be modified to include a physical barrier to prevent cars turning left onto 4 Mile. Otherwise, the level of service (LOS) as identified in the original report remains the same of a LOS C. This level of service is considered an acceptable level within the Village.

The revised TIA submitted by the applicant takes into consideration new counts with school in session and includes traffic from the Waters Edge Condo project. In short, for traffic generated in 2021, the LOS will be a C with or without the development. In the year 2041, the intersection will have a LOS D for eastbound traffic with or without the proposed development. Overall, the LOS of the intersection will be a C. Currently, the Village is without principle engineer, so a formal analysis by staff was not conducted. A representative from the firm who conducted the TIA will be in attendance to explain the report in more detail.

In response to revisions to the TIA, the applicant has modified the site plan to address the left turn out of the site by installing an island in the middle of the 4 Mile Road entrance to direct traffic out of the site only to the east. This modification removed multiple parking stalls on the northeast end of the parking lot. To maintain the minimum required stalls, the stalls were relocated to the southeast portion of the lot.

Based on the existing zoning and modifications to the site in response to the TIA analysis, staff recommends approval for the proposed development with conditions outlined in Exhibit A.

August 30, 2021: The applicant is proposing to construct a $\pm 10,972$ square-foot commercial building located at 4949 Erie Street. This commercial building is intended to be used as a single tenant retail business which is a permitted use in the B-1 District.

The proposed building will have an exterior consisting primarily of a stone veneer, fiber cement shake siding, and fiber cement horizontal siding. A glass paneled entrance will be located on the northeast corner of the building. The main portion of building will have a gable rooftop and a hip roof design along the northern elevation of the building. On both the east and west elevations, there will be spandrel glass giving the appearance of windows. In addition, the installation of stone columns will help break up the long expanse of the building on these elevations. LED light fixtures will be installed on the stone columns on all four sides of the building as illustrated on the plans. On the north elevation, above the spandrel glass will be dark bronze aluminum canopies providing articulation. The south elevation is clad in similar cement fiber board shake siding and horizontal siding with stone veneer accents. This elevation is where the mechanicals will be located and screened from view. Any roof mechanicals will be required to be screened

from public right-of-way. Roofing materials of the building will asphalt shingles. The varying exterior materials and design of the building meet the design standard of a visually distinct top, middle, and base.

There will be 33 parking stalls with two ADA accessible stalls near the entrance which will require a waiver from the minimum parking standards of 3.5 stalls for every 1,000 square feet of floor area. Curb stops will be utilized on the eastern portion of the parking lot. The parking lot will be paved with either concrete or asphalt.

The site layout places the building at the minimum street yard setback requirement for the zoning district. This will help distance the building from the residential homes located to the east and south of the site. The placement of the building complies with the regulations pertaining to the vision triangle for two arterial streets. Per Engineering, no modifications to the roadway are required because of this development. The entrances to the site meet minimum distance requirements from the intersection. The northern entrance will line west of the residential driveway to the north. The west entrance will line up just north of the residential driveway to the west. When a commercial development abuts a residential district, a recently adopted ordinance requires that a vegetative buffer be between the differing land uses. This site has residential abutting to the south and east lot lines. A 30-foot mature vegetative buffer is proposed along the south lot line and a 45-foot mature vegetative buffer along the east side to mitigate the change in land use. An 18'x18' dumpster will be in the southern portion of the site, away from the entrance of the facility. It will be screened by shadowbox fencing with colors matching the main building.

The lighting of the site will consist of down-cast, cutoff, LED fixtures attached to the building. No parking lot lighting is proposed as part of this development. The submitted photometric plan will need some revisions along the western elevation as some areas exceed the maximum 0.5 foot-candles at the lot line. The applicant will be required to revise the lighting plan to meet this requirement prior to building permits being issued.

The proposed landscape plan meets the minimum requirements of Village Code. Per code trees along a street frontage need to be place a minimum of 50 feet apart. Along the western lot line, locust, lilac, and amuir maakia trees are proposed every 25-30 feet. One modification to the plan will be required. The proposed tree in the northwest corner of the site is located within the vision triangle and will need to be relocated on the site. Along the northern lot line, four trees are proposed along with shrubs around a monument sign. The eastern and southern areas of the site have a 35' and 40' vegetative buffer that will screen the parking lot. Arborvitae will be used to surround the mechanical screening and dumpster enclosure. Staff suggests additional shrubs and perennials beds abutting the building facing Erie Street be installed to provide a secondary landscape layer located behind the tree line as suggested in Village Code. This would further breakup the long expanse of building.

Three bio-retention areas are proposed as illustrated on the grading plan Prior to any building permits being issued, the applicant will need to get approvals for stormwater management, erosion control, and grading plans from Water Utility Department and Engineering Department.

The Fire Department indicated no concerns regarding the proposed site plan; however, they have identified various fire protection requirements that will need to be addressed. The Fire Department will work with the applicant to ensure compliance with fire protection and sprinkling requirements for this building type.

Staff recommends approval of the proposed development located at 4949 Erie Street subject to conditions outlined in Exhibit A. If the Plan Commission is comfortable with the proposed development, staff has drafted a suggested motion to approve the proposed development with conditions.

EXHIBIT A: Conditions of Approval for 4949 Erie Street Commercial Building

- 1. **<u>Compliance</u>**. Failure to comply with the terms and conditions stated herein could result in the issuance of citation(s) and/or revocation of this permit.
- 2. <u>**Binding Effect.**</u> These conditions bind and are applicable to the Property Owner, Agent, and any other users of the Property Owner with respect to the uses on the Property.
- 3. <u>**Plans.**</u> The proposed operation shall be located, constructed, and utilized in accordance with the revised plans and documents received by the Village Planning Office on August 16, 2021.
- 4. <u>Engineering Department.</u> The property owner or designated agent must contact the Village of Caledonia Engineering Department and must comply with all regulations and requirements of the Village of Caledonia Engineering Department.
- 5. <u>Stormwater.</u> The property owner or designated agent must contact the Village of Caledonia Stormwater Utility District regarding stormwater regulations for this site. Compliance with all regulations and requirements, as determined by the Village of Caledonia Stormwater Utility District is required. Stormwater management plans shall be submitted for approval and be in compliance with all Village requirements, as determined by the Village Engineer before permits are issued.
- 6. **<u>Fire Department Approval.</u>** Owner shall obtain approval from the Village of Caledonia Fire Department and meet applicable codes.
- 7. **Parking.** Parking at the site must be in compliance with the submitted plans. All employee and visitor parking must be conducted in the proposed parking lot as outlined on the submitted site plan. Each parking space shall be a minimum of 180 square feet in area exclusive of the space required for ingress and egress. Handicapped spaces shall be provided in accordance with State requirements. The driveway and all parking areas must be maintained in a hard-surfaced, dust-free condition.
- 8. <u>Landscaping.</u> Landscaping at the site must be in compliance with the submitted Landscaping Plan received on August 16, 2021. The Village may require a letter of credit or bond to be posted to ensure implementation and maintenance. Landscaping shall comply with Title 16. The landscaping plan shall follow the Village of Caledonia planting requirements. Landscaping shall be maintained in a living condition and any landscaping that dies or is otherwise removed shall be immediately replaced.
- 9. <u>Lighting</u>. The lighting plan must be in compliance with the submitted lighting plan August 16, 2021. All lighting at the site must be full cut-off lights that may not glare onto abutting properties or onto any public roadway. Following installation, owner shall contact Village for an inspection to ensure that lighting was properly installed.
- 10. **Signage.** Prior to installation of any signs, a sign permit will be required prior to installation and meet all sign regulations in Title 16. Internally lit cabinet wall signs, banners, balloons, flashing, or animated signs are prohibited.
- 11. **No Accumulation of Refuse and Debris.** Any fence, wall, hedge, yard, space, or landscaped area must be kept free of any accumulation of refuse or debris. Plant materials must be kept in a healthy growing condition and structures must be maintained in a sound manner.

- Performance Standards. The applicant must comply with the provisions of Article VII, Division 4, 12. Performance Standards of Chapter 20, Zoning, Racine County Code of Ordinances, as adopted by the Village of Caledonia.
- 13. Property Maintenance Required. A complete and thorough maintenance program must be established to insure attractiveness. The continued positive appearance of buildings and property is dependent upon proper maintenance attitudes and procedures. Maintenance programs must be established that include watering, maintaining, and pruning all landscape planting areas including removal and replacement of dead or diseased landscaping; cleaning up litter; sweeping, cleaning, and repairing paved surfaces; and cleaning, painting, and repairing windows and building facade.
- 14. Outdoor Display of Merchandise. Outdoor storage will be limited to one ice chest box. The display of merchandise outdoors is prohibited. Such items shall include but not limited to propane exchange, firewood, general merchandise, redbox, and other retail goods.
- 15. Expiration. This approval will expire twelve (12) months from the date of the Village's final approval unless substantial work has commenced following such grant. If this office determines that no substantial work has commenced, the development will be required to resubmit their application and go through the conditional use process.
- 16. Access. The applicant must allow any Village employee full and unlimited access to the project site at a reasonable time to investigate the project's construction, operation, or maintenance.
- 17. **Compliance with Law.** The applicant is responsible for obtaining all necessary federal, state, and local permits, approvals, and licenses. The applicant is required to comply with all applicable local, state, and federal regulations, including Titles 14, 16 and 18 of the Village of Caledonia Code of Ordinances.
- 18. Reimburse Village Costs. Applicant shall reimburse to the Village all costs incurred by the Village for review of this conditional use including but not limited to engineering, legal and planning review that occurred prior to permit issuance and during the implementation of the plans and construction of the improvements.
- 19. Amendments to Building, Site & Operations Plan. No additions, deletions, or changes may be made to the project, site plan, or these conditions without the Village of Caledonia's prior approval. All addition, deletion, and/or change requests must be submitted to the Village of Caledonia in writing. A minor change to the conditions of this permit, as deemed by the Village Development Director, may be made at a staff level, if authorized by the Village Development Director.
- 20. Caledonia Utility District. The property owner or designated agent must contact the Caledonia Utility District regarding Utility District regulations for this site. Compliance with all regulations and requirements, as determined by the Caledonia Utility District is required.
- 21. Site Plan and Title 16 Review. The final site plan and site design and architectural details required under Title 16 of the Village's Code of Ordinances shall be reviewed and approved for compliance by the Village Development Director.
- 22. Agreement. You are accepting the conditions of approval and the beginning the project means that you have read, understand, and agree to follow all conditions of this approval. Therefore, Peter Oleszczuk, Midwest WI LLC, Manveer & Chaman Real Estate Inc., and their heirs,

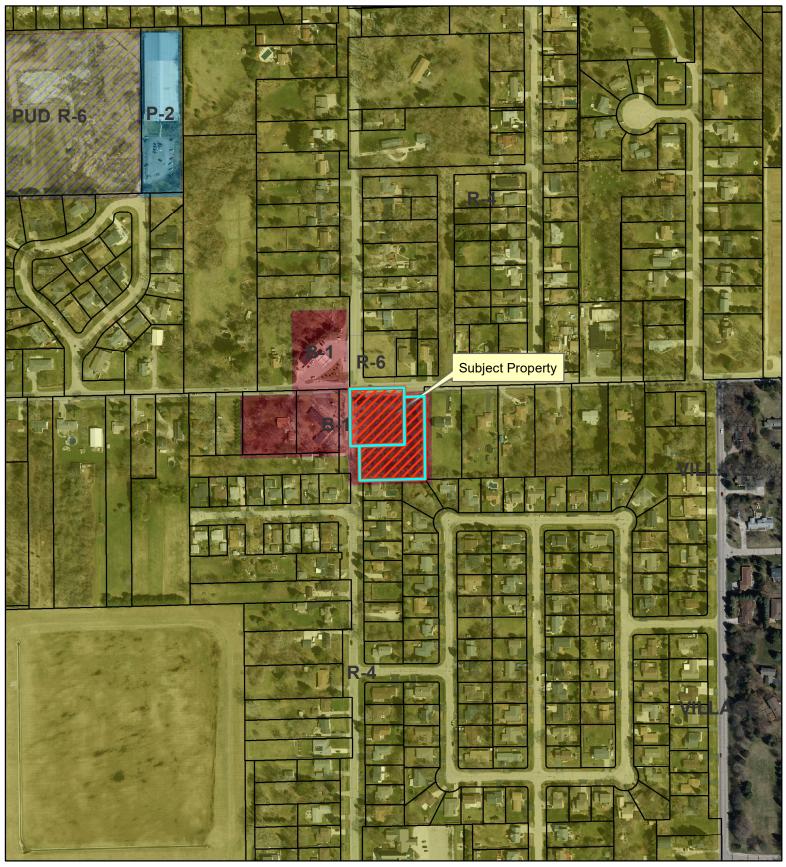
successors, and assigns, including tenants, are responsible for full compliance with the above conditions.

23. <u>Subsequent Owners.</u> It is the property owner's responsibility to inform any subsequent owner or operator of these conditions.

Respectfully submitted:

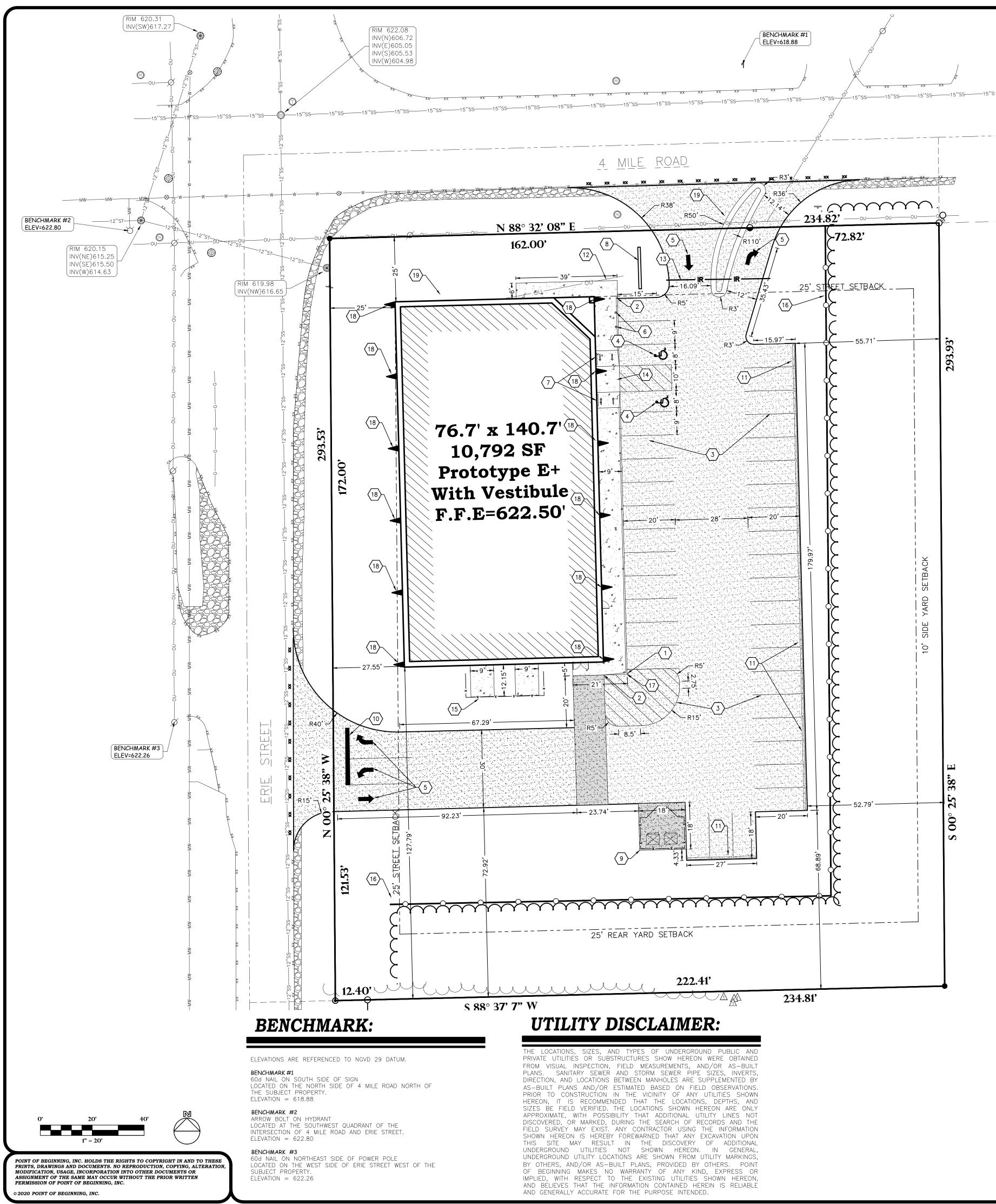
Peter Wagner, AICP Development Director

Location Map 4949 Erie Street



Ν





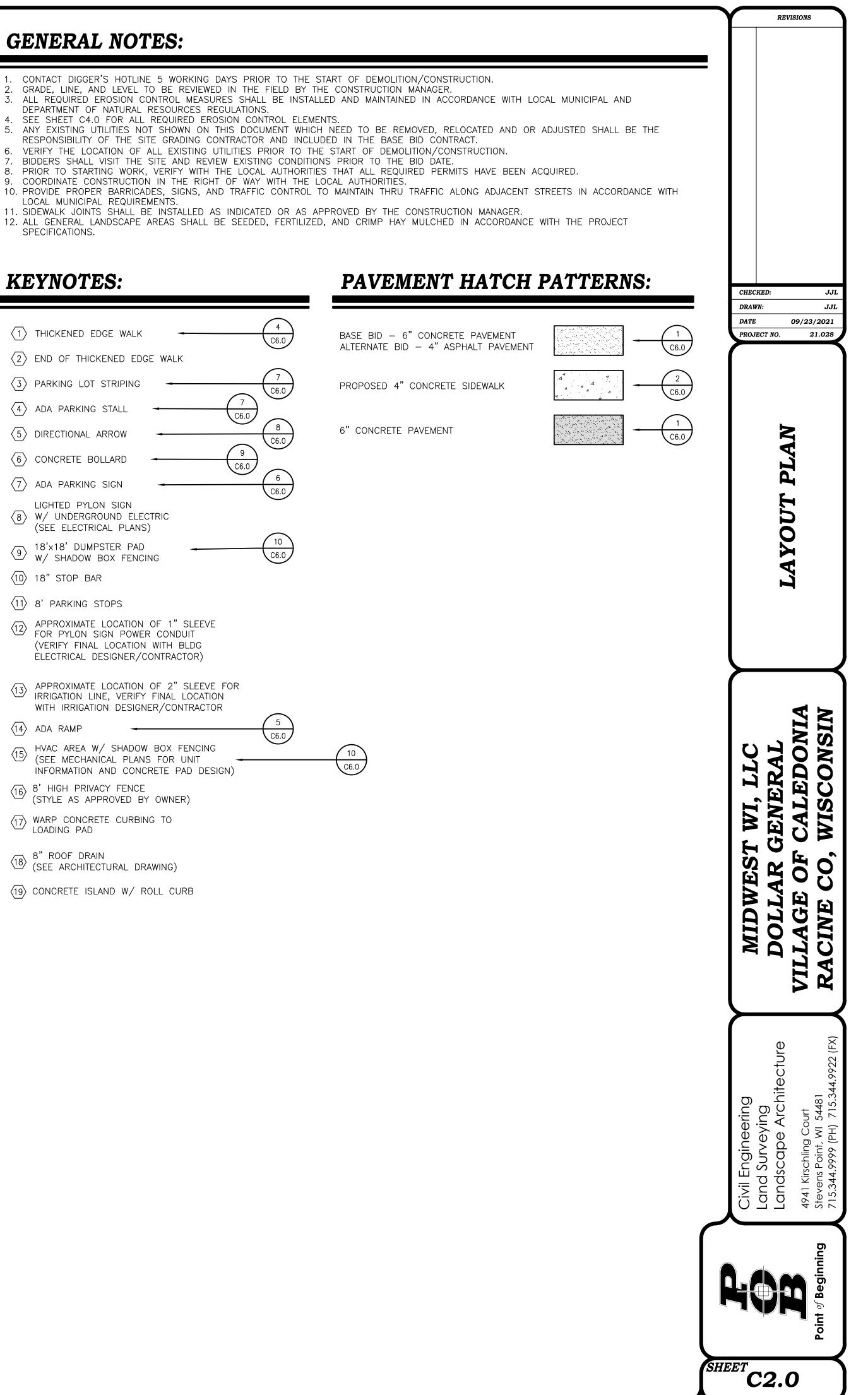
GENERAL NOTES:

- DEPARTMENT OF NATURAL RESOURCES REGULATIONS. 4. SEE SHEET C4.0 FOR ALL REQUIRED EROSION CONTROL ELEMENTS.

- LOCAL MUNICIPAL REQUIREMENTS.
- SPECIFICATIONS.

KEYNOTES:

- $\langle 1 \rangle$ THICKENED EDGE WALK $\langle 2 \rangle$ END OF THICKENED EDGE WALK $\langle 3 \rangle$ parking lot striping (4) ADA PARKING STALL 5 DIRECTIONAL ARROW $\langle 6 \rangle$ CONCRETE BOLLARD $\langle 7 \rangle$ ADA PARKING SIGN LIGHTED PYLON SIGN $\langle 8 \rangle$ W/ UNDERGROUND ELECTRIC (SEE ELECTRICAL PLANS) 9 18'x18' DUMPSTER PAD W/ SHADOW BOX FENCING $\langle 10 \rangle$ 18" Stop bar $\langle 11 \rangle$ 8' PARKING STOPS (12) APPROXIMATE LOCATION OF 1" SLEEVE FOR PYLON SIGN POWER CONDUIT (VERIFY FINAL LOCATION WITH BLDG ELECTRICAL DESIGNER/CONTRACTOR) APPROXIMATE LOCATION OF 2" SLEEVE FOR IRRIGATION LINE, VERIFY FINAL LOCATION WITH IRRIGATION DESIGNER/CONTRACTOR (14) ADA RAMP (15) HVAC AREA W/ SHADOW BOX FENCING (SEE MECHANICAL PLANS FOR UNIT INFORMATION AND CONCRETE PAD DESIGN)
- (16) 8' HIGH PRIVACY FENCE (STYLE AS APPROVED BY OWNER)
- (17) WARP CONCRETE CURBING TO LOADING PAD
- (18) 8" ROOF DRAIN (SEE ARCHITECTURAL DRAWING)
- $\langle 19 \rangle$ CONCRETE ISLAND W/ ROLL CURB





13545 Watertown Plank Road, Suite 6 • Elm Grove, WI 53122 • (262) 797-9097 • www.tes.info

September 14, 2021

Anthony A. Bunkelman, PE Village of Caledonia 5043 Chester Lane Racine, WI 53402

RE: TIA Review Proposed Dollar General 4 Mile Road & Erie Street Caledonia, WI

Dear Mr. Bunkelman,

The following is the results of our review of the traffic impact analysis completed by TADI and submitted to the Village of Caledonia on August 9, 2021.

The TIA from TADI has one major issue and several minor ones.

- 1. Traffic exiting to 4 Mile Road is only to turn right. There are no signs shown to require this exit movement to be right turn only. It also is very difficult to control traffic to be right turn only without a median directing them right. I attached a sketch for how this should be built. Two parking stalls are used to do this.
- 2. The pavement marking for the left turn eastbound on 4 Mile Road needs to be extended to provide left turns to the Dollar Store in a turn bay. This is also shown in the attached sketch.
- 3. The proportional traffic distribution in AM peak is 40% from the west, 20% from the north, 30% from the east and 10% from the south.
- 4. The proportional traffic distribution in PM peak is 40% from the west, 15% from the north, 25% from the east and 10% from the south.
- 5. The TIA report has traffic distributed 35% from the west, 15% from the north, 25% from the east and 25% from the south. The small amount of traffic is not impacted by this change.

The trip generation Table in the report has relatively small values so it will not change the LOS results for the correction of distribution.

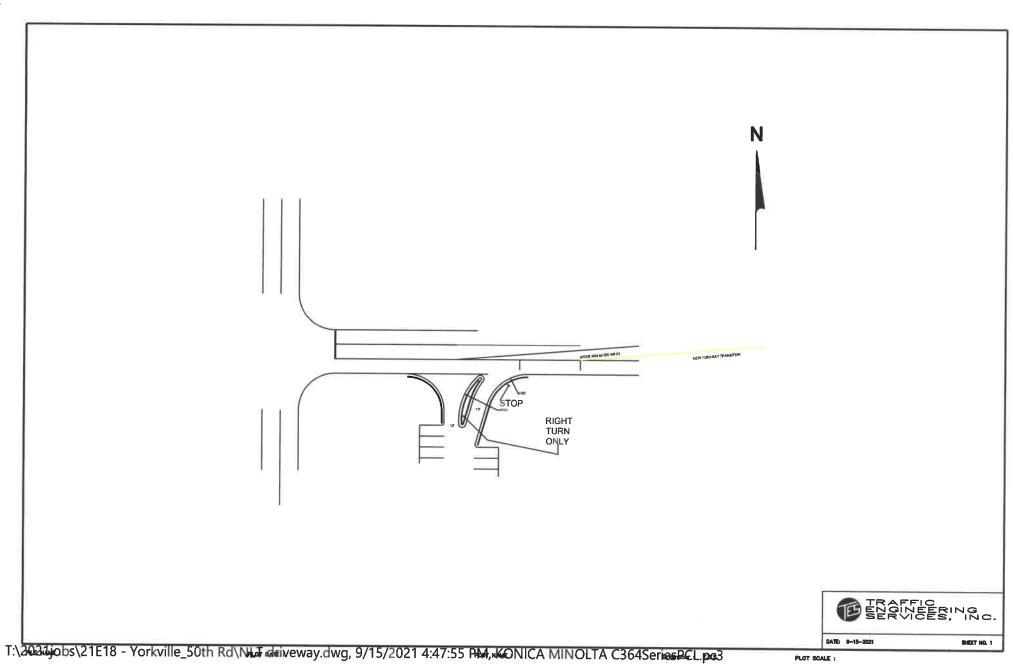
What is significant is the prohibition of the left out movement to 4 Mile Road and proper left turn storage inbound from 4 Mile Road.

Sincerely,

Wayne R. Higgins

Wayne R. Higgins, PE, PTOE President

T:\2021jobs\21E14 - Caledonia\Report of Findings.docx





1435 Fulton, 2nd Floor / Grand Haven, Michigan 49414

November 23, 2021

Peter Wagner Village of Caledonia 5043 Chester Lane Racine, WI 53402

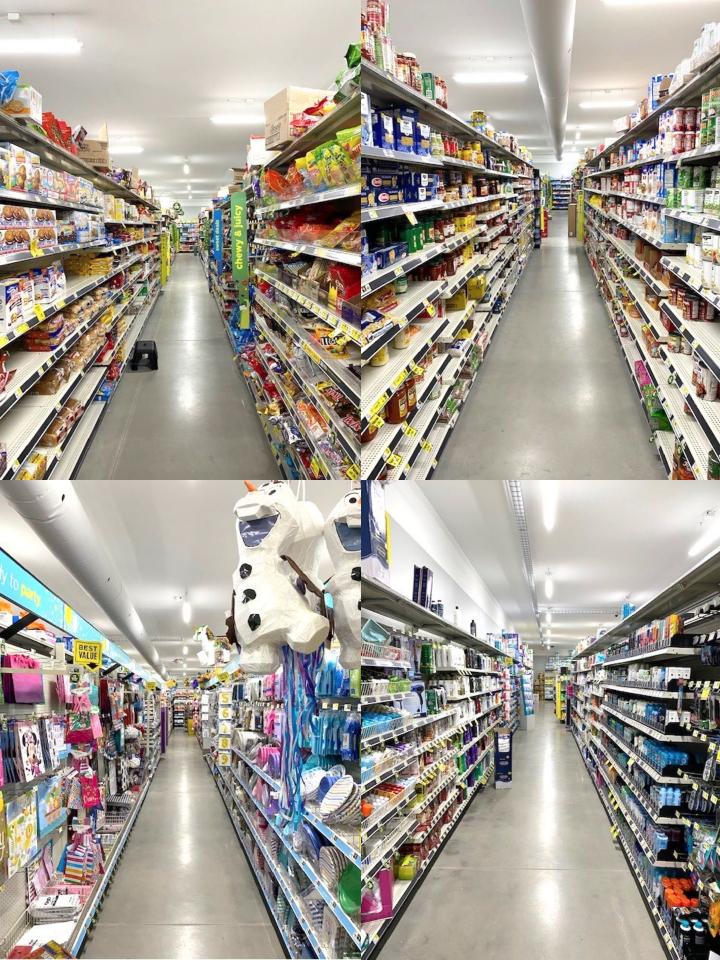
RE: Dollar General - 4949 Erie Street Location Rationale

Mr. Wagner,

I am writing this letter to address the concerns of the public regarding the need for a midsized general retailer at the above-referenced location. Per the most recent census data, there is a population of 6,882 within approximately 3 square miles of the proposed development. Besides the Casey's gas station, Rice's 4 Mile Liquor and MJ Petroleum, there are currently no general retailers or grocers available to consumers within this area. Due to the success of the existing surrounding stores, Dollar General has identified a clear demand for a new store at this location. The nearest Dollar General is located 2.5 Miles southwest at 3440 Douglas Avenue in Racine, Wisconsin, and currently provides customers with non-perishable foodstuffs, frozen and refrigerated grocery items, household products, beauty/personal care items, apparel and over the counter medications. The proposed Dollar General will provide all those items plus expanded refrigerated and frozen groceries and additional square footage to accommodate fresh produce items and prescription medications in the future. The store will provide for the local public's daily needs at an affordable price. As the preferred developer, we are planning on investing \$1,760,000 to develop a new Dollar General on this vacant land that will provide jobs for 6-8 people. Along with this letter, I have included some photos of a similar wood prototype store as reference for future discussion.

Sincerely,

Scott Knowlton Midwest WI, LLC VP – General Counsel



PROVIDING TRAFFIC ENGINEERING SOLUTIONS



Date: September 21, 2021

Traffic Impact Analysis Memorandum

То:	Anthony Bunkelman, P.E. Village of Caledonia Public Works	IN WISCONSIA
From:	Michael May, P.E. PTOE	MICHAEL P.
cc List:	Jim Lundberg, P.E. Point of Beginning, Inc.	WEST ALLIS, W
Subject:	Proposed Dollar General Caledonia, Wisconsin	- Martin Koy

PART A – INTRODUCTION

Dollar General is proposed to be located in the southeast corner of 4 Mile Road & Erie Street on the east side of the Village of Caledonia, Racine County. A site location map is shown in Exhibit A. The Dollar General conceptual site plan is shown in Exhibit B. A traffic impact analysis (TIA) is required for the development in accordance with Village Resolution No. 2011-06.

TADI performed this TIA to determine and document the expected weekday morning and weekday evening peak hour operating conditions and recommendations at identified study area intersections. This report documents the procedures, findings, and conclusions of the analysis. The analysis identifies recommended modifications based on existing roadway conditions and additional traffic expected to be generated by Dollar General. Note that this TIA replaces a TIA submitted on August 9, 2021, is based on new counts performed with school in session, and includes traffic to/from the Waters Edge Place off-site development.

PART B – STUDY AREA & PROJECT DESCRIPTION

The study area includes the following intersections.

- 4 Mile Road & Erie Street (existing intersection, all-way stop control)
- 4 Mile Road & East Driveway (proposed intersection, one-way stop control)
- Erie Street & South Driveway (proposed intersection, one-way stop control)

A transportation detail illustrating existing intersection lane configurations and speed limits is shown in Exhibit C.

4 Mile Road is a two-lane east/west highway with a posted speed limit of 35 mph. According to WisDOT, the Year 2017 annual average daily traffic (AADT) volume on 4 Mile Road was approximately 6,600 vehicles per day (vpd) east of Erie Street. Exclusive left-turn lanes exist on

	TADI	
Phone: 800.605.3091	P.O. Box 128	www.tadi-us.com
	Cedarburg, WI 53012	

Revised Dollar General TIA	September 21, 2021
Caledonia, Wisconsin	Page 2 of 15

4 Mile Road at its intersection with Erie Street. No pedestrian, bicycle, or transit accommodations exist along 4 Mile Road within the study area.

Erie Street is a two-lane undivided north/south road with a posted speed limit of 30 mph. The WisDOT Year 2011 AADT volume was approximately 2,900 vpd north of 4 Mile Road. No dedicated turn lanes exist on Erie Street at 4 Mile Road. No pedestrian, bicycle, or transit accommodations exist along Erie Street within the study area. A Class B weight restriction is posted on Erie Street.

The study area is primarily built-out with residential development. A liquor store is located in the southwest corner of the intersection and a gas station with C-store is located in the northwest corner. The site of the proposed 10,640 square foot (sf) Dollar General is undeveloped and zoned B-1 Neighborhood Business District. As shown in Exhibit B, the development plan includes one left-in/right-in/right-out driveway along 4 Mile Road ("East Driveway") approximately 170-feet east of Erie Street (center-to-center) and one full-movement driveway along Erie Street ("South Driveway") approximately 235-feet south of 4 Mile Road (center-to-center).

PART C – TRAFFIC VOLUMES

C1. Year 2021 Background Traffic Volumes

An intersection turning movement traffic count was performed at 4 Mile Road & Erie Street from 6:00am to 9:00am and from 3:00pm to 6:00pm in mid-September 2021 while school was in session. Based on the counts, the weekday morning evening peak hours were identified as being 7:45 to 8:45am and 3:00 to 4:00pm under favorable weather conditions. The Year 2021 unadjusted existing traffic volumes are shown in Exhibit D1.

TADI compared the peak hour counts against WisDOT mainline hourly traffic volumes to determine if adjustments should be made.

- The peak hour turning movement volumes along Erie Street were higher than the hourly mainline volumes and, therefore, no adjustment was needed to volumes along and to/from Erie Street.
- Along 4 Mile Road, the weekday morning peak hour volumes were less than the hourly mainline volumes but the weekday evening peak hour volumes were more than the hourly mainline volumes. To bring the weekday morning turning movement volumes on 4 Mile Road at Erie Street up to the hourly mainline volumes, the weekday morning through volumes on 4 Mile Road were increased by 8.7% (a factor of 1.087).

The Year 2021 adjusted existing traffic volumes are shown in Exhibit D2.

The Waters Edge Place off-site development is planned north of 4 Mile Road with access to Erie Street. A TIA for Waters Edge Place was completed in January of 2021. The Waters Edge Place TIA contemplated a future 5 Mile Road extension. The Waters Edge Place new trips without 5 Mile Road extension are shown in Exhibit D3 while the Waters Edge Place new trips with a 5 Mile Road extension are shown in Exhibit D4. These trip assignments came from the Waters Edge Place TIA.

Revised Dollar General TIA	September 21, 2021
Caledonia, Wisconsin	Page 3 of 15

The Year 2021 background traffic were determined by summing the Year 2021 adjusted existing traffic volumes (Exhibit D2) and the Waters Edge Place new trips without 5 Mile Road extension (Exhibit D3). The resulting Year 2021 background traffic volumes used in the traffic analysis are shown in Exhibit D5.

C2. Year 2041 Background Traffic Volumes

Historical traffic counts from Year 1987 through Year 2017 were plotted to estimate the annual linear growth rate within the study area. The results, included in the appendices, show that traffic along Erie Street have been in steady decline since 1993 (i.e., a negative annual growth) while traffic along 4 Mile Road has been increasing at an annual growth rate of approximately 0.10% per year.

Though Erie Street has a negative annal growth and 4 Mile Road has a low 0.10% annual growth, a 0.50% annual growth rate was applied to the Year 2021 adjusted existing traffic volumes (Exhibit D2) to estimate the Year 2041 forecast traffic volumes shown in Exhibit E1.

As previously mentioned, the Waters Edge Place TIA contemplated a future 5 Mile Road extension. The TIA estimated that approximately 45% of traffic turning to/from the west from/to Erie at 4 Mile Road would divert and instead use the new 5 Mile Road extension. The Year 2041 5 Mile Road diverted trips are shown in Exhibit E2.

The Year 2041 background traffic were determined by summing the Year 2041 forecast traffic volumes (Exhibit E1), and the Waters Edge Place new trips with 5 Mile Road extension (Exhibit D4), and the Year 2041 5 Mile Road diverted trips. The resulting Year 2041 background traffic volumes used in the traffic analysis are shown in Exhibit E3.

C3. Development Traffic

To address potential future traffic impacts at the study area intersection, it is necessary to identify the hourly volume of traffic generated by Dollar General. The traffic volumes expected to be generated by Dollar General are based on the size and type of the proposed use and on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th *Edition*, 2017. The Dollar General trip generation is shown below in Table 1.

Donal General The Generation Table													
	ITE		Weekday	AM Peak			PM Peak						
Land Use	Code	Proposed Size	Daily	In	Out	Total	In	Out	Total				
Dollar General	814	10.64 x 1.000 SF	680	20	15	35	40	35	75				
Dollar General	014	10.04 X 1,000 SF	(63.47)	(57%)	(43%)	(3.18)	(52%)	(48%)	(6.84)				
Total New Trips			680	20	15	35	40	35	75				

Table 1Dollar General Trip Generation Table

The trip generation was assigned to the study area network with the estimate that 35% of development traffic will travel to/from the west on 4 Mile Road, 25% will travel to/from the east on 4 Mile Road, 15% will travel to/from the north on Erie Street, and 25% will travel to/from the south on Erie Street. The Dollar General new trips are shown in Exhibit F.

C4. Year 2021 Build & Year 2041 Build Traffic Volumes

The Year 2021 build traffic volumes, shown in Exhibit G, were determined by adding the Year 2021 background traffic volumes (Exhibit D5) to the Dollar General new trips (Exhibit F).

The Year 2041 build traffic volumes, shown in Exhibit H, were determined by adding the Year 2041 background traffic volumes (Exhibit E3) to the Dollar General new trips (Exhibit F).

PART D - INTERSECTION CAPACITY ANALYSIS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th Edition*. 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'. As is required for use in Village of Caledonia, LOS C (25-seconds or less of average vehicle delay) or better was used to define desirable peak hour operating conditions. Note that nearly all other communities in southeast Wisconsin require a LOS D (35-seconds or less of average vehicle delay) or better when defining desirable peak hour operating conditions. The analysis was performed using the existing transportation detail shown in Exhibit C. The driveways were analyzed using the layouts represented in the Dollar General site plan (Exhibit B).

As shown in the Tables 2 through 5, all movements are expected to operate at LOS C or better conditions through the Year 2021 both without and with the proposed Dollar General. By Year 2041, the intersection is expected to operate at LOS D or better conditions without and with the proposed Dollar General.

				Le	evelo	f Servi	ice (L	OS) pe	er Mov	ement	t by A	pproa	ch		I/S
	Peak		Eastbound			We	estbou	und	No	rthbou	Ind	So	LOS &		
Intersection	Hour	Metric	Z	\rightarrow	И	⊻	←	R	F	\uparrow	7	R	\checkmark	Ľ	Delay
		$Lanes \rightarrow$	1		1		1			1		1			
4 Mile Road &		LOS	В	С		Α	С		В		В			С	
Erie Street	AM	Delay	10	2	21	9	15		12			14			16
All-Way Stop Control		Queue	20'	13	35'	20'	70'		20'		60'				
		LOS	В	(0	Α		С	В			В			С
	PM	Delay	11	2	20	9	1	8		12			13		16
		Queue	20'	12	25'	20'	10	00'		30'			40'		1

 Table 2

 Year 2021 Background Traffic Peak Hour Operating Conditions

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Year 2041 Background Traffic Peak Hour Operating Conditions	i
---	---

Level of Service (LOS) per Movement by Approach																
				Le	evelo	f Service (LOS) per Movement by Approach										
	Peak		Eastbound			Westbound Northbound						So	LOS &			
Intersection	Hour	Metric	Z	\rightarrow	И	ĸ	←	Γ	Γ	1	7	R	\downarrow	Ľ	Delay	
		Lanes \rightarrow	1		1		1 1		1		1					
4 Mile Road &		LOS	В	D		Α	С		В			В			С	
Erie Street	AM	Delay	10	2	25	9	1	6	12			14			19	
All-Way Stop Control		Queue	20'	170'		20'	8	5'	25'			50'				
		LOS	В	(0	Α	С		В			В			С	
	PM	Delay	10	2	24	9	2	20		13			13		19	
		Queue	20'	16	60'	20'	12	20'		35'			35'		1	

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Revised Dollar General TIA Caledonia, Wisconsin

		Year 20	21 Bu	ild Tra	affic P	eak He	our Op	peratir	ng Cor	nditior	າຣ				
				Le	evel o	f Serv	ice (LO	OS) pe	er Mov	emen	t by A	pproa	ch		I/S
	Peak		Ea	stbou	nd	W	estbou	Ind	No	rthbou	und	So	LOS &		
Intersection	Hour	Metric	7	\rightarrow	К	Ľ	←	Γ	R	↑	7	К	\downarrow	Ľ	Delay
		Lanes \rightarrow	1 1		1 1				1						
4 Mile Road &		LOS	В	(С			3		В			В		В
Erie Street	AM	Delay	10	1	8	9	1	3		11			11		14
All-Way Stop Control		Queue	20'	12	20'	20'	6	0'		20'			35'		
		LOS	В	(C	Α	(0		В			В		С
	PM	Delay	10	1	8	9	1	5		12			11		15
		Queue	20'	120'		20'	75'			30'			25'		
		$Lanes \rightarrow$	-	1			1 -		-	-	1	-	-	-	
4 Mile Road &		LOS	-		*		4	-	-	-	В	-	-	-	Α
East Driveway	AM	Delay	-		*	8		-	-	-	10	-	-	-	0
Stop Sign Control (NB)		Queue	-		*	2	D' -		-	- 20'		-			
		LOS	-		*		A -		-	-	В	-	-	-	Α
	PM	Delay	-		*		7	-	-	-	10	-	-	-	0
		Queue	•		*	2	:0'	-	-	- 20'		-	-	-	
		$Lanes \rightarrow$	I	-	-	1	-	1	-		1		1	-	
Erie Street &		LOS	-	-	-	Α	-	Α	-		*		A	-	Α
South Driveway	AM	Delay	-	-			-	8	-		*		7	-	0
Stop Sign Control		Queue	•			20'	-	- 20'		- *		20'		-	
		LOS	•			В	-	Α	-	- *			A	-	Α
	PM	Delay	-	-	-	10	-	9	-		*		7	-	0
		Queue	-	-	-	20'	-	20'	-		*	2	20'	-	

 Table 4

 Year 2021 Build Traffic Peak Hour Operating Conditions

 Lovel of Service (LOS) per Meyoment

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

 Table 5

 Year 2041 Build Traffic Peak Hour Operating Conditions

	Level of Service (LOS) per Movement by Approach														I/S
	Peak		Ea	stbou			estbou			rthbou			uthboi	und	LOS &
Intersection	Hour	Metric	7	\rightarrow	L L	Ľ	←	R	R	1	7	L الا	4	Ľ	Delay
		Lanes \rightarrow	1		1	1		1		1					
4 Mile Road &		LOS	В		D		(0		В			В		С
Erie Street	AM	Delay	10	2	7	10	1	7		12			14		19
All-Way Stop Control		Queue	20'	20' 180'		20'	8	5'		25'			55'		
		LOS	В)	В				В			В		С
	PM	Delay	10		28		2			14			13		21
		Queue	20'	18	30'	20'	12	25'		45'			40'		
		Lanes \rightarrow	-	1			1	-	-	-	1	-	-	-	
4 Mile Road &		LOS	-		k		Α		-	•	В	•	-	-	Α
East Driveway	AM	Delay	-		*	8				-	11	-	-	-	0
Stop Sign Control (NB)		Queue	-		k	2	20'		-	-	20'	-	-	-	
		LOS	-		k		Α -		-	-	В	-	-	-	Α
	PM	Delay	-		k		8 -		-	-	10	-	-	-	0
		Queue	-	,	k	2	20'		-	- 20'				-	
		Lanes \rightarrow	-	-	-	1	-	1	-		1		1	-	
Erie Street &		LOS	-	-	-	B 10	-	Α	-		*		4	-	Α
South Driveway	AM	Delay	-	-	 		-	8	-		*		7	-	0
Stop Sign Control		Queue	-	-			-	20			-				
		LOS	-	-	-	В	-	Α	-		*		4	-	Α
	PM			-		*	7 -			0					
		Queue	-	-	-	20'	-	20'	-		*	2	0'	-	

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

PART E – RECOMMENDATION & CONCLUSION

Modifications to accommodate the Dollar General are outlined below. *Recommended* modifications are for jurisdictional consideration and are not legally binding. The Village of Caledonia reserves the right to determine alternative solutions.

4 Mile Road & East Driveway

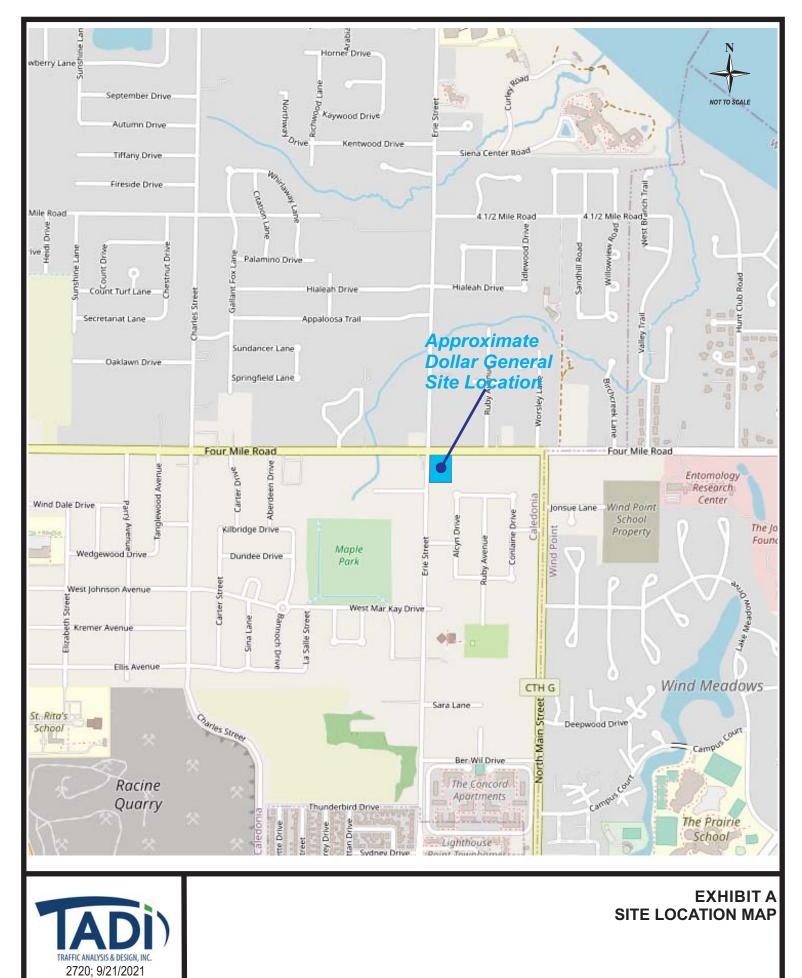
- Construct the East Driveway to allow for left-in/right-in/right-out operations (no leftout). No dedicated turn lanes are necessary along 4 Mile Road.
- Install a stop sign on the driveway approach to 4 Mile Road.

