

APPENDIX A

TRAFFIC DATA

Washtenaw County Road Commission

Baker Road and Dan Hoey Road, Scio Township/City of Dexter

File Name : baker_danhoey
 Site Code : 00000000
 Start Date : 05/12/2015
 Page No : 1

Groups Printed- Unshifted - Truck - Bus

Start Time	Baker Road From North				Dan Hoey Road From East				Baker Road From South				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	153	10	163	5	0	16	21	38	40	2	80	264
07:15 AM	0	219	11	230	10	0	55	65	29	69	0	98	393
07:30 AM	0	170	20	190	24	0	69	93	46	82	0	128	411
07:45 AM	0	153	40	193	41	0	86	127	64	104	0	168	488
Total	0	695	81	776	80	0	226	306	177	295	2	474	1556
08:00 AM	0	155	71	226	59	0	67	126	57	94	0	151	503
08:15 AM	0	208	31	239	39	0	43	82	22	94	0	116	437
08:30 AM	0	172	19	191	11	0	23	34	27	60	0	87	312
08:45 AM	0	147	5	152	10	0	33	43	27	63	0	90	285
Total	0	682	126	808	119	0	166	285	133	311	0	444	1537
*** BREAK ***													
02:00 PM	0	86	8	94	25	0	47	72	27	88	0	115	281
02:15 PM	0	78	12	90	16	0	35	51	33	88	0	121	262
02:30 PM	0	76	7	83	25	0	26	51	25	99	0	124	258
02:45 PM	0	86	31	117	19	0	28	47	55	128	0	183	347
Total	0	326	58	384	85	0	136	221	140	403	0	543	1148
03:00 PM	0	75	33	108	46	0	46	92	83	142	3	228	428
03:15 PM	0	77	6	83	69	0	64	133	40	131	0	171	387
03:30 PM	0	79	17	96	22	0	46	68	33	154	0	187	351
03:45 PM	0	81	9	90	23	0	27	50	27	137	2	166	306
Total	0	312	65	377	160	0	183	343	183	564	5	752	1472
04:00 PM	0	81	12	93	33	0	43	76	28	160	0	188	357
04:15 PM	0	97	17	114	28	0	38	66	39	189	0	228	408
04:30 PM	0	104	16	120	47	0	85	132	26	183	0	209	461
04:45 PM	0	108	16	124	32	0	43	75	37	197	1	235	434
Total	0	390	61	451	140	0	209	349	130	729	1	860	1660
05:00 PM	0	85	16	101	32	0	50	82	43	208	0	251	434
05:15 PM	0	99	21	120	41	0	47	88	46	201	0	247	455
05:30 PM	0	83	15	98	24	0	41	65	29	211	0	240	403
05:45 PM	0	79	11	90	21	0	50	71	41	176	0	217	378
Total	0	346	63	409	118	0	188	306	159	796	0	955	1670

Washtenaw County Road Commission

Baker Road and Dan Hoey Road, Scio Township/City of Dexter

File Name : baker_danhoey
 Site Code : 00000000
 Start Date : 05/12/2015
 Page No : 2

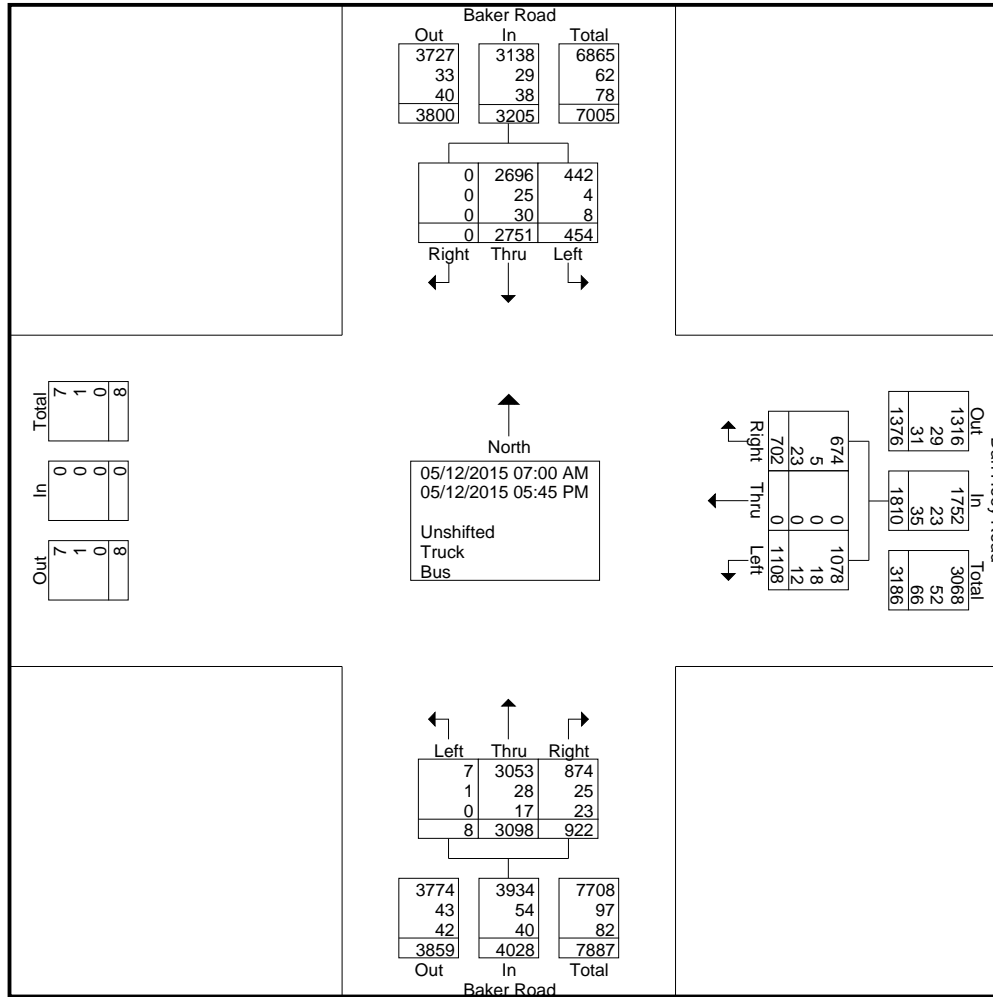
Groups Printed- Unshifted - Truck - Bus

	Baker Road From North				Dan Hoey Road From East				Baker Road From South				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Grand Total	0	2751	454	3205	702	0	1108	1810	922	3098	8	4028	9043
Apprch %	0	85.8	14.2		38.8	0	61.2		22.9	76.9	0.2		
Total %	0	30.4	5	35.4	7.8	0	12.3	20	10.2	34.3	0.1	44.5	
Unshifted	0	2696	442	3138	674	0	1078	1752	874	3053	7	3934	8824
% Unshifted	0	98	97.4	97.9	96	0	97.3	96.8	94.8	98.5	87.5	97.7	97.6
Truck	0	25	4	29	5	0	18	23	25	28	1	54	106
% Truck	0	0.9	0.9	0.9	0.7	0	1.6	1.3	2.7	0.9	12.5	1.3	1.2
Bus	0	30	8	38	23	0	12	35	23	17	0	40	113
% Bus	0	1.1	1.8	1.2	3.3	0	1.1	1.9	2.5	0.5	0	1	1.2

Washtenaw County Road Commission

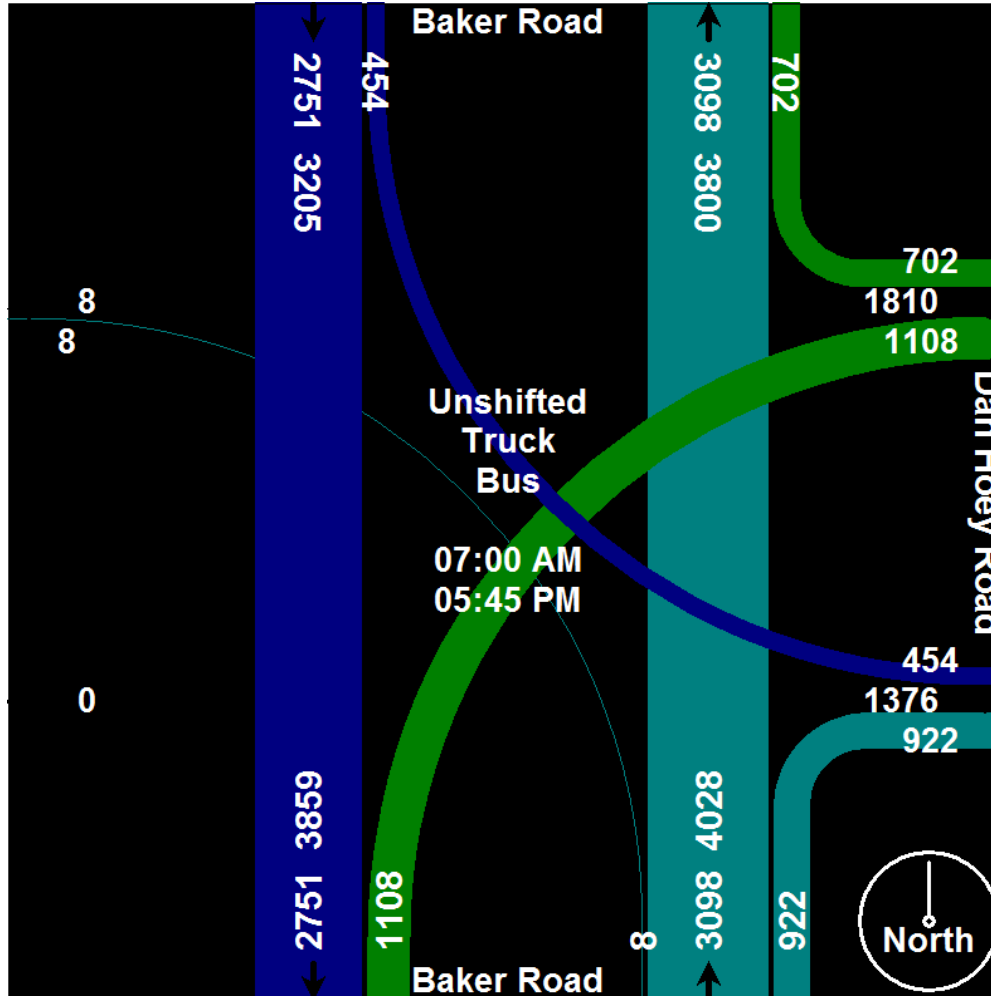
Baker Road and Dan Hoey Road, Scio Township/City of Dexter

File Name : baker_danhoey
 Site Code : 00000000
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Washtenaw County Road Commission
Baker Road and Dan Hoey Road, Scio Township/City of Dexter

File Name : baker_danhoey
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Washtenaw County Road Commission

Baker Road and Dan Hoey Road, Scio Township/City of Dexter

File Name : baker_danhoey
 Site Code : 00000000
 Start Date : 05/12/2015
 Page No : 5

Start Time	Baker Road From North				Dan Hoey Road From East				Baker Road From South				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	170	20	190	24	0	69	93	46	82	0	128	411
07:45 AM	0	153	40	193	41	0	86	127	64	104	0	168	488
08:00 AM	0	155	71	226	59	0	67	126	57	94	0	151	503
08:15 AM	0	208	31	239	39	0	43	82	22	94	0	116	437
Total Volume	0	686	162	848	163	0	265	428	189	374	0	563	1839
% App. Total	0	80.9	19.1		38.1	0	61.9		33.6	66.4	0		
PHF	.000	.825	.570	.887	.691	.000	.770	.843	.738	.899	.000	.838	.914

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	104	16	120	47	0	85	132	26	183	0	209	461
04:45 PM	0	108	16	124	32	0	43	75	37	197	1	235	434
05:00 PM	0	85	16	101	32	0	50	82	43	208	0	251	434
05:15 PM	0	99	21	120	41	0	47	88	46	201	0	247	455
Total Volume	0	396	69	465	152	0	225	377	152	789	1	942	1784
% App. Total	0	85.2	14.8		40.3	0	59.7		16.1	83.8	0.1		
PHF	.000	.917	.821	.938	.809	.000	.662	.714	.826	.948	.250	.938	.967

Washtenaw County Road Commission

City of Dexter

Baker Rd N of Dan Hoey Rd

Site Code: 1080710000

Date Start: 11-May-15

Start Time	11-May-15		Mon Total	12-May-15		Tue Total	13-May-15		Wed Total	14-May-15		Thu Total	Fri		Fri Total	Day Average
	NB	SB		NB	SB		NB	SB		NB	SB		NB	SB		
12:00 AM	*	*	*	43	16	59	37	25	62	47	16	63	*	*	*	61
01:00	*	*	*	25	5	30	24	8	32	26	10	36	*	*	*	33
02:00	*	*	*	19	9	28	14	10	24	18	16	34	*	*	*	29
03:00	*	*	*	11	23	34	5	28	33	11	28	39	*	*	*	35
04:00	*	*	*	19	69	88	19	57	76	20	69	89	*	*	*	84
05:00	*	*	*	46	224	270	49	257	306	56	242	298	*	*	*	291
06:00	*	*	*	125	511	636	119	506	625	123	505	628	*	*	*	630
07:00	*	*	*	208	555	763	168	543	711	213	575	788	*	*	*	754
08:00	*	*	*	244	533	777	270	577	847	278	523	801	*	*	*	808
09:00	*	*	*	223	480	703	215	390	605	242	412	654	*	*	*	654
10:00	277	346	623	302	360	662	283	340	623	*	*	*	*	*	*	636
11:00	322	314	636	297	363	660	339	343	682	*	*	*	*	*	*	659
12:00 PM	324	315	639	318	363	681	321	362	683	*	*	*	*	*	*	668
01:00	374	313	687	338	305	643	304	321	625	*	*	*	*	*	*	652
02:00	426	298	724	416	317	733	466	292	758	*	*	*	*	*	*	738
03:00	583	343	926	634	302	936	575	312	887	*	*	*	*	*	*	916
04:00	716	312	1028	746	357	1103	754	356	1110	*	*	*	*	*	*	1080
05:00	774	298	1072	846	333	1179	818	369	1187	*	*	*	*	*	*	1146
06:00	495	271	766	619	323	942	586	270	856	*	*	*	*	*	*	855
07:00	322	171	493	378	203	581	368	222	590	*	*	*	*	*	*	555
08:00	194	151	345	318	253	571	309	212	521	*	*	*	*	*	*	479
09:00	164	113	277	169	112	281	195	208	403	*	*	*	*	*	*	320
10:00	92	42	134	112	65	177	128	77	205	*	*	*	*	*	*	172
11:00	61	38	99	90	43	133	69	47	116	*	*	*	*	*	*	116
Total	5124	3325	8449	6546	6124	12670	6435	6132	12567	1034	2396	3430	0	0	0	
24 Hr. Avg.																12371
AM Peak	-	-	11:00	-	-	08:00	-	-	08:00	-	-	08:00	-	-	-	08:00
Vol.	-	-	636	-	-	777	-	-	847	-	-	801	-	-	-	808
PM Peak	-	-	17:00	-	-	17:00	-	-	17:00	-	-	-	-	-	-	17:00
Vol.	-	-	1072	-	-	1179	-	-	1187	-	-	-	-	-	-	1146

Washtenaw County Road Commission

City of Dexter

Baker Rd N of Dan Hoey Rd

Site Code: 1080710000

Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
10:00	7	435	126	9	26	6	0	13	1	0	0	0	0	0	623
11:00	4	475	104	7	23	3	1	10	4	0	1	0	0	4	636
12 PM	12	455	120	1	29	5	1	11	3	0	0	0	0	2	639
13:00	8	511	117	5	32	2	0	7	1	0	0	0	0	4	687
14:00	4	538	129	7	29	3	0	8	2	0	0	0	0	4	724
15:00	15	637	185	20	42	7	0	8	1	1	0	0	0	10	926
16:00	12	784	163	15	33	6	0	9	2	0	0	0	0	4	1028
17:00	7	873	156	0	23	5	0	4	0	1	2	0	0	1	1072
18:00	14	552	159	1	20	8	0	6	0	0	0	0	0	6	766
19:00	0	396	80	1	12	0	0	3	0	0	0	0	0	1	493
20:00	0	287	45	0	11	0	0	1	0	1	0	0	0	0	345
21:00	0	218	53	0	5	1	0	0	0	0	0	0	0	0	277
22:00	0	111	18	0	3	0	0	1	0	1	0	0	0	0	134
23:00	0	87	10	0	1	0	0	1	0	0	0	0	0	0	99
05/12/15	0	46	12	0	0	0	0	0	1	0	0	0	0	0	59
01:00	0	23	4	0	2	0	0	1	0	0	0	0	0	0	30
02:00	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
03:00	1	25	5	1	1	0	0	1	0	0	0	0	0	0	34
04:00	0	55	25	2	3	2	0	1	0	0	0	0	0	0	88
05:00	1	185	77	0	6	1	0	0	0	0	0	0	0	0	270
06:00	6	458	119	18	24	4	0	2	1	0	0	0	0	4	636
07:00	18	566	111	27	13	5	0	9	2	1	1	0	0	10	763
08:00	18	586	110	8	30	7	0	5	3	0	0	0	0	10	777
09:00	8	500	134	6	35	3	1	6	2	2	0	0	0	6	703
Total	135	8826	2066	128	404	68	3	107	23	7	4	0	0	66	11837
Percent	1.1%	74.6%	17.5%	1.1%	3.4%	0.6%	0.0%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.6%	

AM Peak	10:00	11:00	10:00	10:00	10:00	10:00	11:00	10:00	11:00		11:00			11:00	11:00
Vol.	7	475	126	9	26	6	1	13	4		1			4	636
PM Peak	15:00	17:00	15:00	15:00	15:00	18:00	12:00	12:00	12:00	15:00	17:00			15:00	17:00
Vol.	15	873	185	20	42	8	1	11	3	1	2			10	1072

Washtenaw County Road Commission

City of Dexter

Baker Rd N of Dan Hoey Rd

Site Code: 1080710000

Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
10:00	9	474	112	5	37	7	0	6	3	1	0	0	0	8	662
11:00	6	459	149	2	26	5	0	3	3	0	0	0	1	6	660
12 PM	4	470	145	7	36	7	0	4	2	0	0	0	0	6	681
13:00	3	460	131	3	21	2	1	11	5	1	0	0	1	4	643
14:00	14	500	154	14	21	12	0	8	3	0	0	0	0	7	733
15:00	17	677	162	24	25	11	1	10	2	0	0	0	0	7	936
16:00	16	860	163	17	26	5	0	8	1	0	0	0	0	7	1103
17:00	14	946	164	3	23	10	1	5	2	1	0	0	0	10	1179
18:00	13	775	127	0	16	4	0	3	0	0	0	0	0	4	942
19:00	7	476	75	0	17	2	0	1	0	0	0	0	0	3	581
20:00	5	475	78	1	8	1	0	3	0	0	0	0	0	0	571
21:00	6	225	41	1	7	0	0	1	0	0	0	0	0	0	281
22:00	1	138	31	0	7	0	0	0	0	0	0	0	0	0	177
23:00	0	112	17	0	1	0	0	1	2	0	0	0	0	0	133
05/13/15	0	54	8	0	0	0	0	0	0	0	0	0	0	0	62
01:00	1	27	2	0	0	1	0	1	0	0	0	0	0	0	32
02:00	0	19	3	0	1	0	0	0	1	0	0	0	0	0	24
03:00	1	25	6	0	1	0	0	0	0	0	0	0	0	0	33
04:00	1	50	21	2	2	0	0	0	0	0	0	0	0	0	76
05:00	0	235	60	3	8	0	0	0	0	0	0	0	0	0	306
06:00	6	471	110	14	17	0	0	3	4	0	0	0	0	0	625
07:00	31	530	84	20	19	6	0	6	2	1	0	0	1	11	711
08:00	24	620	133	5	35	13	0	7	2	1	0	0	0	7	847
09:00	4	446	110	4	21	4	0	8	3	0	0	1	0	4	605

Total	183	9524	2086	125	375	90	3	89	35	5	0	1	3	84	12603
Percent	1.5%	75.6%	16.6%	1.0%	3.0%	0.7%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.7%	

AM Peak	10:00	10:00	11:00	10:00	10:00	10:00		10:00	10:00	10:00			11:00	10:00	10:00
Vol.	9	474	149	5	37	7		6	3	1			1	8	662
PM Peak	15:00	17:00	17:00	15:00	12:00	14:00	13:00	13:00	13:00	13:00			13:00	17:00	17:00
Vol.	17	946	164	24	36	12	1	11	5	1			1	10	1179

Washtenaw County Road Commission

City of Dexter

Baker Rd N of Dan Hoey Rd

Site Code: 1080710000

Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
10:00	5	459	112	7	23	6	0	5	4	0	0	0	0	2	623
11:00	8	416	187	5	43	10	0	5	5	0	0	0	0	3	682
12 PM	2	439	179	6	36	5	0	8	4	0	0	0	0	4	683
13:00	5	444	124	5	32	4	1	5	3	0	0	0	0	2	625
14:00	16	536	131	19	36	4	2	5	1	0	0	0	0	8	758
15:00	19	635	154	25	27	9	0	8	1	0	0	0	0	9	887
16:00	10	844	179	18	37	6	1	5	2	1	0	0	1	6	1110
17:00	19	936	174	4	30	7	0	7	1	0	0	0	0	9	1187
18:00	17	688	116	0	19	6	0	5	0	0	0	1	0	4	856
19:00	3	474	92	0	14	3	0	3	1	0	0	0	0	0	590
20:00	9	406	97	0	9	0	0	0	0	0	0	0	0	0	521
21:00	2	335	53	5	6	0	0	2	0	0	0	0	0	0	403
22:00	0	158	37	2	7	0	0	1	0	0	0	0	0	0	205
23:00	0	101	14	0	1	0	0	0	0	0	0	0	0	0	116
05/14/15	0	55	8	0	0	0	0	0	0	0	0	0	0	0	63
01:00	0	28	8	0	0	0	0	0	0	0	0	0	0	0	36
02:00	0	25	7	0	2	0	0	0	0	0	0	0	0	0	34
03:00	0	24	8	1	5	0	0	0	0	0	0	0	1	0	39
04:00	1	58	20	2	5	1	0	1	0	0	0	0	1	0	89
05:00	1	217	61	3	14	0	0	1	0	0	0	0	0	1	298
06:00	2	451	125	16	26	1	0	5	2	0	0	0	0	0	628
07:00	19	578	129	24	17	5	0	6	2	1	0	0	0	7	788
08:00	14	571	144	8	40	9	0	9	1	0	0	0	0	5	801
09:00	13	424	156	2	49	6	0	3	0	0	0	0	0	1	654
Total	165	9302	2315	152	478	82	4	84	27	2	0	1	3	61	12676
Percent	1.3%	73.4%	18.3%	1.2%	3.8%	0.6%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.5%	

