

**Model Minimum Inventory of Roadway Elements (MMIRE):
Proposed Intersection Variables**

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GENERIC VARIABLE DESCRIPTION	Definition	Ease of Data Collection (1)
III. Roadway Junction Descriptors		
III.a. At-Grade Intersection/Junctions		
(NOTE: These junctions can include both normal "intersections" and also junctions of roadways with		
III.a.1. General Descriptors		
113. Unique Intersection Identifier	A numeric unique identifier for each intersection/junction	E
114. Type of Intersection/Junction	Type of junction being described in the data record	E
115. Location Identifier For Road 1 Crossing Point	Location on the first intersecting route (e.g. route-milepost)	M
116. Location Identifier For Road 2 Crossing Point	Location on the second intersecting route (e.g. route-milepost)	D (unless spatial data system)
117. Location Identifier For Road 3, 4, Etc. Crossing Point (E.G. Route-Milepost), Etc.	Location on the third and subsequent intersecting route (e.g. route-milepost)	D (unless spatial data system)
118. Intersection/Junction No. Of Legs	Intersection/junction no. Of legs	M
119. Intersection/Junction Geometry	Intersection/junction geometry	E
120. School Zone Indicator	Whether the intersection/junction is in a school zone	E
121. Railroad Crossing Number if a RR Grade Crossing	Railroad crossing number if a RR grade crossing (for linkage to National Highway-Rail Crossing Inventory)	M
122. Intersection Skew Angle	Angle from perpendicular of intersection of the roads	D
123. Intersection/Junction Offset	Whether crossroad approach centerlines are directly opposed or offset by some distance	D
124. Intersection/Junction Offset Distance	Distance that approach centerlines are offset	D
125. Intersection/Junction Traffic Control	Traffic control present at intersection/junction	M
126. Signalization Type (e.g. actuated, fixed, system)	Type of signalization at intersection/junction	M
127. Number of Intersection/Junction Quadrants with Limited Sight Distance	Number of intersection/junction quadrants with limited sight distance	D

128. Intersection/Junction Lighting	Type of lighting at intersection/junction	M
129. Roundabout - No. of Circulatory Lanes	No. of circulatory lanes in roundabout	E
130. Roundabout - Circulatory Lane Width	Width of the roadway between the central island and outer edge of the circulatory lane	E
131. Roundabout - Inscribed Diameter	Distance between the outer edges of the circulatory roadway	M
132. Roundabout - Bicycle Facility	Type of bicycle facility at roundabout	E
III.a.2. At Grade Intersection/Junction Descriptors – Each Approach		
133. Approach AADT	AADT on approach described	E (if system road), M (if non-system crossroad)
134. Approach Use Type	Usage of approach	E
135. Approach Is Two-Way, One-Way	One-way or two-way flow on approach	E
136. No. Of Thru Lanes	Total number of thru lanes on approach, both directions	E
137. No. of Exclusive Left Turn Lanes	Number of exclusive left turn lanes on approach	M
138. No. of Exclusive Right Turn Lanes	Number of exclusive right turn lanes on approach	M
139. Length of Exclusive Left Turn Lanes	Length of exclusive left turn lanes	M
140. Length of Exclusive Right Turn Lanes	Length of exclusive right turn lanes	M
141. Median Type at Intersection	Median type at intersection on approach	M
142. Approach Traffic Control	Traffic control present on approach	M
143. Left Turn Protection	Presence and time of left turn protection	D
144. Signal Progression	Signal progression on approach	D
145. Crosswalk Presence/Type	Type of crosswalk	D
146. Pedestrian Signalization Type	Type of pedestrian signalization on approach	M
147. Pedestrian Signal Special Features	Special features for either pushbutton or recall pedestrian signals	M
148. Crossing Pedestrian Count/Exposure	Count or estimate of average daily pedestrian flow crossing this approach (Note: only applicable to approaches with vehicular traffic)	D
149. Left/Right Turn Prohibitions	Left or right turn prohibitions on this approach	D
150. Left Turn Counts/Percent	Count or estimate of average daily left turns, or percent of total approach traffic turning left. (Note: This could also be captured for peak-periods only or by hour of day.)	D

151. Right Turn Counts/Percent	Count or estimate of average daily right turns, or percent of total approach traffic turning right. (Note: This could also be captured for peak-periods only or by hour of day.)	D
152. Transverse rumble strip presence	Presence of transverse rumble strip on approach	D
153. Roundabout - Entry Width	Full width of entry where it meets the inscribed circle. Note that total width of the approach can be derived from totaling entry width, exit width and splitter island width.	E
154. Roundabout - Number of Entry lanes	Number of entry lanes into roundabout on this approach	E
155. Roundabout - Entry Radius	Minimum radius of curvature of the curb on the right side of the entry.	D
156. Roundabout - Exit Width	Full width of exit where it meets the inscribed circle. Note that total width of the approach can be derived from totaling entry width, exit width and splitter island width.	E
157. Roundabout - Number of Exit lanes	Number of exit lanes from roundabout on this approach leg.	E
158. Roundabout - Exit Radius	Minimum radius of curvature of the curb on the right side of the exit.	D
159. Roundabout - Pedestrian Facility	Type of pedestrian crossing facility on this approach to roundabout	E
160. Roundabout - Crosswalk Location (distance from yield line)	Location of marked pedestrian crosswalk relative to yield line	E
161. Roundabout – Splitter Island Width	Width of the splitter island separating entry and exit legs (measured at the inscribed circle).	E

(1) E = Easy, M = Moderate, D = Difficult. Note that an asterisk (*) indicates an element for which data collection technology is being developed