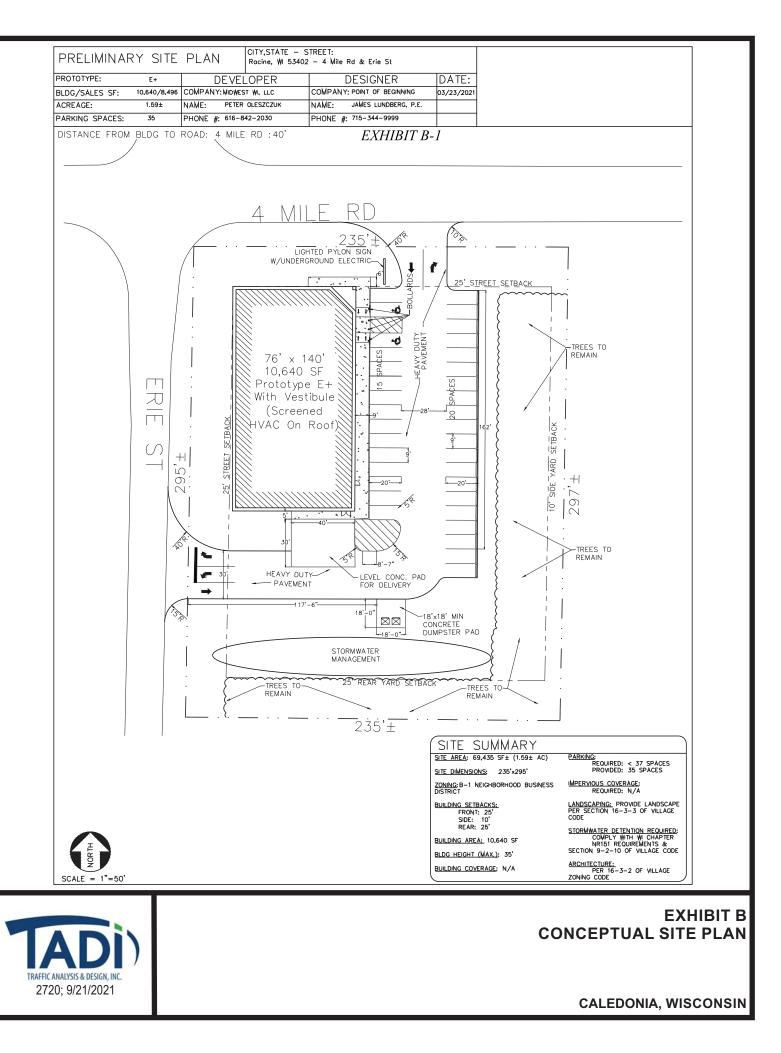
Erie Street & South Driveway

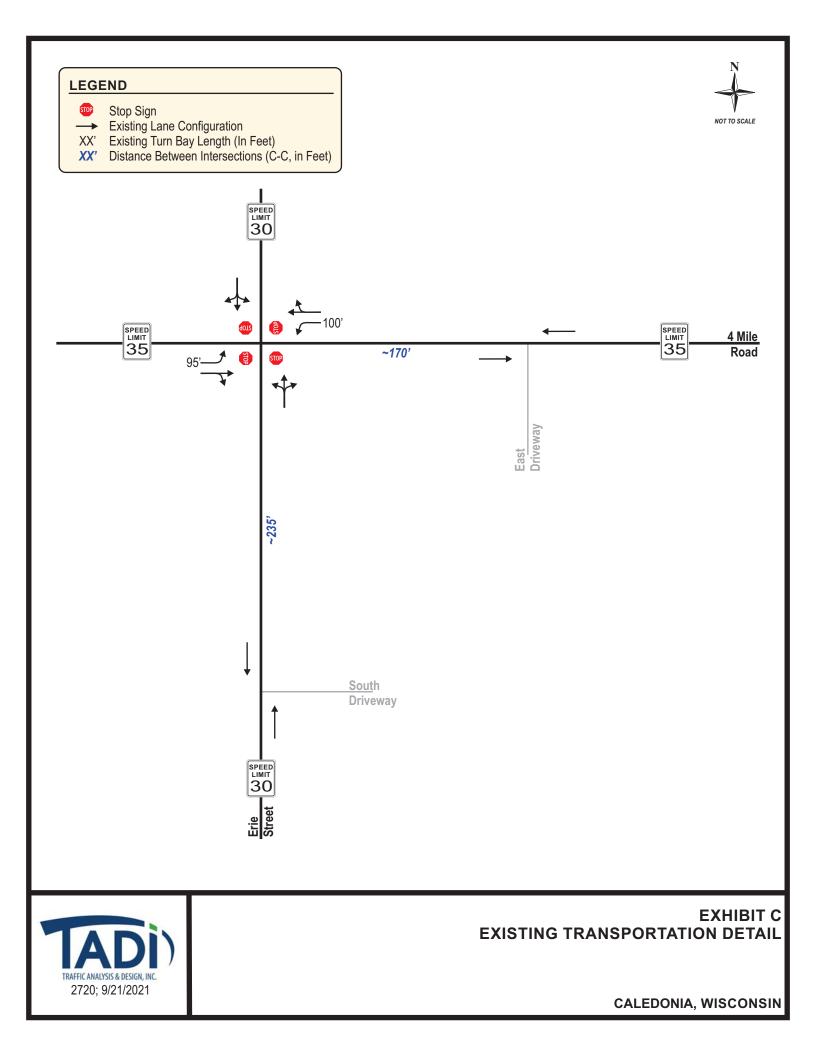
- Construct the South Driveway to allow for all movements. No dedicated turn lanes are necessary along Erie Street. Construct separate left-turn and right-turn lanes on the driveway approach to Erie Street.
- Install a stop sign on the driveway approach to Erie Street.

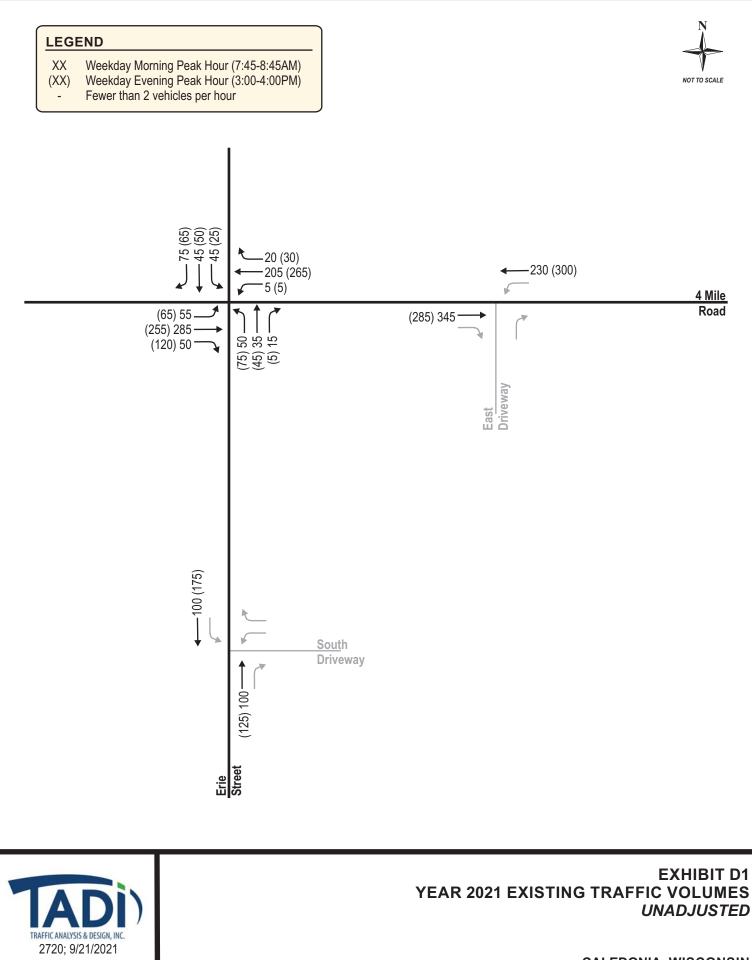
As previously outlined, all movements are expected to operate at LOS C or better conditions through the Year 2021 both without and with the proposed Dollar General (Tables 2 & 4) – the Village's preferred operation. The movements may be expected to deteriorate to LOS D or better by Year 2041 both without and with the proposed Dollar General (Tables 3 & 5) – beyond the Village's preferred operation but well within the operations typically expected for other communities in southeast Wisconsin. Because this operation is not expected for another 20 years, because it occurs without Dollar General, and because the operation is 3-seconds of average vehicle delay beyond the LOS C/D threshold, TADI has no additional recommendations for construction at this time. If the Village wishes to obtain LOS C or better operations, 100-foot eastbound and westbound right-turn lanes may be constructed along 4 Mile Road regardless of whether Dollar General is constructed. Outputs with the optional right-turn lanes are included in the report appendix.

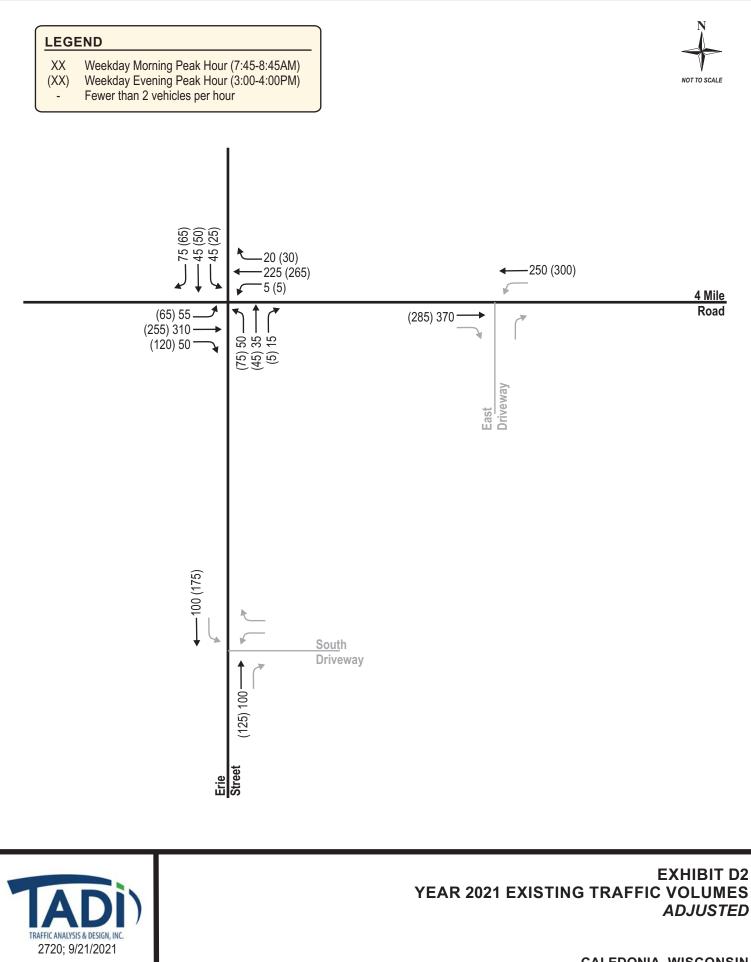
Should any questions or comments arise, please feel free to contact Michael May, P.E. PTOE of TADI at 414-807-1912 or <u>mmay@tadi-us.com</u>.

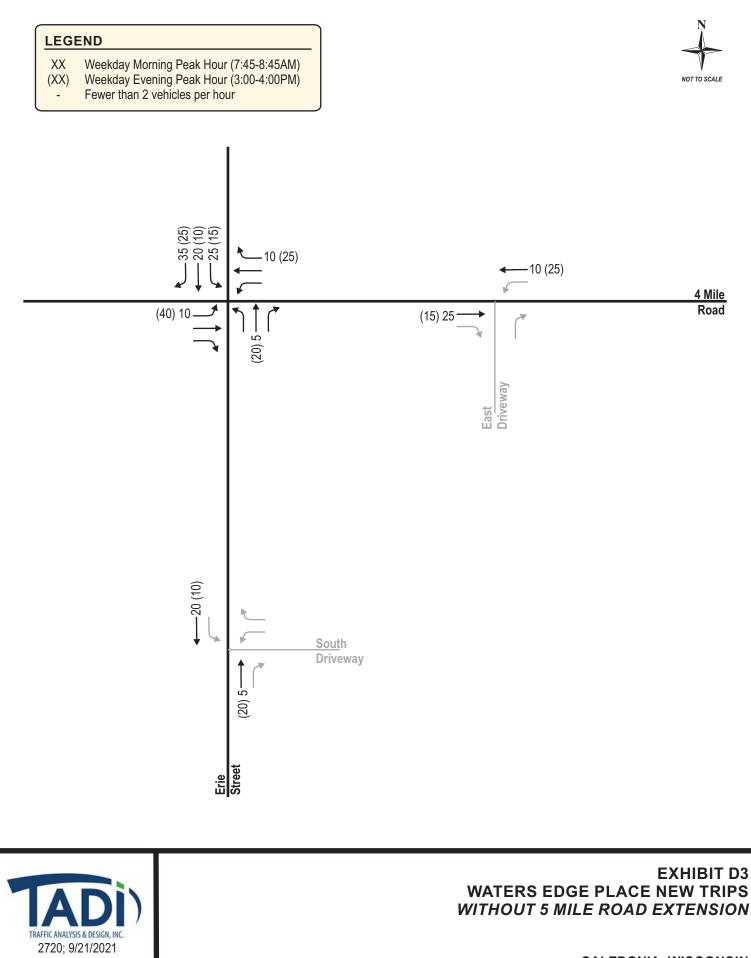


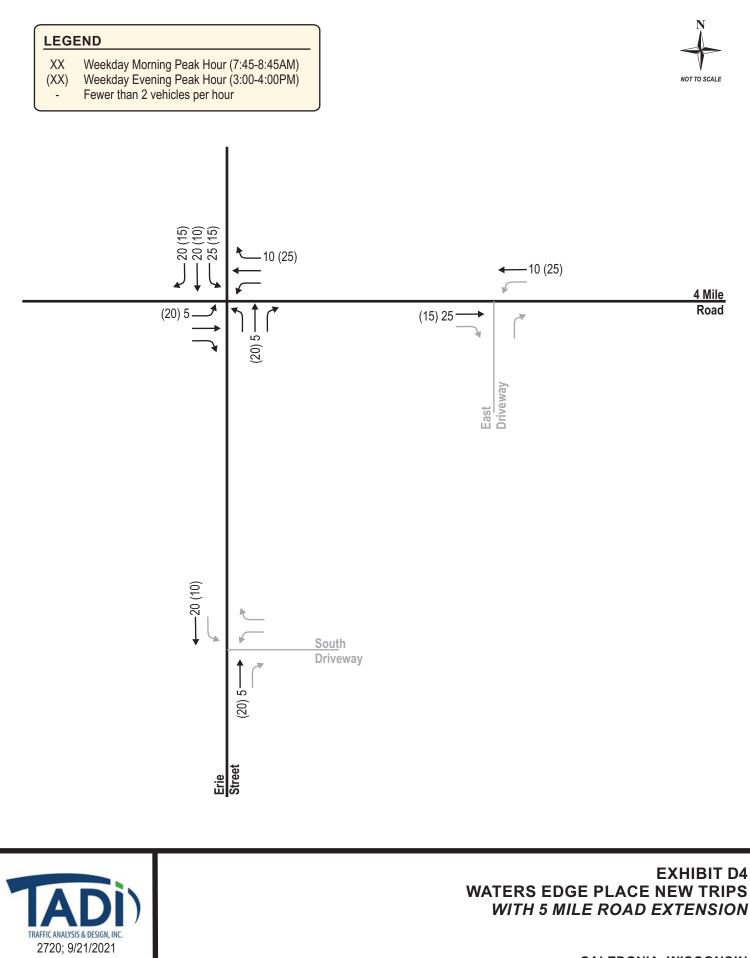


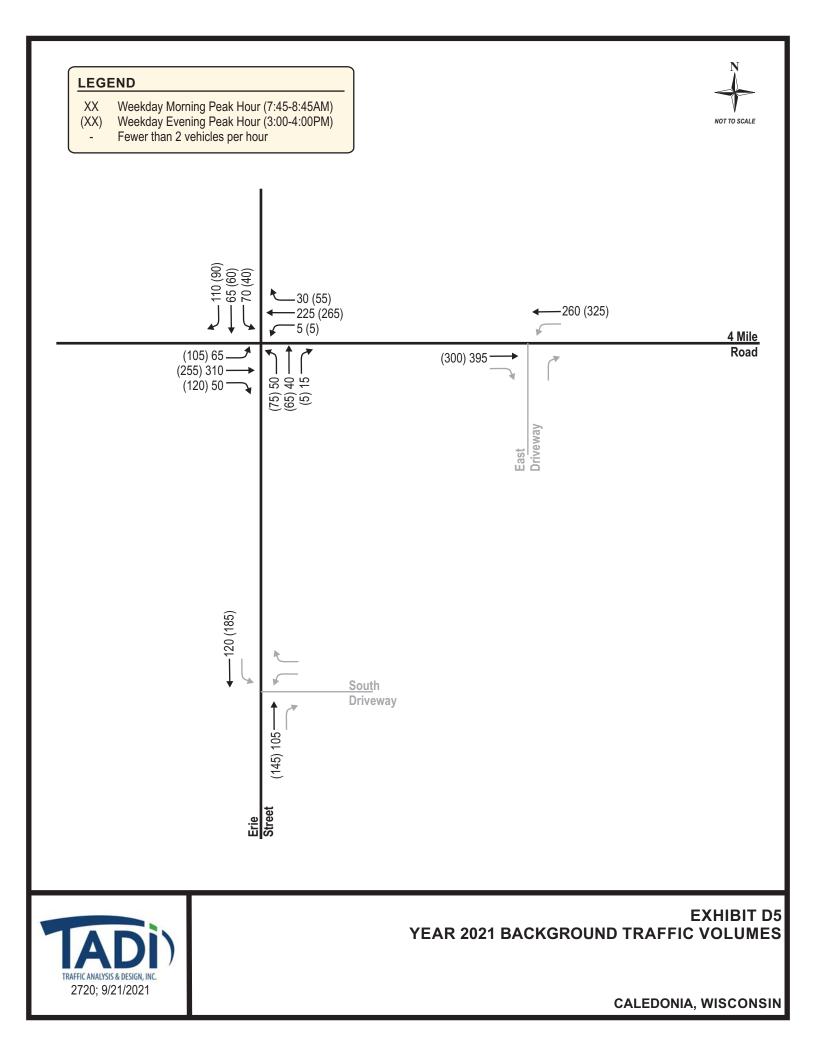


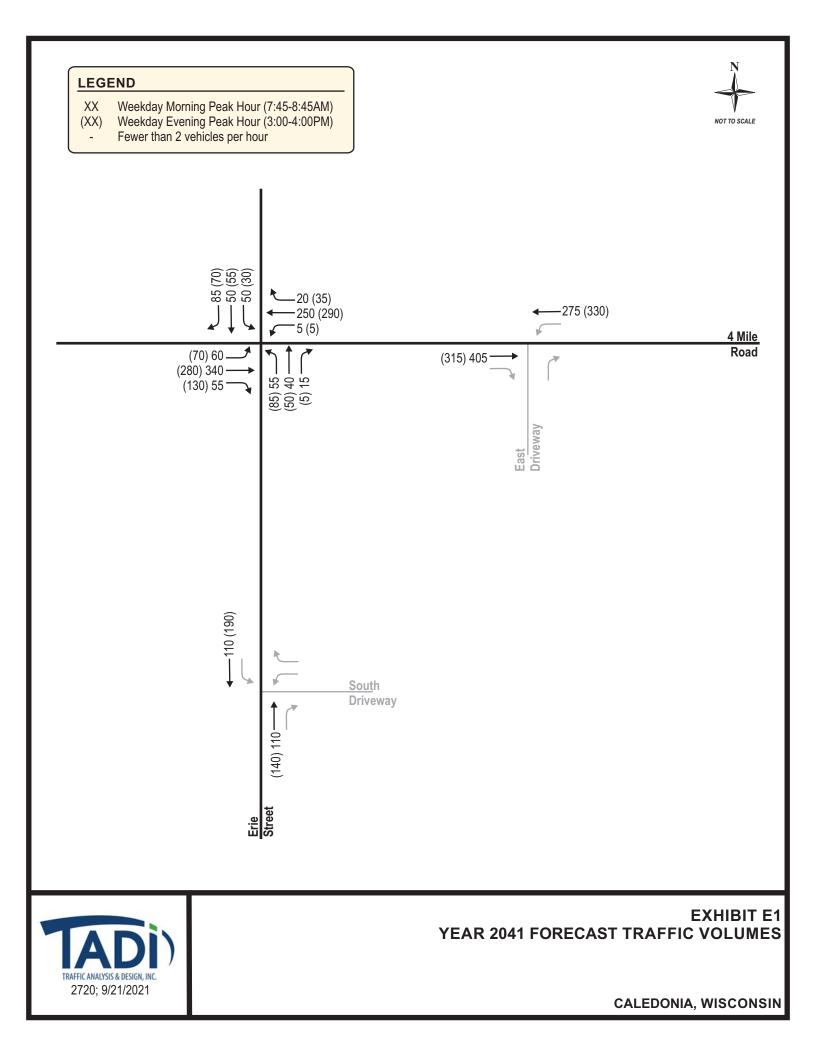


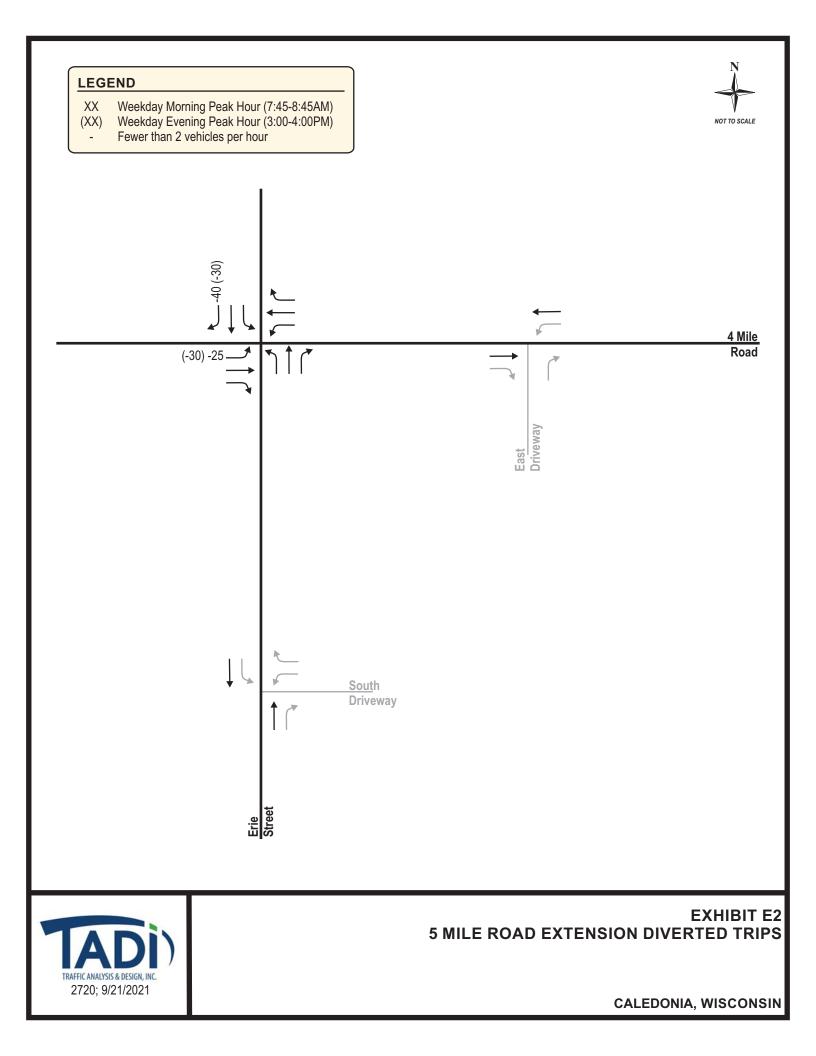


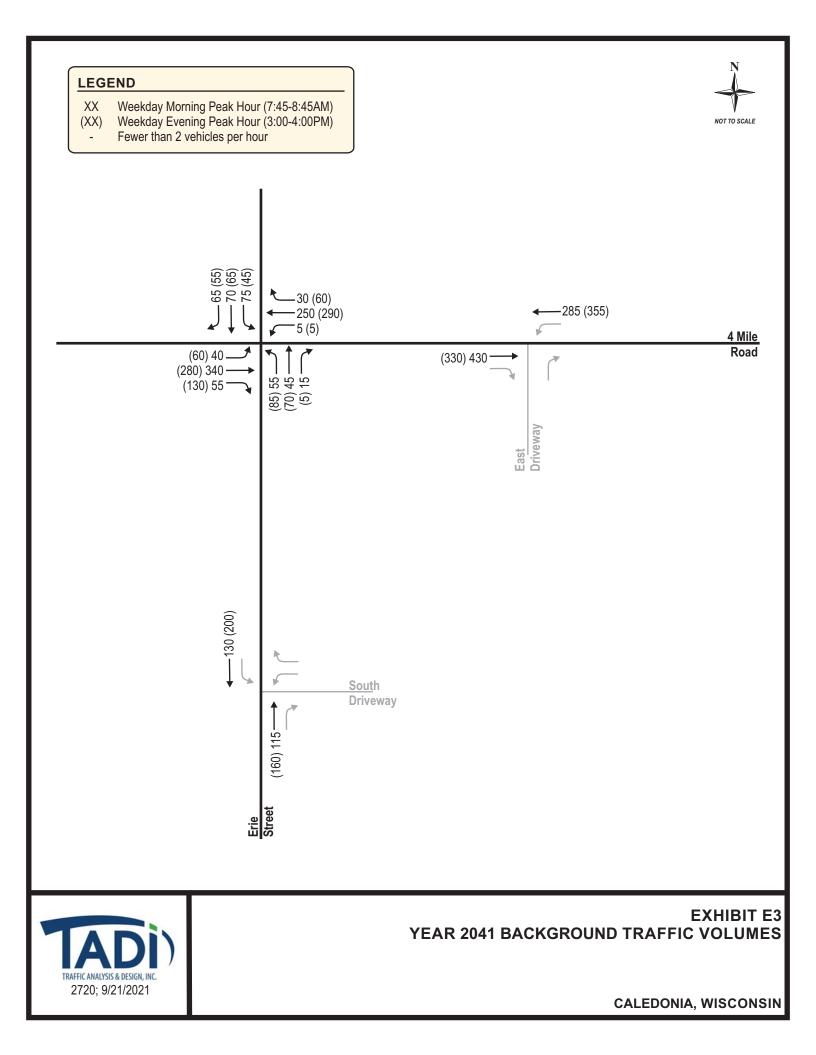


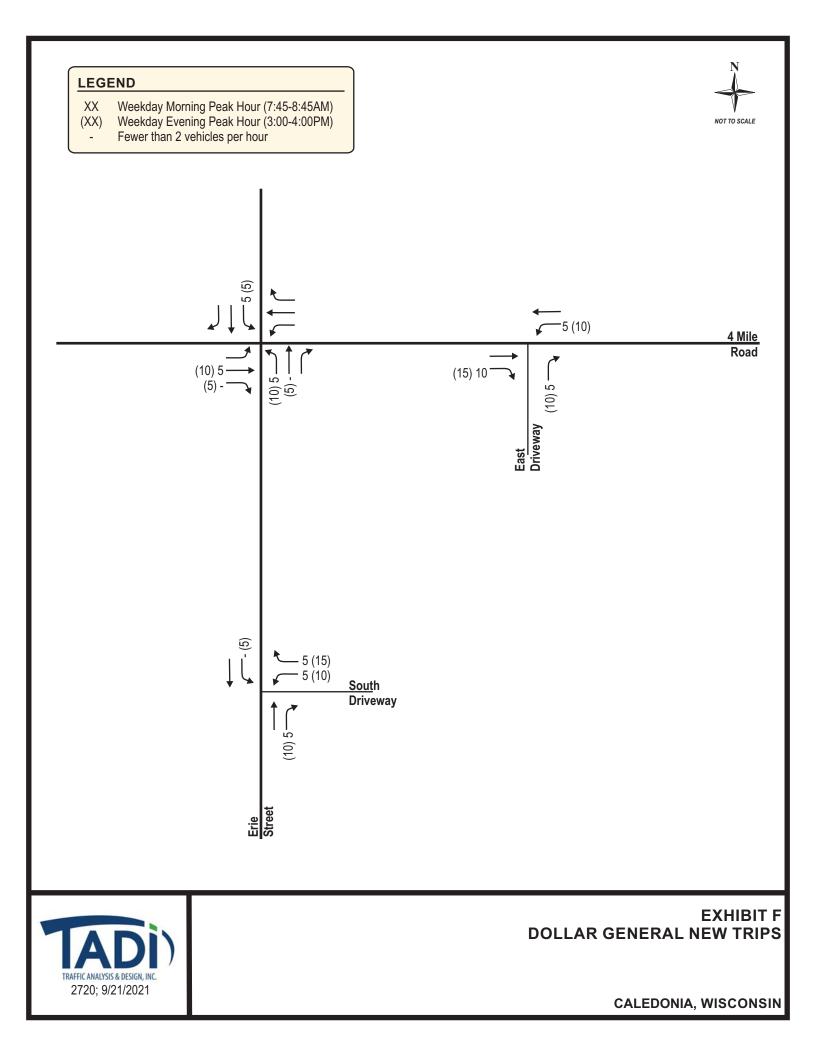


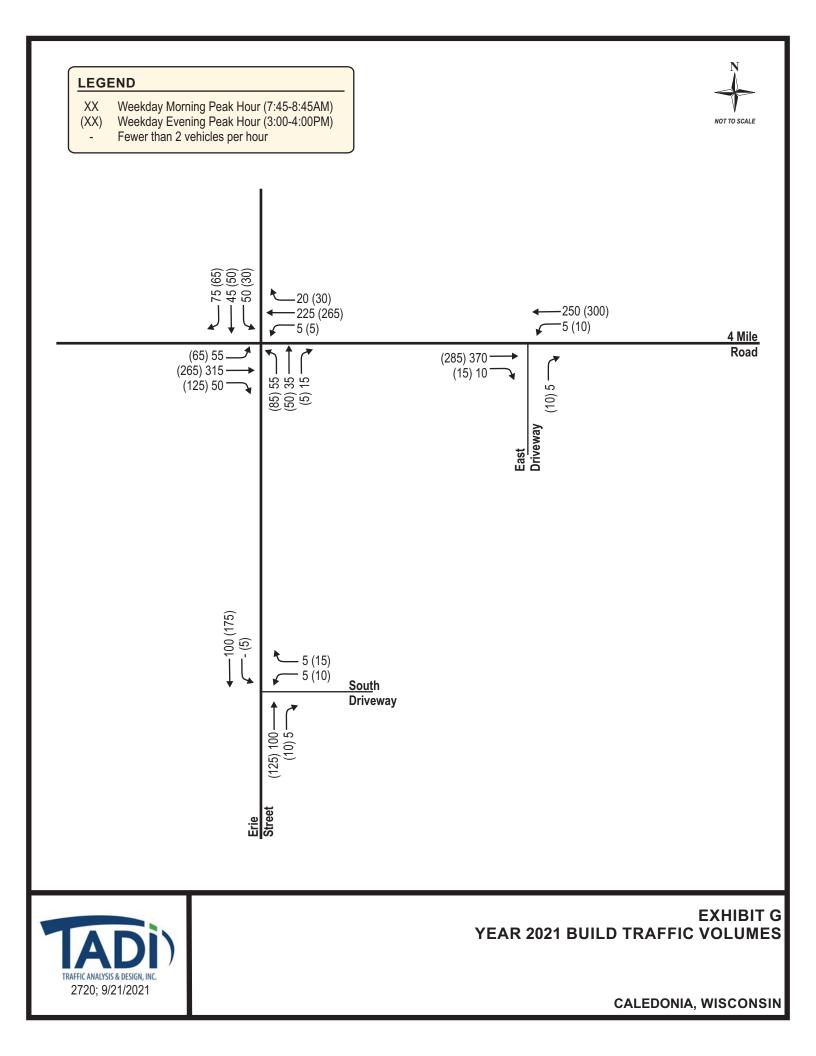


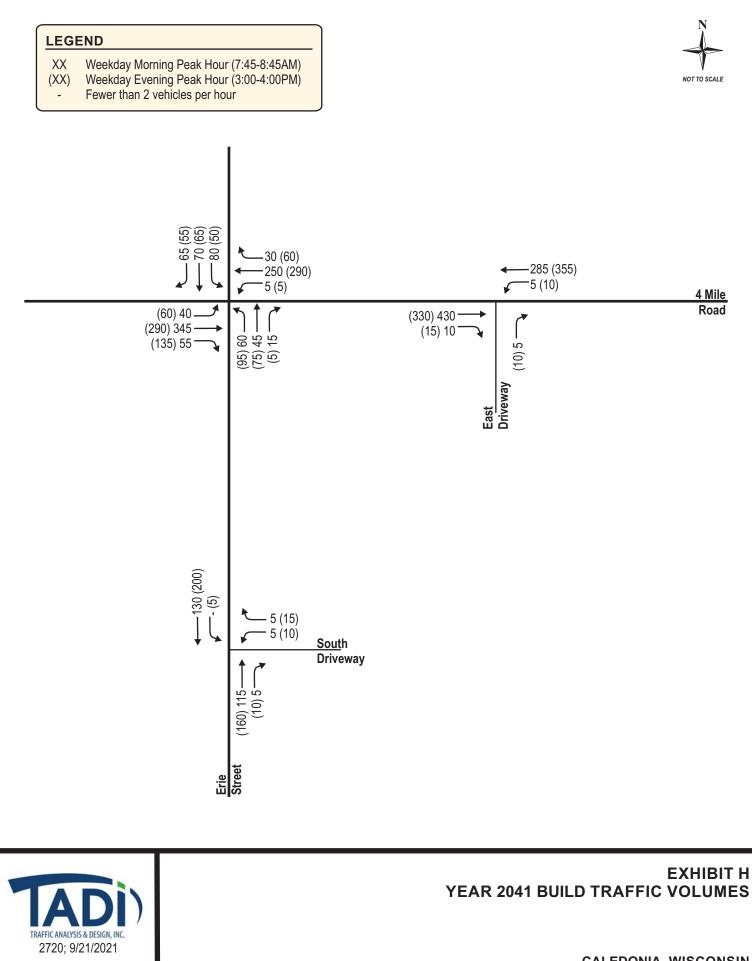












CALEDONIA, WISCONSIN

APPENDIX

Traffic Counts

Count Basics	Version	n 2013.J4.1	Page 1 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session
Total Number of I	Hours Counted: 6	Non-Holiday	No Special Events

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

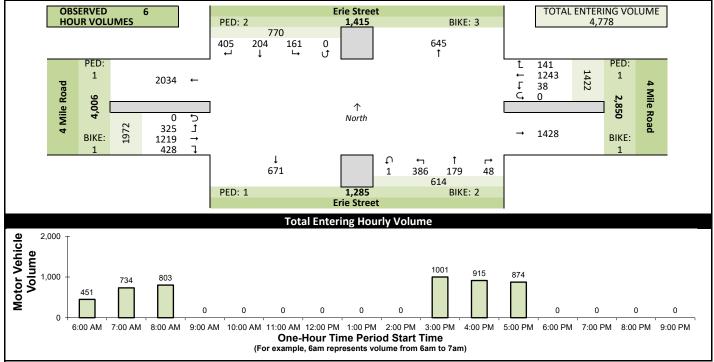
Intersection of: Erie Street and 4 Mile Road

Site Information

Site informat			
Municipality	Village of Caledonia		
County	Racine	WisDOT Reg	gion <mark>SE</mark>
Traffic Control	All-Way Stop		
Roadway Names		North Direction	1
	Erie Street		
East Leg	4 Mile Road		
South Leg	Erie Street		
West Leg	4 Mile Road		
Special Consideration	ations		
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestria	ins Observed		
	Pre-s	chool children Non	е
	Elementry scho	ol age children Non	е
Visua	ally impaired (white car	ne/helper dog) Non	е
	Elderly/disabled (excep	t wheelchairs) Non	e
	Wheelchairs/el	ectric scooters Non	е
Other (de	scribe)	None Non	е

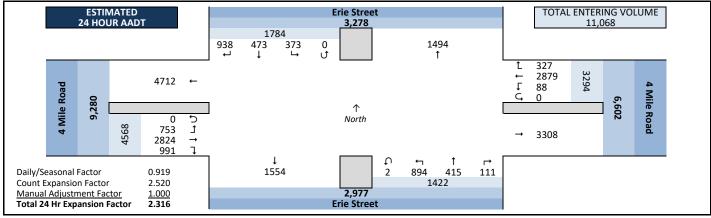
Hrs Counted:	6:00 AN	Л-9:00 A	M and	3:00 PN	1-6:00 PN	1							
1st Day of Co	unt	Monday	, Septe	mber 13	3, 2021		Weath	ner					
ÁM Pea	k Period						Clear 8	& Dry					
Midday Pea	k Period	Tuesday	, Septe	mber 14	1, 2021		Clear &	& Dry					
PM Pea	k Period	Monday	, Septe	mber 13	3, 2021		Clear &	& Dry					
Calculated Pe	eak Hours	5											
AM	7:45-8:4	45am	MD				PM	3:00-4	:00pm				
Peak Hours S	elected f	or Analy	sis										
AM	7:45-8:4	45am	MD				PM 3:00-4:00pm						
Daily/Sea:	sonal Adj	ustment	Group	(2) Urban Arterials & Collectors									
	Count Ex	pansion	Group	(2) Urb	an Arteria	als & C	ollecto	rs					
Daily/Seas	sonal Adj	ustment	Factor	0.919	Cou	unt Exp	ansior	n Factor	2.520				
Compar	ny Name	TADI, In	с.				Man	ual Adj.	1.000				
Observer	s A	AM Peak	Period	Wendy	Picard								
	Midd	lay Peak	Period	None									
	F	PM Peak	Period	Wendy	Picard								
Comment	s 2019 D	OT Seas	onal Fac	ctors									

Observed 6 Hour Volume Summary



Count Information

Estimated 24 Hour AADT



Peak Hour Volume Graphical Summary

Erie Street and 4 Mile Road

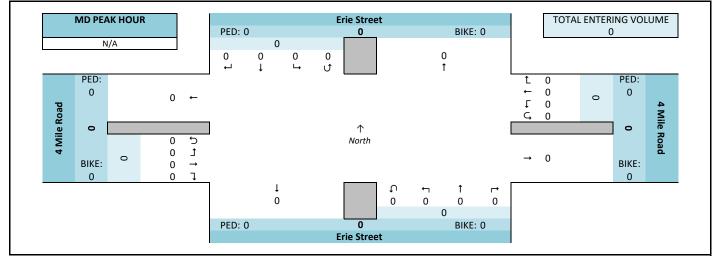
Count Basics			Page 2 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session
Total Number of Hou	rs Counted: 6	Non-Holiday	No Special Events



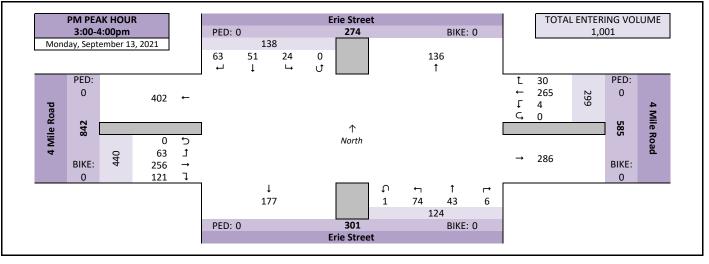
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary

Erie Street and 4 Mile Road

Count Basics			Page 3 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session
Total Number of	of Hours Counted: 6	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tue	sday, September 14, 2021		↓ From North					From East					From South									
	AM Peak Hour		Erie Street				4 N	1ile Ro	ad			Eri	e Stree	et			4 N	/ile Ro	ad			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:45 AM	22	15	15	0	52	8	49	2	0	59	2	10	11	0	23	11	71	15	0	97	231
L.	8:00 AM	17	11	10	0	38	4	42	0	0	46	2	7	11	0	20	13	86	13	0	112	216
5	8:15 AM	17	7	12	0	36	4	66	2	0	72	5	10	14	0	29	12	74	17	0	103	240
K.	8:30 AM	18	13	7	0	38	5	46	0	0	51	5	8	16	0	29	13	54	9	0	76	194
Pec	Peak Hour Volume	74	46	44	0	164	21	203	4	0	228	14	35	52	0	101	49	285	54	0	388	881
N	Rounded Hourly Volume	75	45	45	0	165	20	205	5	0	230	15	35	50	0	100	50	285	55	0	390	885
A	% Single Unit Trucks	4.1	2.2	6.8	0.0	4.3	0.0	2.0	25.0	0.0	2.2	42.9	2.9	3.8	0.0	8.9	10.2	4.6	9.3	0.0	5.9	5.0
	% 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)	4.1	2.2	6.8	0.0	4.3	0.0	2.0	25.0	0.0	2.2	42.9	2.9	3.8	0.0	8.9	10.2	4.6	9.3	0.0	5.9	5.0
	Peak Hour Factor (PHF)	0.84	0.77	0.73	0.00	0.79	0.66	0.77	0.50	0.00	0.79	0.70	0.87	0.81	0.00	0.87	0.94	0.83	0.79	0.00	0.87	0.92

N/	Ą		↓ From North					Fre	← om Ea	st			Fro	n Sou	ıth		→ From West					
	MD Peak Hour		Eri	ie Stree	et			4 N	1ile Ro	ad			Eri	e Stree	et			4 N	/ile Ro	ad		
-	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
lou	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K L	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	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
12	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
da	% 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
lid	% 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

Мо	nday, September 13, 2021	From North					← From East						Fro	n Sou	uth			Fro	→ om We	est		
	PM Peak Hour		Eri	e Stree	et			4 N	1ile Ro	ad			Eri	e Stree	et			4 N	/ile Ro	ad		
	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
	3:00 PM	15	11	10	0	36	3	55	2	0	60	1	16	19	0	36	28	58	16	0	102	234
5	3:15 PM	18	16	5	0	39	8	59	2	0	69	2	10	22	0	34	34	71	14	0	119	261
P	3:30 PM	15	14	7	0	36	9	70	0	0	79	3	9	9	0	21	30	73	17	0	120	256
ž	3:45 PM	15	10	2	0	27	10	81	0	0	91	0	8	24	1	33	29	54	16	0	99	250
Pec	Peak Hour Volume	63	51	24	0	138	30	265	4	0	299	6	43	74	1	124	121	256	63	0	440	1001
Ē	Rounded Hourly Volume	65	50	25	0	140	30	265	5	0	300	5	45	75	0	125	120	255	65	0	440	1005
٩	% Single Unit Trucks	9.5	3.9	0.0	0.0	5.8	6.7	2.3	25.0	0.0	3.0	16.7	7.0	2.7	0.0	4.8	1.7	2.3	7.9	0.0	3.0	3.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	9.5	3.9	0.0	0.0	5.8	6.7	2.3	25.0	0.0	3.0	16.7	7.0	2.7	0.0	4.8	1.7	2.3	7.9	0.0	3.0	3.6
	Peak Hour Factor (PHF)	0.87	0.80	0.60	0.00	0.88	0.75	0.82	0.50	0.00	0.82	0.50	0.67	0.77	0.25	0.86	0.89	0.88	0.93	0.00	0.92	0.96

Peak Hour Pedestrian and Bicyclist Volumes

Pe	destrians and Bicyclists	Cr	ossing 🔹	•	Cr	ossing	1	Cr	ossing		Cr	ossing 📫		Total
	* *	North App	broach		East App	oroach	ŧ	South App	oroach 🛶	•••	West App	oroach 🗼		Ped &
	K 0 0	Eri	ie Street		4 N	/ile Road		Eri	ie Street		4 N	/ile Road		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Volume									
	7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
_	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
100	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
	Total	0	2	2	0	0	0	0	0	0	0	0	0	2
		-	-		-	-		-		_	-	-		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
			-			-				_				
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Va	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Volume Summary - Motor Vehicle Data

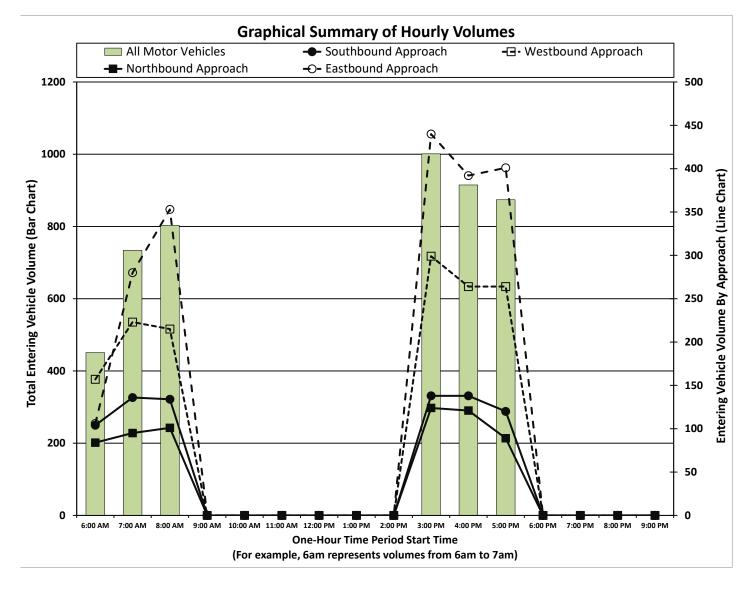
Erie Street and 4 Mile Road

Count Basics				Page 4 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session	
Total Number of	f Hours Counted: 6	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

				¥				-	÷					↑					→					
	e-Hour		-	m No	-				om Ea					m Sou					om We			Total	Direction	
Tin	ne Period		Er	ie Stree	et			4 N	∕lile Ro	ad			Eri	ie Stree	et			4 N	/ile Ro	ad		Vehicle	Volume	Totals
Sta	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	63	18	23	0	104	12	141	4	0	157	5	15	64	0	84	23	59	24	0	106	451	263	188
Σ	7:00 AM	71	30	35	0	136	24	194	5	0	223	4	22	69	0	95	42	196	42	0	280	734	503	231
A	8:00 AM	68	34	32	0	134	19	192	4	0	215	12	30	59	0	101	55	249	49	0	353	803	568	235
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
٩	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Σ	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	63	51	24	0	138	30	265	4	0	299	6	43	74	1	124	121	256	63	0	440	1001	739	262
	4:00 PM	72	36	30	0	138	26	226	12	0	264	13	34	74	0	121	88	228	76	0	392	915	656	259
N	5:00 PM	68	35	17	0	120	30	225	9	0	264	8	35	46	0	89	99	231	71	0	401	874	665	209
Ы	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tot	tals	405	204	161	0	770	141	1243	38	0	1422	48	179	386	1	614	428	1219	325	0	1972	4778	3394	1384



15-Minute Motor Vehicle Data

Erie Street and 4 Mile Road

15-Minute Motor Vehicle Data

Count Basics	;		Page 5 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session
Total Number	of Hours Counted: 6	Non-Holiday	No Special Events