AM Peak Vol.	11:00 8	10:00 459	11:00 187	10:00 7	11:00 43	11:00 10		10:00 5	11:00 5					11:00 3	11:00 682
PM Peak Vol.	15:00 19	17:00 936	12:00 179	15:00 25	16:00 37	15:00 9	14:00 2	12:00 8	12:00 4	16:00 1		18:00 1	16:00 1	15:00 9	17:00 1187

Washtenaw County Road Commission

Baker Rd N of Dan Hoey Rd

City of Dexter

COMBINED

Site Code: 1080710000

Report for 05/11/2015 10:00:00 AM to 05/14/2015 9:59:59 AM

SPEED STATISTICS - 25 - 30 mph

Speed in MPH	1 - 15	16 - 20	21 - 23	24 - 25	26 - 27	28 - 30	31 - 33	34 - 35	36 - 37	38 - 40	41 - 42	43 - 45	46 - 50	51 - 9999
Count	2059	3434	4308	4656	5563	7982	5462	2005	982	501	95	48	15	6
Percent	5.5	9.3	11.6	12.5	15.0	21.5	14.7	5.4	2.6	1.3	0.3	0.1	0.0	0.0
Over Speed	15	20	23	25	27	30	33	35	37	40	42	45	50	9999
Count	35057	31623	27315	22659	17096	9114	3652	1647	665	164	69	21	6	0
Percent	94.5	85.2	73.6	61.0	46.1	24.6	9.8	4.4	1.8	0.4	0.2	0.1	0.0	0.0
Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%					
Speed	15	18	21	26	27	28	32	33	35					

Average 26
(Mean)

Pace Speed 23-32
Number in 23873
Pace
Percent in 64.3
Pace

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

Start Time	11-May-15		Mon Total	12-May-15		Tue Total	13-May-15		Wed Total	14-May-15		Thu Total	Fri		Fri Total	Day Average
	NB	SB		NB	SB		NB	SB		NB	SB		NB	SB		
12:00 AM	*	*	*	50	26	76	34	37	71	46	29	75	*	*	*	74
01:00	*	*	*	26	11	37	26	10	36	29	10	39	*	*	*	37
02:00	*	*	*	15	27	42	9	28	37	16	38	54	*	*	*	44
03:00	*	*	*	19	19	38	13	22	35	19	22	41	*	*	*	38
04:00	*	*	*	30	58	88	36	52	88	33	64	97	*	*	*	91
05:00	*	*	*	108	194	302	112	213	325	115	198	313	*	*	*	313
06:00	*	*	*	185	498	683	196	502	698	176	513	689	*	*	*	690
07:00	*	*	*	354	861	1215	328	864	1192	346	834	1180	*	*	*	1196
08:00	*	*	*	362	810	1172	300	766	1066	326	738	1064	*	*	*	1101
09:00	*	*	*	267	536	803	237	438	675	307	485	792	*	*	*	757
10:00	*	*	*	308	379	687	298	374	672	254	358	612	*	*	*	657
11:00	379	379	758	345	407	752	380	379	759	*	*	*	*	*	*	756
12:00 PM	353	393	746	347	406	753	365	391	756	*	*	*	*	*	*	752
01:00	421	356	777	400	354	754	385	388	773	*	*	*	*	*	*	768
02:00	448	379	827	444	414	858	453	343	796	*	*	*	*	*	*	827
03:00	582	463	1045	617	408	1025	586	477	1063	*	*	*	*	*	*	1044
04:00	621	404	1025	573	370	943	633	414	1047	*	*	*	*	*	*	1005
05:00	669	323	992	693	334	1027	721	377	1098	*	*	*	*	*	*	1039
06:00	553	321	874	617	392	1009	573	357	930	*	*	*	*	*	*	938
07:00	347	195	542	399	246	645	398	278	676	*	*	*	*	*	*	621
08:00	225	162	387	380	251	631	401	216	617	*	*	*	*	*	*	545
09:00	196	127	323	187	118	305	234	226	460	*	*	*	*	*	*	363
10:00	99	65	164	109	82	191	136	96	232	*	*	*	*	*	*	196
11:00	67	52	119	91	52	143	80	58	138	*	*	*	*	*	*	133
Total	4960	3619		6926	7253		6934	7306		1667	3289		0	0		
Total			8579			14179			14240			4956			0	
24 Hr. Avg.																13985
AM Peak	-	-	11:00	-	-	07:00	-	-	07:00	-	-	07:00	-	-	-	07:00
Vol.	-	-	758	-	-	1215	-	-	1192	-	-	1180	-	-	-	1196
PM Peak	-	-	15:00	-	-	17:00	-	-	17:00	-	-	-	-	-	-	15:00
Vol.	-	-	1045	-	-	1027	-	-	1098	-	-	-	-	-	-	1044

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	7	451	195	11	61	6	4	8	2	2	0	0	1	10	758
12 PM	12	448	167	6	67	12	1	10	10	0	0	0	3	10	746
13:00	6	484	180	9	75	9	1	5	3	0	0	0	1	4	777
14:00	23	466	219	11	69	9	1	7	5	0	0	0	3	14	827
15:00	36	591	259	21	78	15	0	11	5	3	0	0	0	26	1045
16:00	28	645	210	20	76	17	1	11	1	0	0	0	1	15	1025
17:00	18	672	199	0	65	10	1	4	4	1	0	0	0	18	992
18:00	17	543	204	4	78	6	1	7	2	0	0	0	0	12	874
19:00	6	174	255	3	80	2	0	6	1	1	0	0	0	14	542
20:00	5	190	143	0	38	4	0	1	1	1	0	0	1	3	387
21:00	1	160	123	0	30	1	0	2	0	0	0	0	0	6	323
22:00	3	98	42	0	19	0	0	0	1	1	0	0	0	0	164
23:00	2	66	39	0	8	0	0	1	0	0	0	0	0	3	119
05/12/15	2	34	26	0	9	1	0	1	0	0	0	0	0	3	76
01:00	1	12	20	0	3	0	0	1	0	0	0	0	0	0	37
02:00	0	25	15	0	2	0	0	0	0	0	0	0	0	0	42
03:00	1	20	8	1	7	0	0	1	0	0	0	0	0	0	38
04:00	0	48	18	2	15	2	0	1	1	0	0	0	0	1	88
05:00	3	168	68	2	51	2	0	1	0	0	0	0	0	7	302
06:00	3	392	177	21	75	5	0	4	1	0	0	0	0	5	683
07:00	11	662	371	44	92	7	1	7	4	2	0	0	1	13	1215
08:00	15	560	387	36	124	11	2	10	6	1	0	0	0	20	1172
09:00	7	401	257	9	94	6	2	9	4	3	0	0	1	10	803
10:00	14	314	205	12	97	4	2	11	2	2	0	0	4	20	687
Total	221	7624	3787	212	1313	129	17	119	53	17	0	0	16	214	13722
Percent	1.6%	55.6%	27.6%	1.5%	9.6%	0.9%	0.1%	0.9%	0.4%	0.1%	0.0%	0.0%	0.1%	1.6%	

AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00			11:00	11:00	11:00
Vol.	7	451	195	11	61	6	4	8	2	2			1	10	758
PM Peak	15:00	17:00	15:00	15:00	19:00	16:00	12:00	15:00	12:00	15:00			12:00	15:00	15:00
Vol.	36	672	259	21	80	17	1	11	10	3			3	26	1045

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

NB, SB															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	15	326	247	12	99	16	3	7	5	0	0	0	2	20	752
12 PM	15	340	228	12	91	20	3	14	5	0	0	1	0	24	753
13:00	17	329	245	6	109	7	2	11	5	1	0	0	1	21	754
14:00	12	414	278	17	80	14	2	14	5	1	0	0	0	21	858
15:00	25	542	309	23	85	11	3	5	3	0	0	0	0	19	1025
16:00	26	539	263	16	60	6	2	11	3	0	0	0	1	16	943
17:00	27	625	256	3	64	10	2	17	2	1	0	0	0	20	1027
18:00	15	619	275	2	74	5	1	7	1	0	0	0	1	9	1009
19:00	3	395	190	1	48	3	0	1	0	0	0	0	0	4	645
20:00	1	391	189	2	45	1	0	2	0	0	0	0	0	0	631
21:00	6	200	73	1	23	0	0	1	1	0	0	0	0	0	305
22:00	0	131	35	0	24	0	0	0	1	0	0	0	0	0	191
23:00	1	97	31	0	9	1	1	1	2	0	0	0	0	0	143
05/13/15	0	54	12	0	4	1	0	0	0	0	0	0	0	0	71
01:00	1	24	8	0	1	0	1	0	0	0	0	0	0	1	36
02:00	0	24	9	0	2	0	0	1	1	0	0	0	0	0	37
03:00	1	23	4	0	7	0	0	0	0	0	0	0	0	0	35
04:00	2	49	23	2	12	0	0	0	0	0	0	0	0	0	88
05:00	1	196	82	3	40	1	0	1	0	0	0	0	0	1	325
06:00	3	396	184	14	87	2	0	2	3	0	0	0	0	7	698
07:00	5	692	330	37	101	6	1	5	4	0	0	0	0	11	1192
08:00	16	581	323	33	83	6	0	17	3	1	0	0	0	3	1066
09:00	8	355	202	10	71	3	2	16	2	0	0	0	0	6	675
10:00	12	329	210	10	70	13	0	11	6	0	0	0	3	8	672
Total	212	7671	4006	204	1289	126	23	144	52	4	0	1	8	191	13931
Percent	1.5%	55.1%	28.8%	1.5%	9.3%	0.9%	0.2%	1.0%	0.4%	0.0%	0.0%	0.0%	0.1%	1.4%	

AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00	11:00	11:00
Vol.	15	326	247	12	99	16	3	7	5				2	20	752
PM Peak	17:00	17:00	15:00	15:00	13:00	12:00	12:00	17:00	12:00	13:00		12:00	13:00	12:00	17:00
Vol.	27	625	309	23	109	20	3	17	5	1		1	1	24	1027

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	8	359	260	9	85	9	2	9	12	0	0	0	1	5	759
12 PM	10	426	213	9	71	4	3	10	4	0	0	0	1	5	756
13:00	2	430	230	7	82	2	0	8	5	1	0	0	0	6	773
14:00	13	426	201	19	93	10	1	13	6	0	0	0	0	14	796
15:00	20	582	288	27	109	11	1	9	2	1	0	0	1	12	1063
16:00	21	591	272	20	86	12	2	17	6	1	0	0	1	18	1047
17:00	38	644	279	7	75	14	0	11	4	0	0	0	0	26	1098
18:00	21	547	263	2	63	8	1	10	3	0	0	0	0	12	930
19:00	5	410	203	0	46	4	0	4	1	1	0	0	0	2	676
20:00	6	327	220	0	61	1	0	2	0	0	0	0	0	0	617
21:00	4	300	117	4	30	2	0	2	1	0	0	0	0	0	460
22:00	1	139	65	2	24	0	0	1	0	0	0	0	0	0	232
23:00	1	100	30	0	7	0	0	0	0	0	0	0	0	0	138
05/14/15	1	53	14	0	6	0	0	0	0	0	0	0	1	0	75
01:00	0	24	12	0	3	0	0	0	0	0	0	0	0	0	39
02:00	0	30	18	0	6	0	0	0	0	0	0	0	0	0	54
03:00	0	22	10	1	7	0	0	0	0	0	0	0	1	0	41
04:00	1	51	24	2	16	0	0	1	0	0	0	0	1	1	97
05:00	0	179	82	3	45	0	0	1	0	1	0	0	1	1	313
06:00	5	392	174	18	84	1	0	7	2	1	0	0	1	4	689
07:00	16	692	323	33	89	4	0	14	2	2	0	0	0	5	1180
08:00	11	541	330	34	109	4	1	16	4	1	0	0	0	13	1064
09:00	9	381	290	6	82	9	0	6	3	2	0	0	0	4	792
10:00	7	272	202	6	95	4	4	11	6	1	0	0	0	4	612
Total	200	7918	4120	209	1374	99	15	152	61	12	0	0	9	132	14301
Percent	1.4%	55.4%	28.8%	1.5%	9.6%	0.7%	0.1%	1.1%	0.4%	0.1%	0.0%	0.0%	0.1%	0.9%	

AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00	11:00	11:00
Vol.	8	359	260	9	85	9	2	9	12				1	5	759
PM Peak	17:00	17:00	15:00	15:00	15:00	17:00	12:00	16:00	14:00	13:00			12:00	17:00	17:00
Vol.	38	644	288	27	109	14	3	17	6	1			1	26	1098

Washtenaw County Road Commission

Baker Rd N of Shield Rd
Shield / Dan Hoey

Scio Township
COMBINED

Site Code: 0080710009

Report for 05/11/2015 11:00:00 AM to 05/14/2015 10:59:59 AM

SPEED STATISTICS - 25 - 30 mph

Speed in MPH	1 - 15	16 - 20	21 - 23	24 - 25	26 - 27	28 - 30	31 - 33	34 - 35	36 - 37	38 - 40	41 - 42	43 - 45	46 - 50	51 - 9999
Count	1230	1603	1548	1426	2086	5196	8529	6365	5339	5178	1766	1189	438	61
Percent	2.9	3.8	3.7	3.4	5.0	12.4	20.3	15.2	12.7	12.3	4.2	2.8	1.0	0.1
Over Speed	15	20	23	25	27	30	33	35	37	40	42	45	50	9999
Count	40724	39121	37573	36147	34061	28865	20336	13971	8632	3454	1688	499	61	0
Percent	97.1	93.2	89.6	86.2	81.2	68.8	48.5	33.3	20.6	8.2	4.0	1.2	0.1	0.0
Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%					
Speed	19	23	26	33	33	34	39	40	42					

Average 32
(Mean)

Pace Speed 30-39
Number in 26156
Pace
Percent in 62.3
Pace

Washtenaw County Road Commission

City of Dexter

Dan Hoey Rd E of Baker Rd
Baker / Creekside school

Site Code: 1080630900
Date Start: 11-May-15

Start Time	11-May-15		Mon Total	12-May-15		Tue Total	13-May-15		Wed Total	14-May-15		Thu Total	Fri		Fri Total	Day Average
	EB	WB		EB	WB		EB	WB		EB	WB		EB	WB		
12:00 AM	*	*	*	8	15	23	1	19	20	6	19	25	*	*	*	23
01:00	*	*	*	2	5	7	2	2	4	0	0	0	*	*	*	4
02:00	*	*	*	3	25	28	2	27	29	3	27	30	*	*	*	29
03:00	*	*	*	15	3	18	15	1	16	14	1	15	*	*	*	16
04:00	*	*	*	20	1	21	22	2	24	20	3	23	*	*	*	23
05:00	*	*	*	104	12	116	104	17	121	106	13	119	*	*	*	119
06:00	*	*	*	121	61	182	142	57	199	126	62	188	*	*	*	190
07:00	*	*	*	241	296	537	244	281	525	271	301	572	*	*	*	545
08:00	*	*	*	260	296	556	240	298	538	235	289	524	*	*	*	539
09:00	*	*	*	108	98	206	112	111	223	142	121	263	*	*	*	231
10:00	112	141	253	109	108	217	85	93	178	*	*	*	*	*	*	216
11:00	164	140	304	145	144	289	163	146	309	*	*	*	*	*	*	301
12:00 PM	140	165	305	159	162	321	171	142	313	*	*	*	*	*	*	313
01:00	170	137	307	169	118	287	178	145	323	*	*	*	*	*	*	306
02:00	161	215	376	164	228	392	161	216	377	*	*	*	*	*	*	382
03:00	283	365	648	284	336	620	240	343	583	*	*	*	*	*	*	617
04:00	166	287	453	186	351	537	233	358	591	*	*	*	*	*	*	527
05:00	152	245	397	213	307	520	250	329	579	*	*	*	*	*	*	499
06:00	133	126	259	164	210	374	161	242	403	*	*	*	*	*	*	345
07:00	76	70	146	94	121	215	108	127	235	*	*	*	*	*	*	199
08:00	49	40	89	129	64	193	131	53	184	*	*	*	*	*	*	155
09:00	53	20	73	46	31	77	86	54	140	*	*	*	*	*	*	97
10:00	22	38	60	13	32	45	28	41	69	*	*	*	*	*	*	58
11:00	5	13	18	12	15	27	17	12	29	*	*	*	*	*	*	25
Total	1686	2002	3688	2769	3039	5808	2896	3116	6012	923	836	1759	0	0	0	
24 Hr. Avg.																5759
AM Peak	-	-	11:00	-	-	08:00	-	-	08:00	-	-	07:00	-	-	-	07:00
Vol.	-	-	304	-	-	556	-	-	538	-	-	572	-	-	-	545
PM Peak	-	-	15:00	-	-	15:00	-	-	16:00	-	-	-	-	-	-	15:00
Vol.	-	-	648	-	-	620	-	-	591	-	-	-	-	-	-	617

Washtenaw County Road Commission

City of Dexter

Dan Hoey Rd E of Baker Rd
Baker / Creekside school

Site Code: 1080630900
Date Start: 11-May-15

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
10:00	0	149	55	7	21	2	0	8	5	0	0	0	1	5	253
11:00	2	206	52	12	14	1	0	4	8	0	0	0	1	4	304
12 PM	1	185	60	6	14	5	0	9	12	1	0	0	1	11	305
13:00	2	208	60	1	14	4	0	6	4	0	0	0	1	7	307
14:00	1	253	72	9	18	2	0	7	7	0	0	0	0	7	376
15:00	5	374	145	53	23	1	0	3	3	1	0	0	1	39	648
16:00	2	319	86	1	27	1	0	2	3	0	0	0	0	12	453
17:00	2	306	63	0	11	1	0	2	3	1	0	0	0	8	397
18:00	0	199	40	0	14	0	0	1	2	0	0	0	1	2	259
19:00	1	115	18	0	7	1	0	0	3	0	0	0	0	1	146
20:00	0	73	9	0	2	0	0	0	1	0	0	0	1	3	89
21:00	0	61	11	0	1	0	0	0	0	0	0	0	0	0	73
22:00	0	47	8	0	4	0	0	0	0	0	0	0	0	1	60
23:00	0	13	3	0	1	0	0	0	1	0	0	0	0	0	18
05/12/15	0	16	3	0	3	0	0	0	1	0	0	0	0	0	23
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	22	6	0	0	0	0	0	0	0	0	0	0	0	28
03:00	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
04:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
05:00	0	91	22	0	0	0	0	0	0	0	0	0	1	2	116
06:00	3	119	43	6	9	1	0	0	0	0	0	0	0	1	182
07:00	2	379	75	32	10	2	0	2	3	0	0	0	1	31	537
08:00	3	328	117	34	26	3	0	4	6	1	0	0	0	34	556
09:00	1	132	46	1	17	0	0	3	4	1	0	0	1	0	206
Total	25	3633	1001	162	237	24	0	51	66	5	0	0	10	168	5382
Percent	0.5%	67.5%	18.6%	3.0%	4.4%	0.4%	0.0%	0.9%	1.2%	0.1%	0.0%	0.0%	0.2%	3.1%	

AM Peak	11:00	11:00	10:00	11:00	10:00	10:00		10:00	11:00				10:00	10:00	11:00
Vol.	2	206	55	12	21	2		8	8				1	5	304
PM Peak	15:00	15:00	15:00	15:00	16:00	12:00		12:00	12:00	12:00			12:00	15:00	15:00
Vol.	5	374	145	53	27	5		9	12	1			1	39	648

Washtenaw County Road Commission

City of Dexter

Dan Hoey Rd E of Baker Rd
Baker / Creekside school

Site Code: 1080630900
Date Start: 11-May-15

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
10:00	0	153	35	5	13	0	0	3	6	0	0	0	0	2	217
11:00	2	196	48	10	8	5	0	4	8	0	0	0	1	7	289
12 PM	1	220	54	5	19	0	1	4	12	0	0	0	1	4	321
13:00	0	191	59	4	20	0	0	2	6	0	0	0	1	4	287
14:00	2	253	82	14	22	3	0	4	3	0	0	0	0	9	392
15:00	2	383	108	51	33	5	0	5	5	2	0	0	0	26	620
16:00	2	386	102	4	17	3	0	4	1	0	0	0	0	18	537
17:00	4	375	100	0	15	3	0	1	1	1	0	0	0	20	520
18:00	3	286	59	1	10	0	0	0	1	1	0	0	0	13	374
19:00	1	168	33	0	9	0	0	0	0	0	0	0	1	3	215
20:00	0	162	27	0	4	0	0	0	0	0	0	0	0	0	193
21:00	0	62	13	0	1	0	0	0	1	0	0	0	0	0	77
22:00	0	34	8	0	2	0	0	0	1	0	0	0	0	0	45
23:00	0	20	4	0	1	2	0	0	0	0	0	0	0	0	27
05/13/15	0	15	2	0	3	0	0	0	0	0	0	0	0	0	20
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	23	5	0	1	0	0	0	0	0	0	0	0	0	29
03:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
04:00	0	18	6	0	0	0	0	0	0	0	0	0	0	0	24
05:00	0	99	17	0	4	1	0	0	0	0	0	0	0	0	121
06:00	2	119	55	3	13	0	0	1	3	0	0	0	1	2	199
07:00	5	348	80	24	21	4	0	1	4	0	0	0	1	37	525
08:00	1	324	119	32	16	2	0	5	4	0	0	0	0	35	538
09:00	2	134	47	7	15	5	0	0	6	0	0	0	0	7	223
Total	27	3987	1064	160	248	33	1	34	62	4	0	0	6	187	5813
Percent	0.5%	68.6%	18.3%	2.8%	4.3%	0.6%	0.0%	0.6%	1.1%	0.1%	0.0%	0.0%	0.1%	3.2%	

AM Peak	11:00	11:00	11:00	11:00	10:00	11:00		11:00	11:00				11:00	11:00	11:00
Vol.	2	196	48	10	13	5		4	8				1	7	289
PM Peak	17:00	16:00	15:00	15:00	15:00	15:00	12:00	15:00	12:00	15:00			12:00	15:00	15:00
Vol.	4	386	108	51	33	5	1	5	12	2			1	26	620

Washtenaw County Road Commission

City of Dexter

Dan Hoey Rd E of Baker Rd
Baker / Creekside school

Site Code: 1080630900
Date Start: 11-May-15

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
10:00	1	111	31	3	17	2	0	5	3	0	0	0	1	4	178
11:00	0	189	78	7	12	6	0	7	4	0	0	0	2	4	309
12 PM	3	214	66	4	13	2	0	2	4	0	0	0	1	4	313
13:00	0	228	65	2	17	2	0	2	4	0	0	0	1	2	323
14:00	2	235	80	16	20	2	1	3	9	0	0	0	0	9	377
15:00	0	356	117	51	24	3	0	4	7	0	0	0	0	21	583
16:00	4	423	108	4	23	4	0	3	3	0	0	0	1	18	591
17:00	1	432	113	1	16	1	0	3	1	0	0	0	0	11	579
18:00	4	296	75	0	5	3	0	1	2	2	0	0	0	15	403
19:00	1	179	41	1	6	2	0	0	1	1	0	0	0	3	235
20:00	3	150	27	0	4	0	0	0	0	0	0	0	0	0	184
21:00	1	117	18	1	1	1	0	0	1	0	0	0	0	0	140
22:00	0	52	16	0	1	0	0	0	0	0	0	0	0	0	69
23:00	0	24	3	0	1	0	0	0	0	0	0	0	1	0	29
05/14/15	0	19	4	0	1	0	0	0	0	0	0	0	1	0	25
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	19	10	0	1	0	0	0	0	0	0	0	0	0	30
03:00	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
04:00	0	15	7	0	0	0	0	0	0	0	0	0	0	1	23
05:00	0	95	21	0	1	0	0	0	0	1	0	0	1	0	119
06:00	1	114	50	2	13	0	0	0	0	0	0	0	2	6	188
07:00	1	387	96	29	19	3	0	1	6	0	0	0	1	29	572
08:00	4	332	105	27	21	1	0	3	7	0	0	0	0	24	524
09:00	1	168	55	2	23	1	0	2	7	0	0	0	0	4	263
Total	27	4168	1187	150	240	33	1	36	59	4	0	0	12	155	6072
Percent	0.4%	68.6%	19.5%	2.5%	4.0%	0.5%	0.0%	0.6%	1.0%	0.1%	0.0%	0.0%	0.2%	2.6%	

AM Peak	10:00	11:00	11:00	11:00	10:00	11:00		11:00	11:00				11:00	10:00	11:00
Vol.	1	189	78	7	17	6		7	4				2	4	309
PM Peak	16:00	17:00	15:00	15:00	15:00	16:00	14:00	15:00	14:00	18:00			12:00	15:00	16:00
Vol.	4	432	117	51	24	4	1	4	9	2			1	21	591

Washtenaw County Road Commission

Dan Hoey Rd E of Baker Rd
Baker / Creekside school

City of Dexter

COMBINED

Site Code: 1080630900

Report for 05/11/2015 10:00:00 AM to 05/14/2015 9:59:59 AM

SPEED STATISTICS - 35 - 40 mph

Speed in MPH	1 - 20	21 - 25	26 - 30	31 - 32	33 - 35	36 - 37	38 - 40	41 - 42	43 - 45	46 - 47	48 - 50	51 - 52	53 - 55	56 - 9999
Count	340	1091	3865	2684	4100	2026	1794	518	262	64	25	6	2	2
Percent	2.0	6.5	23.0	16.0	24.4	12.1	10.7	3.1	1.6	0.4	0.1	0.0	0.0	0.0
Over Speed	20	25	30	32	35	37	40	42	45	47	50	52	55	9999
Count	16439	15348	11483	8799	4699	2673	879	361	99	35	10	4	2	0
Percent	98.0	91.5	68.4	52.4	28.0	15.9	5.2	2.2	0.6	0.2	0.1	0.0	0.0	0.0
Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%					
Speed	24	26	27	32	33	33	38	39	41					

Average 33
(Mean)

Pace Speed 28-37
Number in 11589
Pace
Percent in 69.1
Pace

Washtenaw County Road Commission

Baker Road and Shield Road, Scio Township

File Name : baker_shield
 Site Code : 00000000
 Start Date : 05/12/2015
 Page No : 1

Groups Printed- Unshifted - Truck - Bus

Start Time	Baker Road From North				Dongara Drive From East				Baker Road From South				Shield Road From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	14	186	1	201	2	0	0	2	0	67	6	73	14	0	19	33	309
07:15 AM	54	221	0	275	4	0	2	6	2	78	14	94	17	0	20	37	412
07:30 AM	112	150	0	262	1	0	2	3	1	116	18	135	7	0	22	29	429
07:45 AM	77	165	2	244	2	0	3	5	0	148	11	159	8	0	37	45	453
Total	257	722	3	982	9	0	7	16	3	409	49	461	46	0	98	144	1603
08:00 AM	28	235	0	263	3	0	3	6	2	116	3	121	17	1	28	46	436
08:15 AM	15	242	0	257	3	0	4	7	0	100	5	105	17	1	14	32	401
08:30 AM	9	196	3	208	3	0	5	8	0	74	3	77	10	1	12	23	316
08:45 AM	13	150	1	164	0	0	0	0	1	76	6	83	9	0	12	21	268
Total	65	823	4	892	9	0	12	21	3	366	17	386	53	3	66	122	1421
*** BREAK ***																	
02:00 PM	24	123	2	149	0	0	6	6	1	110	11	122	5	1	14	20	297
02:15 PM	17	98	1	116	1	0	0	1	2	109	10	121	7	0	13	20	258
02:30 PM	18	84	0	102	2	0	5	7	3	105	11	119	5	0	14	19	247
02:45 PM	43	72	2	117	2	0	0	2	5	162	17	184	10	0	27	37	340
Total	102	377	5	484	5	0	11	16	11	486	49	546	27	1	68	96	1142
03:00 PM	42	97	2	141	2	0	1	3	9	202	7	218	6	2	37	45	407
03:15 PM	36	105	1	142	0	0	1	1	4	146	13	163	11	0	37	48	354
03:30 PM	26	107	0	133	3	0	1	4	2	170	15	187	7	0	14	21	345
03:45 PM	23	96	0	119	1	0	2	3	2	152	10	164	11	0	15	26	312
Total	127	405	3	535	6	0	5	11	17	670	45	732	35	2	103	140	1418
04:00 PM	23	99	1	123	5	0	0	5	0	171	10	181	11	2	10	23	332
04:15 PM	27	95	1	123	0	0	0	0	6	205	21	232	6	1	16	23	378
04:30 PM	52	143	2	197	0	0	1	1	2	196	22	220	11	0	8	19	437
04:45 PM	33	121	1	155	1	0	1	2	1	225	20	246	5	0	13	18	421
Total	135	458	5	598	6	0	2	8	9	797	73	879	33	3	47	83	1568
05:00 PM	30	101	1	132	2	0	0	2	7	237	13	257	7	0	13	20	411
05:15 PM	42	102	1	145	0	0	2	2	6	237	30	273	3	0	9	12	432
05:30 PM	34	86	1	121	2	0	1	3	8	213	23	244	2	0	18	20	388
05:45 PM	50	74	3	127	0	0	0	0	6	203	20	229	7	2	17	26	382
Total	156	363	6	525	4	0	3	7	27	890	86	1003	19	2	57	78	1613

Washtenaw County Road Commission

Baker Road and Shield Road, Scio Township

File Name : baker_shield
 Site Code : 00000000
 Start Date : 05/12/2015
 Page No : 2

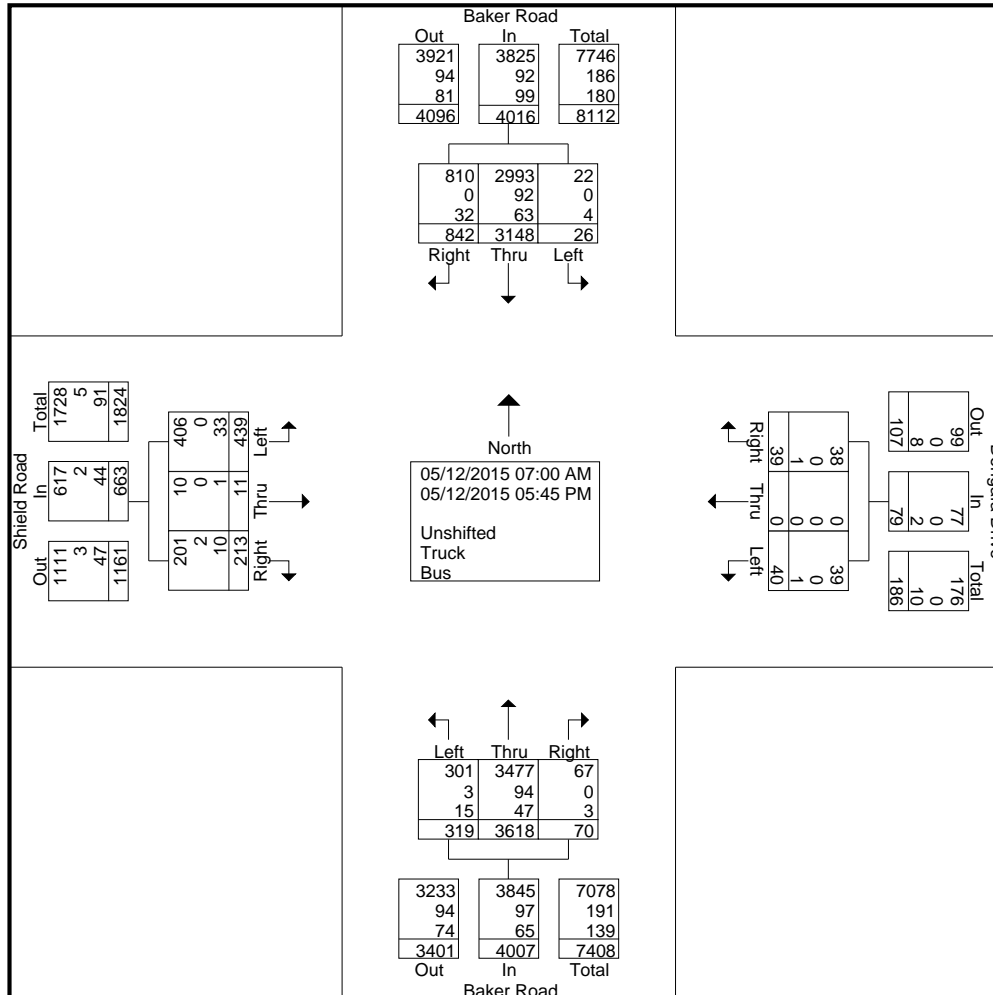
Groups Printed- Unshifted - Truck - Bus

	Baker Road From North				Dongara Drive From East				Baker Road From South				Shield Road From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Grand Total	842	3148	26	4016	39	0	40	79	70	3618	319	4007	213	11	439	663	8765
Apprch %	21	78.4	0.6		49.4	0	50.6		1.7	90.3	8		32.1	1.7	66.2		
Total %	9.6	35.9	0.3	45.8	0.4	0	0.5	0.9	0.8	41.3	3.6	45.7	2.4	0.1	5	7.6	
Unshifted	810	2993	22	3825	38	0	39	77	67	3477	301	3845	201	10	406	617	8364
% Unshifted	96.2	95.1	84.6	95.2	97.4	0	97.5	97.5	95.7	96.1	94.4	96	94.4	90.9	92.5	93.1	95.4
Truck	0	92	0	92	0	0	0	0	0	94	3	97	2	0	0	2	191
% Truck	0	2.9	0	2.3	0	0	0	0	0	2.6	0.9	2.4	0.9	0	0	0.3	2.2
Bus	32	63	4	99	1	0	1	2	3	47	15	65	10	1	33	44	210
% Bus	3.8	2	15.4	2.5	2.6	0	2.5	2.5	4.3	1.3	4.7	1.6	4.7	9.1	7.5	6.6	2.4

Washtenaw County Road Commission

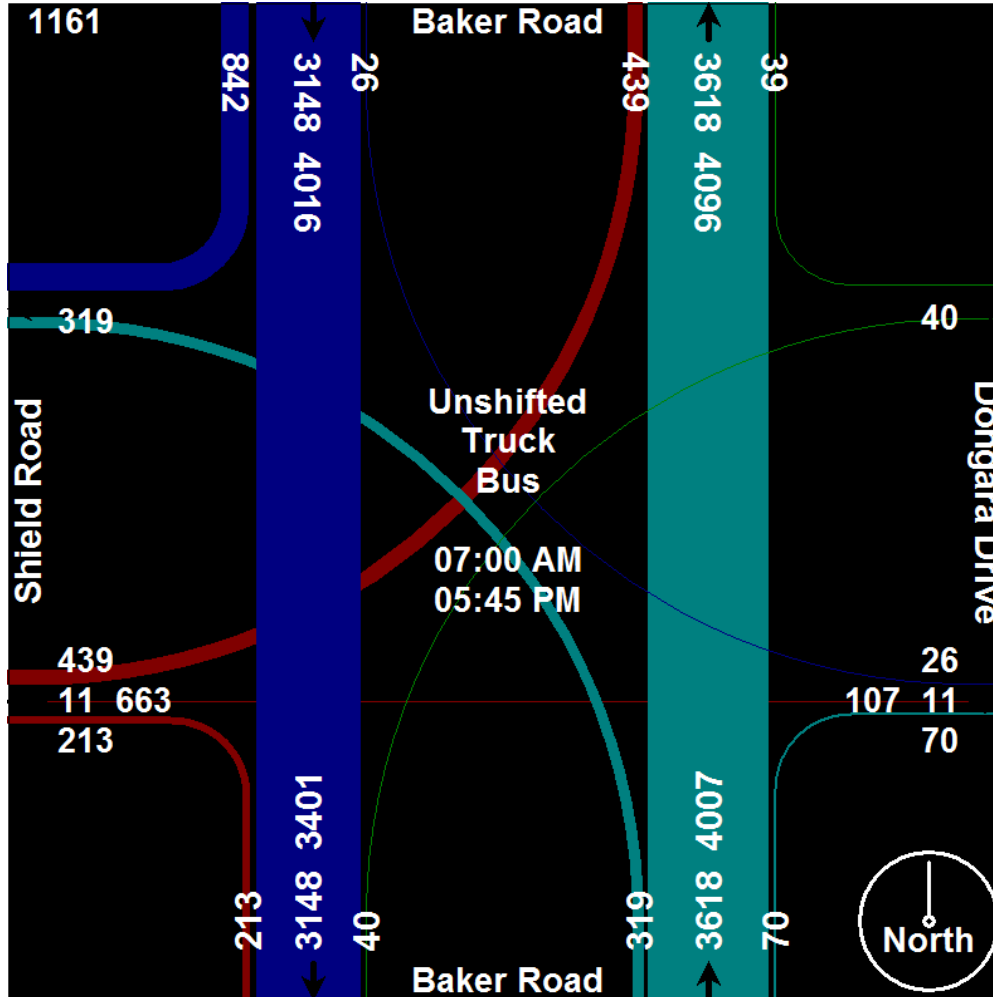
Baker Road and Shield Road, Scio Township

File Name : baker_shield
 Site Code : 00000000
 Start Date : 05/12/2015
 Page No : 3



Washtenaw County Road Commission
Baker Road and Shield Road, Scio Township

File Name : baker_shield
Site Code : 00000000
Start Date : 05/12/2015
Page No : 4



Washtenaw County Road Commission

Baker Road and Shield Road, Scio Township

File Name : baker_shield
 Site Code : 00000000
 Start Date : 05/12/2015
 Page No : 5

Start Time	Baker Road From North				Dongara Drive From East				Baker Road From South				Shield Road From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	54	221	0	275	4	0	2	6	2	78	14	94	17	0	20	37	412
07:30 AM	112	150	0	262	1	0	2	3	1	116	18	135	7	0	22	29	429
07:45 AM	77	165	2	244	2	0	3	5	0	148	11	159	8	0	37	45	453
08:00 AM	28	235	0	263	3	0	3	6	2	116	3	121	17	1	28	46	436
Total Volume	271	771	2	1044	10	0	10	20	5	458	46	509	49	1	107	157	1730
% App. Total	26	73.9	0.2		50	0	50		1	90	9		31.2	0.6	68.2		
PHF	.605	.820	.250	.949	.625	.000	.833	.833	.625	.774	.639	.800	.721	.250	.723	.853	.955

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	52	143	2	197	0	0	1	1	2	196	22	220	11	0	8	19	437
04:45 PM	33	121	1	155	1	0	1	2	1	225	20	246	5	0	13	18	421
05:00 PM	30	101	1	132	2	0	0	2	7	237	13	257	7	0	13	20	411
05:15 PM	42	102	1	145	0	0	2	2	6	237	30	273	3	0	9	12	432
Total Volume	157	467	5	629	3	0	4	7	16	895	85	996	26	0	43	69	1701
% App. Total	25	74.2	0.8		42.9	0	57.1		1.6	89.9	8.5		37.7	0	62.3		
PHF	.755	.816	.625	.798	.375	.000	.500	.875	.571	.944	.708	.912	.591	.000	.827	.863	.973

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

Start Time	11-May-15		Mon Total	12-May-15		Tue Total	13-May-15		Wed Total	14-May-15		Thu Total	Fri		Fri Total	Day Average
	NB	SB		NB	SB		NB	SB		NB	SB		NB	SB		
12:00 AM	*	*	*	50	26	76	34	37	71	46	29	75	*	*	*	74
01:00	*	*	*	26	11	37	26	10	36	29	10	39	*	*	*	37
02:00	*	*	*	15	27	42	9	28	37	16	38	54	*	*	*	44
03:00	*	*	*	19	19	38	13	22	35	19	22	41	*	*	*	38
04:00	*	*	*	30	58	88	36	52	88	33	64	97	*	*	*	91
05:00	*	*	*	108	194	302	112	213	325	115	198	313	*	*	*	313
06:00	*	*	*	185	498	683	196	502	698	176	513	689	*	*	*	690
07:00	*	*	*	354	861	1215	328	864	1192	346	834	1180	*	*	*	1196
08:00	*	*	*	362	810	1172	300	766	1066	326	738	1064	*	*	*	1101
09:00	*	*	*	267	536	803	237	438	675	307	485	792	*	*	*	757
10:00	*	*	*	308	379	687	298	374	672	254	358	612	*	*	*	657
11:00	379	379	758	345	407	752	380	379	759	*	*	*	*	*	*	756
12:00 PM	353	393	746	347	406	753	365	391	756	*	*	*	*	*	*	752
01:00	421	356	777	400	354	754	385	388	773	*	*	*	*	*	*	768
02:00	448	379	827	444	414	858	453	343	796	*	*	*	*	*	*	827
03:00	582	463	1045	617	408	1025	586	477	1063	*	*	*	*	*	*	1044
04:00	621	404	1025	573	370	943	633	414	1047	*	*	*	*	*	*	1005
05:00	669	323	992	693	334	1027	721	377	1098	*	*	*	*	*	*	1039
06:00	553	321	874	617	392	1009	573	357	930	*	*	*	*	*	*	938
07:00	347	195	542	399	246	645	398	278	676	*	*	*	*	*	*	621
08:00	225	162	387	380	251	631	401	216	617	*	*	*	*	*	*	545
09:00	196	127	323	187	118	305	234	226	460	*	*	*	*	*	*	363
10:00	99	65	164	109	82	191	136	96	232	*	*	*	*	*	*	196
11:00	67	52	119	91	52	143	80	58	138	*	*	*	*	*	*	133
Total	4960	3619		6926	7253		6934	7306		1667	3289		0	0		
Total			8579			14179			14240			4956			0	
24 Hr. Avg.																13985
AM Peak	-	-	11:00	-	-	07:00	-	-	07:00	-	-	07:00	-	-	-	07:00
Vol.	-	-	758	-	-	1215	-	-	1192	-	-	1180	-	-	-	1196
PM Peak	-	-	15:00	-	-	17:00	-	-	17:00	-	-	-	-	-	-	15:00
Vol.	-	-	1045	-	-	1027	-	-	1098	-	-	-	-	-	-	1044

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	7	451	195	11	61	6	4	8	2	2	0	0	1	10	758
12 PM	12	448	167	6	67	12	1	10	10	0	0	0	3	10	746
13:00	6	484	180	9	75	9	1	5	3	0	0	0	1	4	777
14:00	23	466	219	11	69	9	1	7	5	0	0	0	3	14	827
15:00	36	591	259	21	78	15	0	11	5	3	0	0	0	26	1045
16:00	28	645	210	20	76	17	1	11	1	0	0	0	1	15	1025
17:00	18	672	199	0	65	10	1	4	4	1	0	0	0	18	992
18:00	17	543	204	4	78	6	1	7	2	0	0	0	0	12	874
19:00	6	174	255	3	80	2	0	6	1	1	0	0	0	14	542
20:00	5	190	143	0	38	4	0	1	1	1	0	0	1	3	387
21:00	1	160	123	0	30	1	0	2	0	0	0	0	0	6	323
22:00	3	98	42	0	19	0	0	0	1	1	0	0	0	0	164
23:00	2	66	39	0	8	0	0	1	0	0	0	0	0	3	119
05/12/15	2	34	26	0	9	1	0	1	0	0	0	0	0	3	76
01:00	1	12	20	0	3	0	0	1	0	0	0	0	0	0	37
02:00	0	25	15	0	2	0	0	0	0	0	0	0	0	0	42
03:00	1	20	8	1	7	0	0	1	0	0	0	0	0	0	38
04:00	0	48	18	2	15	2	0	1	1	0	0	0	0	1	88
05:00	3	168	68	2	51	2	0	1	0	0	0	0	0	7	302
06:00	3	392	177	21	75	5	0	4	1	0	0	0	0	5	683
07:00	11	662	371	44	92	7	1	7	4	2	0	0	1	13	1215
08:00	15	560	387	36	124	11	2	10	6	1	0	0	0	20	1172
09:00	7	401	257	9	94	6	2	9	4	3	0	0	1	10	803
10:00	14	314	205	12	97	4	2	11	2	2	0	0	4	20	687
Total	221	7624	3787	212	1313	129	17	119	53	17	0	0	16	214	13722
Percent	1.6%	55.6%	27.6%	1.5%	9.6%	0.9%	0.1%	0.9%	0.4%	0.1%	0.0%	0.0%	0.1%	1.6%	

AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00			11:00	11:00	11:00
Vol.	7	451	195	11	61	6	4	8	2	2			1	10	758
PM Peak	15:00	17:00	15:00	15:00	19:00	16:00	12:00	15:00	12:00	15:00			12:00	15:00	15:00
Vol.	36	672	259	21	80	17	1	11	10	3			3	26	1045