15-1	Vinute		Fr	↓ om No	orth			F	← rom E	ast			Fr	↑ om So	uth			Fr	→ om W	/est				
Tim	e Period		E	rie Stre	et			4	Mile R	oad			E	rie Stre	et			4	Mile R	oad		15-Min	Hourly	1 1
	t Time	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Right	Thru	Left		Total	Right	Thru	Left	U-Tn	Total	Totals	-	PHF
	6:00 AM	13	1	2	0		4	20				1	1	11	0	13	5	14	6		25	78	451	
	6:15 AM	11	6	1	0		1	29	0			1		14	0	21	3	9	7		19	88	504	0.87
	6:30 AM	22	5	11	0	38	5	42	3	0	50	1	4	23	0	28	9	14	6	0	29	145	596	0.83
	6:45 AM	17	6	9	0	32	2	50	1	0	53	2	4	16	0	22	6	22	5	0	33	140	643	0.84
-	7:00 AM	15	2	4	0	21	4	49	0		53	0		15	0	16	7	27	7		41	131	734	0.79
ioc	7:15 AM	19	8	8	0		4	44	0			1		17	0	23	13	53	8		74	180	819	
Period	7:30 AM	15	5	8	0	-	8	52	3			1	6	26	0	33	11	45	12	0	68	192	879	0.92
k.	7:45 AM	22	15	15	0	-	8	49	2	-		2		11	0	23	11	71	15	0	97	231	881	0.92
Peak	8:00 AM	17		10	0		4	42	0			2	7	11	0	20	13	86	13	0	112	216	803	0.84
	8:15 AM 8:30 AM	17 18	7	12	0		4	66 46	2			5		14	0	29 29	12 13	74 54	17 9	0	103	240 194		
AM	8:45 AM	16	<u>13</u> 3	3	0		6		2			0		16 18	0	29	13	35	10		76 62	194		
	9:00 AM	0	0		0		0					0	-			23	0	0	0		02	0		
	9:15 AM	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		
	9:45 AM	0	0		0	-	0	-				0				0	0	0	0		0	0		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0		
	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		
-	10:45 AM	0	0	0	0	-	0	-			-	0				0	0	0	0		0	0		\square
Period	11:00 AM	0	0	0	0		-					0				0	0	0	0		0	0		
Per	11:15 AM	0	0	0	0	-	0	0				0				0	0	0	0		0	0		
	11:30 AM 11:45 AM	0	0	0	0	-	0	-			-	0			0	0	0	0	0		0	0		
Peak	11:45 AlVI 12:00 PM	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		
Midday	12:30 PM	0	0	0	0	-	-					0				0	0	0	0		0	0		
lid	12:45 PM	0	0	0	0		0	0				0			0	0	0	0	0		0	0		
<	1:00 PM	0	0	0	0		0			-		0				0	0	0	0		0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 PM	0	0	0	0		0	-				0				0	0	0	0		0	0		
	2:15 PM	0	0	0	0		0	-				0				0	0	0	0		0	0		
	2:30 PM	0	0	0	0	-	-		-	-		0	-		-	0	0	0	0		0	0		
	2:45 PM 3:00 PM	0 15	0	0	0	-	0	0 55	0			0	0	0 19	0	36	0 28	0 58	0		0	0 234	1001	0.96
	3:15 PM	15	11	5	0		8	59	2			2		22	0	30	34	71	10	0	102	254	992	0.90
	3:30 PM	15	10	7	0		9	70				3		9	0	21	30	73	14	0	119	256	938	0.92
	3:45 PM	15	10	2	0		10	81	0			0			1	33	29	54	16		99	250	918	0.92
	4:00 PM	15	7	9	0		9					2			0	28	19	54	20		93	225	915	0.93
	4:15 PM	20	5	3	0		3	50				2	7	20	0	29	24	54	16	0	94	207	923	0.93
	4:30 PM	19	11	8	0		8	62	2			5		20	0	33	24	55	14	0	93	236	939	0.95
	4:45 PM	18	13	10	0	41	6	54	3	0		4	10	17	0	31	21	65	26	0	112	247	903	0.91
-	5:00 PM	26	16	4	0	-	10	62	2			1	8	14	0	23	27	49	14	0	90	233	874	0.94
Period	5:15 PM	20	8	4	0		7	59	3			1			0	21	21	60	20		101	223		
Per	5:30 PM	8	7	6	0		7	43	3			1		11	0	22	27	63	14	0	104	200		\square
	5:45 PM 6:00 PM	14	4	3	0		6		1			5		10	0	23	24	59	23	0	106	218		\vdash
Peak	6:00 PM 6:15 PM	0	0	0	0		-	-				0				0	0	0	0		0	0		──┤
M	6:30 PM	0	0		0	-	-				-	0			-	0	0	0	0		0	0		
Ы	6:45 PM	0	0			-	-	-							-	0	0			_	0	0		
	7:00 PM	0	0													0	0	0	0		0	0		
	7:15 PM	0	0				-	-				0				0	0				0	0		
	7:30 PM	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		
	8:00 PM	0	0			-	-	-				-				0	0	0	0		0	0		
	8:15 PM	0	0													0	0		0		0	0		
	8:30 PM	0	0				-	-								0	0	0	0		0	0		
	8:45 PM	0	0			-	-	-	-							0	0	0			0	0		
	9:00 PM 9:15 PM	0	0													0	0	0	0		0	0		
	9:15 PM 9:30 PM	0	0	0		-	-					0			-	0	0	0	0		0	0		
	9:45 PM	0	0			-	-	-						-		0	0	0	-	-	0	0		
Tota		405	204	-	0		-					48				614	428	1219			1972	4778		
		403	204	101	0	//0	141	1243	30	U	1422	40	1/9	200	T	014	420	1713	323	U	1212	4//0		

Peak Hour All Vehicle Volume Summary

			¥					←					↑					→			
Hourly		Fre	om No	orth			F	rom E	ast			Fre	om So	outh			Fr	om W	lest		Total
Time Period							4	Mile R	oad			E	rie Stre	et			4	Mile R	oad		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 7:45 AM	74	46	44	0	164	21	203	4	0	228	14	35	52	0	101	49	285	54	0	388	881
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:00 PM	63	51	24	0	138	30	265	4	0	299	6	43	74	1	124	121	256	63	0	440	1001



15-Minute Automobile Data

Erie Street and 4 Mile Road

 Count Basics
 Page 6 of 13

 Start Date:
 Monday, September 13, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events



15-Minute Automobile Data

		inute From North							÷					↑					→				
-	Minute			-					rom Eas					om So					rom W				
	e Period			rie Stre					Mile Roa	-				rie Stre					Mile R			15-Min	Hourly
Sta	rt Time	Right	Thru	Left	U-Tn		Right			J-Tn	Total	ů	Thru	Left		Total	Right			U-Tn	Total	Totals	Sum
	6:00 AM 6:15 AM	13 11	1	2			3	20 28	0	0		0		10 13	0	<u>11</u> 19	4	<u>14</u> 8		0	23 18	73 83	431 486
	6:30 AM	22	4	11	0		5	42	1	0		0	-	23	0	27	8	13		0	26	138	579
	6:45 AM	17	6				2	49	1	0		2	4	15	0	21	6	21		0	32	130	623
_	7:00 AM	15	2	4	0		4	49	0	0		0	1	14	0	15	7	26			39	128	702
ioa	7:15 AM	18	8	7	0	33	4	44	0	0	48	1	5	17	0	23	13	51	8	0	72	176	778
Period	7:30 AM	15	5			-	8	52	1	0		1	6	24	0	31	9	43			62	182	831
	7:45 AM	22	14	13	0	-	8	48	1	0	-	1	10	10	0	21	9	67		0	89	216	837
Peak	8:00 AM 8:15 AM	16 15	<u>11</u> 7	10 11	0		4	41 66	0	0	-	1	6 10	10 14	0	<u>17</u> 26	13 10	80		0	105 98	204 229	768
AMI	8:30 AM	13	13	7	0		4	44	0	0		4	8	14		20	10	53		0	73	188	
A	8:45 AM	14	3				6		2	0	-	0	-		0	22	16	35			61	100	
	9:00 AM	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	
H	9:45 AM	0	0				0		0	0		0				0	0	0			0	0	
	10:00 AM 10:15 AM	0	0				0	0	0	0		0	-	-		0	0	0	-		0	0	
	10:15 AM 10:30 AM	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	
po	11:00 AM	0	0		-		0	0	0	0	-	0	-			0	0	0	-		0	0	
Period	11:15 AM	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	
Peak	11:45 AM	0	0			-	0		0	0	-	0		-		0	0	0	-		0	-	
	12:00 PM 12:15 PM	0	0		-		0	0	0	0		0	-	-		0	0	0			0	0	
da	12:30 PM	0	0		-	-	0	-	0	0		0		-		0	0	0	-	-	0	0	
Midday	12:45 PM	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	
	1:15 PM	0	0			-	0	-	0	0	-	0		-	-	0	0	0			0	0	
	1:30 PM	0	0				0	0	0	0		0	-	-		0	0	0			0	0	
	1:45 PM 2:00 PM	0	0		-		0		0	0		0		-	-	0	0	0			0	0	
	2:15 PM	0	0				0		0	0	-	0		-		0	0	0			0	-	
	2:30 PM	0	0				0	-	0	0	-	0		-	-	0	0	0			-		
	2:45 PM	0	0		0	0	0	0	0	0		0	0			0	0	0				0	
	3:00 PM	15	11	10			3		2	0		0	-	18		33	28	55		0	98	227	965
	3:15 PM	15	15	5			7		1	0		2	-		0	33	34	69		0		248	951
	3:30 PM 3:45 PM	15	14		-		8		0	0		3	-	-		21	28	72		0		248	905 887
	4:00 PM	12 14	<u>9</u> 5		0		10 8		0	0	-	0		23 17	1	<u>31</u> 27	29 18	54 53		0	97 90	242 213	884
	4:15 PM	19	4				3	49	2	0		2	-	20	0	29	24	54		0			901
	4:30 PM	18	11	-			7		1	0		4		20		32	24	54		0	92	230	917
	4:45 PM	18	13	9	0	40	6	51	3	0	60	4	10	17	0	31	20	63	25	0		239	885
ъ	5:00 PM	26	16				10	61	2	0		1	7	14	0	22	27	49		0		230	863
Period	5:15 PM	18	8				7		3	0		1	9	11	0	21	21	60			101	218	
Pe	5:30 PM 5:45 PM	7 14	7		0		7		3	0		1	10 8	11 10	0	22	27 24	63 58		0		198 217	
ak	6:00 PM	0	4	-			0	01	0	0	08	0				23	24	0				217	
Реа	6:15 PM	0	0				0	0	0	0	-	0	-	-	-	0	0	0			-	0	
N	6:30 PM	0	0				0		0	0		0				0	0	0				0	
٩	6:45 PM	0	0						0	0						0							
	7:00 PM	0	0				0		0	0		0				0		0				-	
	7:15 PM 7:30 PM	0	0				0		0	0		0				0	0	0				-	
	7:45 PM	0	0				0		0	0		0		-		0	0	0			-	-	
	8:00 PM	0	0		-		0		0	0		0				0	0	0				-	
	8:15 PM	0	0				0		0	0		0				0	-	0				-	
	8:30 PM	0	0				0		0	0		0		-		0	-	0	0	0		-	
	8:45 PM	0	0				0	-	0	0		0				0	-					-	
	9:00 PM	0	0				0		0	0		0		-		0	0	0			-	0	
	9:15 PM 9:30 PM	0	0				0		0	0		0		-		0	0	0					
	9:45 PM	0	0				0	-	0	0		0				0	0	0				0	
Tot		387	197	-	-		136	-	29	0		37		Ţ	-	586			-	-	-	4613	
		557	1.57	100	0	, , , , ,	100		23	5	1001	57	1,2	5,5	-	500	* 1 - 7		500	0	1,007	,013	

Peak Hour Automobile Volume Summary

				¥					+					1					→			
Ηοι	ırly		Fre	om No	orth			Fi	rom E	ast			Fr	om So	uth			Fr	om W	'est		Total
Tim	e Period		E	rie Stre	et			4	Mile R	oad			E	rie Stre	et			4	Mile R	oad		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:45 AM	71	45	41	0	157	21	199	3	0	223	8	34	50	0	92	44	272	49	0	365	837
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	57	49	24	0	130	28	259	3	0	290	5	40	72	1	118	119	250	58	0	427	965

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

Erie Street and 4 Mile Road

Count Basics	1		Page 7 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session
Total Number	of Hours Counted: 6	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

15-	Minute		Fr	↓ om No	orth			F	From E	ast			Fr	↑ om Sc	outh			Fr	→ om Wes	st		
	ne Period			rie Stre					Mile R					rie Stre					Mile Roa			5-Min
Sta	rt Time	Right	Thru	Left		Total	Right			U-Tn	Total	Right		Left	U-Tn	Total	Right	Thru		l-Tn		otals
	6:00 AM 6:15 AM	0	0	0		0	1	0			_	1	0	1	0	2	0	0		0		4
	6:30 AM	0	1	1		1	0					1		0	-	1	1	1	-	0		4
	6:45 AM	0	0	0		0	0					0			0	1	0			0	-	3
_	7:00 AM	0	0	0		-	0								0	1	0			0		3
iod	7:15 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Period	7:30 AM	0	0	0		0	0					0			0	2	2			0		10
¥,	7:45 AM	0	1	2		3	0					1	0	1	0	2	2	4		0		15
Peak	8:00 AM	1	0	0		1	0		-			1	1	1	0	3	0	-		0		12
		2	0	1		3	0					3	0			3	2	2	1	0		11 6
AM	8:45 AM	2	0	0		2	0					0		0		1	1	0	_	0		6
	9:00 AM	0	0	0	_	0	0					-				0	0	-	-	0		0
	9:15 AM	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
	10:00 AM	0	0	0			0					-				0	0			0		0
	10:15 AM	0	0	0			0				-	v	-		-	0	0		-	0	-	0
	10:30 AM 10:45 AM	0	0	0		0	0					-			-	0	0			0		0
g	10:45 AM 11:00 AM	0	0	0		0	0					0			-	0	0			0		0
Period	11:15 AM	0	0	0		0	0				-					0	-	-		0	-	0
Pe	11:30 AM	0	0	0			0									0	0			0	-	0
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
g	12:00 PM	0	0			0	0	0			0					0	0			0		0
Midday	12:15 PM	0	0				0					-				0	-			0	-	0
ida	12:30 PM	0	0	0		0	0				-	0		0	-	0	0			0	-	0
S	12:45 PM 1:00 PM	0	0	0		0	0				-					0		-		0	_	0
	1:15 PM	0	0	0		0	0					-			-	0	0			0		0
	1:30 PM	0	0			-	0				-				-	0	-			0	-	0
	1:45 PM	0	0	0			0				-				-	0				0	-	0
	2:00 PM	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
	2:30 PM	0	0	0		0	0					0			-	0	0	-		0		0
	2:45 PM	0	0	0	_	0	0		-		-	0	-		-	0	0			0	-	0
	3:00 PM	0	0				0				-			1	-	3	0			0		7
	3:15 PM 3:30 PM	3	1	0		4	1	4				0		0	-	1	0	2		0		13
	3:45 PM	3	1	0	-	4	0	2		-	-			1	-	2	2			0		8
	4:00 PM	1	2	0			1	3				0		0		2	1	1		0		12
	4:15 PM	1	1	0			0				-	0				0	0			0		5
	4:30 PM	1	0	0			1					1			-	1	0	1	0	0		6
	4:45 PM	0	0	1			0				3	0			-	0	1	2		0		8
0	5:00 PM	0	0	0			0					0		0	-	1	0	-		0		3
rio	5:15 PM	2	0	0			0				-	0	-		-	0				0	-	5
Period	5:30 PM 5:45 PM	1	0	0			0					0	-		-	0	0			0	-	2
ak	6:00 PM	0	0	0		0	0				-	Ŭ			-	0	0		-	0		1
Peak	6:15 PM	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
٩	6:45 PM	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
	7:15 PM	0	0				0									0				0	-	0
	7:30 PM	0	0										-			0				0	-	0
	7:45 PM	0	0				0				-				-	0				0	-	0
	8:00 PM 8:15 PM	0	0				0					-				0				0	-	0
	8:15 PM 8:30 PM	0	0				0									0				0	-	0
	8:30 PIVI 8:45 PM	0	0				0				-	-	-		-	0	-	-		0	-	0
	9:00 PM	0	0				0									0	-			0	-	0
	9:15 PM	0	0				0						-			0	-			0	-	0
	9:30 PM	0	0				0				-				-	0				0	-	0
	9:45 PM	0	0				0				-	-	-			0	-			0	-	0
_	als	18	7				5		9	0	41	11				27	13	32		0	64	163

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

			¥					÷										→			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Time Period		E	rie Stre	et			4	Mile R	oad			E	rie Stre	et			4	Mile R	oad		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 7:45 AM	3	1	3	0	7	0	4	1	0	5	6	1	2	0	9	5	13	5	0	23	44
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:00 PM	6	2	0	0	8	2	6	1	0	9	1	3	2	0	6	2	6	5	0	13	36

15-Minute Semi-Truck Data

Erie Street and 4 Mile Road

Count Basics Page 8 of 13 Start Date: Monday, September 13, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

Semi-Trucks

15-Minute Semi-Truck Data

		I I		J			1		L								I		~				
		te From North						-	←				-	1				-	→	laat			
	Minute								rom East					om So					rom W				
Tim	e Period		E	rie Stre	eet			4	Mile Road				E	rie Stre	et			4	Mile R	oad		15-Min	Но
Stai	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left U	Tn T	otal	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sur
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
_	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Period	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
◄	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
Period	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
er.	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
đ	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
š	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
~	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0			-	0	-	-	0	0	0		0	0	0	0	0		0	0	0	
	4:15 PM	0	0	0			0	0		0	0	0	0	0	0	0	0	0		0	0	0	
	4:30 PM	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0		0	0	0	
	4:45 PM	0	0	-		-	0	-	-	0	0	0		0	0	0	0	0		0	0	0	
~	5:00 PM	0	0				0	0		0	0	0	0	0	0	0	0	0		0	0	0	
jõ	5:15 PM	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0		0	0	0	
Period	5:30 PM	0	0	-		-	0	-	-	0	0	0	0	0	0	0	0	0		0	0	0	
4	5:45 PM	0	0				0		0	0	0	0	-		0	0	0	0		0	0	0	
Peal	6:00 PM	0	0				0	-	-	0	0	0	-	-	0	0	0	0		0	0	0	
	6:15 PM	0	0	-		-	0	-	-	0	0	0		0	0	0	0	0		0	0	0	
Š	6:30 PM	0	0		-		U U	-	-	0	0	0	-	-	0	0	-				0	v	
٥.	6:45 PM	0	0							0	0				0	0					0		
	7:00 PM	0	0					-		0	0	0		-	0	0	0	0			0	-	
	7:15 PM	0	0							0	0	0			0	0					0		
	7:30 PM	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	-	
	8:00 PM	0	0							0	0	0			0	0					0		
	8:15 PM	0	0					-	-	0	0		-		0	0	-				0		
	8:30 PM	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	
				r .		-		-		-	-		1	-	-	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	

Peak Hour Semi-Truck Volume Summary

				¥					÷					1					→			
Hou	rly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period							4	Mile R	oad			E	rie Stre	et			4	Mile R	oad		Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Minute Heavy Vehicle Data

Erie Street and 4 Mile Road

Count Basics			Page 9 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session
Total Number	of Hours Counted: 6	Non-Holiday	No Special Events

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

15-Minute Heavy Ve	hicle Data	
--------------------	------------	--

		ieavy		Ţ					+			1							→			
15-1	Vinute		Fr	om No	orth			F	rom E	ast			Fr	↑ om So	outh			Fi	rom W	/est		
	e Period			rie Stre					Mile R			<u> </u>		rie Str					Mile R			15-Min
	t Time	Right		Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	1	Left		Total	Right	Thru	Left	U-Tn	Total	Totals
otai	6:00 AM	0	_				_	0				1	0		0	2	1	0		0		5
	6:15 AM	0	-	-	0	-	0		0			1	0	1		2	0		0	-		5
	6:30 AM	0) 1	0	0	1	0	0	2	0	2	1	0	0	0	1	. 1	1	1	. 0	3	7
	6:45 AM	0							0			0	-			1	. 0					3
-	7:00 AM	0										0	-			1	0			-		3
Period	7:15 AM	1	-		0		0		0	-	_	-	-	-		0	0			-		4
Pel	7:30 AM	0							2			0	-		-	2	2			-	-	10
	7:45 AM 8:00 AM	0	-	2	0		0		1	0		1	0		0	2	2	4		0	-	15
Peak	8:00 AN 8:15 AM	1	0		0		0		0			1	0	1		3	0	2		0		12 11
AM	8:30 AM	0			-	-	0	-	0	-	-	1	0				1	1	1	0	-	6
₹	8:45 AM	2	-				0		0			0	-	-		1	1		0		-	6
	9:00 AM	0					-		0			0				0	0					0
	9:15 AM	0			-	-	-	-	-	-				-		0	0				-	0
	9:30 AM	0				0						0	0			0	0				0	0
	9:45 AM	0	-			÷	0						0			0	0	-			0	0
_	10:00 AM	0														0	0					-
	10:15 AM	0	-	-		-					-	-		-		0	0				-	-
	10:30 AM	0				-	v	-	0				-			0	0				-	-
0	10:45 AM	0														0	0					
Period	11:00 AM 11:15 AM	0		-		-	-	-	0		-	0		-		0	0				-	-
Pel	11:13 AM 11:30 AM	0				-		-								0	0				-	-
ak	11:45 AM	0														0	0				-	-
Pe	12:00 PM	0							0					-		0	0				-	-
	12:15 PM	0			-	-	-	-	0				-	-		0	0				-	-
ğ	12:30 PM	0							0							0	0				0	0
Viidday	12:45 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
_	1:00 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
	1:15 PM	0	-			-										0	0				-	-
	1:30 PM	0			-	-	-		0	-				-		0	0				-	-
	1:45 PM	0														0	0				-	-
	2:00 PM 2:15 PM	0							0					-		0	0				-	0
	2:30 PM	0				-			0					-	-	0	0				-	0
	2:45 PM	0			0		v		0			-	-			0	0					0
	3:00 PM	0	-	-		-	-	-	0			1	1	1		3	0	-			-	7
	3:15 PM	3	-	0		-	1	4	1			0	1	0	-	1	. 0					13
	3:30 PM	0	0 0	0	0	0	1	2	0	0	3	0	0	0	0	0	2			0	5	8
	3:45 PM	3	1	0	0	4	. 0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	8
	4:00 PM	1	. 2	0			1	3	1			0		0		1	. 1				-	12
	4:15 PM	1	-	-			0		1	-		0	-			0	0			-		5
	4:30 PM	1	. 0				1	1	1	0		1	0	-		1	. 0					6
	4:45 PM	0			0		0		0			0				0	1					8
g	5:00 PM 5:15 PM	0	0 0				0		0			0		0		1	0			-		3
Period	5:15 PM 5:30 PM	2					0	_	0			0				0	0				-	5
P	5:45 PM	0					-		0			0		-		0	0		0		-	<u> </u>
Peak	6:00 PM	0	-	-				-				0				0	0					0
	6:15 PM	0				-	-	-	0	-		0	-	-		0	0				-	0
Σ	6:30 PM	0			0		0		0		-	0	-	-		0	0				-	0
٩	6:45 PM	0														0	0		0		0	-
	7:00 PM	0									_		-	-		0						-
	7:15 PM	0														0						-
	7:30 PM	0														0					-	-
	7:45 PM	0														0						-
	8:00 PM	0														0	-					-
	8:15 PM 8:30 PM	0														0						-
	8:30 PM 8:45 PM	0				-	-				-			-		0					-	-
	9:00 PM	0						-								0						-
	9:15 PM	0				-								-		0					-	-
	9:30 PM	0				-	-				-	-		-		0	-				-	-
								-														-
	9:45 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Heavy Vehicle Volume Summary

			¥					÷					1					→			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	lest		Total
Time Period		E	rie Stre	et			4	Mile R	oad			E	rie Stre	et			4	Mile R	oad		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 7:45 AM	3	1	3	0	7	0	4	1	0	5	6	1	2	0	9	5	13	5	0	23	44
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:00 PM	6	2	0	0	8	2	6	1	0	9	1	3	2	0	6	2	6	5	0	13	36

15-Minute Heavy Vehicle Percentages

Erie Street and 4 Mile Road

 Count Basics
 Page 10 of 13

 Start Date:
 Monday, September 13, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events

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

15-Minute Heavy Vehicle Percentages

			E.	$\mathbf{\Psi}$		ages			+	act			Er	↑ om Sc	th			Er	→ om W	oct		Total	Hou
	Minute			om No					rom E													Heavy	Hea
	e Period			rie Stre					Mile R				1	rie Str					Mile Ro			Vehicle	Veł
tai	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Per
	6:00 AM	0.0	0.0		0.0	0.0	25.0	0.0	0.0		4.2	100.0	0.0	9.1	0.0		20.0	0.0	16.7	0.0	8.0	6.4	
	6:15 AM 6:30 AM	0.0	0.0		0.0	5.6	0.0	3.4	0.0		3.3	100.0	0.0	7.1	0.0		0.0	11.1	0.0	0.0	5.3	5.7	
	6:45 AM	0.0	20.0	0.0	0.0	2.6	0.0	0.0	66.7	0.0	4.0	100.0		0.0	0.0		11.1	7.1	16.7	0.0	10.3	4.8	_
	7:00 AM	0.0	0.0		0.0	0.0	0.0	2.0	0.0		1.9 0.0	0.0	0.0	6.2 6.7	0.0		0.0	4.5 3.7	0.0 14.3	0.0	3.0 4.9	2.1	
g	7:15 AM	5.3	0.0		0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	3.8	0.0	0.0	2.7	2.3	_
Period	7:30 AM	0.0	0.0	-	0.0	0.0	0.0	0.0	66.7	0.0	3.2	0.0		7.7	0.0		18.2	4.4	16.7	0.0	8.8	5.2	
	7:45 AM	0.0	6.7	13.3	0.0	5.8	0.0	2.0	50.0	0.0	3.4	50.0	0.0	9.1	0.0		18.2	5.6	13.3	0.0	8.2	6.5	
Peak	8:00 AM	5.9	0.0		0.0	2.6	0.0	2.4	0.0	0.0	2.2	50.0	14.3	9.1	0.0	-	0.0	7.0	7.7	0.0	6.2	5.6	
g	8:15 AM	11.8	0.0		0.0	8.3	0.0	0.0	0.0		0.0	60.0	0.0	0.0			16.7	2.7	5.9	0.0	4.9	4.6	
AM	8:30 AM	0.0	0.0		0.0	0.0	0.0	4.3	0.0	0.0	3.9	20.0	0.0	0.0			7.7	1.9	11.1	0.0	3.9	3.1	-
4	8:45 AM	12.5	0.0		0.0	9.1	0.0	5.3	0.0		4.3	0.0		0.0			5.9	0.0	0.0	0.0	1.6	3.9	
	9:00 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
-	10:45 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
Period	11:00 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
Per	11:15 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
eak	11:45 AM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
, Pe	12:00 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
ĝ	12:15 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
Midday	12:30 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0	
Σ	12:45 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM 1:15 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	_
	2:00 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	_
	2:45 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	_
	3:00 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	6.2	5.3	0.0		0.0	5.2	6.2	0.0	3.9	3.0	
	3:15 PM	16.7	6.2	0.0	0.0	10.3	12.5	6.8	50.0	0.0	8.7	0.0		0.0			0.0	2.8	0.0	0.0	1.7	5.0	
	3:30 PM	0.0	0.0		0.0	0.0	11.1	2.9	0.0	0.0	3.8			0.0			6.7	1.4	11.8	0.0	4.2	3.1	
	3:45 PM	20.0	10.0	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	12.5	4.2	0.0		0.0	0.0	12.5	0.0	2.0	3.2	
	4:00 PM	6.7	28.6		0.0	9.7	11.1	5.0	25.0	0.0	6.8	0.0		0.0				1.9	5.0	0.0	3.2	5.3	
	4:15 PM	5.0	20.0		0.0	7.1	0.0	2.0	33.3	0.0	3.6			0.0			0.0	0.0	6.2	0.0	1.1	2.4	
	4:30 PM	5.3	0.0		0.0	2.6	12.5	1.6	50.0	0.0	4.2	20.0		0.0	0.0		0.0	1.8	0.0	0.0	1.1	2.5	
	4:45 PM	0.0	0.0		0.0	2.4	0.0	5.6	0.0		4.8	0.0		0.0			4.8	3.1	3.8	0.0	3.6	3.2	
~	5:00 PM	0.0	0.0		0.0	0.0	0.0	1.6	0.0	0.0	1.4	0.0	12.5	0.0		4.3	0.0	0.0	7.1	0.0	1.1	1.3	
ioc	5:15 PM	10.0	0.0	0.0	0.0	6.2	0.0	5.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	
Period	5:30 PM	12.5	0.0	0.0	0.0	4.8	0.0	2.3	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
5	5:45 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	1.7	0.0	0.0	0.9	0.5	
Peal	6:00 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
ΡM	6:30 PM	0.0	0.0		0.0	0.0	0.0							0.0				0.0	0.0	0.0	0.0	0.0	
-	6:45 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0			0.0				0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0				0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0		0.0	0.0		0.0	0.0					0.0					0.0	0.0		0.0	
	7:30 PM	0.0	0.0		0.0	0.0		0.0	0.0			-		0.0	-				0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0		0.0	0.0		0.0	0.0			-		0.0					0.0	0.0		0.0	
	8:00 PM	0.0	0.0		0.0			0.0	0.0					0.0					0.0	0.0		0.0	
	8:15 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0			-		0.0				0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0		0.0	0.0		0.0	0.0					0.0					0.0	0.0		0.0	-
	8:45 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0			-		0.0				0.0	0.0	0.0		0.0	
	9:00 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0			-		0.0					0.0	0.0	0.0	0.0	L
	9:15 PM	0.0	0.0		0.0	0.0		0.0	0.0					0.0					0.0	0.0		0.0	
	9:30 PM	0.0	0.0		0.0	0.0	0.0	0.0	0.0					0.0				0.0	0.0	0.0		0.0	
	9:45 PM	0.0	0.0		0.0	0.0		0.0	0.0					0.0					0.0	0.0	0.0	0.0	
		4.4	3.4	3.7	0.0	4.0	3.5	2.2	23.7	0.0	2.9	22.9	3.9	2.6	0.0	4.6	3.3	2.6	5.8	0.0	3.3	3.5	

Peak Hour Heavy Vehicle Percentages Summary

			¥					÷										→			Hourly
Hourly		Fre	om No	orth			Fi	rom E	ast			Fr	om So	uth			Fr	om W	est		Heavy
Time Period		E	rie Stre	et			4	Mile R	oad			E	rie Stre	et			4	Mile R	oad		Vehicle
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM 7:45 AM	4.1	2.2	6.8	0.0	4.3	0.0	2.0	25.0	0.0	2.2	42.9	2.9	3.8	0.0	8.9	10.2	4.6	9.3	0.0	5.9	5.0
MD 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM 3:00 PM	9.5	3.9	0.0	0.0	5.8	6.7	2.3	25.0	0.0	3.0	16.7	7.0	2.7	0.0	4.8	1.7	2.3	7.9	0.0	3.0	3.6

15-Minute Pedestrian and Bicyclist Data

Erie Street and 4 Mile Road

Count Basics			Page 11 of 13
Start Date:	Monday, September 13, 2021	Weekday	Schools in Session
Total Number of	of Hours Counted: 6	Non-Holiday	No Special Events

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

<u> </u>	-Minute Pedestrian a	-			r										· •
15	Minuto			•••		ossing	ţ		ossing			ossing			
	Minute	North App			East App		ŧ	South App	1	••••	West App	- 1		15	
	e Period		rie Street	Tetal		Mile Road	Tetal		rie Street	Tetel		Mile Road	Tetel	15-Min	Hourly
Sta	rt Time 6:00 AM	Pedestrian 0	Bicyclist 0	Total 0	Pedestrian 0	Bicyclist 0	Total 0	Pedestrian 0	Bicyclist 0	Total 0	Pedestrian 0	Bicyclist 1	Total	Totals 1	Sum 4
	6:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	3
	6:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	4
	6:45 AM 7:00 AM	0	0	0	0	1 0	1 0	0	0	0	0	0	0	1 0	3
lod	7:15 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	3
Period	7:30 AM	0	0	0	0	0	Ő	0	0	Ő	0	0	0	0	1
	7:45 AM 8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	2
Peak	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
AM	8:30 AM	0	1	1	0	0	Ő	0	0	0	0	0	0	1	
A	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	, ┣───
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ъ	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Period	11:00 AM 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	. —
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	11:45 AM	0	0	0	0	0	Ő	0	0	Ő	0	0	Ő	0	
	12:00 PM 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Jay	12:15 PM 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:30 PM 4:45 PM	0	1 0	1 0	0	0	0	0	0	0	0	0	0	1 0	4
σ	5:00 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	3
Period	5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	
Pe	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	, ┣───
Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ΡM	6:30 PM 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	, ┣───
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	.
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	╷┣───
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	I
_	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tot	ais	2	3	5	1	1	2	1	2	3	1	1	2	12	1

Special Pedestrians

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

(i)

Total Traffic Volume By Day Type

Coverage Count

ransportation	2017-Jun-06 to
Wisconsin Department of T	Hourly Traffic Volume Report

		100			-		10	Unite Count	Augron	the second second	No Do N	C In All All All D	- inc	100			
Hourly Traffic Volume Repor	e Report	707	1-Jun-L	2017-Jun-06 to 2017-Jun-08	20		0	HOUR LOUM	WVCI N	des aua arabi	2.00.0	40 riour Lount - Averages and Graphs vo ivor include All voys	cán	3 85 JH/4			11
Location CTH G EAST OF ERIE ST CALEDONIA TNSHP	OF ERIE ST	CALEDONIA TNSH	4						Γ			Segment ID	Г	90 10 20 20		1	1
Site # 511002											Season	Seasonal Factor Group 2	1			1	
Region SE											Da	Daily Factor Group 2		···· \$	ŧ		
County RACINE											8	Axle Factor Group 6		000	02.00	0000	08.00
LUILLE LIGSS O MINDE A	Increal								1		Grow	Growth Factor Group	1				-
Hour Sun		Mon		Tues 2017-06-06		Wed 2017-06-07	-	Thur 2017-06-08		Fri		Sat		Hour	Mon-Thurs Average	51	H
Undivided Hwy	To	tal Undivided Hwy	Total	Undivided Hwy	Total L	Undivided Hwy	Total 1	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	INDE	Undivided Hwy	17	Total Undivi
00:00-00:29			•			36	36	44	44	The second second	1	dem	•	00:00-00:20	*	40	40
01:00-01:59		*			*	15	15	11	11	and the second			d.	01:00-01:59	4	13	13
02:00-02:59		-	4		•	6	9	13	13		•			02:00-02:59	-	11	11
03:00-03:59			,		•	10	10	16	16	- Aler	•		•	03:00-03:59	-	13	13
04:00-04:59			'		•	30	30	38	38		•		1	04:00-04:59	t	34	34
05:00-05:59		-	'		1	98	98	100	100	A				05:00-05:59	-	66	66
06:00-06:59			'		1	302	302	306	306				4	06:00-06:59		304	304
07:00-07:59	1	1	,		•	548	548	528	528		•		•	07:00-07:59	•	538	538
08:00-08:59		+	+		•	566	566	457	457				1	08:00-08:59		512	5120
09:00-09:59			'		•	426	426	437	437		•	1	•	09:00-09:59		432	432
10:00-10:59			'	-	•	450	450	412	412		1		•	10:00-10:59		431	431
11:00-11:59	10	1	'		•	478	478	456	456		,	-	1	11:00-11:59		467	467
12:00-12:59					•	528	528	495	495				1	12:00-12:59		512	512
13:00-13:59			•		•	475	475	504	504				•	13:00-13:59	×	490	490
14:00-14:59			•			503	503	476	476		•			14:00-14:59		490	490.
15:00-15:59		1		632	632	534	534		•		1		•	15:00-15:59		583	583
16:00-16:59			•	632	632	646	646		4		-1			16:00-16:59		639	639
17:00-17:59			*	594	594	582	582		•				1	17:00-17:59		588	588
18:00-18:59				436	436	500	500		•		•			18:00-18:59	T	468	468
19:00-19:59			'	358	358	367	367		•	de la la	•		•	19:00-19:59		363	363
20:00-20:59	-	1	,	312	312	338	338		1		'			20:00-20:59		325	325
21:00-21:59		*	'	214	214	230	230		•		,		3	21:00-21:59		222	222
22:00-22:59			•	106	106	118	118		•	-	•		1	22:00-22:59	-	112	112
23:00-23:59	-		'	64	64	70	70						•	23:00-23:59			67
Daily Total -			•	•	•	7 859	7 850	-					1	Pails Tabel	-	7 700 7	7 750

0 10 </th <th>200 00 00</th> <th></th> <th></th> <th>4</th> <th></th> <th></th> <th>Ĵ</th> <th>1</th> <th></th> <th>rday lay</th> <th></th>	200 00 00			4			Ĵ	1		rday lay	
Monterier INA Merge Monterier INA Merge Commenterier INA Merge	000		04.00			1400		200			
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Hour	Undivide	ed Hwy	Total	Undivided Hwy		Undivided Hwy	Total	Undivided H		Total
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	00:00-00:20		40	40	-					34	34
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	01:59	~	13	13		-	¢		1	11	11
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	02:59	1	11	11			1	0/4	(6	6
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	03:59	-	13	13	4		_		1	11	11
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	04:59	L	34	34	-		ା କ	- A	1	29	29
304 306 306 307 401 401 401 401 4 431 432 432 432 433 4 431 431 431 431 4 431 431 431 431 4 431 431 431 431 5 512 512 512 533 6 433 583 441 6 433 583 441 7 583 583 441 6 633 583 685 441 6 633 583 685 641 6 633 583 685 641 6 633 533 685 641 7 756 112 112 756 7 112 112 112 112 8 533 533 112 112 9 112 112 112 112 111 112 112 112 112 111 112 112 112 112 111 112 112 112 112 1111 112 112	05:50	1	66	99	050		-	1	•	83	83
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	06:59	•	304	304	1.1	204	at	1		256	256
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	07:59		538	538	1 ald					453	453
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	08:59		512	512,					1	431	431
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	65:60		432	432	•		-		1	363	363
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	10:59		431	431		•	-		-	363	363
512 512 512 512 410 910 490 490 490 583 411 588 588 588 586 587 587 6 668 668 583 586 587 7 112 112 112 583 586 913 363 588 586 597 591 913 363 588 586 597 591 913 363 588 586 597 591 913 363 588 586 597 591 913 363 568 596 597 591 913 312 212 512 513 591 913 312 212 512 512 513 913 313 593 596 597 591 913 312 2120 512 513 513 914 513 512 512 513 513 913 513 513<	11:59		467	467			-			393	393
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12:59		512	512			(1		431	431
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	13:59	*	490	490				-		412	412
538 639 530 533 <td>14:59</td> <td></td> <td>490</td> <td>490.</td> <td>583</td> <td></td> <td>2</td> <td>1</td> <td>- F</td> <td>412</td> <td>412</td>	14:59		490	490.	583		2	1	- F	412	412
633 633 6 80 7 80 <th7< td=""><td>15:59</td><td></td><td>583</td><td>(583</td><td>7.00</td><td>20</td><td>)</td><td></td><td>-</td><td>499</td><td>499</td></th7<>	15:59		583	(583	7.00	20)		-	499	499
- 588 568 - - - - - - 400 - 463 463 - - - - 401 - 463 463 - - - - 401 - 325 325 - - - - - 228 - 122 212 - - - - - 236 - 121 212 - - - - - 236 - 121 212 - - - - - 236 - 121 212 - - - - - 236 - 121 212 - - - - - 265 - 123 213 - - - - - - 278 - 1230 2530	16:59	-	639	639	989	>		•		547	547
- 468 68 <td>17:59</td> <td>-</td> <td>588</td> <td>588</td> <td>•</td> <td></td> <td>4</td> <td></td> <td>1</td> <td>504</td> <td>504</td>	17:59	-	588	588	•		4		1	504	504
• 363 363 • • • • • • • • • • • • • • • • • • •	18:59	·	468	468	-				•	401	401
· 325 3.25 · · · 2.28 · 112 112 112 · · · 100 · 112 112 ·	19:59		363	363		*		*		311	311
- 222 222 - - 190 - 112 112 - - 96 - 173 112 - - 95 - 173 173 - - - 95 - 7,360 7,350 - - - - 95 - 7,360 7,300 - - - - - 95 - 970 7300 - - - - - - - - - - - - - - 5473 - 970 7300 - - - - - - 5473 - 912 912 -	20:59		325	325		1	1	4	-	278	278
113 112 57 - <td>21:59</td> <td></td> <td>222</td> <td>222</td> <td></td> <td></td> <td>-</td> <td>•</td> <td></td> <td>190</td> <td>190</td>	21:59		222	222			-	•		190	190
· (5) (57) (57) (57) (57) (57) · 7/360 7/360 - </td <td>22:59</td> <td></td> <td>112</td> <td>112</td> <td>-</td> <td>•</td> <td>•</td> <td></td> <td>1</td> <td>96</td> <td>96</td>	22:59		112	112	-	•	•		1	96	96
- 7,750 7,750 - - - - - - 6,573 - - 538 538 - - - - 6,573 - - 07:00 07:00 - - - - 6,573 - - 07:00 - - - - - 433 - - 07:00 - - - - 07:00 - 12:00 12:00 - - - - - 12:00 - 16:00 16:00 - - - - - 13:00 - 16:00 16:00 - - - - - 14:00 - 16:00 16:00 - - - - 14:00 - 16:00 16:00 - - - - 14:00 - 16:00 16:00	23:59	-	67	67						57	57
- 538 538 - - - - - - 453 - 07:00 07:00 - - - - 07:00 - 07:00 07:00 - - - 07:00 - 07:00 - 512 512 - - - 07:00 - 12:00 - 13:00 16:00 - - - - 12:00 - 15:00 16:00 - - - - 12:00 - 16:00 16:00 - - - - 14:00 - 16:00 16:00 - - - - 16:00 - 16:00 16:00 - - - - 16:00 - 16:00 16:00 - - - - 16:00 - 16:00 16:00 - - - <	Daily Total		7,750	7,750		•		1	- 6,		6,573
- 07300 07200 - - 07300 - 07300 - 512 512 512 512 512 512 513 - 07300 - 513 520 - - - - - 07300 - 539 539 - - - - 12:00 - 16:00 16:00 - - - - 541 - 16:30 6:39 - - - - - 541 - - 6:39 6:39 - - - - 541 - - 6:30 6:39 - - - 541 - - 6:35 - - - - 541 - - 16:00 6:00 - - - 541 - 8:2% - - - - -<	AM Peak		538	538		ŀ			1 .	453	453
512 512 - - - - 431 - 13:00 12:00 - - - - 431 - 13:00 12:00 - - - - 547 - - 13:00 12:00 - - - 547 - - 16:00 16:00 - - - 547 - - 639 639 - - - 16:00 - - - - - - - 16:00 - - - - - - - - 16:00 - - - - - - - 16:00 - - - - - - - 16:00 - - - - - - - - - - - - -	-	-	07:00	02:00	-	•			- 07		00:20
· 12.00 12.00 ·	eak		512	512					-		431
- 639 639 - - - - - - 547 - - 16:00 16:00 - - - - - - 16:00 1 - 16:00 16:00 - - - - 547 1 - 16:00 - - - - 547 1 - 16:00 - - - - 547 1 - 16:00 - - - - 547 1 - 16:00 - - - - 547 - - 16:00 - - - 547 - 16:00 5:00 - - - 16:00 - - 18:00 - - - - 8.3%	-	1	12:00	12:00				B	- 12		12:00
- 16:00 16:00 - - - 16:00 - - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - 16:00 - -	eak		689	639	•				,	547	547
1 - 639 639 - - - - - 547 - - 16:00 16:00 - - - - 16:00 - 16:00 - - - - - 16:00 - 8.2% - - - - 8.3%	u	1	16:00	16:00					- 16	1.4	16:00
- 16.00 16.00 - - - - - 16.00 - 8.2% 8.2% - - - - 8.3%	Peak	'	639	639	•					547	547
- 8.2% 8.2% 8.3%	ur I	•	16:00	16:00	•		-	4	- 16		16:00
	Fotal		8.2%	8.2%	•		-			3%	8.3%

0.000 0.000

0.000 0.000

0.924 0.924 0.914 0.914 0.489 0.489 2.000 2.000 0.826 0.826

0.924 0.924 0.948 0.948 0.489 0.489 2.000 2.000 0.857 0.857

0.924 0.924 0.948 0.948 0.489 0.489 2.000 2.000 0.857 0.857

0.000 0.000

0.000 0.000

Seasonal Fctr Daily Fctr Axle Factor Pulse Fctr Overall Fctr

1

528 528 07:00 07:00 504 504 13:00 13:00

 566
 566

 08:00
 08:00

 528
 528

 528
 528

 12:00
 12:00

 646
 646

 16:00
 16:00

 16:00
 16:00

 8 2%
 8.2%

 327
 327

632 15:00

632 15:00

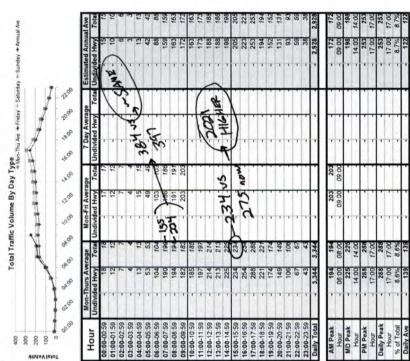
Hour Daily Peak

Hour % of Total Daily Ave

Hour MD Peak Hour PM Peak

AM Peak

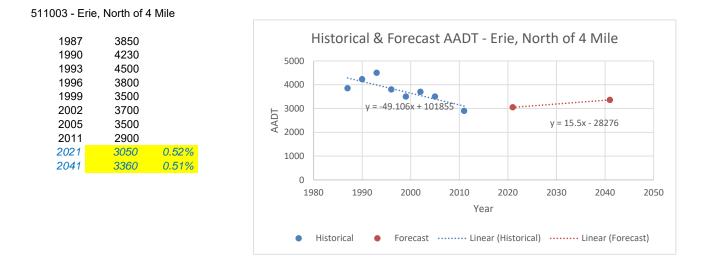
Lutation ERE 1 NomTHO CTIL COULDOWLINGING Second Factor City 2 Second Factor City 2 Lutation ERE 1 NomTHO CTIL COULDOWLINGING Second Factor City 2 Second Factor City 2 <th>Locati Site Regi Cour</th> <th></th>	Locati Site Regi Cour																			
Piece Distriction Distriction <thdistridit< th=""> <thdistriction< th=""> <thdist< th=""><th>Regi Cour</th><th></th><th>OF CTH</th><th>G CALEDONIA</th><th>TNSHP</th><th></th><th>1000 m. 1000 m. 1</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Seasona</th><th>Segment ID</th><th></th><th></th><th></th><th>1</th></thdist<></thdistriction<></thdistridit<>	Regi Cour		OF CTH	G CALEDONIA	TNSHP		1000 m. 1000 m. 1								Seasona	Segment ID				1
Start Mout True 2011 64/21 True 2011 64/21 <t< th=""><th></th><th>on SE hty RACINE ss U Collector</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Dail Axle Growth</th><th>y Factor Group e Factor Group</th><th>10</th><th>0</th><th>0200</th><th></th></t<>		on SE hty RACINE ss U Collector													Dail Axle Growth	y Factor Group e Factor Group	10	0	0200	
1 1	Hour	-		Mon Individed Hwv		Tues	10	-	2011-08-	Tota	Thur 20	4	Ind	2011-08-0	Tates	Sat advided theor	Tota	Hour	Mon-Thui	rs Aver
	2-00-00-00	4			Į.	-	+		16 16		Dapivipuo			Ed Hwy		naividea Hwy	1 0130	00.00 00.00	Dudivided	KMH
1 1	01:00-01:5	0 00						-	0	0		15	15	2	11			01:00-01:59		0 12
1 1	02:00-02:5	6							9	9		7	1	00	8		1	02:00-02:59	'	F
1 1	03:00-03:5	0							4	4		4	4	4	4			03:00-03:59		4
1 1 <td>04:00-04:5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>1</td> <td>11</td> <td></td> <td>4</td> <td>14</td> <td>29</td> <td>20</td> <td></td> <td></td> <td>04:00-04:59</td> <td>1</td> <td>13</td>	04:00-04:5							-	1	11		4	14	29	20			04:00-04:59	1	13
1 1 <td>06:00-06-5</td> <td>D (11</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>10</td> <td>100</td> <td>+</td> <td>10.2</td> <td>2 5</td> <td>40</td> <td>404</td> <td></td> <td></td> <td>05:00-00:50</td> <td>-</td> <td>104</td>	06:00-06-5	D (11						-	10	100	+	10.2	2 5	40	404			05:00-00:50	-	104
1 1 <td>07:00-07:5</td> <td>0 00</td> <td></td> <td></td> <td>ľ</td> <td></td> <td></td> <td></td> <td>194</td> <td>194</td> <td></td> <td>186</td> <td>186</td> <td>178</td> <td>178</td> <td></td> <td></td> <td>07:00-07:59</td> <td>-</td> <td>190</td>	07:00-07:5	0 00			ľ				194	194		186	186	178	178			07:00-07:59	-	190
1 1	08:00-08:5	0							219	219		168	166	187	187			08:00-08:59	-	194
1 1 <td>00:00-08:2</td> <td>8</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>194</td> <td>194</td> <td>-</td> <td>169</td> <td>169</td> <td>245</td> <td>245</td> <td>at and</td> <td>-</td> <td>09:00-09:59</td> <td>-</td> <td>182</td>	00:00-08:2	8	1						194	194	-	169	169	245	245	at and	-	09:00-09:59	-	182
1/8 1/8 <td>10:00-10:5</td> <td>6</td> <td>1</td> <td></td> <td>-</td> <td>-</td> <td></td> <td>79</td> <td>208</td> <td>208</td> <td></td> <td>169</td> <td>169</td> <td></td> <td>1</td> <td></td> <td></td> <td>10:00-10:59</td> <td>-</td> <td>185</td>	10:00-10:5	6	1		-	-		79	208	208		169	169		1			10:00-10:59	-	185
1 2	12-00-12-5		T	distante				19	202	202		210	210		1			11:00-11:59	-	197
1 1 223 224 1<100 1000 1000	13:00-13.5		ľ	10110110-00-00		-		16	200	200		1	219		T			12:00-12:58	1	212
1 1	14:00-14:5	9						23	209	209	-		243		1			14:00-14:59		225
1 230 234 235 235 235 235 235 235 235 235 235 1100 1000 1000	15:00-15:5	6						26	252	252			252	T	1		1	15:00-15:59		234
1 1 <td>16:00-16:5</td> <td>0.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>30</td> <td>255</td> <td>255</td> <td></td> <td></td> <td>277</td> <td></td> <td>1</td> <td></td> <td></td> <td>16:00-16:59</td> <td>-</td> <td>254</td>	16:00-16:5	0.0						30	255	255			277		1			16:00-16:59	-	254
1 1 <td>18-00-18-5</td> <td>n 0</td> <td>T</td> <td></td> <td></td> <td>1</td> <td></td> <td>0/0</td> <td>294</td> <td>294</td> <td></td> <td>285</td> <td>295</td> <td></td> <td>1</td> <td>and a second sec</td> <td>1</td> <td>17:00-17:59</td> <td>-</td> <td>288</td>	18-00-18-5	n 0	T			1		0/0	294	294		285	295		1	and a second sec	1	17:00-17:59	-	288
100 101 <td>19:00-19:5</td> <td>0</td> <td>-</td> <td></td> <td></td> <td></td> <td>1</td> <td>60</td> <td>152</td> <td>152</td> <td>-</td> <td>209</td> <td>209</td> <td>1</td> <td>T</td> <td>and the second</td> <td></td> <td>19:00-19:59</td> <td>+</td> <td>174</td>	19:00-19:5	0	-				1	60	152	152	-	209	209	1	T	and the second		19:00-19:59	+	174
113 113 <td>20:00-20:5</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>33</td> <td>166</td> <td></td> <td></td> <td>148</td> <td>146</td> <td></td> <td>1</td> <td></td> <td>-</td> <td>20:00-20:59</td> <td>•</td> <td>149</td>	20:00-20:5	6						33	166			148	146		1		-	20:00-20:59	•	149
10 70 <	21:00-21:5	6				-		13	121			83	83			-	1	21:00-21:59	,	106
1 1 1 3,413 3,413 3,413 3,413 3,413 3,413 5,413 1 1 1 - - - - 3,413 3,413 3,413 3,413 3,413 1 -	23:00-23:5		1			_		40	25		1	60	60		T	-	1	22:00-22:59	-	67
- - - - - 215 245 246 - </td <td>Daily Tota</td> <td></td> <td>ľ</td> <td>-</td> <td>Π</td> <td>-</td> <td>+</td> <td>-</td> <td>- 3,418</td> <td>~</td> <td>+</td> <td>~</td> <td>409</td> <td>T</td> <td>T</td> <td></td> <td>ľ</td> <td>Daily Total</td> <td>,</td> <td>3,344</td>	Daily Tota		ľ	-	Π	-	+	-	- 3,418	~	+	~	409	T	T		ľ	Daily Total	,	3,344
- -	M Peak	-		~		~	-	Ļ	219	219	r		186 -	245	245		ſ	AM Peak	,	194
- -	our	-		~		-	-		- 08:00	08:00	-		- 00:2	00:60	00:00	T		Hour	-	00:80
- -	ID Peak			-		annun (23	- 209	209	-		243 -		1			MD Peak		225
- - - 1700 <td>M Peak</td> <td></td> <td>T</td> <td>T</td> <td>Γ</td> <td>1</td> <td></td> <td>26</td> <td>294</td> <td>294</td> <td>t</td> <td></td> <td>- 500</td> <td>T</td> <td>T</td> <td>T</td> <td>T</td> <td>PM Peak</td> <td>T</td> <td>288</td>	M Peak		T	T	Γ	1		26	294	294	t		- 500	T	T	T	T	PM Peak	T	288
- -	our	-	1			- 1		00	- 17:00	17:00	1		- 00:2	T	1	-		Hour	-	17:00
- -	aily Peak	-	1	-		-	-		- 294	294	-	1	- 562	-			1	Daily Peak		288
- -	tour Ant Total		1			-	-	-	17:00	17:00	-	1	- 00.7		1			Hour	-	17:00
0.843 0.843 0.943 <th< td=""><td>Jaily Ave</td><td></td><td>ľ</td><td>-</td><td></td><td>-</td><td>+</td><td></td><td>142</td><td>142</td><td>t</td><td></td><td>142 -</td><td>+</td><td>t</td><td>-</td><td>1</td><td>Daily Ave</td><td></td><td>139</td></th<>	Jaily Ave		ľ	-		-	+		142	142	t		142 -	+	t	-	1	Daily Ave		139
0.943 0.872 0.872 0.872 0.872 0.872 0.872 0.872 0.872 0.872 0.872 0.872 0.872 0.870 <th< td=""><td>and leases</td><td></td><td></td><td>-</td><td>ſ</td><td></td><td>67.0</td><td></td><td></td><td>ľ</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	and leases			-	ſ		67.0			ľ										
0.500 0.500 <th< td=""><td>Daily Fctr</td><td></td><td></td><td></td><td></td><td>1</td><td>955</td><td>98.0</td><td>1</td><td>A. C. C.</td><td>10</td><td>0.943</td><td>0.943</td><td>-1-</td><td>1</td><td></td><td></td><td></td><td></td><td></td></th<>	Daily Fctr					1	955	98.0	1	A. C.	10	0.943	0.943	-1-	1					
	wle Factor						500	0.50	1.1	Π	1 1	0.500	0.500	104						
	ulse Fctr		1			- 1	000	2.00	- 1	1		2.000	2.000	80	1					