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

NB, SB															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	15	326	247	12	99	16	3	7	5	0	0	0	2	20	752
12 PM	15	340	228	12	91	20	3	14	5	0	0	1	0	24	753
13:00	17	329	245	6	109	7	2	11	5	1	0	0	1	21	754
14:00	12	414	278	17	80	14	2	14	5	1	0	0	0	21	858
15:00	25	542	309	23	85	11	3	5	3	0	0	0	0	19	1025
16:00	26	539	263	16	60	6	2	11	3	0	0	0	1	16	943
17:00	27	625	256	3	64	10	2	17	2	1	0	0	0	20	1027
18:00	15	619	275	2	74	5	1	7	1	0	0	0	1	9	1009
19:00	3	395	190	1	48	3	0	1	0	0	0	0	0	4	645
20:00	1	391	189	2	45	1	0	2	0	0	0	0	0	0	631
21:00	6	200	73	1	23	0	0	1	1	0	0	0	0	0	305
22:00	0	131	35	0	24	0	0	0	1	0	0	0	0	0	191
23:00	1	97	31	0	9	1	1	1	2	0	0	0	0	0	143
05/13/15	0	54	12	0	4	1	0	0	0	0	0	0	0	0	71
01:00	1	24	8	0	1	0	1	0	0	0	0	0	0	1	36
02:00	0	24	9	0	2	0	0	1	1	0	0	0	0	0	37
03:00	1	23	4	0	7	0	0	0	0	0	0	0	0	0	35
04:00	2	49	23	2	12	0	0	0	0	0	0	0	0	0	88
05:00	1	196	82	3	40	1	0	1	0	0	0	0	0	1	325
06:00	3	396	184	14	87	2	0	2	3	0	0	0	0	7	698
07:00	5	692	330	37	101	6	1	5	4	0	0	0	0	11	1192
08:00	16	581	323	33	83	6	0	17	3	1	0	0	0	3	1066
09:00	8	355	202	10	71	3	2	16	2	0	0	0	0	6	675
10:00	12	329	210	10	70	13	0	11	6	0	0	0	3	8	672
Total	212	7671	4006	204	1289	126	23	144	52	4	0	1	8	191	13931
Percent	1.5%	55.1%	28.8%	1.5%	9.3%	0.9%	0.2%	1.0%	0.4%	0.0%	0.0%	0.0%	0.1%	1.4%	

AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00	11:00	11:00
Vol.	15	326	247	12	99	16	3	7	5				2	20	752
PM Peak	17:00	17:00	15:00	15:00	13:00	12:00	12:00	17:00	12:00	13:00		12:00	13:00	12:00	17:00
Vol.	27	625	309	23	109	20	3	17	5	1		1	1	24	1027

Washtenaw County Road Commission

Scio Township

Baker Rd N of Shield Rd
Shield / Dan Hoey

Site Code: 0080710009
Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	8	359	260	9	85	9	2	9	12	0	0	0	1	5	759
12 PM	10	426	213	9	71	4	3	10	4	0	0	0	1	5	756
13:00	2	430	230	7	82	2	0	8	5	1	0	0	0	6	773
14:00	13	426	201	19	93	10	1	13	6	0	0	0	0	14	796
15:00	20	582	288	27	109	11	1	9	2	1	0	0	1	12	1063
16:00	21	591	272	20	86	12	2	17	6	1	0	0	1	18	1047
17:00	38	644	279	7	75	14	0	11	4	0	0	0	0	26	1098
18:00	21	547	263	2	63	8	1	10	3	0	0	0	0	12	930
19:00	5	410	203	0	46	4	0	4	1	1	0	0	0	2	676
20:00	6	327	220	0	61	1	0	2	0	0	0	0	0	0	617
21:00	4	300	117	4	30	2	0	2	1	0	0	0	0	0	460
22:00	1	139	65	2	24	0	0	1	0	0	0	0	0	0	232
23:00	1	100	30	0	7	0	0	0	0	0	0	0	0	0	138
05/14/15	1	53	14	0	6	0	0	0	0	0	0	0	1	0	75
01:00	0	24	12	0	3	0	0	0	0	0	0	0	0	0	39
02:00	0	30	18	0	6	0	0	0	0	0	0	0	0	0	54
03:00	0	22	10	1	7	0	0	0	0	0	0	0	1	0	41
04:00	1	51	24	2	16	0	0	1	0	0	0	0	1	1	97
05:00	0	179	82	3	45	0	0	1	0	1	0	0	1	1	313
06:00	5	392	174	18	84	1	0	7	2	1	0	0	1	4	689
07:00	16	692	323	33	89	4	0	14	2	2	0	0	0	5	1180
08:00	11	541	330	34	109	4	1	16	4	1	0	0	0	13	1064
09:00	9	381	290	6	82	9	0	6	3	2	0	0	0	4	792
10:00	7	272	202	6	95	4	4	11	6	1	0	0	0	4	612
Total	200	7918	4120	209	1374	99	15	152	61	12	0	0	9	132	14301
Percent	1.4%	55.4%	28.8%	1.5%	9.6%	0.7%	0.1%	1.1%	0.4%	0.1%	0.0%	0.0%	0.1%	0.9%	

AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00	11:00	11:00
Vol.	8	359	260	9	85	9	2	9	12				1	5	759
PM Peak	17:00	17:00	15:00	15:00	15:00	17:00	12:00	16:00	14:00	13:00			12:00	17:00	17:00
Vol.	38	644	288	27	109	14	3	17	6	1			1	26	1098

Washtenaw County Road Commission

Baker Rd N of Shield Rd
Shield / Dan Hoey

Scio Township
COMBINED

Site Code: 0080710009

Report for 05/11/2015 11:00:00 AM to 05/14/2015 10:59:59 AM

SPEED STATISTICS - 25 - 30 mph

Speed in MPH	1 - 15	16 - 20	21 - 23	24 - 25	26 - 27	28 - 30	31 - 33	34 - 35	36 - 37	38 - 40	41 - 42	43 - 45	46 - 50	51 - 9999
Count	1230	1603	1548	1426	2086	5196	8529	6365	5339	5178	1766	1189	438	61
Percent	2.9	3.8	3.7	3.4	5.0	12.4	20.3	15.2	12.7	12.3	4.2	2.8	1.0	0.1
Over Speed	15	20	23	25	27	30	33	35	37	40	42	45	50	9999
Count	40724	39121	37573	36147	34061	28865	20336	13971	8632	3454	1688	499	61	0
Percent	97.1	93.2	89.6	86.2	81.2	68.8	48.5	33.3	20.6	8.2	4.0	1.2	0.1	0.0
Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%					
Speed	19	23	26	33	33	34	39	40	42					

Average 32
(Mean)

Pace Speed 30-39
Number in 26156
Pace
Percent in 62.3
Pace

Washtenaw County Road Commission

Scio Township

Baker Rd S of Shield Rd
N of Baker Heights

Site Code: 0080920010
Date Start: 11-May-15

Start Time	11-May-15		Mon Total	12-May-15		Tue Total	13-May-15		Wed Total	14-May-15		Thu Total	Fri		Fri Total	Day Average
	NB	SB		NB	SB		NB	SB		NB	SB		NB	SB		
12:00 AM	*	*	*	56	24	80	42	29	71	47	28	75	*	*	*	75
01:00	*	*	*	33	11	44	28	15	43	33	10	43	*	*	*	43
02:00	*	*	*	13	25	38	11	26	37	16	34	50	*	*	*	42
03:00	*	*	*	23	17	40	11	21	32	16	21	37	*	*	*	36
04:00	*	*	*	21	58	79	27	59	86	28	61	89	*	*	*	85
05:00	*	*	*	84	201	285	90	197	287	82	200	282	*	*	*	285
06:00	*	*	*	168	504	672	173	513	686	166	505	671	*	*	*	676
07:00	*	*	*	366	726	1092	368	741	1109	344	702	1046	*	*	*	1082
08:00	*	*	*	361	852	1213	326	817	1143	332	737	1069	*	*	*	1142
09:00	*	*	*	255	543	798	265	468	733	285	475	760	*	*	*	764
10:00	*	*	*	293	374	667	286	377	663	228	350	578	*	*	*	636
11:00	*	*	*	325	371	696	351	363	714	324	378	702	*	*	*	704
12:00 PM	356	369	725	357	396	753	387	376	763	*	*	*	*	*	*	747
01:00	424	342	766	391	353	744	390	371	761	*	*	*	*	*	*	757
02:00	490	367	857	472	386	858	462	343	805	*	*	*	*	*	*	840
03:00	641	430	1071	702	367	1069	665	442	1107	*	*	*	*	*	*	1082
04:00	774	399	1173	764	397	1161	843	410	1253	*	*	*	*	*	*	1196
05:00	877	342	1219	838	247	1085	966	380	1346	*	*	*	*	*	*	1217
06:00	620	273	893	732	302	1034	743	295	1038	*	*	*	*	*	*	988
07:00	369	180	549	417	216	633	394	247	641	*	*	*	*	*	*	608
08:00	233	136	369	305	239	544	343	218	561	*	*	*	*	*	*	491
09:00	211	126	337	198	100	298	235	202	437	*	*	*	*	*	*	357
10:00	107	57	164	110	82	192	148	77	225	*	*	*	*	*	*	194
11:00	77	52	129	95	54	149	82	58	140	*	*	*	*	*	*	139
Total	5179	3073		7379	6845		7636	7045		1901	3501		0	0		
Total			8252			14224			14681			5402			0	
24 Hr. Avg.																14186
AM Peak	-	-	-	-	-	08:00	-	-	08:00	-	-	08:00	-	-	-	08:00
Vol.	-	-	-	-	-	1213	-	-	1143	-	-	1069	-	-	-	1142
PM Peak	-	-	17:00	-	-	16:00	-	-	17:00	-	-	-	-	-	-	17:00
Vol.	-	-	1219	-	-	1161	-	-	1346	-	-	-	-	-	-	1217

Washtenaw County Road Commission

Scio Township

Baker Rd S of Shield Rd
N of Baker Heights

Site Code: 0080920010
Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12 PM	4	535	125	3	28	7	1	9	11	0	0	0	1	1	725
13:00	3	567	135	5	42	5	0	3	2	0	0	0	1	3	766
14:00	1	616	150	21	44	7	0	8	10	0	0	0	0	0	857
15:00	7	777	193	25	43	6	1	9	7	2	0	0	1	0	1071
16:00	6	911	169	24	40	4	0	9	6	0	0	0	0	4	1173
17:00	4	964	199	0	40	5	0	3	3	0	0	0	0	1	1219
18:00	2	728	135	0	18	2	0	4	2	1	0	0	0	1	893
19:00	1	415	113	1	12	0	0	3	3	1	0	0	0	0	549
20:00	0	291	60	0	13	1	0	1	2	0	0	0	0	1	369
21:00	0	263	63	0	10	0	0	0	0	0	0	0	1	0	337
22:00	0	140	20	0	2	0	0	1	0	1	0	0	0	0	164
23:00	0	103	20	0	4	0	0	1	1	0	0	0	0	0	129
05/12/15	0	62	14	0	2	0	0	0	2	0	0	0	0	0	80
01:00	0	37	5	0	1	0	0	1	0	0	0	0	0	0	44
02:00	0	29	8	0	1	0	0	0	0	0	0	0	0	0	38
03:00	1	25	8	1	4	0	0	1	0	0	0	0	0	0	40
04:00	0	49	19	1	8	2	0	0	0	0	0	0	0	0	79
05:00	0	202	66	3	12	1	0	0	0	0	0	0	0	1	285
06:00	2	464	144	21	35	2	0	2	1	0	0	0	0	1	672
07:00	7	814	203	21	30	5	1	3	6	0	0	0	1	1	1092
08:00	9	820	252	34	64	5	0	11	13	3	0	0	0	2	1213
09:00	3	540	169	11	50	2	1	7	4	3	0	0	1	7	798
10:00	5	442	138	9	40	8	0	7	9	2	0	0	0	7	667
11:00	3	447	167	6	41	8	0	5	11	0	0	0	0	8	696
Total	58	10241	2575	186	584	70	4	88	93	13	0	0	6	38	13956
Percent	0.4%	73.4%	18.5%	1.3%	4.2%	0.5%	0.0%	0.6%	0.7%	0.1%	0.0%	0.0%	0.0%	0.3%	

AM Peak Vol.

PM Peak Vol.	15:00	17:00	17:00	15:00	14:00	12:00	12:00	12:00	12:00	15:00		12:00	16:00	17:00
	7	964	199	25	44	7	1	9	11	2		1	4	1219

Washtenaw County Road Commission

Scio Township

Baker Rd S of Shield Rd
N of Baker Heights

Site Code: 0080920010
Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12 PM	1	508	163	10	37	2	1	7	16	0	0	0	2	6	753
13:00	2	492	170	7	42	3	0	13	7	2	0	0	0	6	744
14:00	2	545	205	28	48	8	1	6	8	0	0	0	1	6	858
15:00	2	732	230	22	54	8	2	5	7	3	0	0	1	3	1069
16:00	7	846	225	24	29	4	0	12	7	0	0	0	0	7	1161
17:00	32	809	183	3	28	12	1	8	1	2	2	0	0	4	1085
18:00	6	826	164	3	24	6	0	2	1	0	0	0	2	0	1034
19:00	0	498	107	4	16	3	0	3	0	1	0	0	1	0	633
20:00	4	419	102	2	15	0	0	2	0	0	0	0	0	0	544
21:00	4	230	51	1	9	1	0	1	1	0	0	0	0	0	298
22:00	1	147	34	0	9	0	0	0	1	0	0	0	0	0	192
23:00	0	123	21	0	1	2	0	0	2	0	0	0	0	0	149
05/13/15	0	57	13	0	1	0	0	0	0	0	0	0	0	0	71
01:00	0	34	8	0	0	0	0	0	1	0	0	0	0	0	43
02:00	0	29	6	0	0	0	0	1	1	0	0	0	0	0	37
03:00	0	25	6	0	1	0	0	0	0	0	0	0	0	0	32
04:00	2	60	19	2	3	0	0	0	0	0	0	0	0	0	86
05:00	0	210	60	2	14	1	0	0	0	0	0	0	0	0	287
06:00	0	485	151	15	26	1	0	1	4	0	0	0	1	2	686
07:00	4	827	203	13	44	6	0	4	6	1	0	0	0	1	1109
08:00	13	782	238	39	45	12	0	10	3	0	0	0	0	1	1143
09:00	3	488	168	7	43	4	0	9	10	0	0	0	0	1	733
10:00	4	439	153	8	32	9	0	4	10	0	0	0	1	3	663
11:00	2	450	181	5	43	8	0	11	10	1	0	0	1	2	714
Total	89	10061	2861	195	564	90	5	99	96	10	2	0	10	42	14124
Percent	0.6%	71.2%	20.3%	1.4%	4.0%	0.6%	0.0%	0.7%	0.7%	0.1%	0.0%	0.0%	0.1%	0.3%	

AM Peak

Vol.

PM Peak

Vol.

17:00	16:00	15:00	14:00	15:00	17:00	15:00	13:00	12:00	15:00	17:00		12:00	16:00	16:00
32	846	230	28	54	12	2	13	16	3	2		2	7	1161

Washtenaw County Road Commission

Scio Township

Baker Rd S of Shield Rd
N of Baker Heights

Site Code: 0080920010
Date Start: 11-May-15

NB, SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12 PM	5	502	186	10	38	5	0	6	9	0	0	0	0	2	763
13:00	3	515	176	8	41	3	0	5	7	0	0	0	0	3	761
14:00	3	524	169	33	51	4	2	6	10	0	0	0	1	2	805
15:00	3	772	221	29	58	6	0	7	7	0	0	0	0	4	1107
16:00	4	917	249	22	38	3	0	9	7	0	0	0	1	3	1253
17:00	13	1026	232	3	53	5	0	4	3	0	0	0	0	7	1346
18:00	4	845	151	3	22	4	0	5	2	1	0	0	0	1	1038
19:00	1	502	112	2	14	3	0	3	2	2	0	0	0	0	641
20:00	8	419	117	1	13	1	0	1	0	0	0	0	0	1	561
21:00	5	344	73	4	6	0	0	2	2	0	0	0	0	1	437
22:00	1	173	42	1	7	0	0	1	0	0	0	0	0	0	225
23:00	0	114	22	1	1	1	0	0	0	0	0	0	1	0	140
05/14/15	0	66	8	0	0	0	0	0	0	0	0	0	1	0	75
01:00	0	34	9	0	0	0	0	0	0	0	0	0	0	0	43
02:00	0	35	13	0	1	0	0	0	0	0	0	0	0	1	50
03:00	0	22	11	1	2	0	0	0	0	0	0	0	1	0	37
04:00	1	60	20	2	4	0	0	0	0	0	0	0	1	1	89
05:00	1	201	58	1	16	0	0	2	0	1	0	0	1	1	282
06:00	2	462	144	19	34	2	0	5	2	0	0	0	0	1	671
07:00	13	767	196	12	40	5	0	6	3	1	0	0	0	3	1046
08:00	13	737	212	30	51	8	0	7	5	1	0	0	0	5	1069
09:00	4	493	191	5	44	4	2	9	6	1	0	0	0	1	760
10:00	2	370	136	5	44	6	1	6	5	1	0	0	0	2	578
11:00	2	457	169	7	36	5	0	11	10	1	0	0	0	4	702
Total	88	10357	2917	199	614	65	5	95	80	9	0	0	7	43	14479
Percent	0.6%	71.5%	20.1%	1.4%	4.2%	0.4%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.3%	

AM Peak Vol.

PM Peak Vol.	17:00	17:00	16:00	14:00	15:00	15:00	14:00	16:00	14:00	19:00		14:00	17:00	17:00
	13	1026	249	33	58	6	2	9	10	2		1	7	1346

Washtenaw County Road Commission

Baker Rd S of Shield Rd
N of Baker Heights

Scio Township
COMBINED

Site Code: 0080920010

Report for 05/11/2015 12:00:00 PM to 05/14/2015 11:59:59 AM

SPEED STATISTICS - 35 - 40 mph

Speed in MPH	1 - 20	21 - 25	26 - 30	31 - 32	33 - 35	36 - 37	38 - 40	41 - 42	43 - 45	46 - 47	48 - 50	51 - 52	53 - 55	56 - 9999
Count	650	313	782	1050	3882	4922	10393	7217	7866	2969	1839	430	181	65
Percent	1.5	0.7	1.8	2.5	9.1	11.6	24.4	17.0	18.5	7.0	4.3	1.0	0.4	0.2
Over Speed	20	25	30	32	35	37	40	42	45	47	50	52	55	9999
Count	41909	41596	40814	39764	35882	30960	20567	13350	5484	2515	676	246	65	0
Percent	98.5	97.7	95.9	93.4	84.3	72.7	48.3	31.4	12.9	5.9	1.6	0.6	0.2	0.0
Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%					
Speed	31	34	35	40	40	41	45	46	48					

Average 40
(Mean)

Pace Speed 36-45
Number in 30398
Pace
Percent in 71.4
Pace

Washtenaw County Road Commission

Scio Township

Dongara Dr E of Baker Rd

Site Code: 0080930011

Date Start: 11-May-15

Start Time	11-May-15		Mon Total	12-May-15		Tue Total	13-May-15		Wed Total	14-May-15		Thu Total	Fri		Fri Total	Day Average
	EB	WB		EB	WB		EB	WB		EB	WB		EB	WB		
12:00 AM	*	*	*	2	1	3	3	1	4	4	2	6	*	*	*	4
01:00	*	*	*	1	3	4	2	0	2	1	0	1	*	*	*	2
02:00	*	*	*	0	0	0	0	1	1	0	2	2	*	*	*	1
03:00	*	*	*	0	1	1	0	0	0	0	0	0	*	*	*	0
04:00	*	*	*	1	5	6	1	5	6	0	2	2	*	*	*	5
05:00	*	*	*	1	5	6	1	4	5	2	3	5	*	*	*	5
06:00	*	*	*	4	7	11	2	15	17	1	14	15	*	*	*	14
07:00	*	*	*	6	16	22	12	20	32	8	13	21	*	*	*	25
08:00	*	*	*	10	22	32	19	22	41	11	22	33	*	*	*	35
09:00	*	*	*	12	12	24	38	31	69	8	9	17	*	*	*	37
10:00	*	*	*	13	11	24	32	17	49	14	14	28	*	*	*	34
11:00	*	*	*	6	6	12	18	12	30	7	5	12	*	*	*	18
12:00 PM	14	16	30	14	10	24	23	14	37	*	*	*	*	*	*	30
01:00	14	16	30	6	13	19	30	13	43	*	*	*	*	*	*	31
02:00	32	29	61	16	18	34	40	21	61	*	*	*	*	*	*	52
03:00	38	17	55	24	15	39	48	9	57	*	*	*	*	*	*	50
04:00	19	15	34	16	6	22	16	21	37	*	*	*	*	*	*	31
05:00	24	14	38	36	10	46	33	9	42	*	*	*	*	*	*	42
06:00	28	12	40	22	14	36	18	8	26	*	*	*	*	*	*	34
07:00	10	6	16	21	12	33	17	10	27	*	*	*	*	*	*	25
08:00	22	6	28	20	5	25	12	8	20	*	*	*	*	*	*	24
09:00	12	9	21	11	5	16	16	2	18	*	*	*	*	*	*	18
10:00	9	12	21	7	8	15	9	1	10	*	*	*	*	*	*	15
11:00	8	5	13	2	2	4	2	3	5	*	*	*	*	*	*	7
Total	230	157	387	251	207	458	392	247	639	56	86	142	0	0	0	
24 Hr. Avg.																539
AM Peak	-	-	-	-	-	08:00	-	-	09:00	-	-	08:00	-	-	-	09:00
Vol.	-	-	-	-	-	32	-	-	69	-	-	33	-	-	-	37
PM Peak	-	-	14:00	-	-	17:00	-	-	14:00	-	-	-	-	-	-	14:00
Vol.	-	-	61	-	-	46	-	-	61	-	-	-	-	-	-	52

Washtenaw County Road Commission

Scio Township

Shield Rd W of Baker Rd
Baker / Weber

Site Code: 0080740012
Date Start: 11-May-15

Start Time	11-May-15		Mon Total	12-May-15		Tue Total	13-May-15		Wed Total	14-May-15		Thu Total	Fri		Fri Total	Day Average
	EB	WB		EB	WB		EB	WB		EB	WB		EB	WB		
12:00 AM	*	*	*	0	7	7	1	4	5	1	5	6	*	*	*	6
01:00	*	*	*	3	5	8	1	2	3	1	1	2	*	*	*	4
02:00	*	*	*	1	4	5	0	3	3	1	3	4	*	*	*	4
03:00	*	*	*	5	4	9	7	2	9	6	3	9	*	*	*	9
04:00	*	*	*	11	2	13	12	1	13	10	0	10	*	*	*	12
05:00	*	*	*	30	0	30	27	3	30	36	2	38	*	*	*	33
06:00	*	*	*	62	25	87	59	24	83	51	34	85	*	*	*	85
07:00	*	*	*	116	284	400	138	285	423	120	274	394	*	*	*	406
08:00	*	*	*	102	81	183	99	87	186	98	91	189	*	*	*	186
09:00	*	*	*	73	46	119	52	49	101	75	51	126	*	*	*	115
10:00	*	*	*	58	67	125	44	40	84	59	47	106	*	*	*	105
11:00	85	59	144	74	65	139	66	61	127	*	*	*	*	*	*	137
12:00 PM	65	66	131	76	67	143	59	74	133	*	*	*	*	*	*	136
01:00	66	71	137	62	53	115	80	71	151	*	*	*	*	*	*	134
02:00	92	119	211	85	135	220	102	99	201	*	*	*	*	*	*	211
03:00	121	190	311	135	174	309	101	189	290	*	*	*	*	*	*	303
04:00	78	177	255	84	211	295	80	223	303	*	*	*	*	*	*	284
05:00	70	172	242	73	235	308	92	247	339	*	*	*	*	*	*	296
06:00	55	96	151	76	215	291	87	238	325	*	*	*	*	*	*	256
07:00	40	57	97	72	91	163	91	103	194	*	*	*	*	*	*	151
08:00	20	44	64	133	60	193	140	67	207	*	*	*	*	*	*	155
09:00	21	24	45	18	31	49	42	54	96	*	*	*	*	*	*	63
10:00	4	25	29	17	19	36	15	24	39	*	*	*	*	*	*	35
11:00	5	10	15	2	7	9	9	12	21	*	*	*	*	*	*	15
Total	722	1110		1368	1888		1404	1962		458	511		0	0		
Total			1832			3256			3366			969			0	
24 Hr. Avg.																3141
AM Peak	-	-	11:00	-	-	07:00	-	-	07:00	-	-	07:00	-	-	-	07:00
Vol.	-	-	144	-	-	400	-	-	423	-	-	394	-	-	-	406
PM Peak	-	-	15:00	-	-	15:00	-	-	17:00	-	-	-	-	-	-	15:00
Vol.	-	-	311	-	-	309	-	-	339	-	-	-	-	-	-	303

Washtenaw County Road Commission

Scio Township

Shield Rd W of Baker Rd
Baker / Weber

Site Code: 0080740012
Date Start: 11-May-15

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	0	116	23	1	4	0	0	0	0	0	0	0	0	0	144
12 PM	2	97	25	2	3	1	0	1	0	0	0	0	0	0	131
13:00	2	114	16	0	5	0	0	0	0	0	0	0	0	0	137
14:00	0	148	37	12	11	1	0	2	0	0	0	0	0	0	211
15:00	0	259	30	13	7	1	0	0	0	0	0	0	0	1	311
16:00	0	213	29	3	10	0	0	0	0	0	0	0	0	0	255
17:00	1	214	24	0	3	0	0	0	0	0	0	0	0	0	242
18:00	1	136	9	0	4	0	0	1	0	0	0	0	0	0	151
19:00	1	76	16	0	3	1	0	0	0	0	0	0	0	0	97
20:00	0	60	4	0	0	0	0	0	0	0	0	0	0	0	64
21:00	0	39	5	0	1	0	0	0	0	0	0	0	0	0	45
22:00	0	22	6	0	1	0	0	0	0	0	0	0	0	0	29
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
05/12/15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
05:00	0	22	8	0	0	0	0	0	0	0	0	0	0	0	30
06:00	0	69	14	2	2	0	0	0	0	0	0	0	0	0	87
07:00	1	324	30	37	7	0	0	0	0	0	0	0	0	1	400
08:00	1	144	25	7	5	1	0	0	0	0	0	0	0	0	183
09:00	2	94	19	1	2	0	0	0	0	1	0	0	0	0	119
10:00	0	88	24	5	3	1	0	4	0	0	0	0	0	0	125
Total	11	2288	348	83	71	6	0	8	0	1	0	0	0	2	2818
Percent	0.4%	81.2%	12.3%	2.9%	2.5%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

AM Peak Vol.		11:00 116	11:00 23	11:00 1	11:00 4										11:00 144
PM Peak Vol.	12:00 2	15:00 259	14:00 37	15:00 13	14:00 11	12:00 1		14:00 2						15:00 1	15:00 311

Washtenaw County Road Commission

Scio Township

Shield Rd W of Baker Rd
Baker / Weber

Site Code: 0080740012
Date Start: 11-May-15

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	0	108	24	3	2	2	0	0	0	0	0	0	0	0	139
12 PM	2	101	30	1	8	0	0	1	0	0	0	0	0	0	143
13:00	0	91	20	1	3	0	0	0	0	0	0	0	0	0	115
14:00	0	179	21	12	7	0	0	1	0	0	0	0	0	0	220
15:00	0	250	35	16	8	0	0	0	0	0	0	0	0	0	309
16:00	0	261	27	3	4	0	0	0	0	0	0	0	0	0	295
17:00	2	255	48	1	2	0	0	0	0	0	0	0	0	0	308
18:00	0	255	33	0	2	1	0	0	0	0	0	0	0	0	291
19:00	0	130	24	4	4	0	0	1	0	0	0	0	0	0	163
20:00	0	164	27	1	1	0	0	0	0	0	0	0	0	0	193
21:00	0	41	6	1	1	0	0	0	0	0	0	0	0	0	49
22:00	0	29	5	0	2	0	0	0	0	0	0	0	0	0	36
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
05/13/15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	11	0	0	2	0	0	0	0	0	0	0	0	0	13
05:00	0	21	9	0	0	0	0	0	0	0	0	0	0	0	30
06:00	1	58	16	3	4	1	0	0	0	0	0	0	0	0	83
07:00	0	334	47	39	3	0	0	0	0	0	0	0	0	0	423
08:00	1	145	29	6	4	0	0	1	0	0	0	0	0	0	186
09:00	1	80	16	1	3	0	0	0	0	0	0	0	0	0	101
10:00	0	71	8	3	2	0	0	0	0	0	0	0	0	0	84
Total	7	2610	428	95	62	4	0	4	0	0	0	0	0	0	3210
Percent	0.2%	81.3%	13.3%	3.0%	1.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

AM Peak		11:00	11:00	11:00	11:00	11:00									11:00
Vol.		108	24	3	2	2									139
PM Peak	12:00	16:00	17:00	15:00	12:00	18:00		12:00							15:00
Vol.	2	261	48	16	8	1		1							309

Washtenaw County Road Commission

Scio Township

Shield Rd W of Baker Rd
Baker / Weber

Site Code: 0080740012
Date Start: 11-May-15

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11:00	0	96	24	2	4	0	0	1	0	0	0	0	0	0	127
12 PM	1	102	21	4	4	0	0	0	0	0	0	0	0	1	133
13:00	0	118	28	4	1	0	0	0	0	0	0	0	0	0	151
14:00	0	159	25	11	4	0	0	1	0	0	0	0	0	1	201
15:00	0	226	43	12	6	2	0	1	0	0	0	0	0	0	290
16:00	0	248	45	3	6	1	0	0	0	0	0	0	0	0	303
17:00	0	278	55	1	4	0	0	1	0	0	0	0	0	0	339
18:00	0	284	36	0	5	0	0	0	0	0	0	0	0	0	325
19:00	1	177	15	0	1	0	0	0	0	0	0	0	0	0	194
20:00	3	181	17	1	4	1	0	0	0	0	0	0	0	0	207
21:00	0	83	7	5	0	0	0	1	0	0	0	0	0	0	96
22:00	0	33	6	0	0	0	0	0	0	0	0	0	0	0	39
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
05/14/15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	27	10	0	1	0	0	0	0	0	0	0	0	0	38
06:00	0	63	20	0	1	1	0	0	0	0	0	0	0	0	85
07:00	0	318	34	39	2	0	0	0	0	0	0	0	0	1	394
08:00	0	138	33	10	8	0	0	0	0	0	0	0	0	0	189
09:00	0	94	27	1	4	0	0	0	0	0	0	0	0	0	126
10:00	1	71	28	3	3	0	0	0	0	0	0	0	0	0	106
Total	6	2744	478	96	58	5	0	5	0	0	0	0	0	3	3395
Percent	0.2%	80.8%	14.1%	2.8%	1.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

AM Peak Vol.		11:00 96	11:00 24	11:00 2	11:00 4			11:00 1							11:00 127
PM Peak Vol.	20:00 3	18:00 284	17:00 55	15:00 12	15:00 6	15:00 2		14:00 1						12:00 1	17:00 339

Washtenaw County Road Commission

Shield Rd W of Baker Rd
Baker / Weber

Scio Township
COMBINED

Site Code: 0080740012

Report for 05/11/2015 11:00:00 AM to 05/14/2015 10:59:59 AM

SPEED STATISTICS - 45 - 50 mph

Speed in MPH	1 - 25	26 - 35	36 - 40	41 - 42	43 - 45	46 - 47	48 - 50	51 - 52	53 - 55	56 - 57	58 - 60	61 - 61	62 - 65	66 - 9999
Count	524	4782	2901	609	405	103	68	15	12	2	0	0	2	0
Percent	5.6	50.7	30.8	6.5	4.3	1.1	0.7	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Over Speed	25	35	40	42	45	47	50	52	55	57	60	61	65	9999
Count	8899	4117	1216	607	202	99	31	16	4	2	2	2	0	0
Percent	94.4	43.7	12.9	6.4	2.1	1.1	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%					
Speed	25	28	29	34	35	35	40	41	43					

Average 34
(Mean)

Pace Speed 31-40
Number in 6241
Pace
Percent in 66.2
Pace

APPENDIX B

PUBLIC MEETING

Concerns

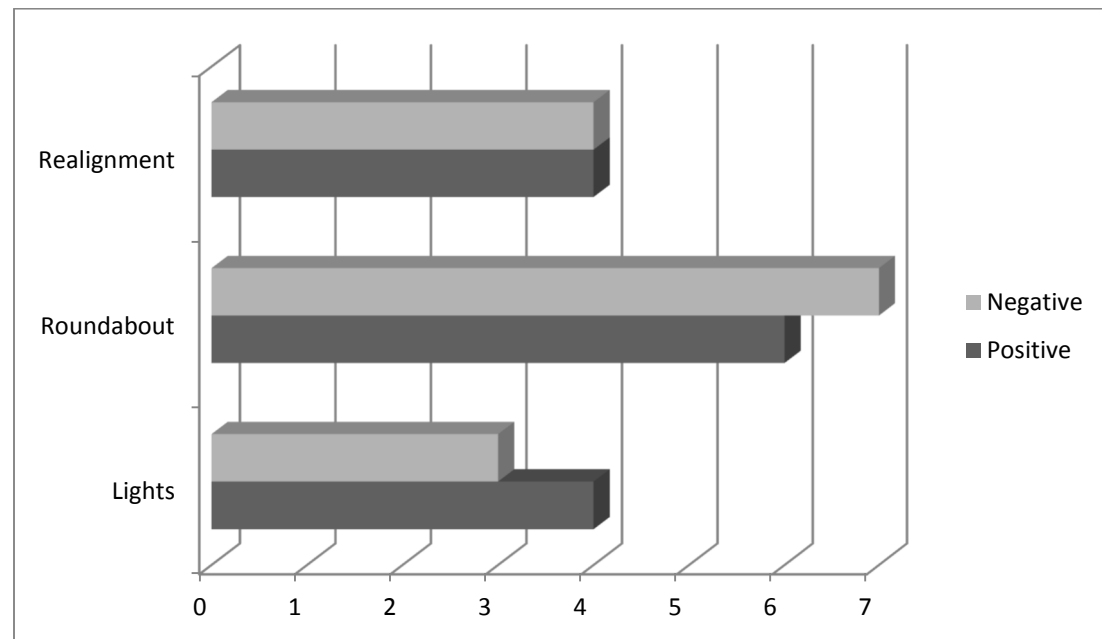
Concern	Safety for all Travelers	Traffic flow/efficiency	Ease of use for non-motorized users	Cost	Minimize Environmental Impact/ Right of Way	Aesthetics/Sense of Place
Shield Road turning left onto Baker		x				
Speed limit on Shield Lower	x					
Backed up traffic		x				
Roundabout would be a bad idea. Too many new drivers	x	x	x			
Safety and accessibility of bus drivers/students	x	x	x			
Safety for kids and pedestrians in general - especially walking to high school events	x		x			
Value of my home - live very close to Shield intersection						
The amount of time this is going to take						
Keeping traffic moving safely	x	x				
The cost				x		
The Shield road and Baker Road intersection, especially for drivers turning left from Shield to Baker and making it flow better and safer, especially for high school drivers	x	x				
Semis use Baker Road 24-7						
Impossible to make a left or right turn from Shield to Baker when school is in session in am and pm.		x				
Fast traffic on Baker Road	x					
School buses waste countless hours and gas waiting to make the turn		x				
Danger	x					
Delays		x				
Traffic flow from Shield to Baker		x				
Consideration of future traffic from new development on Baker south of Shield		x				
Pedestrian traffic - to and from schools	x		x			
Constant flow of traffic	x					
School traffic		x				
Buses cannot get out		x				
Safety	x					
Inability of getting from Shield Road onto Baker		x				
Flow of traffic during rush hours and backups		x				
Both of these intersections are in need of improvements, especially the Baker Rd/Shield Rd. intersection which cannot currently handle the capacity of cars during peak times, especially at the beginning and end of the school day.		x				
Pedestrian safety should be a top concern as students walk to/from school and cross Baker Rd. particularly at Dan Hoey.	x		x			
Both of these intersections are in need of improvements, especially the Baker Rd/Shield Rd. intersection which cannot currently handle the capacity of cars during peak times, especially at the beginning and end of the school day		x				
Pedestrian safety should be a top concern as students walk to/from school and cross Baker Rd. particularly at Dan Hoey	x		x			
Total	13	17	6	1	0	0

Design

Comment	Safety for all Travelers	Traffic flow/efficiency	Ease of use for non-motorized users	Cost	Minimize Environmental Impact/ Right of Way	Aesthetics/Sense of Place
I liked the proposal that aligned Shield and Dan Hoey Roads but cost may be prohibitive.				x		
Roundabouts seem like a better option over traffic lights (would prefer roundabout @shield and leave Dan Hoey a light)						
Don't like realigning Shield to Dan Hoey						
A 4-way stop sign at Shield, Baker and the private road into Walkabout Creek would be a good idea in the interim until one of the other ideas are implemented in 2017 or 2018						
Roundabouts are a bad idea with the number of new (age 16 and 17) drivers that travel to school via these intersections. The best plan is to redirect Shield Road and line it up with Dan Hoey/Baker Road intersection light.	x					
I like the idea of multiple 100' roundabouts - easiest solution for adding new roads that meet Baker Road						
Just put up a traffic light at Shield Road						
Traffic light - concerned about timing and the light shining in my house						
Roundabout - pedestrians crossing are often young kids. Maybe a flashing light.	x		x			
I don't see two traffic lights working well. Having them time for good traffic flow I feel would be next to impossible.		x		x		
Are roundabouts big enough to accommodate semis without disrupting the flow of traffic?		x				
Order of preference 1) roundabouts 2) realign intersection						
Not a big fan of roundabouts, but they are unfamiliar to me. I like the two light scenarios, but not sure how the timing works.						
Not enough room for roundabouts					x	
Dislike roundabout proposals - others are less costly and more effective				x		
What about a 4 way stop at Shield Road?						
I like the redesign intersection option and the 100 foot diameter roundabouts. The 70 foot diameter looks too tight. I don't like the roundabout on Ellsworth and State. It is scary.	x					
Roundabout good						
Redirected Shield Road seems wise						
70' roundabout undersized for commercial vehicles		x				
Signal light at Shield and Baker with left turn lanes would be most expeditious approach. Some light with Dan Hoey						
Realigning Shield to Dan Hoey is too long term						
Traffic circles! 100 Diameter.						

Lights won't help						
Need two intersections						
The "urban" roundabouts are small for the volume of semi-trucks travelling Baker and Dan Hoey Roads		x				
Realignment of the intersections is best						
The urban compact roundabout design appears to be the best design to slow traffic down, accommodate large trucks, buses and emergency vehicles, and handle varying traffic volume throughout the day.						
Realigning Dan Hoey and Shield Rds. to flow into one another would eliminate an intersection which is a positive. However, as currently designed, it would cut across the school district's track and field events space which was redesigned ~2 years ago. As a school board member, I would not be in favor of putting a road through this space. If the road could be realigned further south (which may require purchasing several homes on the east side of Baker Rd.), this may be a more favorable alternative.					x	
Any redesign should consider future growth and increased traffic on Baker Rd. If population growth necessitated that an additional school building be constructed, it would likely be built on Parker Rd. to the south of the existing high school where the district owns property. This would increase traffic considerably at the Baker & Shield intersection, and also the Baker and Dan Hoey intersection.		x				
	3	5	1	3	2	0

Count of Positive and Negative Statements Regarding Design Options



Other Comments

Comments
Thank you for this opportunity to be heard. Take Care!
Presenters did an excellent job
Well run. Good visuals.
Good session
Good presenters
Keep me informed of future sessions via email: jefffrank@comcast.net
Try to time meeting not to be same as school games
Recommend on meeting - not several table discussions at one time
Time construction with Shield Bridge
Do not stop on Shield, part of problem
Address truck ordinance on Zeeb Road.
Presentation by dividing up groups not a good idea. You only got 1/4 of the total discussion.
Thank you beginning the discussion regarding these needed road improvements!
Good presentation last night. I missed the first few minutes due to another meeting but I was able to get what I needed by looking at the printouts of the various solutions.

Where you satisfied with location and time?

Yes	No
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
X	
15	0

How did you find out about this public information meeting?

Newspaper	Social Media	Email	Other
			X
		X	
	X		X
		X	
		X	
	X		
X			
	X		
			X
		X	
		X	
	X	X	
			X
		X	
		X	
1	4	8	4

APPENDIX C

CAPACITY ANALYSIS - SYNCHRO

Lanes, Volumes, Timings
1: Baker Rd & Dan Hoey Rd

10/22/2015



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	265	163	374	189	162	686
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		150	75	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850		0.850		
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1752	1553	1863	1538	1770	1863
Fl _t Permitted	0.950				0.450	
Satd. Flow (perm)	1752	1553	1863	1538	838	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		194		225		
Link Speed (mph)	35		30			30
Link Distance (ft)	450		587			564
Travel Time (s)	8.8		13.3			12.8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.89	0.89
Heavy Vehicles (%)	3%	4%	2%	5%	2%	2%
Adj. Flow (vph)	315	194	445	225	182	771
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	194	445	225	182	771
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Minimum Split (s)	21.9	21.9	21.5	21.5	21.5	21.5
Total Split (s)	22.0	22.0	38.0	38.0	38.0	38.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%
Maximum Green (s)	16.5	16.5	32.5	32.5	32.5	32.5
Yellow Time (s)	3.6	3.6	3.2	3.2	3.2	3.2
All-Red Time (s)	1.9	1.9	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0	5.0				
Flash Dont Walk (s)	11.0	11.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	16.5	16.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.28	0.28	0.54	0.54	0.54	0.54
v/c Ratio	0.65	0.34	0.44	0.24	0.40	0.76

Lanes, Volumes, Timings
 1: Baker Rd & Dan Hoey Rd

10/22/2015

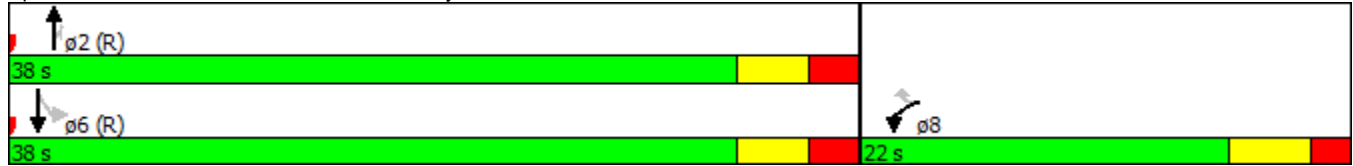


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	27.0	5.1	10.0	1.9	11.4	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	5.1	10.0	1.9	11.4	17.3
LOS	C	A	B	A	B	B
Approach Delay	18.6		7.3			16.2
Approach LOS	B		A			B

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	14.0
Intersection LOS:	B
Intersection Capacity Utilization	60.0%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 1: Baker Rd & Dan Hoey Rd



Intersection

Intersection Delay, s/veh 38.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	101	2	49	12	0	9	37	480	3	2	792	232
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	1		1	0		50	0		50
Median Width		0			20			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.83	0.92	0.83	0.80	0.80	0.80	0.92	0.92	0.92
Heavy Vehicles, %	8	9	6	3	2	3	15	5	4	6	4	4
Mvmt Flow	119	2	58	14	0	11	46	600	4	2	861	252
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	1563	1558	861	1588	1558	600	861	0	0	600	0	0
Stage 1	865	865	-	693	693	-	-	-	-	-	-	-
Stage 2	698	693	-	895	865	-	-	-	-	-	-	-
Follow-up Headway	3.572	4.081	3.354	3.527	4.018	3.327	2.335	-	-	2.254	-	-
Pot Capacity-1 Maneuver	# 88	108	349	87	112	499	728	-	-	958	-	-
Stage 1	340	361	-	432	445	-	-	-	-	-	-	-
Stage 2	421	434	-	334	371	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 79	97	349	66	101	499	728	-	-	958	-	-
Mov Capacity-2 Maneuver	# 79	97	-	66	101	-	-	-	-	-	-	-
Stage 1	308	359	-	391	403	-	-	-	-	-	-	-
Stage 2	373	393	-	275	369	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 416.4	49.8	0.7	0
HCM LOS	F	E	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Cap, veh/h	728	-	-	106	105	958	-	-
HCM Control Delay, s	10.28	0	-	\$ 49.8	49.8	8.766	0	-
HCM Lane V/C Ratio	0.06	-	-	1.69	0.24	0.00	-	-
HCM Lane LOS	B	A	-	F	E	A	A	-
HCM 95th-tile Q, veh	0.2	-	-	13.9	0.9	0.0	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lanes, Volumes, Timings
1: Baker Rd & Dan Hoey Rd

10/22/2015



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	225	152	789	152	69	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		150	75	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850		0.850		
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1752	1553	1863	1538	1770	1863
Fl _t Permitted	0.950				0.158	
Satd. Flow (perm)	1752	1553	1863	1538	294	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		146		162		
Link Speed (mph)	35		30			30
Link Distance (ft)	450		587			564
Travel Time (s)	8.8		13.3			12.8
Peak Hour Factor	0.71	0.71	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	2%	5%	2%	2%
Adj. Flow (vph)	317	214	839	162	73	421
Shared Lane Traffic (%)						
Lane Group Flow (vph)	317	214	839	162	73	421
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	21.5	21.5	38.5	38.5	38.5	38.5
Total Split (%)	35.8%	35.8%	64.2%	64.2%	64.2%	64.2%
Maximum Green (s)	16.0	16.0	33.0	33.0	33.0	33.0
Yellow Time (s)	3.6	3.6	3.2	3.2	3.2	3.2
All-Red Time (s)	1.9	1.9	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0	5.0				
Flash Dont Walk (s)	11.0	11.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	16.0	16.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio	0.27	0.27	0.55	0.55	0.55	0.55
v/c Ratio	0.68	0.41	0.82	0.18	0.45	0.41