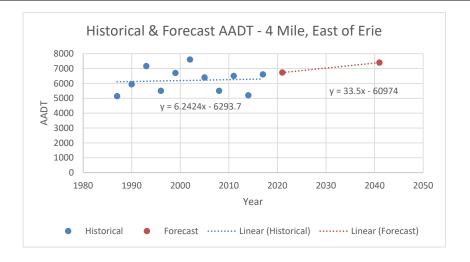


122

2

Historical Traffic Trends & Forecast





511002 - 4	Mile, East of E	rie
1987	5140	
1990	5940	
1993	7160	
1996	5500	
1999	6700	
2002	7600	
2005	6400	
2008	5500	
2011	6500	
2014	5200	
2017	6600	
2021	6730	0.49%
2041	7400	0.50%

Year 2021 Background Traffic Analysis Outputs

Lane Configurations T F	Lane Group EBL EEL Lane Configurations ** ** Traffic Volume (vph) 65 33 Future Volume (vph) 65 33 Ideal Flow (vphpi) 1900 190 Lane Width (ft) 12 7 Grade (%) 0 0 Storage Length (ft) 95 5 Storage Lanes 1 7 Taper Length (ft) 50 Lane Util. Factor 1.00 Ped Bike Factor 1.00 1.07 175 Fit Protected 0.950 Satd. Flow (port) 1703 175 Fit Permitted 0.950 Satd. Flow (perm) 1703 175 Link Speed (mph) .31 175 Link Speed (mph) .31 Link Speed (mph) .32 .4/hr) Confl. Bikes (#/hr) Confl. Bikes (#/hr) Confl. Bikes (#/hr) 0 .40 .40 .40 Storage Lance (%) .6% 6 .50 Bus Blockages (#/hr) 0 .40 <th>0 50 0 50 0 50 0 1900 2 12 % 0 0 0 00 1.00 79 10</th> <th>1900 12 100 1 50 1.00 0.950 1770</th> <th>225 225 1900 12 0% 1.00</th> <th>30 30 1900 12 0 0</th> <th>50 50 1900 12 0 0 50</th> <th> ♣ 40 40 1900 12 0% </th> <th>15 15 1900 12 0 0</th> <th>70 70 1900 12 0 0 50</th> <th> ♣ 65 65 1900 12 0% </th> <th>SBF 110 110 12 (((</th>	0 50 0 50 0 50 0 1900 2 12 % 0 0 0 00 1.00 79 10	1900 12 100 1 50 1.00 0.950 1770	225 225 1900 12 0% 1.00	30 30 1900 12 0 0	50 50 1900 12 0 0 50	 ♣ 40 40 1900 12 0% 	15 15 1900 12 0 0	70 70 1900 12 0 0 50	 ♣ 65 65 1900 12 0% 	SBF 110 110 12 (((
Lane Configurations 1 1 0 1 0	Lane Configurations Traffic Volume (vph) 65 33 Future Volume (vph) 65 33 Future Volume (vph) 65 33 Future Volume (vph) 65 33 Lane Width (ft) 120 190 Lane Width (ft) 12 100 Storage Length (ft) 95 50 Storage Length (ft) 50 100 Lane Util. Factor 1.00 1.0 Ped Bike Factor 0.950 53 Fit Protected 0.950 53 Satd. Flow (port) 1703 175 Link Speed (mph) 52 14 Confl. Bikes (#hr) 20 92 Peak Hour Factor 0.92 0.92 Growth Factor 0.92 0.92 Growth Factor 0.92 0.92 Parking (#hr) 0 100	0 50 0 50 0 50 0 1900 2 12 % 0 0 0 00 1.00 79 10	1900 12 100 1 50 1.00 0.950 1770	225 225 1900 12 0% 1.00	30 30 1900 12 0 0	50 50 1900 12 0 0 50	 ♣ 40 40 1900 12 0% 	15 15 1900 12 0 0	70 70 1900 12 0 0 50	 ♣ 65 65 1900 12 0% 	11(11(190(12 (
Traffic Volume (vph) 65 310 50 5 225 30 50 40 15 70 65 11 Future Volume (vph) 65 310 50 5 225 30 50 40 15 70 65 11 Ideal Flow (vphpl) 1900 1000 100 <th>Traffic Volume (vph) 65 31 Future Volume (vph) 65 33 Ideal Flow (vphp) 1900 1900 Ideal Flow (vphp) 1900 190 Lane Width (ft) 12 1 Grade (%) 0 0 Storage Length (ft) 95 5 Storage Length (ft) 50 1 Taper Length (ft) 50 1 Ped Bike Factor 1.00 1.0 Ped Bike Factor 0.950 5 Satd. Flow (prot) 1703 175 Flk Prentited 0.950 5 Satd. Flow (perm) 1703 175 Link Distance (ft) 72 7 Travel Time (s) 14 4 Confl. Bikes (#/hr) 0 92 Peak Hour Factor 0.92 0.92 Growth Factor 0.92 0.92 Bus Blockages (#/hr) 0 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0<</th> <th>0 50 0 50 1900 2 12 % 0 0 0 1.00 79</th> <th>5 5 1900 12 100 1 50 1.00 0.950 1770</th> <th>225 225 1900 12 0% 1.00 0.982</th> <th>30 1900 12 0 0</th> <th>50 1900 12 0 0 0 50</th> <th>40 40 1900 12 0%</th> <th>15 1900 12 0 0</th> <th>70 1900 12 0 0 50</th> <th>65 65 1900 12 0%</th> <th>110 1900 12 (</th>	Traffic Volume (vph) 65 31 Future Volume (vph) 65 33 Ideal Flow (vphp) 1900 1900 Ideal Flow (vphp) 1900 190 Lane Width (ft) 12 1 Grade (%) 0 0 Storage Length (ft) 95 5 Storage Length (ft) 50 1 Taper Length (ft) 50 1 Ped Bike Factor 1.00 1.0 Ped Bike Factor 0.950 5 Satd. Flow (prot) 1703 175 Flk Prentited 0.950 5 Satd. Flow (perm) 1703 175 Link Distance (ft) 72 7 Travel Time (s) 14 4 Confl. Bikes (#/hr) 0 92 Peak Hour Factor 0.92 0.92 Growth Factor 0.92 0.92 Bus Blockages (#/hr) 0 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0<	0 50 0 50 1900 2 12 % 0 0 0 1.00 79	5 5 1900 12 100 1 50 1.00 0.950 1770	225 225 1900 12 0% 1.00 0.982	30 1900 12 0 0	50 1900 12 0 0 0 50	40 40 1900 12 0%	15 1900 12 0 0	70 1900 12 0 0 50	65 65 1900 12 0%	110 1900 12 (
Future Volume (vph) 65 310 50 5 225 30 50 40 15 70 65 11 Ideal Flow (vphpl) 1900 100 1000 1000	Future Volume (vph) 65 31 Ideal Flow (vphpl) 1900 192 Lane Width (ft) 12 71 Grade (%) 0 0 Storage Length (ft) 95 50 Storage Lanes 1 72 Taper Length (ft) 50 1 Lane Util. Factor 1.00 1.0 Ped Bike Factor 950 5 Fit Protected 0.950 5 Satd. Flow (port) 1703 175 Fit Permitted 0.950 5 Satd. Flow (perth) 173 175 Link Speed (mph) 173 175 Link Speed (mph) 173 175 Link Distance (ft) 72 72 Travel Time (s) 14 14 Confl. Bikes (#/hr) 0 92 Peak Hour Factor 0.92 0.5 Growth Factor 100% 100 Heavy Uekicles (%) 6% 6 Busy Biockages (#/hr) 0 924/king	0 50 0 1900 2 12 % 0 0 0 1.00 79	5 1900 12 100 1 1 50 1.00 0.950 1770	225 1900 12 0% 1.00 0.982	30 1900 12 0 0	50 1900 12 0 0 0 50	40 1900 12 0%	15 1900 12 0 0	70 1900 12 0 0 50	65 1900 12 0%	110 1900 12 (
Ideal Flow (vphpl) 1900 1000 1000 1000 1000 1000 1000 <td>Ideal Flow (vphpl) 1900 190 Lane Width (ft) 12 1 Grade (%) 0 0 Storage Length (ft) 95 90 Storage Length (ft) 50 1 Lane Util, Factor 1.00 1.0 Ped Bike Factor 0.950 5 Fit 0.950 5 Satd. Flow (port) 1703 175 Filk Permitted 0.950 5 Satd. Flow (perth) 1703 175 Link Speed (mph) 17 17 Link Speed (mph) 14 77 Confl. Bikes (#/hr) 20.92 9.92 Peak Hour Factor 0.92 0.92 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 100 Parking (#/hr) 0 100</td> <td>00 1900 2 12 % 0 0 0 00 1.00 79</td> <td>1900 12 100 1 50 1.00 0.950 1770</td> <td>1900 12 0% 1.00 0.982</td> <td>1900 12 0 0</td> <td>1900 12 0 0 50</td> <td>1900 12 0%</td> <td>1900 12 0 0</td> <td>1900 12 0 0 50</td> <td>1900 12 0%</td> <td>1900 12 (</td>	Ideal Flow (vphpl) 1900 190 Lane Width (ft) 12 1 Grade (%) 0 0 Storage Length (ft) 95 90 Storage Length (ft) 50 1 Lane Util, Factor 1.00 1.0 Ped Bike Factor 0.950 5 Fit 0.950 5 Satd. Flow (port) 1703 175 Filk Permitted 0.950 5 Satd. Flow (perth) 1703 175 Link Speed (mph) 17 17 Link Speed (mph) 14 77 Confl. Bikes (#/hr) 20.92 9.92 Peak Hour Factor 0.92 0.92 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 100 Parking (#/hr) 0 100	00 1900 2 12 % 0 0 0 00 1.00 79	1900 12 100 1 50 1.00 0.950 1770	1900 12 0% 1.00 0.982	1900 12 0 0	1900 12 0 0 50	1900 12 0%	1900 12 0 0	1900 12 0 0 50	1900 12 0%	1900 12 (
Lane Width (t)12 </td <td>Lane Width (ft) 12 12 Grade (%) 0 Storage Length (ft) 95 Storage Lanes 1 Taper Length (ft) 50 Lane Uil, Factor 1.00 Ped Bike Factor 97 Fit 0.975 Satd. Flow (prot) 1703 TiN Dected 0.950 Satd. Flow (prot) 1703 TiN Deped (mph) 32 Link Dspeed (mph) 32 Link Dispeed (mph) 32 Confl. Bikes (#hr) 2 Peak Hour Factor 0.92 0.93 Growth Factor 100% 100 Bus Blockages (#hr) 0 8 Bus Blockages (#hr) 0 8</td> <td>2 12 % 0 0 0 1.00 '9</td> <td>12 100 1 50 1.00 0.950 1770</td> <td>12 0% 1.00 0.982</td> <td>12 0 0</td> <td>12 0 0 50</td> <td>12 0%</td> <td>12 0 0</td> <td>12 0 0 50</td> <td>12 0%</td> <td>1:</td>	Lane Width (ft) 12 12 Grade (%) 0 Storage Length (ft) 95 Storage Lanes 1 Taper Length (ft) 50 Lane Uil, Factor 1.00 Ped Bike Factor 97 Fit 0.975 Satd. Flow (prot) 1703 TiN Dected 0.950 Satd. Flow (prot) 1703 TiN Deped (mph) 32 Link Dspeed (mph) 32 Link Dispeed (mph) 32 Confl. Bikes (#hr) 2 Peak Hour Factor 0.92 0.93 Growth Factor 100% 100 Bus Blockages (#hr) 0 8 Bus Blockages (#hr) 0 8	2 12 % 0 0 0 1.00 '9	12 100 1 50 1.00 0.950 1770	12 0% 1.00 0.982	12 0 0	12 0 0 50	12 0%	12 0 0	12 0 0 50	12 0%	1:
Grade (%) 0% 0% 0% 0% 0% Storage Length (ft) 95 0 100 0	Grade (%) 0 Storage Length (ft) 95 Storage Lanes 1 Taper Length (ft) 50 Lane Util. Factor 1.00 Ped Bike Factor 0.97 Fit Protected 0.950 Satd. Flow (prot) 1703 Fit Protected 0.950 Satd. Flow (prot) 1703 Link Speed (mph) 3 Link Distance (ft) 72 Travel Time (s) 14 Confl. Bikes (#/hr) 0 Confl. Bikes (#/hr) 0 Stort Factor 0.92 Bixes (#/hr) 0 Bus Blockages (#/hr) 0 Parking (#/hr) 0	% 0 0 1.00	100 1 50 1.00 0.950 1770	0% 1.00 0.982	0	0 0 50	0%	0	0 0 50	0%	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Storage Length (ft) 95 Storage Lanes 1 Faper Length (ft) 50 Cane Util, Factor 1.00 1.0 Ped Bike Factor 1.00 1.0 Ped Bike Factor 0.97 171 Pit Protected 0.950 53 Satd. Flow (pert) 1703 175 Fit Permitted 0.950 53 Satd. Flow (pert) 1703 175 Ink Dispace (mph) 32 175 Ink Dispace (ft) 72 17 Fravel Time (s) 14 20nfl. Bikes (#hr) Confl. Bikes (#hr) 20.92 0.92 Strowth Factor 0.92 0.92 Strowth Factor 100% 100 Heavy Vehicles (%) 6% 6 Sus Blockages (#hr) 0 2 Parking (#hr) 0 2	0 0 00 1.00 79	1 50 1.00 0.950 1770	1.00	0	0 50	1.00	0	0 50		
Storage Lanes 1 0 1 0 0 0 0 Taper Length (ft) 50 50 50 50 50 50 50 50 50 50 100 1.00	Storage Lanes 1 Taper Length (ft) 50 Lane Util, Factor 1.00 1.0 Ped Bike Factor	0 00 1.00 79	1 50 1.00 0.950 1770	0.982	0	0 50		0	0 50	1.00	
Taper Length (ft) 50 50 50 50 Lane Util. Factor 1.00 </td <td>Taper Length (ft) 50 Lane Util, Factor 1.00 1.0 Ped Bike Factor 1.00 1.0 Fit 0.950 5 Satd. Flow (prot) 1703 175 Fit Protected 0.950 5 Satd. Flow (prot) 1703 175 Satd. Flow (perm) 1703 175 Link Speed (mph) 3 3 Link Distance (ft) 72 17 Confl. Bikes (#/hr) 0 14 Confl. Bikes (#/hr) 0 92 Peak Hour Factor 0.92 0.9 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 9 Parking (#/hr) 0 9</td> <td>00 1.00 79</td> <td>50 1.00 0.950 1770</td> <td>0.982</td> <td>-</td> <td>50</td> <td></td> <td>-</td> <td>50</td> <td>1.00</td> <td></td>	Taper Length (ft) 50 Lane Util, Factor 1.00 1.0 Ped Bike Factor 1.00 1.0 Fit 0.950 5 Satd. Flow (prot) 1703 175 Fit Protected 0.950 5 Satd. Flow (prot) 1703 175 Satd. Flow (perm) 1703 175 Link Speed (mph) 3 3 Link Distance (ft) 72 17 Confl. Bikes (#/hr) 0 14 Confl. Bikes (#/hr) 0 92 Peak Hour Factor 0.92 0.9 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 9 Parking (#/hr) 0 9	00 1.00 79	50 1.00 0.950 1770	0.982	-	50		-	50	1.00	
Lane Util, Factor 1.00 <th1.00< th=""> 1.00 1.00<td>Lane Util. Factor 1.00 1.0 Ped Bike Factor 0.97 Fit 0.97 1.00 Fit Protected 0.950 0.950 Satd. Flow (prot) 1703 175 Fit Premitted 0.950 0.950 Satd. Flow (perm) 1703 175 Link Speed (mph) 3 3 Link Distance (ft) 72 7 Travel Time (s) 14 4 Confl. Elkes (#/hr) 0 92 Growth Factor 0.92 0.9 Bus Blockages (%) 6% 6 Bus Blockages (#/hr) 0 92 Parking (#/hr) 0 93</td><td>9</td><td>1.00 0.950 1770</td><td>0.982</td><td>1.00</td><td></td><td></td><td>1.00</td><td></td><td>1.00</td><td>4.0</td></th1.00<>	Lane Util. Factor 1.00 1.0 Ped Bike Factor 0.97 Fit 0.97 1.00 Fit Protected 0.950 0.950 Satd. Flow (prot) 1703 175 Fit Premitted 0.950 0.950 Satd. Flow (perm) 1703 175 Link Speed (mph) 3 3 Link Distance (ft) 72 7 Travel Time (s) 14 4 Confl. Elkes (#/hr) 0 92 Growth Factor 0.92 0.9 Bus Blockages (%) 6% 6 Bus Blockages (#/hr) 0 92 Parking (#/hr) 0 93	9	1.00 0.950 1770	0.982	1.00			1.00		1.00	4.0
Ped Bike Factor International and the final	Ped Bike Factor 0.91 Fit 0.950 Satd. Flow (prot) 1703 175 Fit Permitted 0.950 Satd. Flow (perm) 1703 175 Fit Permitted 0.950 Satd. Flow (perm) 1703 175 Link Speed (mph) .2 .2 Link Distance (ft) 72 Travel Time (s) 14 Confl. Bikes (#/hr) 2 .6 .6 Peak Hour Factor 0.92 0.9 .5 Growth Factor 100% 100 100 Heavy Vehicles (%) 6% 6 8 Bus Blockages (#/hr) 0 Parking (#/hr) 0	9	0.950 1770	0.982	1.00	1.00		1.00	1.00	1.00	4.0
Fri 0.979 0.982 0.981 0.939 I'l Protected 0.950 0.977 0.986 Satd. Flow (prot) 1703 1755 0 1770 1829 0 0 1671 0 1691 Filt Protected 0.950 0.977 0.986 0.977 0.986 Satd. Flow (prot) 1703 1755 0 1770 1829 0 0 1671 0 1691 Link Speed (mph) 35 35 30 33 5.5 14.0 5 31 40 167 241 618 5 5 14.0 5 5 14.0 5 5 14.0 5 5 14.0 5 35 30 30 100 100 1	Frt 0.97 Fil Protected 0.950 Satd. Flow (prot) 1703 175 Fil Permitted 0.950 0.950 Satd. Flow (perm) 1703 175 Link Speed (mph) 32 176 Link Dispace (ft) 77 177 Travel Time (s) 14 2001 Peaks (#/hr) Peak Hour Factor 0.92 0.93 Growth Factor 100% 100 Bus Blockages (#/hr) 0 8% 6 Bus Blockages (#/hr) 0 Parking (#/hr) 0 8% 100 100% 100		1770				0.004				1.0
Fit Protected 0.950 0.970 0.986 Satd. Flow (prot) 1703 1755 0 1770 1829 0 0 1671 0 0 1691 Fit Permitted 0.950 0.975 0 1671 0 0 1691 Fit Permitted 0.950 0.977 0.986 0.977 0.986 Satd. Flow (perm) 1703 1755 0 1770 1829 0 1671 0 1691 Link Speed (mph) 35 35 30 30 30 30 Link Distance (ft) 726 167 241 618 618 617 241 618 618 617 618 618 618 616 6167 241 618 618 616	Fit Protected 0.950 Satd. Flow (prot) 1703 175 Fit Permitted 0.950 3atd. Flow (perm) 1703 175 Link Speed (mph) 3		1770				0.004				
Satd. Flow (prot) 1703 1755 0 1770 1829 0 0 1671 0 0 1691 I'I Permitted 0.950 0.950 0.977 0.986 0.986 0.977 0.986 Satd. Flow (perm) 1703 1755 0 1770 1829 0 0 1671 0 0.986 Satd. Flow (perm) 1703 1755 0 1770 1829 0 0 1671 0 0 1691 ink Speed (mph) 35 35 30 30 30 30 30 30 30 Ink Distance (ft) 726 167 241 618 5 30 <	Satd. Flow (prot) 1703 175 "It Permitted 0.950 50 Satd. Flow (perm) 1703 175 Jink Speed (mph) 37 51 Jink Distance (ft) 72 72 Travel Time (s) 14 20 14 Confl. Elkes (#/hr) 20 52 52 Confl. Bikes (#/hr) 0 92 0.92 0.92 Strowth Factor 0.92<	i5 0	1770	1020			0.981			0.939	
Eff Permitted 0.950 0.977 0.986 Satd. Flow (perm) 1703 1755 0 1770 1829 0 0 1671 0 0 1691 Link Speed (mph) 35 35 30 30 30 30 30 Link Distance (ft) 726 167 241 618 8 Confl. Peds. (#/hr) 2 92 0.92 <td>Fit Permitted 0.950 Satd. Flow (perm) 1703 175 ink Speed (mph) 37 175 ink Distance (ft) 72 174 Iravel Time (s) 14 14 Confl. Bikes (#hr) 204 140 Vende Tactor 0.92 0.9 Growth Factor 100% 100 Jous Blockages (#hr) 0 204 Parking (#hr) 6% 6</td> <td>5 0</td> <td></td> <td>1020</td> <td></td> <td></td> <td>0.977</td> <td></td> <td></td> <td>0.986</td> <td></td>	Fit Permitted 0.950 Satd. Flow (perm) 1703 175 ink Speed (mph) 37 175 ink Distance (ft) 72 174 Iravel Time (s) 14 14 Confl. Bikes (#hr) 204 140 Vende Tactor 0.92 0.9 Growth Factor 100% 100 Jous Blockages (#hr) 0 204 Parking (#hr) 6% 6	5 0		1020			0.977			0.986	
Satd. Flow (perm) 1703 1755 0 1770 1829 0 0 1671 0 0 1691 .ink Speed (mph) 35 35 30 30 30 30 30 .ink Speed (mph) 35 35 30 30 30 30 .ink Distance (ft) 726 167 241 618 618 618 618 618 618 618 618 616 6106 6106 6106	Satd. Flow (perm) 1703 175 Link Speed (mph) 3 3 Link Distance (ft) 72 72 Iravel Time (s) 14 14 Confl. Peds. (#/hr) 2 14 Confl. Bikes (#/hr) 2 0.92 0.92 Peak Hour Factor 0.92 0.92 0 9 Growth Factor 100% 100 100 100 Heavy Vehicles (%) 6% 6 6 2 Dass Blockages (#/hr) 0 2 2 2			1029	0	0	1671	0	0	1691	
Link Speed (mph) 35 35 30 30 Link Distance (tt) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#/hr) 200 0.92	Link Speed (mph) 3 Link Distance (ft) 72 Travel Time (s) 14 Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.9 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 Parking (#/hr)		0.950				0.977			0.986	
Link Distance (tr) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Ries (#hr) Confl. Ries (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Link Distance (ft) 72 Travel Time (s) 14 Confl. Reds. (#/hr) 20 Confl. Bikes (#/hr) 0 Peak Hour Factor 0.92 0.9 Growth Factor 100% 100 Bus Blockages (#/hr) 0 6% 6 Parking (#/hr) 0 Parking (#/hr) 0	5 0	1770	1829	0	0	1671	0	0	1691	
Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#hr) Confl. Sites (#hr) 5.5 14.0 Confl. Sites (#hr) 0.92	Link Distance (ft) 72 Travel Time (s) 14 Confl. Pieds. (#/hr) 20 Confl. Bikes (#/hr) 92 Peak Hour Factor 0.92 0.9 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 Parking (#/hr)	85		35			30			30	
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 <td>Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.5 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 0 Parking (#/hr) 0 0</td> <td>26</td> <td></td> <td>167</td> <td></td> <td></td> <td>241</td> <td></td> <td></td> <td>618</td> <td></td>	Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.5 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 0 Parking (#/hr) 0 0	26		167			241			618	
Confl. Bikes (#hr) Peak Hour Factor 0.92 <t< td=""><td>Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.9 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 0 Parking (#/hr) 0 0</td><td>.1</td><td></td><td>3.3</td><td></td><td></td><td>5.5</td><td></td><td></td><td>14.0</td><td></td></t<>	Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.9 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 0 Parking (#/hr) 0 0	.1		3.3			5.5			14.0	
Deak Hour Factor 0.92	Deak Hour Factor 0.92 0.9 Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Jus Blockages (#/hr) 0 0 Parking (#/hr) 0 0										
Growth Factor 100%	Growth Factor 100% 100 Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 Parking (#/hr) 0										
Heavy Vehicles (%) 6% 6% 6% 2% 2% 9% 9% 9% 4% 4% 4% Bus Blockages (#/hr) 0	Heavy Vehicles (%) 6% 6 Bus Blockages (#/hr) 0 Parking (#/hr)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Blockages (#/hr) 0 Parking (#/hr)	% 100%	100%	100%	100%	100%	100%	100%	100%	100%	1009
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 71 337 54 5 245 33 54 43 16 76 71 12 Shared Lane Traffic (%) Lane Group Flow (vph) 71 391 0 5 278 0 0 113 0 0 267	Parking (#/hr)	% 6%	2%	2%	2%	9%	9%	9%	4%	4%	49
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 71 337 54 5 245 33 54 43 16 76 71 12 Shared Lane Traffic (%) .ane Group Flow (vph) 71 391 0 5 278 0 0 113 0 0 267	Parking (#/hr)	0 0	0	0	0	0	0	0	0	0	
Viid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 71 337 54 5 245 33 54 43 16 76 71 12 Shared Lane Traffic (%) .ane Group Flow (vph) 71 391 0 5 278 0 0 113 0 0 267											
Shared Lane Traffic (%) .ane Group Flow (vph) 71 391 0 5 278 0 0 113 0 0 267	Vid-Block Traffic (%) 0	%		0%			0%			0%	
Shared Lane Traffic (%) .ane Group Flow (vph) 71 391 0 5 278 0 0 113 0 0 267	Adi, Flow (vph) 71 33	37 54	5	245	33	54	43	16	76	71	12
		0 0	5	278	0	0	113	0	0	267	

HCM 6th AWSC 100: Erie Street & 4 Mile Road

Intersection

ITTELSECTION												
Intersection Delay, s/veh	16.8											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ľ	eî		۲	¢Î			÷			\$	
Traffic Vol, veh/h	65	310	50	5	225	30	50	40	15	70	65	110
Future Vol, veh/h	65	310	50	5	225	30	50	40	15	70	65	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	2	2	2	9	9	9	4	4	4
Mvmt Flow	71	337	54	5	245	33	54	43	16	76	71	120
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	20.1			15.6			12			14.5		
HCM LOS	С			С			В			В		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	48%	100%	0%	100%	0%	29%
Vol Thru, %	38%	0%	86%	0%	88%	27%
Vol Right, %	14%	0%	14%	0%	12%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	65	360	5	255	245
LT Vol	50	65	0	5	0	70
Through Vol	40	0	310	0	225	65
RT Vol	15	0	50	0	30	110
Lane Flow Rate	114	71	391	5	277	266
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.221	0.136	0.687	0.011	0.504	0.461
Departure Headway (Hd)	6.963	6.927	6.318	7.142	6.546	6.238
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Сар	515	520	575	503	552	578
Service Time	5.018	4.638	4.029	4.855	4.26	4.282
HCM Lane V/C Ratio	0.221	0.137	0.68	0.01	0.502	0.46
HCM Control Delay	12	10.7	21.8	9.9	15.7	14.5
HCM Lane LOS	В	В	С	A	С	В
HCM 95th-tile Q	0.8	0.5	5.3	0	2.8	2.4

AM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\0. 2021 Back\2021 Back.syn

Synchro 11 Report

09/16/2021

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\0. 2021 Back\2021 Back.syn Synchro 11 Report

100: Erie Street &		Uau									07	16/2021
	٦	-	\mathbf{r}	-	-	•	1	1	1	1	Ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	f,		٦	ĥ			4			4	
Traffic Volume (vph)	105	255	120	5	265	55	75	65	5	40	60	90
Future Volume (vph)	105	255	120	5	265	55	75	65	5	40	60	9(
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	95		0	100		0	0		0	0		(
Storage Lanes	1		0	1		0	0		0	0		(
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Ped Bike Factor												
Frt		0.952			0.974			0.996			0.936	
Flt Protected	0.950			0.950				0.975			0.990	
Satd. Flow (prot)	1752	1756	0	1752	1797	0	0	1757	0	0	1661	(
Flt Permitted	0.950			0.950				0.975			0.990	
Satd. Flow (perm)	1752	1756	0	1752	1797	0	0	1757	0	0	1661	(
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
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	0.9
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	6%	6%	69
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	266	125	5	276	57	78	68	5	42	63	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	391	0	5	333	0	0	151	0	0	199	
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												

100: Erie Street & 4 Mile Road

Intersection	16.9											
Intersection Delay, s/veh	16.9 C											
Intersection LOS	L											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	- T	4		<u>۲</u>	4			4			4	
Traffic Vol, veh/h	105	255	120	5	265	55	75	65	5	40	60	9
Future Vol, veh/h	105	255	120	5	265	55	75	65	5	40	60	ç
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	0.9
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	6	6	
Mvmt Flow	109	266	125	5	276	57	78	68	5	42	63	9
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	18.5			18.3			12.9			13.3		
HCM LOS	С			С			В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1					
Vol Left, %		52%	100%	0%	100%		21%					
Vol Thru, %						0%						
		45%	0%	68%	0%	83%	32%					
Vol Right, %		45% 3%	0% 0%	68% 32%			32% 47%					
Sign Control		3% Stop		32% Stop	0%	83% 17% Stop	32% 47% Stop					
		3% Stop 145	0% Stop 105	32%	0% 0% Stop 5	83% 17%	32% 47% Stop 190					
Sign Control Traffic Vol by Lane LT Vol		3% Stop 145 75	0% Stop	32% Stop 375 0	0% 0% Stop	83% 17% Stop	32% 47% Stop 190 40					
Sign Control Traffic Vol by Lane LT Vol Through Vol		3% Stop 145 75 65	0% Stop 105 105 0	32% Stop 375 0 255	0% 0% Stop 5	83% 17% Stop 320 0 265	32% 47% Stop 190 40 60					
Sign Control Traffic Vol by Lane LT Vol		3% Stop 145 75 65 5	0% Stop 105 105	32% Stop 375 0	0% 0% Stop 5 5	83% 17% Stop 320 0 265 55	32% 47% Stop 190 40 60 90					
Sign Control Traffic Vol by Lane LT Vol Through Vol		3% Stop 145 75 65	0% Stop 105 105 0	32% Stop 375 0 255	0% 0% Stop 5 5 0	83% 17% Stop 320 0 265	32% 47% Stop 190 40 60					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		3% Stop 145 75 65 5 151 2	0% Stop 105 105 0 0 109 7	32% Stop 375 0 255 120 391 7	0% 0% Stop 5 5 0 0 0 5 7	83% 17% Stop 320 0 265 55 333 7	32% 47% Stop 190 40 60 90 198 2					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		3% Stop 145 75 65 5 151	0% Stop 105 105 0 0 109	32% Stop 375 0 255 120 391	0% 0% Stop 5 5 0 0 5	83% 17% Stop 320 0 265 55 333	32% 47% Stop 190 40 60 90 198					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		3% Stop 145 75 65 5 151 2	0% Stop 105 105 0 0 109 7	32% Stop 375 0 255 120 391 7	0% 0% Stop 5 5 0 0 0 5 7	83% 17% Stop 320 0 265 55 333 7	32% 47% Stop 190 40 60 90 198 2					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		3% Stop 145 75 65 5 151 2 0.293	0% Stop 105 105 0 0 109 7 0.21	32% Stop 375 0 255 120 391 7 0.67	0% 0% Stop 5 5 0 0 0 5 7 0.01	83% 17% Stop 320 0 265 55 333 7 0.599	32% 47% Stop 190 40 60 90 198 2 0.36					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degrature Headway (Hd)		3% Stop 145 75 65 5 151 2 0.293 6.986	0% Stop 105 105 0 0 109 7 0.21 6.912	32% Stop 375 0 255 120 391 7 0.67 6.174	0% 0% Stop 5 5 0 0 0 5 7 0.01 7.098	83% 17% Stop 320 0 265 55 333 7 0.599 6.464	32% 47% Stop 190 40 60 90 198 2 0.36 6.549					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		3% Stop 145 75 65 5 151 2 0.293 6.986 Yes	0% Stop 105 105 0 0 109 7 0.21 6.912 Yes	32% Stop 375 0 255 120 391 7 0.67 6.174 Yes	0% 0% Stop 5 5 0 0 0 5 7 0.01 7.098 Yes	83% 17% Stop 320 0 265 55 333 7 0.599 6.464 Yes	32% 47% Stop 190 40 60 90 198 2 0.36 6.549 Yes					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		3% Stop 145 75 65 5 151 2 0.293 6.986 Yes 514	0% Stop 105 105 0 0 109 7 0.21 6.912 Yes 523	32% Stop 375 0 255 120 391 7 0.67 6.174 Yes 590	0% 0% Stop 5 5 0 0 0 5 7 0.01 7.098 Yes 504	83% 17% Stop 320 0 265 55 333 7 0.599 6.464 Yes 560	32% 47% Stop 190 40 60 90 198 2 0.36 6.549 Yes 548					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degrete of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		3% Stop 145 75 65 151 2 0.293 6.986 Yes 514 5.04	0% Stop 105 105 0 0 109 7 0.21 6.912 Yes 523 4.612	32% Stop 375 0 255 120 391 7 0.67 6.174 Yes 590 3.874	0% 0% Stop 5 5 0 0 0 5 7 0.01 7.098 Yes 504 4.839	83% 17% Stop 320 0 265 55 333 7 0.599 6.464 Yes 560 4.205	32% 47% Stop 190 40 60 90 198 2 0.36 6.549 Yes 548 4.599					
Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degrete of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		3% Stop 145 75 65 151 2 0.293 6.986 Yes 514 5.04 0.294	0% Stop 105 0 0 109 7 0.21 6.912 Yes 523 4.612 0.208	32% Stop 375 0 255 120 391 7 0.67 6.174 Yes 590 3.874 0.663	0% 0% Stop 5 5 0 0 0 5 7 0.01 7.098 Yes 504 4.839 0.01	83% 17% Stop 320 0 2255 55 3333 7 0.599 6.464 Yes 560 4.205 0.595	32% 47% Stop 190 40 60 90 198 2 0.36 6.549 Yes 548 4.599 0.361					

PM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\0. 2021 Back\2021 Back.syn

Synchro 11 Report

09/16/2021

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\0. 2021 Back\2021 Back.syn Synchro 11 Report

Year 2041 Background Traffic Analysis Outputs

ane Group ane Configurations raffic Volume (vph) uture Volume (vph)	EBL	→	→	- -	-	· ·						
ane Configurations raffic Volume (vph)		507		•		-	7	1	<i>r</i>	-	*	
raffic Volume (vph)	× .	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		4		<u>۲</u>	4			4			4	
uture Volume (vph)	40	340	55	5	250	30	55	45	15	75	70	65
	40	340	55	5	250	30	55	45	15	75	70	65
leal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
torage Length (ft)	95		0	100		0	0		0	0		(
torage Lanes	1		0	1		0	0		0	0		(
aper Length (ft)	50			50			50			50		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
ed Bike Factor												
rt		0.979			0.984			0.983			0.958	
It Protected	0.950			0.950				0.977			0.982	
atd. Flow (prot)	1703	1755	0	1770	1833	0	0	1674	0	0	1719	(
It Permitted	0.950			0.950				0.977			0.982	
atd. Flow (perm)	1703	1755	0	1770	1833	0	0	1674	0	0	1719	(
ink Speed (mph)		35			35			30			30	
ink Distance (ft)		726			167			241			618	
ravel Time (s)		14.1			3.3			5.5			14.0	
onfl. Peds. (#/hr)												
onfl. Bikes (#/hr)												
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
rowth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	1009
leavy Vehicles (%)	6%	6%	6%	2%	2%	2%	9%	9%	9%	4%	4%	49
us Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
arking (#/hr)												
lid-Block Traffic (%)		0%			0%			0%			0%	
dj. Flow (vph)	43	370	60	5	272	33	60	49	16	82	76	7
hared Lane Traffic (%)				-								
ane Group Flow (vph)	43	430	0	5	305	0	0	125	0	0	229	
ign Control		Stop			Stop			Stop			Stop	

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	19											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	۲	4Î		۲	ţ,			4			4	
Traffic Vol, veh/h	40	340	55	5	250	30	55	45	15	75	70	65
Future Vol, veh/h	40	340	55	5	250	30	55	45	15	75	70	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	2	2	2	9	9	9	4	4	1
Mvmt Flow	43	370	60	5	272	33	60	49	16	82	76	7
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	24.4			16.8			12.4			14.2		
HCM LOS	С			С			В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1					
Vol Left, %		48%	100%	0%	100%	0%	36%					
Vol Thru, %		39%	0%	86%	0%	89%	33%					
Vol Right, %		13%	0%	14%	0%	11%	31%					
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane		115	40	395	5	280	210					
LT Vol		55	40	0	5	0	75					
Through Vol		45	0	340	0	250	70					
RT Vol		15	0	55	0	30	65					
Lane Flow Rate		125	43	429	5	304	228					
Geometry Grp		2	7	7	7	7	2					
Degree of Util (X)		0.245	0.084	0.754	0.011	0.549	0.414					
Departure Headway (Hd)		7.061	6.93	6.321	7.082	6.495	6.533					
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes					
Сар		507	520	575	505	554	550					
с ' т'		5.119	4.63	4.021	4.827	4.239	4.584					
Service Time		5.119	4.03	4.0Z I	4.027							
Service Time HCM Lane V/C Ratio		0.247	0.083	0.746	0.01	0.549	0.415					
							0.415 14.2					
HCM Lane V/C Ratio		0.247	0.083	0.746	0.01	0.549						

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\2041 Back.syn Synchro 11 Report

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\2041 Back.syn Synchro 11 Report

Lane Group Lane Configurations Traffic Volume (vph) Future Volume (vph)	 EBL 60 60 1900 12 95 1 50 1.00 	EBT 280 280 1900 12 0%	EBR 130 130 1900 12 0 0	WBL 5 5 1900 12	WBT 290 290 1900 12 0%	WBR 60 60 1900	NBL 85 85 1900	T NBT 4 70 70	NBR 5	SBL 45 45	↓ <u>SBT</u>	SBR 55
Lane Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	60 60 1900 12 95 1 50	280 280 1900 12	130 130 1900 12 0	5 5 1900 12	290 290 1900 12	60 60 1900	85 85	4 70 70	5	45	↔ 65	55
Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpi) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	60 60 1900 12 95 1 50	280 280 1900 12	130 1900 12 0	5 5 1900 12	290 290 1900 12	60 1900	85	70 70			65	
Future Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Storage Length (ft) Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	60 1900 12 95 1 50	280 1900 12	130 1900 12 0	5 1900 12	290 1900 12	60 1900	85	70				
Ideal Flow (vphpl) Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	1900 12 95 1 50	1900 12	1900 12 0	1900 12	1900 12	1900			5	45		
Lane Width (ft) Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	12 95 1 50	12	12	12	12		1000			40	65	55
Grade (%) Storage Length (ft) Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	95 1 50	. –	0			10	1900	1900	1900	1900	1900	1900
Storage Length (ft) Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	1 50	0%	-	100	00/	12	12	12	12	12	12	12
Storage Lanes Taper Length (ft) Lane Util. Factor Ped Bike Factor	1 50		-	100	0%			0%			0%	
Taper Length (ft) Lane Util. Factor Ped Bike Factor	50		0	100		0	0		0	0		(
Lane Util. Factor Ped Bike Factor			0	1		0	0		0	0		(
Ped Bike Factor	1.00			50			50			50		
		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
		0.953			0.974			0.996			0.955	
Flt Protected (0.950			0.950				0.974			0.987	
Satd. Flow (prot)	1752	1758	0	1752	1797	0	0	1755	0	0	1690	(
Flt Permitted 0	0.950			0.950				0.974			0.987	
Satd. Flow (perm)	1752	1758	0	1752	1797	0	0	1755	0	0	1690	(
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
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	0.9
Growth Factor 1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	(
Parking (#/hr)												
Vid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	63	292	135	5	302	63	89	73	5	47	68	5
Shared Lane Traffic (%)				-								-
Lane Group Flow (vph)	63	427	0	5	365	0	0	167	0	0	172	(
Sign Control	50	Stop			Stop			Stop		Ū	Stop	

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	19.4											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	ሻ	ef 👘		ሻ	ĥ			\$			\$	
Traffic Vol, veh/h	60	280	130	5	290	60	85	70	5	45	65	5
Future Vol, veh/h	60	280	130	5	290	60	85	70	5	45	65	5
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	0.9
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	6	6	(
Mvmt Flow	63	292	135	5	302	63	89	73	5	47	68	5
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	22.6			20.5			13.6			13.3		
HCM LOS	С			С			В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1					
Vol Left, %		53%	100%	0%	100%	0%	27%					
Vol Thru, %		44%	0%	68%	0%	83%	39%					
Vol Right, %		3%	0%	32%	0%	17%	33%					
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane		160	60	410	5	350	165					
LT Vol		85	60	0	5	0	45					
Through Vol		70	0	280	0	290	65					
RT Vol		5	0	130	0	60	55					
Lane Flow Rate		167	62	427	5	365	172					
Geometry Grp		2	7	7	7	7	2					
Degree of Util (X)		0.328	0.12	0.735	0.01	0.655	0.328					
Departure Headway (Hd)		7.082	6.932	6.195	7.096	6.463	6.861					
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes					
Сар		507	517	585	504	558	523					
Service Time		5.138	4.677	3.94	4.841	4.207	4.917					
HCM Lane V/C Ratio		0.329	0.12	0.73	0.01	0.654	0.329					
HCM Control Delay		13.6	10.6	24.3	9.9	20.7	13.3					
HCM Lane LOS HCM 95th-tile Q		B 1.4	B 0.4	C 6.3	A 0	C 4.7	B 1.4					

PM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\2041 Back.syn

Synchro 11 Report

09/16/2021

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\2041 Back.syn Synchro 11 Report