Lanes, Volumes, Timings
 1: Baker Rd & Dan Hoey Rd

10/22/2015

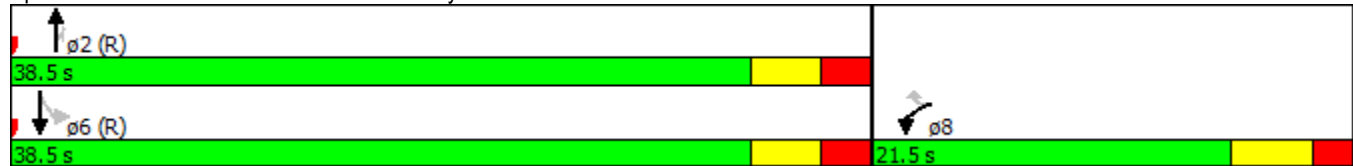


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	28.7	9.5	20.0	1.9	19.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	9.5	20.0	1.9	19.5	9.4
LOS	C	A	B	A	B	A
Approach Delay	21.0		17.0			10.9
Approach LOS	C		B			B

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	16.6
Intersection LOS:	B
Intersection Capacity Utilization	71.6%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 1: Baker Rd & Dan Hoey Rd



Intersection

Intersection Delay, s/veh 9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	43	0	26	4	0	3	85	895	16	5	467	157
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	1		1	0		50	0		50
Median Width		0			20			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.88	0.92	0.88	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles, %	8	9	6	3	2	3	15	5	4	6	4	4
Mvmt Flow	50	0	30	5	0	3	93	984	18	6	584	196
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	1768	1766	584	1781	1766	984	584	0	0	984	0	0
Stage 1	596	596	-	1170	1170	-	-	-	-	-	-	-
Stage 2	1172	1170	-	611	596	-	-	-	-	-	-	-
Follow-up Headway	3.572	4.081	3.354	3.527	4.018	3.327	2.335	-	-	2.254	-	-
Pot Capacity-1 Maneuver	63	81	504	63	84	300	930	-	-	686	-	-
Stage 1	480	481	-	234	267	-	-	-	-	-	-	-
Stage 2	228	259	-	479	492	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	51	62	504	48	64	300	930	-	-	686	-	-
Mov Capacity-2 Maneuver	51	62	-	48	64	-	-	-	-	-	-	-
Stage 1	372	473	-	181	207	-	-	-	-	-	-	-
Stage 2	174	200	-	443	484	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	209.6	58.6	0.8	0.1
HCM LOS	F	F	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Cap, veh/h	930	-	-	77	75	686	-	-
HCM Control Delay, s	9.303	0	-	209.6	58.6	10.296	0	-
HCM Lane V/C Ratio	0.10	-	-	1.04	0.11	0.01	-	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th-tile Q, veh	0.3	-	-	5.7	0.3	0.0	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	273	167	416	208	170	731
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.41	1.00
Satd. Flow (perm)	1752	1553	1863	1538	755	1863
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.89	0.89
Adj. Flow (vph)	325	199	495	248	191	821
RTOR Reduction (vph)	0	144	0	114	0	0
Lane Group Flow (vph)	325	55	495	134	191	821
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	16.5	16.5	32.5	32.5	32.5	32.5
Effective Green, g (s)	16.5	16.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.28	0.28	0.54	0.54	0.54	0.54
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	481	427	1009	833	408	1009
v/s Ratio Prot	c0.19		0.27			c0.44
v/s Ratio Perm		0.04		0.09	0.25	
v/c Ratio	0.68	0.13	0.49	0.16	0.47	0.81
Uniform Delay, d1	19.4	16.3	8.6	6.9	8.4	11.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.4	0.6	1.7	0.4	3.8	7.2
Delay (s)	26.8	17.0	10.3	7.3	12.3	18.4
Level of Service	C	B	B	A	B	B
Approach Delay (s)	23.1		9.3			17.3
Approach LOS	C		A			B

Intersection Summary

HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection

Intersection Delay, s/veh 51.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	103	2	50	12	0	9	41	539	3	2	837	240
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	1		1	0		50	0		50
Median Width		0			20			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.83	0.83	0.83	0.80	0.80	0.80	0.95	0.95	0.95
Heavy Vehicles, %	8	9	6	3	2	3	6	4	4	15	3	4
Mvmt Flow	121	2	59	14	0	11	51	674	4	2	881	253
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	1667	1661	881	1692	1661	674	881	0	0	674	0	0
Stage 1	885	885	-	776	776	-	-	-	-	-	-	-
Stage 2	782	776	-	916	885	-	-	-	-	-	-	-
Follow-up Headway	3.572	4.081	3.354	3.527	4.018	3.327	2.254	-	-	2.335	-	-
Pot Capacity-1 Maneuver	# 74	94	340	73	97	453	751	-	-	859	-	-
Stage 1	331	354	-	389	407	-	-	-	-	-	-	-
Stage 2	378	397	-	325	363	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 66	83	340	54	86	453	751	-	-	859	-	-
Mov Capacity-2 Maneuver	# 66	83	-	54	86	-	-	-	-	-	-	-
Stage 1	295	352	-	347	363	-	-	-	-	-	-	-
Stage 2	329	354	-	265	360	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 575.5	62.5	0.7	0
HCM LOS	F	F	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Cap, veh/h	751	-	-	90	87	859	-	-
HCM Control Delay, s	10.144	0	-	\$ 62.5	62.5	9.201	0	-
HCM Lane V/C Ratio	0.07	-	-	2.03	0.29	0.00	-	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th-tile Q, veh	0.2	-	-	15.9	1.1	0.0	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	273	167	416	208	170	731
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.41	1.00
Satd. Flow (perm)	1752	1553	1863	1538	762	1863
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.89	0.89
Adj. Flow (vph)	325	199	495	248	191	821
RTOR Reduction (vph)	0	146	0	101	0	0
Lane Group Flow (vph)	325	53	495	147	191	821
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	21.5	21.5	47.5	47.5	47.5	47.5
Effective Green, g (s)	21.5	21.5	47.5	47.5	47.5	47.5
Actuated g/C Ratio	0.27	0.27	0.59	0.59	0.59	0.59
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	470	417	1106	913	452	1106
v/s Ratio Prot	c0.19		0.27			c0.44
v/s Ratio Perm		0.03		0.10	0.25	
v/c Ratio	0.69	0.13	0.45	0.16	0.42	0.74
Uniform Delay, d1	26.3	22.2	9.0	7.3	8.8	11.8
Progression Factor	1.00	1.00	0.72	0.44	1.00	1.00
Incremental Delay, d2	8.1	0.6	1.2	0.3	2.9	4.5
Delay (s)	34.4	22.8	7.6	3.5	11.7	16.3
Level of Service	C	C	A	A	B	B
Approach Delay (s)	30.0		6.3			15.4
Approach LOS	C		A			B

Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Baker Rd & Shield Rd/Dongara Dr

2/24/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	2	50	12	0	9	41	539	3	2	837	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.94		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1531			1688		1703	1825		1570	1779	
Flt Permitted	0.74	1.00			0.79		0.12	1.00		0.36	1.00	
Satd. Flow (perm)	1304	1531			1375		222	1825		588	1779	
Peak-hour factor, PHF	0.85	0.85	0.85	0.83	0.92	0.83	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	121	2	59	14	0	11	51	674	4	2	881	253
RTOR Reduction (vph)	0	52	0	0	22	0	0	0	0	0	10	0
Lane Group Flow (vph)	121	9	0	0	3	0	51	678	0	2	1124	0
Heavy Vehicles (%)	8%	9%	6%	3%	2%	3%	6%	4%	4%	15%	3%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	9.1	9.1			9.1		58.3	58.3		58.3	58.3	
Effective Green, g (s)	9.1	9.1			9.1		58.3	58.3		58.3	58.3	
Actuated g/C Ratio	0.11	0.11			0.11		0.73	0.73		0.73	0.73	
Clearance Time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Vehicle Extension (s)	0.2	0.2			0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	148	174			156		161	1329		428	1296	
v/s Ratio Prot		0.01						0.37			c0.63	
v/s Ratio Perm	c0.09				0.00		0.23			0.00		
v/c Ratio	0.82	0.05			0.02		0.32	0.51		0.00	0.87	
Uniform Delay, d1	34.6	31.6			31.5		3.8	4.7		3.0	8.0	
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.90	0.65	
Incremental Delay, d2	27.0	0.0			0.0		5.1	1.4		0.0	5.6	
Delay (s)	61.6	31.6			31.5		8.9	6.1		2.7	10.8	
Level of Service	E	C			C		A	A		A	B	
Approach Delay (s)		51.6			31.5			6.3			10.8	
Approach LOS		D			C			A			B	

Intersection Summary

HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	247	159	848	159	73	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.12	1.00
Satd. Flow (perm)	1752	1553	1863	1538	227	1863
Peak-hour factor, PHF	0.71	0.71	0.94	0.94	0.94	0.94
Adj. Flow (vph)	348	224	902	169	78	477
RTOR Reduction (vph)	0	88	0	77	0	0
Lane Group Flow (vph)	348	136	902	92	78	477
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	16.5	16.5	32.5	32.5	32.5	32.5
Effective Green, g (s)	16.5	16.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.28	0.28	0.54	0.54	0.54	0.54
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	481	427	1009	833	122	1009
v/s Ratio Prot	c0.20		c0.48			0.26
v/s Ratio Perm		0.09		0.06	0.34	
v/c Ratio	0.72	0.32	0.89	0.11	0.64	0.47
Uniform Delay, d1	19.7	17.3	12.2	6.7	9.6	8.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.1	2.0	12.0	0.3	22.9	1.6
Delay (s)	28.8	19.2	24.2	7.0	32.6	10.1
Level of Service	C	B	C	A	C	B
Approach Delay (s)	25.1		21.5			13.2
Approach LOS	C		C			B

Intersection Summary

HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection

Intersection Delay, s/veh 16.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	44	0	29	4	0	3	89	959	16	5	537	162
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	1		1	0		50	0		50
Median Width		0			20			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles, %	8	9	6	3	2	3	6	4	4	15	3	4
Mvmt Flow	51	0	34	5	0	3	98	1054	18	6	671	202
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	1935	1933	671	1950	1933	1054	671	0	0	1054	0	0
Stage 1	684	684	-	1249	1249	-	-	-	-	-	-	-
Stage 2	1251	1249	-	701	684	-	-	-	-	-	-	-
Follow-up Headway	3.572	4.081	3.354	3.527	4.018	3.327	2.254	-	-	2.335	-	-
Pot Capacity-1 Maneuver	# 48	63	449	48	66	273	901	-	-	613	-	-
Stage 1	429	438	-	211	245	-	-	-	-	-	-	-
Stage 2	205	237	-	428	449	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 37	45	449	35	47	273	901	-	-	613	-	-
Mov Capacity-2 Maneuver	# 37	45	-	35	47	-	-	-	-	-	-	-
Stage 1	313	429	-	154	179	-	-	-	-	-	-	-
Stage 2	148	173	-	388	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 398.9	79.7	0.8	0.1
HCM LOS	F	F	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Cap, veh/h	901	-	-	58	56	613	-	-
HCM Control Delay, s	9.481	0	-	\$ 79.7	79.7	10.933	0	-
HCM Lane V/C Ratio	0.11	-	-	1.46	0.14	0.01	-	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th-tile Q, veh	0.4	-	-	7.6	0.5	0.0	-	-













Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	247	159	848	159	73	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.14	1.00
Satd. Flow (perm)	1752	1553	1863	1538	261	1863
Peak-hour factor, PHF	0.71	0.71	0.94	0.94	0.94	0.94
Adj. Flow (vph)	348	224	902	169	78	477
RTOR Reduction (vph)	0	108	0	59	0	0
Lane Group Flow (vph)	348	116	902	110	78	477
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	21.5	21.5	47.5	47.5	47.5	47.5
Effective Green, g (s)	21.5	21.5	47.5	47.5	47.5	47.5
Actuated g/C Ratio	0.27	0.27	0.59	0.59	0.59	0.59
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	470	417	1106	913	154	1106
v/s Ratio Prot	c0.20		c0.48			0.26
v/s Ratio Perm		0.07		0.07	0.30	
v/c Ratio	0.74	0.28	0.82	0.12	0.51	0.43
Uniform Delay, d1	26.7	23.1	12.8	7.1	9.4	8.9
Progression Factor	1.00	1.00	0.71	1.03	1.00	1.00
Incremental Delay, d2	10.1	1.7	4.6	0.2	11.4	1.2
Delay (s)	36.8	24.8	13.7	7.5	20.9	10.1
Level of Service	D	C	B	A	C	B
Approach Delay (s)	32.1		12.7			11.6
Approach LOS	C		B			B
Intersection Summary						
HCM 2000 Control Delay			17.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	11.0
Intersection Capacity Utilization			80.4%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

4: Baker Rd & Shield Rd/Dongara Dr

2/24/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	0	29	4	0	3	89	959	16	5	537	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.95		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1524			1698		1703	1822		1570	1777	
Flt Permitted	0.75	1.00			0.79		0.27	1.00		0.17	1.00	
Satd. Flow (perm)	1324	1524			1383		475	1822		280	1777	
Peak-hour factor, PHF	0.86	0.86	0.86	0.88	0.88	0.88	0.91	0.91	0.91	0.80	0.80	0.80
Adj. Flow (vph)	51	0	34	5	0	3	98	1054	18	6	671	202
RTOR Reduction (vph)	0	31	0	0	7	0	0	1	0	0	10	0
Lane Group Flow (vph)	51	3	0	0	1	0	98	1071	0	6	863	0
Heavy Vehicles (%)	8%	9%	6%	3%	2%	3%	6%	4%	4%	15%	3%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.5	7.5			7.5		59.9	59.9		59.9	59.9	
Effective Green, g (s)	7.5	7.5			7.5		59.9	59.9		59.9	59.9	
Actuated g/C Ratio	0.09	0.09			0.09		0.75	0.75		0.75	0.75	
Clearance Time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	124	142			129		355	1364		209	1330	
v/s Ratio Prot		0.00						c0.59			0.49	
v/s Ratio Perm	c0.04				0.00		0.21			0.02		
v/c Ratio	0.41	0.02			0.01		0.28	0.79		0.03	0.65	
Uniform Delay, d1	34.2	32.9			32.9		3.2	6.1		2.6	4.9	
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.72	1.07	
Incremental Delay, d2	2.2	0.1			0.0		1.9	4.6		0.2	2.1	
Delay (s)	36.4	33.0			32.9		5.1	10.7		2.1	7.4	
Level of Service	D	C			C		A	B		A	A	
Approach Delay (s)		35.0			32.9			10.3			7.3	
Approach LOS		D			C			B			A	

Intersection Summary

HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	277	169	421	211	172	741
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.40	1.00
Satd. Flow (perm)	1752	1553	1863	1538	746	1863
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.89	0.89
Adj. Flow (vph)	330	201	501	251	193	833
RTOR Reduction (vph)	0	146	0	115	0	0
Lane Group Flow (vph)	330	55	501	136	193	833
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	16.5	16.5	32.5	32.5	32.5	32.5
Effective Green, g (s)	16.5	16.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.28	0.28	0.54	0.54	0.54	0.54
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	481	427	1009	833	404	1009
v/s Ratio Prot	c0.19		0.27			c0.45
v/s Ratio Perm		0.04		0.09	0.26	
v/c Ratio	0.69	0.13	0.50	0.16	0.48	0.83
Uniform Delay, d1	19.4	16.4	8.6	6.9	8.5	11.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8	0.6	1.7	0.4	4.0	7.7
Delay (s)	27.2	17.0	10.4	7.3	12.5	19.1
Level of Service	C	B	B	A	B	B
Approach Delay (s)	23.3		9.4			17.9
Approach LOS	C		A			B

Intersection Summary

HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection

Intersection Delay, s/veh 56.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	104	2	51	12	0	9	42	546	3	2	848	243
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	1		1	0		50	0		50
Median Width		0			20			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.83	0.83	0.83	0.80	0.80	0.80	0.95	0.95	0.95
Heavy Vehicles, %	8	9	6	3	2	3	6	4	4	15	3	4
Mvmt Flow	122	2	60	14	0	11	52	682	4	2	893	256
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	1690	1685	893	1716	1685	683	893	0	0	683	0	0
Stage 1	897	897	-	788	788	-	-	-	-	-	-	-
Stage 2	793	788	-	928	897	-	-	-	-	-	-	-
Follow-up Headway	3.572	4.081	3.354	3.527	4.018	3.327	2.254	-	-	2.335	-	-
Pot Capacity-1 Maneuver	# 71	90	335	70	94	448	743	-	-	852	-	-
Stage 1	326	349	-	383	402	-	-	-	-	-	-	-
Stage 2	373	392	-	320	358	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 63	79	335	51	83	448	743	-	-	852	-	-
Mov Capacity-2 Maneuver	# 63	79	-	51	83	-	-	-	-	-	-	-
Stage 1	289	347	-	339	356	-	-	-	-	-	-	-
Stage 2	322	347	-	259	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 632.4	67.4	0.7	0
HCM LOS	F	F	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Cap, veh/h	743	-	-	86	82	852	-	-
HCM Control Delay, s	10.213	0	-	\$ 67.4	67.4	9.236	0	-
HCM Lane V/C Ratio	0.07	-	-	2.15	0.31	0.00	-	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th-tile Q, veh	0.2	-	-	16.5	1.2	0.0	-	-













Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	277	169	421	211	172	741
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.41	1.00
Satd. Flow (perm)	1752	1553	1863	1538	754	1863
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.89	0.89
Adj. Flow (vph)	330	201	501	251	193	833
RTOR Reduction (vph)	0	147	0	102	0	0
Lane Group Flow (vph)	330	54	501	149	193	833
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	21.5	21.5	47.5	47.5	47.5	47.5
Effective Green, g (s)	21.5	21.5	47.5	47.5	47.5	47.5
Actuated g/C Ratio	0.27	0.27	0.59	0.59	0.59	0.59
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	470	417	1106	913	447	1106
v/s Ratio Prot	c0.19		0.27			c0.45
v/s Ratio Perm		0.03		0.10	0.26	
v/c Ratio	0.70	0.13	0.45	0.16	0.43	0.75
Uniform Delay, d1	26.4	22.2	9.0	7.3	8.9	11.9
Progression Factor	1.00	1.00	0.71	0.43	1.00	1.00
Incremental Delay, d2	8.5	0.6	1.2	0.3	3.0	4.8
Delay (s)	34.9	22.8	7.6	3.5	11.9	16.7
Level of Service	C	C	A	A	B	B
Approach Delay (s)	30.3		6.3			15.8
Approach LOS	C		A			B

Intersection Summary

HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Baker Rd & Shield Rd/Dongara Dr

2/24/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	2	51	12	0	9	42	546	3	2	848	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.94		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1531			1688		1703	1825		1570	1779	
Flt Permitted	0.74	1.00			0.79		0.11	1.00		0.35	1.00	
Satd. Flow (perm)	1304	1531			1374		206	1825		580	1779	
Peak-hour factor, PHF	0.85	0.85	0.85	0.83	0.92	0.83	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	122	2	60	14	0	11	52	682	4	2	893	256
RTOR Reduction (vph)	0	53	0	0	22	0	0	0	0	0	10	0
Lane Group Flow (vph)	122	9	0	0	3	0	52	686	0	2	1139	0
Heavy Vehicles (%)	8%	9%	6%	3%	2%	3%	6%	4%	4%	15%	3%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	9.2	9.2			9.2		58.2	58.2		58.2	58.2	
Effective Green, g (s)	9.2	9.2			9.2		58.2	58.2		58.2	58.2	
Actuated g/C Ratio	0.11	0.11			0.11		0.73	0.73		0.73	0.73	
Clearance Time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Vehicle Extension (s)	0.2	0.2			0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	149	176			158		149	1327		421	1294	
v/s Ratio Prot		0.01						0.38			c0.64	
v/s Ratio Perm	c0.09				0.00		0.25			0.00		
v/c Ratio	0.82	0.05			0.02		0.35	0.52		0.00	0.88	
Uniform Delay, d1	34.6	31.5			31.4		4.0	4.8		3.0	8.3	
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.90	0.66	
Incremental Delay, d2	27.0	0.0			0.0		6.3	1.4		0.0	6.0	
Delay (s)	61.6	31.6			31.4		10.3	6.2		2.7	11.4	
Level of Service	E	C			C		B	A		A	B	
Approach Delay (s)		51.5			31.4			6.5			11.4	
Approach LOS		D			C			A			B	

Intersection Summary













HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	250	161	859	161	73	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.12	1.00
Satd. Flow (perm)	1752	1553	1863	1538	227	1863
Peak-hour factor, PHF	0.71	0.71	0.94	0.94	0.94	0.94
Adj. Flow (vph)	352	227	914	171	78	483
RTOR Reduction (vph)	0	85	0	78	0	0
Lane Group Flow (vph)	352	142	914	93	78	483
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	16.5	16.5	32.5	32.5	32.5	32.5
Effective Green, g (s)	16.5	16.5	32.5	32.5	32.5	32.5
Actuated g/C Ratio	0.28	0.28	0.54	0.54	0.54	0.54
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	481	427	1009	833	122	1009
v/s Ratio Prot	c0.20		c0.49			0.26
v/s Ratio Perm		0.09		0.06	0.34	
v/c Ratio	0.73	0.33	0.91	0.11	0.64	0.48
Uniform Delay, d1	19.7	17.4	12.4	6.7	9.6	8.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.5	2.1	13.1	0.3	22.9	1.6
Delay (s)	29.2	19.4	25.5	7.0	32.6	10.1
Level of Service	C	B	C	A	C	B
Approach Delay (s)	25.4		22.6			13.3
Approach LOS	C		C			B

Intersection Summary

HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection

Intersection Delay, s/veh 18.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	0	29	4	0	3	90	972	16	5	544	164
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	1		1	0		50	0		50
Median Width		0			20			0			0	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles, %	8	9	6	3	2	3	6	4	4	15	3	4
Mvmt Flow	52	0	34	5	0	3	99	1068	18	6	680	205
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow All	1961	1959	680	1975	1959	1068	680	0	0	1068	0	0
Stage 1	693	693	-	1266	1266	-	-	-	-	-	-	-
Stage 2	1268	1266	-	709	693	-	-	-	-	-	-	-
Follow-up Headway	3.572	4.081	3.354	3.527	4.018	3.327	2.254	-	-	2.335	-	-
Pot Capacity-1 Maneuver	# 46	61	444	46	64	268	894	-	-	606	-	-
Stage 1	424	434	-	206	240	-	-	-	-	-	-	-
Stage 2	201	233	-	423	445	-	-	-	-	-	-	-
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 35	43	444	33	45	268	894	-	-	606	-	-
Mov Capacity-2 Maneuver	# 35	43	-	33	45	-	-	-	-	-	-	-
Stage 1	305	425	-	148	173	-	-	-	-	-	-	-
Stage 2	143	168	-	383	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 446.9	84.6	0.8	0.1
HCM LOS	F	F	-	-