Year 2021 Build Traffic Analysis Outputs

Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBI Traffic Volume (vph) 55 315 50 5 225 20 55 35 15 50 45 7 Future Volume (vph) 55 315 50 5 225 20 55 35 15 50 45 7 Ideal Flow (vphpl) 1900 150 50 <t< th=""><th>100: Erie Street &</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th><u> </u></th></t<>	100: Erie Street &												<u> </u>
Lane Configurations 1 0 1 0		٦	-	\rightarrow	1	+	•	1	Ť	1	1	÷	-
Traffic Volume (vph) 55 315 50 5 225 20 55 35 15 50 45 7 Future Volume (vph) 55 315 50 5 225 20 55 35 15 50 45 7 Ideal Flow (vph) 1900 100 0 0 0 0 100 100 100 100 100 100 100 100 100 100	Lane Group	EBL	EBT	EBR		WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Volume (vph) 55 315 50 5 225 20 55 35 15 50 45 7 Ideal Flow (vphpl) 1900 100 100 100 100 100 100 10	Lane Configurations	ሻ	4Î		٦	4Î			4			4	
deal Flow (vphpl) 1900 <td>Traffic Volume (vph)</td> <td>55</td> <td>315</td> <td>50</td> <td>5</td> <td>225</td> <td>20</td> <td>55</td> <td>35</td> <td>15</td> <td>50</td> <td>45</td> <td>75</td>	Traffic Volume (vph)	55	315	50	5	225	20	55	35	15	50	45	75
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Future Volume (vph)	55	315	50	5	225	20	55	35	15	50	45	75
Grade (%) 0%	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Lanes 1 0 1 0 0 0 0 Taper Length (ft) 50 50 50 50 50 50 50 50 50 50 100 1.00	Grade (%)		0%			0%			0%			0%	
Taper Length (ft) 50 50 50 50 Lane Util. Factor 1.00 </td <td>Storage Length (ft)</td> <td>95</td> <td></td> <td>0</td> <td>100</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>(</td>	Storage Length (ft)	95		0	100		0	0		0	0		(
Lane Util, Factor 1.00 <td>Storage Lanes</td> <td>1</td> <td></td> <td>0</td> <td>1</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>C</td>	Storage Lanes	1		0	1		0	0		0	0		C
Ped Bike Factor 0.980 0.988 0.981 0.940 Fit Protected 0.950 0.974 0.986 Satd. Flow (port) 1703 1757 0 1707 1840 0 1666 0 1693 Satd. Flow (port) 1703 1757 0 1770 1840 0 1666 0 1693 Satd. Flow (perm) 1703 1757 0 1770 1840 0 1666 0 1693 Link Speed (mph) 35 35 30 30 1101 1103 11011 1101 1101	Taper Length (ft)	50			50			50			50		
Frit 0.980 0.988 0.981 0.940 FIP Protected 0.950 0.974 0.986 Satd. Flow (prot) 1703 1757 0 1770 1840 0 0 1666 0 0.986 Satd. Flow (prot) 1703 1757 0 1770 1840 0 0 1666 0 0 1693 Satd. Flow (perm) 1703 1757 0 1770 1840 0 0 1666 0 0 1693 Link Speed (mph) 35 35 30 30 30 30 Link Distance (ft) 726 167 241 618 618 Travel Time (s) 14.1 3.3 5.5 14.0 56 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit Protected 0.950 0.950 0.974 0.986 Satd. Flow (prot) 1703 1757 0 1770 1840 0 0 1666 0 0 1693 Flt Permitted 0.950 0.970 0 0.974 0.986 Satd. Flow (perm) 1703 1757 0 1770 1840 0 0 1666 0 0 1693 Link Speed (mph) 35 35 30 30 30 1ink Distance (ft) 726 167 241 618 Confl. Peds. (#hr) 726 167 241 618 700 100%	Ped Bike Factor												
Satd. Flow (prot) 1703 1757 0 1770 1840 0 0 1666 0 0 1693 FII Permitted 0.950 0.950 0.974 0.986 Satd. Flow (perm) 1703 1777 0 1770 1840 0 0 1666 0 0.986 Satd. Flow (perm) 1703 1777 0 1770 1840 0 0 1666 0 0 1693 Link Speed (mph) 35 35 30 30 30 111 3.3 5.5 14.0 Confl. Bkes (#/hr) Confl. Sikes (#/hr) 0 <td>Frt</td> <td></td> <td>0.980</td> <td></td> <td></td> <td>0.988</td> <td></td> <td></td> <td>0.981</td> <td></td> <td></td> <td>0.940</td> <td></td>	Frt		0.980			0.988			0.981			0.940	
Fit Permitted 0.950 0.974 0.986 Satd. Flow (perm) 1703 1757 0 1770 1840 0 0 1666 0 0 1693 Link Speed (mph) 35 35 30 30 30 30 Link Distance (ft) 726 167 241 618 35 30 30 30 Confl. Bikes (#/hr) 0.92<	Flt Protected	0.950			0.950				0.974			0.986	
Satd. Flow (perm) 1703 1757 0 1770 1840 0 0 1666 0 0 1693 Link Speed (mph) 35 35 30 30 30 30 30 Link Distance (ft) 726 167 241 618 618 Travel Time (s) 14.1 3.3 5.5 14.0 5 Confl. Peds. (#hr) Peak Hour Factor 0.92	Satd. Flow (prot)	1703	1757	0	1770	1840	0	0	1666	0	0	1693	(
Link Speed (mph) 35 35 30 30 Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#hr) 200 0.92 0.93 0.93 0.93	Flt Permitted	0.950			0.950				0.974			0.986	
Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Deds. (#/hr) Confl. Bikes (#/hr) 600 100% 1	Satd. Flow (perm)	1703	1757	0	1770	1840	0	0	1666	0	0	1693	(
Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#/hr) Confl. Peds. (#/hr) 618 14.1 3.3 5.5 14.0 Confl. Deds. (#/hr) Confl. Bicks (#/hr) 618 167 241 618 Peak Hour Factor 0.92 0.93 0.93 0.93	Link Speed (mph)		35			35			30			30	
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 <td></td> <td></td> <td>726</td> <td></td> <td></td> <td>167</td> <td></td> <td></td> <td>241</td> <td></td> <td></td> <td>618</td> <td></td>			726			167			241			618	
Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.93 0.93 100% <	Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor 0.92	Confl. Peds. (#/hr)												
Growth Factor 100%	Confl. Bikes (#/hr)												
Heavy Vehicles (%) 6% 6% 2% 2% 9% 9% 9% 4% 5% 5% 245 22 60 38 16 54 49 8% 5% 4% 4% 4% 4% 4% 4% 4% 4% <td>Peak Hour Factor</td> <td>0.92</td> <td>0.9</td>	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 60 342 54 5 245 22 60 38 16 54 49 8 Shared Lane Traffic (%) Lane Group Flow (vph) 60 396 0 5 267 0 0 114 0 0 185	Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	9%	9%	9%	4%	4%	49
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 60 342 54 5 245 22 60 38 16 54 49 8 Shared Lane Traffic (%) Lane Group Flow (vph) 60 396 0 5 267 0 0 114 0 0 185	Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	(
Viid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 60 342 54 5 245 22 60 38 16 54 49 8 Shared Lane Traffic (%)													
Shared Lane Traffic (%) Lane Group Flow (vph) 60 396 0 5 267 0 0 114 0 0 185			0%			0%			0%			0%	
Shared Lane Traffic (%) Lane Group Flow (vph) 60 396 0 5 267 0 0 114 0 0 185	Adi, Flow (vph)	60	342	54	5	245	22	60	38	16	54	49	8
	Lane Group Flow (vph)	60	396	0	5	267	0	0	114	0	0	185	(
			Stop			Stop			Stop			Stop	
	Area Type:	Other											
Area Type: Other	Control Type: Unsignalized	ł											

100: Erie Street & 4 Mile Road

Intersection Delay, s/veh	14.8											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	ሻ	4Î		ሻ	4Î			4			4	
Traffic Vol, veh/h	55	315	50	5	225	20	55	35	15	50	45	7
Future Vol, veh/h	55	315	50	5	225	20	55	35	15	50	45	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	2	2	2	9	9	9	4	4	
Mvmt Flow	60	342	54	5	245	22	60	38	16	54	49	82
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	17.6			13.6			11.3			11.8		
HCM LOS	С			В			В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1					
		52%	100%	EBLn2 0%	100%	0%	29%					
Lane Vol Left, % Vol Thru, %			100% 0%									
Vol Left, % Vol Thru, %		52%	100%	0%	100%	0%	29%					
Vol Left, % Vol Thru, % Vol Right, % Sign Control		52% 33%	100% 0%	0% 86%	100% 0%	0% 92%	29% 26% 44% Stop					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		52% 33% 14% Stop 105	100% 0% 0% Stop 55	0% 86% 14% Stop 365	100% 0% 0% Stop 5	0% 92% 8% Stop 245	29% 26% 44% Stop 170					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		52% 33% 14% Stop 105 55	100% 0% 0% Stop	0% 86% 14% Stop 365 0	100% 0% 0% Stop	0% 92% 8% Stop 245 0	29% 26% 44% Stop					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		52% 33% 14% Stop 105 55 35	100% 0% 0% Stop 55	0% 86% 14% Stop 365 0 315	100% 0% 0% Stop 5	0% 92% 8% Stop 245 0 225	29% 26% 44% Stop 170 50 45					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		52% 33% 14% Stop 105 55 35 15	100% 0% Stop 55 55 0 0	0% 86% 14% Stop 365 0 315 50	100% 0% Stop 5 5 0 0	0% 92% 8% Stop 245 0 225 20	29% 26% 44% Stop 170 50 45 75					
Vol Left, % Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		52% 33% 14% Stop 105 55 35	100% 0% Stop 55 55 0	0% 86% 14% Stop 365 0 315	100% 0% Stop 5 5 0	0% 92% 8% Stop 245 0 225	29% 26% 44% Stop 170 50 45					
Vol Left, % Vol Inru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		52% 33% 14% Stop 105 55 35 15 114 2	100% 0% Stop 55 55 0 0	0% 86% 14% Stop 365 0 315 50 397 7	100% 0% Stop 5 5 0 0 0 5 7	0% 92% 8% Stop 245 0 225 20 266 7	29% 26% 44% Stop 170 50 45 75 185 2					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		52% 33% 14% Stop 105 55 35 15 114	100% 0% Stop 55 55 0 0 0 60	0% 86% 14% Stop 365 0 315 50 397 7 0.645	100% 0% Stop 5 5 0 0 0 5	0% 92% 8% Stop 245 0 225 20 266 7 0.449	29% 26% 44% Stop 170 50 45 75 185					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degratrue Headway (Hd)		52% 33% 14% Stop 105 55 35 15 114 2 0.206 6.489	100% 0% Stop 55 55 0 0 0 60 7 0.107 6.457	0% 86% 14% Stop 365 0 315 50 397 7 0.645 5.852	100% 0% Stop 5 5 0 0 0 5 7 0.01 6.638	0% 92% 8% Stop 245 0 225 20 266 7 0.449 6.072	29% 26% 44% Stop 170 50 45 75 185 2 0.309 6.011					
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		52% 33% 14% Stop 105 55 35 15 114 2 0.206 6.489 Yes	100% 0% Stop 55 55 0 0 0 60 7 0.107 6.457 Yes	0% 86% 14% Stop 365 0 315 50 397 7 0.645 5.852 Yes	100% 0% Stop 5 5 0 0 0 5 7 0.01 6.638 Yes	0% 92% 8% Stop 245 0 225 20 266 7 0.449 6.072 Yes	29% 26% 44% Stop 170 50 45 75 185 2 0.309 6.011 Yes					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		52% 33% 14% Stop 105 55 35 15 114 2 0.206 6.489 Yes 550	100% 0% Stop 55 55 0 0 0 60 7 0.107 6.457	0% 86% 14% Stop 365 0 315 50 397 7 0.645 5.852	100% 0% Stop 5 5 0 0 0 5 7 0.01 6.638	0% 92% 8% Stop 245 0 225 20 266 7 0.449 6.072 Yes 591	29% 26% 44% Stop 170 50 45 75 185 2 0.309 6.011 Yes 595					
Vol Left, % Vol Icft, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degrete of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		52% 33% 14% Stop 105 55 35 15 114 2 0.206 6.489 Yes 550 4.57	100% 0% 0% 55 55 0 0 0 0 60 7 0.107 6.457 Yes 554 4.212	0% 86% 14% Stop 365 0 315 50 397 7 0.645 5.852 Yes	100% 0% Stop 5 5 0 0 5 7 7 0.01 6.638 Yes 537 4.403	0% 92% 8% Stop 245 0 225 20 266 7 0.449 6.072 Yes	29% 26% 44% Stop 170 50 45 75 185 2 0.309 6.011 Yes 595 4.084					
Vol Left, % Vol Icft, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degrete of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		52% 33% 14% Stop 105 55 35 15 114 2 0.206 6.489 Yes 550 4.57 0.207	100% 0% Stop 55 55 0 0 0 60 7 0.107 6.457 Yes 554 4.212 0.108	0% 86% 14% Stop 365 0 315 50 397 7 0.645 5.852 Yes 615 3.607 0.646	100% 0% Stop 5 5 0 0 5 7 0.01 6.638 Yes 537 4.403 0.009	0% 92% 8% Stop 245 0 225 20 266 7 0.449 6.072 Yes 591 3.836 0.45	29% 26% 44% Stop 170 50 45 75 185 2 0.309 6.011 Yes 595 4.084 0.311					
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		52% 33% 14% Stop 105 55 35 15 114 2 0.206 6.489 Yes 550 4.57	100% 0% 0% 55 55 0 0 0 0 60 7 0.107 6.457 Yes 554 4.212	0% 86% 14% Stop 365 0 315 50 397 7 0.645 5.852 Yes 615 3.607	100% 0% Stop 5 5 0 0 5 7 7 0.01 6.638 Yes 537 4.403	0% 92% 8% Stop 245 0 225 20 266 7 0.449 6.072 Yes 591 3.836	29% 26% 44% Stop 170 50 45 75 185 2 0.309 6.011 Yes 595 4.084					
Vol Left, % Vol Ist, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degreture Headway (Hd)		52% 33% 14% Stop 105 55 35 15 114 2 0.206 6.489 Yes 550 4.57 0.207	100% 0% Stop 55 55 0 0 0 60 7 0.107 6.457 Yes 554 4.212 0.108	0% 86% 14% Stop 365 0 315 50 397 7 0.645 5.852 Yes 615 3.607 0.646	100% 0% Stop 5 5 0 0 5 7 0.01 6.638 Yes 537 4.403 0.009	0% 92% 8% Stop 245 0 225 20 266 7 0.449 6.072 Yes 591 3.836 0.45	29% 26% 44% Stop 170 50 45 75 185 2 0.309 6.011 Yes 595 4.084 0.311					

AM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn

Synchro 11 Report

09/16/2021

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn Synchro 11 Report

	-	\mathbf{F}	4	+	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4Î			र्स		7	
Traffic Volume (vph)	370	10	5	250	0	5	
Future Volume (vph)	370	10	5	250	0	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		0	1	
Taper Length (ft)			50		50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Frt	0.996					0.865	
Flt Protected				0.999			
Satd. Flow (prot)	1785	0	0	1861	0	1611	
Flt Permitted				0.999			
Satd. Flow (perm)	1785	0	0	1861	0	1611	
Link Speed (mph)	35			35	25		
Link Distance (ft)	167			699	91		
Travel Time (s)	3.3			13.6	2.5		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	6%	6%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	402	11	5	272	0	5	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	413	0	0	277	0	5	
Sign Control	Free			Free	Stop		
Intersection Summary							
Area Type: (Other						
Control Type: Unsignalized							

HCM 6th TWSC 110: East Drwy & 4 Mile Road

Intersection Int Delay, s/veh 0.2 Movement EBT EBR WBL WBT NBL NBR Lane Configurations Þ ÷. 7 Traffic Vol, veh/h 370 5 250 10 0 5 Future Vol, veh/h 370 10 5 250 0 5 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control 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 92 92 92 92 92 92 Heavy Vehicles, % 6 6 2 2 2 2 Mvmt Flow 402 11 5 272 0 5 Major1 Major2 Minor1 Major/Minor Conflicting Flow All 0 0 413 0 - 408 Stage 1 Stage 2 ---Critical Hdwy - - 4.12 - - 6.22 Critical Hdwy Stg 1 -Critical Hdwy Stg 2 -Follow-up Hdwy - 2.218 - - 3.318 -Pot Cap-1 Maneuver - - 1146 -0 643 Stage 1 0 -Stage 2 - - - 0 -Platoon blocked, % Mov Cap-1 Maneuver 643 - 1146 Mov Cap-2 Maneuver -----Stage 1 Stage 2 WB NB Approach EB HCM Control Delay, s 0 0.2 10.6 HCM LOS В Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT Capacity (veh/h) 643 - - 1146 HCM Lane V/C Ratio 800.0 - 0.005 HCM Control Delay (s) 10.6 - 8.2 0 HCM Lane LOS В A A 0 - -HCM 95th %tile Q(veh) 0

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn

Synchro 11 Report

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn Synchro 11 Report

09/16/2021

AM Peak

Lane Group WBL WBR NBT NBR SBL SBT Lane Configurations 1 0 0 0 1								
Lane Configurations Image: Configuration of the second of the secon		-	•	†	1	1	Ŧ	
Traffic Volume (vph) 5 5 100 5 1 100 Future Volume (vph) 5 5 100 5 1 100 Ideal Flow (vph) 1900 1900 1900 1900 1900 1900 Lane Width (th) 12 12 12 12 12 12 12 Grade (%) 0% 0% 0% 0% 0% 0% 0% Storage Length (ft) 0 0 0 0 1 0 0 Taper Length (ft) 50 50 50 50 50 50 50 Lane Utili. Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Ped Bike Factor 7 58 1733 0 0 1827 5 Fit Promited 0.950 50 50 55 5 55 5 Satd. Flow (perm) 1770 1583 1733 0 0 1827 1 Link Speed (mph) 25 30 30 30	Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Future Volume (vph)5510051100Ideal Flow (vphp)19001900190019001900Lane Width (ft)1212121212Grade (%)0%0%0%Storage Length (ft)0000Taper Length (ft)505050Lane Util. Factor1.001.001.001.00Ped Bike Factor0.8500.994Fit0.8500.994Satd. Flow (port)17701583173300Satd. Flow (port)177015831733001827Fit Permitted0.950530303011h Citak Speed (mph)25Satd. Flow (perm)177015831733001827Link Speed (mph)2530303011h Citak Speed (mph)25Confl. Bikes (#/hr)000000Peak Hour Factor0.920.920.920.920.92Growth Factor100%100%100%100%100%Bus Blockages (#hr)00000Parking (#hr)00000Parking (#hr)5510951109Shared Lane Traffic (%)0%0%0%0%Adj. Flow (vph)5Shared Lane Fraffic (%)1400110	Lane Configurations	ľ	1	eî			ا	
Ideal Flow (vphp) 1900 1900 1900 1900 1900 Lane Width (ti) 12 12 12 12 12 12 Grade (%) 0% 0% 0% 0% 0% Storage Length (ti) 0 0 0 0 Taper Length (ti) 50 50 50 Lane Util. Factor 1.00 1.00 1.00 1.00 Ped Bike Factor 0.950 53 53 Fit 0.850 0.994 53 Stati. Flow (port) 1770 1583 1733 0 0 1827 Fit Permitted 0.950 54 55 55 55 55 Sati. Flow (port) 1770 1583 1733 0 0 1827 Fit Permitted 0.950 53 30 30 30 11mk Distance (ti) 164 460 241 Travel Time (s) 3.2 10.5 5.5 5.5 5 5 5 Confl. Bikes (#/hr) 0 0 0 0 0	Traffic Volume (vph)	5	5	100	5	1	100	
Lane Width (ft) 12 12 12 12 12 12 12 12 12 12 12 12 13 0% 100 1.00 <td>Future Volume (vph)</td> <td>5</td> <td>5</td> <td>100</td> <td>5</td> <td>1</td> <td>100</td> <td></td>	Future Volume (vph)	5	5	100	5	1	100	
Grade (%) 0% 0% 0% Storage Length (ft) 0 0 0 Storage Lanes 1 0 0 Taper Length (ft) 50 50 Lane Util. Factor 1.00 1.00 1.00 1.00 Ped Bike Factor 0.850 0.994 1 1.00 FIt Protected 0.950 0 1827 Statd. Flow (port) 1770 1583 1733 0 1827 Fit Permitted 0.950 5 30 30 11 Link Distance (ft) 116 460 241 11 Travel Time (s) 3.2 10.5 5.5 5.5 Confl. Bikes (#/hr) 0 0 0 0 0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Bus Blockages (#/hr) 0 0 0 0	deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft) 0 0 0 0 0 Storage Lanes 1 1 0 0 Taper Length (ft) 50 50 Lane Util, Factor 1.00 1.00 1.00 1.00 Ped Bike Factor 0.950 50 Fit 0.850 0.994 Fit Protected 0.950 53 Satd. Flow (port) 1770 1583 1733 0 0 1827 Fit Permitted 0.950 53 30 30 30 11kb Speed (mph) 25 30 30 30 Link Speed (mph) 25 30 30 30 30 11kb Speed (mph) 25 5.5 Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% Bus Blockages (#hr) 0 0 0 0 0 0 0 Parking (#hr) 5 5 109 1	Lane Width (ft)	12	12	12	12	12	12	
Storage Lanes 1 1 0 0 Taper Length (ft) 50 50 Lane Util. Factor 1.00 1.00 1.00 1.00 Ped Bike Factor 0.850 0.994 1.00 1.00 1.00 Fit 0.850 0.994 1.00 1.00 1.00 1.00 Stot. Flow (prot) 1770 1583 1733 0 0 1827 Fit Permitted 0.950	Grade (%)	0%		0%			0%	
Storage Lanes 1 1 0 0 Taper Length (ft) 50 50 Lane Util. Factor 1.00 1.00 1.00 1.00 Ped Bike Factor 0.850 0.994 1.00 1.00 1.00 Fit 0.850 0.994 1.00 1.00 1.00 1.00 Stot. Flow (prot) 1770 1583 1733 0 0 1827 Fit Permitted 0.950	Storage Length (ft)	0	0		0	0		
Lane Util, Factor 1.00 1.00 1.00 1.00 1.00 Ped Bike Factor 0.850 0.994 1 1.00 1.00 1.00 Fit Protected 0.950 0 1.00 1.00 1.00 1.00 Satd. Flow (prot) 1770 1583 1733 0 0 1827 Link Speed (mph) 25 30 30 30 111 116 460 241 Travel Time (s) 3.2 10.5 5.5 5.5 Confl. Bikes (#/hr) Confl. Bikes (#/hr) Confl. Bikes (#/hr) Confl. Bikes (#/hr) 0 0 0 0 0 0 Bus Blockages (#/hr) 0 0 0 0 0 0 Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) 5 5 109 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 110 10		1	1		0	0		
Lane Util, Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Ped Bike Factor Frt 0.850 0.994 Fit Protected 0.950 Satd. Flow (prot) 1770 1583 1733 0 0 1827 Fit Permitted 0.950 Satd. Flow (perm) 1770 1583 1733 0 0 1827 Link Speed (mph) 25 30 30 Link Distance (tt) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Bikes (#hr) Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#hr) Du 0 0 0 0 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Stared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Taper Length (ft)	50				50		
Frit 0.850 0.994 FI Protected 0.950 Satd. Flow (prot) 1770 1583 1733 0 0 1827 FI Permitted 0.950 0.970 0.982 0.970 0.982 Satd. Flow (perm) 1770 1583 1733 0 0 1827 Link Speed (mph) 25 30 30 30 Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) $Time Taffic (\%)$ 0% 0% 0% 0% Lane Group Flow (vph) 5 5 114 0 <	Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fil Protected 0.950 Satd. Flow (prot) 1770 1583 1733 0 0 1827 Fil Permitted 0.950 30 30 1111	Ped Bike Factor							
Satd. Flow (prot) 1770 1583 1733 0 0 1827 FI Permitted 0.950 0 1827 0 1827 Satd. Flow (perm) 1770 1583 1733 0 0 1827 Satd. Flow (perm) 1770 1583 1733 0 0 1827 Link Speed (mph) 25 30 30 30 116 460 241 Travel Time (s) 3.2 10.5 5.5 5.5 Confl. Bikes (#hr) 0 0.92 0.92 0.92 0.92 0.92 Gowth Factor 100% </td <td>Frt</td> <td></td> <td>0.850</td> <td>0.994</td> <td></td> <td></td> <td></td> <td></td>	Frt		0.850	0.994				
Fit Permitted 0.950 Satd. Flow (perm) 1770 1583 1733 0 0 1827 Link Speed (mph) 25 30 30 1	FIt Protected	0.950						
Satd. Flow (perm) 1770 1583 1733 0 0 1827 Link Speed (mph) 25 30 30 30 Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds, (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% Heavy Vehicles (%) 2% 9% 9% 4% Bus Biockages (#/hr) 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 5 5 109 1 109 Shared Lane Traffic (%) 5 114 0 110	Satd. Flow (prot)	1770	1583	1733	0	0	1827	
Link Speed (mph) 25 30 30 Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#/hr) 6 6 9 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% Bus Blockages (#/hr) 0 0 0 0 0 Parking (#/hr) 0 0 0 0 0 Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) 5 5 14 0 110	FIt Permitted	0.950						
Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#/h) Confl. Bikes (#/h) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Satd. Flow (perm)	1770	1583	1733	0	0	1827	
Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Link Speed (mph)	25		30			30	
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) 5 5 114 0 0 110		116		460			241	
Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 4% Bus Blockages (#/hr) 0 0 0 0 Parking (#/hr) 0% 0% 0% Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 10 5 Lane Group Flow (vph) 5 5 114 0 0	Travel Time (s)	3.2		10.5			5.5	
Peak Hour Factor 0.92	Confl. Peds. (#/hr)							
Growth Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) 0 0 0 0 0 0 Mid-Block Traffic (%) 0% 0% 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) 5 5 114 0 0 110	Confl. Bikes (#/hr)							
Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Bus Élockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Growth Factor	100%	100%	100%	100%	100%	100%	
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Heavy Vehicles (%)	2%	2%	9%	9%	4%	4%	
Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Bus Blockages (#/hr)	0	0	0	0	0	0	
Adj. Flow (vph) 5 5 109 5 1 109 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Parking (#/hr)							
Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 114 0 0 110	Vid-Block Traffic (%)	0%		0%			0%	
Lane Group Flow (vph) 5 5 114 0 0 110	Adj. Flow (vph)	5	5	109	5	1	109	
	Shared Lane Traffic (%)							
Sign Control Stop Free Free	Lane Group Flow (vph)	5	5	114	0	0	110	
5	Sign Control	Stop		Free			Free	

HCM 6th TWSC 120: Erie Street & South Drwy

-							
Intersection		_		_			
Int Delay, s/veh	0.5						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	<u>VUDL</u>	1	1001	NDI	JDL	<u>उठा</u> क्षे	
Traffic Vol. veh/h	5	5	100	5	1	100	
Future Vol, veh/h	5	5	100	5	1	100	
	0	0	0	0	0	001	
Conflicting Peds, #/hr						-	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	0	-	-	-	-	
Veh in Median Storage		-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	9	9	4	4	
Mvmt Flow	5	5	109	5	1	109	
Major/Minor	Minor1	Ν	Najor1		Major2		
Conflicting Flow All	223	112	0	0	114	0	
Stage 1	112		-	-		-	
Stage 2	111						
Critical Hdwy	6.42	6.22		-	4.14		
Critical Hdwy Stg 1	5.42	0.22			4.14		
	5.42	-			-	-	
Critical Hdwy Stg 2			-	-		-	
Follow-up Hdwy	3.518		-		2.200	-	
Pot Cap-1 Maneuver	765	941	-	-	1463	-	
Stage 1	913	-	-	-	-	-	
Stage 2	914	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	764	941	-	-	1463	-	
Mov Cap-2 Maneuver	764	-	-	-	-	-	
Stage 1	913	-	-	-	-	-	
Stage 2	913			-		-	
J							
Approach	WB		NB		SB		
HCM Control Delay, s	9.3		0		0.1		
HCM LOS	9.3 A		0		0.1		
	A						
Minor Lane/Major Mvn	nt	NBT	NBRV	NBLn1V	VBLn2	SBL	
Capacity (veh/h)		-	-	764	941	1463	
HCM Lane V/C Ratio					0.006		
HCM Control Delay (s))			9.7	8.8	7.5	
HCM Lane LOS				A	A	A	
HCM 95th %tile Q(veh				0	0	0	
new your write Q(ven	9			0	0	U	

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn Synchro 11 Report

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn Synchro 11 Report

ane Group	FBI		-									
	EDI	-	\rightarrow	1	+	*	•	1	1	1	Ŧ	-
	EDL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
ane Configurations	ľ	¢Î		ľ	el el			\$			\$	
Traffic Volume (vph)	65	265	125	5	265	30	85	50	5	30	50	6
Future Volume (vph)	65	265	125	5	265	30	85	50	5	30	50	6
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
ane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	95		0	100		0	0		0	0		(
Storage Lanes	1		0	1		0	0		0	0		(
Faper Length (ft)	50			50			50			50		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Ped Bike Factor												
Frt		0.952			0.985			0.995			0.939	
It Protected	0.950			0.950				0.970			0.990	
Satd. Flow (prot)	1752	1756	0	1752	1817	0	0	1746	0	0	1666	
It Permitted	0.950			0.950				0.970			0.990	
Satd. Flow (perm)	1752	1756	0	1752	1817	0	0	1746	0	0	1666	
ink Speed (mph)		35			35			30			30	
ink Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
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	0.9
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	1009
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	6%	6%	69
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)												
Vid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	68	276	130	5	276	31	89	52	5	31	52	6
Shared Lane Traffic (%)												
ane Group Flow (vph)	68	406	0	5	307	0	0	146	0	0	151	
Sign Control		Stop			Stop			Stop			Stop	
ntersection Summary												
Area Type:	Other											
Control Type: Unsignalized												

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	15.3											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	ሻ	f,		٦	el e			4			\$	
Traffic Vol, veh/h	65	265	125	5	265	30	85	50	5	30	50	6
Future Vol, veh/h	65	265	125	5	265	30	85	50	5	30	50	6
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	0.9
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	6	6	(
Mvmt Flow	68	276	130	5	276	31	89	52	5	31	52	6
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	17.5			15.3			12			11.6		
HCM LOS	С			С			В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1					
Vol Left, %		61%	100%	0%	100%	0%	21%					
Vol Thru, %		36%	0%	68%	0%	90%	34%					
Vol Right, %		4%	0%	32%	0%	10%	45%					
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane		140	65	390	5	295	145					
LT Vol		85	65	0	5	0	30					
Through Vol		50	0	265	0	265	50					
RT Vol												
		5	0	125	0	30	65					
		5 146	0 68	125 406	0 5	30 307	65 151					
Lane Flow Rate					-							
Lane Flow Rate Geometry Grp		146	68	406	5	307	151					
Lane Flow Rate Geometry Grp Degree of Util (X)		146 2	68 7	406 7	5 7	307 7	151 2					
Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		146 2 0.266	68 7 0.122	406 7 0.65	5 7 0.01	307 7 0.522	151 2 0.262					
Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		146 2 0.266 6.561	68 7 0.122 6.492	406 7 0.65 5.757	5 7 0.01 6.695	307 7 0.522 6.114	151 2 0.262 6.251					
Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		146 2 0.266 6.561 Yes	68 7 0.122 6.492 Yes	406 7 0.65 5.757 Yes	5 7 0.01 6.695 Yes	307 7 0.522 6.114 Yes	151 2 0.262 6.251 Yes					
Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		146 2 0.266 6.561 Yes 544	68 7 0.122 6.492 Yes 550	406 7 0.65 5.757 Yes 626	5 7 0.01 6.695 Yes 532	307 7 0.522 6.114 Yes 587	151 2 0.262 6.251 Yes 569					
Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		146 2 0.266 6.561 Yes 544 4.653	68 7 0.122 6.492 Yes 550 4.255	406 7 0.65 5.757 Yes 626 3.519	5 7 0.01 6.695 Yes 532 4.465	307 7 0.522 6.114 Yes 587 3.884	151 2 0.262 6.251 Yes 569 4.343					
Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Lontrol Delay HCM Lone LOS		146 2 0.266 6.561 Yes 544 4.653 0.268	68 7 0.122 6.492 Yes 550 4.255 0.124	406 7 0.65 5.757 Yes 626 3.519 0.649	5 7 0.01 6.695 Yes 532 4.465 0.009	307 7 0.522 6.114 Yes 587 3.884 0.523	151 2 0.262 6.251 Yes 569 4.343 0.265					

PM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn

Synchro 11 Report

PM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn

Synchro 11 Report

	-	\mathbf{r}	1	+	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4Î			र्स		1
Traffic Volume (vph)	285	15	10	300	0	10
Future Volume (vph)	285	15	10	300	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%	12	12	0%	0%	12
Storage Length (ft)	070	0	0	070	0	0
Storage Lanes		0	0		0	1
Taper Length (ft)		U	50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					0.865
Flt Protected	0.775			0.998		0.000
Satd. Flow (prot)	1832	0	0	1841	0	1611
Flt Permitted	1032	U	0	0.998	0	1011
Satd. Flow (perm)	1832	0	0	1841	0	1611
Link Speed (mph)	35	U	0	35	25	1011
Link Distance (ft)	167			699	91	
Travel Time (s)	3.3			13.6	2.5	
Confl. Peds. (#/hr)	5.5			13.0	2.5	
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 (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	U	U	0	0	0	0
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	297	16	10	313	0/0	10
Shared Lane Traffic (%)	271	10	10	515	0	10
Lane Group Flow (vph)	313	0	0	323	0	10
Sign Control	Free	Ū	0	Free	Stop	10
5						
Intersection Summary	0.1					
Area Type: Control Type: Unsignalized	Other					

110: East Drwy & 4 Mile Road

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn Synchro 11 Report

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn Synchro 11 Report

	South D	,					
	4	•	†	1	1	Ŧ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ľ	1	eî			ŧ	
Traffic Volume (vph)	10	15	125	10	5	175	
Future Volume (vph)	10	15	125	10	5	175	
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	1	1		0	0		
Taper Length (ft)	50				50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Frt		0.850	0.990				
Flt Protected	0.950					0.999	
Satd. Flow (prot)	1770	1583	1791	0	0	1791	
Flt Permitted	0.950					0.999	
Satd. Flow (perm)	1770	1583	1791	0	0	1791	
Link Speed (mph)	25		30			30	
Link Distance (ft)	116		460			241	
Travel Time (s)	3.2		10.5			5.5	
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 (%)	2%	2%	5%	5%	6%	6%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	10	16	130	10	5	182	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	10	16	140	0	0	187	
Sign Control	Stop		Free			Free	
Intersection Summary							
Area Type:	Other						

HCM 6th TWSC 120: Erie Street & South Drwy

Intersection							
Int Delay, s/veh	0.8						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	۲	1	1			et.	
Traffic Vol, veh/h	10	15	125	10	5	175	
Future Vol, veh/h	10	15	125	10	5	175	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	- 3i0p	None	-	None	-	None	
Storage Length	0	0		NULLE		NULLE -	
Veh in Median Storage	-	-	0	-		0	
	e, # 0 0		0			0	
Grade, %	-					-	
Peak Hour Factor	96	96	96	96	96	96	
Heavy Vehicles, %	2	2	5	5	6	6	
Mvmt Flow	10	16	130	10	5	182	
Major/Minor	Minor1	Ν	Najor1		Major2		
Conflicting Flow All	327	135	0	0	140	0	
Stage 1	135	- 100	-	-	110	-	
Stage 2	192						
Critical Hdwy	6.42	6.22	-		4.16		
Critical Hdwy Stg 1	5.42	0.22			4.10		
Critical Hdwy Stg 2	5.42			-		-	
Follow-up Hdwy	3.518						
Pot Cap-1 Maneuver	667	914			1419	-	
	891				1419	-	
Stage 1	891						
Stage 2	841	-	-	-	-	-	
Platoon blocked, %		014	-		1.110		
Mov Cap-1 Maneuver	664	914		-	1419	-	
Mov Cap-2 Maneuver	664	-	-	-	-	-	
Stage 1	891	-	-	-	-	-	
Stage 2	838	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	9.6		0		0.2		
HCM LOS	9.0 A		0		0.2		
LOS	А						
Minor Lane/Major Mvn	nt	NBT	NBRV	WBLn1V	VBLn2	SBL	
Capacity (veh/h)		-	-	664	914	1419	
HCM Lane V/C Ratio				0.016			
HCM Control Delay (s))	-		10.5	9	7.5	
HCM Lane LOS				B	Â	A	
HCM 95th %tile Q(veh	1)			0	0.1	0	
	9			0	0.1	U	

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn Synchro 11 Report

PM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\2. 2021 Build\2021 Build.syn

Synchro 11 Report

Year 2041 Build Traffic Analysis Outputs

Traffic Volume (vph) 40 345 55 5 250 30 60 45 15 Future Volume (vph) 40 345 55 5 250 30 60 45 15 Ideal Flow (vphp) 1900 1000 100 100 100 100 100 100 100 100 100											ι.		,
Interview Interview <thinterview< th=""> <thinterview< th=""> <thi< th=""><th></th><th>~</th><th>-</th><th>\rightarrow</th><th>-</th><th>-</th><th></th><th>1</th><th>T</th><th>1</th><th>- ></th><th>÷</th><th>*</th></thi<></thinterview<></thinterview<>		~	-	\rightarrow	-	-		1	T	1	- >	÷	*
Traffic Volume (vph) 40 345 55 5 250 30 60 45 15 Future Volume (vph) 40 345 55 5 250 30 60 45 15 Ideal Flow (vphp) 1900 1000 100 100 100 100 100 100 100 100 100	Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Volume (vph) 40 345 55 5 250 30 60 45 15 Ideal Flow (vphp) 1900 100 100 100 100 100 100 100 100 100 100		ሻ	4Î		<u>۲</u>							4	
Ideal Flow (vphpl) 1900 1000 1000 1000 </td <td>Volume (vph)</td> <td>40</td> <td>345</td> <td>55</td> <td>5</td> <td>250</td> <td>30</td> <td>60</td> <td>45</td> <td>15</td> <td>80</td> <td>70</td> <td>65</td>	Volume (vph)	40	345	55	5	250	30	60	45	15	80	70	65
Lane Width (ft) 12 0 0 0 0 0 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 13 13 10 10 10 10 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 <th103< th=""> <th11< th=""> <th13< td=""><td>Volume (vph)</td><td>40</td><td>345</td><td>55</td><td>5</td><td>250</td><td>30</td><td>60</td><td>45</td><td>15</td><td>80</td><td>70</td><td>65</td></th13<></th11<></th103<>	Volume (vph)	40	345	55	5	250	30	60	45	15	80	70	65
Grade (%) 0% 0% 0% 0% 0% Storage Length (ft) 95 0 100 0 0 0 Storage Lanes 1 0 1 0 0 0 0 Taper Length (ft) 50 50 50 50 50 50 Lane Util, Factor 1.00	low (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft) 95 0 100 0 0 0 Storage Lanes 1 0 1 0 0 0 0 Taper Length (ft) 50 50 50 50 50 100 1.01 1.01	Nidth (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Lanes 1 0 1 0 0 0 Taper Length (ft) 50 </td <td>(%)</td> <td></td> <td>0%</td> <td></td> <td></td> <td>0%</td> <td></td> <td></td> <td>0%</td> <td></td> <td></td> <td>0%</td> <td></td>	(%)		0%			0%			0%			0%	
Taper Length (ft) 50 50 50 Lane Ulii, Factor 1.00	je Length (ft)	95		0	100		0	0		0	0		(
Lare Util. Factor 1.00 <th1.00< th=""> 1.00 1.00</th1.00<>	e Lanes	1		0	1		0	0		0	0		(
Ped Bike Factor 0.979 0.984 0.983 Fit 0.950 0.976 0.976 Satid. Flow (prot) 1703 1755 0 1770 1833 0 0 1672 0 Fit Permitted 0.950 0.976 0.9	Length (ft)	50			50			50			50		
Frt 0.979 0.984 0.983 FII Protected 0.950 0.950 0.976 Satd. Flow (prot) 1703 1755 0 1770 1833 0 0 1672 0 FII Permitted 0.950 0.950 0.976 0.976 0 1700 1833 0 0 1672 0 Satd. Flow (perm) 1703 1755 0 1770 1833 0 0 1672 0 Link Speed (mph) 35 35 30 1770 1833 0 0 1672 0 Link Distance (ft) 726 167 241 Travel Time (s) 14.1 3.3 5.5 5 Confl. Peds. (#/hr) 0 0.92 <td< td=""><td>Jtil. Factor</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td></td<>	Jtil. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit Protected 0.950 0.950 0.976 Satd. Flow (prot) 1703 1755 0 1770 1833 0 0 1672 0 Fit Permitted 0.950 0.950 0.976 0 0.976 Satd. Flow (perm) 1703 1755 0 1770 1833 0 0 1672 0 Link Speed (mph) 35 35 30 11111 1111 1111 11	ike Factor												
Satd. Flow (prot) 1703 1755 0 1770 1833 0 0 1672 0 FI Permitted 0.950 0.950 0.976 0.971 0.972 0.92			0.979			0.984			0.983			0.959	
Fit Permitted 0.950 0.976 Satat. Flow (perm) 1703 1755 0 1770 1833 0 0 1672 0 Link Speed (mph) 35 35 30 1	tected	0.950			0.950				0.976			0.982	
Satd. Flow (perm) 1703 1755 0 1770 1833 0 0 1672 0 Link Speed (mph) 35 35 30	Flow (prot)	1703	1755	0	1770	1833	0	0	1672	0	0	1720	(
Link Speed (mph) 35 35 30 Link Distance (ft) 726 167 241 Travel Time (s) 14.1 3.3 5.5 Confl. Deds. (#/hr) Confl. Bikes (#/hr)	rmitted	0.950			0.950				0.976			0.982	
Link Distance (ft) 726 167 241 Travel Time (s) 14.1 3.3 5.5 Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% Beak Hour Factor 100% 6% 6% 2% 2% 2% 9% 9% 9% Bus Blockages (#/hr) 0	Flow (perm)	1703	1755	0	1770	1833	0	0	1672	0	0	1720	(
Link Distance (ft) 726 167 241 Travel Time (s) 14.1 3.3 5.5 Confl. Bikes (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 6% 6% 6% 2% 2% 9% 9% 9% Bus Blockages (#/hr) 0	peed (mph)		35			35			30			30	
Travel Time (s) 14.1 3.3 5.5 Confl. Peds. (#/hr)			726			167			241			618	
Confl. Bikes (#/hr) Peak Hour Factor 0.92 98 98 98 98<			14.1			3.3			5.5			14.0	
Peak Hour Factor 0.92	Peds. (#/hr)												
Growth Factor 100% 9%	Bikes (#/hr)												
Heavy Vehicles (%) 6% 6% 2% 2% 9% 9% 9% Bus Blockages (#/hr) 0 <td>Hour Factor</td> <td>0.92</td>	Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	h Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vehicles (%)	6%	6%	6%	2%	2%	2%	9%	9%	9%	4%	4%	4%
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0%		0	0	0	0	0	0	0	0	0	0	0	C
Mid-Block Traffic (%) 0% 0% 0%													
			0%			0%			0%			0%	
AGLEIOW (VDD) 4.3 375 OU 5 777 33 OS 49 IO	low (vph)	43	375	60	5	272	33	65	49	16	87	76	71
Shared Lane Traffic (%)					-								
Lane Group Flow (vph) 43 435 0 5 305 0 0 130 0		43	435	0	5	305	0	0	130	0	0	234	0
Sign Control Stop Stop Stop												Stop	

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	19.7											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	۲. ۲	eî 🕺		ľ	¢Î			\$			\$	
Traffic Vol, veh/h	40	345	55	5	250	30	60	45	15	80	70	65
Future Vol, veh/h	40	345	55	5	250	30	60	45	15	80	70	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	2	2	2	9	9	9	4	4	4
Mvmt Flow	43	375	60	5	272	33	65	49	16	87	76	7
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	25.8			17.2			12.7			14.6		
HCM LOS	D			С			В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1					
Vol Left, %		50%	100%	0%	100%	0%	37%					
Vol Thru, %		38%	0%	86%	0%	89%	33%					
Vol Right, %		12%	0%	14%	0%	11%	30%					
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane		120	40	400	5	280	215					
LT Vol		60	40	0	5	0	80					
Through Vol		45	0	345	0	250	70					
RT Vol		15	0	55	0	30	65					
Lane Flow Rate		130	43	435	5	304	234					
Geometry Grp		2	7	7	7	7	2					
Degree of Util (X)		0.258	0.085	0.772	0.011	0.556	0.429					
Departure Headway (Hd)		7.133	7	6.391	7.16	6.572	6.602					
Convergence, Y/N			V/	Yes	Yes	Yes	Yes					
Convergence, I/M		Yes	Yes	res	105							
Сар		502	7es 515	570	499	548	545					
			515 4.7			548 4.324	545 4.658					
Cap Service Time HCM Lane V/C Ratio		502 5.201 0.259	515	570 4.091 0.763	499	548	4.658 0.429					
Cap Service Time HCM Lane V/C Ratio HCM Control Delay		502 5.201	515 4.7	570 4.091	499 4.912	548 4.324 0.555 17.3	4.658					
Cap Service Time HCM Lane V/C Ratio		502 5.201 0.259	515 4.7 0.083	570 4.091 0.763	499 4.912 0.01	548 4.324 0.555	4.658 0.429					

AM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn

Synchro 11 Report

09/16/2021

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

110: East Drwy &						
	-	\rightarrow	1	+	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4Î			ę		1
Traffic Volume (vph)	430	10	5	285	0	5
Future Volume (vph)	430	10	5	285	0	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		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.997					0.865
It Protected				0.999		
Satd. Flow (prot)	1787	0	0	1861	0	1611
It Permitted				0.999		
Satd. Flow (perm)	1787	0	0	1861	0	1611
_ink Speed (mph)	35			35	25	
Link Distance (ft)	167			699	91	
Travel Time (s)	3.3			13.6	2.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	467	11	5	310	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	0	315	0	5
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
o	Juici					

Control Type: Unsignalized

HCM 6th TWSC

110: East Drwy & 4 Mile Road

Intersection	_		_		_	_
Int Delay, s/veh	0.1					
		500		MOT		
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f,			र्भ		1
Traffic Vol, veh/h	430	10	5	285	0	5
Future Vol, veh/h	430	10	5	285	0	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	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	2	2	2	2
Mvmt Flow	467	11	5	310	0	5
Major/Minor	Najor1		Major2		Minor1	
Conflicting Flow All	0	0	478	0	- 10111	473
	-	-	4/6	-		4/3
Stage 1 Stage 2					-	-
	-	-	-	-	-	
Critical Hdwy	-		4.12		-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2			-			-
Follow-up Hdwy	-		2.218	-		3.318
Pot Cap-1 Maneuver			1001		0	591
Stage 1		-	-	-	0	
Stage 2	-	-		-	0	
Platoon blocked, %						
Mov Cap-1 Maneuver			1084	-	-	591
Mov Cap-2 Maneuver					-	-
Stage 1		-		-		-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		11.1	
HCM LOS	0		0.1		B	
LO2					D	
Minor Lane/Major Mvm	t I	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		591	-	-	1084	-
HCM Lane V/C Ratio		0.009	-	-	0.005	-
HCM Control Delay (s)		11.1	-	-	8.3	0
HCM Lane LOS		В	-	-	А	А
HCM 95th %tile Q(veh)		0	-	-	0	-
=(,						

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn

Synchro 11 Report

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

09/16/2021

AM Peak

Lane Group WBL WBR NBT NBR SBL SBT Lane Configurations 1 1 5 115 5 1 130 Traffic Volume (vph) 5 5 115 5 1 130 Ideal Flow (vphp) 1900 1900 1900 1900 1900 1900 Lane With (ft) 12 12 12 12 12 130 Grade (%) 0% 0% 0% 0% 0% 0% 0% Storage Length (ft) 0 0 0 0 0 0 Storage Length (ft) 50 50 - 50 - Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00 Ped Bike Factor - - - - - - Fit Protected 0.950 - - - - - Stati. Flow (proth) 1770 1583 1734								
Lane Configurations Image: Configuration of the second secon		-	•	†	1	1	Ŧ	
Traffic Volume (vph) 5 5 115 5 1 130 Future Volume (vph) 5 5 115 5 1 130 Ideal Flow (vphp) 1900 1900 1900 1900 1900 1900 Lane Width (th) 12 12 12 12 12 12 12 12 12 Grade (%) 0% 0% 0% 0% 0% 0% Storage Length (ft) 0 0 0 0 0 Taper Length (ft) 50 50 50 Lane Util, Factor 1.00 1.00 1.00 1.00 1.00 1.00 Ped Bike Factor 50 50 50 50 Fit Protected 0.950 50 50 Satd. Flow (prot) 1770 1583 1734 0 0 1827 Fit Permitted 0.950 3.2 10.5 5.5 5 Confl. Peds. (#hr) 2 3.0 3.0 3.0 Link Speed (mph) 25 5.5	Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Future Volume (vph)55111551130Ideal Flow (vphp)190019001900190019001900Lane Width (ft)121212121212Grade (%)0%0%0%0%Storage Length (ft)0000Taper Length (ft)505050Lane Util, Factor1.001.001.001.00Ped Bike Factor0.8500.995Fit0.8500.995Satd. Flow (perm)17701583173400Satd. Flow (perm)17701583173400Ink Speed (mph)25303030Link Speed (mph)255.55.5Confl. Bikes (#hr)0000Peak Hour Factor0.920.920.920.92Growth Factor100%100%100%100%Peak Hour Factor0.920.920.920.92Growth Factor100%100%100%100%Parking (#hr)0000Parking (%hr)551141Shared Lane Traffic (%)0%0%0%Lane Group Flow (vph)551300142	Lane Configurations	ľ	1	eî			ا	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 Lane Width (ft) 12 12 12 12 12 Grade (%) 0% 0% 0% 0% Storage Length (ft) 0 0 0 Taper Length (ft) 50 50 Lane Util. Factor 1.00 1.00 1.00 Pde Bike Factor 0.850 0.995 Fit 0.850 0.995 Stat. Flow (port) 1770 1583 1734 0 0 1827 Fit Permitted 0.950 50 55 55 55 55 Stat. Flow (port) 1770 1583 1734 0 0 1827 Fit Permitted 0.950 30 30 30 116 460 241 Travel Time (s) 3.2 10.5 5.5 55 55 55 56 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Growth Factor 0.92 2.92 0.92 0.9	Traffic Volume (vph)	5	5	115	5	1	130	
Lane Width (f) 12 0% 0 1.00 <td< td=""><td>Future Volume (vph)</td><td>5</td><td>5</td><td>115</td><td>5</td><td>1</td><td>130</td><td></td></td<>	Future Volume (vph)	5	5	115	5	1	130	
Grade (%) 0% 0% Storage Length (ft) 0 0 0 Storage Lanes 1 1 0 0 Storage Lanes 1 1 0 0 Taper Length (ft) 50 50 50 Lane Util. Factor 1.00 1.00 1.00 1.00 Ped Bike Factor - - - Fit 0.850 0.995 - Fit Protected 0.950 - - Satd. Flow (prot) 1770 1583 1734 0 0 1827 Link Speed (mph) 25 3.0 30 30 - - Link Distance (ft) 116 460 241 - - - Travel Time (s) 3.2 10.5 5.5 - - - - Confl. Bikes (#hr) - - - - - - - - - - - - -	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft) 0 0 0 0 0 Storage Lanes 1 1 0 0 Taper Length (ft) 50 50 Lane Util, Factor 1.00 1.00 1.00 1.00 Ped Bike Factor 0.950 50 50 Fit 0.850 0.995 50 Sald. Flow (prot) 1770 1583 1734 0 0 1827 Fit Permitted 0.950 53 30 30 30 11th Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 5.5 5.5 5.5 Confl. Bikes (#hr) Peak Hour Factor 100% 100% 100% 100% Peak Hour Factor 0.92 2.92 0.92 0.92 0.92 5.5 Growth Factor 100% 100% 100% 100% 100% 100% Bus Blockages (#hr) 0 0 0 0 0 0 Parking (#hr) 5 5 125 1 141	Lane Width (ft)	12	12	12	12	12	12	
Storage Lanes 1 1 0 0 Taper Length (ft) 50 50 Lane Util, Factor 1.00 1.00 1.00 1.00 Pdd Bike Factor 0.850 0.995 Fit 0.850 0.995 Satd. Flow (port) 1770 1583 1734 0 0 1827 Satd. Flow (perm) 1770 1583 1734 0 0 1827 Satd. Flow (perm) 1770 1583 1734 0 0 1827 Link Speed (mph) 25 30 30 30 11th Otstance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 5.5 5.5 5.5 Confl. Bikes (#hr) Peek Hour Factor 0.92 0.92 0.92 0.92 Peak Hour Factor 0.92 2% 9% 9% 4% 4% Bus Blockages (#hr) 0 0 0 0 0 0 Parking (#hr) 0 0 0% 0% 0% 0% Add. Flow (p	Grade (%)	0%		0%			0%	
Taper Length (ft) 50 Lane Util. Factor 1.00 Ped Bike Factor Fit 0.850 Satd. Flow (prot) 1770 1770 1583 1734 0 0 1827 Fit Protected 0.950 Satd. Flow (prot) 1770 1770 1583 1734 0 0 1827 Fit Permitted 0.950 Satd. Flow (prot) 1770 1783 1734 0 0 1827 Link Speed (mph) 25 30 230 30 Link Distance (ft) 116 460 241 17avel Time (s) 3.2 1075 5.5 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0	Storage Length (ft)	0	0		0	0		
Taper Length (ft) 50 50 Lane Ulti. Factor 1.00 1.00 1.00 1.00 Ped Bike Factor 0.995 1.00 1.00 1.00 Frit 0.850 0.995 1.00 1.00 1.00 Satd. Flow (prot) 1.70 1583 1.734 0 0 1.827 Fill Pormitted 0.950		1	1		0	0		
Lane Util, Factor 1.00 1.00 1.00 1.00 1.00 1.00 Ped Bike Factor Fit 0.850 0.995 Fit Protected 0.950 Satd. Flow (prot) 1770 1583 1734 0 0 1827 Link Speed (mph) 25 30 30 Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) Dus Blockages (#/hr) D		50				50		
Fit 0.850 0.995 Fil Protected 0.950 Satd. Flow (prot) 1770 1583 1734 0 0 1827 Fil Promitted 0.950		1.00	1.00	1.00	1.00	1.00	1.00	
Fil Protected 0.950 Satd. Flow (prot) 1770 1583 1734 0 0 1827 Fil Permitted 0.950 30 30 116 460 241 Satd. Flow (perm) 1770 1583 1734 0 0 1827 Link Speed (mph) 25 30 30 30 Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peks. (#/hr) 25 0.92 0.92 0.92 0.92 Confl. Sikes (#/hr) 00% 100%	Ped Bike Factor							
Satd. Flow (prot) 1770 1583 1734 0 0 1827 FI Permitted 0.950 0 1827 Satd. Flow (perm) 1770 1583 1734 0 0 1827 Satd. Flow (perm) 1770 1583 1734 0 0 1827 Link Speed (mph) 25 30 30 30 116 460 241 Travel Time (s) 3.2 10.5 5.5 5.5 Confl. Bikes (#hr) 0	Frt		0.850	0.995				
Fit Permitted 0.950 Satd. Flow (perm) 1770 1583 1734 0 0 1827 Link Speed (mph) 25 30 30 116 1460 241 Travel Time (s) 3.2 10.5 5.5 5.5 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Peak Hour Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 4% 4% Bus Blockages (#hr) 0 0 0 0 0 Parking (#hr) 0 0 0 0 0 How (ph) 5 5 125 1 141 Shared Lane Traffic (%) 0% 0% 0% 142	Flt Protected	0.950						
Satd. Flow (perm) 1770 1583 1734 0 0 1827 Link Speed (mph) 25 30 30 30 Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#/hr) Peak Hour Factor 0.92 0.92 0.92 Peak Hour Factor 100% 100% 100% 100% 100% Peak Hour Factor 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) 0 0 0 0 0 0 0 Parking (#/hr) 5 5 125 1 141 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 142	Satd. Flow (prot)	1770	1583	1734	0	0	1827	
Link Speed (mph) 25 30 30 Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#hr) Confl. Biks (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#hr) 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 5 5 125 5 1 141 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 0 142	FIt Permitted	0.950						
Link Distance (ft) 116 460 241 Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 5 5 125 5 1 141 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 0 142	Satd. Flow (perm)	1770	1583	1734	0	0	1827	
Travel Time (s) 3.2 10.5 5.5 Confl. Peds. (#/hr) Confl. Bikes (#/hr)	Link Speed (mph)	25		30			30	
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 5 5 1 141 Shared Lane Traffic (%) 5 5 130 0 142 142		116		460			241	
Confl. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 4% Bus Blockages (#/hr) 0 0 0 0 Parking (#/hr) 0% 0% 0% Mid-Block Traffic (%) 0% 0% 0% Shared Lane Traffic (%) 5 5 125 5 1 141 Lane Group Flow (vph) 5 5 130 0 0 142	Travel Time (s)	3.2		10.5			5.5	
Peak Hour Factor 0.92	Confl. Peds. (#/hr)							
Growth Factor 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#hr) 0 0 0 0 0 0 Parking (#hr)	Confl. Bikes (#/hr)							
Heavy Vehicles (%) 2% 2% 9% 9% 4% 4% Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 1 141 <	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 125 5 1 141 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 0 142	Growth Factor	100%	100%	100%	100%	100%	100%	
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 125 5 1 141 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 0 142	Heavy Vehicles (%)	2%	2%	9%	9%	4%	4%	
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 5 125 5 1 141 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 0 142	Bus Blockages (#/hr)	0	0	0	0	0	0	
Mid-Block Traffic (%) 0% 0% Adj. Flow (vph) 5 5 125 5 1 141 Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 142								
Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 0 142		0%		0%			0%	
Shared Lane Traffic (%) Lane Group Flow (vph) 5 5 130 0 0 142	Adj. Flow (vph)	5	5	125	5	1	141	
Sign Control Stop Free Free	Lane Group Flow (vph)	5	5	130	0	0	142	
		Stop		Free			Free	
	Area Type:	Other						

HCM 6th TWSC 120: Erie Street & South Drwy

Intersection		_		_			
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	ľ
Lane Configurations	٦	1	ţ,			ب ا	
Traffic Vol, veh/h	5	5	115	5	1	130	
Future Vol, veh/h	5	5	115	5	1	130	
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None	-	None	-	None	
Storage Length	0	0		NUNC -		-	
Veh in Median Storag		-	0			0	
Grade, %	0		0			0	
Peak Hour Factor	92	92	92	92	92	92	
	92	92	92	92	92	92	
Heavy Vehicles, % Mymt Flow	2	5	125	5	4	141	
IVIVITIL FIOW	c	Э	120	5	1	141	
Major/Minor	Minor1	M	Major1	1	Major2		
Conflicting Flow All	271	128	0	0	130	0	
Stage 1	128	-	-	-	-	-	
Stage 2	143						
Critical Hdwy	6.42	6.22			4.14		
Critical Hdwy Stg 1	5.42	-					
Critical Hdwy Stg 2	5.42	-		-			
Follow-up Hdwy	3.518			_	2.236		
Pot Cap-1 Maneuver	718	922	-		1443		
Stage 1	898	922			1445		
Stage 2	884		-	-		-	
	004	-	-	-	-	-	
Platoon blocked, %	747	000	-	-	1 4 4 9	-	
Mov Cap-1 Maneuver		922	-		1443	-	
Mov Cap-2 Maneuver		-		-	-	-	
Stage 1	898					-	
Stage 2	883	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s			0		0.1		
HCM LOS	A		U		0.1		
	Л						
		NDT	NIDE			CDI	
Minor Lane/Major Mvi	nt	NBT	NBBN	WBLn1V		SBL	
Capacity (veh/h)		-	-	717	922	1443	
HCM Lane V/C Ratio		-	-		0.006	0.001	
HCM Control Delay (s	.)	-	-	10.1	8.9	7.5	
HCM Lane LOS		-	-	В	А	А	
HCM 95th %tile Q(vel	n)	-	-	0	0	0	

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT Traffic Volume (vph) 60 290 135 5 290 60 95 75 5 50 65 Future Volume (vph) 60 290 135 5 290 60 95 75 5 50 65 Ideal Flow (vphp) 1900 120 12 12 12 12 12 12 12 12 12 12									
Lane Configurations i	+			-	-	\mathbf{r}	-	٦	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		BR NE	WBR	WBT		EBR	EBT		Lane Group
Future Volume (vph) 60 290 135 5 290 60 95 75 5 50 65 Ideal Flow (vphp) 1900 122 12					<u>۲</u>				
Ideal Flow (vphpl) 1900 1000 </td <td></td> <td>60</td> <td>60</td> <td>290</td> <td>5</td> <td>135</td> <td>290</td> <td>60</td> <td></td>		60	60	290	5	135	290	60	
Lane Wildle (h)12<	90 135 5 290 60 95 75 5 50 65 55	60	60	290	5	135	290	60	Future Volume (vph)
Grade (%) 0% 0% 0% 0% 0% Storage Length (ft) 95 0 100 0	00 1900 1900 1900 1900 1900 1900 1900 1	00 19	1900	1900	1900	1900	1900	1900	Ideal Flow (vphpl)
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	12 12 12 12 12 12 12 12 12 12 12 12	12	12	12	12	12	12	12	Lane Width (ft)
Storage Lanes 1 0 1 0 0 0 0 Taper Length (ft) 50 50 50 50 50 50 Lane Util, Factor 1.00 1.0	0% 0% 0%			0%			0%		Grade (%)
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	0 100 0 0 0 0 0	0	C		100	0		95	Storage Length (ft)
Lane Util. Factor 1.00 <th1.00< th=""> 1.00 1.00<td>0 1 0 0 0 0</td><td>0</td><td>C</td><td></td><td>1</td><td>0</td><td></td><td>1</td><td>Storage Lanes</td></th1.00<>	0 1 0 0 0 0	0	C		1	0		1	Storage Lanes
Ped Bike Factor 0.952 0.974 0.996 0.957 Fit Optocted 0.950 0.974 0.986 0.957 Statk Flow (prot) 1752 1756 0 1752 1797 0 0 1755 0 0 1691 Fit Permitted 0.950 0.950 0.974 0.986 0.976 0.986 Statk Flow (perm) 1752 1756 0 1752 1797 0 0 1755 0 0 1691 Link Speed (mph) 35 35 30 30 30 30 1618 Travel Time (s) 14.1 3.3 5.5 14.0 618 Confl. Bikes (#hr) 0 0 0 0.96	50 50 50	!			50			50	Taper Length (ft)
Frit 0.952 0.974 0.996 0.957 FIt Potected 0.950 0.950 0.974 0.986 Satd. Flow (prot) 1752 1756 0 1752 1797 0 0 1755 0 0 1691 Elt Permitted 0.950 0.974 0 0 1755 0 0 1691 Link Speed (mph) 35 35 30 30 30 30 Link Speed (mph) 35 35 30 30 30 30 Confl. Peds. (#/hr) 726 167 241 618 70 100%	00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	.00 1.0	1.00	1.00	1.00	1.00	1.00	1.00	Lane Util. Factor
Fit Protected 0.950 0.950 0.974 0.986 Satd. Flow (prot) 1752 1756 0 1752 1797 0 0 1755 0 0 1691 Fit Permitted 0.950 0.950 0.974 0.986 0.986 Satd. Flow (perm) 1752 1756 0 1752 1797 0 0 1755 0 0.986 Satd. Flow (perm) 1752 1756 0 1752 1797 0 0 1755 0 0 1691 Link Speed (mph) 35 35 30 30 30 1618 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 0.01.06 100%									Ped Bike Factor
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	52 0.974 0.996 0.957			0.974			0.952		Frt
Flit Permitted 0.950 0.974 0.986 Satd. Flow (perm) 1752 1756 0 1752 1797 0 0 1755 0 0 1691 Link Speed (mph) 35 35 30 30 30 30 Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#/hr) 0 0.96	0.950 0.974 0.986				0.950			0.950	Flt Protected
Satd. Flow (perm) 1752 1756 0 1752 1797 0 0 1755 0 0 1691 Link Speed (mph) 35 35 30	56 0 1752 1797 0 0 1755 0 0 1691 (0	C	1797	1752	0	1756	1752	Satd. Flow (prot)
Link Speed (mph) 35 35 30 30 Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#hr) Peak Hour Factor 0.96 0.9	0.950 0.974 0.986				0.950			0.950	Flt Permitted
Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#/hr) Confl. Bikes (#/hr)	56 0 1752 1797 0 0 1755 0 0 1691 (0	C	1797	1752	0	1756	1752	Satd. Flow (perm)
Link Distance (ft) 726 167 241 618 Travel Time (s) 14.1 3.3 5.5 14.0 Confl. Peds. (#/hr) Confl. Peds. (#/hr) 5.5 14.0 Confl. Bikes (#/hr) 0.96	35 35 30 30			35			35		Link Speed (mph)
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.96 <td>26 167 241 618</td> <td></td> <td></td> <td>167</td> <td></td> <td></td> <td>726</td> <td></td> <td></td>	26 167 241 618			167			726		
Confl. Bikes (#hr) Peak Hour Factor 0.96 <t< td=""><td>4.1 3.3 5.5 14.0</td><td></td><td></td><td>3.3</td><td></td><td></td><td>14.1</td><td></td><td>Travel Time (s)</td></t<>	4.1 3.3 5.5 14.0			3.3			14.1		Travel Time (s)
Peak Hour Factor 0.96									Confl. Peds. (#/hr)
Growth Factor 100% 00% 0 <									Confl. Bikes (#/hr)
Heavy Vehicles (%) 3% 3% 3% 3% 3% 3% 5% 5% 5% 6% 6% Bus Blockages (#/hr) 0	96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.	.96 0.4	0.96	0.96	0.96	0.96	0.96	0.96	Peak Hour Factor
Bus Blockages (#/hr) 0)% 100% 100% 100% 100% 100% 100% 100% 10	0% 100	100%	100%	100%	100%	100%	100%	Growth Factor
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 63 302 141 5 302 63 99 78 5 52 68 Shared Lane Traffic (%)	3% 3% 3% 3% 5% 5% 5% 6% 6% 6%	3% 5	3%	3%	3%	3%	3%	3%	Heavy Vehicles (%)
Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 63 302 141 5 302 63 99 78 5 52 68 Shared Lane Traffic (%)	0 0 0 0 0 0 0 0 0	0	C	0	0	0	0	0	Bus Blockages (#/hr)
Viid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 63 302 141 5 302 63 99 78 5 52 68 Shared Lane Traffic (%) 63 99 78 5 52 68									Parking (#/hr)
Shared Lane Traffic (%))% 0% 0%			0%			0%		
Shared Lane Traffic (%)	02 141 5 302 63 99 78 5 52 68 55	63	63	302	5	141	302	63	Adi, Flow (vph)
Lane Group Flow (vph) 63 443 0 5 365 0 0 182 0 0 177									
	43 0 5 365 0 0 182 0 0 177 0	0	C	365	5	0	443	63	
Sign Control Stop Stop Stop Stop				Stop			Stop		

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	21.2											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	۲.	4		ሻ	ĥ			\$			\$	
Traffic Vol, veh/h	60	290	135	5	290	60	95	75	5	50	65	55
Future Vol, veh/h	60	290	135	5	290	60	95	75	5	50	65	55
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
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	6	6	(
Mvmt Flow	63	302	141	5	302	63	99	78	5	52	68	57
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	25.9			21.7			14.4			13.8		
HCM LOS	D			С			В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1					
Vol Left, %		54%	100%	0%	100%	0%	29%					
Vol Thru, %		43%	0%	68%	0%	83%	38%					
Vol Right, %		3%	0%	32%	0%	17%	32%					
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane		175	60	425	5	350	170					
LT Vol		95	60	0	5	0	50					
Through Vol		75	0	290	0	290	65					
RT Vol		5	0	135	0	60	55					
Lane Flow Rate		182	62	443	5	365	177					
Geometry Grp		2	7	7	7	7	2					
Degree of Util (X)		0.365	0.123	0.779	0.011	0.671	0.346					
Departure Headway (Hd)		7.214	7.069	6.331	7.261	6.626	7.037					
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes					
Сар		498	506	571	492	543	510					
Service Time		5.282	4.821	4.082	5.016	4.381	5.105					
HCM Lane V/C Ratio		0.365	0.123	0.776	0.01	0.672	0.347					
HCM Control Delay		14.4	10.8	28	10.1	21.9	13.8					
			_	_	_	-						
HCM Lane LOS		В	B 0.4	D	В	С	B 1.5					

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

PM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn

Synchro 11 Report

	-	\mathbf{i}	1	+	•	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1÷			ę.		1	
Traffic Volume (vph)	330	15	10	355	0	10	
Future Volume (vph)	330	15	10	355	0	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		0	1	
Taper Length (ft)			50		50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Frt	0.994					0.865	
Flt Protected				0.999			
Satd. Flow (prot)	1834	0	0	1843	0	1611	
Flt Permitted				0.999			
Satd. Flow (perm)	1834	0	0	1843	0	1611	
Link Speed (mph)	35			35	25		
Link Distance (ft)	167			699	91		
Travel Time (s)	3.3			13.6	2.5		
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 (%)	3%	3%	3%	3%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	344	16	10	370	0	10	
Shared Lane Traffic (%)	0.15			0.00			
Lane Group Flow (vph)	360	0	0	380	0	10	
Sign Control	Free			Free	Stop		
Intersection Summary							
Area Type: (Control Type: Unsignalized	Dther						

HCM 6th TWSC

110: East Drwy & 4 Mile Road

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1.	LDIX	WDL	<u>اط ۱۰</u>	NDL	1
Traffic Vol, veh/h	330	15	10	355	0	10
Future Vol, veh/h	330	15	10	355	0	10
Conflicting Peds, #/hr	330	0	0	300	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-			None	- 3i0p	None
Storage Length		None -		None -		None 0
Veh in Median Storage				0	0	-
Grade, %	,# 0 0		-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
			96			90
Heavy Vehicles, %	3	3	-	3	2	
Mvmt Flow	344	16	10	370	0	10
Major/Minor N	/lajor1	1	Major2	1	Minor1	
Conflicting Flow All	0	0	360	0		352
Stage 1	-	-	-	-	-	-
Stage 2		-				
Critical Hdwy		-	4.13	-		6.22
Critical Hdwy Stg 1			-			
Critical Hdwy Stg 2				-		-
Follow-up Hdwy			2.227			3.318
Pot Cap-1 Maneuver	-				0	692
Stage 1					0	- 072
Stage 2					0	
Platoon blocked, %					0	
Mov Cap-1 Maneuver			1193			692
Mov Cap-1 Maneuver	-		1193			092
		-				-
Stage 1	-	-	-	-		-
Stage 2	-		-	-	-	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		10.3	
HCM LOS					В	
			EDT	EDD		WDT
Minor Lane/Major Mvm	t I	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		692	-		1193	-
HCM Lane V/C Ratio		0.015	-		0.009	-
HCM Control Delay (s)		10.3		-	8	0
HCM Lane LOS		В		-	А	А
HCM 95th %tile Q(veh)		0		-	0	-

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

PM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn

Synchro 11 Report

09/16/2021

120: Erie Street &	South L	nwy					09/16/
	1	•	†	1	1	Ŧ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ľ	1	¢Î			ŧ	
Traffic Volume (vph)	10	15	160	10	5	200	
Future Volume (vph)	10	15	160	10	5	200	
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	1	1		0	0		
Taper Length (ft)	50				50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Frt		0.850	0.992				
Flt Protected	0.950					0.999	
Satd. Flow (prot)	1770	1583	1795	0	0	1791	
Flt Permitted	0.950					0.999	
Satd. Flow (perm)	1770	1583	1795	0	0	1791	
Link Speed (mph)	25		30		-	30	
Link Distance (ft)	116		460			241	
Travel Time (s)	3.2		10.5			5.5	
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 (%)	2%	2%	5%	5%	6%	6%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	10	16	167	10	5	208	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	10	16	177	0	0	213	
Sign Control	Stop		Free			Free	
Intersection Summary							
Area Type:	Other						

Control Type: Unsignalized

HCM 6th TWSC 120: Erie Street & South Drwy

Intersection							
Int Delay, s/veh	0.7						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	<u>100</u>	1	4		ODL	<u>ارد ا</u>	
Traffic Vol, veh/h	10	15	160	10	5	200	
Future Vol. veh/h	10	15	160	10	5	200	
Conflicting Peds, #/hr	0	0	0	0	0	200	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	- 5100	None	-	None	-	None	
Storage Length	0	0		-		-	
Veh in Median Storage	-	-	0	-		0	
Grade, %	0		0			0	
Peak Hour Factor	96	96	96	96	96	96	
Heavy Vehicles, %	2	2	5	5	6	6	
Mymt Flow	10	16	167	10	5	208	
	10	10	107	10	J	200	
	Minor1		Major1		Major2		
Conflicting Flow All	390	172	0	0	177	0	
Stage 1	172	-	-	-	-	-	
Stage 2	218	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	4.16	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	2.254	-	
Pot Cap-1 Maneuver	614	872	-	-	1375	-	
Stage 1	858	-	-	-	-	-	
Stage 2	818	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	612	872	-	-	1375	-	
Mov Cap-2 Maneuver	612	-	-	-			
Stage 1	858	-	-		-	-	
Stage 2	815			-			
<u>j</u>							
Approach	WB		NB		SB		
HCM Control Delay, s	9.9		0		0.2		
HCM LOS	A		-				
Minor Lane/Major Mvn	nt	NBT	NBR\	WBLn1V	VBLn2	SBL	
Capacity (veh/h)		-		612	872	1375	
HCM Lane V/C Ratio							
HCM Control Delay (s)	-	-	11	9.2	7.6	
HCM Lane LOS	/			B	7.2 A	7.0 A	
HCM 95th %tile Q(veh)			0.1	0.1	0	
TOW FULL AUTOMIC OUVER	9		-	0.1	0.1	U	

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\2041 Build.syn Synchro 11 Report

09/16/2021

Year 2041 Background Traffic Analysis Outputs

(With 4 Mile Road & Erie Street Optional EB/WB Right-Turn Lanes)

	≯	-	\mathbf{i}	1	-	•	•	t t	-	- \	1 I	1
ane Group	EBL	EBT	EBR	₩BL	WBT	WBR	NBL	NBT	NBR	SBL	▼ SBT	SBF
ane Configurations	٦	•	1	۲	1	1		4			\$	
raffic Volume (vph)	40	340	55	5	250	30	55	45	15	75	70	65
uture Volume (vph)	40	340	55	5	250	30	55	45	15	75	70	65
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
torage Length (ft)	95		0	100		0	0		0	0		(
itorage Lanes	1		1	1		1	0		0	0		(
aper Length (ft)	50			50			50			50		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ed Bike Factor												
rt			0.850			0.850		0.983			0.958	
It Protected	0.950			0.950				0.977			0.982	
atd. Flow (prot)	1703	1792	1524	1770	1863	1583	0	1674	0	0	1719	(
It Permitted	0.950			0.950				0.977			0.982	
atd. Flow (perm)	1703	1792	1524	1770	1863	1583	0	1674	0	0	1719	(
ink Speed (mph)		35			35			30			30	
ink Distance (ft)		726			167			241			618	
ravel Time (s)		14.1			3.3			5.5			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
leavy Vehicles (%)	6%	6%	6%	2%	2%	2%	9%	9%	9%	4%	4%	4%
us Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	(
arking (#/hr)												
Iid-Block Traffic (%)		0%			0%			0%			0%	
dj. Flow (vph)	43	370	60	5	272	33	60	49	16	82	76	7
hared Lane Traffic (%)												
ane Group Flow (vph)	43	370	60	5	272	33	0	125	0	0	229	(
ign Control		Stop			Stop			Stop			Stop	

HCM 6th AWSC

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	16.7											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	<u></u>		1	NDL T	•••••	1	NDL		NDR	JDL		50
Traffic Vol, veh/h	40	T 340	55	5	T 250	30	55	4 5	15	75	4 70	6
Future Vol. veh/h	40	340	55	5	250	30	55	45 45	15	75	70	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	45	0.92	0.92	0.92	0.9
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.5
Heavy Vehicles, % Mvmt Flow	43	370	60	2	272	33	60	49	16	82	76	7
Number of Lanes	43	370	1	5	272	33 1	00	49	0	0	/0	1
		1		-		1	-	1	0	-	1	
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			3		
HCM Control Delay	19.1			15.3			13.1			15.4		
HCM LOS	С			С			В			С		
Lane		NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1			
Vol Left, %												
		48%	100%	0%	0%	100%	0%	0%	36%			
Vol Thru, %		39%	0%	100%	0%	0%	100%	0%	33%			
Vol Right, %		39% 13%	0% 0%	100% 0%	0% 100%	0% 0%	100% 0%	0% 100%	33% 31%			
Vol Right, % Sign Control		39% 13% Stop	0% 0% Stop	100% 0% Stop	0% 100% Stop	0% 0% Stop	100% 0% Stop	0% 100% Stop	33% 31% Stop			
Vol Right, % Sign Control Traffic Vol by Lane		39% 13% Stop 115	0% 0% Stop 40	100% 0% Stop 340	0% 100% Stop 55	0% 0% Stop 5	100% 0% Stop 250	0% 100% Stop 30	33% 31% Stop 210			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol		39% 13% Stop 115 55	0% 0% Stop 40 40	100% 0% Stop 340 0	0% 100% Stop 55 0	0% 0% Stop 5 5	100% 0% Stop 250 0	0% 100% Stop 30 0	33% 31% Stop 210 75			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		39% 13% Stop 115 55 45	0% 0% Stop 40 40 0	100% 0% Stop 340	0% 100% Stop 55 0 0	0% 0% Stop 5 5 0	100% 0% Stop 250	0% 100% Stop 30	33% 31% Stop 210 75 70			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		39% 13% Stop 115 55 45 15	0% 0% Stop 40 40 0 0	100% 0% Stop 340 0 340 0	0% 100% Stop 55 0 0 55	0% 0% Stop 5 5 0 0	100% 0% Stop 250 0 250 0 250	0% 100% Stop 30 0 0 30	33% 31% Stop 210 75 70 65			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		39% 13% Stop 115 55 45 15 125	0% 0% Stop 40 40 0 0 43	100% 0% Stop 340 0 340 0 340 0 370	0% 100% Stop 55 0 0 0 55 60	0% 0% Stop 5 5 0 0 5	100% 0% Stop 250 0 250 0 250 0 272	0% 100% Stop 30 0 0 30 30 33	33% 31% Stop 210 75 70 65 228			
Vol Right, % Sign Control Traffic Vol by Lane IT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		39% 13% Stop 115 55 45 15 125 7	0% 0% Stop 40 40 0 0 43 7	100% 0% Stop 340 0 340 0 370 7	0% 100% Stop 55 0 0 0 55 60 7	0% 0% Stop 5 5 0 0 0 5 7	100% 0% Stop 250 0 250 0 272 7	0% 100% Stop 30 0 0 30 33 7	33% 31% Stop 210 75 70 65 228 7			
Vol Right, % Sign Control Traffic Vol by Lane IT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		39% 13% Stop 115 55 45 15 125 7 0.264	0% 0% Stop 40 40 0 0 43 7 0.085	100% 0% Stop 340 0 340 0 370 7 0.673	0% 100% Stop 55 0 0 55 60 7 0.097	0% 0% Stop 5 5 0 0 0 5 7 0.011	100% 0% Stop 250 0 250 0 272 7 0.506	0% 100% Stop 30 0 0 30 30 33	33% 31% Stop 210 75 70 65 228 7 0.448			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degret Util (X)		39% 13% Stop 115 55 45 15 125 7	0% 0% Stop 40 40 0 0 43 7	100% 0% Stop 340 0 340 0 370 7	0% 100% Stop 55 0 0 0 55 60 7	0% 0% Stop 5 5 0 0 0 5 7	100% 0% Stop 250 0 250 0 272 7	0% 100% Stop 30 0 0 30 33 7	33% 31% Stop 210 75 70 65 228 7 0.448 7.059			
Vol Right, % Sign Control Traffic Vol by Lane IT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		39% 13% Stop 115 55 45 15 125 7 0.264	0% 0% Stop 40 40 0 0 43 7 0.085	100% 0% Stop 340 0 340 0 370 7 0.673	0% 100% Stop 55 0 0 55 60 7 0.097	0% 0% Stop 5 5 0 0 0 5 7 0.011	100% 0% Stop 250 0 250 0 272 7 0.506	0% 100% Stop 30 0 0 30 33 7 0.054	33% 31% Stop 210 75 70 65 228 7 0.448			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degreture Headway (Hd)		39% 13% Stop 115 55 45 125 7 0.264 7.613 Yes 471	0% 0% Stop 40 40 0 0 43 7 0.085 7.067 Yes 510	100% 0% Stop 340 0 340 0 370 7 0.673 6.555 Yes 554	0% 100% Stop 55 0 0 0 55 60 7 0.097 5.838	0% 0% Stop 5 5 0 0 0 5 7 0.011 7.219	100% 0% Stop 250 0 250 0 272 7 0.506 6.705	0% 100% Stop 30 0 0 30 33 7 0.054 5.987 Yes 598	33% 31% Stop 210 75 70 65 228 7 0.448 7.059 Yes 511			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		39% 13% Stop 115 55 45 125 7 0.264 7.613 Yes	0% 0% Stop 40 40 0 0 43 7 0.085 7.067 Yes	100% 0% Stop 340 0 340 0 370 7 0.673 6.555 Yes	0% 100% Stop 55 0 0 55 60 7 0.097 5.838 Yes	0% 0% Stop 5 5 0 0 0 5 7 0.011 7.219 Yes	100% 0% Stop 250 0 250 0 272 7 0.506 6.705 Yes	0% 100% Stop 30 0 30 33 7 0.054 5.987 Yes	33% 31% Stop 210 75 70 65 228 7 0.448 7.059 Yes			
Vol Righi, % Sign Control Traffic Vol by Lane IT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		39% 13% Stop 115 55 45 125 7 0.264 7.613 Yes 471	0% 0% Stop 40 40 0 0 43 7 0.085 7.067 Yes 510	100% 0% Stop 340 0 340 0 370 7 0.673 6.555 Yes 554	0% 100% Stop 55 0 0 55 60 7 0.097 5.838 Yes 618	0% 0% Stop 5 5 0 0 0 5 7 0.011 7.219 Yes 496	100% 0% Stop 250 0 250 0 272 7 0.506 6.705 Yes 538	0% 100% Stop 30 0 0 30 33 7 0.054 5.987 Yes 598	33% 31% Stop 210 75 70 65 228 7 0.448 7.059 Yes 511			
Vol Righi, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		39% 13% Stop 115 55 45 125 7 0.264 7.613 Yes 471 5.363	0% 0% Stop 40 0 0 43 7 0.085 7.067 Yes 510 4.767	100% 0% Stop 340 0 340 0 370 7 0.673 6.555 Yes 554 4.255	0% 100% Stop 55 0 0 0 55 60 7 0.097 5.838 Yes 618 3.538	0% 0% Stop 5 5 0 0 0 5 7 0.011 7.219 Yes 496 4.959	100% 0% Stop 250 0 250 0 272 7 0.506 6.705 Yes 538 4.446	0% 100% Stop 30 0 0 33 7 0.054 5.987 Yes 598 3.727	33% 31% Stop 210 75 70 65 228 7 0.448 7.059 Yes 511 4.801			
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degrete of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		39% 13% Stop 115 55 45 125 7 0.264 7.613 Yes 471 5.363 0.265	0% 0% Stop 40 0 0 43 7 0.085 7.067 Yes 510 4.767 0.084	100% 0% Stop 340 0 340 0 370 7 0.673 6.555 Yes 554 4.255 0.668	0% 100% Stop 55 0 0 0 55 60 7 0.097 5.838 Yes 618 3.538 0.097	0% 0% Stop 5 5 0 0 0 5 7 0.011 7.219 Yes 496 4.959 0.01	100% 0% Stop 250 0 250 0 272 7 0.506 6.705 Yes 538 4.446 0.506	0% 100% Stop 30 0 30 33 7 0.054 5.987 Yes 598 3.727 0.055	33% 31% Stop 210 75 70 65 228 7 0.448 7.059 Yes 511 4.801 0.446			

AM Peak

Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\MODS\2041 Back (MODS).syn

Synchro 11 Report

09/17/2021

AM Peak

Synchro 11 Report Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\MODS\2041 Back (MODS).syn

Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SE Lane Configurations 1 0 <td< th=""><th></th><th>٠</th><th>_</th><th>></th><th>1</th><th>-</th><th>•</th><th>•</th><th>+</th><th>*</th><th>5</th><th>1</th><th>1</th></td<>		٠	_	>	1	-	•	•	+	*	5	1	1
Lane Configurations Image of the second secon	ane Group		FBT	FRP	WRI	WRT	WRR	NRI	NRT	NRR	SRI	▼ SBT	SBF
Traffic Volume (vph) 60 280 130 5 290 60 85 70 5 45 60 Future Volume (vph) 60 280 130 5 290 60 85 70 5 45 60 Ideal Flow (vph) 1900 190								NDL		NDR	JDL	4	501
Future Volume (vph) 60 280 130 5 290 60 85 70 5 45 60 Ideal Flow (vphpl) 1900 100 100 100 100 100 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>85</td><td></td><td>5</td><td>45</td><td>65</td><td>55</td></t<>								85		5	45	65	55
Ideal Flow (vphpl) 1900												65	55
Lane Width (ft) 12 <th12< th=""> 12 12</th12<>					-							1900	1900
Grade (%) 0%												12	12
Storage Length (ft) 95 0 100 0 0 0 0 Storage Lanes 1 1 1 1 0 0 0 Taper Length (ft) 50 50 50 50 50 50 Lane Util, Factor 1.00 1.05 1.05 1.05 <td></td> <td>12</td> <td></td> <td>12</td> <td>12</td> <td></td> <td>12</td> <td>12</td> <td>. –</td> <td>12</td> <td>12</td> <td>0%</td> <td>12</td>		12		12	12		12	12	. –	12	12	0%	12
Storage Lanes 1 1 1 1 0 0 0 Taper Length (ft) 50 </td <td></td> <td>95</td> <td>0,0</td> <td>0</td> <td>100</td> <td>070</td> <td>0</td> <td>0</td> <td>0,0</td> <td>0</td> <td>0</td> <td>0,0</td> <td>(</td>		95	0,0	0	100	070	0	0	0,0	0	0	0,0	(
Taper Length (ft) 50 50 50 50 Lane Ulii, Factor 1.00<							-	-			-		(
Lare Util. Factor 1.00 <th1.03< th=""> 1.03 1.01<td></td><td>50</td><td></td><td></td><td>50</td><td></td><td></td><td>50</td><td></td><td>-</td><td>50</td><td></td><td></td></th1.03<>		50			50			50		-	50		
Ped Bike Factor 0.850 0.850 0.996 0.95 Fit 0.950 0.974 0.96 Statk Flow (prot) 1752 1845 1568 1755 0 0 96 Statk Flow (prot) 1752 1845 1568 1755 0 0 166 Fit Permitted 0.950 0.950 0.974 0.98 Satd. Flow (perm) 1752 1845 1568 1755 0 0 166 Link Speed (mph) 35 35 30 -33 114 0.95 33 30 -33 Link Distance (ft) 726 167 241 66 167 241 66 Confl. Elkes (#hr) 0 14.1 3.3 5.5 144			1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Fit Protected 0.950 0.974 0.963 Satd. Flow (prot) 1752 1845 1568 1752 1845 1568 1755 0 0 166 Fit Permitted 0.950 0.950 0.974 0.96 Satd. Flow (perm) 1752 1845 1568 0 1755 0 0 166 Satd. Flow (perm) 1752 1845 1568 0 1755 0 0 66 Link Speed (mph) 35 35 30													
Fit Protected 0.950 0.974 0.963 Satd. Flow (prot) 1752 1845 1568 1752 1845 1568 1755 0 0 166 Fit Permitted 0.950 0.950 0.974 0.96 Satd. Flow (perm) 1752 1845 1568 0 1755 0 0 166 Satd. Flow (perm) 1752 1845 1568 0 1755 0 0 66 Link Speed (mph) 35 35 30	rt			0.850			0.850		0.996			0.955	
Fit Permitted 0.950 0.951 0.974 0.962 Satd. Flow (perm) 1752 1845 1568 1752 1845 1568 1755 0 0 165 Link Speed (mph) 35 35 30 35 30 35 Link Distance (it) 726 167 241 61 Travel Time (s) 14.1 3.3 5.5 14 Confl. Peds. (#/hr) 0.96 <t< td=""><td>t Protected</td><td>0.950</td><td></td><td></td><td>0.950</td><td></td><td></td><td></td><td>0.974</td><td></td><td></td><td>0.987</td><td></td></t<>	t Protected	0.950			0.950				0.974			0.987	
Satd. Flow (perm) 1752 1845 1568 1752 1845 1568 0 1755 0 0 166 Link Speed (mph) 35 35 30 33<	atd. Flow (prot)	1752	1845	1568	1752	1845	1568	0	1755	0	0	1690	(
Link Speed (mph) 35 35 30 31 Link Distance (ft) 726 167 241 66 Travel Time (s) 14.1 3.3 5.5 14 Confl. Peds. (#/hr) Peak Hour Factor 0.96 </td <td>It Permitted</td> <td>0.950</td> <td></td> <td></td> <td>0.950</td> <td></td> <td></td> <td></td> <td>0.974</td> <td></td> <td></td> <td>0.987</td> <td></td>	It Permitted	0.950			0.950				0.974			0.987	
Link Distance (ft) 726 167 241 61 Travel Time (s) 14.1 3.3 5.5 14 Confl. Peds. (#/hr) Confl. Bikes (#/hr)	atd. Flow (perm)	1752	1845	1568	1752	1845	1568	0	1755	0	0	1690	(
Link Distance (ft) 726 167 241 61 Travel Time (s) 14.1 3.3 5.5 14 Confl. Peds. (#hr) Confl. Peds. (#hr) Peak Hour Factor 0.96 <td>nk Speed (mph)</td> <td></td> <td>35</td> <td></td> <td></td> <td>35</td> <td></td> <td></td> <td>30</td> <td></td> <td></td> <td>30</td> <td></td>	nk Speed (mph)		35			35			30			30	
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.96 <td></td> <td></td> <td>726</td> <td></td> <td></td> <td>167</td> <td></td> <td></td> <td>241</td> <td></td> <td></td> <td>618</td> <td></td>			726			167			241			618	
Confl. Bikes (#/hr) Peak Hour Factor 0.96	ravel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor 0.96	onfl. Peds. (#/hr)												
Growth Factor 100%	onfl. Bikes (#/hr)												
Heavy Vehicles (%) 3% 3% 3% 3% 3% 3% 5% 5% 5% 6% 6 Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% 0 Adj. Flow (vph) 63 292 135 5 302 63 89 73 5 47 6 Shared Lane Traffic (%)	eak 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
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rowth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0 Adj. Flow (vph) 63 292 135 5 302 63 89 73 5 47 6 Shared Lane Traffic (%)	eavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	6%	6%	6%
Mid-Block Traffic (%) 0% 0% 0 Adj. Flow (vph) 63 292 135 5 302 63 89 73 5 47 6 Shared Lane Traffic (%)	us Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	(
Adj. Flow (vph) 63 292 135 5 302 63 89 73 5 47 6 Shared Lane Traffic (%)	arking (#/hr)												
Shared Lane Traffic (%)	lid-Block Traffic (%)		0%			0%			0%			0%	
	dj. Flow (vph)	63	292	135	5	302	63	89	73	5	47	68	57
ane Group Elow (vph) 63 292 135 5 302 63 0 167 0 0 17	hared Lane Traffic (%)												
	ane Group Flow (vph)	63	292	135	5	302	63	0	167	0	0	172	(
Sign Control Stop Stop Stop Stop	ign Control		Stop			Stop			Stop			Stop	

HCM 6th AWSC

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	14.7											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ľ	•	1	ľ	•	1		4			4	
Traffic Vol, veh/h	60	280	130	5	290	60	85	70	5	45	65	55
Future Vol, veh/h	60	280	130	5	290	60	85	70	5	45	65	55
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
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	6	6	6
Mvmt Flow	63	292	135	5	302	63	89	73	5	47	68	57
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			3		
HCM Control Delay	14			16.2			14.3			13.8		
HCM LOS	В			С			В			В		
Lane		NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1			
Lane Vol Left, %		NBLn1 53%	EBLn1 100%	EBLn2 0%	EBLn3 0%	WBLn1 100%	WBLn2 0%	WBLn3 0%	SBLn1 27%			
Vol Left, %		53%	100%	0%	0%	100%	0%	0%	27%			
Vol Left, % Vol Thru, %		53% 44%	100% 0%	0% 100%	0% 0%	100% 0%	0% 100%	0% 0%	27% 39%			
Vol Left, % Vol Thru, % Vol Right, %		53% 44% 3%	100% 0% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0%	0% 100% 0%	0% 0% 100%	27% 39% 33%			
Vol Left, % Vol Thru, % Vol Right, % Sign Control		53% 44% 3% Stop	100% 0% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	27% 39% 33% Stop			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		53% 44% 3% Stop 160	100% 0% 0% Stop 60	0% 100% 0% Stop 280	0% 0% 100% Stop 130	100% 0% 0% Stop 5	0% 100% 0% Stop 290	0% 0% 100% Stop 60	27% 39% 33% Stop 165			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		53% 44% 3% Stop 160 85	100% 0% 0% Stop 60 60	0% 100% 0% Stop 280 0	0% 0% 100% Stop 130 0	100% 0% Stop 5 5	0% 100% 0% Stop 290 0	0% 0% 100% Stop 60 0	27% 39% 33% Stop 165 45			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane ET Vol Through Vol		53% 44% 3% Stop 160 85 70	100% 0% Stop 60 60 0	0% 100% 0% Stop 280 0 280	0% 0% 100% Stop 130 0 0	100% 0% Stop 5 5 0	0% 100% 0% Stop 290 0 290	0% 0% 100% Stop 60 0 0	27% 39% 33% Stop 165 45 65			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		53% 44% 3% Stop 160 85 70 5	100% 0% Stop 60 60 0 0	0% 100% 0% Stop 280 0 280 0 280 0	0% 0% 100% Stop 130 0 0 130	100% 0% Stop 5 5 0 0	0% 100% 0% Stop 290 0 290 0 290	0% 0% 100% Stop 60 0 0 0	27% 39% 33% Stop 165 45 65 55			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		53% 44% 3% Stop 160 85 70 5 167	100% 0% Stop 60 60 0 0 0 62	0% 100% 0% Stop 280 0 280 0 280 0 292	0% 0% 100% Stop 130 0 0 130 135	100% 0% Stop 5 5 0 0 0 5	0% 100% 0% Stop 290 0 290 0 290 0 302	0% 0% 100% Stop 60 0 0 60 62	27% 39% 33% Stop 165 45 65 55 172			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		53% 44% 3% Stop 160 85 70 5 167 7	100% 0% Stop 60 60 0 0 62 7	0% 100% 0% Stop 280 0 280 0 280 0 292 7	0% 0% 100% Stop 130 0 0 130 135 7	100% 0% Stop 5 5 0 0 0 5 7	0% 100% Stop 290 0 290 0 302 7	0% 0% 100% Stop 60 0 60 62 7	27% 39% 33% Stop 165 45 65 55 172 7			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		53% 44% 3% Stop 160 85 70 5 167 7 0.35	100% 0% Stop 60 60 0 0 0 62 7 0.123	0% 100% Stop 280 0 280 0 280 0 292 7 0.53	0% 0% 100% Stop 130 0 0 130 135 7 0.219	100% 0% 0% Stop 5 5 0 0 0 5 7 0.01	0% 100% 0% Stop 290 0 290 0 302 7 0.562	0% 0% 100% Stop 60 0 0 60 60 62 7 0.104	27% 39% 33% Stop 165 45 65 55 172 7 0.346			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Degreture Headway (Hd)		53% 44% 3% Stop 160 85 70 5 167 7 0.35 7.557	100% 0% Stop 60 60 0 0 62 7 0.123 7.059	0% 100% Stop 280 0 280 0 280 0 280 0 292 7 0.53 6.547	0% 0% 100% Stop 130 0 0 130 135 7 0.219 5.83	100% 0% Stop 5 5 0 0 0 5 7 0.01 7.207	0% 100% Stop 290 0 290 0 302 7 0.562 6.694	0% 0% 100% Stop 60 0 0 60 62 7 0.104 5.977	27% 39% 33% Stop 165 45 65 55 172 7 0.346 7.237			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		53% 44% 3% Stop 160 85 70 5 167 7 0.35 7.557 Yes	100% 0% Stop 60 60 0 0 62 7 0.123 7.059 Yes	0% 100% Stop 280 0 280 0 280 0 280 0 292 7 0.53 6.547 Yes	0% 0% 100% Stop 130 0 130 135 7 0.219 5.83 Yes	100% 0% Stop 5 5 0 0 0 5 7 0.01 7.207 Yes	0% 100% Stop 290 0 290 0 302 7 0.562 6.694 Yes	0% 0% 100% Stop 60 0 0 60 62 7 0.104 5.977 Yes	27% 39% 33% Stop 165 45 65 55 172 7 0.346 7.237 Yes			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		53% 44% 3% Stop 160 85 70 5 167 7 0.35 7.557 Yes 477	100% 0% 0% 60 60 0 0 62 7 0.123 7.059 Yes 510	0% 100% 0% Stop 280 0 280 0 280 0 292 7 0.53 6.547 Yes 554	0% 0% 100% Stop 130 0 0 130 135 7 0.219 5.83 Yes 619	100% 0% 0% 55 5 0 0 0 5 7 0.01 7.207 Yes 499	0% 100% 0% Stop 290 0 290 0 302 7 0.562 6.694 Yes 541	0% 0% 100% Stop 60 0 0 60 62 7 0.104 5.977 Yes 602	27% 39% 33% Stop 165 45 65 55 172 7 0.346 7.237 Yes 497			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		53% 44% 3% Stop 160 85 70 5 167 7 0.35 7.557 Yes 477 5.304	100% 0% 0% Stop 60 60 0 0 62 7 7 0.123 7.059 Yes 510 4.772	0% 100% 0% Stop 280 0 280 0 280 0 292 7 0.53 6.547 Yes 554 4.26	0% 0% 100% Stop 130 0 0 130 135 7 0.219 5.83 Yes 619 3.542	100% 0% 0% 55 5 0 0 0 5 7 0.01 7.207 Yes 499 4.921	0% 100% 0% Stop 290 0 290 0 302 7 0.562 6.694 Yes 541 4.408	0% 0% 100% Stop 60 0 0 60 62 7 7 0.104 5.977 Yes 602 3.69	27% 39% 33% Stop 165 45 65 55 172 7 0.346 7.237 Yes 497 4.982			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		53% 44% 3% Stop 160 85 70 5 167 7.55 7.557 7.557 Yes 477 5.304 0.35	100% 0% Stop 60 60 0 0 62 7 0.123 7.059 Yes 510 4.772 0.122	0% 100% 0% Stop 280 0 280 0 292 7 0.53 6.547 Yes 554 4.26 0.527	0% 0% 100% Stop 130 0 130 135 7 0.219 5.83 Yes 619 3.542 0.218	100% 0% Stop 5 5 0 0 5 7 0.01 7.007 7.001 7.207 Yes 499 4.921 0.01	0% 100% 0% Stop 290 0 290 0 302 7 0.562 6.694 Yes 541 4.408 0.558	0% 0% 100% Stop 60 0 0 60 62 7 0.104 5.977 Yes 602 3.69 0.103	27% 39% 33% Stop 165 45 65 55 172 7 0.346 7.237 Yes 497 4.982 0.346			