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Cap, veh/h	894	-	-	55	53	606	-	-
HCM Control Delay, s	9.527	0	-	\$ 84.6	84.6	11.002	0	-
HCM Lane V/C Ratio	0.11	-	-	1.56	0.15	0.01	-	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th-tile Q, veh	0.4	-	-	7.9	0.5	0.0	-	-













Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

1: Baker Rd & Dan Hoey Rd

2/24/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	250	161	859	161	73	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1553	1863	1538	1752	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.13	1.00
Satd. Flow (perm)	1752	1553	1863	1538	247	1863
Peak-hour factor, PHF	0.71	0.71	0.94	0.94	0.94	0.94
Adj. Flow (vph)	352	227	914	171	78	483
RTOR Reduction (vph)	0	105	0	59	0	0
Lane Group Flow (vph)	352	122	914	112	78	483
Heavy Vehicles (%)	3%	4%	2%	5%	3%	2%
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	21.5	21.5	47.5	47.5	47.5	47.5
Effective Green, g (s)	21.5	21.5	47.5	47.5	47.5	47.5
Actuated g/C Ratio	0.27	0.27	0.59	0.59	0.59	0.59
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Grp Cap (vph)	470	417	1106	913	146	1106
v/s Ratio Prot	c0.20		c0.49			0.26
v/s Ratio Perm		0.08		0.07	0.32	
v/c Ratio	0.75	0.29	0.83	0.12	0.53	0.44
Uniform Delay, d1	26.8	23.2	13.0	7.1	9.7	8.9
Progression Factor	1.00	1.00	0.72	1.06	1.00	1.00
Incremental Delay, d2	10.5	1.8	4.8	0.2	13.3	1.3
Delay (s)	37.2	25.0	14.1	7.7	23.0	10.2
Level of Service	D	C	B	A	C	B
Approach Delay (s)	32.4		13.1			11.9
Approach LOS	C		B			B

Intersection Summary

HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Baker Rd & Shield Rd/Dongara Dr

2/24/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	0	29	4	0	3	90	972	16	5	544	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.95		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1524			1698		1703	1822		1570	1777	
Flt Permitted	0.75	1.00			0.79		0.26	1.00		0.16	1.00	
Satd. Flow (perm)	1324	1524			1383		465	1822		269	1777	
Peak-hour factor, PHF	0.86	0.86	0.86	0.88	0.88	0.88	0.91	0.91	0.91	0.80	0.80	0.80
Adj. Flow (vph)	52	0	34	5	0	3	99	1068	18	6	680	205
RTOR Reduction (vph)	0	31	0	0	7	0	0	1	0	0	10	0
Lane Group Flow (vph)	52	3	0	0	1	0	99	1085	0	6	875	0
Heavy Vehicles (%)	8%	9%	6%	3%	2%	3%	6%	4%	4%	15%	3%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.5	7.5			7.5		59.9	59.9		59.9	59.9	
Effective Green, g (s)	7.5	7.5			7.5		59.9	59.9		59.9	59.9	
Actuated g/C Ratio	0.09	0.09			0.09		0.75	0.75		0.75	0.75	
Clearance Time (s)	6.8	6.8			6.8		5.8	5.8		5.8	5.8	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	124	142			129		348	1364		201	1330	
v/s Ratio Prot		0.00						c0.60			0.49	
v/s Ratio Perm	c0.04				0.00		0.21			0.02		
v/c Ratio	0.42	0.02			0.01		0.28	0.80		0.03	0.66	
Uniform Delay, d1	34.2	32.9			32.9		3.2	6.2		2.6	5.0	
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.71	1.07	
Incremental Delay, d2	2.3	0.1			0.0		2.0	4.9		0.2	2.2	
Delay (s)	36.5	33.0			32.9		5.3	11.1		2.1	7.5	
Level of Service	D	C			C		A	B		A	A	
Approach Delay (s)		35.1			32.9			10.6			7.5	
Approach LOS		D			C			B			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX D

CAPACITY ANALYSIS - RODEL

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Dan Hoey	2025 PHF Flow Profile (veh)
Alternative Three - 1 Lane RB - 2025	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dan Hoey WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Dan Hoey EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dan Hoey WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Dan Hoey EB	100.00	18.00	1	18.00	1	12.00	1

Traffic Flow Data (veh/hr)

2025 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	0	416	208	0	2.0	1.00	0.8
2	Dan Hoey WB	0	273	0	167	0	3.0	1.00	0.8
3	Baker SB	0	170	731	0	0	2.0	1.00	0.9
4	Dan Hoey EB	0	0	0	0	0	0.0	1.00	0.3

Operational Results

2025 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry
1	Baker NB	None	624		170		1003	1083		0.5934
2	Dan Hoey WB	None	440		416		378	929		0.4903
3	Baker SB	None	901		273		583	1024		0.9377
4	Dan Hoey EB	None	0		0		0	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	7.57		7.57	5.08		A		A
2	Dan Hoey WB	None	7.04		7.04	3.35		A		A
3	Baker SB	None	26.67		26.67	32.06		D		D
4	Dan Hoey EB	None	0.00		0.00	0.00		A		A

Economics

Economics - Results Data

2025 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	2875.35	43130	Vehicles Injury	0.00	0	Vehicle Delay Cost	43130
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	2875.35	43130	Totals	0.00	0	TOTAL COST	43130

Global Results

Performance and Accidents

2025 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1965		1965
Capacity	veh/hr	3036		3036
Average Delay	sec/veh	16.21		16.21
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	C		C
Total Delay	veh.hrs	8.85		8.85

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Dan Hoey	2035 PHF Flow Profile (veh)
Alternative Three - 1 Lane RB - 2035	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dan Hoey WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Dan Hoey EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dan Hoey WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Dan Hoey EB	100.00	18.00	1	18.00	1	12.00	1

Traffic Flow Data (veh/hr)

2035 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	0	421	211	0	2.0	1.00	0.8
2	Dan Hoey WB	0	277	0	169	0	3.0	1.00	0.8
3	Baker SB	0	172	741	0	0	2.0	1.00	0.9
4	Dan Hoey EB	0	0	0	0	0	0.0	1.00	0.3

Operational Results

2035 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Baker NB	None	632		172		1016	1082		0.6016
2	Dan Hoey WB	None	446		421		382	926		0.4986
3	Baker SB	None	913		277		590	1022		0.9576
4	Dan Hoey EB	None	0		0		0	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	7.72		7.72	5.26		A		A
2	Dan Hoey WB	None	7.17		7.17	3.48		A		A
3	Baker SB	None	29.43		29.43	36.46		D		D
4	Dan Hoey EB	None	0.00		0.00	0.00		A		A

Economics

Economics - Results Data

2035 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	3155.02	47325	Vehicles Injury	0.00	0	Vehicle Delay Cost	47325
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	3155.02	47325	Totals	0.00	0	TOTAL COST	47325

Global Results

Performance and Accidents

2035 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1991		1991
Capacity	veh/hr	3030		3030
Average Delay	sec/veh	17.55		17.55
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	C		C
Total Delay	veh.hrs	9.71		9.71

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Dan Hoey	2025 PHF Flow Profile (veh)
Alternative Three - 1 Lane RB - 2025	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dan Hoey WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Dan Hoey EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dan Hoey WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Dan Hoey EB	100.00	18.00	1	18.00	1	12.00	1

Traffic Flow Data (veh/hr)

2025 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	0	848	159	0	2.0	1.00	0.9
2	Dan Hoey WB	0	247	0	159	0	3.0	1.00	0.7
3	Baker SB	0	73	448	0	0	2.0	1.00	0.9
4	Dan Hoey EB	0	0	0	0	0	0.0	0.00	0.3

Operational Results

2025 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Baker NB	None	1007		73		694	1137		0.9298
2	Dan Hoey WB	None	406		846		232	695		0.6426
3	Baker SB	None	521		247		1004	1039		0.5110
4	Dan Hoey EB	None	0		0		0	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	22.15		22.15	19.64		C		C
2	Dan Hoey WB	None	14.50		14.50	9.75		B		B
3	Baker SB	None	6.63		6.63	3.08		A		A
4	Dan Hoey EB	None	0.00		0.00	0.00		A		A

Economics

Economics - Results Data

2025 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	0.00	0	Vehicles Injury	0.00	0	Vehicle Delay Cost	42852
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	2856.77	42852	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	2856.77	42852	Totals	0.00	0	TOTAL COST	42852

Global Results

Performance and Accidents

2025 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1934		1934
Capacity	veh/hr	2871		2871
Average Delay	sec/veh	16.36		16.36
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	C		C
Total Delay	veh.hrs	8.79		8.79

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Dan Hoey	2035 PHF Flow Profile (veh)
Alternative Three - 1 Lane RB - 2035	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dan Hoey WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Dan Hoey EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dan Hoey WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Dan Hoey EB	100.00	18.00	1	18.00	1	12.00	1

Traffic Flow Data (veh/hr)

2035 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	0	859	161	0	2.0	1.00	0.9
2	Dan Hoey WB	0	250	0	161	0	3.0	1.00	0.7
3	Baker SB	0	73	454	0	0	2.0	1.00	0.9
4	Dan Hoey EB	0	0	0	0	0	0.0	0.00	0.3

Operational Results

2035 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Baker NB	None	1020		73		703	1137		0.9452
2	Dan Hoey WB	None	411		856		233	690		0.6570
3	Baker SB	None	527		250		1017	1037		0.5178
4	Dan Hoey EB	None	0		0		0	0		0.0000

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	23.96		23.96	21.61		C		C
2	Dan Hoey WB	None	15.33		15.33	10.62		C		C
3	Baker SB	None	6.73		6.73	3.17		A		A
4	Dan Hoey EB	None	0.00		0.00	0.00		A		A

Economics

Economics - Results Data

2035 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	3155.02	47325	Vehicles Injury	0.00	0	Vehicle Delay Cost	93753
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	3095.19	46428	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	6250.21	93753	Totals	0.00	0	TOTAL COST	93753

Global Results

Performance and Accidents

2035 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1958		1958
Capacity	veh/hr	2864		2864
Average Delay	sec/veh	17.51		17.51
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	C		C
Total Delay	veh.hrs	9.52		9.52

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Shield_Dongara	2025 PHF Flow Profile (veh)
Alternative Three - 1 Lane RB - 2025	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dongara WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Shield EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dongara WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Shield EB	100.00	18.00	1	18.00	1	12.00	1

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
3	Baker SB	Exclusive	240	12	1	12	1	24	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
3	Baker SB	14	1	100	100	90.00006 912	30	4	Shield EB	1	2

Traffic Flow Data (veh/hr)

2025 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	41	539	3	0	2.0	1.00	0.8
2	Dongara WB	0	12	0	9	0	3.0	1.00	0.8
3	Baker SB	0	2	837	0	240	2.0	1.00	0.9
4	Shield EB	0	103	2	50	0	7.0	1.00	0.8

Operational Results

2025 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Baker NB	None	583		107		899	1115		0.5425	
2	Dongara WB	None	21		683		7	781		0.0281	
3	Baker SB	Exclusive	839	240	53	53	651	1148	1243	0.7490	0.1948
4	Shield EB	None	155		851		281	642		0.2488	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	6.66		6.66	4.48		A		A
2	Dongara WB	None	4.57		4.57	0.10		A		A
3	Baker SB	Exclusive	10.62	3.56	9.05	7.29	0.67	B	A	A
4	Shield EB	None	6.69		6.69	0.98		A		A

Economics

Economics - Results Data

2025 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1333.89	20008	Vehicles Injury	0.00	0	Vehicle Delay Cost	70318
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	3353.96	50309	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	4687.85	70318	Totals	0.00	0	TOTAL COST	70318

Global Results

Performance and Accidents

2025 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1598	240	1838
Capacity	veh/hr	3685	1243	4928
Average Delay	sec/veh	8.71	3.56	8.04
L.O.S. (Signal)	A – F	A	A	A
L.O.S. (Unsig)	A – F	A	A	A
Total Delay	veh.hrs	3.87	0.24	4.10

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Shield_Dongara	2035 PHF Flow Profile (veh)
Alternative Four - 1 Lane RB with SB Exclusive Bypass - 2035	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dongara WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Shield EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dongara WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Shield EB	100.00	18.00	1	18.00	1	12.00	1

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
3	Baker SB	Exclusive	243	12	1	12	1	24	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
3	Baker SB	14	1	100	100	90.0001152	30	4	Shield EB	1	2

Traffic Flow Data (veh/hr)

2035 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	42	546	3	0	2.0	1.00	0.8
2	Dongara WB	0	12	0	9	0	3.0	1.00	0.8
3	Baker SB	0	2	848	0	243	2.0	1.00	0.9
4	Shield EB	0	104	2	51	0	7.0	1.00	0.8

Operational Results

2035 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Baker NB	None	591		108		911	1114		0.5504	
2	Dongara WB	None	21		692		7	776		0.0283	
3	Baker SB	Exclusive	850	243	54	54	659	1147	1243	0.7598	0.1973
4	Shield EB	None	157		862		285	636		0.2543	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	6.78		6.78	4.65		A		A
2	Dongara WB	None	4.60		4.60	0.10		A		A
3	Baker SB	Exclusive	10.99	3.58	9.34	7.67	0.68	B	A	A
4	Shield EB	None	6.79		6.79	1.01		A		A

Economics

Economics - Results Data

2035 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1388.23	20823	Vehicles Injury	0.00	0	Vehicle Delay Cost	20823
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	1388.23	20823	Totals	0.00	0	TOTAL COST	20823

Global Results

Performance and Accidents

2035 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1619	243	1862
Capacity	veh/hr	3674	1243	4917
Average Delay	sec/veh	8.96	3.58	8.26
L.O.S. (Signal)	A – F	A	A	A
L.O.S. (Unsig)	A – F	A	A	A
Total Delay	veh.hrs	4.03	0.24	4.27

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Shield_Dongara	2025 PHF Flow Profile (veh)
Alternative Three - 1 Lane RB - 2025	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dongara WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Shield EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dongara WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Shield EB	100.00	18.00	1	18.00	1	12.00	1

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
3	Baker SB	Exclusive	162	12	1	12	1	24	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
3	Baker SB	14	1	100	100	90.00006 336	30	4	Shield EB	1	2

Traffic Flow Data (veh/hr)

2025 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	89	959	16	0	2.0	1.00	0.9
2	Dongara WB	0	4	0	3	0	3.0	1.00	0.9
3	Baker SB	0	5	537	0	162	2.0	1.00	0.8
4	Shield EB	0	44	0	29	0	7.0	1.00	0.9

Operational Results

2025 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Baker NB	None	1064		49		570	1149		0.9915	
2	Dongara WB	None	7		1089		21	562		0.0128	
3	Baker SB	Exclusive	542	162	93	93	1003	1126	1220	0.4983	0.1366
4	Shield EB	None	73		546		251	795		0.0948	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	30.99		30.99	36.90		D		D
2	Dongara WB	None	5.95		5.95	0.04		A		A
3	Baker SB	Exclusive	6.01	3.35	5.40	3.61	0.52	A	A	A
4	Shield EB	None	4.59		4.59	0.32		A		A

Economics

Economics - Results Data

2025 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1333.89	20008	Vehicles Injury	0.00	0	Vehicle Delay Cost	70318
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	3353.96	50309	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	4687.85	70318	Totals	0.00	0	TOTAL COST	70318

Global Results

Performance and Accidents

2025 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1686	162	1848
Capacity	veh/hr	3632	1220	4852
Average Delay	sec/veh	21.71	3.35	20.10
L.O.S. (Signal)	A – F	C	A	C
L.O.S. (Unsig)	A – F	C	A	C
Total Delay	veh.hrs	10.17	0.15	10.32

Scheme Summary

Control Data

Control Data and Model Parameters

Baker Rd Intersection Study - Baker/Shield_Dongara	2035 PHF Flow Profile (veh)
Alternative Four - 1 Lane RB with SB Exclusive Bypass - 2035	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Φ
1	Baker NB	0	0	12.00	1	14.00	1	100.00	90.00	30.00
2	Dongara WB	90	0	12.00	1	14.00	1	100.00	90.00	30.00
3	Baker SB	180	0	12.00	1	14.00	1	100.00	90.00	30.00
4	Shield EB	270	0	12.00	1	14.00	1	100.00	90.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Baker NB	100.00	18.00	1	18.00	1	12.00	1
2	Dongara WB	100.00	18.00	1	18.00	1	12.00	1
3	Baker SB	100.00	18.00	1	18.00	1	12.00	1
4	Shield EB	100.00	18.00	1	18.00	1	12.00	1

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
3	Baker SB	Exclusive	164	12	1	12	1	24	2

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
3	Baker SB	14	1	100	100	90.00012 096	30	4	Shield EB	1	2

Traffic Flow Data (veh/hr)

2035 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	Baker NB	0	90	972	16	0	2.0	1.00	0.9
2	Dongara WB	0	4	0	3	0	3.0	1.00	0.9
3	Baker SB	0	5	544	0	164	2.0	1.00	0.8
4	Shield EB	0	45	0	29	0	7.0	1.00	0.9

Operational Results

2035 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Baker NB	None	1078		50		577	1148		1.0123	
2	Dongara WB	None	7		1102		21	555		0.0130	
3	Baker SB	Exclusive	549	164	94	94	1016	1125	1220	0.5049	0.1383
4	Shield EB	None	74		553		254	792		0.0965	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Baker NB	None	34.66		34.66	41.91		D		D
2	Dongara WB	None	6.02		6.02	0.04		A		A
3	Baker SB	Exclusive	6.09	3.36	5.46	3.72	0.53	A	A	A
4	Shield EB	None	4.62		4.62	0.33		A		A

Economics

Economics - Results Data

2035 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1388.23	20823	Vehicles Injury	0.00	0	Vehicle Delay Cost	77210
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	3759.07	56386	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	5147.30	77210	Totals	0.00	0	TOTAL COST	77210

Global Results

Performance and Accidents

2035 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1708	164	1872
Capacity	veh/hr	3620	1220	4840
Average Delay	sec/veh	24.06	3.36	22.24
L.O.S. (Signal)	A – F	C	A	C
L.O.S. (Unsig)	A – F	C	A	C
Total Delay	veh.hrs	11.41	0.15	11.57

APPENDIX E

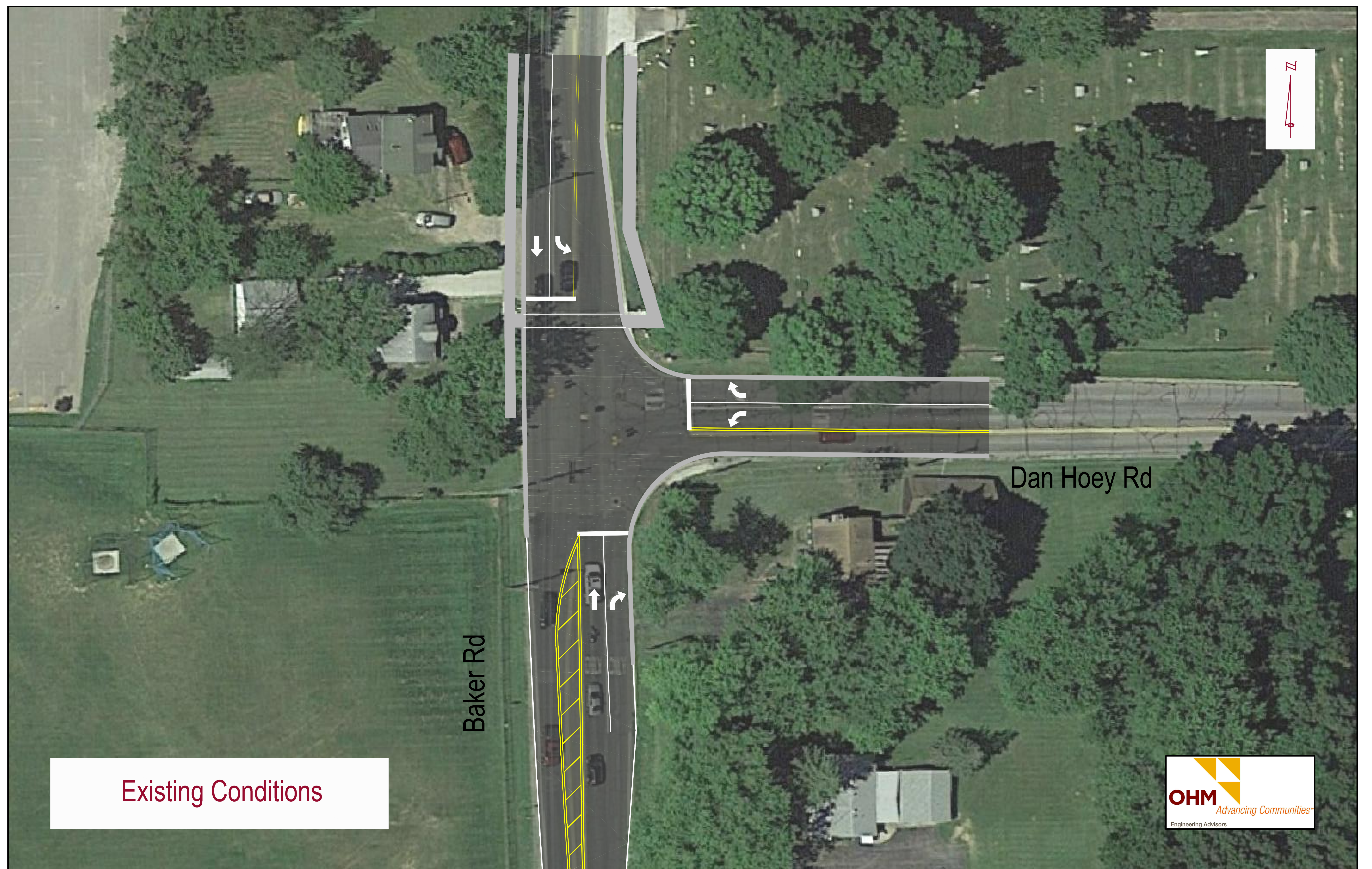
ILLUSTRATED ALTERNATIVES



Baker Rd

Dan Hoey Rd

Existing Conditions



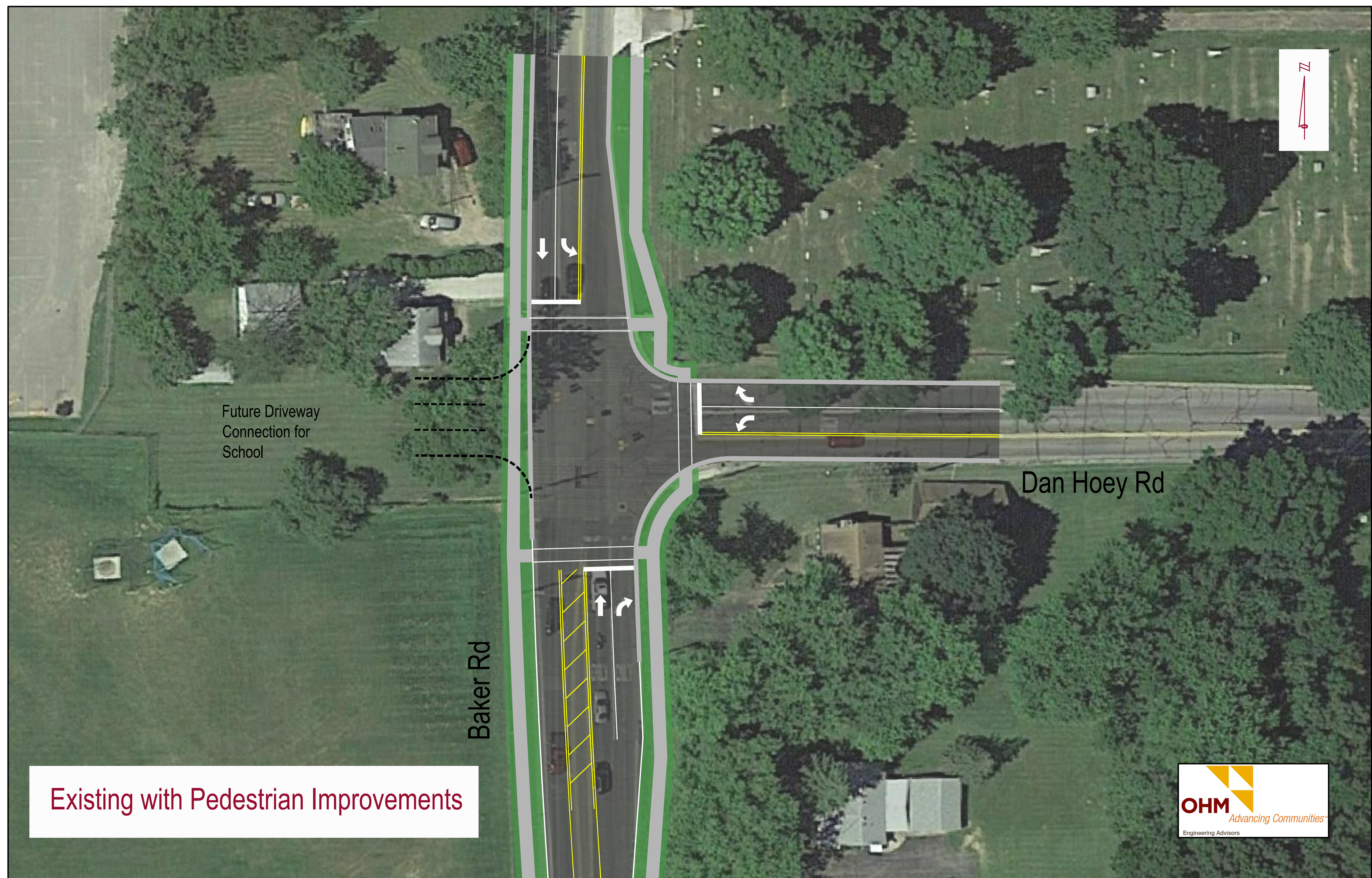


Future Driveway
Connection for
School

Baker Rd

Dan Hoey Rd

Existing with Pedestrian Improvements





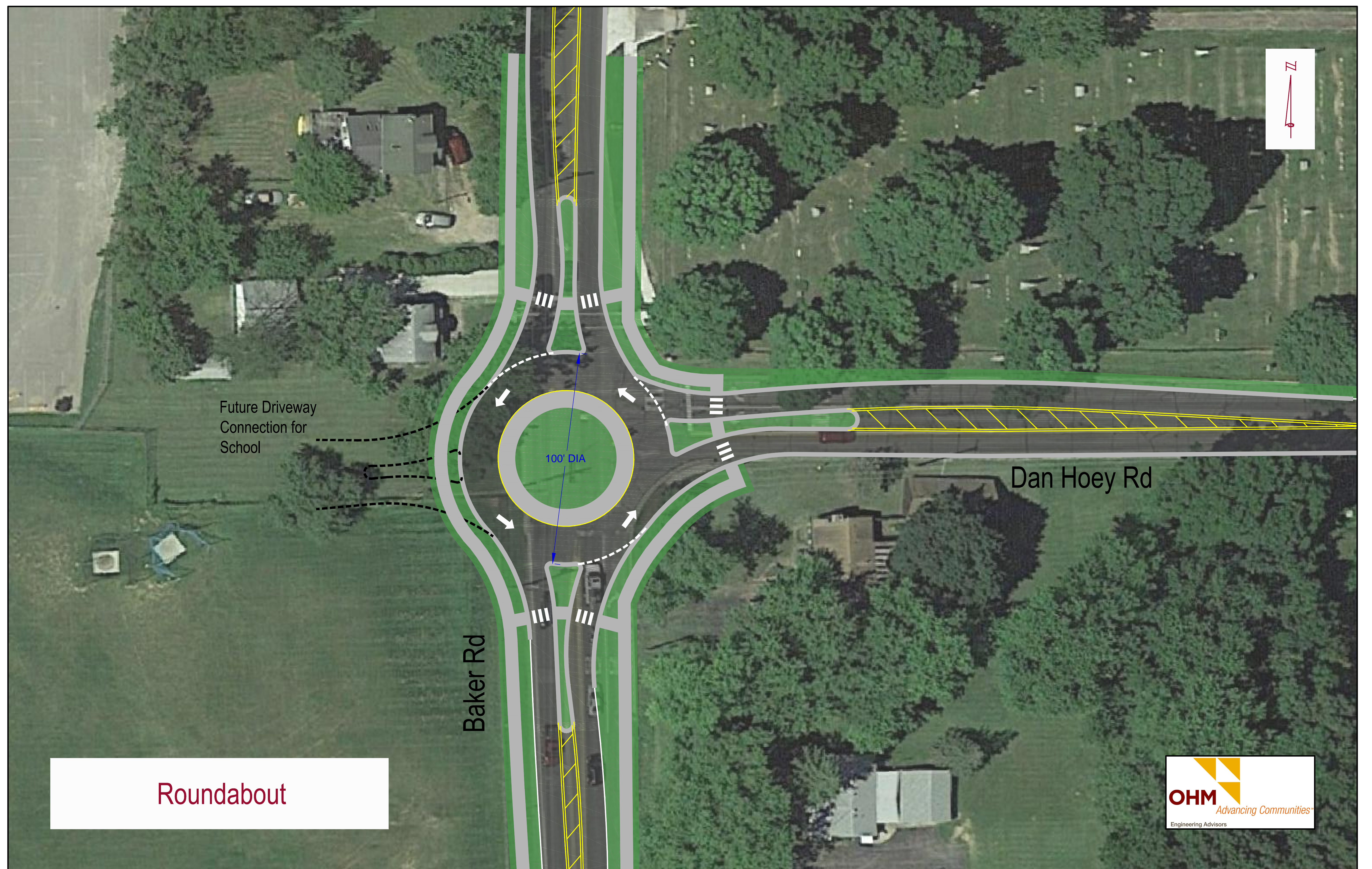
Future Driveway
Connection for
School

Baker Rd

Dan Hoey Rd

100' DIA

Roundabout

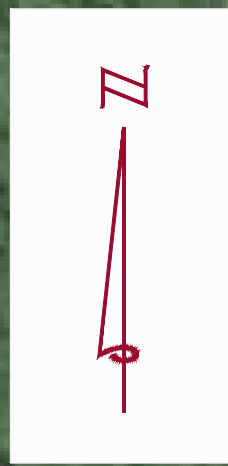




Baker Rd

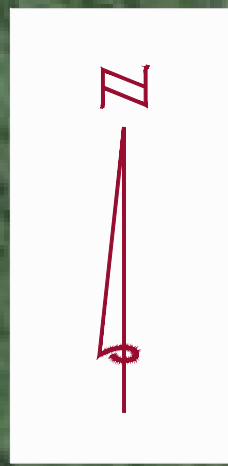
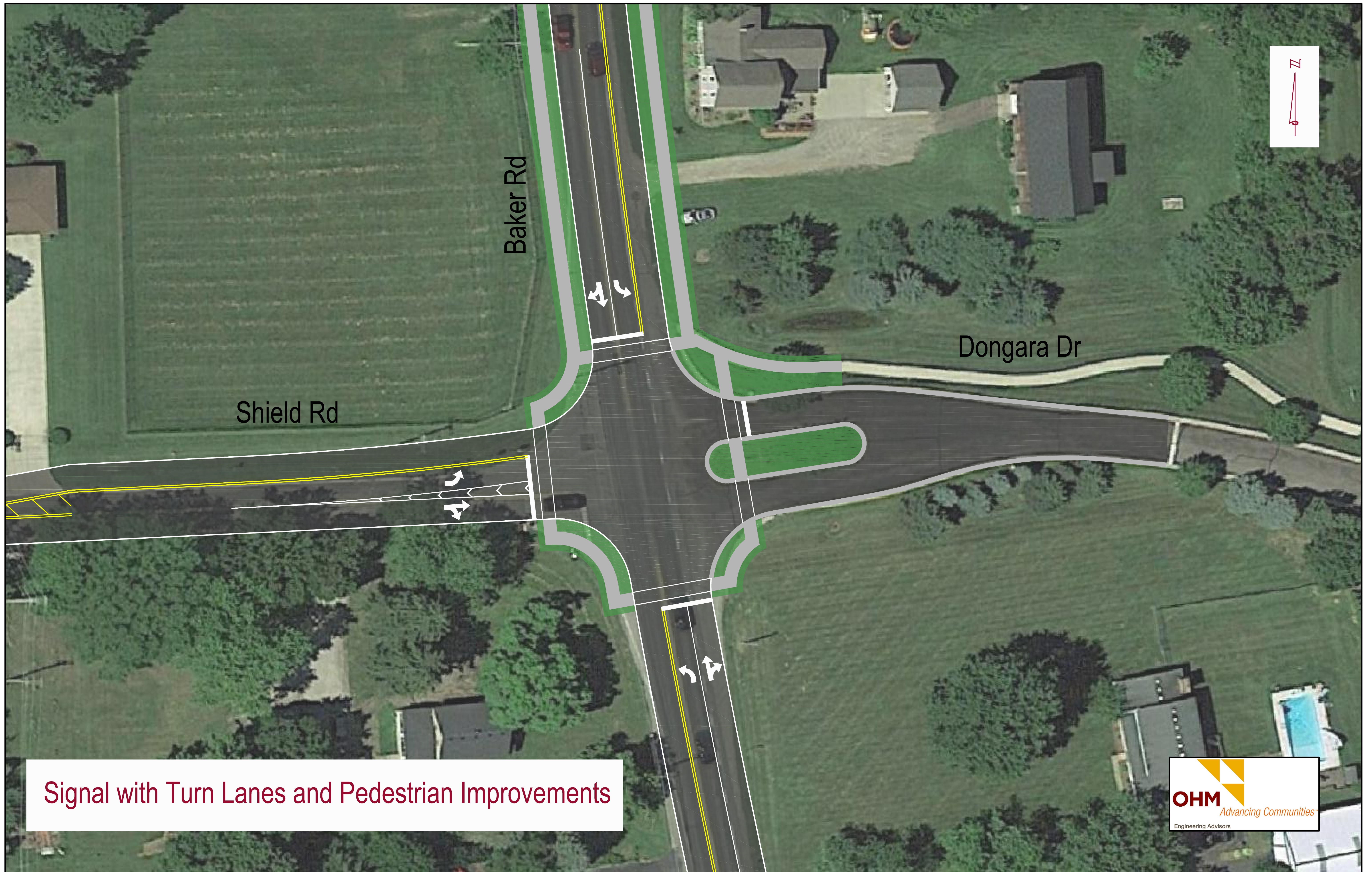
Dongara Dr

Shield Rd



Existing Conditions





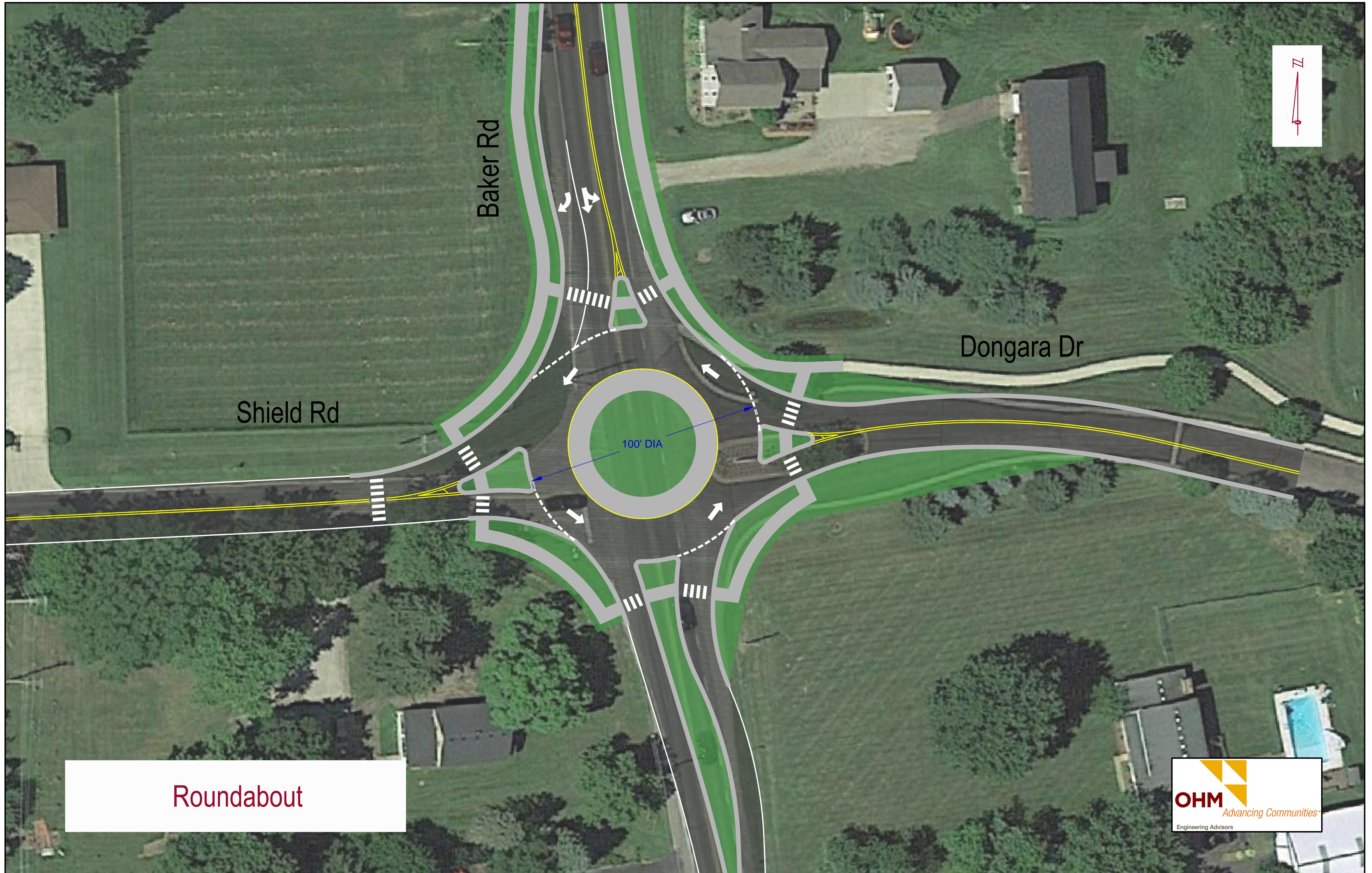
Baker Rd

Dongara Dr

Shield Rd

Signal with Turn Lanes and Pedestrian Improvements



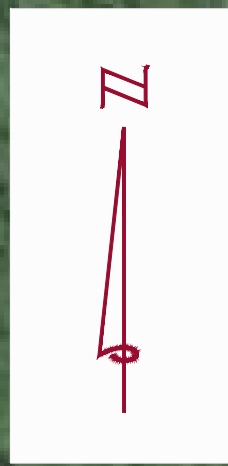


Baker Rd

Dongara Dr

Shield Rd

100' DIA



Roundabout



Realigned Intersection



Dan Hoey Rd

Baker Rd

Dongara Dr

Shield Rd



Roundabouts



Dan Hoey Rd

Baker Rd

Shield Rd

Dongara Dr



APPENDIX F

COST ESTIMATES

Signalized Intersections

	Item	Unit	Qty	Unit Price	Subtotal
1	Mobilization	LSUM	1	\$57,000.00	\$57,000.00
2	Staging	LSUM	1	\$45,000.00	\$45,000.00
3	Curb Removal	Ft	1400	\$10.00	\$14,000.00
4	Sidewalk Removal	Sft	200	\$12.00	\$2,400.00
5	Earthwork	Cyd	3300	\$17.00	\$56,100.00
6	Undercut	Cyd	600	\$45.00	\$27,000.00
7	Crushing and Shaping (5" of Base)	Syd	7700	\$5.00	\$38,500.00
8	Agg Base (3" agg on top of crushed)	TON	1400	\$30.00	\$42,000.00
9	Curb and Gutter	Ft	1400	\$18.00	\$25,200.00
10	Underdrain (6")	Ft	1540	\$7.00	\$10,780.00
11	HMA Pavement (6")	TON	2720	\$75.00	\$204,000.00
12	Truck Apron	Syd	0	\$50.00	\$0.00
13	Driveway	Syd	400	\$40.00	\$16,000.00
14	Sidewalk (4")	Sft	9300	\$4.00	\$37,200.00
15	Sidewalk Ramp	Sft	600	\$8.00	\$4,800.00
16	Storm Structure	Ea	8	\$3,500.00	\$28,000.00
17	Storm Sewer	Ft	1960	\$50.00	\$98,000.00
18	Overhead Electrical Relocations	Ft	0	\$200.00	\$0.00
19	Streetlights for Roundabout	Ea	0	\$80,000.00	\$0.00
20	Traffic Signal	Ea	2	\$125,000.00	\$250,000.00
21	Signing and Striping	LSUM	1	\$10,000.00	\$10,000.00
22	Median Landscape	Syd	100	\$15.00	\$1,500.00
23	Turf Restoration (10' wide)	Syd	5100	\$5.00	\$25,500.00
	15% Contingency				\$148,950.00
	Total				\$1,141,930.00

Assumptions:

1. DTE OH facilities exist under permit, not easement. About 900 feet @\$200/feet might need relocating.
2. Public utilities will not require relocating.

Roundabout Intersections

	Item	Unit	Qty	Unit Price	Subtotal
1	Mobilization	LSUM	1	\$56,000.00	\$56,000.00
2	Staging	LSUM	1	\$45,000.00	\$45,000.00
3	Curb Removal	Ft	1700	\$10.00	\$17,000.00
4	Sidewalk Removal	Sft	200	\$12.00	\$2,400.00
5	Earthwork	Cyd	3700	\$17.00	\$62,900.00
6	Undercut	Cyd	600	\$45.00	\$27,000.00
7	Crushing and Shaping (5" of Base)	Syd	8500	\$5.00	\$42,500.00
8	Agg Base (3" agg on top of crushed)	TON	1600	\$30.00	\$48,000.00
9	Curb and Gutter	Ft	3500	\$18.00	\$63,000.00
10	Underdrain (6")	Ft	3850	\$7.00	\$26,950.00
11	HMA Pavement (6")	TON	2410	\$75.00	\$180,750.00
12	Truck Apron	Syd	400	\$50.00	\$20,000.00
13	Driveway	Syd	400	\$40.00	\$16,000.00
14	Sidewalk (4")	Sft	10000	\$4.00	\$40,000.00
15	Sidewalk Ramp	Sft	1000	\$8.00	\$8,000.00
16	Storm Structure	Ea	9	\$3,500.00	\$31,500.00
17	Storm Sewer	Ft	2310	\$50.00	\$115,500.00
18	Overhead Electrical Relocations	Ft	0	\$200.00	\$0.00
19	Streetlights for Roundabout	LSUM	1	\$80,000.00	\$80,000.00
20	Traffic Signal	Ea	0	\$125,000.00	\$0.00
21	Signing and Striping	LSUM	1	\$60,000.00	\$60,000.00
22	Median Landscape	Syd	900	\$15.00	\$13,500.00
23	Turf Restoration (10' wide)	Syd	5800	\$5.00	\$29,000.00
	15% Contingency				\$147,750.00
	Total				\$1,132,750.00

Assumptions:

1. DTE OH facilities exist under permit, not easement. About 1500 feet @\$200/feet might need relocating.
2. Public utilities will not require relocating.

Realigned Roadway

	Item	Unit	Qty	Unit Price	Subtotal
1	Mobilization	LSUM	1	\$94,000.00	\$94,000.00
2	Staging	LSUM	1	\$75,000.00	\$75,000.00
3	Curb Removal	Ft	1700	\$10.00	\$17,000.00
4	Sidewalk Removal	Sft	200	\$12.00	\$2,400.00
5	Earthwork	Cyd	15000	\$17.00	\$255,000.00
6	Undercut	Cyd	1100	\$45.00	\$49,500.00
7	Crushing and Shaping (5" of Base)	Syd	10900	\$5.00	\$54,500.00
8	Agg Base (5" avg depth for 3R and 4R work)	TON	4900	\$30.00	\$147,000.00
9	Curb and Gutter	Ft	8000	\$18.00	\$144,000.00
10	Underdrain (6")	Ft	8800	\$7.00	\$61,600.00
11	HMA Pavement (6")	TON	4390	\$75.00	\$329,250.00
12	Truck Apron	Syd	200	\$50.00	\$10,000.00
13	Driveway	Syd	600	\$40.00	\$24,000.00
14	Sidewalk (4")	Sft	7200	\$4.00	\$28,800.00
15	Sidewalk Ramp	Sft	600	\$8.00	\$4,800.00
16	Storm Structure	Ea	14	\$3,500.00	\$49,000.00
17	Storm Sewer	Ft	3545	\$50.00	\$177,250.00
18	Overhead Electrical Relocations	Ft	0	\$200.00	\$0.00
19	Streetlights for Roundabout	Ea	1	\$40,000.00	\$40,000.00
20	Traffic Signal	Ea	0	\$125,000.00	\$0.00
21	Signing and Striping	LSUM	1	\$35,000.00	\$35,000.00
22	Median Landscape	Syd	800	\$15.00	\$12,000.00
23	Turf Restoration (10' wide)	Syd	8700	\$5.00	\$43,500.00
	15% Contingency				\$248,040.00
	Total				\$1,901,640.00

Assumptions:

1. DTE OH facilities exist under permit, not easement. About 1050 feet @\$200/feet might need relocating.
2. Public utilities will not require relocating.