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\MODS\2041 Back (MODS).syn Synchro 11 Report

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\1. 2041 Back\MODS\2041 Back (MODS).syn Synchro 11 Report

09/17/2021

Year 2041 Build Traffic Analysis Outputs

(With 4 Mile Road & Erie Street Optional EB/WB Right-Turn Lanes)

	≯		\mathbf{r}	1	-		•	t	1	1	Ţ	4
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	5	^	1	<u> </u>	^	1		4			4	
raffic Volume (vph)	40	345	55	5	250	30	60	45	15	80	70	65
uture Volume (vph)	40	345	55	5	250	30	60	45	15	80	70	65
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	95		100	100		0	0		0	0		(
Storage Lanes	1		1	1		1	0		0	0		0
aper Length (ft)	50			50			50			50		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
īrt			0.850			0.850		0.983			0.959	
It Protected	0.950			0.950				0.976			0.982	
Satd. Flow (prot)	1703	1792	1524	1770	1863	1583	0	1672	0	0	1720	(
It Permitted	0.950			0.950				0.976			0.982	
Satd. Flow (perm)	1703	1792	1524	1770	1863	1583	0	1672	0	0	1720	(
ink Speed (mph)		35			35			30			30	
ink Distance (ft)		726			167			241			618	
ravel Time (s)		14.1			3.3			5.5			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
leavy Vehicles (%)	6%	6%	6%	2%	2%	2%	9%	9%	9%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	(
Parking (#/hr)												
/lid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	43	375	60	5	272	33	65	49	16	87	76	7
Shared Lane Traffic (%)												
ane Group Flow (vph)	43	375	60	5	272	33	0	130	0	0	234	(
Sign Control		Stop			Stop			Stop			Stop	

HCM 6th AWSC 100: Erie Street & 4 Mile Road

Intersection Intersection Delay, s/veh Intersection LOS 17.2 С EBL WBR NBL NBT Movement EBT EBR WBL WBT NBR SBL SBT SBR Lane Configurations ٦ • 4 4 4 Traffic Vol, veh/h 40 345 250 45 70 55 30 60 15 80 Future Vol, veh/h 40 345 55 250 30 60 45 15 80 70 5 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Heavy Vehicles, % 2 9 9 9 4 4 6 6 6 2 2 Mvmt Flow 43 375 60 272 33 65 49 87 5 16 76 Number of Lanes 0 0 0 1 1 1 1 1 1 1 1 Approach EB WB NB SB Opposing Approach Opposing Lanes WB EB SB NB 1 3 3 1 Conflicting Approach Left WB SB NB EB Conflicting Lanes Left 1 1 3 3 Conflicting Approach Right NB WB SB EB Conflicting Lanes Right HCM Control Delay HCM LOS 1 1 3 3 19.8 15.6 13.4 15.9

С

В

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	50%	100%	0%	0%	100%	0%	0%	37%	
Vol Thru, %	38%	0%	100%	0%	0%	100%	0%	33%	
Vol Right, %	12%	0%	0%	100%	0%	0%	100%	30%	
Sign Control	Stop								
Traffic Vol by Lane	120	40	345	55	5	250	30	215	
LT Vol	60	40	0	0	5	0	0	80	
Through Vol	45	0	345	0	0	250	0	70	
RT Vol	15	0	0	55	0	0	30	65	
Lane Flow Rate	130	43	375	60	5	272	33	234	
Geometry Grp	7	7	7	7	7	7	7	7	
Degree of Util (X)	0.279	0.086	0.687	0.098	0.011	0.513	0.055	0.463	
Departure Headway (Hd)	7.691	7.105	6.592	5.875	7.303	6.79	6.07	7.13	
Convergence, Y/N	Yes								
Сар	467	505	548	610	490	530	590	505	
Service Time	5.439	4.842	4.329	3.611	5.044	4.531	3.811	4.872	
HCM Lane V/C Ratio	0.278	0.085	0.684	0.098	0.01	0.513	0.056	0.463	
HCM Control Delay	13.4	10.5	22.6	9.3	10.1	16.5	9.2	15.9	
HCM Lane LOS	В	В	С	А	В	С	А	С	
HCM 95th-tile Q	1.1	0.3	5.3	0.3	0	2.9	0.2	2.4	

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\MODS\2041 Build (MODS).syn Synchro 11 Report

AM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\MODS\2041 Build (MODS).syn

С

Synchro 11 Report

09/17/2021

65

65

4

71

0

С

	≯		\mathbf{x}	-	+	. 🔨	•	t t	1	- \	Ţ	-
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	٦	•	1	٦	•	1		4			\$	
raffic Volume (vph)	60	290	135	5	290	60	95	75	5	50	65	55
uture Volume (vph)	60	290	135	5	290	60	95	75	5	50	65	55
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
torage Length (ft)	95		100	100		0	0		0	0		0
itorage Lanes	1		1	1		1	0		0	0		0
aper Length (ft)	50			50			50			50		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ed Bike Factor												
rt			0.850			0.850		0.996			0.957	
It Protected	0.950			0.950				0.974			0.986	
atd. Flow (prot)	1752	1845	1568	1752	1845	1568	0	1755	0	0	1691	(
It Permitted	0.950			0.950				0.974			0.986	
atd. Flow (perm)	1752	1845	1568	1752	1845	1568	0	1755	0	0	1691	(
ink Speed (mph)		35			35			30			30	
ink Distance (ft)		726			167			241			618	
ravel Time (s)		14.1			3.3			5.5			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
eak 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
Fowth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
leavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	6%	6%	6%
us Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	(
arking (#/hr)												
Iid-Block Traffic (%)		0%			0%			0%			0%	
dj. Flow (vph)	63	302	141	5	302	63	99	78	5	52	68	57
hared Lane Traffic (%)												
ane Group Flow (vph)	63	302	141	5	302	63	0	182	0	0	177	(
ign Control		Stop			Stop			Stop			Stop	

HCM 6th AWSC

100: Erie Street & 4 Mile Road

Intersection												
Intersection Delay, s/veh	15.4											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	5	1	1	۲	1	1		\$			4	
Traffic Vol, veh/h	60	290	135	5	290	60	95	75	5	50	65	5
Future Vol. veh/h	60	290	135	5	290	60	95	75	5	50	65	5
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	0.9
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	6	6	0.7
Mymt Flow	63	302	141	5	302	63	99	78	5	52	68	5
Number of Lanes	1	1	1	1	1	1	0	1	0	0	1	
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			3		
HCM Control Delay	14.8			16.8			15.2			14.3		
HCM LOS	В			С			С			В		
		NDL n1	EDIn1	EDI n2	EDI n2	WDI n1	W/DL p2	WDL p2	CDI p1			
Lane Vol Loff %		NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1			
Vol Left, %		54%	100%	0%	0%	100%	0%	0%	29%			
Vol Left, % Vol Thru, %		54% 43%	100% 0%	0% 100%	0% 0%	100% 0%	0% 100%	0% 0%	29% 38%			
Vol Left, % Vol Thru, % Vol Right, %		54% 43% 3%	100% 0% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0%	0% 100% 0%	0% 0% 100%	29% 38% 32%			
Vol Left, % Vol Thru, % Vol Right, % Sign Control		54% 43% 3% Stop	100% 0% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	29% 38% 32% Stop			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		54% 43% 3% Stop 175	100% 0% 0% Stop 60	0% 100% 0% Stop 290	0% 0% 100% Stop 135	100% 0% 0% Stop 5	0% 100% 0% Stop 290	0% 0% 100% Stop 60	29% 38% 32% Stop 170			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		54% 43% 3% Stop 175 95	100% 0% 0% Stop 60 60	0% 100% 0% Stop 290 0	0% 0% 100% Stop 135 0	100% 0% Stop 5 5	0% 100% 0% Stop 290 0	0% 0% 100% Stop 60 0	29% 38% 32% Stop 170 50			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane ET Vol Through Vol		54% 43% 3% Stop 175 95 75	100% 0% Stop 60 60 0	0% 100% 0% Stop 290 0 290	0% 0% 100% Stop 135 0 0	100% 0% Stop 5 5 0	0% 100% 0% Stop 290 0 290	0% 0% 100% Stop 60 0 0	29% 38% 32% Stop 170 50 65			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		54% 43% 3% Stop 175 95 75 5	100% 0% Stop 60 60 0 0	0% 100% 0% Stop 290 0 290 0 290	0% 0% 100% Stop 135 0 0 135	100% 0% Stop 5 5 0 0	0% 100% 0% Stop 290 0 290 0 290	0% 0% 100% Stop 60 0 0 0	29% 38% 32% Stop 170 50 65 55			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		54% 43% 3% Stop 175 95 75 5 182	100% 0% Stop 60 60 0 0 62	0% 100% 0% Stop 290 0 290 0 302	0% 0% 100% Stop 135 0 0 0 135 141	100% 0% Stop 5 5 0 0 0 5	0% 100% 0% Stop 290 0 290 0 302	0% 0% 100% Stop 60 0 0 60 60 62	29% 38% 32% Stop 170 50 65 55 177			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		54% 43% 3% Stop 175 95 75 5 182 7	100% 0% Stop 60 60 0 0 62 7	0% 100% 0% Stop 290 0 290 0 302 7	0% 0% 100% Stop 135 0 0 135 141 7	100% 0% Stop 5 5 0 0 0 5 7	0% 100% Stop 290 0 290 0 302 7	0% 0% 100% Stop 60 0 60 62 7	29% 38% 32% Stop 170 50 65 55 177 7			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		54% 43% 3% Stop 175 95 75 5 182 7 0.388	100% 0% Stop 60 60 0 0 62 7 0.124	0% 100% Stop 290 0 290 0 302 7 0.559	0% 0% 100% Stop 135 0 0 0 135 141 7 0.232	100% 0% 0% Stop 5 5 0 0 0 5 7 0.011	0% 100% 0% Stop 290 0 290 0 302 7 0.573	0% 0% 100% Stop 60 0 0 60 60 62 7 0.106	29% 38% 32% Stop 170 50 65 55 177 7 0.363			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		54% 43% 3% Stop 175 95 75 5 182 7 0.388 7.665	100% 0% Stop 60 60 0 0 62 7 0.124 7.17	0% 100% Stop 290 0 290 0 302 7 0.559 6.657	0% 0% 100% Stop 135 0 0 135 141 7 0.232 5.939	100% 0% Stop 5 5 0 0 0 5 7 0.011 7.342	0% 100% Stop 290 0 290 0 302 7 0.573 6.828	0% 0% 100% Stop 60 0 0 60 62 7 0.106 6.109	29% 38% 32% Stop 170 50 65 55 177 7 0.363 7.386			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		54% 43% Stop 175 95 75 5 182 7 0.388 7.665 Yes	100% 0% Stop 60 60 0 0 62 7 0.124 7.17 Yes	0% 100% Stop 290 0 290 0 302 7 0.559 6.657 Yes	0% 0% 100% Stop 135 0 0 135 141 7 0.232 5.939 Yes	100% 0% Stop 5 5 0 0 0 5 7 0.011 7.342 Yes	0% 100% Stop 290 0 290 0 302 7 0.573 6.828 Yes	0% 0% 100% Stop 60 0 0 60 62 7 0.106 6.109 Yes	29% 38% 32% Stop 170 50 65 55 177 7 0.363 7.386 Yes			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		54% 43% 3% Stop 175 95 75 5 182 7 0.388 7.665 Yes 470	100% 0% 0% 60 60 0 0 62 7 0.124 7.17 Yes 500	0% 100% 0% Stop 290 0 290 0 302 7 0.559 6.657 Yes 541	0% 0% 100% Stop 135 0 0 0 135 141 7 0.232 5.939 Yes 605	100% 0% 0% 55 0 0 0 5 7 0.011 7.342 Yes 488	0% 100% 0% Stop 290 0 290 0 302 7 0.573 6.828 Yes 529	0% 0% 100% Stop 60 0 0 60 62 7 0.106 6.109 Yes 586	29% 38% 32% Stop 170 50 65 55 177 7 0.363 7.386 Yes 487			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		54% 43% 3% Stop 175 95 75 5 182 7 0.388 7.665 Yes 470 5.411	100% 0% Stop 60 60 0 0 62 7 0.124 7.17 Yes 500 4.91	0% 100% 0% Stop 290 0 290 0 302 7 0.559 6.657 Yes 541 4.397	0% 0% 100% Stop 135 0 0 0 135 141 7 0.232 5.939 Yes 605 3.678	100% 0% 0% 55 0 0 0 5 7 0.011 7.342 Yes 488 5.082	0% 100% 0% Stop 290 0 290 0 302 7 0.573 6.828 Yes 529 4.568	0% 0% 100% Stop 60 0 0 60 62 7 7 0.106 6.109 Yes 586 3.849	29% 38% 32% Stop 170 50 65 55 177 7 0.363 7.386 Yes 487 5.132			
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		54% 43% 3% Stop 175 95 75 5 182 7 0.388 7.665 Yes 470 5.411 0.387	100% 0% Stop 60 60 0 0 62 7 0.124 7.17 Yes 500 4.91 0.124	0% 100% 0% Stop 290 0 290 0 290 0 302 7 0.559 6.657 Yes 541 4.397 0.558	0% 0% 100% Stop 135 0 0 135 141 7 0.232 5.939 Yes 605 3.678 0.233	100% 0% Stop 5 5 0 0 5 7 0.011 7.342 Yes 488 5.082 0.01	0% 100% 0% Stop 290 0 290 0 302 7 0.573 6.828 Yes 529 4.568 0.571	0% 0% 100% Stop 60 0 0 60 62 7 7 0.106 6.109 Yes 586 3.849 0.106	29% 38% 32% Stop 170 50 65 55 177 7 0.363 7.386 Yes 487 5.132 0.363			
Vol Left, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		54% 43% 3% Stop 175 95 75 5 182 7 0.388 7.665 Yes 470 5.411	100% 0% Stop 60 60 0 0 62 7 0.124 7.17 Yes 500 4.91	0% 100% 0% Stop 290 0 290 0 302 7 0.559 6.657 Yes 541 4.397	0% 0% 100% Stop 135 0 0 0 135 141 7 0.232 5.939 Yes 605 3.678	100% 0% 0% 55 0 0 0 5 7 0.011 7.342 Yes 488 5.082	0% 100% 0% Stop 290 0 290 0 302 7 0.573 6.828 Yes 529 4.568	0% 0% 100% Stop 60 0 0 60 62 7 7 0.106 6.109 Yes 586 3.849	29% 38% 32% Stop 170 50 65 55 177 7 0.363 7.386 Yes 487 5.132			

Synchro 11 Report

09/17/2021

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\MODS\2041 Build (MODS).syn Synchro 11 Report

PM Peak Z:\Shared\WI\2720 - Dollar General Caledonia\Analysis\3. 2041 Build\MODS\2041 Build (MODS).syn

Meeting Date: September 27, 2021



PLAN COMMISSION REPORT

Item No. 5a

- Proposal: Building, Site, & Operations (BSO) Plan Review
- Description: Review a request for approval of a building, site, and operation plan for a ±4,052 square-foot training facility for the property located at 3710 7 Mile Road.
- Applicant(s): Ryan Rudie
- Address(es): 3710 7 Mile Road

Suggested
Motion:That the Plan Commission recommends to the Village Board that a building, site,
and operations plan for a ±4,052 square-foot training facility be approved for the
property located at 3710 7 Mile Road with conditions outlined in Exhibit A for the
following reasons:

- 1. The proposed use is allowed through the building, site, and operation plan review process.
- 2. This use will not adversely affect the surrounding property values.

Owner(s):Wisconsin Electric Power CompanyTax Key(s):104-04-23-06-008-000Lot Size(s):±29.09 acresCurrent Zoning
District(s):P-2, Recreational Park District, A-2, General Farming and Residential District

Overlay District(s):	Shorelar District	nd Overlay			
Wetlands:	🛛 Yes	🗌 No	Floodplain:	🗌 Yes	🖂 No
Comprehensive Plan:	Commer	cial			

Background: The applicant is proposing to construct a $\pm 4,052$ square-foot training facility located at 3710 7 Mile Road. This will be in addition to existing training facilities on the site. Representatives of the project will provide answers to time of operations and what kind of training uses are expected to be conducted with this facility.

The proposed building will be located approximately 630 feet from Lake Michigan within the P-2 Zoning District. Per code, any building located within the shoreland district must be a minimum of 100 feet from the top of the stable bluff. The located of the building exceeds the 100-foot setback requirement. Since the development is located within the shoreland district, a shoreland conditional use permit will be required. As this is a training facility with no daily operations on site, no dumpster is required.

The applicant will be removing approximately 5,390 square feet of concrete on the northern portion of the site to negate the 4,856 square feet of impervious surface that will be added as part of this development. By doing this, the applicant will not need to submit a stormwater management plan to accommodate the additional impervious surface to the site.

The proposed building will have a primary exterior of split-face CMU block on all four sides of the building. The brick will be painted to differentiate a bottom and middle. The gable portion of the building will be clad in fiber cement siding, providing a "top" as outlined in our design guidelines. The roof will be asphalt shingles. Due to the type of facility, no windows are being proposed.

No additional parking is being proposed with this development. Parking is located to the west of the proposed building as illustrated on the site plan. This facility will not have any staff or customers, nor any specific hours of operation. The site will be operated to accommodate parking needs if more than one training facility is being used at the same time.

This proposed development is part of the training facility that is located down a bluff and cannot be seen from the road. Staff is not requiring any type of landscaping as part of this project which is consistent with the requirements for the previous training facility located on the site. The only exterior lighting being proposed is located on the south and west side of the building. They are cutoff fixtures as required by code. The submitted photometric plan is in compliance with the lighting code.

The proposed building complies with Village zoning code and the proposed use is in accordance with previous approved training facilities on the site. Staff recommends approval of the proposed development located at 3710 7 Mile Road with conditions outlined in Exhibit A. If the Plan Commission is comfortable with the proposed development, staff has drafted a suggested motion to approve the proposed development.

EXHIBIT A: 3710 7 Mile Road Conditions of Approval

- 1. <u>Occupancy Permit.</u> The applicant must obtain an occupancy permit card from the Village Building Inspection Department. The occupancy permit must be displayed in a prominent location at the project site, and a copy of these conditions must be kept at the project site at all times until the project has been completed.
- 2. **<u>Compliance.</u>** Failure to comply with the terms and conditions stated herein could result in the issuance of citation(s) and/or revocation of this permit.
- 3. <u>**Binding Effect.</u>** These conditions bind and are applicable to the Property Owner, Applicant, and any other users of the Property Owner with respect to the uses on the Property.</u>
- 4. **Plans.** The proposed use (training facility) must be located on the parcel as shown on the plan received by the Village Planning & Zoning Department dated June 7, 2021.
- 5. <u>Engineering Department.</u> The property owner or designated agent must contact the Village of Caledonia Engineering Department and must comply with all regulations and requirements of the Village of Caledonia Engineering Department.
- 6. <u>Stormwater</u>. The property owner or designated agent must contact the Village of Caledonia Stormwater Utility District regarding stormwater regulations for this site. Compliance with all regulations and requirements, as determined by the Village of Caledonia Stormwater Utility District is required. Stormwater management plans shall be submitted for approval and be in compliance with all Village requirements, as determined by the Village Engineer before permits are issued.
- 7. **<u>Fire Department Approval</u>**. Owner shall obtain approval from the Village of Caledonia Fire Department and meet applicable codes.
- 8. **No Accumulation of Refuse and Debris.** Any fence, wall, hedge, yard, space or landscaped area must be kept free of any accumulation of refuse or debris. Plant materials must be kept in a healthy growing condition and structures must be maintained in a sound manner.
- 9. **Performance Standards**. The applicant must comply with the provisions of Article VII, Division 4, Performance Standards of Chapter 20, Zoning, Racine County Code of Ordinances (a copy is attached), as adopted by the Village of Caledonia.
- 10. **Property Maintenance Required.** A complete and thorough maintenance program must be established to insure attractiveness. The continued positive appearance of buildings and property is dependent upon proper maintenance attitudes and procedures. Maintenance programs must be established that include watering, maintaining and pruning all landscape planting areas including removal and replacement of dead or

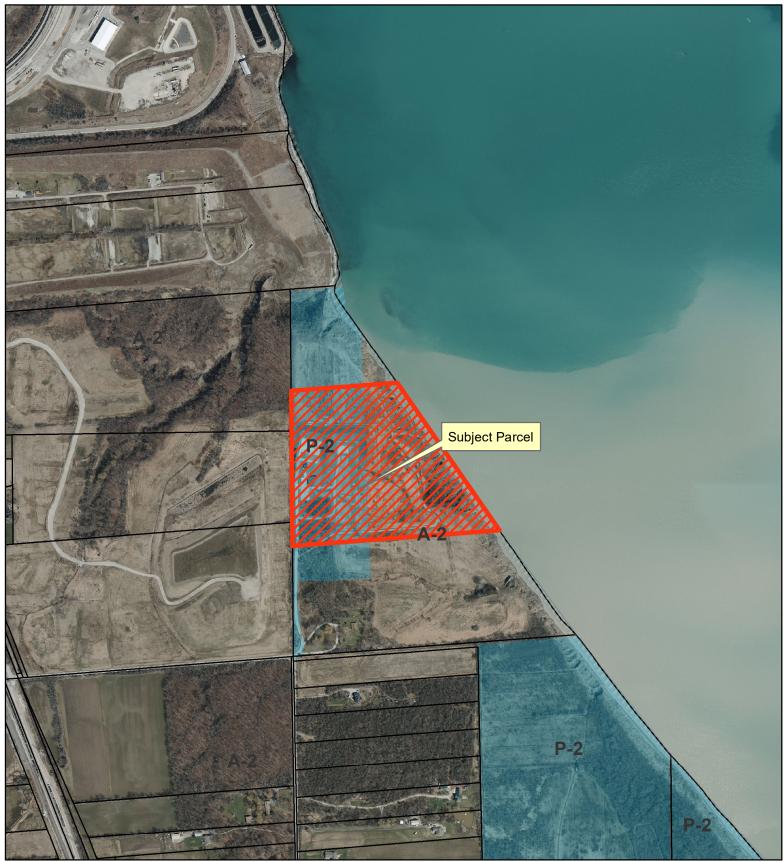
diseased landscaping; cleaning up litter; sweeping, cleaning and repairing paved surfaces; and cleaning, painting, and repairing windows and building façade.

- 11. <u>Expiration.</u> This approval will expire twelve (12) months from the date of the Village's final approval unless substantial work has commenced following such grant. If this office determines that no substantial work has commenced, the project may not occur unless the Village of Caledonia Plan Commission and the Village Board grants a written extension. Written extension requests must be submitted to the Village Planning & Zoning Department thirty (30) days before permit/approval expiration.
- 12. **Compliance with Law.** The applicant is responsible for obtaining all necessary federal, state, and local permits, approvals, and licenses. The applicant is required to comply with all applicable local, state, and federal regulations, including Titles 14, 16 and 18 of the Village of Caledonia Code of Ordinances.
- 13. <u>Amendments to Use Approval.</u> No additions, deletions, or changes may be made to the project, site plan, or these conditions without the Village of Caledonia's prior approval. All addition, deletion, and/or change requests must be submitted to the Village of Caledonia in writing. A minor change to the conditions of this permit, as deemed by the Zoning Administrator, may be made at a staff level, if authorized by the Zoning Administrator.
- 14. <u>Agreement.</u> Your accepting the conditional use approval/zoning permit and beginning the project means that you have read, understand, and agree to follow all conditions of this approval. Therefore, Ryan Rudie, Racine County Sheriff's Office, WE Energies and their heirs, successors, and assigns, including tenants, are responsible for full compliance with the above conditions.
- 15. **Subsequent Owners.** It is the property owner's responsibility to inform any subsequent owner or operator of these conditions.

Respectfully submitted:

Peter Wagner, AICP Development Director

Location Map 3710 7 Mile Road









6900 Nicholson Road Caledonia, Wisconsin 53108 262-835-2050 FAX 262-835-4192

September 22, 2021

Ryan M. Rudie Architect / President Rudie / Frank Architecture, Inc. 920 Goold Street Racine, WI 53402

Mr. Rudie,

The Caledonia Fire Department has reviewed the proposed plans for a training building for the Racine County Sheriff' Office located at 3900 7 Mile Road in the Village of Caledonia. We conditionally approve your building permits with the following stipulations:

- 1. A fire alarm system is installed in compliance to NFPA 72.
- 2. The fire alarm system will be monitored 24 hours by a third party.
- 3. Fire extinguishers shall be installed in compliance to NFPA 10.
- 4. Emergency exit and egress lighting in compliance with NFPA 1, Chapter 14.
- 5. Fire department access to the building will be maintained in accordance with NFPA 1, Chapter 18.

If you have questions feel free to contact me.

Sincerely, Henhingfeld, Fire Chie Caledonia Fire Department

cc: Scott Seymour – Building Inspector Peter Wagner – Development Director

INDEX OF DRAWINGS

SHEET NO.

- DESCRIPTION

- 1 TITLE SHEET
- C1 EXISTING SITE PLAN
- C2 PROPOSED SITE PLAN
- C3 SITE DEMOLITION PLAN
- C4 GRADING AND EROSION CONTROL PLAN
- C5 DETAILS
- A2 GENERAL NOTES
- A3 FLOOR PLAN
- A4 EXTERIOR ELEVATIONS
- A5 EXTERIOR ELEVATIONS
- A6 CROSS SECTION 1
- A7 CROSS SECTION 2
- A8 WALL SECTIONS
- A9 WALL SECTIONS
- A10 WALL SECTIONS
- A11 DOOR DETAILS
- A12 SCHEDULES
- S1 FOUNDATION PLAN
- S2 ROOF FRAMING PLAN
- M1 HVAC PLAN
- ELECTRICAL SITE PLAN
- ELECTRICAL PLAN MAIN FLOOR
- ELECTRICAL PLAN CATWALK
- E4 ELECTRICAL SCHEDULES

PROJECT INFO

BUILDING AREA

4,052 SF

MAJOR OCCUPANCY GROUP:

- **BUSINESS (B) TRAINING CENTER**
- FIRE PROTECTION:
- NONE

CONSTRUCTION CLASS:

TYPE IIIB

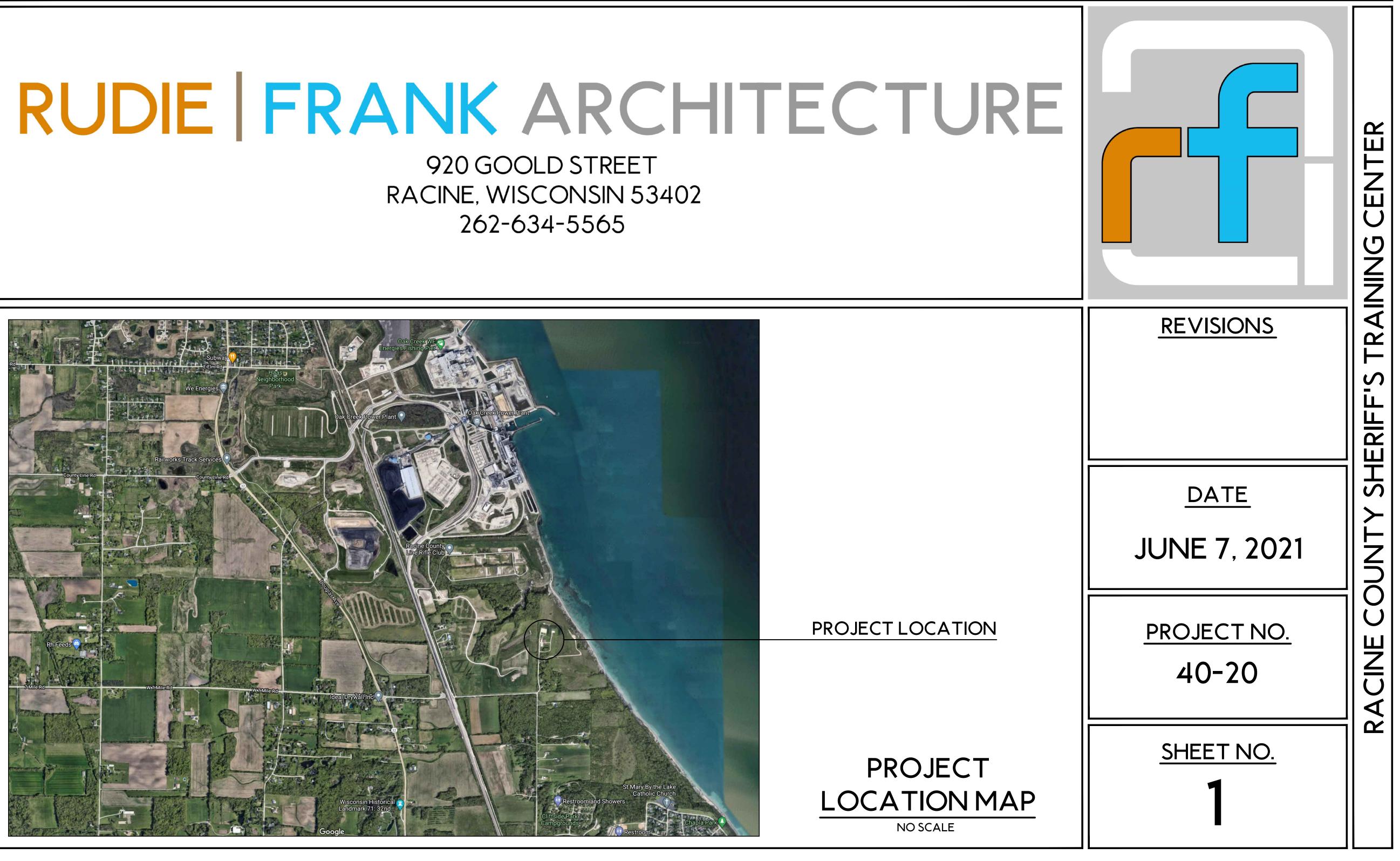
OCCUPANT LOAD: (PER IBC TABLE 1004.1.2 - BUSINESS AREA) 4,052 SF / 100 SF PER OCCUPANT = 40.5

TOILET FACILITES:

ACCESSIBLE TOILETS ARE PROVIDED IN ADJACENT OFFICE BUILDING IN ACCORDANCE WITH IBC 2902.3.2

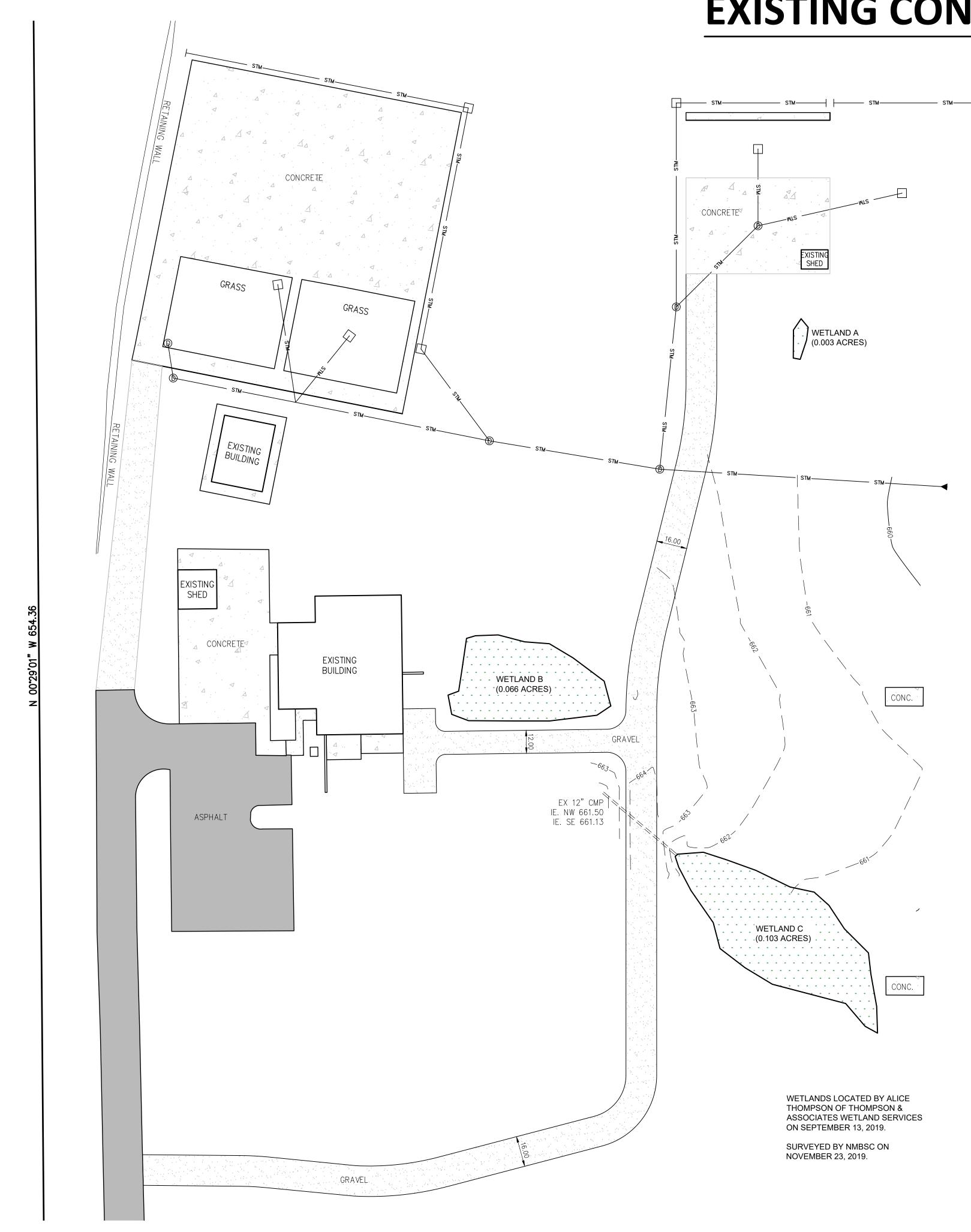


A NEW TRAINING CENTER FOR THE **RACINE COUNTY SHERIFF'S OFFICE** 3900 7 MILE ROAD

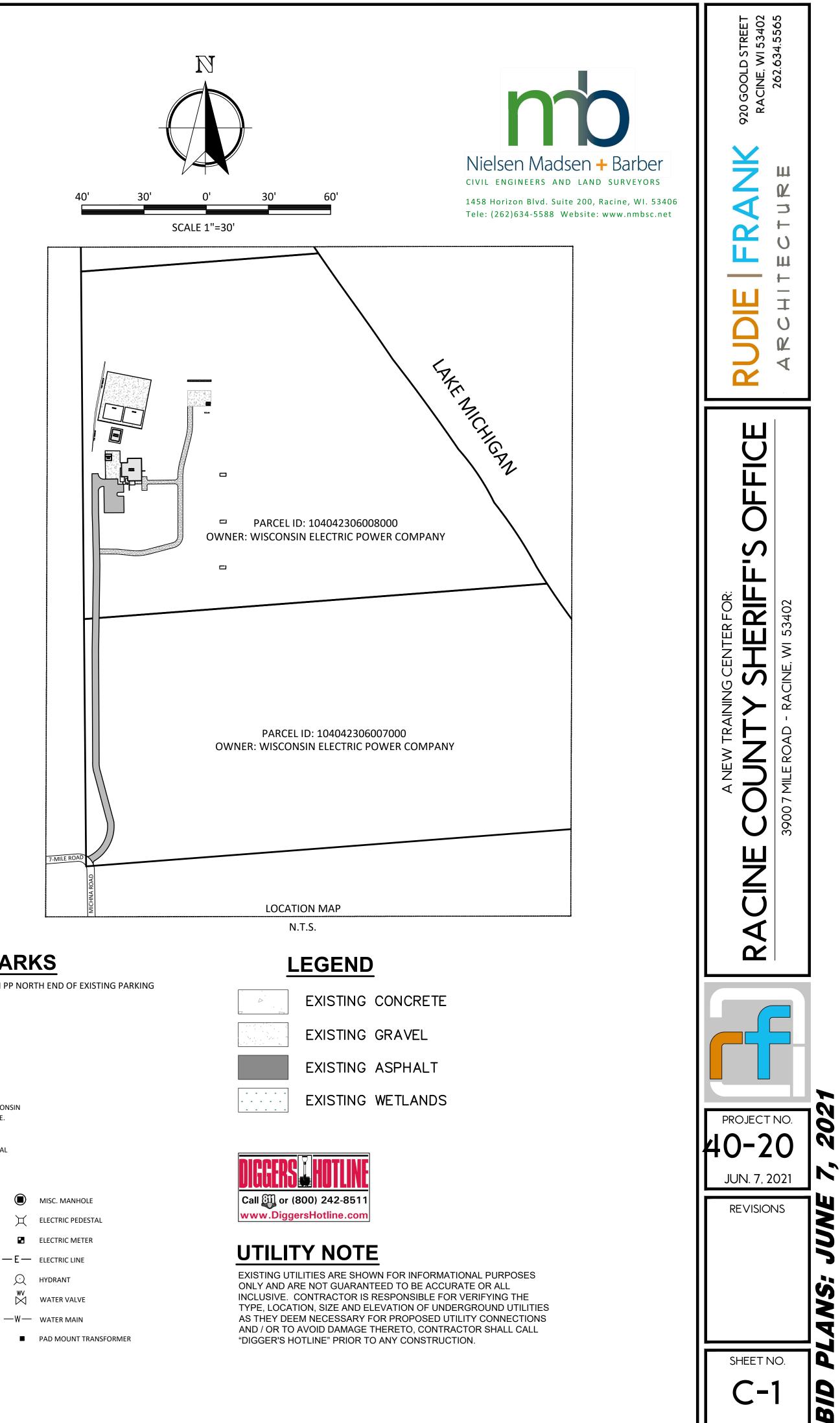








EXISTING CONDITIONS



BENCH MARKS

1. TOP RR SPIKE 0.3' IN PP NORTH END OF EXISTING PARKING ELEVATION: 674.14

FIELD WORK 11-23-20 BY WJB BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE. BASED UPON NAD 1927.

ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1929.

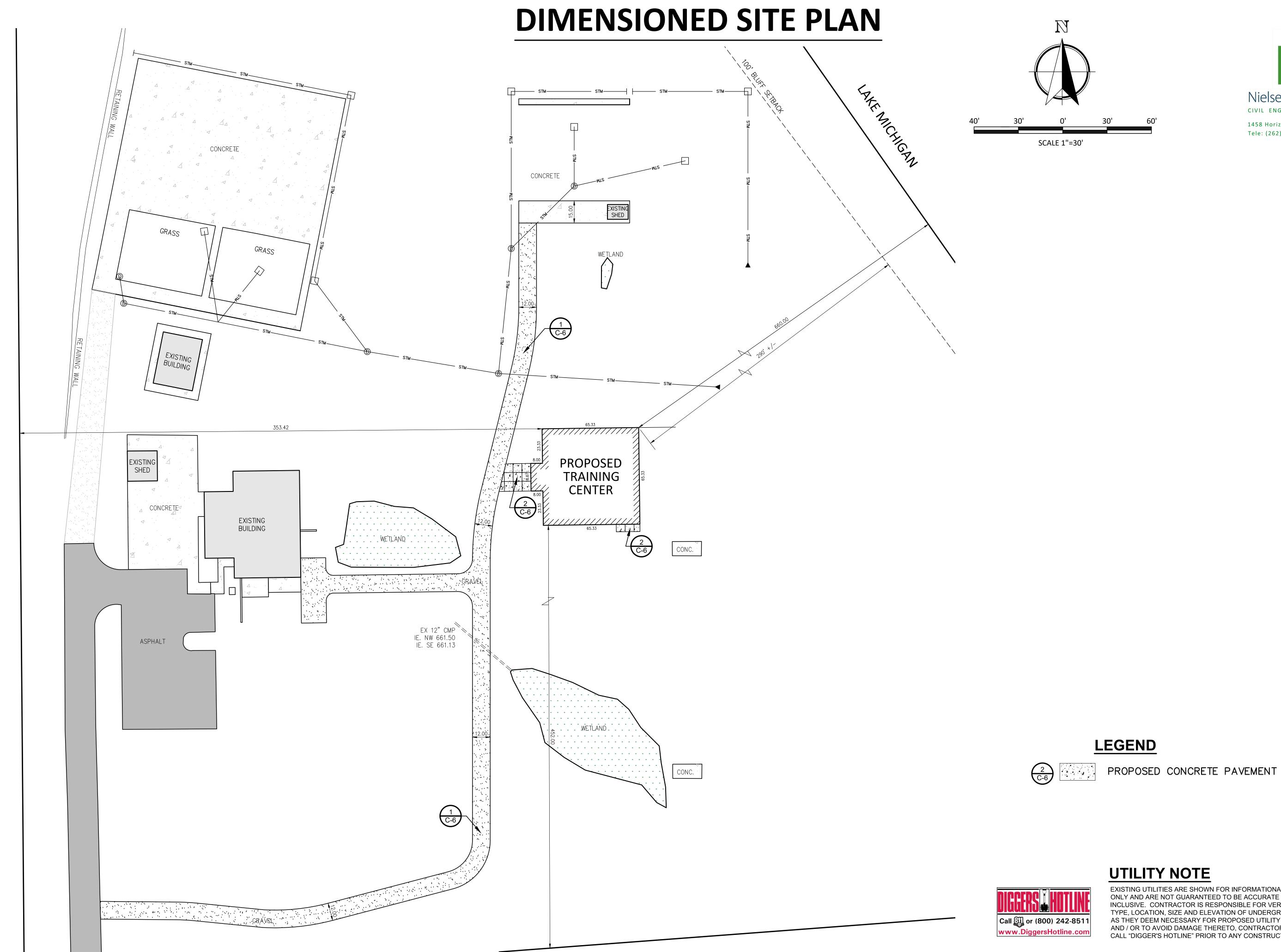
LEGEND: □ CATCH BASIN STM — STORM SEWER DOWNSPOUT SUARD POST $- \bigcirc^{6^{n}}$ deciduous tree

 $\left\langle \cdot \right\rangle^{6^{"}}$ CONIFEROUS TREE

—X— fence

- MISC. MANHOLE

- -E- ELECTRIC LINE
- PAD MOUNT TRANSFORMER



Nielsen Madsen + Barber CIVIL ENGINEERS AND LAND SURVEYORS 1458 Horizon Blvd. Suite 200, Racine, WI. 53406 Tele: (262)634-5588 Website: www.nmbsc.net

920 GOOLD S1 RACINE, WI 262.634

OFFICE

S

11

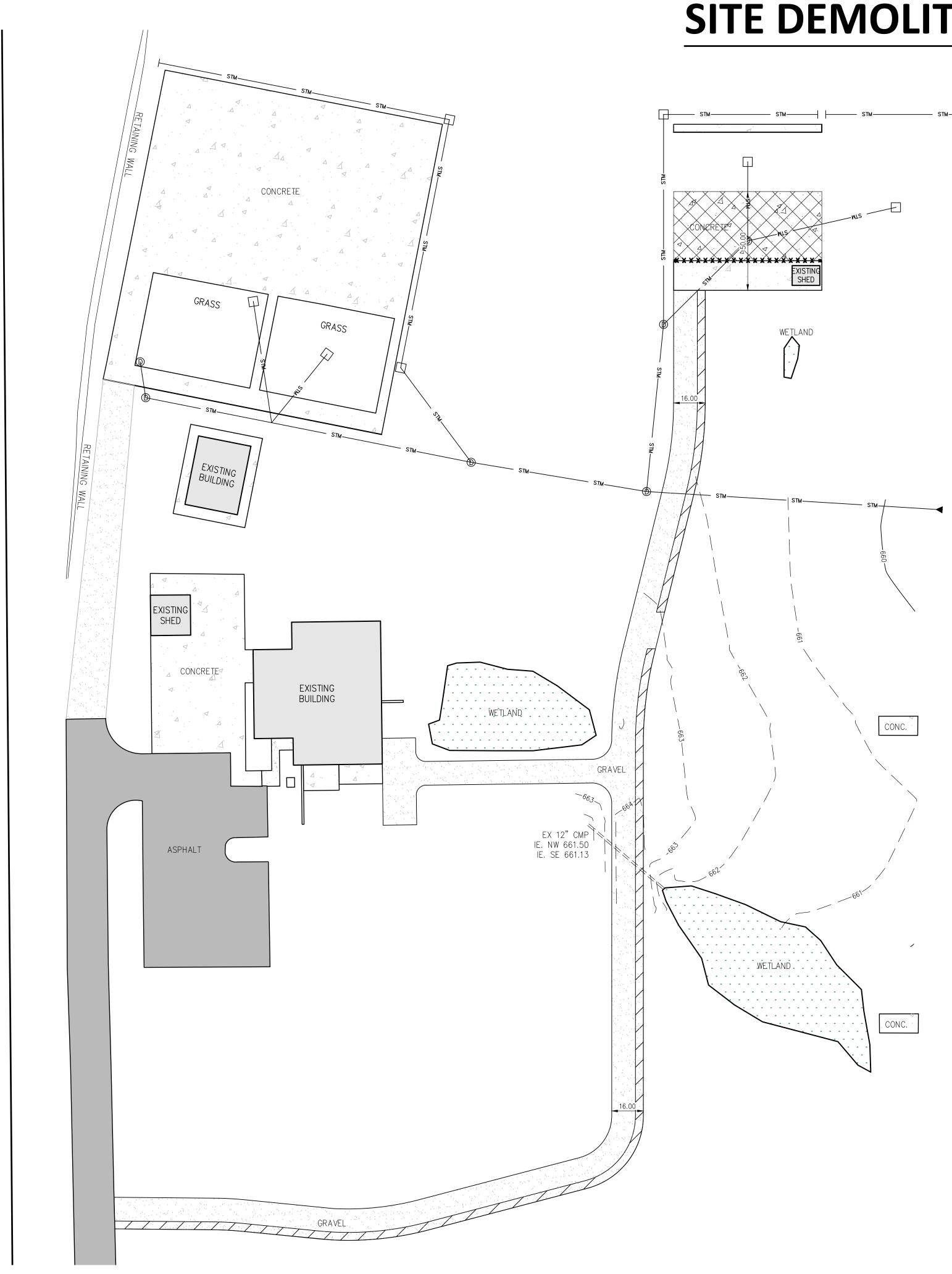
RF

Ш

 \simeq U **CINE** 4 R PROJECT NO. 20 **40-20** JUN. 7, 2021 REVISIONS JUNI 09-22-21 - ALJ ANS: SHEET NO. C-2 BID

UTILITY NOTE

EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE TYPE, LOCATION, SIZE AND ELEVATION OF UNDERGROUND UTILITIES AS THEY DEEM NECESSARY FOR PROPOSED UTILITY CONNECTIONS AND / OR TO AVOID DAMAGE THERETO, CONTRACTOR SHALL CALL "DIGGER'S HOTLINE" PRIOR TO ANY CONSTRUCTION.



SITE DEMOLITION PLAN

DEMOLITION NOTES

THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL (AT A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PAVEMENTS, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLY COMPACTED STRUCTURAL FILL MATERIAL PER THE SPECIFICATIONS.

THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. THE CONTRACTOR SHALL OBTAIN ALL PERMITS REQUIRED FOR DEMOLITION, SITE CLEARING, AND DISPOSAL.

THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.

THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE LAND SURVEYOR AND ENGINEER OF RECORD ASSUME NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ON-SITE LOCATIONS OF EXISTING UTILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION AND DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS PRIOR TO DEMOLITION (OR MODIFICATION) OF THE BUILDINGS.

ALL EXISTING SEWERS, PIPING, AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION OR AS THE ONLY CONFLICTS THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK.

ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE, AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CALL DIGGERS HOTLINE AT 1-800-242-8511 A MINIMUM OF 3 WORKING DAYS PRIOR TO EXCAVATION ACTIVITIES TO LOCATE AND MARK ALL UNDERGROUND UTILITIES.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HIRE A PRIVATE UTILITY LOCATING SERVICE TO LOCATE AND MARK ALL UNDERGROUND PRIVATE UTILITIES.

CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH SIGNS, FENCING, BARRICADES, ENCLOSURES, ETC., (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY THE CONSTRUCTION MANAGER. TEMPORARY CLOSURE OF ANY PUBLIC ROADWAY OR SIDEWALK SHALL BE APPROVED BY THE AUTHORITY HAVING JURISDICTION.

CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING THE COURSE OF WORK.

PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.

EXISTING ITEMS TO REMAIN INCLUDING, BUT NOT LIMITED TO, FENCES, SIGNS, UTILITIES, BUILDINGS, TREES, PAVEMENTS, AND LIGHT POLES SHALL BE CAREFULLY PROTECTED DURING THE DEMOLITION PROCESS. ANY DAMAGE SUSTAINED TO ITEMS TO REMAIN IN PLACE SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.

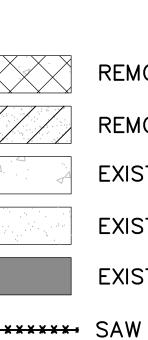
PROPERTY CORNERS AND BENCHMARKS SHALL BE CAREFULLY PROTECTED UNTIL THEY HAVE BEEN REFERENCED BY A PROFESSIONAL LAND SURVEYOR. PROPERTY MONUMENTS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.

CONTRACTOR SHALL LIMIT PAVEMENT REMOVALS TO ONLY THOSE AREAS WHERE IT IS NECESSARY AS SHOWN ON THESE CONSTRUCTION PLANS. CONCRETE SIDEWALK AND CURB & GUTTER IS TO BE REMOVED TO NEAREST JOINT IN ORDER TO ACCOMMODATE PROPOSED IMPROVEMENTS. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENTS AND OR OTHER IMPROVEMENTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPAIR OF DAMAGED PAVEMENT AND OTHER ITEMS AT NO ADDITIONAL COST TO THE OWNER.

ABANDONMENT SHALL BE IN ACCORDANCE WITH SECTION 3.2.24 OF THE "STANDARD SPECIFICATIONS".

IF PREVIOUSLY UNIDENTIFIED HAZARDOUS, CONTAMINATED MATERIALS, OR OTHER ENVIRONMENTAL RELATED CONDITIONS ARE DISCOVERED, STOP WORK IMMEDIATELY AND NOTIFY THE PROJECT CONSTRUCTION MANAGER FOR ACTION TO BE TAKEN. DO NOT RESUME WORK UNTIL SPECIFICALLY AUTHORIZED BY THE CONSTRUCTION MANAGER.

AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED, EXCESS, WASTE, STOCKPILED AND SPOIL MATERIAL IN ACCORDANCE WITH SECTION 205.3.12 OF THE "STATE SPECIFICATIONS". THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.



LEGEND

REMOVE CONCRETE PAVEMENT

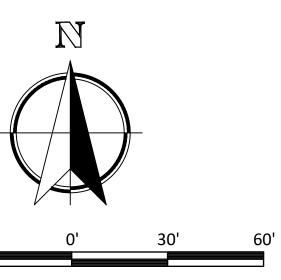
REMOVE GRAVEL DRIVEWAY

EXISTING CONCRETE

EXISTING GRAVEL

EXISTING ASPHALT

********** SAW CUT PAVEMENT (FULL DEPTH)



SCALE 1"=30'

Nielsen Madsen + Barber CIVIL ENGINEERS AND LAND SURVEYORS

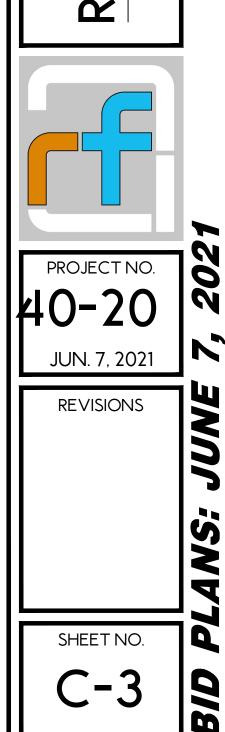
1458 Horizon Blvd. Suite 200, Racine, WI. 53406 Tele: (262)634-5588 Website: www.nmbsc.net

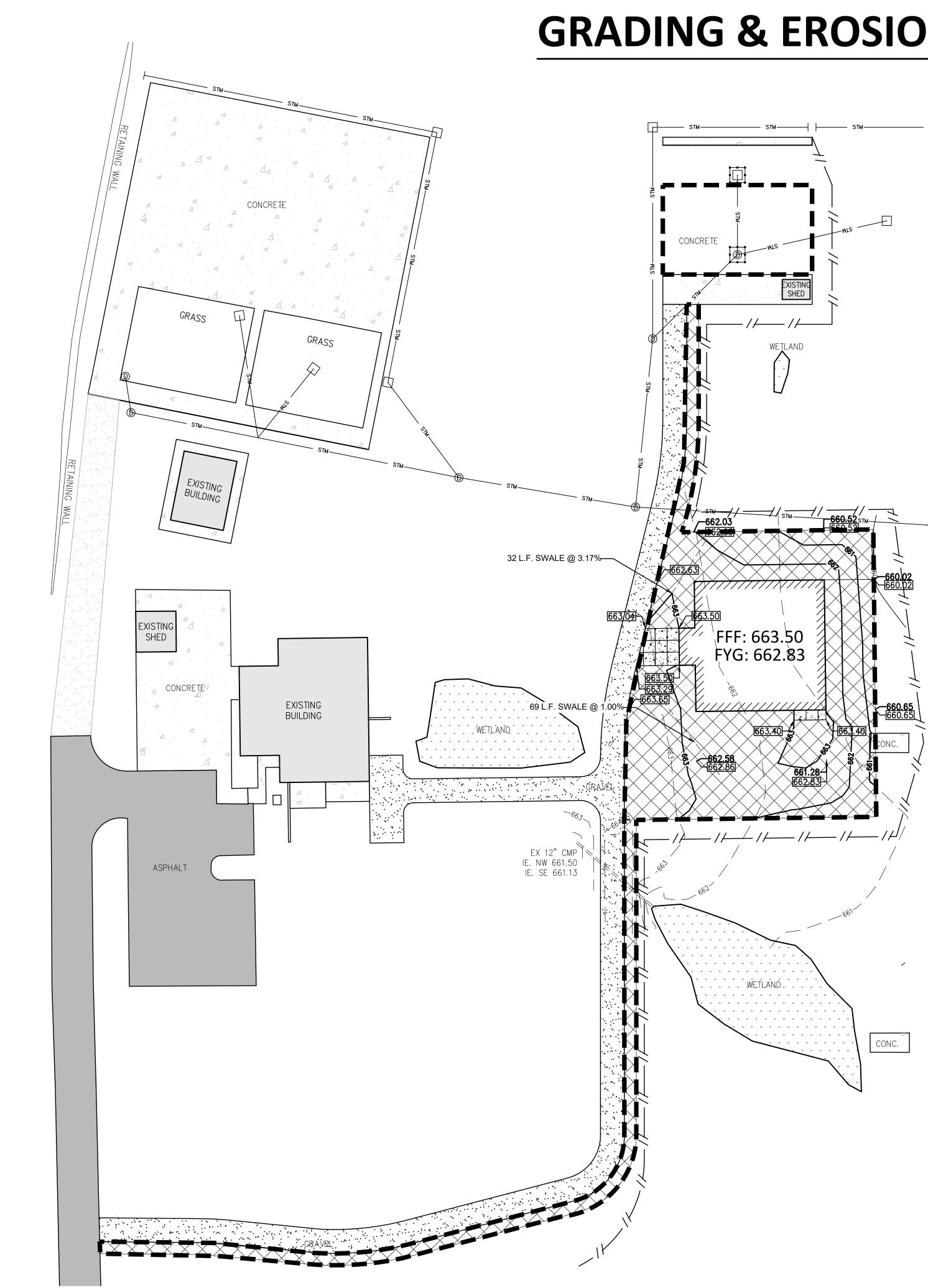


UTILITY NOTE

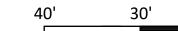
EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE TYPE, LOCATION, SIZE AND ELEVATION OF UNDERGROUND UTILITIES AS THEY DEEM NECESSARY FOR PROPOSED UTILITY CONNECTIONS AND / OR TO AVOID DAMAGE THERETO, CONTRACTOR SHALL CALL "DIGGER'S HOTLINE" PRIOR TO ANY CONSTRUCTION.

3 T ()E R F \leq





GRADING & EROSION CONTROL PLAN



SITE GRADING & SUB-GRADE PREPARATION

ALL EXISTING TOPSOIL AND OTHER NON-STRUCTURAL MATERIAL WITHIN THE PROPOSED BUILDING PADS. PAVEMENT SECTIONS AND STRUCTURAL FILL AREAS SHALL BE STRIPPED AND STOCKPILED AT THE LOCATION SHOWN OR AS DIRECTED BY THE GENERAL CONTRACTOR

EXCAVATE, GRADE AND SHAPE SUBGRADE TO THE LINES AND GRADES SHOWN ON THE PLANS. SEE TYPICAL SECTIONS FOR PAVEMENT THICKNESS AND MATERIALS

FOR STRUCTURAL FILL DEPTHS LESS THAN 20 FEET. THE DENSITY OF THE STRUCTURAL COMPACTED FILL AND SCARIFIED SUBGRADE AND GRADES SHALL NOT BE LESS THAN 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY STANDARD PROCTOR (ASTM D-698) WITH THE EXCEPTION OF THE TOP 12 INCHES OF PAVEMENT SUBGRADE WHICH SHALL HAVE A MINIMUM IN-SITU DENSITY OF 100 PERCENT OF MAXIMUM DRY DENSITY. OR 5 PERCENT HIGHER THAN UNDERLYING FILL MATERIALS.

THE MOISTURE CONTENT OF COHESIVE SOIL SHALL NOT VARY BY MORE THAN -1 TO +3 PERCENT AND GRANULAR SOIl ±3 PERCENT OF THE OPTIMUM WHEN PLACED AND COMPACTED OR RECOMPACTED. UNLESS SPECIFICALLY RECOMMENDED / APPROVED BY THE SOILS ENGINEER MONITORING THE PLACEMENT AND COMPACTION. COHESIVE SOILS WITH MODERATE TO HIGH EXPANSIVE POTENTIALS (PI>15) SHOULD, HOWEVER, BE PLACED, COMPACTED AND MAINTAINED PRIOR TO CONSTRUCTION AT A MOISTURE CONTENT OF 3±1 PERCENT ABOVE OPTIMUM MOISTURE CONTENT TO LIMIT FUTURE HEAVE

THE FILL SHALL BE PLACED IN LAYERS WITH A MAXIMUM LOOSE THICKNESS OF 9 INCHES. THE COMPACTION EQUIPMENT SHOULD CONSIST OF SUITABLE MECHANICAL EQUIPMENT SPECIFICALLY DESIGNED FOR SOIL COMPACTION. BULLDOZERS OR SIMILAR TRACKED VEHICLES ARE TYPICALLY NOT SUITABLE FOR COMPACTION

UPON COMPLETION OF THE GRADING AND COMPACTION OF THE SUBGRADE. A PROOF ROLL SHALL BE CONDUCTED BY THE CONTRACTOR ON ALL SUBGRADES THAT RECEIVE DENSE AGGREGATE BASE COURSE. THE CONTRACTOR SHALL PROVIDE A FULLY LOADED QUAD-AXLE TRUCK (18 TON MINIMUM LOAD) TO PERFORM THE PROOF ROLL. CONTRACTOR SHALL COORDINATE THE PROOF ROLL WITH THE OWNER AND THE GENERAL CONTRACTOR'S GEOTECHNICAL ENGINEER.

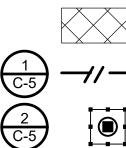
SOIL COMPACTION IN ALL FILL AND EMBANKMENT AREAS SHALL BE APPROVED BY A QUALIFIED GEOTECHNICAL FNGINFFR

TEMPORARY SEEDING IS REQUIRED FOR ALL STOCKPILES AND OTHER EXPOSED LAND AREAS IF NOT ACTIVELY WORKED WITHIN 30 DAYS. AT THE COMPLETION OF THE PAVEMENT WORK, RE-SPREAD SALVAGED TOPSOIL OR IMPORT TOPSOIL AS NECESSARY TO PROVIDE A MINIMUM SIX-INCH (6") LAYER IN ALL LANDSCAPE AND LAWN AREAS. ALL DISTURBED AREAS SHALL BE RESTORED PER THE LANDSCAPE PLAN.

EXCESS TOPSOIL NOT BEING USED FOR THE PROJECT SHALL BE HAULED OFF-SITE.

LEGEND

- EXISTING CONTOURS 692 —
- 702 PROPOSED CONTOURS



SLOPE EROSION MAT (CLASS I, URBAN, TYPE A)

-//--- SILT FENCE

STORM INLET PROTECTION

DISTURBANCE LIMIT

(0.55 ACRES)

CONSTRUCTION SEQUENCING

- OBTAIN PLAN APPROVAL AND ALL APPLICABLE PERMITS. 2. HOLD A PRE-CONSTRUCTION CONFERENCE AT LEAST ONE (1) WEEK PRIOR
- TO STARTING CONSTRUCTION. NOTIFY THE VILLAGE ENGINEERING DEPARTMENT OF THE PROJECT START
- DATE.
- 4. INSTALL SILT FENCE BARRIER. BEGIN DEMOLITION OF EXISTING CONCRETE.
- BEGIN BUILDING CONSTRUCTION.
- DEMO DRIVEWAY.
- FINAL GRADE STONE IN DRIVEWAY AND PAVEMENT AREA.
- 9. RESTORE AND INSTALL EROSION MAT.

IMPERVIOUS AREA CALCULATIONS:

PROPOSED AREA TO BE ADDED:

4,417 S.F. BUILDING ADDITION

439 S.F. CONCRETE PAVEMENT

4,856 S.F. TOTAL

EXISTING PAVEMENT AREA TO BE REMOVED:

2,625 S.F. CONCRETE PAVEMENT

2,7<u>65 S.F.</u> GRAVEL DRIVEWAY

5390 S.F. TOTAL

NET BALANCE:

-534 S.F.



www.DiggersHotline.com

UTILITY NOTE

EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE TYPE, LOCATION, SIZE AND ELEVATION OF UNDERGROUND UTILITIES AS THEY DEEM NECESSARY FOR PROPOSED UTILITY CONNECTIONS AND / OR TO AVOID DAMAGE THERETO, CONTRACTOR SHALL CALL "DIGGER'S HOTLINE" PRIOR TO ANY CONSTRUCTION.

N			
	/		Nielsen Madsen + Barber
0'	30'	60'	1458 Horizon Blvd. Suite 200, Racine, WI. 53400 Tele: (262)634-5588 Website: www.nmbsc.net
CALE 1"=30'		& SEDIME	ENT CONTROL NOTES

THE EROSION AND SEDIMENT CONTROL PROVISIONS DETAILED ON THE DRAWINGS AND SPECIFIED HEREIN ARE THE MINIMUM REQUIREMENTS FOR EROSION CONTROL

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE ANY REVISIONS, ADJUSTMENTS OR PROPOSED ALTERATIONS TO THE CONSTRUCTION SEQUENCING AND/OR EROSION CONTROL PLANS. THE CONTRACTOR IS RESPONSIBLE TO NOTIEV ENGINEER OF RECORD AND REGULATORY OFFICIALS OF ANY CHANGES TO THE EROSION CONTROL AND STORMWATER MANAGEMENT PLANS. MODIFICATIONS TO THE APPROVED EROSION CONTROL DESIGN IN ORDER TO MEET UNFORESEEN FIELD CONDITIONS IS ALLOWED IF MODIFICATIONS CONFORM TO BEST MANAGEMENT PRACTICES (BMP'S). ALL SIGNIFICANT DEVIATIONS FROM THE PLANS MUST BE SUBMITTED AND APPROVED BY THE VILLAGE OF CALEDONIA

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION, MAINTENANCE, REPAIR AND REMOVAL OF ALL EROSION CONTROL DEVICES REQUIRED FOR THE PROJECT WHICH SHALL BE DONE IN ACCORDANCE WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (DNR) TECHNICAL STANDARDS (REFERRED TO AS BMP'S) AND THE VILLAGE OF CALEDONIA ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL CONTROL MEASURES WHICH MAY BE NECESSARY TO MEET UNFORESEEN FIELD CONDITIONS. SEE THE VILLAGE OF CALEDONIA EROSION CONTROL PERMITS FOR ADDITIONAL DETAILS OR REQUIREMENTS.

ALL EROSION AND SEDIMENT CONTROL MEASURES AND DEVICES SHALL BE INSPECTED BY THE CONTRACTOR AS REQUIRED IN THE WISCONSIN ADMINISTRATIVE CODE (SPS 360.21) AND MAINTAINED PER SPS 360.22.

INSPECTIONS AND MAINTENANCE OF ALL FROSION CONTROL MEASURES SHALL BE ROLITINE (ONCE PER WEEK MINIMUM) TO ENSURE PROPER FUNCTION OF EROSION CONTROLS AT ALL TIMES. SEDIMENT AND EROSION CONTROL MEASURES ARE TO BE IN WORKING ORDER AT THE END OF EACH WORK DAY. THE CONTRACTOR SHALL CHECK THE EROSION AND SEDIMENT CONTROL PRACTICES FOR MAINTENANCE NEEDS AT ALL THE FOLLOWING INTERVALS UNTIL THE SITE IS STABILIZED:

- A. AT LEAST WEEKLY
- B. WITHIN 24 HOURS AFTER A RAINFALL EVENT OF 0.5 INCHES OR GREATER. A RAINFALL EVENT SHALL BE CONSIDERED TO BE THE TOTAL AMOUNT OF RAINFALL RECORDED IN ANY CONTINUOUS 24-HOUR PERIOD. ALL EROSION AND SEDIMENT CONTROL ITEMS SHALL BE INSPECTED WITHIN 24 HOURS OF ALL RAIN EVENTS EXCEEDING 0.5 INCHES IMMEDIATELY REPAIR ANY DAMAGE OBSERVED DURING THE INSPECTION

THE CONTRACTOR SHALL MAINTAIN A MONITORING RECORD WHEN THE LAND DISTURBING CONSTRUCTION ACTIVITY INVOLVES ONE OR MORE ACRES. THE MONITORING RECORD SHALL CONTAIN AT LEAST THE FOLLOWING INFORMATION:

- A. THE CONDITION OF THE EROSION AND SEDIMENT CONTROL PRACTICES AT THE INTERVALS SPECIFIED ABOVE.
- B. A DESCRIPTION OF THE MAINTENANCE CONDUCTED TO REPAIR OR REPLACE EROSION AND SEDIMENT CONTROL PRACTICES. EROSION AND SEDIMENT CONTROL INSPECTIONS AND ENFORCEMENT ACTIONS MAY BE CONDUCTED BY WDNR, THE VILLAGE OF CALEDONIA OR THEIR AUTHORIZED AGENTS DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT

EROSION AND SEDIMENT CONTROL INSPECTIONS AND ENFORCEMENT ACTIONS MAY BE CONDUCTED BY THE VILLAGE OF CALEDONIA OR THEIR AUTHORIZED AGENTS DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT. ADDITIONAL EROSION CONTROL MEASURES, AS REQUESTED BY STATE OR LOCAL INSPECTORS AND/OR THE ENGINEER OF RECORD, SHALL BE INSTALLED WITHIN 24 HOURS OF REOUEST

ALL SEDIMENT AND EROSION CONTROL DEVICES. INCLUDING PERIMETER EROSION CONTROL MEASURES SUCH AS CONSTRUCTION. ENTRANCES, SILT FENCE AND EXISTING INLET PROTECTION SHALL BE INSTALLED PRIOR TO COMMENCING EARTH DISTURBING ACTIVITIES THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES LINTIL THE SITE HAS ESTABLISHED A VEGETATIVE COVER AND IS STABILIZED.

INSTALL SILT FENCE PER SECTION 628 OF THE "STATE SPECIFICATIONS" AND WDNR TECHNICAL STANDARD 1056 AT THE LOCATIONS SHOWN ON THE PLAN. ERECT SILT FENCE PRIOR TO STARTING A CONSTRUCTION OPERATION THAT MIGHT CAUSE SEDIMENTATION OR SILTATION AT THE SITE OF THE PROPOSED SILT FENCE. CONTRACTOR SHALL INSTALL SILT FENCING AT DOWNSLOPE SIDE OF STOCKPILES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REMOVAL OF ALL REQUIRED SILT FENCE MATERIAL

CONSTRUCTION FENCE SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. CONSTRUCTION FENCING SHALL BE INSTALLED 3 TO 5 FEET DOWNSTREAM OF ANY SILT FENCE TO ALLOW FOR SEDIMENT REMOVAL, GENERAL MAINTENANCE AND REPLACEMENT OF THE EROSION CONTROL DEVICE. MATERIAL FOR CONSTRUCTION FENCE SHALL BE HIGH DENSITY POLYETHYLENE MESH SUPPLIED IN EITHER 50-FOOT OR 100-FOOT ROLLS. THE FENCING SHALL BE A MINIMUM OF 4 FEET HIGH AND SHALL BE WEATHER-, CHEMICAL- AND ULTRAVIOLET-RESISTANT TO INCREASE THE PRODUCT LIFE. FENCING SHALL BE SUPPORTED AT MAXIMUM EIGHT-FOOT (8') INTERVALS BY METAL T-POSTS OR OTHER APPROVED METHODS SUFFICIENT TO KEEP THE FENCE UPRIGHT AND IN PLACE. WOODEN STAKES AND REBAR POSTS ARE NOT CONSIDERED AN APPROVED METHOD OF SUPPORT. DEFAULT COLOR OF FENCING SHALL BE ORANGE UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. CONSTRUCTION FENCE MATERIAL SHALL BE SECURED TO THE METAL T-POSTS BY PLASTIC ZIP OR WIRE TIES. FENCING AND POSTS SHALL BECOME PROPERTY OF THE CONTRACTOR AT PROJECT COMPLETION AND SHALL BE REMOVED FROM THE SITE.

ALL PROPOSED STORM SEWER STRUCTURES AND ADJACENT EXISTING STORM INLETS SHALL HAVE A LAYER OF GEOTEXTILE FABRIC (TYPE "FF") INSTALLED BETWEEN THE FRAME & GRATE TO PREVENT SEDIMENT OR SILT FROM ENTERING THE SYSTEM. THE INLET PROTECTION SHALL BE INSPECTED BY THE CONTRACTOR AND REPLACED EVERY 14 DAYS AND AFTER EACH RAINFALL EVENT. FABRIC TO BE REPLACED AS NEEDED TO MEET FIELD CONDITIONS.

THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING WIND EROSION (DUST) DURING CONSTRUCTION AT HIS/HER EXPENSE (WHEN NECESSARY OR AS REQUIRED BY LOCAL INSPECTORS AND/OR ENGINEER OF RECORD).

EROSION CONTROL FOR UTILITY CONSTRUCTION (STORM SEWER, SANITARY SEWER, WATER MAIN, ETC.):

- A. PLACE EXCAVATED TRENCH MATERIAL ON THE HIGH SIDE OF THE TRENCH.
- B. BACKFILL, COMPACT AND STABILIZE THE TRENCH IMMEDIATELY AFTER PIPE CONSTRUCTION.
- C. ANY WATER PUMPED FROM PITS, TRENCHES, WELLS OR PONDS SHALL BE DISCHARGED INTO A SEDIMENTATION BASIN OR FILTERING TANK IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1061 AND BMP'S PRIOR TO RELEASE INTO THE STORM SEWER, RECEIVING STREAM OR DRAINAGE DITCH. PUMPED WATER CAN BE TREATED IN FILTER BAGS, STONE FILTERS OR SIMILAR DEVICES. QUALITY OF PUMPED WATER SHALL BE CONTINUOUSLY MONITORED DURING PUMPING OPERATIONS

CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT ALL LOCATIONS OF VEHICLE INGRESS/EGRESS POINTS. CONTRACTOR IS RESPONSIBLE TO COORDINATE LOCATION(S) WITH THE PROPER AUTHORITIES, PROVIDE NECESSARY FEES AND OBTAIN ALL REQUIRED APPROVALS OR PERMITS. ADDITIONAL CONSTRUCTION ENTRANCES, OTHER THAN SHOWN ON THE PLANS, MUST HAVE PRIOR APPROVAL BY THE VILLAGE OF CALEDONIA.

DITCH CHECKS AND APPLICABLE EROSION NETTING/MATTING SHALL BE INSTALLED IMMEDIATELY AFTER COMPLETION OF GRADING EFFORTS WITHIN DITCHES/SWALES TO PREVENT SOIL TRANSPORTATION.

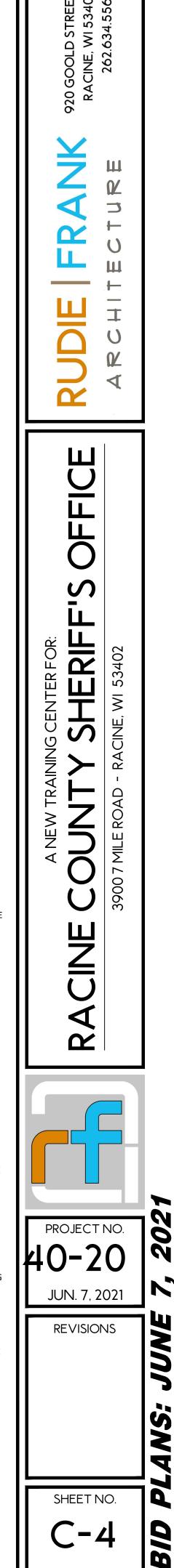
CONCRETE WASHOUT BASIN SHALL BE LOCATED ON SITE IN AN AREA THAT IS STABILIZED AND DRAINS IN TO SUITABLE SEDIMENT TRAPPING OR SETTLING DEVICE. MONITOR THE WASHOUT BASIN FOR SEDIMENT ACCUMULATION, CLOGGED HOSES, APPROPRIATE WATER LEVELS, AND EFFECTIVENESS.

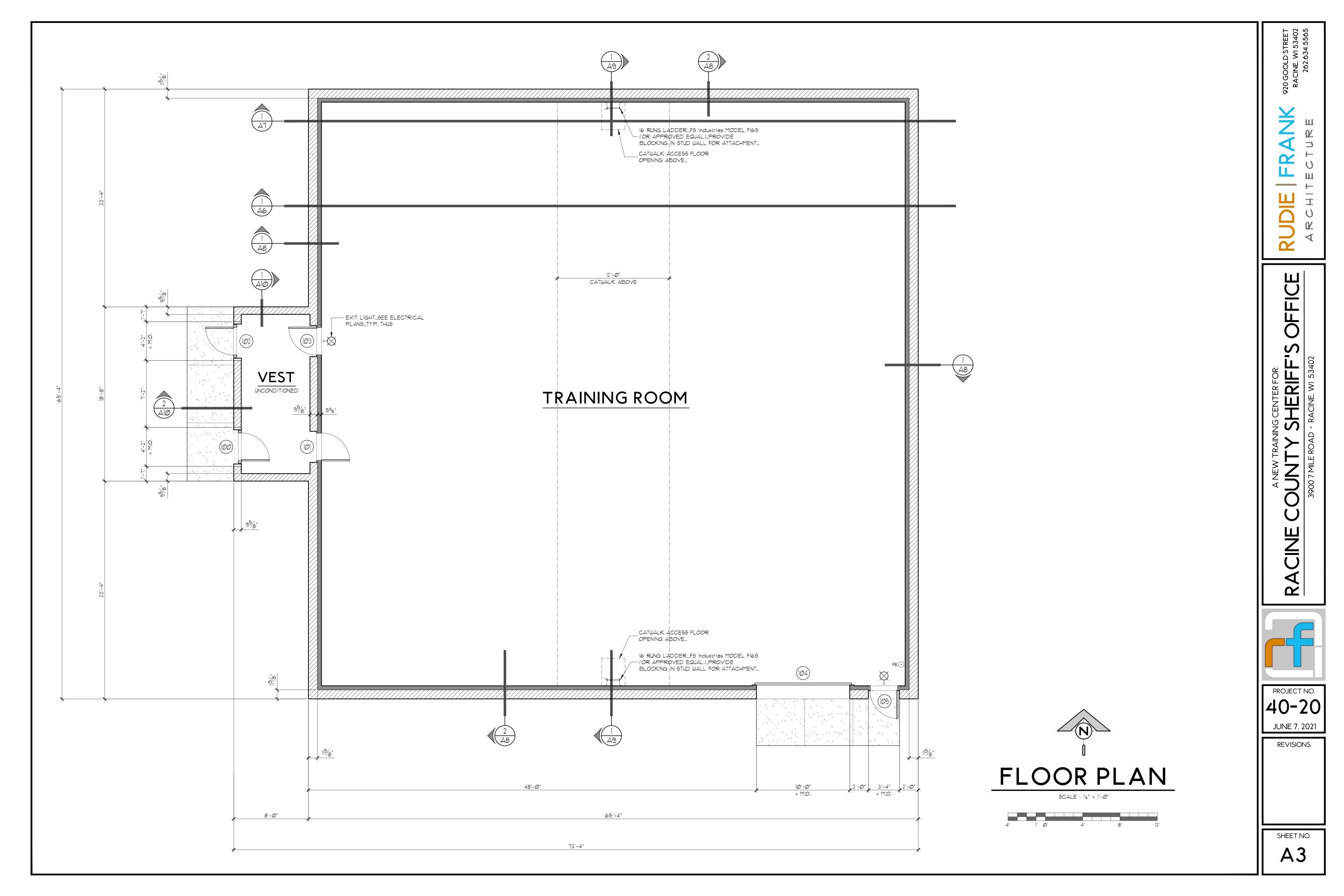
ALL EXPOSED SOIL AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRE VEGETATIVE COVER FOR LESS THAN 1 YEAR, REQUIRE TEMPORARY SEEDING FOR EROSION CONTROL. SEEDING FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1059 AND THE VILLAGE OF CALEDONIA ORDINANCE.

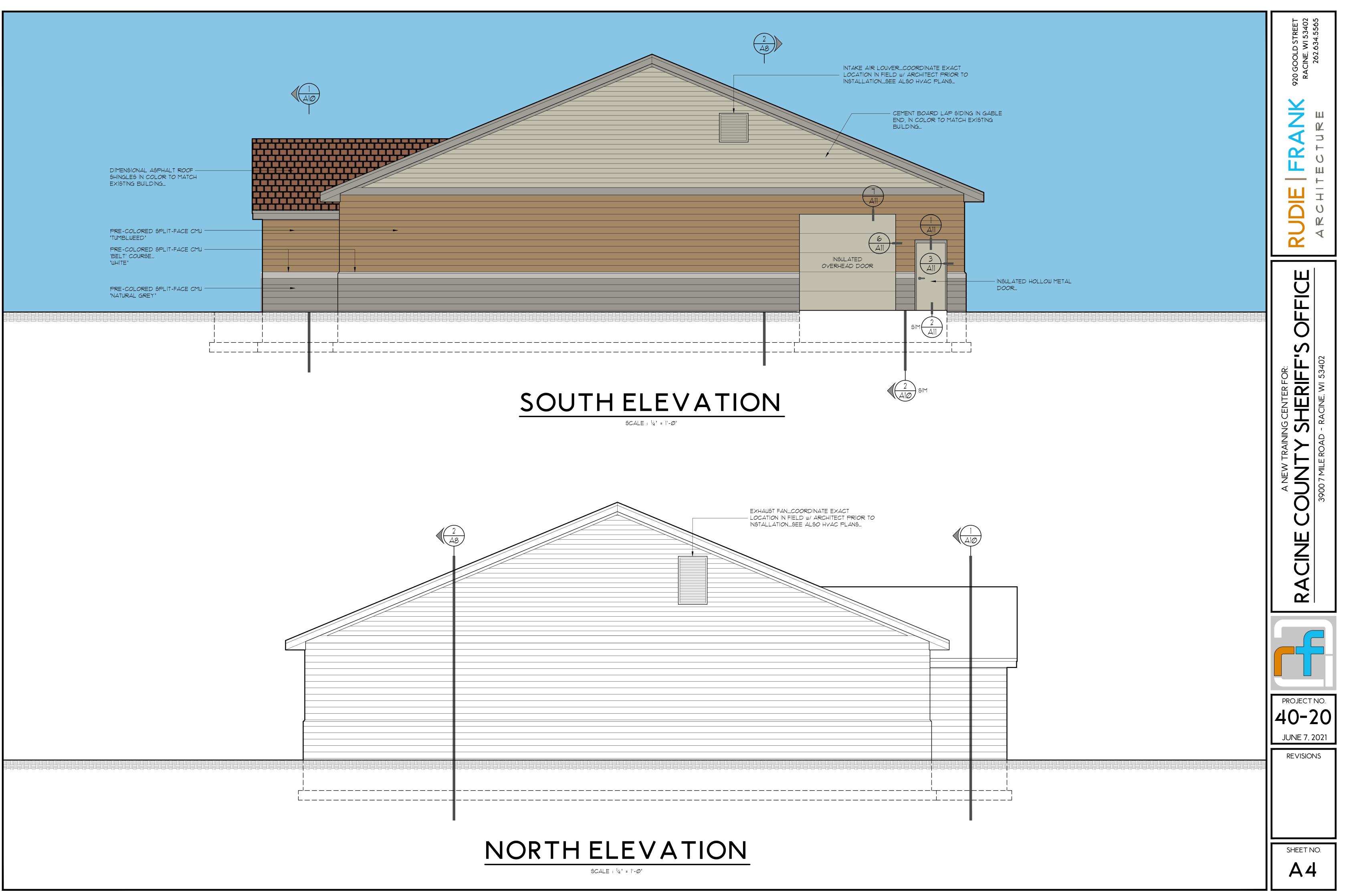
ALL DISTURBED SLOPES EXCEEDING 5:1, SHALL BE STABILIZED WITH CLASS I, URBAN, TYPE A EROSION MATTING OR APPLICATION OF A WISCONSIN DEPARTMENT OF TRANSPORTATION (WISDOT) APPROVED (POLYMER) SOIL STABILIZATION TREATMENT OR A COMBINATION THEREOF, AS REQUIRED. EROSION MATTING AND/OR NETTING USED ONSITE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND WDNR TECHNICAL STANDARDS 1052.

PAVED SURFACES ADJACENT TO CONSTRUCTION SITE VEHICLE ACCESS SHALL BE SWEPT AND/OR SCRAPED TO REMOVE ACCUMULATED SOIL, DIRT AND/OR DUST AT THE END OF EACH WORK DAY AND AS REQUESTED BY THE VILLAGE OF CALEDONIA.

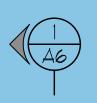
EROSION CONTROL MEASURES SHALL BE REMOVED ONLY AFTER SITE CONSTRUCTION IS COMPLETE WITH ALL SOIL SURFACES HAVING AN ESTABLISHED VEGETATIVE COVER.



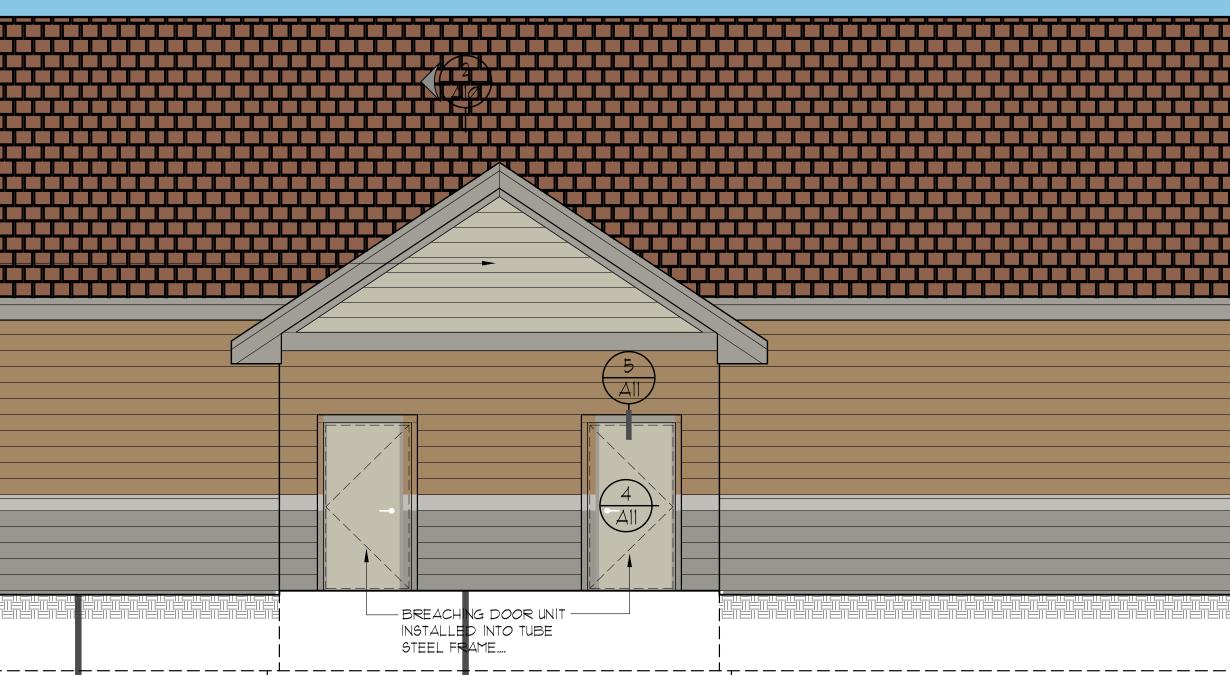




DIMENSIONAL ASPHALT ROOF	
CEMENT BOARD LAP SIDING IN COLOR	
PRE-COLORED SPLIT-FACE CMU	
"TUMBLWEED" PRE-COLORED SPLIT-FACE CMU	
'BELT' COURSE "WHITE"	
PRE-COLORED SPLIT-FACE CMU	
"NATURAL GREY"	
	Ĺ
	=
	i
	Ĺ



_ _



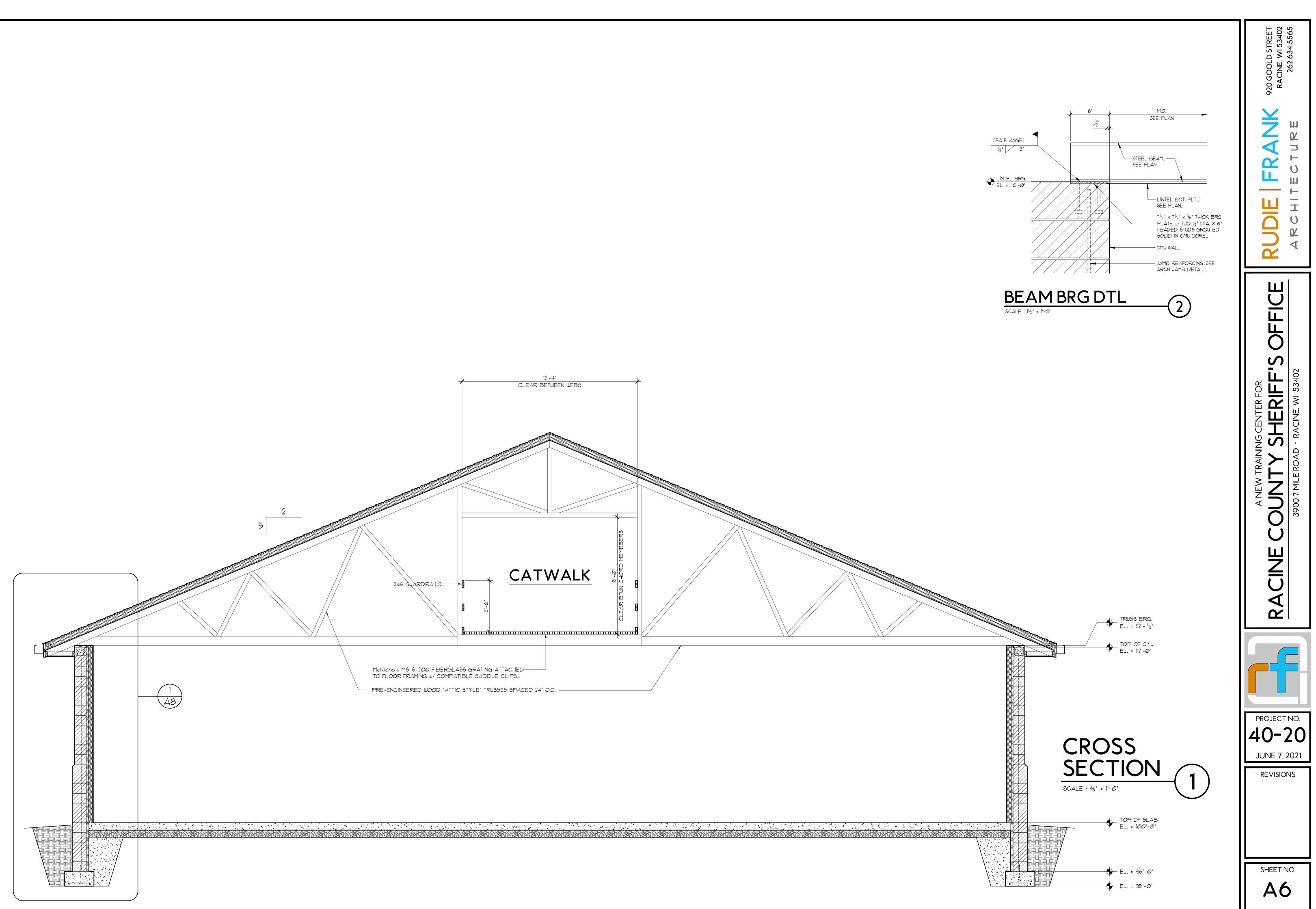
WEST ELEVATION

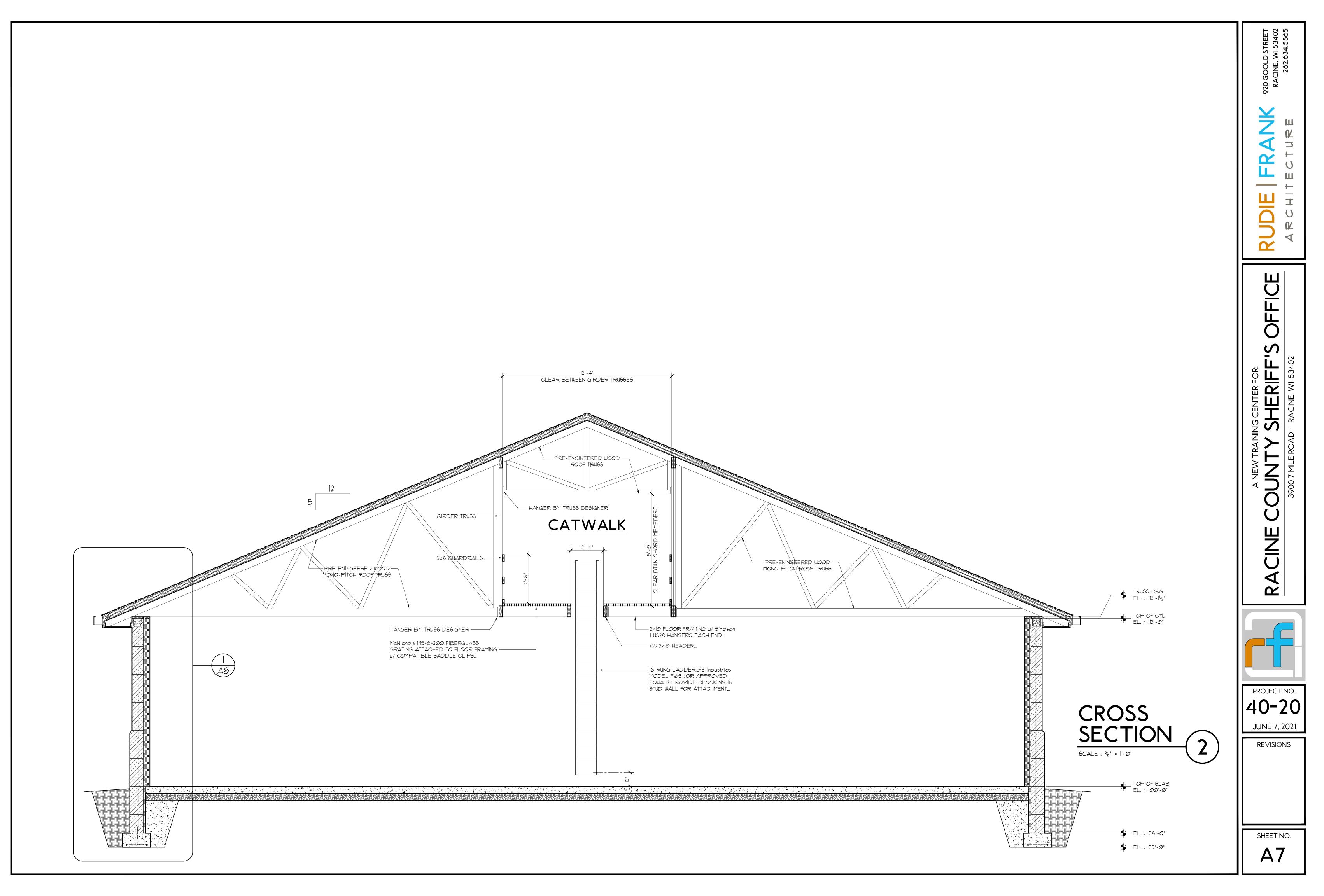
SCALE : $\frac{1}{4}$ " = 1'-0"

 $SCALE : \frac{1}{4}" = 1' - \mathcal{O}"$

EAST ELEVATION	

920 GOOLD STREET RACINE, WI 53402 262.634.5565
RUDIE FRANK 920 GOOLD STREET RACINE, WI 53402 RACINE, WI 53402 A R C H I T E C T U R E 262.634.5565
RACINE COUNTY SHERFF OR 3900 7 MILE ROAD - RACINE, WI 53402
PROJECT NO.
40-20 JUNE 7, 2021 REVISIONS
SHEET NO.





	ET 65
	D STREET WI 53402 634.5565
-1 0, -1	D S
	00L 262.
	20 GC RAC
	92
1 0.0 ⁺ 0.0	\rightarrow
	U I
	ш ш
$0.0^{+} 0.0^$	
$1 \circ 1 \circ$	□ 😐 ∓
0. + 0.0 + 0	
	\checkmark \checkmark
(P) to	
	nı⊨
2. 10 1 0. 10. 10. 10. 10. 10. 10. 10. 10	
12.00- 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	
2 + 0.0 + 0.	!!-
S_{TM} = $\frac{1}{65}$ = $\frac{1}{201}$ $\frac{1}{201}$ $\frac{1}{201}$ $\frac{1}{200}$ + $\frac{1}{200}$	l v l
16^{-1} 18^{+189} 18^{-1} 18^{+189} 18^{-1}	
$ \begin{array}{c} z \\ z $	
A-23	COC AL
A-23	
	JE COC
	INE COU
	CINE COU
	ACINE COU
	RACINE COU
	RACINE COU
	BACINE COU
	BACINE COU
	BOOLE COULTS IN THE SHORE SHOR
	BOOLE COURSE
	40-20
	40-20 JUNE 7, 2021
	40-20
	40-20 JUNE 7, 2021
	40-20 JUNE 7, 2021 REVISIONS SHEET NO.
	40–20 JUNE 7, 2021 REVISIONS